

Technical Note 01

Project:	Colt International, New Lane, Havant	Office:	Southampton
Project No:	A090070-182	Prepared by:	Graham Sutton
Client:	Homes England	Approved by:	Mark Ambler
Date:	October 2018	Status:	Draft
Subject:	Response to HCC Comments		

1 Introduction

- 1.1 A post-submission response was received (ref APP/18/00244) for a proposed development at Colt International, New Lane, Havant
- 1.2 This Technical Note (TN) seeks to address the highway issues raised in the response by Hampshire County Council (HCC). The HCC comments are included in **Appendix A**.

2 Hampshire County Council Comments

2.1 HCC Comment:

- *"It is not clear how cyclists re-join the carriageway at New Lane. The existing refuge is below standard to facilitate this movement and would need to be made wider to accommodate pedestrians and cyclists. This should be included within the proposals to tie the works in to the improvements secured from the Land South of Bartons Road site.*
- *A new refuge island is proposed on New Lane. No dimensions are provided for this refuge and its width should be confirmed. The need for this additional refuge island crossing is not clear and is not sited on the main desire line. Shared use access to the existing access on New Lane should also be provided to complete connectivity to the site.*
- *The footway on the western side of New Lane is currently too narrow to accommodate a shared use facility. This should be widened and may require some dedication of land from the internal layout to achieve a continuation of the 3m route, particularly at the very northern end of New Lane.*
- *Annotations should be included for pedestrian and cycle signage as required including wayfinding.*
- *The crossing proposed on Bartons Road at the Prospect Lane junction could not be considered acceptable especially considering its need to cater for a route to school. The proposed location involves pedestrians and cyclists crossing two lanes of westbound traffic. The central refuge island is also of insufficient width. Consideration should be given to the upgrading of the existing puffin crossing and connections to Prospect Lane via this route.*
- *It is not clear how cyclists re-join the carriageway at Martins Road. This should be clarified on the drawing.*
- *The footway cycleway is proposed to be widened at the eastern side of Martins Road but not on the west. This provides no landing area for cyclists to dismount and should be provided."*

WYG Response:

A revised scheme of improvements to off-site pedestrian/cycle infrastructure is included as drawing **A090070-182 - SK04 Rev A** at **Appendix B**. The changes from the previous proposals are set out below:

- New 3m wide landing area on western side of Martins Road to provide termination of cycle route on western side and allow cyclists to join carriageway near junction;
- Relocation of crossing on Bartons Road to the east of the junction to remove the need to cross two lanes of traffic;
- Refuge island on New Lane removed, and 3m wide uncontrolled crossing with dropped kerbs provided. Shared use footway/cycleway extended along eastern site frontage to crossing point on New Lane, at which point cyclists can join the carriageway of New Lane away from the junction;
- Shared use footway/cycleway extended along eastern site frontage beyond crossing point to site access; and
- Indicative pedestrian and cycle signage shown on drawing; full details of the signing strategy will be determined at the detailed design stage.

2.2 HCC Comment:

"Swept path analysis vehicle tracking has been provided by the applicant for the illustrative proposed accesses for both the required size refuse vehicle and max legal 16.5m articulated HGV. The drawings provided are not sufficient to provide a full review. The carriageway markings should be shown so it can be clearly seen whether vehicles overhang or encroach onto on-coming lanes. It is noted that the tracking provided in drawing A090070-182-SPA01 does show the vehicle overhanging the footway. This would not be considered acceptable.

No speed survey data has been provided. As previously outlined this will be required in order to agree suitability of access arrangements in the vicinity of the existing site accesses with regards specifically to visibility splays. Visibility splays have been shown at 43m as set out with Manual for Streets (MFS) guidance however as per HCC's Technical Guidance Note TG3 speed survey data is required to support MFS assumptions."

WYG Response:

Revised swept path analysis drawings showing road markings have been included on drawing **A090070-182 – SPA01 Rev A** at **Appendix C**. Full speed survey data is included as **Appendix D**.

2.3 HCC Comment:

"Bartons Road/B2149 Petersfield Road:

Development impact at this junction has been previously assessed for the application known as Land South of Bartons Road. This demonstrated a junction in 2020 which was close to capacity in the 2020 AM peak. This contradicts the results outlined within this applications TA which seem to demonstrate that the junction would be operating well within capacity in 2023.

The base survey data suggests little growth in traffic since 2015 when compared with the more recent data of 2017 although it does note a shift in the network peak. This does not explain however the modelled improvement in the junction performance. There are a number of elements within the model which require alteration before it can be agreed that the outputs reflect an accurate model. These are as follows:

- *Petersfield Road south right turn movement should be modelled as a fully signalled right turn.*

- *Bartons Road has a left turn filter signal not a fully signalled phase*
- *Interstage times should be changed to match those on street:*
 - (a) *Stage 3-1 = 9 seconds*
 - (b) *Stage 1-2 = 9 seconds*
 - (c) *Stage 2-3 = 7 seconds*
- *Petersfield Road north does not have a left turn filter signal on street so should be removed from the model.*
- *Lane 1/1 (Petersfield Road north left turn lane) lane length should be 2 PCU's not 4 PCU's*
- *Lane 2/1 (Bartons Road left turn lane) lane length should be 3 PCUs not 5 PCUs*
- *Lane 3/2 lane width should be 3.25m not 3.63m; the turning radius should be 12m not 21m. Additionally this is not a nearside lane. Amending these factors would correct the saturation flow calculation.*
- *Lane 3/2 should be modelled as a long lane to clearly identify the queue and delay for this movement*

Until these alterations to the modelling have been undertaken the highway authority is not able to confirm the impact of the development and whether mitigation measures are required."

WYG Response:

The revised modelling is included as **Appendix E**. The model shows that the junction is expected to operate with residual capacity in the AM and PM 2023 + Committed Development + Development scenarios, and therefore no mitigation is required given the limited impact of proposed development traffic on the junction.

3 Travel Plan

- 3.1 A revised Travel Plan and cover sheet are included as **Appendix F** which addresses the outstanding comments.

4 Summary

- 4.1 This report seeks to address the comments raised by Hampshire County Council relating to highway and transportation matters.
- 4.2 Consequently, it is considered that there are no outstanding issues that should lead to any objection to the proposed development on highway grounds.



APPENDIX A

HCC RESPONSE



Hampshire
County Council

Head of Planning Services
Havant Borough Council
Civic Offices
Civic Centre Road
Havant
Hampshire
PO9 2AX

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Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

<i>Enquiries to</i>	Holly Drury	<i>My reference</i>	6/3/13/188 (APP1746)
<i>Direct Line</i>	01962 826996	<i>Your reference</i>	APP/18/00244
<i>Date</i>	21 st September 2018	<i>Email</i>	Holly.drury@hants.gov.uk

For attention of David Eaves

Mixed use development comprising up to 100 new homes, including up to 40% affordable, 2860sqm of employment floorspace and improved access onto New Lane and Martin Road. On-site parking for residential and employment uses will be provided. (full details to be submitted at a later stage).

Thank you for the opportunity to comment on the above application. Following initial comments made by HCC Highways in June 2018 regarding this application and the accompanying Transport Assessment, the applicant has submitted a response in the form of a Highways Technical Note (Technical Note 01 – WYG Environment Transport Planning – July 2018). The following comments relate to this additional technical note.

Trip Generation and Distribution

Following concerns raised within our previous response with regards to trip rates presented for the affordable housing element of the scheme being too low, the applicant has now re-assessed this element by utilising the same trip rates as presented for houses in private ownership. This is considered acceptable.

Initial concerns were raised with regards to the methodology utilised for trip distribution being based upon existing turning proportions at junctions that are not currently dominated by residential development and that in turn would not reflect the required degree of accuracy.

In line with this, the submitted Technical Note provides details of a sensitivity test based upon the likely turning proportions and destinations of newly

created residential traffic on the highway network of interest utilising 2011 census travel data from the Mid-layer Super Output Area (MSOA). With regards to residential and workplace distribution “Havant 009” has been applied for trip origin with all MSOA’s for destination purposes whilst extrapolating the top 30 workplace and residence destinations. This approach is considered acceptable and is considered to be fully representative in this regard.

The proposed desirable routes have been plotted using route planning software and journey stages recorded with traffic calculated into percentages and applied to turning proportions at all junctions contained within the highway network of interest; again, this approach is considered acceptable and sufficiently robust.

As a result, trips have been assigned to the network using the above methodology and for the more robust residential trip rates associated with the affordable housing element.

Pedestrian and Cycle Infrastructure

HCC raised initial concerns that the submitted masterplan illustrated a path to be provided to link with the southern side of Bartons Road opposite the path linking to Sharp Copse Primary School on the northern side of Bartons Road and that the applicant should be providing suitable crossing for pedestrians and cyclists in this location in order to cater for increased movement as a result of the proposed development.

The applicant has submitted a proposed infrastructure improvement scheme comprising the widening of the existing footway along the northern site boundary to 3m for a shared pedestrian/cycle route, the provision of an enlarged pedestrian refuge island across Martin Road by the junction with Bartons Road, a new refuge island on New Lane for pedestrian/cyclists, the widening of the crossing point on Bartons Road in the vicinity of Prospect Lane, providing the link from the site to Sharps Copse Primary School, and the provision of a new crossing point on Bartons Road adjacent to the existing bus stop.

Whilst the general principle of what is shown is considered to be inline with our previous comments there are a few matters which need to be addressed within the proposals.

- It is not clear how cyclists re-join the carriageway at New Road. The existing refuge is below standard to facilitate this movement and would need to be made wider to accommodate pedestrians and cyclists. This should be included within the proposals to tie the works in to the improvements secured from the Land South of Bartons Road site.
- A new refuse island is proposed on New Lane. No dimensions are provided for this refuge and its width should be confirmed. The need for this additional refuge island crossing is not clear and is not sited on the main desire line. Shared use access to the existing access on New Lane should also be provided to complete connectivity to the site.

- The footway on the western side of New Lane is currently too narrow to accommodate a shared use facility. This should be widened and may require some dedication of land from the internal layout to achieve a continuation of the 3m route, particularly at the very northern end of New Lane.
- Annotations should be included for pedestrian and cycle signage as required including wayfinding.
- The crossing proposed on Bartons Road at the Prospect Lane junction could not be considered acceptable especially considering its need to cater for a route to school. The proposed location involves pedestrians and cyclists crossing two lanes of westbound traffic. The central refuge island is also of insufficient width. Consideration should be given to the upgrading of the existing puffin crossing and connections to Prospect Lane via this route.
- It is not clear how cyclist's re-join the carriageway at Martins Road. This should be clarified on the drawing.
- The footway cycleway is proposed to be widened at the eastern side of Martins Road but not on the west. This provides no landing area for cyclists to dismount and should be provided.

Site Access

The applicant has agreed that the three site access junctions proposed will be retained in the existing locations with any reserved matters applications coming forward inline with HCC's initial concerns.

Swept path analysis vehicle tracking has been provided by the applicant for the illustrative proposed accesses for both the required size refuse vehicle and max legal 16.5m articulated HGV. The drawings provided are not sufficient to provide a full review. The carriageway markings should be shown so it can be clearly seen whether vehicles overhang or encroach onto on-coming lanes. It is noted that the tracking provided in drawing A090070-182-SPA01 does show the vehicle over-hanging the footway. This would not be considered acceptable.

No speed survey data has been provided. As previously outlined this will be required in order to agree suitability of access arrangements in the vicinity of the existing site accesses with regards specifically to visibility splays. Visibility splays have been shown at 43m as set out with Manual for Streets (MFS) guidance however as per HCC's Technical Guidance Note TG3 speed survey data is required to support MFS assumptions.

It should be noted that the existing site access onto New Lane should also be rationalised within any future design work to form a more traditional junction form.

Highway Impact Assessment

Initial concerns were raised with regards to the methodology utilised for assessing the development's impact upon the highway network in that

required committed development in the form of APP/15/01435 and APP/14/00863 had not been included. As a result an additional two junctions should be operationally modelled and assessed:

- Bartons Road/Comley Hill/Emsworth Common Road
- Bartons Road/B2149 Petersfield Road.

Modelling was also requested for the following three scenarios:

- Existing 2018 Base Year
- 2023 Base + Committed Development
- 2023 Base + Committed Development + Proposed Development

All junctions have been modelled using industry standard software. Modelling has been undertaken for both the AM and PM peaks of the above scenarios. Initial comments by HCC requested clarification for the disparity between PM network peak hours utilised (1600-1700hrs) and those referred to within the "Trip Generation" estimates. The applicant has conformed that the network peak hours have been identified from the turning count data as 1600-1700hrs and the peak development trip generation occurs between 1700-1800hrs and in order to provide a robust assessment the peak development trips have been added to the peak network hours. This approach is considered sufficiently robust and acceptable in this regard.

The above committed developments have now been included with data taken directly from the Transport Assessments associated with those approved applications.

Bartons Road/Martin Road/Prospect Lane

During the 2017 Base year, the operational assessment demonstrates that the junction operates well within its theoretical capacity limits with a maximum RFC (Ratio of Flow to Capacity) of 0.22 in the AM peak hour.

During the 2023 Base + Committed scenario, the operational assessment demonstrates that the junction is expected to continue to operate well within its theoretical capacity limits with a maximum RFC of 0.25 in the AM peak hour.

During the 2023 Base + Committed + Development scenario, the operational assessment demonstrates that the junction is expected to continue to operate well within its theoretical capacity limits with a maximum RFC of 0.26 in the AM peak hour.

No mitigation as a result of this development is therefore required at this junction.

Bartons Road/New Lane

During the 2017 Base year, the operational assessment demonstrates that the junction operates well within its theoretical capacity limits with a maximum RFC of 0.54 in the PM peak hour.

During the 2023 Base + Committed scenario, the operational assessment demonstrates that the junction is expected to continue to operate well within its theoretical capacity limits with a maximum RFC of 0.62 in the PM peak hour.

During the 2023 Base + Committed + Development scenario, the operational assessment demonstrates that the junction is expected to continue to operate well within its theoretical capacity limits with a maximum RFC of 0.66 in the PM peak hour.

No mitigation as a direct result of this development is therefore required at this junction.

Site Access/Martin Road

During the 2023 Base + Committed + Development scenario, the operational assessment demonstrates that the junction is expected to operate well within its theoretical capacity limits with a maximum RFC of 0.08 during the AM peak hour

Site Access/New Lane

During the 2023 Base + Committed + Development scenario, the operational assessment demonstrates that the junction is expected to operate well within its theoretical capacity limits with a maximum RFC of 0.11 in the AM peak hour.

Bartons Road/Comley Hill/Emsworth Common Roa

During the 2017 Base year, the operational assessment demonstrates that the junction currently operates above its theoretical capacity limits with a maximum RFC of 1.11 with an associated MaxQ of 30.3 PCUS occurring on the Bartons Road (right turn) arm of the junction during the AM peak hour. During the 2023 Base + Committed scenario, the operational assessment demonstrates that the junction is expected to continue to operate above its theoretical capacity limits with a maximum RFC of 1.26 with an associated MaxQ of 59.9 PCUS occurring on the Bartons Road (right turn) arm of the junction during the AM peak hour.

During the 2023 Base + Committed + Development scenario, the operational assessment demonstrates that the junction is expected to continue to operate above its theoretical capacity limits with a maximum RFC of 1.29 with an associated MaxQ of 64.9 PCUS occurring on the Bartons Road (right turn) arm of the junction during the AM peak hour.

Given that the development proposals are a change of use application it is considered that the cumulative impact of additional traffic through this junction is likely to be less than that forecast. Details of current movements from the site through the junction have not been outlined and there has been no netting off of any existing trips. Given that the forecast level of vehicle movements resulting from the assessment within the TN results in an additional vehicle less than every 3 minutes and that no netting off has been undertaken it is not

considered that the development could be deemed to be having a significant impact. Additional improvements at the junction are therefore not required.

It should also be noted that it is not clear from the technical note whether the improvements secured through the Land South of Bartons Road works have been assessed. These improvements increase the length of 2 lane approach to Horndean Road from Bartons Road and therefore provide some improvement to the junction performance above the existing road layout.

Bartons Road/B2149 Petersfield Road

Development impact at this junction has been previously assessed for the application known as Land South of Bartons Road. This demonstrated a junction in 2020 which was close to capacity in the 2020 AM peak. This contradicts the results outlined within this applications TA which seem to demonstrate that the junction would be operating well within capacity in 2023.

The base survey data suggests little growth in traffic since 2015 when compared with the more recent data of 2017 although it does note a shift in the network peak. This does not explain however the modelled improvement in the junction performance. There are a number of elements within the model which require alteration before it can be agreed that the outputs reflect an accurate model. These are as follows:

- Petersfield Road south right turn movement should be modelled as a fully signalled right turn.
- Bartons Road has a left turn filter signal not a fully signalled phase
- Interstage times should be changed to match those on street:
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- Lane 3/2 lane width should be 3.25m not 3.63m; the turning radius should be 12m not 21m. Additionally this is not a nearside lane. Amending these factors would correct the saturation flow calculation.
- Lane 3/2 should be modelled as a long lane to clearly identify the queue and delay for this movement

Until these alterations to the modelling have been undertaken the highway authority is not able to confirm the impact of the development and whether mitigation measures are required.

Travel Plan

The amended Framework Travel Plan (FTP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of

travel plans – “A guide to development related travel plans”. Whilst the overall quality of the FTP is now very good, there are a couple of minor points that still need addressing before this travel plan can be approved for the proposed development.

The introduction section should include a reference to the developer’s policies on travel plans and sustainable travel. Subsection 1.6 should include information on the type of dwellings and commercial space found on page 5 of the Planning Statement for this development.

Further travel plan measures should be considered in order to encourage cycling, such as: cycle to work schemes, Bicycle User Groups (for both residents and employees), and pool bikes with mileage allowances for cycle use.

Subsection 3.32 should specify the time period and value of the bus vouchers proposed for residents and employees.

These amendments should be made to the FTP so it can be considered acceptable for submission in conjunction with the proposed site and secured against the s106 agreement for the development.

Recommendation

The additional information provided has been reviewed and elements of the proposals require further information and amendment before a positive recommendation can be given. These elements relate to the following:

- Sustainable travel connectivity from the site
- Site access
- Travel plan
- Modelling of the Bartons Road/Petersfield Road signalised junction

I trust that the above is clear but please contact Holly Drury on the above number should you need further information.

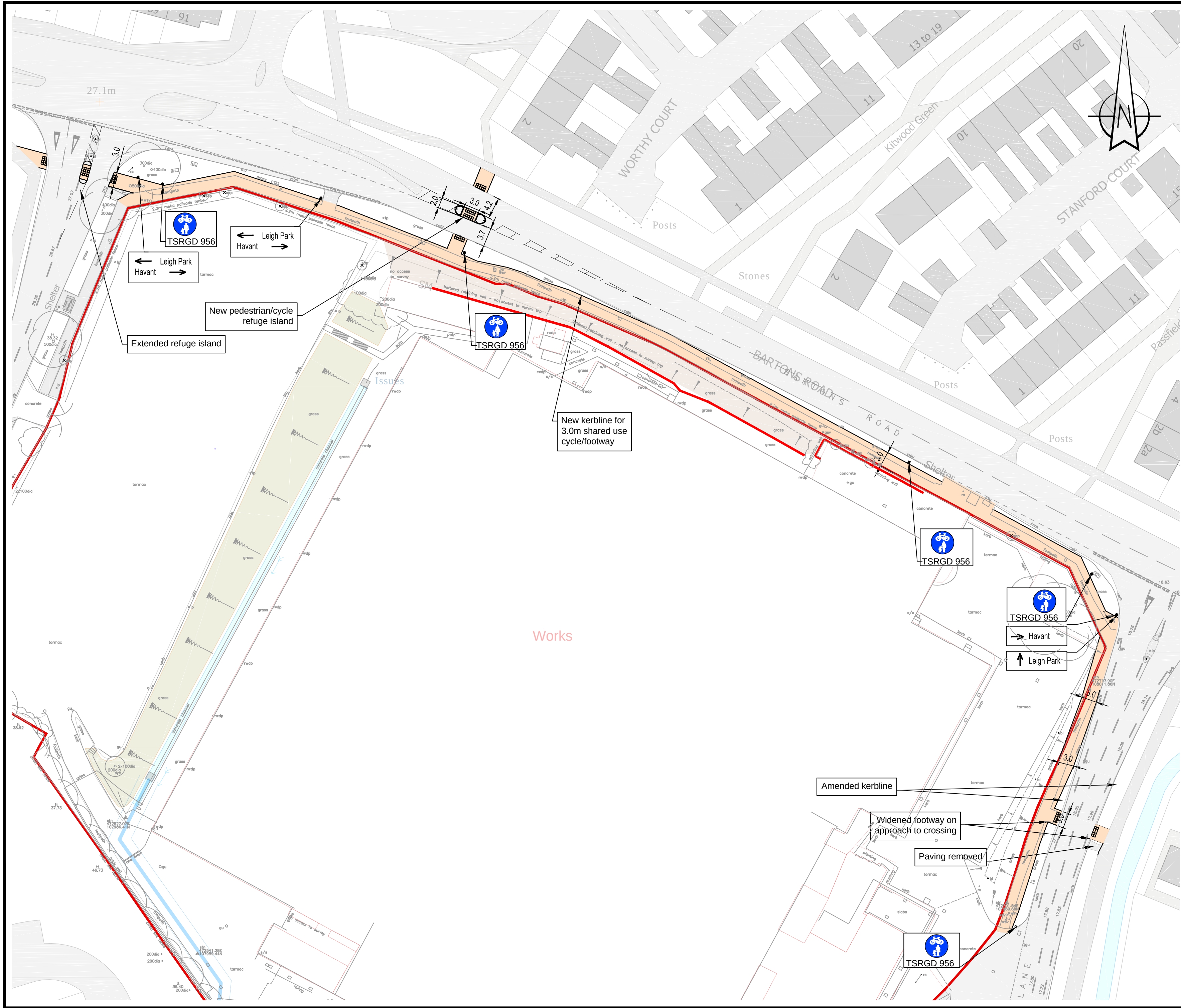
Yours faithfully

Ben Clifton
Team Leader – Highways Development Planning



APPENDIX B

PEDESTRIAN/CYCLE INFRASTRUCTURE IMPROVEMENTS



Notes:

General

1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

A REVISED PROPOSALS SB GS 03.10.2018

REV	DETAILS	DRAWN BY	CHECKED BY	DATE

CLIENT:

Homes England

PROJECT:

Colt International, Havant

DRAWING TITLE:

Proposed Pedestrian and
Cycle Infrastructure
Improvements

SCALES:

1:500

SHEET SIZE:

A2

DRAWN: AG CHECKED: GS DATE: 24.07.2018

DRAWING NUMBER:

A090070-182-SK04

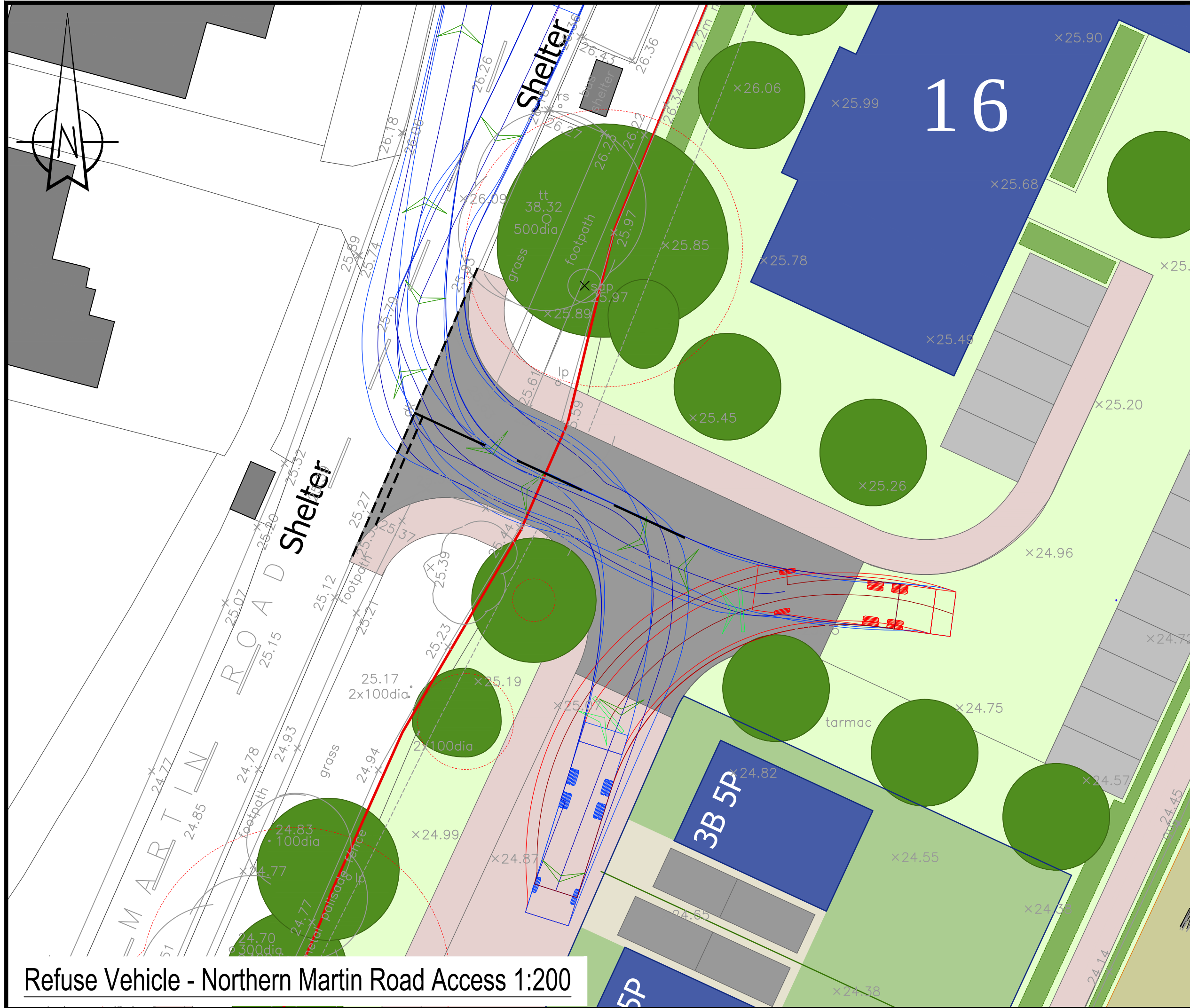
REVISION:

-



APPENDIX C

SWEPT PATH ANALYSIS



Refuse Vehicle - Northern Martin Road Access 1:200



Articulated Vehicle - New Lane Access 1:200



Refuse Vehicle - Southern Martin Road Access 1:500



Refuse Vehicle - Southern Martin Road Access 1:500

Notes:

General

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Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	11.550m

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.441m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DETAILS	DRAWN BY	CHECKED BY	DATE
CLIENT:	Homes England			
PROJECT:	Colt International, Havant			
DRAWING TITLE:	Swept Path Analysis of Site Accesses			
SCALES:	As shown	SHEET SIZE:		A1
DRAWN:	GS	CHECKED:	LC	DATE: 26.07.2018
WYG Transport part of WYG group				
11 th Floor 1 Angel Court London EC2R 7HJ t: 0207 250 7500 f: 0207 250 7501 e: transport@wyg.com				
DRAWING NUMBER:	A090070-182-SPA01			REVISION:



APPENDIX D

TRAFFIC SURVEY DATA

Havant, Hampshire

Report Id 10317
Site Name Site 1 of 3
Description Martin Road, 30m south of Bartons Road
Direction Northbound

Wednesday 08 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	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	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 <70mph					
0000 - 0100	1	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	-	34.0	-		
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	1	0	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	-	27.4	-		
0300 - 0400	1	0	0	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	-	30.9	-		
0400 - 0500	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	0	-	34.6	-		
0500 - 0600	16	2	5	2	7	0	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4	6	0	0	0	0	0	31.1	26.1	5.2		
0600 - 0700	18	1	3	6	8	0	0	12	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	7	1	1	1	0	0	0	29.8	26.5	5.9		
0700 - 0800	63	6	9	19	29	4	0	52	0	7	0	0	0	0	0	0	0	0	0	0	0	0	6	11	16	22	8	0	0	0	0	0	29.8	23.9	5.8		
0800 - 0900	127	27	36	27	37	6	3	111	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	28	31	37	23	1	0	0	0	0	0	30.4	24.3	6.0	
0900 - 1000	61	15	14	17	15	1	1	47	0	12	0	0	0	0	0	0	0	0	0	0	0	0	2	18	28	12	1	0	0	0	0	0	30.4	26.7	4.0		
1000 - 1100	52	11	10	12	19	0	0	41	0	11	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	10	28	8	1	0	0	0	30.2	25.8	6.4		
1100 - 1200	48	13	9	9	17	0	1	39	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	13	23	10	0	0	0	0	0	0	30.6	26.8	3.6		
1200 - 1300	83	25	19	19	20	1	0	66	0	16	0	0	0	0	0	0	0	0	0	0	0	0	2	4	17	38	20	2	0	0	0	0	31.8	26.8	4.8		
1300 - 1400	72	18	28	11	15	0	0	61	0	11	0	0	0	0	0	0	0	0	0	0	0	0	2	7	10	36	16	1	0	0	0	0	31.1	26.8	4.9		
1400 - 1500	63	11	63	11	20	0	0	55	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	7	9	30	22	0	0	0	0	0	32.7	28.0	4.4		
1500 - 1600	122	29	33	34	26	0	0	110	0	12	0	0	0	0	0	0	0	0	0	0	0	0	5	25	62	28	2	0	0	0	0	0	31.1	27.5	3.9		
1600 - 1700	124	21	26	42	35	3	0	111	0	10	0	0	0	0	0	0	0	0	0	0	0	0	4	3	20	59	35	3	0	0	0	0	31.1	27.5	4.7		
1700 - 1800	115	28	29	25	33	0	0	107	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	6	33	55	32	5	0	0	0	0	31.1	28.2	3.6		
1800 - 1900	96	22	17	29	28	0	0	90	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6	17	46	23	2	2	0	0	0	0	32.4	27.7	4.6		
1900 - 2000	68	18	20	12	18	0	0	59	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	2	31	27	7	0	0	0	0	0	29.3	25.5	3.9		
2000 - 2100	36	7	8	12	9	0	0	33	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8	15	9	4	0	0	0	0	0	0	32.2	28.7	4.3		
2100 - 2200	26	7	8	6	5	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10	13	1	0	0	0	0	0	31.5	29.5	3.4		
2200 - 2300	24	8	5	5	6	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	13	4	2	0	0	0	0	0	30.4	28.1	4.0		
2300 - 0000	7	3	1	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	-	31.6	6.3		
0700 - 1900	1026	226	250	261	289	15	6	890	1	114	0	0	0	0	0	0	0	0	0	0	0	0	2	22	73	208	464	237	18	2	0	0	0	0	31.1	26.8	4.9
0600 - 2200	1174	259	289	297	329	15	6	1020	1	132	0	0	0	0	0	0	0	0	0	0	0	0	2	23	78	254	523	267	24	3	0	0	0	0	31.1	26.8	4.9
0600 - 0000	1205	270	295	304	336	15	6	1051	1	132	0	0	0	0	0	0	0	0	0	0	0	0	2	23	78	259	539	274	26	3	1	0	0	0	31.1	26.9	4.9
0000 - 0000	1225	273	301	307	344	15	6	1066	1	137	0	0	0	0	0	0	0	0	0	0	0	0	2	23	81	262	544	283	26	3	1	0	0	0	31.1	26.9	4.9

Thursday 09 March 2017

Time	Hourly Totals	15 Minute Bin Drops				45-00	Cycles	Number Vehicle Classes ARX Scheme											Vehicle Speed											P-Tile 0.85	Average Speed	Standard deviation		
		00-15	15-30	30-45	45-00			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
0000 - 0100	5	1	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	-	26.9	2.9	
0100 - 0200	1	0	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	-	30.2	-	
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	-	-	-	
0300 - 0400	1	1	0	0	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	-	30.8	-	
0400 - 0500	1	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	-	23.4	-	
0500 - 0600	18	1	5	6	6	0	1	15	0	2	0	0	0	0	0	0	0	0	0	2	5	1	7	2	1	0	0	0	0	0	28.4	23.4	6.8	
0600 - 0700	22	2	3	10	7	0	0	15	0	7	0	0	0	0	0	0	0	0	0	0	4	13	5	1	0	0	0	0	0	0	31.1	27.9	3.2	
0700 - 0800	80	10	11	25	34	4	0	67	0	7	1	1	0	0	0	0	0	0	0	0	1	16	19	31	12	1	0	0	0	0	30.0	25.1	5.1	
0800 - 0900	131	26	35	33	37	6	1	111	0	13	0	0	0	0	0	0	0	0	0	9	20	60	19	3	0	0	0	0	0	0	30.0	25.3	5.6	
0900 - 1000	62	22	17	12	11	2	2	46	0	11	0	0	0	0	0	1	0	0	0	1	3	15	28	13	1	0	0	0	0	0	30.4	26.6	5.0	
1000 - 1100	54	12	13	18	11	1	0	38	0	15	0	0	0	0	0	0	0	0	0	1	4	12	27	9	1	0	0	0	0	0	30.2	26.8	4.8	
1100 - 1200	52	9	11	17	15	0	3	41	0	8	0	0	0	0	0	0	0	0	0	1	1	12	21	14	3	0	0	0	0	0	31.8	27.7	4.8	
1200 - 1300	86	15	34	17	20	3	0	79	0	4	0	0	0	0	0	0	0	0	0	1	2	8	17	37	19	2	0	0	0	0	30.4	26.4	5.3	
1300 - 1400	85	27	18	16	24	2	1	67	0	15	0	0	0	0	0	0	0	0	0	4	9	18	35	15	3	0	1	0	0	0	30.6	26.2	5.7	
1400 - 1500	60	13	14	10	23	0	2	49	0	9	0	0	0	0	0	0	0	0	0	0	3	5	25	22	4	1	0	0	0	0	32.9	29.5	4.8	
1500 - 1600	115	16	42	31	26	1	1	102	0	10	0	1	0	0	0	0	0	0	0	1	0	2	17	56	32	6	1	0	0	0	32.2	28.6	4.5	
1600 - 1700	123	34	33	23	33	4	0	99	1	17	0	0	0	2	0	0	0	0	0	0	5	20	67	37	3	0	0	0	0	0	32.0	28.0	4.3	
1700 - 1800	103	26	25	28	24	1	1	94	0	6	1	0	0	0	0	0	0	0	0	0	4	8	59	26	5	1	0	0	0	0	32.2	28.4	4.4	
1800 - 1900	98	35	16	20	27	0	1	86	0	11	0	0	0	0	0	0	0	0	0	0	1	16	56	20	5	0	0	0	0	0	31.5	28.1	3.8	
1900 - 2000	58	15	12	20	11	1	1	50	0	6	0	0	0	0	0	0	0	0	0	0	1	9	33	10	4	1	0	0	0	0	31.1	28.6	4.1	
2000 - 2100	43	12	13	10	8	0	1	36	0	6	0	0	0	0	0	0	0	0	0	0	0	11	20	9	1	0	2	0	0	0	31.8	28.8	5.6	
2100 - 2200	29	7	12	6	4	3	0	24	0	2	0	0	0	0	0	0	0	0	0	1	3	3	14	7	1	0	0	0	0	0	30.6	26.3	5.4	
2200 - 2300	18	3	10	5	0	2	0	16	0	0	0	0	0	0	0	0	0	0	0	0	4	10	1	0	1	0	0	0	0	0	29.3	26.2	6.2	
2300 - 0000	14	6	2	5	1	0	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	1	7	5	1	0	0	0	0	0	33.1	29.6	3.7	
0700 - 1800	1049	245	269	250	285	24	12	879	1	126	2	2	0	2	1	0	0	0	0	3	20	76	179	492	238	37	3	1	0	0	0	31.5	27.2	5.0
0600 - 2200	1201	281	309	296	315	28	14	1004	1	147	2	2	0	2	1	0	0	0	0	3	21	80	206	572	269	43	4	3	0	0	0	31.5	27.3	5.0
0600 - 0600	1233	290	321	306	316	30	14	1032	1	149	2	2	0	2	1	0	0	0	0	3	23	80	211	589	275	44	5	3	0	0	0	31.5	27.3	5.0
0000 - 0600	1239	294	328	314	323	30	15	1033	1	153	2	2	0	2	1	0	0	0	0	3	25	85	214	600	279	45	5	3	0	0	0	31.5	27.3	5.0

Friday 10 March 2017

Time	Hourly Totals	00-15		15 Minute Bin 15-30 30-45		45-00	Cycles	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation	
		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				MPH 65 <70mph
0000 - 0100	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.2	-		
0100 - 0200	1	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	-	23.8	-		
0200 - 0300	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	-	26.8	-		
0300 - 0400	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	39.5	-		
0400 - 0500	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	38.0	-		
0500 - 0600	15	1	0	4	10	1	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.5	24.1		
0600 - 0700	21	2	3	6	10	0	0	11	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.0	27.6		
0700 - 0800	9	74	9	10	25	30	5	1	57	0	11	0	0	0	1	3	12	12	29	15	1	0	0	0	0	1	31.1	26.0			
0800 - 0900	128	32	27	30	39	5	1	106	0	15	1	0	0	0	8	28	24	42	23	3	0	0	0	0	0	0	31.3	24.6			
0900 - 1000	61	24	11	13	13	0	0	51	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	27.5			
1000 - 1100	59	16	14	19	10	1	0	41	0	16	0	1	0	0	0	1	3	10	31	10	4	0	0	0	0	0	30.6	27.1			
1100 - 1200	64	13	20	13	18	1	2	51	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	26.6			
1200 - 1300	64	16	15	14	19	2	0	51	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	27.3			
1300 - 1400	92	20	29	24	19	3	0	78	0	11	0	0	0	0	1	7	18	46	17	2	0	0	0	0	0	0	30.6	26.2			
1400 - 1500	69	16	18	18	17	1	0	57	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.0	27.8			
1500 - 1600	126	26	36	38	26	0	0	110	0	16	0	0	0	0	0	5	22	62	32	5	0	0	0	0	0	0	31.5	27.8			
1600 - 1700	114	33	25	32	24	1	0	100	0	13	0	0	0	0	1	2	17	59	32	2	1	0	0	0	0	0	31.5	26.0			
1700 - 1800	113	30	26	31	26	1	1	103	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	28.6			
1800 - 1900	96	25	26	23	22	0	0	89	0	7	0	0	0	0	0	1	11	48	30	4	1	1	0	0	0	0	33.1	29.1			
1900 - 2000	76	18	26	18	14	0	0	67	0	9	0	0	0	0	0	1	12	34	25	3	0	0	0	0	0	0	32.9	28.9			
2000 - 2100	53	21	9	15	8	1	0	46	0	6	0	0	0	0	0	2	10	23	15	3	0	0	0	0	0	0	33.6	28.2			
2100 - 2200	47	16	15	7	9	0	0	46	0	1	0	0	0	0	0	2	9	18	15	3	0	0	0	0	0	0	32.0	28.3			
2200 - 2300	21	8	7	4	2	0	0	17	0	4	0	0	0	0	0	0	3	12	6	0	0	0	0	0	0	0	32.2	28.3			
2300 - 0000	14	4	2	3	5	0	0	13	0	1	0	0	0	0	0	0	3	7	3	1	0	0	0	0	0	0	31.1	27.8			
0700 - 1800	1060	260	257	280	263	20	5	894	0	137	2	1	0	1	0	0	0	0	0	3	20	66	174	514	244	35	2	1	0	31.5	27.2
0600 - 2200	1257	317	310	326	304	21	5	1064	0	163	2	1	0	1	0	0	0	0	0	3	20	72	210	597	305	45	3	1	0	31.8	27.4
0600 - 0600	1292	329	319	333	311	21	5	1094	0	168	2	1	0	1	0	0	0	0	0	3	20	72	216	616	314	46	3	1	0	31.8	27.4
0000 - 0600	1312	331	320	338	323	22	5	1110	0	171	2	1	0	1	0	0	0	0	0	3	21	75	219	625	316	46	3	1	0	31.8	27.4

Saturday 11 March 2017

Time	Hourly Totals	15 Minute Bin Drops			45-00	Cycles	Number Vehicle Classes ARX Scheme													Vehicle Speed											P-Tile 0.85	Average Speed	Standard deviation		
		00-15	15-30	30-45			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				MPH 65 <140mph	
0000 - 0100	15	4	5	3	3	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	5	2	0	0	0	0	0	36.5	30.2	6.0		
0100 - 0200	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	-	34.8	-			
0200 - 0300	3	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	27.7	4.8			
0300 - 0400	1	0	0	0	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	-	30.2	-			
0400 - 0500	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	-	30.0	3.1			
0500 - 0600	3	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	-	30.0	4.9			
0600 - 0700	4	1	0	1	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	-	30.9	3.4			
0700 - 0800	18	3	2	7	6	0	1	13	0	4	0	0	0	0	0	0	0	0	0	0	2	10	5	1	0	0	0	0	0	0	31.3	28.9	3.5		
0800 - 0900	28	6	9	7	6	1	2	20	0	5	0	0	0	0	0	0	0	0	0	0	1	5	13	8	1	0	0	0	0	0	32.9	28.0	4.7		
0900 - 1000	41	9	16	11	5	0	1	35	0	5	0	0	0	0	0	0	0	0	0	0	0	2	14	17	3	0	0	0	0	0	32.0	28.9	6.3		
1000 - 1100	63	17	19	11	16	0	0	55	0	8	0	0	0	0	0	0	0	0	0	0	0	16	33	12	2	0	0	0	0	0	31.1	27.8	3.7		
1100 - 1200	79	20	19	20	20	0	1	70	0	8	0	0	0	0	0	0	0	0	0	0	1	16	36	21	3	2	0	0	0	0	31.5	28.2	4.3		
1200 - 1300	90	29	22	20	19	2	1	80	0	7	0	0	0	0	0	0	0	0	0	0	0	11	41	29	4	0	0	0	0	0	32.2	28.3	4.6		
1300 - 1400	112	20	29	27	38	2	0	101	0	9	0	0	0	0	0	0	0	0	0	0	1	17	57	27	4	2	0	0	0	0	32.2	28.0	4.6		
1400 - 1500	219	46	49	66	58	2	1	209	0	7	0	0	0	0	0	0	0	0	0	0	1	2	42	121	46	5	1	1	0	0	0	31.5	27.9	3.9	
1500 - 1600	65	19	11	17	18	0	0	59	0	6	0	0	0	0	0	0	0	0	0	0	0	12	24	23	5	0	0	0	0	0	33.1	29.1	4.3		
1600 - 1700	62	11	17	16	18	0	5	51	1	5	0	0	0	0	0	0	0	0	0	0	0	15	28	11	1	0	0	0	0	0	30.9	26.0	4.7		
1700 - 1800	106	25	25	26	30	1	1	95	1	8	0	0	0	0	0	0	0	0	0	0	1	17	50	32	4	0	0	0	0	0	32.4	28.6	4.7		
1800 - 1900	92	28	23	19	22	0	1	86	0	5	0	0	0	0	0	0	0	0	0	0	2	14	52	21	2	1	0	0	0	0	31.1	28.0	3.7		
1900 - 2000	50	12	10	16	12	2	0	44	0	4	0	0	0	0	0	0	0	0	0	0	1	4	10	20	15	0	0	0	0	0	31.3	27.1	4.7		
2000 - 2100	54	16	19	12	7	0	0	49	0	4	0	1	0	0	0	0	0	0	0	0	0	11	26	12	3	0	0	0	0	0	32.2	28.0	4.7		
2100 - 2200	18	3	3	7	5	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	9	8	1	0	0	0	0	0	0	31.8	29.5	3.2		
2200 - 2300	14	3	0	6	5	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	6	0	0	0	0	0	0	32.2	28.3	3.2		
2300 - 0000	22	8	7	4	3	2	0	20	0	0	0	0	0	0	0	0	0	0	0	0	1	2	9	5	2	1	0	0	0	0	34.7	26.0	7.2		
0700 - 1800	975	233	241	247	254	8	14	874	2	77	0	0	0	0	0	0	0	0	0	0	1	5	25	169	479	252	35	7	1	1	0	0	32.0	28.1	4.4
0600 - 2200	1101	265	273	283	280	10	14	986	2	88	0	1	0	0	0	0	0	0	0	0	1	6	30	190	536	289	39	8	1	1	0	0	32.0	28.1	4.4
0600 - 0600	261	1137	276	280	293	12	14	1020	2	88	0	1	0	0	0	0	0	0	0	0	1	7	32	194	551	300	41	9	1	1	0	0	32.0	28.1	4.5
0000 - 0600	1163	282	287	300	294	12	14	1044	2	90	0	1	0	0	0	0	0	0	0	0	1	7	32	199	559	309	44	10	1	1	0	0	32.2	28.1	4.5

Sunday 12 March 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme				5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 0.85	Average Speed	Standard deviation				
		00-15	15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 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	12	4	4	1	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	30.2	27.2	3.8	
0100 - 0200	5	0	1	3	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	-	26.0	8.5		
0200 - 0300	4	3	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	-	28.4	1.6		
0300 - 0400	6	0	2	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	2	0	0	0	0	0	0	-	28.9	2.3		
0400 - 0500	3	1	0	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	25.1	8.0		
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	8	2	0	3	3	1	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3	3	1	0	0	0	0	0	-	29.3	5.6		
0700 - 0800	5	0	1	0	4	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6	1	1	0	0	0	0	0	-	29.0	6.1	
0800 - 0900	7	1	2	3	1	0	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	-	27.9	3.6		
0900 - 1000	27	8	5	4	10	0	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	11	11	1	0	0	0	0	0	0	31.8	29.0	3.3	
1000 - 1100	9	9	8	7	17	0	0	43	0	17	0	0	0	0	0	0	0	0	0	0	0	6	21	14	2	0	0	0	0	0	0	0	31.8	28.9	3.5	
1100 - 1200	50	10	11	17	12	0	0	41	0	9	0	0	0	0	0	0	0	0	0	0	0	0	13	23	11	2	0	0	0	0	0	0	30.9	27.0	4.9	
1200 - 1300	54	13	14	19	8	1	1	51	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8	30	15	0	0	0	0	0	0	0	31.5	27.8	3.6	
1300 - 1400	63	11	17	17	18	1	1	57	0	4	0	0	0	0	0	0	0	0	0	0	0	1	7	37	16	1	1	0	0	0	0	0	32.0	26.5	3.8	
1400 - 1500	54	13	17	11	13	4	0	48	0	2	0	0	0	0	0	0	0	0	0	0	0	3	2	7	31	10	1	0	0	0	0	0	30.9	27.2	4.9	
1500 - 1600	61	15	17	17	12	0	0	58	0	3	0	0	0	0	0	0	0	0	0	0	0	1	11	24	22	3	0	0	0	0	0	0	32.7	28.6	4.0	
1600 - 1700	67	18	18	15	16	1	0	65	0	1	0	0	0	0	0	0	0	0	0	0	0	2	9	32	20	4	0	0	0	0	0	0	33.1	28.8	4.1	
1700 - 1800	56	16	14	15	11	0	2	51	0	3	0	0	0	0	0	0	0	0	0	0	0	2	9	27	13	5	0	0	0	0	0	0	33.1	28.4	4.4	
1800 - 1900	53	17	13	10	13	1	0	50	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12	21	15	4	0	0	0	0	0	0	33.1	28.3	4.5	
1900 - 2000	46	13	11	12	10	0	1	41	0	4	0	0	0	0	0	0	0	0	0	0	0	1	8	24	12	1	0	0	0	0	0	0	31.1	28.1	3.8	
2000 - 2100	22	7	5	8	2	1	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	12	5	0	0	0	0	0	0	0	30.9	27.0	3.8	
2100 - 2200	18	2	7	5	8	3	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	8	7	1	0	0	0	0	0	0	32.9	28.8	4.2	
2200 - 2300	14	2	4	3	5	1	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	8	3	0	0	0	0	0	0	0	30.2	27.0	4.3	
2300 - 0000	9	3	9	3	4	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	9	1	0	0	0	0	0	0	-	30.5	4.1	
0700 - 1900	540	131	137	137	135	8	6	491	0	35	0	0	0	0	0	0	0	0	0	0	0	1	4	10	87	264	149	24	1	0	0	0	0	32.0	28.2	4.2
0600 - 2200	634	155	158	168	153	10	7	573	0	44	0	0	0	0	0	0	0	0	0	0	0	1	4	14	100	311	176	27	1	0	0	0	0	32.0	28.2	4.2
0600 - 0000	667	160	166	167	166	11	7	593	0	46	0	0	0	0	0	0	0	0	0	0	0	1	4	15	103	323	182	28	1	0	0	0	0	32.0	28.2	4.2
0000 - 0000	667	168	173	162	164	12	7	620	0	48	0	0	0	0	0	0	0	0	0	0	0	1	5	16	109	337	189	29	1	0	0	0	0	32.0	28.2	4.2

[illegible][illegible]

Virtual Day (7)		MPH		Vehicle Speed														P-Tile	Average	Standard														
Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme				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	0.85		deviation	
0000 - 0100	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	0	29.1	5.1	
0100 - 0200	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	-	27.8	7.0	
0200 - 0300	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	27.9	2.7	
0300 - 0400	2	0	1	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	30.8	3.6	
0400 - 0500	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	0	-	27.2	6.4	
0500 - 0600	12	1	3	4	5	0	0	10	0	1	0	0	0	0	0	0	0	0	1	2	1	5	2	1	0	0	0	0	0	0	0	30.9	25.6	6.0
0600 - 0700	17	2	2	6	6	0	0	11	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	8	4	0	0	0	0	0	0	31.1	27.5	4.2
0700 - 0800	55	6	8	17	24	3	1	44	0	7	0	0	0	0	0	0	0	0	0	0	11	11	21	9	1	0	0	0	0	0	0	30.2	24.9	6.2
0800 - 0900	93	20	24	24	26	4	1	78	0	8	0	0	0	0	0	0	0	0	0	17	18	35	15	2	0	0	0	0	0	0	0	30.4	24.9	5.9
0900 - 1000	54	19	13	11	11	0	1	45	0	8	0	0	0	0	0	0	0	0	0	2	11	26	13	1	0	0	0	0	0	0	0	31.1	27.3	4.5
1000 - 1100	51	12	13	13	14	0	0	40	0	11	0	0	0	0	0	0	0	0	1	2	10	26	10	2	0	0	0	0	0	0	0	31.3	27.3	4.9
1100 - 1200	57	13	13	14	16	0	1	47	0	9	0	0	0	0	0	0	0	0	1	1	12	27	13	2	0	0	0	0	0	0	0	31.5	27.2	4.8
1200 - 1300	74	18	20	18	18	1	1	64	0	7	0	0	0	0	0	0	0	0	0	1	4	13	36	18	2	0	0	0	0	0	0	31.5	27.2	4.6
1300 - 1400	82	20	24	18	20	1	0	71	0	10	0	0	0	0	0	0	0	0	2	7	15	39	17	2	0	0	0	0	0	0	0	31.3	26.8	5.0
1400 - 1500	85	18	22	22	23	1	1	75	0	8	0	0	0	0	0	0	0	0	0	2	2	15	42	22	2	1	0	0	0	0	0	32.0	27.8	4.5
1500 - 1600	103	22	31	26	23	1	0	89	0	12	0	0	0	0	0	0	0	0	0	17	48	30	4	0	0	0	0	0	0	0	0	31.8	28.2	4.2
1600 - 1700	103	25	24	28	26	2	1	90	0	10	0	0	0	0	0	0	0	0	0	1	3	17	50	28	3	0	0	0	0	0	0	31.8	27.8	4.4
1700 - 1800	100	25	25	24	26	1	1	90	0	8	0	0	0	0	0	0	0	0	0	2	14	51	28	5	0	0	0	0	0	0	0	32.0	28.5	4.1
1800 - 1900	91	26	22	19	23	0	1	83	0	7	0	0	0	0	0	0	0	0	0	2	16	47	22	3	1	0	0	0	0	0	0	31.8	28.1	4.1
1900 - 2000	59	15	17	15	13	1	1	53	0	5	0	0	0	0	0	0	0	0	0	2	14	27	14	2	0	0	0	0	0	0	0	31.8	27.7	4.3
2000 - 2100	40	12	11	10	7	0	1	35	0	4	0	0	0	0	0	0	0	0	0	1	9	18	11	2	0	0	0	0	0	0	0	32.4	28.2	4.6
2100 - 2200	27	7	8	6	5	1	0	25	0	1	0	0	0	0	0	0	0	0	0	1	4	12	9	1	0	0	0	0	0	0	0	31.8	28.1	4.6
2200 - 2300	17	5	5	4	3	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	3	9	4	1	0	0	0	0	0	0	0	32.7	28.0	4.3
2300 - 0000	13	4	3	3	2	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	4	1	0	0	0	0	0	0	34.2	29.3	5.8
0700 - 1900	948	224	239	235	250	17	9	815	1	104	1	1	0	0	0	0	0	0	2	16	57	167	448	224	29	3	0	0	0	0	0	31.5	27.3	4.9
0600 - 2200	1091	259	277	273	282	18	10	938	1	121	1	1	0	0	0	0	0	0	2	17	62	196	513	261	35	4	1	0	0	0	0	31.5	27.4	4.8
0600 - 0000	1121	268	285	280	288	19	10	965	1	123	1	1	0	0	0	0	0	0	2	17	62	200	528	269	36	4	1	0	0	0	0	31.5	27.4	4.8
0000 - 0600	1146	272	291	287	296	20	10	987	1	126	1	1	0	0	0	0	0	0	2	18	65	204	538	275	38	5	1	0	0	0	0	31.5	27.4	4.9

Virtual Week (1)																																					
Time	Hourly Totals	00-15	15 Min Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 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						
Mon	1193	276	326	264	327	24	15	1010	1	139	1	3	0	0	0	0	0	0	0	0	3	20	90	196	557	280	41	6	0	0	0	0	0	31.5	27.2	5.1	
Tue	1184	282	301	304	297	24	9	1003	0	143	4	1	0	0	0	0	0	0	0	0	4	25	75	231	541	271	31	5	1	0	0	0	0	31.3	27.0	5.0	
Wed	1225	273	301	307	344	15	6	1066	1	137	0	0	0	0	0	0	0	0	0	0	2	23	81	262	544	263	26	3	1	0	0	0	0	31.1	26.9	4.9	
Thu	1259	294	328	314	323	30	15	1053	1	153	2	2	0	2	1	0	0	0	0	0	3	25	85	214	600	279	45	5	3	0	0	0	0	31.5	27.3	5.0	
Fri	1312	331	320	338	323	22	5	1110	0	171	2	1	0	0	1	0	0	0	0	0	3	21	75	219	625	316	48	3	1	0	0	0	1	31.8	27.4	5.0	
Sat	1163	282	287	300	294	12	14	1044	2	90	0	1	0	0	0	0	0	0	0	0	1	7	32	199	559	309	44	10	1	1	0	0	0	32.2	28.1	4.5	
Sun	687	168	173	182	164	12	7	620	0	48	0	0	0	0	0	0	0	0	0	0	0	1	5	16	109	337	189	29	1	0	0	0	0	0	32.0	28.2	4.2

Havant, Hampshire

Report Id 10317
Site Name Site 1 of 3
Description Martin Road, 30m south of Bartons Road
Direction Southbound

Wednesday 08 March 2017

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 0.85	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 <70mph		
0000 - 0100	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	0	-	33.1	-	
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	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	-	33.6	-		
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	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	26.2	-	-		
0500 - 0600	17	1	4	3	9	0	0	11	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	8	5	1	0	0	0	0	31.5	28.1	4.2	
0600 - 0700	37	8	4	13	12	0	0	31	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	12	15	5	2	1	0	0	0	0	30.9	27.0	5.1	
0700 - 0800	82	19	15	18	30	0	0	67	0	15	0	0	0	0	0	0	0	0	0	0	0	0	1	14	39	24	1	1	0	0	0	0	31.8	27.9	4.4	
0800 - 0900	115	27	20	39	29	0	1	104	0	9	0	0	0	0	0	0	0	0	0	0	0	0	6	22	52	28	7	0	0	0	0	0	31.8	27.9	4.5	
0900 - 1000	57	19	12	14	12	0	0	44	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	27	11	5	0	0	0	0	31.3	27.3	5.4	
1000 - 1100	57	16	8	23	10	0	0	50	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	13	24	9	3	0	0	0	0	0	30.4	26.4	5.3	
1100 - 1200	59	13	16	17	13	0	0	48	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	31	13	7	0	0	0	0	33.1	28.6	4.7	
1200 - 1300	67	21	13	15	18	1	0	56	0	9	0	1	0	0	0	0	0	0	0	0	0	0	2	6	5	8	21	20	4	1	0	0	0	33.1	26.8	7.3
1300 - 1400	76	27	12	14	23	0	5	60	0	11	0	0	0	0	0	0	0	0	0	0	0	0	2	3	12	40	19	0	0	0	0	0	31.1	27.1	4.6	
1400 - 1500	82	16	15	25	26	0	3	69	0	9	1	0	0	0	0	0	0	0	0	0	0	0	2	4	12	34	29	1	0	0	0	0	32.0	27.6	5.0	
1500 - 1600	112	33	20	41	18	2	0	97	0	13	0	0	0	0	0	0	0	0	0	0	0	0	5	3	17	44	39	4	0	0	0	0	32.2	27.8	5.3	
1600 - 1700	113	20	21	52	20	3	0	102	1	7	0	0	0	0	0	0	0	0	0	0	0	0	16	12	30	37	13	4	1	0	0	0	30.2	24.2	6.7	
1700 - 1800	106	31	33	27	15	1	0	96	0	9	0	0	0	0	0	0	0	0	0	0	0	0	17	11	14	44	15	5	0	0	0	0	31.1	24.8	6.7	
1800 - 1900	77	25	14	15	23	0	0	70	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17	32	23	2	0	0	0	0	31.5	27.8	4.1	
1900 - 2000	53	11	23	9	10	0	1	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	25	14	2	1	0	0	0	0	31.5	28.2	4.1	
2000 - 2100	30	11	3	10	6	3	0	25	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	6	13	6	2	1	0	0	0	0	32.2	27.3	6.7	
2100 - 2200	26	7	10	4	5	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13	10	1	0	0	0	0	0	32.2	29.3	2.9	
2200 - 2300	14	7	3	2	2	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	4	1	0	0	0	0	31.3	28.8	3.6	
2300 - 0000	8	3	1	1	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	-	28.4	4.1	
0700 - 1900	1003	267	199	300	237	7	9	863	1	120	1	1	0	1	0	0	0	0	0	0	0	0	2	52	66	169	425	243	43	3	0	0	0	32.0	26.9	5.6
0600 - 2200	1149	304	239	336	270	10	10	997	1	128	1	1	0	1	0	0	0	0	0	0	0	0	3	54	70	197	491	278	50	6	0	0	0	32.0	27.0	5.5
0600 - 0000	1171	314	243	339	275	10	10	1019	1	128	1	1	0	1	0	0	0	0	0	0	0	0	3	54	71	199	504	283	52	6	0	0	0	32.0	27.1	5.5
0000 - 0000	1191	316	248	343	284	10	10	1033	1	134	1	1	0	1	0	0	0	0	0	0	0	0	3	54	71	201	513	290	53	6	0	0	0	32.0	27.1	5.5

Thursday 09 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-90	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	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	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	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	-	23.7	-			
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	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	-	35.2	-				
0400 - 0500	2	0	2	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	0	-	27.3	3.0				
0500 - 0600	18	3	5	3	7	1	0	12	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9	3	3	0	0	0	0	0	34.7	28.1	7.3			
0600 - 0700	42	9	7	16	10	0	0	35	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10	20	7	5	0	0	0	0	0	33.8	28.5	4.4			
0700 - 0800	80	15	15	28	22	0	0	69	0	10	1	0	0	0	0	0	0	0	0	0	0	0	12	32	69	3	1	0	0	0	0	0	32.7	28.6	3.9			
0800 - 0900	131	35	24	34	38	1	1	115	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	2	5	22	59	38	5	0	0	0	0	31.5	27.9	4.5		
0900 - 1000	60	13	14	13	20	1	1	46	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	8	25	19	1	0	0	0	32.2	27.3	5.7			
1000 - 1100	68	22	21	15	10	0	4	49	0	14	0	0	0	0	0	0	0	0	0	0	0	1	1	3	12	31	16	3	0	1	0	0	33.3	27.5	5.7			
1100 - 1200	59	16	15	13	15	3	0	47	0	9	0	0	0	0	0	0	0	0	0	0	0	2	2	5	11	20	14	4	1	0	0	0	33.8	26.8	7.0			
1200 - 1300	82	26	15	22	19	1	2	72	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	9	6	15	26	18	5	2	0	0	32.9	26.1	7.2			
1300 - 1400	91	30	19	21	21	1	0	77	0	13	0	0	0	0	0	0	0	0	0	0	0	0	2	7	13	37	25	5	0	0	0	0	32.7	27.1	5.9			
1400 - 1500	85	17	21	17	30	2	1	70	0	12	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	11	34	29	6	1	0	0	0	33.1	28.8	5.5		
1500 - 1600	98	26	14	37	21	1	0	85	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	11	44	27	6	0	0	0	32.4	27.6	5.6			
1600 - 1700	114	23	21	54	16	3	1	100	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	6	15	23	45	23	2	0	0	0	30.9	25.4	5.7			
1700 - 1800	104	38	22	21	23	2	1	90	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	14	13	38	19	5	1	0	0	0	30.9	25.0	7.2			
1800 - 1900	76	25	16	15	20	0	0	71	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	12	37	18	5	1	0	0	32.9	28.6	4.5			
1900 - 2000	40	13	9	11	7	0	4	33	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	28	5	2	0	0	0	30.0	27.7	3.3				
2000 - 2100	45	17	11	10	7	4	0	39	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	13	6	5	0	0	0	31.6	27.1	7.7				
2100 - 2200	23	6	4	8	5	0	0	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	7	6	1	0	1	0	0	32.0	27.8	6.0			
2200 - 2300	16	4	6	2	4	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	9	4	0	0	0	30.9	27.2	4.3				
2300 - 0000	8	3	1	3	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	-	29.7	5.4			
0700 - 1900	1048	286	217	290	255	15	11	891	0	126	2	1	0	1	1	0	0	0	0	0	0	0	10	45	68	163	428	279	48	6	1	0	0	32.4	27.2	5.9		
0600 - 2200	1198	331	248	335	284	19	15	1019	0	140	2	1	0	1	1	0	0	0	0	0	0	0	13	48	73	185	500	310	61	6	2	0	0	32.4	27.2	5.8		
0600 - 0600	1222	338	255	340	289	19	15	1043	0	140	2	2	0	1	1	0	0	0	0	0	0	0	14	48	75	187	513	316	61	7	2	0	0	32.4	27.2	5.8		
0000 - 0000	1244	342	263	343	296	20	15	1059	0	145	2	1	0	1	1	0	0	0	0	0	0	0	13	48	76	189	524	319	65	7	2	0	0	32.4	27.3	5.8		

Friday 10 March 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation
		00-15	15-30	30-45	45-60		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	MPH 65 <140mph		
0000 - 0100	2	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	25.7	1.6
0100 - 0200	1	0	1	0	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	0	-	14.3	-
0200 - 0300	1	0	1	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	-	33.3	-
0300 - 0400	3	2	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	-	33.1	8.2
0400 - 0500	3	0	1	2	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	-	32.1	4.7
0500 - 0600	10	0	4	2	4	0	0	6	0	4	0	0	0	0	0	0	0	0	0	0	1	2	5	2	0	0	0	0	0	0	-	27.2	4.7
0600 - 0700	43	9	8	10	16	0	0	36	0	7	0	0	0	0	0	0	0	0	0	0	0	10	14	12	5	2	0	0	0	0	35.3	29.3	4.9
0700 - 0800	80	13	21	24	22	0	0	65	0	14	1	0	0	0	0	0	0	0	0	0	6	11	38	23	2	0	0	0	0	0	31.5	28.0	4.2
0800 - 0900	138	26	38	30	44	1	0	123	1	12	1	0	0	0	0	0	0	0	1	3	3	26	61	39	5	0	0	0	0	0	31.8	27.7	4.7
0900 - 1000	65	20	14	14	17	0	0	54	0	11	0	0	0	0	0	0	0	0	1	2	2	13	22	23	2	0	0	0	0	0	32.7	27.5	5.5
1000 - 1100	64	19	15	21	9	1	4	46	0	11	1	1	0	0	0	0	0	0	3	4	5	8	26	12	6	0	0	0	0	0	32.2	26.1	7.2
1100 - 1200	52	11	14	12	15	1	0	41	0	10	0	0	0	0	0	0	0	0	1	1	5	13	16	16	0	0	0	0	0	0	31.5	26.2	5.4
1200 - 1300	60	10	12	20	18	1	0	51	0	8	0	0	0	0	0	0	0	0	1	5	5	7	26	16	0	0	0	0	0	0	31.3	25.8	6.2
1300 - 1400	115	46	19	25	25	3	1	95	0	16	0	0	0	0	0	0	0	0	3	8	10	31	41	21	1	0	0	0	0	0	30.9	24.8	6.1
1400 - 1500	86	15	20	29	22	1	1	76	0	8	0	0	0	0	0	0	0	0	1	5	2	14	39	19	6	0	0	0	0	0	31.8	27.1	5.6
1500 - 1600	106	27	23	33	23	3	0	86	2	15	0	0	0	0	0	0	0	0	1	4	8	12	49	28	4	0	0	0	0	0	32.0	27.1	5.6
1600 - 1700	101	21	15	39	26	0	0	89	1	11	0	0	0	0	0	0	0	0	0	15	8	17	32	26	3	0	0	0	0	0	31.5	25.3	6.7
1700 - 1800	78	27	18	14	19	1	0	70	0	7	0	0	0	0	0	0	0	0	0	4	0	8	37	23	5	1	0	0	0	0	32.7	28.6	5.4
1800 - 1900	70	17	12	21	20	0	0	62	0	8	0	0	0	0	0	0	0	0	0	2	2	12	30	23	3	0	0	0	0	0	32.4	28.4	4.0
1900 - 2000	50	12	8	19	11	1	0	45	0	4	0	0	0	0	0	0	0	0	0	1	0	4	21	19	4	1	0	0	0	0	34.7	29.7	4.5
2000 - 2100	53	18	14	12	9	1	0	49	0	3	0	0	0	0	0	0	0	0	0	1	1	12	22	12	4	1	0	0	0	0	32.2	28.1	5.2
2100 - 2200	41	12	15	4	10	1	1	38	0	1	0	0	0	0	0	0	0	0	1	0	0	7	22	9	2	0	0	0	0	0	31.8	28.0	5.1
2200 - 2300	21	6	7	4	4	0	0	18	0	3	0	0	0	0	0	0	0	0	0	0	0	6	10	4	1	0	0	0	0	0	30.9	27.7	3.8
2300 - 0000	18	4	5	3	6	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	4	0	1	0	0	0	0	31.8	28.9	4.1
0700 - 1800	1015	252	221	282	260	12	6	858	4	131	3	1	0	0	0	0	0	0	12	51	56	172	417	269	37	1	0	0	0	0	32.0	26.8	5.7
0600 - 2200	1202	303	266	327	306	15	7	1026	4	146	3	1	0	0	0	0	0	0	13	53	57	205	496	321	52	5	0	0	0	0	32.2	27.1	5.6
0600 - 0600	1241	313	278	334	316	15	7	1062	4	149	3	1	0	0	0	0	0	0	13	53	57	212	518	329	53	6	0	0	0	0	32.2	27.2	5.6
0600 - 0600	1261	317	285	338	321	15	7	1075	4	156	3	1	0	0	0	0	0	0	13	54	58	216	525	333	56	6	0	0	0	0	32.2	27.2	5.6

Saturday 11 March 2017

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 0.85	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 <70mph			
0000 - 0100	12	4	4	3	1	0	0	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	29.9	3.6	
0100 - 0200	3	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.1	2.6		
0200 - 0300	5	1	2	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.4	6.8			
0300 - 0400	3	1	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	-	31.3	4.1		
0400 - 0500	3	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.3	4.0			
0500 - 0600	5	0	1	1	3	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.4	4.0			
0600 - 0700	16	2	6	4	4	0	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0	2	8	3	3	0	0	0	0	35.3	29.7	5.1		
0700 - 0800	31	4	6	13	8	1	0	25	0	5	0	0	0	0	0	0	0	0	0	0	0	7	10	11	2	0	0	0	0	33.1	28.7	5.1		
0800 - 0900	48	11	9	18	10	0	2	39	1	6	0	0	0	0	0	0	0	0	0	0	0	2	6	16	21	2	1	0	0	33.3	29.2	4.6		
0900 - 1000	53	11	12	16	14	0	0	50	0	3	0	0	0	0	0	0	0	0	0	0	0	1	8	24	15	3	1	0	0	0	33.3	28.6	5.4	
1000 - 1100	50	11	12	12	15	0	1	41	0	8	0	0	0	0	0	0	0	0	0	0	0	4	17	23	2	0	0	0	0	33.1	29.0	5.1		
1100 - 1200	64	9	16	18	21	2	0	53	0	9	0	0	0	0	0	0	0	0	0	0	0	2	1	3	8	32	17	1	0	0	31.1	26.9	5.3	
1200 - 1300	64	26	28	14	16	2	0	73	0	9	0	0	0	0	0	0	0	0	0	0	0	11	26	30	5	1	0	0	0	33.6	28.2	6.0		
1300 - 1400	65	21	11	16	17	1	2	58	0	4	0	0	0	0	0	0	0	0	0	0	0	3	7	32	17	3	0	0	0	32.2	27.4	5.4		
1400 - 1500	72	20	18	12	22	1	0	68	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	2	9	25	30	4	1	0	32.9	28.9	4.9	
1500 - 1600	53	16	12	13	12	1	0	47	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	2	6	29	12	2	0	0	31.5	27.6	5.0	
1600 - 1700	170	8	19	22	121	2	1	157	0	9	0	1	0	0	0	0	0	0	0	0	0	10	18	6	50	69	17	1	0	0	29.1	23.4	6.7	
1700 - 1800	104	32	30	23	19	1	2	93	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	3	18	41	31	10	0	0	33.3	28.7	4.8	
1800 - 1900	73	19	18	13	23	1	0	66	0	6	0	0	0	0	0	0	0	0	0	0	0	2	12	28	25	4	0	0	0	0	32.2	27.9	5.0	
1900 - 2000	52	15	11	16	10	0	0	51	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9	25	15	1	1	0	0	32.0	26.7	3.8		
2000 - 2100	31	5	9	10	7	2	1	27	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	16	7	1	1	0	0	31.5	27.3	6.9		
2100 - 2200	17	5	5	3	4	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9	4	0	0	0	35.8	32.3	3.6		
2200 - 2300	15	4	4	5	2	1	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	30.0	27.3	4.4		
2300 - 0000	29	7	9	8	5	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	9	11	8	3	0	0	31.8	28.1	4.9		
0700 - 1800	867	188	191	190	298	12	8	770	1	75	0	1	0	0	0	0	0	0	0	0	0	17	28	35	146	349	249	39	4	0	0	32.4	27.3	5.8
0600 - 2200	983	215	222	223	323	14	9	876	1	82	0	1	0	0	0	0	0	0	0	0	0	18	30	37	159	402	283	48	6	0	0	32.7	27.5	5.8
0600 - 0600	1027	226	235	236	330	15	9	918	1	83	0	1	0	0	0	0	0	0	0	0	0	18	31	37	166	424	294	51	6	0	0	32.4	27.5	5.7
0000 - 0600	1058	235	244	242	337	15	9	944	1	88	0	1	0	0	0	0	0	0	0	0	0	18	31	38	170	439	304	52	6	0	0	32.7	27.6	5.7

Sunday 12 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-90	Cycles	Motor Cycles	Car Van Towing	Car Van Lorry	Number Vehicle Classes ARX Scheme										5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-File 0.85	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	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	16	8	4	0	0	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	0	0	0	0	0	32.7	29.3	3.6			
0100 - 0200	3	1	0	2	0	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	0	0	-	25.0	2.5				
0200 - 0300	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	0	0	0	-	32.3	9.5				
0300 - 0400	10	3	4	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	1	0	0	0	0	0	-	29.6	3.6				
0400 - 0500	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	2	0	0	0	0	0	0	-	32.8	2.5				
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	-	23.8	-				
0600 - 0700	5	2	1	0	2	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	0	0	-	35.7	3.9				
0700 - 0800	13	3	2	4	4	0	0	10	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	4	1	0	0	0	0	0	31.1	28.0	4.2			
0800 - 0900	21	3	1	8	9	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	8	2	1	0	0	0	0	34.7	30.1	4.7			
0900 - 1000	36	9	3	7	17	1	0	34	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	18	12	0	0	0	0	0	0	31.5	27.6	4.6			
1000 - 1100	53	14	10	15	14	0	0	48	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	23	20	2	0	0	0	0	0	32.2	28.8	3.9			
1100 - 1200	60	13	20	12	15	1	1	54	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	24	23	2	0	0	0	0	0	32.2	28.3	5.2			
1200 - 1300	63	18	19	16	10	0	2	58	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	28	24	4	0	0	0	0	0	32.7	29.2	3.5			
1300 - 1400	60	20	14	11	15	2	0	55	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	30	21	2	0	0	0	0	0	32.7	28.6	4.9			
1400 - 1500	57	10	12	14	11	1	0	44	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22	20	0	0	0	0	0	0	32.7	28.9	4.1			
1500 - 1600	47	9	21	16	11	0	0	54	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	30	18	1	0	0	0	0	0	32.4	29.0	3.5			
1600 - 1700	46	6	10	18	12	0	0	43	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18	18	3	3	0	0	0	0	33.6	30.7	5.5			
1700 - 1800	52	17	11	10	14	1	0	46	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22	20	5	0	0	0	0	0	33.8	29.7	4.8			
1800 - 1900	54	9	15	12	18	0	0	49	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	31	12	3	0	0	0	0	0	30.9	28.2	4.6			
1900 - 2000	37	16	9	8	4	0	0	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	19	12	0	0	0	0	0	0	31.5	28.2	3.2			
2000 - 2100	12	5	4	3	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	3	0	0	0	0	0	0	30.9	28.4	3.1			
2100 - 2200	21	5	6	6	4	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	11	4	2	0	0	0	0	33.3	28.1	5.5		
2200 - 2300	14	3	3	2	6	0	0	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	2	1	1	0	0	0	0	31.1	29.6	5.1			
2300 - 0000	5	2	0	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	-	29.9	1.5			
0700 - 1900	562	131	138	143	150	6	3	515	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	6	59	259	260	25	3	0	1	0	0	32.7	28.9	4.5
0600 - 2200	637	159	158	160	160	6	3	585	0	40	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	6	71	295	221	30	3	0	1	0	0	32.7	28.9	4.5
0600 - 0000	656	164	161	162	169	6	3	602	1	41	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	6	73	306	225	31	4	0	1	0	0	32.7	28.9	4.5
0000 - 0600	690	178	170	170	172	6	3	636	1	41	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	6	77	320	239	33	4	0	1	0	0	32.7	29.0	4.5

Monday 13 March 2017

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 0.85	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 <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	6	4	0	2	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	-	28.9	3.8	
0100 - 0200	1	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	-	33.4	-		
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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.9	-		
0400 - 0500	3	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-	31.9	3.6		
0500 - 0600	14	1	4	4	5	0	0	9	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	5	7	1	0	0	0	0	0	33.1	29.8	4.5	
0600 - 0700	32	4	7	11	10	0	1	24	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	28.5	3.7	
0700 - 0800	87	19	13	27	27	0	0	74	0	13	0	0	0	0	0	0	0	0	0	0	0	1	41	28	4	0	0	0	0	0	0	32.2	28.4	4.5	
0800 - 0900	141	32	34	29	46	2	0	124	0	14	1	0	0	0	0	0	0	0	0	0	0	1	4	8	21	54	46	7	0	0	0	0	32.4	27.8	5.3
0900 - 1000	65	13	20	14	18	0	0	52	1	12	0	0	0	0	0	0	0	0	0	0	0	0	2	1	13	22	23	4	0	0	0	0	32.0	28.2	5.1
1000 - 1100	41	14	8	9	10	2	0	33	0	6	0	0	0	0	0	0	0	0	0	0	0	2	6	17	10	2	0	0	0	0	0	32.0	26.8	6.8	
1100 - 1200	43	15	11	9	8	1	0	30	0	12	0	0	0	0	0	0	0	0	0	0	0	1	2	9	12	13	3	1	0	0	0	32.2	27.5	6.6	
1200 - 1300	78	15	15	24	24	3	1	64	0	10	0	0	0	0	0	0	0	0	0	0	0	1	7	12	8	26	20	4	0	0	0	0	32.7	25.5	7.1
1300 - 1400	97	30	22	25	20	1	0	85	0	10	1	0	0	0	0	0	0	0	0	0	0	3	4	13	45	27	5	0	0	0	0	32.4	27.9	4.8	
1400 - 1500	82	19	16	24	23	0	0	69	0	12	1	0	0	0	0	0	0	0	0	0	0	0	1	3	7	37	28	5	1	0	0	0	32.9	29.1	4.7
1500 - 1600	106	29	20	35	22	2	2	88	0	12	0	2	0	0	0	0	0	0	0	0	0	1	6	7	11	42	33	5	1	0	0	0	32.7	27.5	6.1
1600 - 1700	129	30	25	47	27	2	1	113	0	13	0	0	0	0	0	0	0	0	0	0	0	2	12	13	13	51	34	4	0	0	0	0	31.3	25.7	6.8
1700 - 1800	110	51	18	18	23	1	0	102	1	6	0	0	0	0	0	0	0	0	0	0	0	18	10	12	35	31	3	0	1	0	0	0	32.2	25.7	7.5
1800 - 1900	72	19	21	19	13	1	1	66	0	4	0	0	0	0	0	0	0	0	0	0	0	1	4	12	29	20	6	0	0	0	0	0	33.3	28.0	5.0
1900 - 2000	49	16	15	7	11	1	2	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	29	9	4	0	0	0	0	32.7	28.8	4.6	
2000 - 2100	18	6	6	2	4	0	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	1	0	0	0	0	0	32.9	29.9	4.9	
2100 - 2200	24	6	4	9	5	0	0	21	0	3	0	0	0	0	0	0	0	0	0	0	0	1	3	11	5	2	0	2	0	0	0	32.4	29.8	6.8	
2200 - 2300	14	3	4	5	2	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	4	1	0	0	0	0	0	32.7	27.7	7.4	
2300 - 0000	11	4	1	1	5	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	9	10	1	0	0	0	0	34.0	31.7	3.3	
0700 - 1900	1051	286	223	280	262	15	5	900	2	124	3	2	0	0	0	0	0	0	0	0	0	8	59	68	136	411	313	52	3	1	0	0	32.4	27.3	6.0
0600 - 2200	1174	318	255	309	292	16	9	1007	2	135	3	2	0	0	0	0	0	0	0	0	0	8	60	70	151	486	343	59	4	3	0	0	32.4	27.5	5.9
0600 - 0000	1199	325	260	315	299	16	9	1030	2	137	3	2	0	0	0	0	0	0	0	0	0	9	60	71	152	495	355	61	4	3	0	0	32.7	27.5	5.9
0000 - 0600	1224	334	264	321	305	16	9	1050	2	142	3	2	0	0	0	0	0	0	0	0	0	9	60	71	152	495	366	64	4	3	0	0	32.7	27.5	5.9

Tuesday 14 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme				Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	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 <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	0	-	-	-
0100 - 0200	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	-	27.9	-	
0200 - 0300	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	-	28.0	-	
0300 - 0400	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	-	36.3	0.3	
0400 - 0500	5	0	2	2	0	0	0	4	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	26.9	2.8	
0500 - 0600	19	0	7	5	7	0	0	14	0	5	0	0	0	0	0	0	6	3	6	3	1	0	0	0	0	0	0	0	0	0	35.3	30.3	6.2
0600 - 0700	44	11	7	9	17	0	1	36	0	7	0	0	0	0	0	0	8	13	17	3	0	0	0	0	0	0	0	0	0	0	34.0	28.9	5.2
0700 - 0800	90	20	17	25	28	0	0	74	0	16	0	0	0	0	0	0	3	10	32	41	33	3	0	0	0	0	0	0	0	0	32.2	28.8	3.9
0800 - 0900	118	37	23	27	31	2	0	105	0	11	0	0	0	0	0	0	0	4	16	51	40	4	0	0	0	0	0	0	0	0	32.0	28.2	4.8
0900 - 1000	68	28	13	12	15	0	0	60	0	7	1	0	0	0	0	0	0	5	16	26	20	0	0	0	0	0	0	0	0	0	31.3	26.7	5.0
1000 - 1100	51	14	8	18	11	0	0	44	0	7	0	0	0	0	0	0	0	4	15	18	11	2	1	0	0	0	0	0	0	0	30.9	27.1	5.2
1100 - 1200	59	11	18	15	15	0	0	50	0	8	0	0	0	0	0	0	0	1	5	9	22	16	4	1	0	0	0	0	0	0	32.9	27.6	6.0
1200 - 1300	68	12	14	18	24	0	1	57	2	8	0	0	0	0	0	0	0	0	0	4	9	9	22	20	3	1	0	0	0	0	32.4	26.5	6.7
1300 - 1400	88	20	18	27	23	0	1	72	0	15	0	0	0	0	0	0	0	2	5	20	33	27	1	0	0	0	0	0	0	0	31.8	27.0	4.9
1400 - 1500	78	18	16	20	24	1	1	67	0	9	0	0	0	0	0	0	0	1	3	7	7	37	20	2	1	0	0	0	0	0	31.1	26.8	6.0
1500 - 1600	101	24	21	26	30	1	0	86	0	14	0	0	0	0	0	0	0	1	4	5	14	44	28	5	0	0	0	0	0	0	32.7	27.5	5.7
1600 - 1700	105	10	22	50	23	2	0	92	0	11	0	0	0	0	0	0	0	8	13	14	47	21	1	0	0	0	0	0	0	0	30.4	25.2	6.1
1700 - 1800	103	43	27	18	15	2	2	92	0	6	1	0	0	0	0	0	0	0	0	13	14	23	33	2	0	0	0	0	0	0	33.8	25.9	7.5
1800 - 1900	76	22	19	19	16	1	1	67	0	7	0	0	0	0	0	0	0	1	0	3	12	33	24	2	1	0	0	0	0	0	32.2	28.4	4.8
1900 - 2000	42	14	9	7	12	0	0	41	0	4	0	0	0	0	0	0	0	3	18	16	4	4	0	0	0	0	0	0	0	0	33.1	29.3	4.2
2000 - 2100	24	10	8	4	10	0	0	23	0	1	0	0	0	0	0	0	0	1	9	5	9	23	5	0	0	0	0	0	0	0	34.9	31.3	3.6
2100 - 2200	6	2	7	6	4	2	2	17	0	2	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	29.8	25.0	5.5
2200 - 2300	20	4	5	5	1	0	0	15	0	0	0	0	0	0	0	0	0	0	4	9	5	0	0	0	0	0	0	0	0	0	30.9	27.9	3.0
2300 - 0000	11	2	11	2	11	0	0	9	0	2	0	0	0	0	0	0	0	3	5	5	0	0	0	0	0	0	0	0	0	0	29.3	27.1	3.8
0700 - 1900	1005	259	216	275	255	9	6	866	2	119	2	0	0	1	0	0	0	6	38	77	155	397	293	34	5	0	0	0	0	0	32.0	27.1	5.7
0600 - 2200	1136	300	242	362	292	10	8	983	2	130	2	0	0	1	0	0	0	6	39	84	170	448	338	46	5	0	0	0	0	0	32.4	27.3	5.6
0600 - 0900	306	290	306	290	306	10	8	1007	2	132	2	0	0	1	0	0	0	6	39	84	170	460	345	46	5	0	0	0	0	0	32.2	27.3	5.6
0600 - 1900	1190	307	262	316	305	10	8	1029	2	138	2	0	0	1	0	0	0	6	39	84	184	468	352	51	6	0	0	0	0	0	32.4	27.4	5.6

Virtual Day (7)																																				
Time	Hourly Totals	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARFX Schema								5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	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	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 <70mph						
0000 - 0100	5	3	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	29.2	3.6		
0100 - 0200	1	1	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	-	26.1	5.4			
0200 - 0300	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	-	28.6	6.7			
0300 - 0400	3	1	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	-	31.6	4.5			
0400 - 0500	3	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	29.7	3.8			
0500 - 0600	12	1	4	3	5	0	8	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	3	1	0	0	0	0	34.4	28.7	5.5		
0600 - 0700	31	6	6	9	10	0	26	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	13	8	3	0	0	0	0	34.0	28.7	4.9		
0700 - 0800	66	13	13	20	20	0	55	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	10	29	22	2	0	0	0	0	32.4	28.4	4.3	
0800 - 0900	102	24	21	26	30	1	90	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	16	43	31	5	0	0	0	0	32.2	28.1	4.8	
0900 - 1000	58	16	13	13	16	0	49	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	10	23	18	2	0	0	0	0	32.0	27.6	5.3
1000 - 1100	55	16	12	16	11	0	1	44	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	9	22	14	3	0	0	0	0	32.7	27.3	5.8
1100 - 1200	57	13	16	14	15	1	0	46	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	9	22	16	3	0	0	0	0	32.2	27.4	5.8
1200 - 1300	72	18	17	18	18	1	1	62	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	5	7	9	25	21	4	1	0	0	0	32.7	26.9	6.5
1300 - 1400	85	28	16	20	21	1	1	72	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	14	37	22	2	0	0	0	0	32.0	26.9	5.4
1400 - 1500	76	16	17	20	23	1	1	66	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	9	33	25	3	1	0	0	0	32.7	28.1	5.3
1500 - 1600	90	23	19	29	20	1	0	78	0	11	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	11	40	26	4	0	0	0	0	32.4	27.6	5.4
1600 - 1700	111	17	19	40	35	2	0	99	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	11	10	21	43	22	3	0	0	0	0	31.3	25.1	6.6
1700 - 1800	94	34	23	19	18	1	0	84	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10	7	12	34	25	6	0	0	0	0	32.7	26.6	6.7
1800 - 1900	71	19	16	16	19	0	0	64	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	12	31	21	4	0	0	0	0	32.4	28.2	4.6
1900 - 2000	46	14	12	11	9	0	1	43	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	24	13	2	0	0	0	0	32.7	28.7	4.0
2000 - 2100	30	10	8	7	5	1	0	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	13	8	3	1	0	0	0	32.9	28.2	6.1	
2100 - 2200	25	7	7	6	6	0	0	22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	11	7	2	0	0	0	0	32.7	28.5	5.4	
2200 - 2300	16	4	4	3	3	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	4	1	0	0	0	0	31.1	28.0	4.6	
2300 - 0000	13	4	3	3	4	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.0	28.8	4.4	
0700 - 1900	936	238	201	251	245	11	7	809	1	104	2	1	0	0	0	0	0	0	0	0	0	0	9	40	54	143	384	264	40	4	0	0	0	32.2	27.3	5.7
0600 - 2200	1068	276	233	285	275	13	9	928	1	114	2	1	0	0	0	0	0	0	0	0	0	0	9	42	57	163	444	299	49	5	1	0	0	32.4	27.4	5.6
0600 - 0600	1097	284	240	291	282	13	9	954	2	116	2	1	0	0	0	0	0	0	0	0	0	0	9	42	57	166	459	307	51	5	1	0	0	32.4	27.4	5.6
0000 - 0600	1123	290	248	296	289	13	9	975	2	121	2	1	0	0	0	0	0	0	0	0	0	0	9	42	58	170	469	315	53	6	1	0	0	32.4	27.5	5.6

Virtual Week (1)																																				
Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed														
		00-15	15-30	30-45	45-90					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 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	P-Tile 0.85	Average Speed	Standard deviation		
Mon	1224	334	264	321	305	16	9	1050	2	142	3	2	0	0	0	0	0	0	0	9	60	71	152	495	366	64	4	3	0	0	0	0	32.7	27.5	5.9	
Tue	1190	307	262	316	305	10	8	1029	2	138	2	0	0	1	0	0	0	0	0	6	39	84	184	468	352	51	6	0	0	0	0	0	32.4	27.4	5.6	
Wed	1191	316	246	343	294	10	10	1033	1	134	1	1	0	1	0	0	0	0	0	3	54	71	201	513	290	53	6	0	0	0	0	0	32.0	27.1	5.5	
Thu	1244	342	263	343	296	20	15	1059	0	145	2	1	0	1	1	0	0	0	0	14	48	76	189	524	319	65	7	2	0	0	0	0	32.4	27.3	5.8	
Fri	1261	317	285	338	321	15	7	1075	4	156	3	1	0	0	0	0	0	0	0	13	54	58	216	525	333	56	6	0	0	0	0	0	32.2	27.2	5.6	
Sat	1058	235	244	242	337	15	9	944	1	86	0	1	0	0	0	0	0	0	0	18	31	38	170	439	304	52	6	0	0	0	0	0	32.7	27.6	5.7	
Sun	690	178	170	170	172	6	3	636	1	41	0	3	0	0	0	0	0	0	0	2	8	6	77	320	239	33	4	0	1	0	0	0	0	32.7	29.0	4.5

Havant, Hampshire

Report Id 103/17
Site Name Site 2 of 3
Description New Lane, 65m south of Bartons Road
Direction Northbound

Wednesday 08 March 2017

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 0.85	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 <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 <70mph							
0000 - 0100	4	3	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	-	25.7	2.3			
0100 - 0200	5	0	0	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	-	31.7	4.2			
0200 - 0300	4	0	1	1	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	-	25.8	13.0			
0300 - 0400	3	3	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	27.5	5.4			
0400 - 0500	2	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	30.2	9.3			
0500 - 0600	25	2	6	9	8	0	0	20	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	3	14	4	3	0	0	0	0	0	-	32.2	28.9		
0600 - 0700	78	11	19	22	26	0	1	70	1	5	1	0	0	0	0	0	0	0	0	0	0	0	1	2	23	34	17	1	0	0	0	0	0	-	30.9	26.9		
0700 - 0800	142	20	38	36	48	0	1	131	1	8	0	0	0	0	0	0	0	0	0	0	0	0	1	6	33	72	25	5	0	0	0	0	0	-	31.1	26.9		
0800 - 0900	221	48	47	54	72	0	1	203	2	15	0	0	0	0	0	0	0	0	0	0	0	0	7	10	21	81	83	18	1	0	0	0	0	-	28.4	23.9		
0900 - 1000	175	46	46	49	34	1	1	157	0	13	1	1	0	1	0	0	0	0	0	0	0	0	0	2	6	47	98	21	1	0	0	0	0	0	-	29.3	26.3	
1000 - 1100	172	44	51	39	38	1	0	152	0	17	2	0	0	0	0	0	0	0	0	0	0	0	1	7	49	97	16	1	0	0	0	0	0	-	29.1	26.1		
1100 - 1200	169	34	42	41	52	0	1	158	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	43	95	21	0	0	0	0	0	0	-	29.5	26.2	
1200 - 1300	195	41	48	61	45	0	1	179	2	13	0	0	0	0	0	0	0	0	0	0	0	0	1	10	58	89	33	4	0	0	0	0	0	0	-	30.2	26.2	
1300 - 1400	170	43	37	49	41	1	0	158	2	9	0	0	0	0	0	0	0	0	0	0	0	0	1	9	59	74	23	4	0	0	0	0	0	0	-	30.4	26.2	
1400 - 1500	205	51	38	51	65	2	1	186	0	16	0	0	0	0	0	0	0	0	0	0	0	0	1	8	14	76	87	18	1	0	0	0	0	0	-	28.9	24.9	
1500 - 1600	259	63	63	75	58	5	0	240	0	11	1	0	0	0	0	0	0	0	0	0	0	0	3	15	16	79	125	20	1	0	0	0	0	0	-	28.9	24.7	
1600 - 1700	367	86	85	104	90	4	4	336	0	18	2	0	1	0	0	0	0	0	0	0	0	0	5	12	22	136	172	19	1	0	0	0	0	0	-	28.4	24.7	
1700 - 1800	405	135	95	99	76	5	1	387	2	6	3	0	0	0	0	0	0	0	0	0	0	0	1	9	44	150	165	32	4	0	0	0	0	0	-	28.6	24.7	
1800 - 1900	212	74	64	42	32	1	1	202	1	5	2	0	0	0	0	0	0	0	0	0	0	0	1	2	12	96	78	23	0	0	0	0	0	0	-	29.1	25.1	
1900 - 2000	163	70	36	29	28	0	2	154	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	69	77	8	0	0	0	0	0	0	-	28.0	25.0	
2000 - 2100	90	28	21	19	22	2	1	86	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	46	21	0	0	0	0	0	0	0	-	30.9	27.1	
2100 - 2200	63	20	16	11	16	0	1	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15	32	11	3	0	0	0	0	0	-	31.8	27.4	
2200 - 2300	44	22	8	5	9	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15	15	10	2	0	0	0	0	0	-	31.8	27.2	
2300 - 0000	15	0	6	5	4	1	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	9	3	0	0	0	0	0	-	30.4	26.4	
0700 - 1900	2892	887	654	760	651	20	12	2491	10	141	11	1	1	1	1	2	2	0	0	0	0	0	20	63	175	907	1235	260	23	0	0	0	0	0	-	29.1	25.3	
0600 - 2200	3886	816	746	781	743	22	17	2863	13	152	12	1	1	1	1	2	2	0	0	0	0	0	20	67	188	1034	1424	326	27	0	0	0	0	0	-	29.3	25.4	
0600 - 0000	3145	838	760	791	756	23	17	2920	13	153	12	1	1	1	1	2	2	0	0	0	0	0	21	67	190	1051	1448	339	29	0	0	0	0	0	-	29.3	25.4	
0000 - 0000	3188	846	768	804	770	24	17	2956	13	156	12	4	1	1	1	2	2	0	0	0	0	0	22	67	191	1059	1467	347	35	0	0	0	0	0	-	29.3	25.5	

Thursday 09 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-90	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	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	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	5	2	1	2	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	0	-	26.6	3.7		
0100 - 0200	3	0	3	0	0	0	0	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	-	27.0	2.0			
0200 - 0300	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	0	-	33.7	1.9			
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	5	1	0	4	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	0	-	32.6	5.8			
0500 - 0600	17	2	6	3	6	0	0	16	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	30.6	29.2	3.3		
0600 - 0700	90	14	18	22	36	0	0	81	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	28.1	3.7		
0700 - 0800	138	21	30	43	44	0	1	126	1	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	27.2	3.6		
0800 - 0900	232	42	57	55	78	2	1	207	1	18	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	25.6	4.4		
0900 - 1000	178	48	35	56	39	2	2	154	0	18	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	26.4	3.9		
1000 - 1100	167	38	48	43	38	0	0	152	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	25.9	3.8		
1100 - 1200	178	46	37	53	42	1	0	161	1	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	27.4	3.9		
1200 - 1300	215	54	49	56	56	2	1	197	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	27.3	3.7		
1300 - 1400	176	59	38	40	39	1	0	161	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	27.1	4.4		
1400 - 1500	200	49	43	58	50	1	1	185	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	26.9	4.3		
1500 - 1600	273	67	65	66	75	3	0	243	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	25.0	4.1		
1600 - 1700	355	85	79	98	93	4	6	335	0	10	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	23.9	5.3		
1700 - 1800	393	130	106	91	66	7	1	366	4	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	24.0	5.6		
1800 - 1900	266	75	66	59	66	2	3	256	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	27.7	24.7	3.6		
1900 - 2000	168	45	45	43	35	0	1	163	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	30.2	26.1	4.0		
2000 - 2100	94	29	32	11	22	1	1	88	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	31.1	27.0	4.3		
2100 - 2200	67	23	17	10	17	0	0	64	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	30.0	26.4	3.5		
2200 - 2300	41	17	8	12	4	1	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	27.2	4.8		
2300 - 0000	22	7	7	4	4	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	25.9	4.7		
0700 - 1900	2771	714	653	718	686	25	16	2543	8	156	14	4	2	0	2	1	0	0	0	0	0	0	29	57	155	875	1270	348	35	1	1	0	0	0	29.8	25.6	4.6	
0600 - 2200	3190	825	765	804	796	26	18	2939	8	175	14	4	3	0	2	1	0	0	0	0	0	0	30	59	168	989	1470	430	41	2	1	0	0	0	29.8	25.7	4.6	
0600 - 0600	3253	849	780	820	804	27	18	3001	8	175	14	4	3	0	2	1	0	0	0	0	0	0	30	61	170	1004	1499	443	43	2	1	0	0	0	30.0	25.8	4.6	
0600 - 0600	3295	855	790	825	815	27	18	3029	8	179	14	4	3	0	2	1	0	0	0	0	0	0	30	61	170	1009	1514	451	47	2	1	0	0	0	30.0	25.8	4.6	

Friday 10 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-File 0.85	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	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 <70mph							
0000 - 0100	9	4	1	2	2	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	-	27.0	4.7		
0100 - 0200	4	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	0	0	0	0	-	27.5	4.4			
0200 - 0300	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	-	39.3	-			
0300 - 0400	3	1	1	1	0	0	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	-	31.5	2.9			
0400 - 0500	4	0	1	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	0	0	0	-	27.9	5.0			
0500 - 0600	30	3	4	13	10	1	1	23	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	1	2	3	13	11	0	0	0	0	0	0	31.5	27.7	4.8		
0600 - 0700	70	16	14	20	20	0	1	57	0	9	0	2	1	0	0	0	0	0	0	0	0	0	0	1	17	28	18	6	0	0	0	0	0	0	0	32.9	28.3	4.4	
0700 - 0800	145	24	26	43	52	1	1	132	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	25	3	25	88	24	3	1	0	0	0	0	0	30.6	27.4	3.9	
0800 - 0900	207	42	44	52	69	0	0	196	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	68	100	27	1	0	0	0	0	0	0	28.9	25.9	3.6	
0900 - 1000	138	37	32	43	26	2	0	118	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	28	83	22	2	0	0	0	0	0	0	30.2	26.9	3.6	
1000 - 1100	190	47	49	56	38	1	3	160	2	23	1	0	0	0	0	0	0	0	0	0	0	0	2	3	9	71	81	23	1	0	0	0	0	0	29.8	25.4	4.4		
1100 - 1200	191	44	46	52	49	0	0	163	1	23	2	0	0	2	0	0	0	0	0	0	0	0	1	2	4	94	72	17	1	0	0	0	0	0	0	29.1	25.3	3.8	
1200 - 1300	258	62	52	79	65	0	0	242	1	13	1	1	0	0	0	0	0	0	0	0	0	0	3	7	27	95	99	26	0	1	0	0	0	0	0	28.9	24.6	4.7	
1300 - 1400	241	66	44	66	65	1	5	218	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	1	13	77	113	32	5	0	0	0	0	0	0	30.0	26.2	4.1	
1400 - 1500	239	69	56	49	65	1	1	218	0	16	2	1	0	0	0	0	0	0	0	0	0	0	0	1	15	70	112	37	2	1	0	0	0	0	0	30.0	26.2	4.2	
1500 - 1600	274	58	68	85	63	4	1	249	0	16	3	0	0	0	0	0	1	0	0	0	0	0	0	2	8	26	106	112	17	3	0	0	0	0	0	28.4	24.5	4.5	
1600 - 1700	344	94	88	80	82	3	5	320	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13	31	107	141	46	3	1	0	0	0	0	29.5	25.1	4.9	
1700 - 1800	293	94	79	61	59	2	2	279	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	7	22	107	135	19	2	1	0	0	0	0	0	28.9	25.0	4.3	
1800 - 1900	207	70	44	50	43	2	0	202	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	12	64	94	31	2	0	0	0	0	0	30.0	25.9	4.7	
1900 - 2000	128	42	36	27	23	1	0	123	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	45	67	11	3	0	0	0	0	0	0	29.3	26.2	3.6	
2000 - 2100	86	25	17	17	20	2	0	80	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	23	38	21	1	0	0	0	0	0	31.3	27.3	4.4	
2100 - 2200	67	16	17	17	17	1	0	65	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	34	12	0	0	0	0	0	0	0	30.2	26.8	3.4	
2200 - 2300	61	22	15	10	14	0	1	58	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	27	10	5	0	0	0	0	0	0	32.2	27.9	4.3	
2300 - 0000	20	9	3	6	2	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15	4	0	0	0	0	0	0	0	30.0	27.7	2.5	
0700 - 1900	2727	707	628	716	676	17	18	2497	10	165	14	6	0	2	1	0	0	0	0	0	0	0	14	47	173	912	1230	321	25	5	0	0	0	0	0	0	29.5	25.5	4.4
0600 - 2200	3078	806	712	800	760	21	19	2822	11	181	14	6	1	2	1	0	0	0	0	0	0	0	14	50	176	1017	1397	383	35	6	0	0	0	0	0	0	29.5	25.7	4.4
0600 - 0000	3159	837	730	816	776	21	20	2900	11	183	14	6	1	2	1	0	0	0	0	0	0	0	14	50	177	1038	1439	397	40	6	0	0	0	0	0	0	29.8	25.8	4.4
0000 - 0000	3210	846	740	833	791	22	21	2943	11	186	16	6	1	2	1	1	0	0	0	0	0	0	14	51	179	1045	1459	415	41	6	0	0	0	0	0	0	29.8	25.8	4.4

Saturday 11 March 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme												Average Speed	Standard deviation													
		00-15	15-30	30-45	45-90					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	P-Tile 0.85		
0000 - 0100	20	9	7	3	1	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.0	27.4	5.3	
0100 - 0200	5	0	0	5	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	-	25.2	3.1		
0200 - 0300	9	4	1	1	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	-	28.5	3.9			
0300 - 0400	5	3	0	2	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	-	20.3	9.6			
0400 - 0500	2	0	2	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	-	27.0	1.6			
0500 - 0600	7	2	1	2	2	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.2	3.9			
0600 - 0700	14	3	6	2	3	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	30.9	28.9	3.0		
0700 - 0800	41	10	4	11	16	1	0	39	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	19	15	0	0	0	0	0	31.8	28.3	3.8	
0800 - 0900	103	15	23	27	38	2	0	90	0	10	0	0	0	1	0	0	0	0	0	0	0	0	1	2	14	36	27	3	0	0	0	0	31.8	28.0	4.1	
0900 - 1000	114	26	31	27	30	3	0	98	1	9	0	2	0	0	0	0	0	1	0	1	0	1	5	1	20	62	24	1	0	0	0	0	30.9	27.0	4.8	
1000 - 1100	177	38	36	51	52	2	1	167	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	6	60	76	25	7	1	1	0	0	30.4	26.6	4.5	
1100 - 1200	189	50	45	48	46	1	1	182	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2	7	61	93	20	6	0	0	0	0	29.5	26.1	4.1
1200 - 1300	213	64	52	46	51	0	1	197	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	2	6	60	110	32	3	0	0	0	0	30.0	26.5	3.9
1300 - 1400	186	47	49	54	36	1	5	174	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	10	43	101	27	2	1	0	0	0	30.0	26.5	4.2	
1400 - 1500	180	62	40	42	36	2	2	175	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	26.7	4.0	
1500 - 1600	193	53	48	41	51	0	1	184	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	1	6	75	83	28	0	0	0	0	0	29.3	26.0	3.6
1600 - 1700	145	41	34	33	37	1	0	138	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	32	80	23	4	0	0	0	0	30.0	26.9	3.9
1700 - 1800	151	41	33	32	45	1	2	145	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	39	73	34	2	0	0	0	0	30.6	27.1	3.9
1800 - 1900	117	31	25	22	39	0	0	115	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5	40	59	12	0	0	0	0	0	28.6	25.9	3.4
1900 - 2000	91	27	26	19	19	0	0	90	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34	46	8	2	0	0	0	0	29.5	26.1	3.5	
2000 - 2100	68	23	16	16	13	0	1	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27	26	8	2	0	0	0	0	30.0	25.9	4.6	
2100 - 2200	40	10	16	5	9	0	0	39	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	19	9	0	0	0	0	0	30.4	26.9	3.8	
2200 - 2300	35	11	11	6	7	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	18	6	0	0	0	0	0	30.2	25.9	4.2
2300 - 0000	26	8	8	4	6	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	7	0	0	0	0	0	30.9	27.0	4.1	
0700 - 1900	1809	478	420	434	477	14	13	1704	7	60	3	3	0	1	0	3	1	0	3	1	0	2	20	52	501	904	297	28	4	1	0	0	0	30.2	26.6	4.1
0600 - 2200	2022	541	484	476	521	14	14	1914	7	62	3	3	0	1	0	3	1	0	3	1	0	2	20	57	575	1003	327	32	5	1	0	0	0	30.2	26.6	4.1
0600 - 0000	2083	560	499	488	536	14	14	1975	7	62	3	3	0	1	0	3	1	0	3	1	0	2	20	60	594	1028	341	32	5	1	0	0	0	30.2	26.6	4.1
0000 - 0600	2131	578	510	501	542	14	15	2022	7	62	3	3	0	1	0	3	1	0	3	1	0	3	22	62	600	1052	352	34	5	1	0	0	0	30.2	26.6	4.1

Sunday 12 March 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-File 0.85	Average Speed	Standard deviation	
		00-15	15-30	30-45	45-90					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 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	12	3	6	2	1	0	0	11	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	30.6	28.4	3.7
0100 - 0200	10	5	3	1	1	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.4	2.7		
0200 - 0300	6	2	1	2	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	0	-	28.9	6.1			
0300 - 0400	3	1	1	1	0	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	-	24.0	0.9			
0400 - 0500	8	2	3	1	2	0	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.8	4.1			
0500 - 0600	9	2	3	2	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.6	6.4			
0600 - 0700	5	0	3	1	1	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	-	29.3	4.7			
0700 - 0800	17	2	6	4	5	1	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	0	32.7	29.3	5.4		
0800 - 0900	42	4	11	9	18	0	0	41	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	29.2	3.1		
0900 - 1000	78	22	13	19	24	0	1	74	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	27.4	3.8		
1000 - 1100	100	24	30	21	25	1	1	93	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	26.6	4.2		
1100 - 1200	104	15	35	24	30	0	0	101	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	27.5	4.2		
1200 - 1300	149	32	36	41	40	0	1	144	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	26.5	3.5		
1300 - 1400	140	40	37	35	29	0	1	140	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	27.0	3.5		
1400 - 1500	138	30	35	37	36	0	0	135	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.0	26.4	3.5		
1500 - 1600	139	33	37	28	41	1	0	135	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	26.2	4.0		
1600 - 1700	128	31	29	26	42	0	0	124	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.0	26.9	3.5		
1700 - 1800	98	30	25	18	25	1	0	97	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	27.2	4.2		
1800 - 1900	82	21	18	19	24	0	0	80	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	27.0	4.1		
1900 - 2000	71	21	14	17	19	0	0	70	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	27.6	3.6		
2000 - 2100	50	14	9	9	14	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	26.2	3.0		
2100 - 2200	40	13	11	12	4	0	0	40	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	27.5	3.7		
2200 - 2300	16	2	6	7	1	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	0	0	32.0	27.2	3.6		
2300 - 0000	16	3	3	8	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	0	0	34.4	29.6	5.1		
0700 - 1900	1215	284	312	281	338	4	4	1169	5	29	2	1	0	1	0	0	0	0	0	0	0	0	1	10	37	301	625	219	22	0	0	0	0	30.6	26.9	3.9	
0600 - 2200	1381	332	349	325	375	4	4	1332	5	32	2	1	0	1	0	0	0	0	0	0	0	0	1	10	39	345	709	252	25	0	0	0	0	30.6	27.0	3.8	
0600 - 0600	1413	337	358	340	378	4	4	1364	5	32	2	2	1	0	1	0	0	0	0	0	0	0	1	10	39	354	719	263	27	0	0	0	0	30.9	27.0	3.8	
0000 - 0600	1461	352	375	349	385	4	5	1406	5	37	2	1	0	1	0	0	0	0	0	0	0	0	1	10	40	364	739	277	28	2	0	0	0	30.9	27.0	3.9	

Monday 13 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	3 Axle Artic	4 Axle Rigid	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	8	4	2	0	2	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	1	0	0	0	0	-	27.1	4.8	
0100 - 0200	2	0	0	2	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	-	28.9	4.4		
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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	25.8	-		
0400 - 0500	5	1	0	2	2	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	-	28.2	4.7		
0500 - 0600	45	6	8	13	18	0	0	0	39	0	6	0	0	0	0	0	0	0	0	0	0	1	3	5	28	6	1	1	0	0	31.1	27.2	5.1	
0600 - 0700	77	11	14	17	35	0	1	67	0	7	1	0	0	0	1	0	0	0	0	0	2	2	12	39	20	2	0	0	0	0	31.1	27.7	4.3	
0700 - 0800	144	26	27	39	52	2	0	132	0	9	1	0	0	0	0	0	0	0	0	0	2	0	33	78	29	2	0	0	0	0	30.6	27.3	3.8	
0800 - 0900	225	38	54	65	88	0	0	200	1	21	1	0	0	1	0	1	0	0	0	0	1	5	12	63	119	23	2	0	0	0	29.5	25.8	4.1	
0900 - 1000	161	41	40	33	47	0	1	140	2	15	0	1	1	1	0	0	0	0	0	0	0	2	8	49	71	29	2	0	0	0	30.6	26.4	4.1	
1000 - 1100	197	46	53	58	40	2	0	171	0	22	2	0	0	0	0	0	0	0	0	0	0	4	5	59	96	30	3	0	0	0	30.0	26.4	4.1	
1100 - 1200	211	56	52	52	51	1	1	194	1	12	0	0	0	1	1	0	0	0	0	0	1	2	9	58	97	34	9	1	0	0	31.1	26.7	4.3	
1200 - 1300	207	54	52	57	44	2	2	193	0	10	0	0	0	0	0	0	0	0	0	0	7	11	59	95	32	3	0	0	0	30.2	25.8	4.5		
1300 - 1400	197	59	48	50	40	2	2	173	0	17	2	0	0	0	0	0	0	0	0	0	2	5	17	72	82	16	1	0	0	0	28.4	24.7	4.5	
1400 - 1500	205	59	41	47	58	1	3	183	1	15	2	0	0	0	0	0	0	0	0	0	1	17	59	98	27	0	2	1	0	0	29.8	26.1	4.4	
1500 - 1600	257	47	52	85	73	3	2	234	1	15	1	1	0	0	0	0	0	0	0	0	7	17	68	138	25	2	0	0	0	0	29.3	25.5	4.2	
1600 - 1700	363	109	77	90	87	4	4	328	2	20	4	0	0	0	0	1	0	0	0	1	17	24	138	157	26	0	0	0	0	0	28.6	24.3	4.4	
1700 - 1800	372	113	91	85	83	7	5	348	4	7	1	0	0	0	0	0	0	0	0	1	18	41	128	153	28	3	0	0	0	0	28.4	24.2	4.7	
1800 - 1900	240	80	57	52	51	1	2	222	2	12	1	0	0	0	0	0	0	0	0	0	2	16	118	82	20	2	0	0	0	0	28.2	24.7	3.7	
1900 - 2000	183	61	48	49	25	2	1	176	1	1	2	0	0	0	0	0	0	0	0	1	1	11	74	77	18	1	0	0	0	0	28.2	25.1	3.8	
2000 - 2100	91	28	21	18	24	3	5	81	0	1	1	0	0	0	0	0	0	0	0	1	2	30	39	15	3	0	0	0	0	30.2	26.2	4.4		
2100 - 2200	50	11	15	13	11	0	0	48	0	2	0	0	0	0	0	0	0	0	0	0	1	0	13	29	6	0	1	0	0	0	29.8	26.9	3.9	
2200 - 2300	32	13	9	7	3	1	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	9	18	2	2	0	0	0	0	0	29.8	26.9	4.9	
2300 - 0000	8	2	1	4	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	27.6	22.0	-	
0700 - 1900	2779	728	644	713	694	25	22	2518	14	175	15	2	2	3	2	1	0	0	0	8	72	177	904	1266	321	29	3	1	0	0	0	29.5	25.4	4.4
0600 - 2200	3180	839	742	810	789	30	29	2890	15	186	19	2	2	4	2	1	0	0	0	8	77	192	1033	1450	380	35	4	1	0	0	0	29.5	25.5	4.4
0600 - 0000	3220	854	752	821	793	31	29	2928	15	187	19	2	2	4	2	1	0	0	0	8	78	192	1043	1474	383	37	4	1	0	0	0	29.5	25.5	4.4
0000 - 0000	3291	865	763	838	815	31	30	2980	15	195	19	2	2	4	2	1	0	0	0	8	79	195	1051	1510	393	39	5	1	0	0	0	29.5	25.6	4.4

Tuesday 14 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation
			00-15	15-30	30-45							3 Axle Rigid	4 Axle Rigid	5 Axle Artic	6 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			
0000 - 0100	13	5	2	5	1	0	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	34.9	28.4	4.7
0100 - 0200	1	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	-	28.6	-	
0200 - 0300	1	0	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	-	29.8	-	
0300 - 0400	4	1	3	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	-	28.2	7.5	
0400 - 0500	5	0	1	3	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	-	28.5	4.3	
0500 - 0600	34	4	6	12	12	0	0	1	29	0	5	0	0	0	0	0	0	0	0	0	0	0	1	5	13	15	0	0	0	0	32.2	28.6	4.2	
0600 - 0700	78	13	19	14	32	0	1	63	0	12	1	0	0	0	0	0	1	0	0	0	0	2	17	40	17	2	0	0	0	0	31.1	27.7	3.8	
0700 - 0800	142	23	28	37	54	0	0	125	0	16	1	0	0	0	0	0	0	0	0	0	0	5	38	71	24	2	0	0	0	0	30.4	26.8	4.0	
0800 - 0900	236	51	60	61	64	0	1	217	1	15	0	2	0	0	0	0	0	0	0	0	1	5	25	78	103	23	1	0	0	0	29.1	24.9	4.5	
0900 - 1000	173	49	38	39	47	3	2	152	1	12	2	0	0	0	0	1	0	0	0	0	1	3	12	55	73	25	4	0	0	0	30.0	25.7	4.8	
1000 - 1100	173	39	46	41	47	1	0	157	1	13	0	0	0	0	0	0	0	0	0	0	2	16	72	69	12	2	0	0	0	28.6	25.0	3.9		
1100 - 1200	175	57	31	42	45	0	1	155	0	19	0	0	0	0	0	0	0	0	0	0	1	14	54	87	18	1	0	0	0	0	29.3	25.8	3.9	
1200 - 1300	199	48	46	61	44	2	1	186	1	6	2	0	0	0	0	0	1	0	0	0	0	4	10	67	88	30	0	0	0	0	29.8	25.7	3.9	
1300 - 1400	183	52	39	51	41	1	1	173	0	7	1	0	0	0	0	0	0	0	0	0	1	9	64	89	19	1	0	0	0	0	29.3	25.8	3.7	
1400 - 1500	224	51	53	64	56	2	2	198	0	18	3	0	0	0	0	1	0	0	0	0	2	5	12	60	114	28	2	1	0	0	29.5	26.0	4.5	
1500 - 1600	246	59	64	67	56	1	3	223	1	17	0	1	0	0	0	0	0	0	0	0	4	3	17	95	110	17	0	0	0	0	28.2	24.8	4.1	
1600 - 1700	379	98	85	102	94	3	7	353	2	10	2	0	0	0	1	1	0	0	0	0	6	28	48	141	137	17	1	0	0	0	100.7	32.1	5.3	
1700 - 1800	352	121	82	73	76	8	1	328	5	10	0	0	0	0	0	0	0	0	0	0	2	14	149	126	165	25	1	0	0	0	28.2	24.8	4.2	
1800 - 1900	268	83	77	49	59	2	3	254	1	6	1	0	0	0	0	0	0	1	0	0	1	18	111	118	18	2	0	0	0	0	28.6	24.9	3.7	
1900 - 2000	158	34	42	37	45	4	0	151	0	3	0	0	0	0	0	0	0	0	0	0	2	3	15	54	72	11	1	0	0	0	28.6	24.8	4.5	
2000 - 2100	166	34	42	37	45	0	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	4	41	64	102	3	0	0	0	0	30.4	26.4	3.8	
2100 - 2200	68	26	13	15	14	1	1	66	0	0	0	0	0	0	0	0	0	0	0	0	1	0	22	33	11	1	0	0	0	0	30.4	26.4	3.7	
2200 - 2300	61	30	14	13	4	1	0	59	0	0	0	0	0	0	0	0	0	0	0	0	1	1	15	30	14	0	0	0	0	0	30.4	27.1	3.7	
2300 - 0000	13	2	13	2	1	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	11	0	0	0	0	0	0	30.0	26.5	3.6	
0700 - 1900	2750	819	649	687	683	23	22	2521	13	149	12	3	0	0	1	3	2	1	0	0	17	70	205	966	1217	256	17	1	1	0	0	28.9	25.1	4.4
0600 - 2200	3159	838	748	776	797	28	24	2904	13	166	13	3	0	1	3	3	1	0	0	0	19	74	226	1110	1403	312	23	1	1	0	0	29.1	25.2	4.4
0900 - 1800	870	767	767	767	767	24	24	2974	26	24	2974	26	24	2974	26	24	2974	26	24	2974	26	24	2974	26	24	2974	26	24	2974	26	24	29.1	25.2	4.4
0000 - 2200	3291	880	780	814	817	30	24	3024	13	176	13	3	0	1	3	3	1	0	0	0	20	75	229	1126	1463	349	27	1	1	0	0	29.3	25.3	4.4

Virtual Day (7)																																				
Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-File 0.85	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	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	10	4	3	2	1	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	31.3	27.5	4.5	
0100 - 0200	4	1	1	1	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	-	27.9	3.6	
0200 - 0300	3	1	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	29.1	6.8	
0300 - 0400	3	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	-	25.3	7.0	
0400 - 0500	4	1	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	-	29.1	4.7	
0500 - 0600	24	3	5	8	8	0	0	20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	12	7	1	0	0	0	0	0	32.0	28.4	4.8	
0600 - 0700	59	10	13	14	22	0	1	51	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	12	28	14	2	0	0	0	0	0	31.3	27.8	4.1	
0700 - 0800	110	18	23	30	39	1	0	100	0	7	1	0	0	0	0	0	0	0	0	0	0	1	2	24	58	22	2	0	0	0	0	0	30.9	27.3	3.9	
0800 - 0900	181	34	42	46	58	1	0	165	1	13	0	0	0	0	0	0	0	0	0	0	1	3	12	57	82	23	2	0	0	0	0	0	29.5	25.5	4.5	
0900 - 1000	145	38	34	38	35	2	1	128	1	12	1	1	0	0	0	0	0	0	0	0	1	2	5	38	74	23	2	0	0	0	0	0	30.4	26.5	4.1	
1000 - 1100	168	39	45	44	40	1	1	150	1	14	1	0	0	0	0	0	0	0	0	0	0	2	8	55	80	20	2	0	0	0	0	0	29.5	26.0	4.1	
1100 - 1200	174	43	41	45	45	0	1	159	1	12	0	0	0	0	0	0	0	0	0	0	0	1	7	53	84	24	4	0	0	0	0	0	30.2	26.3	4.1	
1200 - 1300	205	51	48	57	49	1	1	191	1	10	1	0	0	0	0	0	0	0	0	0	0	3	11	59	98	32	2	0	0	0	0	0	30.0	26.0	4.2	
1300 - 1400	186	52	42	49	41	1	2	170	1	10	1	0	0	0	0	0	0	0	0	0	0	1	10	55	89	26	3	0	0	0	0	0	30.0	26.2	4.2	
1400 - 1500	199	53	44	50	52	1	1	183	0	12	1	0	0	0	0	0	0	0	0	0	0	1	3	10	59	94	28	2	1	0	0	0	30.0	26.1	4.3	
1500 - 1600	234	54	57	64	60	2	1	215	1	13	1	0	0	0	0	0	0	0	0	0	0	6	16	80	108	21	2	0	0	0	0	0	28.9	25.1	4.3	
1600 - 1700	297	78	68	76	75	3	4	277	1	11	1	0	0	0	0	0	0	0	0	0	0	3	13	23	102	129	25	2	0	0	0	0	0	28.9	24.6	4.9
1700 - 1800	295	95	73	66	61	4	2	279	2	6	1	0	0	0	0	0	0	0	0	0	0	3	9	24	100	128	28	2	0	0	0	0	0	28.9	24.8	4.7
1800 - 1900	199	62	50	42	45	1	1	190	1	4	1	0	0	0	0	0	0	0	0	0	0	1	2	12	83	81	19	1	0	0	0	0	0	29.1	25.2	3.9
1900 - 2000	137	43	35	32	28	1	1	132	1	2	0	0	0	0	0	0	0	0	0	0	0	1	6	49	65	15	1	0	0	0	0	0	29.3	25.6	3.9	
2000 - 2100	63	26	20	17	20	1	1	79	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	26	37	15	1	0	0	0	0	0	30.6	26.6	4.2
2100 - 2200	56	17	15	12	13	0	0	55	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	16	28	10	1	0	0	0	0	0	30.4	26.9	3.7	
2200 - 2300	41	17	10	9	6	0	0	40	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11	19	8	1	0	0	0	0	0	31.5	27.1	4.3	
2300 - 0000	17	4	4	5	3	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	4	0	0	0	0	0	31.1	27.2	4.5	
0700 - 1800	2392	618	566	607	601	18	15	2206	10	125	10	2	1	1	1	1	1	0	0	0	13	48	139	767	1107	290	26	2	1	0	0	0	0	29.5	25.6	4.4
0600 - 2200	2728	714	649	682	683	21	18	2523	10	138	11	3	1	1	1	1	1	0	0	0	13	51	149	870	1265	344	31	3	1	0	0	0	0	29.8	25.7	4.4
0600 - 0000	2787	735	664	696	692	21	18	2580	10	137	11	3	1	1	1	1	1	0	0	0	14	52	151	885	1293	357	33	3	1	0	0	0	0	29.8	25.8	4.4
0000 - 0000	2835	746	675	709	705	22	19	2623	10	142	11	3	1	1	1	1	2	0	0	0	14	52	152	893	1315	369	36	3	1	0	0	0	0	29.8	25.8	4.4

Virtual Week (1)

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 0.85	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			
Mon	3281	865	763	838	815	31	30	2980	15	195	19	2	2	4	2	1	0	0	8	79	195	1051	1510	393	39	5	1	0	0	0	0	29.5	25.6	4.4
Tue	3291	880	780	814	817	30	24	3024	13	176	13	3	0	1	3	3	1	0	20	75	229	1126	1463	349	27	1	1	0	0	0	0	29.3	25.3	4.4
Wed	3188	846	768	804	770	24	17	2956	13	156	12	4	1	1	2	2	0	0	22	67	191	1059	1467	347	35	0	0	0	0	0	0	29.3	25.5	4.4
Thu	3285	855	815	825	815	27	18	3029	8	179	14	4	3	0	2	1	0	0	30	61	170	1009	1514	451	47	2	1	0	0	0	0	30.0	25.8	4.6
Fri	3210	846	740	833	791	22	21	2843	11	186	16	6	1	2	1	1	0	0	14	51	179	1045	1459	415	41	6	0	0	0	0	0	29.8	25.8	4.4
Sat	2131	578	510	501	542	14	15	2322	7	62	3	3	0	1	0	3	1	0	3	22	62	600	1052	352	34	5	1	0	0	0	0	30.2	26.6	4.1
Sun	1461	352	375	349	385	4	5	1406	5	37	2	1	0	1	0	0	0	0	1	10	40	364	739	277	28	2	0	0	0	0	0	30.9	27.0	3.9

Havant, Hampshire

Report Id 103/17
Site Name Site 2 of 3
Description New Lane, 65m south of Bartons Road
Direction Southbound

Wednesday 08 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed															P-File 0.85	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 <70mph								
0000 - 0100	7	3	3	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	-	26.1	3.1				
0100 - 0200	2	0	0	1	1	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	0	-	22.3	2.1				
0200 - 0300	2	2	0	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	-	17.7	13.8				
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	11	0	4	3	4	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7	10	1	0	0	0	0	0	0	0	29.8	25.7	5.3				
0500 - 0600	50	2	7	17	24	6	2	41	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	2	11	20	10	2	0	0	0	0	0	30.6	25.4	6.5			
0600 - 0700	140	24	32	28	56	2	1	129	0	6	2	0	0	0	0	0	0	0	0	0	0	0	3	39	80	12	3	0	0	0	0	0	0	29.3	26.2	3.9			
0700 - 0800	356	42	93	93	128	5	3	335	0	10	2	1	0	0	0	0	0	0	0	0	0	1	6	9	101	201	35	2	1	0	0	0	0	29.3	26.2	3.6			
0800 - 0900	459	103	133	121	102	3	2	434	1	16	3	0	0	0	0	0	0	0	0	0	0	1	6	22	157	243	27	1	2	0	0	0	0	0	28.4	25.5	3.6		
0900 - 1000	270	78	74	59	59	0	0	249	0	19	1	1	0	0	0	0	0	0	0	0	0	0	3	8	84	150	23	2	0	0	0	0	0	0	28.6	25.9	3.3		
1000 - 1100	166	38	40	51	37	2	3	144	0	16	0	1	0	0	0	0	0	0	0	0	0	2	3	8	52	86	16	1	0	0	0	0	0	28.6	25.8	3.9			
1100 - 1200	187	58	49	39	41	1	0	169	0	16	0	1	0	0	0	0	0	0	0	0	0	0	4	65	97	21	0	0	0	0	0	0	0	29.3	26.1	3.0			
1200 - 1300	162	40	37	37	48	1	0	142	1	16	1	1	0	0	0	0	0	0	0	0	0	0	1	50	95	14	1	1	0	0	0	0	0	29.3	26.5	3.1			
1300 - 1400	240	63	62	61	64	0	6	221	0	10	1	0	0	0	2	0	0	0	0	0	0	0	6	14	64	131	23	2	0	0	0	0	0	0	28.6	25.6	3.9		
1400 - 1500	214	45	59	61	49	1	4	181	1	23	1	2	0	0	0	1	0	0	0	0	0	0	1	12	68	115	17	1	0	0	0	0	0	0	29.1	25.7	3.5		
1500 - 1600	260	61	84	71	44	1	1	232	2	22	2	0	0	0	0	0	0	0	0	0	0	0	1	7	83	154	14	1	0	0	0	0	0	0	28.4	25.9	3.0		
1600 - 1700	274	64	69	79	62	1	1	255	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	6	72	168	24	4	0	0	0	0	0	0	29.3	26.5	3.0		
1700 - 1800	219	54	57	59	49	1	0	210	0	6	1	0	0	0	0	1	0	0	0	0	0	0	3	10	69	113	24	0	0	0	0	0	0	0	28.9	25.7	3.5		
1800 - 1900	175	56	49	36	34	0	2	167	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	48	100	20	2	0	0	0	0	0	0	29.8	26.4	3.3		
1900 - 2000	106	30	31	28	17	0	1	104	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	7	41	50	5	1	0	0	0	0	0	0	28.6	25.3	3.7		
2000 - 2100	64	10	10	10	10	0	0	62	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	34	9	1	0	0	0	0	0	0	30.0	27.0	3.2		
2100 - 2200	47	15	10	5	17	1	0	45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	16	25	5	0	0	0	0	0	0	0	29.1	25.9	3.6		
2200 - 2300	26	7	13	4	2	1	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	13	9	2	0	0	0	0	0	0	0	28.0	24.4	4.1		
2300 - 0000	10	2	2	4	2	1	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	6	1	0	0	0	0	0	0	0	25.9	4.8			
0700 - 1900	2982	702	796	767	717	16	22	2739	6	175	13	7	0	0	4	0	0	0	0	0	0	0	3	28	106	913	1633	258	17	4	0	0	0	0	26.9	26.0	3.4		
0600 - 2200	3339	781	890	845	823	19	24	3079	6	185	15	7	0	0	4	0	0	0	0	0	0	3	34	116	1029	1842	289	22	4	0	0	0	0	0	29.1	26.0	3.5		
0600 - 0000	3375	790	907	851	827	21	24	3112	6	186	15	7	0	0	4	0	0	0	0	0	0	3	36	117	1044	1857	292	22	4	0	0	0	0	0	29.1	26.0	3.5		
0000 - 0000	3447	797	921	873	856	28	26	3173	6	188	15	7	0	0	4	0	0	0	0	0	0	6	39	121	1060	1869	304	24	4	0	0	0	0	0	29.1	25.9	3.6		

Thursday 09 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-90	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								Vehicle Speed												P-File 0.85	Average Speed	Standard deviation				
			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	2	1	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	-	20.2	1.9	
0100 - 0200	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	-	23.6	-		
0200 - 0300	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	-	28.8	-			
0300 - 0400	2	1	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	-	25.7	5.7			
0400 - 0500	9	2	1	3	3	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	-	25.3	9.3		
0500 - 0600	41	2	5	11	23	4	2	34	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	1	13	18	4	2	0	0	0	0	0	28.9	25.3	5.5	
0600 - 0700	141	19	31	32	59	2	1	133	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34	85	14	5	0	0	0	0	0	0	29.3	26.5	3.8	
0700 - 0800	376	54	78	103	141	7	3	350	2	12	1	0	0	0	0	0	0	0	0	0	0	0	4	10	106	223	28	5	0	0	0	0	0	29.1	26.2	3.3	
0800 - 0900	441	111	119	98	113	5	3	414	0	15	3	1	0	0	0	0	0	0	0	0	0	0	1	3	15	146	238	35	2	1	0	0	0	28.9	25.8	3.5	
0900 - 1000	231	56	65	48	62	2	0	215	0	11	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	59	148	20	0	0	0	0	0	28.9	26.4	3.0	
1000 - 1100	189	62	41	39	47	1	3	167	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	70	100	11	2	0	0	0	0	28.2	25.7	3.0	
1100 - 1200	183	60	36	49	38	1	1	168	0	11	1	1	0	0	0	0	0	0	0	0	0	0	0	4	66	95	15	3	0	0	0	0	0	29.5	25.9	3.5	
1200 - 1300	201	57	46	46	52	2	1	178	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	66	108	18	3	0	0	0	0	0	0	29.1	26.1	3.5	
1300 - 1400	209	47	63	43	56	1	1	195	0	12	0	0	0	0	0	0	0	0	0	0	0	0	3	3	66	112	23	2	0	0	0	0	0	29.5	26.2	3.6	
1400 - 1500	196	51	53	49	43	3	1	169	0	19	1	2	1	0	0	0	0	0	0	0	0	0	0	7	53	114	18	3	0	0	0	0	0	29.3	26.4	3.6	
1500 - 1600	263	71	64	55	73	0	0	239	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	10	77	146	29	1	0	0	0	0	0	29.5	26.3	3.2	
1600 - 1700	269	69	64	73	63	2	2	248	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	2	73	172	15	3	0	1	0	0	0	28.6	26.3	3.7	
1700 - 1800	291	69	61	77	84	5	2	274	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	7	84	167	30	1	0	0	0	0	0	28.9	26.3	3.1	
1800 - 1900	163	51	40	32	40	1	4	157	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	53	94	10	3	0	0	0	0	0	29.1	26.3	3.2	
1900 - 2000	102	29	29	22	22	0	1	97	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	1	31	35	14	1	0	0	0	0	0	30.0	26.6	3.2	
2000 - 2100	75	22	22	17	14	0	1	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	48	6	1	0	0	0	0	0	28.4	26.8	2.8	
2100 - 2200	51	17	14	13	7	2	0	46	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	30	5	0	0	0	0	0	0	28.9	26.3	3.9	
2200 - 2300	18	6	7	3	2	1	1	15	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	28.4	25.4	4.6	
2300 - 0000	16	4	4	5	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	11	1	0	0	0	0	0	29.5	25.0	4.8	
0700 - 1900	3812	758	730	712	812	30	21	2774	3	167	8	5	2	0	0	2	0	0	0	0	3	21	70	919	1717	252	28	1	1	0	0	0	0	29.1	26.1	3.4	
0600 - 2200	3381	845	826	796	914	34	24	3124	3	177	9	5	3	0	0	2	0	0	0	0	2	0	4	25	71	1018	1935	291	35	1	1	0	0	0	29.1	26.2	3.4
0600 - 0000	3415	855	838	804	918	36	25	3154	3	177	10	5	3	0	0	2	0	0	0	0	4	27	72	1027	1954	294	35	1	1	0	0	0	0	0	29.1	26.2	3.4
0000 - 0000	3471	861	846	819	945	41	27	3200	3	179	11	5	3	0	0	2	0	0	0	0	6	29	76	1043	1977	299	39	1	1	0	0	0	0	0	29.1	26.1	3.5

Friday 10 March 2017

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-Tile 0.85	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	7	3	2	1	1	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.6	6.6			
0100 - 0200	2	0	1	1	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.4	2.1				
0200 - 0300	4	0	1	2	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.7	9.5				
0300 - 0400	3	1	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.5	1.9				
0400 - 0500	11	2	1	3	5	1	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	23.7	5.8				
0500 - 0600	55	3	9	16	27	4	2	47	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	26.1	5.1				
0600 - 0700	114	19	23	24	48	0	1	105	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	26.7	3.9				
0700 - 0800	350	48	86	100	116	6	6	318	1	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	26.4	3.4				
0800 - 0900	426	96	141	89	100	4	0	400	2	14	1	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	28.4	25.4	3.4				
0900 - 1000	224	67	51	36	70	1	0	210	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	25.7	3.5				
1000 - 1100	163	44	40	40	39	0	0	145	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	25.9	2.9				
1100 - 1200	180	43	49	40	48	0	3	158	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	26.1	3.8				
1200 - 1300	189	43	50	40	56	2	4	169	1	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	25.6	3.7				
1300 - 1400	214	55	50	45	64	0	1	192	2	16	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	25.4	3.7				
1400 - 1500	205	51	61	55	38	0	0	188	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	25.9	3.3				
1500 - 1600	286	79	84	61	62	2	2	263	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	26.2	3.4				
1600 - 1700	277	76	69	79	53	0	1	254	1	16	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	26.7	2.9				
1700 - 1800	228	50	57	65	56	2	0	217	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.0	26.9	3.2				
1800 - 1900	156	43	47	33	33	2	1	147	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	26.4	3.6				
1900 - 2000	86	30	16	17	23	0	0	84	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	26.4	3.0				
2000 - 2100	56	17	11	15	13	1	0	53	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	26.3	3.4				
2100 - 2200	56	18	11	8	19	0	0	54	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	26.4	3.3				
2200 - 2300	34	8	4	11	11	1	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	25.8	3.4				
2300 - 0000	28	6	3	13	6	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	27.3	4.0				
0700 - 1800	2898	695	785	683	735	19	18	2661	8	163	8	12	2	1	2	4	0	0	0	0	24	92	897	1993	271	17	4	0	0	0	29.1	26.0	3.4			
0600 - 2200	3210	779	846	747	838	20	19	2957	8	174	10	12	2	1	3	4	0	0	0	0	27	100	987	1770	300	22	4	0	0	0	29.3	26.1	3.4			
0600 - 0000	3272	793	853	771	855	21	19	3018	8	174	10	12	2	1	3	4	0	0	0	0	29	100	1004	1805	307	23	4	0	0	0	29.3	26.1	3.5			
0000 - 0000	3354	802	868	794	890	28	21	3085	8	180	10	12	2	1	3	4	0	0	0	3	31	104	1030	1843	315	23	5	0	0	0	29.3	26.1	3.5			

Saturday 11 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-90	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 0.85	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	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	10	3	3	2	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	0	0	-	26.9	2.3	
0100 - 0200	6	2	0	1	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	0	-	24.9	2.1		
0200 - 0300	3	1	0	2	0	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	-	27.0	4.3		
0300 - 0400	2	1	0	1	0	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	-	26.3	1.4		
0400 - 0500	6	2	3	0	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	0	-	26.3	3.7		
0500 - 0600	16	0	1	9	6	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	0	-	30.4	27.4	3.3	
0600 - 0700	28	4	7	6	11	1	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	26.1	5.1	
0700 - 0800	77	10	15	14	38	1	0	74	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	3.7		
0800 - 0900	116	33	23	26	34	1	1	107	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	26.5	3.4	
0900 - 1000	171	35	36	42	58	3	0	162	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	26.1	3.3	
1000 - 1100	186	34	53	47	52	4	3	172	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	26.1	3.8	
1100 - 1200	179	39	45	51	44	4	1	164	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	26.0	3.8	
1200 - 1300	178	41	47	50	40	1	2	167	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	26.4	3.8	
1300 - 1400	162	41	34	39	48	1	1	154	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	26.5	3.6	
1400 - 1500	142	35	34	31	42	2	0	137	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.0	27.0	4.0	
1500 - 1600	154	40	37	51	26	1	0	147	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	26.5	3.0	
1600 - 1700	129	48	38	19	24	1	1	125	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	26.5	3.5	
1700 - 1800	115	31	22	30	32	0	0	110	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.0	27.0	3.5	
1800 - 1900	104	29	29	23	23	1	0	101	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	26.1	3.2	
1900 - 2000	96	12	11	16	17	0	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	26.5	3.3	
2000 - 2100	66	14	12	16	14	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	26.7	3.5	
2100 - 2200	38	5	7	11	15	0	0	35	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.0	25.9	2.1	
2200 - 2300	28	5	9	9	5	0	0	27	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.0	26.7	4.3	
2300 - 0000	23	11	3	6	3	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	25.9	4.0	
0700 - 1900	1713	416	413	423	461	20	9	1620	9	52	0	0	0	0	0	0	0	0	0	0	0	0	1	17	38	468	880	182	24	3	0	0	0	29.3	26.4	3.6
0600 - 2200	1891	451	450	472	518	21	9	1793	9	56	0	3	0	0	0	0	0	0	0	0	0	0	1	19	42	521	1078	199	27	4	0	0	0	29.3	26.4	3.6
0600 - 0600	1942	467	462	487	526	21	9	1842	9	57	1	3	0	0	0	0	0	0	0	0	0	0	1	20	42	538	1104	204	29	4	0	0	0	29.5	26.4	3.6
0000 - 0000	1995	476	469	502	538	21	9	1884	9	58	1	3	0	0	0	0	0	0	0	0	0	0	1	20	43	547	1131	210	29	4	0	0	0	29.5	26.4	3.6

Sunday 12 March 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00						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			
0000 - 0100	16	4	0	2	6	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11	2	0	0	0	0	0	0	29.1	27.3	3.0
0100 - 0200	9	4	2	1	2	0	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	-	26.6	4.5	
0200 - 0300	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	-	28.4	2.4	
0300 - 0400	6	1	2	1	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	-	28.3	4.6	
0400 - 0500	3	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	-	27.1	1.4	
0500 - 0600	6	0	2	0	4	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	-	27.0	2.6	
0600 - 0700	15	1	2	5	7	0	0	15	0	0	0	0	0	0	0	0	0	0	0	1	2	4	8	0	0	0	0	0	0	26.6	23.8	4.4	
0700 - 0800	31	2	5	11	13	0	2	27	0	2	0	0	0	0	0	0	0	0	0	0	0	9	19	2	1	0	0	0	0	29.8	27.1	3.7	
0800 - 0900	59	13	7	15	24	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	1	10	44	4	0	0	0	0	0	29.3	26.8	2.4	
0900 - 1000	108	24	29	23	32	1	0	101	0	5	1	0	0	0	0	0	0	0	0	1	1	22	72	11	1	0	0	0	0	29.3	26.8	3.3	
1000 - 1100	156	38	45	39	34	2	0	151	1	2	0	0	0	0	0	0	0	0	0	2	5	33	96	19	1	0	0	0	0	29.5	26.4	3.6	
1100 - 1200	155	25	44	39	47	1	0	149	0	5	0	0	0	0	0	0	0	0	0	0	3	44	94	12	2	0	0	0	0	28.6	26.4	2.9	
1200 - 1300	158	47	40	36	35	1	1	151	0	5	0	0	0	0	0	0	0	0	0	0	3	55	86	11	3	0	0	0	0	28.9	26.1	3.1	
1300 - 1400	144	31	36	37	40	0	1	140	1	2	0	0	0	0	0	0	0	0	0	0	2	40	86	14	2	0	0	0	0	29.1	26.6	2.9	
1400 - 1500	121	34	35	25	27	0	2	117	0	1	1	0	0	0	0	0	0	0	0	0	1	34	65	20	1	0	0	0	0	30.0	26.8	2.8	
1500 - 1600	152	35	38	36	43	1	0	148	0	2	1	0	0	0	0	0	0	0	0	3	6	41	86	16	0	0	0	0	0	28.9	26.0	3.6	
1600 - 1700	121	30	23	32	36	0	0	116	1	4	0	0	0	0	0	0	0	0	0	0	1	23	82	14	0	1	0	0	0	28.9	26.9	2.9	
1700 - 1800	78	16	20	17	25	1	0	75	0	1	0	1	0	0	0	0	0	0	0	0	2	13	51	11	1	0	0	0	0	29.8	27.1	3.3	
1800 - 1900	84	21	20	25	18	0	0	83	0	1	0	0	0	0	0	0	0	0	0	0	1	3	21	51	7	1	0	0	0	29.1	26.2	3.5	
1900 - 2000	66	18	16	17	15	0	2	63	0	1	0	0	0	0	0	0	0	0	0	1	1	16	37	11	0	0	0	0	0	30.0	26.7	3.6	
2000 - 2100	46	14	13	14	7	0	0	47	0	1	0	0	0	0	0	0	0	0	0	1	1	11	23	9	3	0	0	0	0	30.4	26.8	4.6	
2100 - 2200	22	6	7	4	5	1	0	21	0	0	0	0	0	0	0	0	0	0	0	1	0	5	13	1	2	0	0	0	0	29.8	26.8	4.4	
2200 - 2300	10	4	1	1	4	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	0	1	0	0	0	0	-	27.0	3.2	
2300 - 0000	4	0	2	1	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	-	28.2	4.8	
0700 - 1800	1367	316	342	335	374	7	6	1317	3	30	3	1	0	0	0	0	0	0	0	7	28	345	832	141	13	1	0	0	0	0	29.3	26.5	3.2
0600 - 2200	1518	355	380	375	408	8	8	1463	3	32	3	1	0	0	0	0	0	0	0	11	32	381	913	162	18	1	0	0	0	0	29.5	26.5	3.3
0600 - 0600	1532	359	383	377	413	8	8	1476	3	33	3	1	0	0	0	0	0	0	0	11	32	384	921	164	19	1	0	0	0	0	29.5	26.5	3.3
0000 - 0600	1575	370	394	383	428	8	8	1513	3	37	5	1	0	0	0	0	0	0	0	11	33	392	949	169	20	1	0	0	0	0	29.5	26.5	3.3

Monday 13 March 2017

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 0.85	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	4	1	0	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	-	28.0	0.9	
0100 - 0200	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.8	0.3		
0200 - 0300	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	-	29.3	0.7		
0300 - 0400	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	-	27.5	1.7		
0400 - 0500	8	3	1	3	1	0	1	7	0	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	-	26.5	3.3		
0500 - 0600	64	2	10	21	31	1	1	58	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	26.5	3.6		
0600 - 0700	138	18	30	31	59	5	3	128	0	1	1	0	0	0	0	0	0	0	1	3	5	29	71	26	3	0	0	0	30.2	26.7	4.4	
0700 - 0800	378	62	87	116	113	7	8	341	1	17	2	1	0	1	0	0	0	0	0	2	9	93	230	41	1	1	1	0	29.3	26.7	3.4	
0800 - 0900	479	138	130	110	101	7	4	446	0	20	1	1	0	0	0	0	0	0	0	2	2	15	109	296	54	0	1	0	29.5	26.5	3.4	
0900 - 1000	251	79	60	57	55	3	2	223	1	20	1	1	0	0	0	0	0	0	0	0	3	11	60	135	38	3	1	0	30.0	26.5	3.9	
1000 - 1100	219	51	62	59	47	4	2	195	0	16	1	0	0	0	0	0	0	0	0	8	6	53	127	25	0	0	0	29.5	26.2	3.8		
1100 - 1200	178	37	51	51	39	1	1	160	1	14	0	0	0	0	0	0	0	0	0	1	10	51	97	18	1	0	0	0	28.9	25.9	3.5	
1200 - 1300	192	37	51	41	63	3	2	165	0	20	0	1	1	0	0	0	0	0	0	1	4	61	105	19	2	0	0	0	29.1	26.2	3.5	
1300 - 1400	217	50	54	62	51	5	3	187	0	18	1	1	0	0	0	0	0	0	0	4	6	73	115	16	2	0	0	0	28.6	25.5	4.0	
1400 - 1500	216	45	57	50	64	0	1	194	1	18	2	0	0	0	0	0	0	0	0	2	8	48	128	26	3	1	0	0	29.5	26.6	3.9	
1500 - 1600	265	57	77	67	64	3	2	234	1	18	2	2	1	1	1	0	0	0	0	8	1	66	164	23	3	0	0	0	29.1	26.5	3.5	
1600 - 1700	239	47	65	55	72	2	2	221	0	11	3	0	0	0	0	0	0	0	0	2	4	47	147	34	5	0	0	0	30.0	27.0	3.5	
1700 - 1800	260	64	69	58	69	3	2	249	0	5	0	0	0	0	0	0	0	0	0	2	3	64	151	39	1	0	0	0	30.0	26.8	3.2	
1800 - 1900	158	46	31	29	52	4	3	149	0	1	0	1	0	0	0	0	0	0	0	2	2	42	93	16	2	1	0	0	29.5	26.5	3.7	
1900 - 2000	111	38	30	26	17	2	0	107	0	0	2	0	0	0	0	0	0	0	0	1	2	34	59	14	1	0	0	0	29.5	26.2	3.3	
2000 - 2100	58	16	15	11	0	0	0	57	0	1	0	0	0	0	0	0	0	0	0	0	0	18	35	3	2	0	0	0	28.4	26.6	3.2	
2100 - 2200	40	12	9	10	9	1	1	37	0	1	0	0	0	0	0	0	0	0	0	1	0	14	18	7	0	0	0	0	30.0	26.0	3.8	
2200 - 2300	19	8	5	6	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	1	3	10	5	0	0	0	0	31.3	27.8	3.5	
2300 - 0000	14	2	5	1	6	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	3	1	1	0	0	32.7	30.3	4.8	
0700 - 1900	3502	713	794	755	790	42	32	2764	5	178	13	8	2	3	3	1	0	0	1	35	81	767	1788	349	23	5	1	0	0	29.5	26.4	3.6
0600 - 2200	3399	797	879	837	886	50	36	3093	5	181	16	8	2	3	3	1	0	1	4	40	88	862	1971	399	29	5	1	0	0	29.5	26.4	3.6
0400 - 0000	3432	807	889	844	892	50	36	3126	5	181	16	8	2	3	3	1	0	1	4	40	89	866	1989	407	30	6	1	0	0	29.5	26.5	3.6
0000 - 0000	3514	814	903	870	927	51	38	3201	5	182	19	8	2	3	3	1	0	1	4	41	90	882	2045	414	31	6	1	0	0	29.5	26.5	3.6

Tuesday 14 March 2017

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 0.85	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
0000 - 0100	4	1	3	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.3	4.8		
0100 - 0200	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	-	23.5	-			
0200 - 0300	5	1	1	0	3	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.0	2.0			
0300 - 0400	3	0	1	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.9	8.0			
0400 - 0500	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	0	0	-	26.7	3.4			
0500 - 0600	53	2	8	19	24	1	2	50	0	0	0	0	0	0	0	0	0	0	1	0	12	33	5	2	0	0	0	0	29.5	26.8	4.1		
0600 - 0700	137	20	30	33	54	4	3	122	0	5	3	0	0	0	0	0	0	0	1	2	7	37	68	18	2	2	0	0	30.0	26.3	4.6		
0700 - 0800	407	68	104	104	131	8	6	375	1	10	5	0	0	0	0	0	0	0	1	4	6	93	263	36	4	0	0	0	0	29.5	26.7	3.4	
0800 - 0900	446	117	138	91	100	8	3	412	1	20	1	0	1	0	0	0	0	0	1	10	23	127	247	33	5	0	0	0	0	28.9	25.6	3.9	
0900 - 1000	240	67	59	64	50	3	0	217	0	18	2	0	0	0	0	0	0	0	3	7	73	132	23	2	0	0	0	0	0	28.9	25.9	3.5	
1000 - 1100	176	48	48	42	38	0	0	161	0	13	0	0	0	1	0	0	0	0	1	6	56	102	10	1	0	0	0	0	0	28.6	26.0	3.2	
1100 - 1200	193	43	44	52	54	2	3	171	0	14	0	3	0	0	0	0	0	0	2	2	74	103	9	2	1	0	0	0	0	28.6	25.7	3.2	
1200 - 1300	186	44	43	47	52	2	2	169	0	10	0	3	0	0	0	0	0	0	1	3	4	68	94	13	3	0	0	0	0	28.9	25.8	3.8	
1300 - 1400	233	47	62	57	67	1	1	213	0	15	3	0	0	0	0	0	0	0	5	3	79	133	12	1	0	0	0	0	0	28.4	25.6	3.4	
1400 - 1500	223	55	62	51	55	0	3	198	1	16	2	1	0	1	0	0	0	0	0	11	63	134	14	1	0	0	0	0	0	28.9	26.0	3.2	
1500 - 1600	263	59	76	69	59	2	1	230	1	26	1	1	0	0	0	1	0	0	1	2	4	77	160	19	0	0	0	0	0	0	28.4	26.0	3.1
1600 - 1700	246	66	68	52	60	2	3	225	0	16	0	0	0	0	0	0	0	0	2	3	63	153	23	0	2	0	0	0	0	29.1	26.6	3.4	
1700 - 1800	251	63	61	68	59	0	1	240	1	8	0	0	0	1	0	0	0	0	0	5	62	155	28	1	0	0	0	0	0	29.5	26.7	3.1	
1800 - 1900	200	61	44	50	45	1	2	192	0	5	0	0	0	0	0	0	0	0	4	3	52	123	17	1	0	0	0	0	0	28.6	26.2	3.3	
1900 - 2000	1	118	38	30	27	23	1	1	114	0	0	1	33	0	0	0	0	0	1	1	26	71	16	3	0	0	0	0	0	30.0	27.1	3.6	
2000 - 2100	16	16	13	50	48	0	0	50	0	0	0	0	0	0	0	0	0	0	11	16	29	3	3	0	0	0	0	0	0	29.7	26.5	3.3	
2100 - 2200	45	10	13	11	11	0	1	43	0	1	0	0	0	0	0	0	0	0	12	28	5	0	0	0	0	0	0	0	0	29.1	26.6	2.6	
2200 - 2300	32	11	11	8	2	0	0	31	0	0	1	0	0	0	0	0	0	0	0	0	14	12	6	0	0	0	0	0	0	30.0	25.9	3.4	
2300 - 0000	10	5	10	5	2	0	0	10	5	2	1	0	0	0	0	0	0	0	1	2	4	2	0	0	0	0	0	0	0	29.9	26.9	3.9	
0700 - 1900	2064	738	809	747	770	30	25	2803	5	171	13	8	1	3	1	3	2	0	0	4	36	77	887	199	237	21	3	0	0	28.9	26.1	3.4	
0000 - 2200	3414	822	895	829	868	36	30	3131	5	178	16	9	1	3	3	3	2	0	0	5	40	86	978	1995	279	26	5	0	0	29.1	26.1	3.5	
0900 - 0900	338	90	97	97	97	38	30	3171	5	178	16	9	1	3	3	3	2	0	0	5	40	86	978	1995	279	26	5	0	0	29.1	26.1	3.5	
0000 - 2200	3527	843	923	860	901	40	32	3236	5	179	17	9	1	3	3	3	2	0	0	5	42	89	1013	2052	292	29	5	0	0	29.1	26.1	3.5	

Virtual Day (7)																																			
Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-File 0.85	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	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	7	2	2	1	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	26.3	3.8
0100 - 0200	3	1	1	1	1	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	-	25.4	3.4	
0200 - 0300	3	1	1	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	-	24.6	6.4	
0300 - 0400	3	1	1	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	26.0	5.0	
0400 - 0500	8	2	2	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	-	25.6	5.5	
0500 - 0600	41	2	6	13	20	2	1	36	0	1	1	0	0	0	0	0	0	0	0	0	1	1	1	10	22	4	1	0	0	0	0	30.0	25.2	4.9	
0600 - 0700	102	15	22	23	42	2	1	94	0	3	1	0	0	0	0	0	0	0	0	0	0	2	3	26	56	12	2	0	0	0	0	29.8	26.4	4.2	
0700 - 0800	282	41	67	77	97	5	4	280	1	10	1	1	0	0	0	0	0	0	0	0	0	3	6	73	169	28	2	0	0	0	0	29.3	26.4	3.5	
0800 - 0900	347	87	99	79	82	4	2	325	1	13	1	1	0	0	0	0	0	0	0	0	1	3	15	104	194	27	2	0	0	0	0	28.9	25.8	3.6	
0900 - 1000	214	58	53	47	55	2	0	197	0	13	1	1	0	0	0	0	0	0	0	0	0	2	6	60	122	21	2	0	0	0	0	29.1	26.1	3.4	
1000 - 1100	179	45	47	45	42	2	2	162	0	12	0	0	0	0	0	0	0	0	0	0	0	2	5	55	100	16	1	0	0	0	0	28.9	26.0	3.5	
1100 - 1200	179	44	45	46	44	1	1	163	0	13	0	1	0	0	0	0	0	0	0	0	0	1	6	57	97	16	2	0	0	0	0	29.1	26.0	3.4	
1200 - 1300	181	44	45	42	40	2	2	163	0	13	1	1	0	0	0	0	0	0	0	0	0	2	4	59	98	16	2	0	0	0	0	29.1	26.1	3.5	
1300 - 1400	203	48	50	49	56	1	2	186	1	11	1	1	0	0	0	0	0	0	0	0	0	4	5	63	111	17	2	0	0	0	0	28.9	25.9	3.6	
1400 - 1500	188	45	52	46	45	1	2	169	1	13	1	1	0	0	0	0	0	0	0	0	0	1	6	54	106	18	2	0	0	0	0	29.3	26.3	3.5	
1500 - 1600	235	57	66	59	53	1	1	213	1	16	1	1	0	0	0	0	0	0	0	0	0	2	5	67	138	21	1	0	0	0	0	29.1	26.2	3.3	
1600 - 1700	222	57	57	56	53	1	1	206	1	11	1	0	0	0	0	0	0	0	0	0	0	1	3	55	139	21	3	0	0	0	0	29.3	26.6	3.3	
1700 - 1800	206	50	50	53	53	2	1	196	0	6	0	0	0	0	0	0	0	0	0	0	0	1	5	53	120	26	1	0	0	0	0	29.5	26.6	3.3	
1800 - 1900	149	44	37	33	35	1	2	142	0	3	0	0	0	0	0	0	0	0	0	0	0	2	2	42	86	15	1	0	0	0	0	29.3	26.3	3.4	
1900 - 2000	92	28	23	22	19	0	1	89	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	28	30	10	1	0	0	0	0	29.5	26.4	3.4	
2000 - 2100	58	16	15	15	12	0	0	57	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	16	33	6	1	0	0	0	0	29.3	26.6	3.4	
2100 - 2200	43	12	10	9	12	1	0	40	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	13	24	4	0	0	0	0	0	29.1	26.2	3.4	
2200 - 2300	24	7	7	6	4	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	8	12	3	0	0	0	0	0	29.1	26.0	3.9	
2300 - 0000	15	4	3	4	3	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	2	1	0	0	0	0	30.4	25.9	4.7	
0700 - 1900	2384	620	667	632	666	23	19	2383	6	134	8	6	1	1	2	1	0	0	0	0	2	24	70	742	1480	241	20	3	0	0	0	0	29.1	26.2	3.5
0600 - 2200	2879	690	738	700	751	27	21	2663	6	140	10	6	1	1	2	1	0	0	0	0	2	28	76	825	1643	274	26	3	0	0	0	0	29.3	26.2	3.5
0600 - 0000	2918	701	749	710	758	28	22	2700	6	141	10	6	1	1	2	1	0	0	0	0	2	29	77	837	1663	279	26	4	0	0	0	0	29.3	26.2	3.5
0000 - 0600	2992	709	761	729	784	31	23	2756	6	143	11	6	1	1	2	1	0	0	0	0	4	30	79	852	1699	286	28	4	0	0	0	0	29.3	26.2	3.5

Virtual Week (1)																																				
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	Vehicle Speed						P-Tile 0.85	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 35 <40mph	MPH 40 <45mph	MPH 45 <50mph									MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
Mon	3514	814	903	870	927	51	38	3201	5	182	19	8	2	3	3	1	0	1	4	41	90	882	2045	414	31	6	1	0	0	0	0	29.5	26.5	3.6		
Tue	3527	843	923	860	901	40	32	3236	5	179	17	9	1	3	3	2	0	0	5	42	89	1013	2052	292	29	5	0	0	0	0	0	29.1	26.1	3.5		
Wed	3447	797	921	873	856	28	26	3173	6	188	15	7	0	0	4	0	0	0	6	39	121	1060	1869	304	24	4	0	0	0	0	0	29.1	25.9	3.6		
Thu	3471	861	846	819	945	41	27	3200	3	179	11	5	3	0	0	2	0	0	6	29	76	1043	1977	299	39	1	1	0	0	0	0	29.1	26.1	3.5		
Fri	3354	802	868	794	890	28	21	3085	8	180	10	12	2	1	3	4	0	0	3	31	104	1030	1943	315	23	5	0	0	0	0	0	29.3	26.1	3.5		
Sat	1395	476	469	522	538	21	9	1884	9	58	1	3	0	0	0	0	0	0	1	20	43	547	1131	210	29	4	0	0	0	0	0	29.5	26.4	3.6		
Sun	1575	370	394	383	428	8	8	1513	3	37	5	1	0	0	0	0	0	0	0	11	33	392	949	169	20	1	0	0	0	0	0	29.5	26.5	3.3		

Havant, Hampshire

Report Id 103/17
Site Name Site 3 of 3
Description Barlons Road, 70m east of Prospect Lane
Direction Eastbound

Wednesday 08 March 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Train	Triple Train	Vehicle Speed															P-Tile 0.85	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 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 <70mph								
0000 - 0100	10	4	3	2	1	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	0	0	-	29.2	4.1				
0100 - 0200	2	0	1	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	0	-	27.2	3.8				
0200 - 0300	3	1	1	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	34.9	5.4				
0300 - 0400	3	1	1	1	0	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	-	33.7	10.9				
0400 - 0500	9	0	2	2	5	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.4	11.1				
0500 - 0600	46	2	10	13	21	1	1	40	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.0	34.0	6.2				
0600 - 0700	149	18	29	40	62	1	1	128	0	17	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	32.9	5.9				
0700 - 0800	391	63	100	103	125	1	4	343	1	34	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	30.8	4.5				
0800 - 0900	431	103	122	106	100	0	1	391	5	25	2	4	0	0	0	2	0	1	23	33	36	77	160	71	24	5	1	0	0	0	0	0	31.5	25.4	9.0				
0900 - 1000	344	79	81	100	84	1	1	297	2	35	1	7	0	0	0	0	0	0	21	13	11	56	130	96	15	2	0	0	0	0	0	0	32.2	26.4	7.3				
1000 - 1100	305	75	80	72	78	1	4	262	0	32	2	3	0	0	1	0	0	0	1	2	7	48	127	100	17	3	0	0	0	0	0	0	32.7	28.7	4.7				
1100 - 1200	315	72	83	78	82	1	1	287	2	17	0	4	1	1	1	0	0	0	0	1	4	36	140	112	22	0	0	0	0	0	0	0	32.9	29.2	4.0				
1200 - 1300	341	75	90	95	81	1	0	308	2	27	0	2	0	0	0	1	0	0	9	24	141	144	18	4	1	0	0	0	0	0	0	0	32.9	29.8	4.1				
1300 - 1400	291	65	88	69	69	1	7	256	0	22	3	0	0	1	1	0	0	0	2	47	119	93	26	2	2	0	0	0	0	0	0	0	33.6	29.6	4.3				
1400 - 1500	308	75	73	70	90	0	1	268	0	30	1	4	0	0	0	0	0	0	2	42	148	88	22	1	3	0	0	0	0	0	0	0	32.4	29.1	4.3				
1500 - 1600	330	88	75	95	72	1	1	295	2	26	2	2	0	1	0	0	0	1	2	3	11	115	152	41	5	0	0	0	0	0	0	0	34.7	30.9	4.2				
1600 - 1700	311	74	77	61	79	2	2	280	2	19	2	4	0	0	0	0	0	0	4	3	5	12	95	148	39	5	0	0	0	0	0	0	34.7	30.5	5.1				
1700 - 1800	335	78	98	77	82	0	0	317	0	17	1	0	0	0	0	0	0	0	0	1	3	14	106	161	41	9	0	0	0	0	0	0	34.9	31.2	4.1				
1800 - 1900	253	79	61	57	56	2	2	229	0	20	0	0	0	0	0	0	0	0	0	0	3	19	60	114	52	2	2	1	0	0	0	0	36.0	31.7	4.7				
1900 - 2000	165	43	44	38	40	0	0	160	0	5	0	0	0	0	0	0	0	0	0	0	0	2	55	80	23	4	1	0	0	0	0	0	35.3	31.7	3.9				
2000 - 2100	108	29	42	21	16	0	0	104	0	4	0	0	0	0	0	0	0	0	0	0	5	18	53	24	7	1	0	0	0	0	0	38.0	33.3	4.6					
2100 - 2200	83	19	18	18	28	0	1	80	0	2	0	0	0	0	0	0	0	0	0	1	2	23	37	17	3	0	0	0	0	0	0	36.7	32.3	4.3					
2200 - 2300	43	12	12	11	8	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	21	7	2	1	0	0	0	0	36.5	32.5	4.6					
2300 - 0000	28	8	10	7	3	0	0	25	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	14	5	4	0	0	0	0	0	40.9	34.9	5.6					
0700 - 1900	3955	926	1028	1003	998	11	24	3533	17	304	19	31	2	4	5	4	0	1	50	59	86	424	1462	1451	365	46	10	1	0	0	0	1	34.0	29.3	5.7				
0600 - 2200	4460	1035	1161	1120	1144	12	26	4005	17	332	20	31	2	4	6	4	0	1	50	59	88	452	1579	1681	454	80	13	3	0	0	0	1	34.4	29.7	5.7				
0600 - 0000	4531	1055	1183	1138	1155	12	26	4073	17	335	20	31	2	4	6	4	0	1	50	59	88	453	1594	1716	466	86	14	4	0	0	0	1	34.4	29.7	5.7				
0000 - 0000	4604	1063	1201	1158	1162	13	27	4137	17	341	21	31	2	4	6	4	0	1	50	60	89	457	1613	1737	482	91	20	4	0	0	0	1	34.4	29.8	5.7				

Thursday 09 March 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Title 0.85	Average Speed	Standard deviation	
		00-15	15-30	30-45	45-00						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 <70mph					
0000 - 0100	10	1	4	1	4	0	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.3	3.0			
0100 - 0200	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	-	33.4	8.0				
0200 - 0300	4	1	2	0	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	-	34.5	10.3				
0300 - 0400	4	1	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	-	34.9	8.3				
0400 - 0500	7	1	0	2	4	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.8	8.5				
0500 - 0600	50	5	7	15	23	1	1	42	0	5	1	0	0	0	0	0	0	0	0	0	0	2	8	17	14	4	3	0	1	0	40.5	34.6	7.4			
0600 - 0700	157	21	25	46	65	0	1	136	0	18	0	0	0	1	0	0	0	0	0	0	2	7	26	65	39	12	5	0	0	0	38.0	33.6	5.7			
0700 - 0800	415	69	81	127	138	1	4	368	0	33	4	3	1	0	0	0	0	0	0	0	1	12	33	142	163	51	11	1	0	0	35.1	30.3	5.1			
0800 - 0900	461	119	138	97	107	3	2	404	5	40	2	4	0	1	0	0	0	0	0	0	2	7	12	62	202	144	28	3	1	0	0	32.9	28.6	4.9		
0900 - 1000	293	75	74	68	76	0	0	260	1	23	2	3	0	1	2	1	0	0	0	0	1	3	15	114	132	21	7	0	0	0	34.2	30.4	4.1			
1000 - 1100	317	74	92	65	86	1	4	276	0	29	1	5	0	0	0	0	0	0	0	0	3	15	143	129	25	2	0	0	0	0	33.6	30.1	3.6			
1100 - 1200	287	70	65	82	70	0	3	247	1	20	6	7	1	1	1	0	0	0	0	0	0	4	23	116	124	18	1	1	0	0	33.3	29.8	3.8			
1200 - 1300	330	101	79	78	72	1	1	292	3	29	2	1	0	0	0	0	0	0	0	0	1	0	18	119	146	39	5	2	0	0	34.7	30.8	4.2			
1300 - 1400	326	81	73	92	80	1	9	286	0	25	1	4	0	0	0	0	0	0	0	0	0	4	17	123	135	38	7	2	0	0	34.7	30.9	4.3			
1400 - 1500	337	95	75	80	87	0	1	302	1	23	4	5	1	0	0	0	0	0	0	0	5	7	23	124	132	45	1	0	0	0	34.4	30.1	4.6			
1500 - 1600	363	105	81	86	91	3	3	319	2	32	0	3	0	0	0	0	0	0	0	0	6	14	121	177	36	8	1	0	0	0	34.4	30.9	4.0			
1600 - 1700	390	104	91	101	94	2	8	347	0	29	2	1	0	0	0	0	0	0	0	0	0	10	19	115	188	48	7	1	0	0	34.9	30.8	4.6			
1700 - 1800	359	103	78	83	95	2	2	331	3	20	0	0	0	0	0	0	0	0	0	0	1	4	20	99	176	45	13	1	0	0	35.1	31.3	4.5			
1800 - 1900	225	67	49	51	58	0	4	208	1	10	1	1	0	0	0	0	0	0	0	0	1	1	4	14	73	92	31	8	0	0	0	35.8	30.9	5.5		
1900 - 2000	170	54	49	29	38	1	1	158	0	8	0	0	0	0	1	0	0	0	0	0	0	1	4	38	83	30	10	4	0	0	0	38.5	33.0	5.0		
2000 - 2100	111	42	23	31	15	0	1	107	0	3	0	0	0	0	0	0	0	0	0	0	0	10	30	44	21	5	1	0	0	0	36.2	32.0	4.8			
2100 - 2200	81	26	16	15	24	0	0	78	0	3	0	0	0	0	0	0	0	0	0	0	0	2	15	44	15	4	1	0	0	0	36.5	32.7	4.3			
2200 - 2300	57	21	10	10	6	0	3	54	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	33	9	2	0	1	1	0	36.0	33.2	5.5			
2300 - 0000	33	16	6	9	2	0	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10	3	5	3	1	1	0	0	44.1	36.0	7.8			
0700 - 1800	4103	1063	976	1010	1054	14	41	3640	17	313	25	37	3	4	6	3	0	0	0	0	6	17	69	273	1491	1738	425	73	10	0	1	0	34.4	30.4	4.5	
0600 - 2200	4622	1206	1089	1131	1196	15	44	4119	17	345	25	37	4	5	7	4	0	0	0	0	6	17	72	296	1600	1974	530	104	21	0	1	0	34.7	30.7	4.7	
0600 - 0600	4712	1243	1115	1150	1204	15	47	4205	17	346	25	37	4	5	7	4	0	0	0	0	6	17	72	297	1620	2017	542	111	24	2	3	0	34.9	30.7	4.7	
0600 - 0600	4790	1252	1131	1169	1238	16	48	4273	17	352	27	37	4	5	7	4	0	0	0	0	6	18	73	302	1630	2043	566	116	29	2	3	2	0	34.9	30.8	4.8

Friday 10 March 2017

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 0.85	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	14	4	7	3	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1	3	0	0	0	0	0	40.7	33.0	5.9		
0100 - 0200	6	2	2	1	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	1	0	0	0	0	0	-	32.2	5.1		
0200 - 0300	5	2	1	1	1	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	-	40.8	5.9			
0300 - 0400	6	1	3	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	-	34.8	8.9			
0400 - 0500	6	1	0	1	4	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	-	33.3	4.8			
0500 - 0600	55	4	6	20	25	1	1	46	0	7	0	0	0	0	0	0	0	0	0	0	0	1	3	5	16	21	6	2	1	0	0	40.9	35.6	6.6		
0600 - 0700	151	19	24	45	63	1	1	121	1	25	0	0	0	0	0	0	0	0	0	0	0	1	6	25	74	29	13	3	0	0	0	45.3	33.2	5.1		
0700 - 0800	382	67	93	108	114	2	3	336	0	34	5	0	0	0	0	0	0	0	0	0	0	1	8	21	124	152	62	13	1	0	0	35.6	31.1	4.8		
0800 - 0900	457	127	131	90	109	2	1	410	0	39	2	1	1	1	1	0	0	0	0	0	0	2	7	47	188	166	41	4	1	1	0	0	33.6	29.7	4.4	
0900 - 1000	327	87	81	74	85	0	1	297	1	24	1	2	0	1	0	0	0	0	0	0	0	0	0	30	134	126	30	4	3	0	0	0	34.0	30.3	4.2	
1000 - 1100	325	72	94	79	80	0	2	292	2	23	3	0	0	0	0	2	0	0	0	0	0	3	5	23	146	121	21	5	1	0	0	32.9	29.7	4.3		
1100 - 1200	317	82	65	78	82	1	5	275	1	30	2	0	1	1	0	0	1	0	0	0	0	1	3	18	110	151	27	5	2	0	0	0	34.2	30.7	4.2	
1200 - 1300	357	91	91	86	89	3	1	327	0	20	1	4	0	0	0	0	1	0	0	0	1	8	53	144	135	13	2	0	0	0	0	32.9	29.0	4.3		
1300 - 1400	329	78	99	78	74	0	1	301	1	20	1	5	0	0	0	0	0	0	0	0	0	0	23	156	133	30	3	2	0	0	0	33.8	30.0	3.9		
1400 - 1500	303	81	72	70	80	1	1	264	4	24	2	3	0	1	0	0	3	0	0	0	0	2	4	27	140	104	23	3	0	0	0	32.9	29.5	4.0		
1500 - 1600	358	93	91	98	76	2	0	321	2	32	0	0	0	0	0	0	1	0	0	0	0	1	4	23	126	160	36	6	2	0	0	0	34.2	30.7	4.3	
1600 - 1700	324	83	92	76	73	1	3	299	0	20	0	0	0	0	0	0	1	0	0	0	0	1	5	92	158	40	1	2	0	1	0	34.7	30.6	5.4		
1700 - 1800	325	78	79	76	92	1	1	305	0	16	1	0	1	0	0	0	0	0	0	0	0	0	1	8	110	153	45	6	1	0	0	0	34.9	31.5	3.9	
1800 - 1900	243	60	61	60	62	0	3	228	0	11	0	0	0	1	0	0	0	0	0	0	0	0	4	12	67	121	37	2	0	0	0	0	34.9	31.2	4.1	
1900 - 2000	169	52	38	46	33	0	0	160	0	9	0	0	0	0	0	0	0	0	0	0	0	0	4	35	71	45	10	3	1	1	0	0	38.0	33.6	4.8	
2000 - 2100	106	35	26	20	25	0	1	100	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28	50	23	4	1	0	0	0	0	36.9	32.7	4.0	
2100 - 2200	89	19	19	28	23	0	2	85	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	21	40	24	2	1	0	0	0	0	37.4	33.1	4.0	
2200 - 2300	46	14	11	12	9	0	0	45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	24	12	4	0	1	0	0	0	38.3	34.1	4.9	
2300 - 0000	39	7	7	13	12	0	0	38	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13	5	12	4	1	2	0	1	0	0	40.5	35.5	8.1	
0700 - 1800	4047	999	1049	973	1026	13	22	3655	11	293	16	16	3	5	3	8	0	0	0	0	2	20	51	300	1537	1666	402	52	15	1	1	0	0	34.2	30.3	4.4
0600 - 2200	4562	1124	1156	1112	1170	14	26	4121	12	333	18	17	3	6	4	8	0	0	0	0	2	20	52	311	1646	1901	523	81	23	2	1	0	0	34.7	30.6	4.5
0600 - 0000	4647	1145	1174	1137	1191	14	26	4204	12	335	18	17	3	6	4	8	0	0	0	0	2	20	53	312	1652	1917	547	89	24	5	1	1	0	34.7	30.7	4.6
0000 - 0000	4739	1159	1193	1163	1224	15	27	4284	12	345	18	17	3	6	4	8	0	0	0	0	2	20	53	316	1679	1957	573	103	26	6	1	1	0	34.9	30.8	4.7

Saturday 11 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-90	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-Title 0.85	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	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 <70mph					
0000 - 0100	21	4	9	3	5	0	0	20	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	38.7	33.9	4.6
0100 - 0200	11	3	3	2	3	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	0	0	34.2	32.1	3.8
0200 - 0300	7	2	0	5	0	0	0	6	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	35.4	8.0	
0300 - 0400	12	1	7	3	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	38.8	6.9
0400 - 0500	11	2	5	3	1	0	0	10	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	40.9	36.4	5.6
0500 - 0600	24	2	2	11	9	0	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	0	0	0	41.4	36.8	5.9
0600 - 0700	55	5	12	16	22	1	1	44	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	37.6	32.3	6.5
0700 - 0800	119	25	26	26	42	3	0	103	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	33.0	5.8
0800 - 0900	191	35	45	46	65	1	1	177	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	32.2	4.5
0900 - 1000	305	69	82	73	81	3	2	279	2	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.0	30.4	4.6
1000 - 1100	339	90	90	76	83	2	3	317	2	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	29.4	4.7
1100 - 1200	353	81	100	78	94	3	5	326	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	30.2	4.3
1200 - 1300	343	79	92	90	82	0	4	331	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	34.7	31.2	3.8
1300 - 1400	355	88	85	81	91	2	4	339	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	30.4	4.0
1400 - 1500	309	84	74	77	74	0	3	294	1	11	0	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	31.5	3.7
1500 - 1600	274	65	74	69	66	1	1	258	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	31.4	4.5
1600 - 1700	275	65	65	58	67	0	5	259	2	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	36.5	31.5	5.5
1700 - 1800	204	54	43	50	57	1	0	192	1	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	31.9	5.1
1800 - 1900	173	52	42	39	40	2	2	163	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	32.4	5.2
1900 - 2000	120	32	32	28	28	0	0	119	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	37.6	33.4	4.8
2000 - 2100	65	21	18	22	24	0	0	63	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	38.3	33.6	5.0
2100 - 2200	77	7	15	25	30	0	2	72	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	38.3	33.7	4.5
2200 - 2300	45	10	14	14	7	0	1	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	33.7	4.8
2300 - 0000	50	13	10	16	11	0	0	49	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	38.3	33.6	4.4
0700 - 1800	3240	797	818	763	862	18	30	3038	12	138	0	5	0	0	0	0	0	0	0	2	11	49	163	1031	1452	453	61	12	3	2	1	0	0	35.1	31.0	4.6	
0600 - 2200	3577	862	895	854	966	19	33	3356	12	153	0	3	0	0	0	0	0	0	0	2	11	50	174	1102	1602	527	83	18	4	3	1	0	0	35.3	31.3	4.7	
0600 - 0000	3672	885	919	884	984	19	34	3449	12	154	0	3	0	0	0	0	0	0	0	2	11	50	177	1119	1648	547	91	19	4	3	1	0	0	35.6	31.3	4.7	
0000 - 0000	3758	899	945	911	1003	19	34	3531	13	156	0	4	0	0	0	0	0	0	0	2	11	50	179	1130	1681	566	108	22	5	3	1	0	0	35.6	31.4	4.8	

Sunday 12 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-90	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 0.85	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	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	29	5	9	6	9	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	9	1	0	0	0	0	36.7	34.3	6.0			
0100 - 0200	19	9	3	5	2	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	5	2	3	0	0	0	44.7	37.3	5.8			
0200 - 0300	3	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	-	38.2	1.9			
0300 - 0400	12	0	7	7	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	3	3	1	0	0	0	36.9	34.1	6.1			
0400 - 0500	5	3	1	1	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	1	0	0	0	-	36.1	8.6		
0500 - 0600	9	1	1	3	3	4	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	2	2	0	0	0	-	35.2	6.6		
0600 - 0700	26	5	5	3	14	0	1	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	7	7	4	1	0	0	0	39.8	34.0	5.3		
0700 - 0800	32	8	3	8	13	0	2	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9	8	3	3	1	0	0	0	44.3	35.2	7.6	
0800 - 0900	81	17	14	25	25	0	0	79	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	39	23	6	0	0	0	0	38.0	34.1	4.2	
0900 - 1000	134	28	36	35	35	0	0	127	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	28	57	34	8	2	0	0	0	37.8	33.3	4.7	
1000 - 1100	257	54	62	54	87	0	2	246	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	82	122	32	11	0	0	0	0	35.1	31.5	4.2	
1100 - 1200	313	75	70	83	85	0	1	307	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	116	151	34	2	2	0	0	0	34.0	31.0	3.8	
1200 - 1300	350	77	107	88	78	0	3	337	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	108	185	45	5	1	0	0	0	34.9	31.7	3.3	
1300 - 1400	309	92	74	75	68	0	4	299	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	98	173	25	5	1	0	0	0	33.8	31.1	3.4	
1400 - 1500	268	76	64	66	62	1	1	260	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	81	140	32	8	1	0	0	0	35.1	31.9	3.9
1500 - 1600	241	53	66	52	70	0	0	237	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	105	132	32	4	2	0	0	0	34.9	32.0	3.7	
1600 - 1700	201	72	45	53	31	0	2	192	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	38	111	39	6	1	2	0	0	36.5	32.8	4.4	
1700 - 1800	120	32	33	31	24	1	2	110	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	35	47	24	5	5	0	0	0	36.9	32.7	5.2
1800 - 1900	126	42	28	34	22	0	3	120	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	35	67	17	4	0	0	0	0	35.3	31.8	3.7
1900 - 2000	92	29	23	18	22	0	2	89	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18	36	30	5	1	0	0	0	36.9	33.6	4.4	
2000 - 2100	70	13	13	26	14	0	0	69	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	27	15	7	0	0	0	0	38.0	33.0	5.0	
2100 - 2200	57	10	11	28	8	0	0	56	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	22	15	1	1	0	0	0	37.6	32.8	4.6	
2200 - 2300	25	5	8	4	8	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	7	2	0	0	0	0	37.1	33.7	3.8	
2300 - 0000	14	5	3	5	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	4	1	0	0	0	0	37.8	36.3	5.7	
0700 - 1800	2432	626	602	604	600	2	20	2342	7	57	2	2	0	0	0	0	0	0	0	0	0	0	2	0	4	58	702	1233	345	67	18	3	0	0	0	35.3	31.9	4.1	
0600 - 2200	2677	683	667	667	660	2	23	2580	7	61	2	2	0	0	0	0	0	0	0	0	0	0	2	0	4	66	759	1326	412	84	21	3	0	0	0	35.8	32.0	4.2	
0600 - 0600	2716	693	678	676	669	2	23	2618	7	62	2	2	0	0	0	0	0	0	0	0	0	0	2	0	4	66	764	1345	423	87	21	4	0	0	0	35.8	32.1	4.2	
0000 - 0600	2793	712	701	695	685	2	23	2692	7	65	2	2	0	0	0	0	0	0	0	0	0	0	2	0	4	67	775	1374	445	95	26	4	1	0	0	36.0	32.2	4.3	

Monday 13 March 2017

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 0.85	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	4	2	0	1	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	-	36.3	7.6	
0100 - 0200	5	2	0	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39.4	11.8		
0200 - 0300	2	2	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	-	38.0	0.2		
0300 - 0400	3	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.1	0.9		
0400 - 0500	5	0	0	2	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	-	33.8	2.4		
0500 - 0600	54	6	12	15	21	0	0	46	0	6	0	1	0	0	0	1	0	0	0	0	0	2	12	19	16	3	2	0	0	0	38.5	34.1	5.2	
0600 - 0700	141	17	23	47	54	0	2	120	0	17	1	0	0	0	0	1	0	0	0	0	1	10	17	59	45	8	1	0	0	0	38.7	33.3	5.0	
0700 - 0800	434	80	97	124	133	2	8	377	0	38	4	3	0	1	1	0	0	0	0	0	3	18	109	197	89	14	2	0	0	0	36.2	32.1	4.4	
0800 - 0900	480	123	140	110	107	2	2	436	2	37	0	1	0	0	0	0	0	0	0	0	1	24	146	224	72	11	1	0	0	0	35.3	31.4	4.1	
0900 - 1000	296	75	90	73	58	2	4	258	1	26	0	5	0	0	0	0	0	0	0	0	0	1	11	83	145	34	18	2	2	0	0	35.8	31.9	4.8
1000 - 1100	299	65	75	83	76	0	2	270	1	18	4	3	0	0	0	1	0	0	0	0	4	15	80	150	31	6	0	0	0	0	34.2	30.2	5.5	
1100 - 1200	313	76	70	81	86	0	3	267	4	34	2	2	0	0	0	0	0	0	0	0	4	19	94	148	43	3	2	0	0	0	34.9	31.1	4.3	
1200 - 1300	233	57	71	86	79	0	2	260	1	26	1	1	3	0	0	0	0	0	0	0	1	7	74	165	37	9	0	0	0	0	35.1	31.9	3.8	
1300 - 1400	333	55	91	106	81	3	4	294	2	20	2	4	0	1	2	0	1	0	0	2	1	5	11	97	171	37	9	0	0	0	34.4	31.1	4.5	
1400 - 1500	336	87	88	95	66	0	2	303	2	22	3	2	0	0	0	0	0	1	0	1	0	3	16	101	163	47	6	0	0	0	0	35.1	31.3	3.9
1500 - 1600	309	79	80	75	75	2	5	261	1	30	0	7	0	1	2	0	0	0	0	1	3	12	70	163	52	7	1	0	0	0	35.6	31.8	4.3	
1600 - 1700	357	97	95	90	75	0	3	324	2	26	1	0	0	0	0	0	0	0	0	0	2	8	76	199	67	4	1	0	0	0	35.3	32.2	3.6	
1700 - 1800	357	87	99	87	84	3	7	324	1	20	0	1	0	0	0	0	0	0	0	0	2	13	113	173	49	5	1	0	0	0	34.9	31.4	4.3	
1800 - 1900	227	69	55	45	58	3	1	215	1	6	0	1	0	0	0	0	0	0	0	0	1	2	13	67	101	32	9	1	0	0	36.0	31.7	5.0	
1900 - 2000	151	56	31	36	28	0	1	143	1	6	0	0	0	0	0	0	0	0	0	0	0	9	47	63	27	5	0	0	0	0	36.0	31.7	4.4	
2000 - 2100	97	24	22	33	18	0	1	69	0	7	0	0	0	0	0	0	0	0	0	0	0	3	23	40	22	8	1	0	0	0	36.5	33.3	4.7	
2100 - 2200	62	15	10	19	18	0	1	59	0	2	0	0	0	0	0	0	0	0	0	0	0	1	15	30	15	1	0	0	0	0	36.9	32.7	3.7	
2200 - 2300	41	15	11	8	7	0	1	38	0	2	0	0	0	0	0	0	0	0	0	0	0	12	13	4	11	0	1	0	0	0	42.1	34.9	5.8	
2300 - 0000	20	5	5	6	4	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9	8	2	0	0	0	0	0	39.1	35.1	4.1	
0700 - 1900	4034	990	1051	1055	978	17	43	3589	18	303	17	32	0	3	7	3	1	1	6	7	37	167	1110	2001	590	101	11	2	0	1	1	35.3	31.5	4.4
0600 - 2200	4485	1062	1137	1190	1096	17	48	4000	19	335	18	32	0	3	8	3	1	1	6	7	38	190	1212	2193	699	123	13	2	0	1	1	35.6	31.6	4.4
0600 - 0000	4546	1082	1153	1204	1107	17	49	4057	19	338	18	32	0	3	8	3	1	1	6	7	38	190	1225	2215	711	136	13	3	0	1	1	35.6	31.7	4.4
0000 - 0600	4619	1094	1167	1223	1135	17	49	4122	19	344	18	33	0	3	8	4	1	1	6	7	38	193	1241	2219	732	141	16	4	0	1	1	35.6	31.7	4.5

Tuesday 14 March 2017

Time	Hourly Totals	00-15		15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	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	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	12	5	4	0	3	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	33.1	6.9
0100 - 0200	1	0	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	-	30.1	-	
0200 - 0300	4	1	2	0	1	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	-	39.3	8.4	
0300 - 0400	7	0	4	1	2	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.8	9.2	
0400 - 0500	7	1	0	3	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.8	4.4	
0500 - 0600	50	6	7	14	23	0	1	46	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	34.1	6.6
0600 - 0700	158	22	26	43	67	1	4	129	1	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	33.2	6.3
0700 - 0800	441	72	102	119	148	3	6	398	0	36	1	2	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	31.9	4.4
0800 - 0900	491	141	128	128	94	2	3	433	0	46	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	28.7	4.7
0900 - 1000	326	95	83	82	66	2	2	286	2	27	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	29.7	4.2
1000 - 1100	340	80	81	93	86	0	3	297	2	30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	28.6	4.5
1100 - 1200	311	100	71	72	68	1	2	275	0	28	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	28.4	5.3
1200 - 1300	314	81	76	79	78	1	3	281	3	22	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	30.3	3.8
1300 - 1400	356	88	86	90	92	0	4	317	3	23	4	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	29.9	4.0
1400 - 1500	308	83	80	67	78	0	6	271	1	20	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	30.1	4.8
1500 - 1600	329	75	79	95	80	1	3	289	1	27	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.0	30.6	4.0
1600 - 1700	331	92	81	94	64	0	5	298	3	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	30.7	4.0
1700 - 1800	85	67	1	3	300	0	17	323	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	30.9	4.0
1800 - 1900	227	67	48	62	50	0	1	213	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	31.6	4.8
1900 - 2000	181	57	40	49	35	0	1	171	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	32.7	4.2
2000 - 2100	99	27	24	24	17	0	1	95	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	32.3	4.3
2100 - 2200	88	24	24	18	22	0	0	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	32.2	4.2
2200 - 2300	50	20	15	8	0	0	1	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	32.7	5.2
2300 - 0000	5	17	5	5	14	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	42.3	35.9	8.1
0700 - 1900	4097	1059	1012	1055	971	12	41	3648	19	309	15	34	3	3	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	30.1	4.3
0600 - 2200	4623	1189	1126	1192	1116	13	47	4129	22	342	16	35	3	3	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	30.4	4.7
0400 - 0600	1214	1146	1126	1127	1116	13	48	4129	22	344	16	35	3	3	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	30.5	4.7
0000 - 0000	4771	1227	1163	1219	1162	13	49	4268	22	349	16	35	3	3	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	30.5	4.8

Virtual Day (7)																																					
Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 0.85	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	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	14	4	5	2	3	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	0	37.6	33.4	5.6	
0100 - 0200	7	2	1	2	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	0	0	0	-	34.8	6.7	
0200 - 0300	4	1	1	1	0	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	0	0	0	-	37.2	6.9	
0300 - 0400	7	1	4	1	1	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	0	0	0	-	35.3	7.7	
0400 - 0500	7	1	1	2	3	0	0	6	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	-	34.3	7.1	
0500 - 0600	41	4	6	13	18	0	1	36	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	39.6	34.7	6.4	
0600 - 0700	120	15	21	34	49	1	2	100	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	33.2	5.7	
0700 - 0800	316	55	72	88	102	2	4	278	0	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	31.4	4.8	
0800 - 0900	370	95	103	86	87	1	1	333	2	29	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.0	29.2	5.9	
0900 - 1000	289	73	75	72	69	1	1	258	1	23	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	30.0	5.3	
1000 - 1100	312	73	82	75	82	1	3	280	1	22	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	29.7	4.6	
1100 - 1200	316	79	75	79	82	1	3	283	1	22	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	30.1	4.4	
1200 - 1300	333	80	87	86	80	1	2	305	2	20	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.0	30.6	4.0	
1300 - 1400	328	80	85	84	79	1	5	299	1	18	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.0	30.4	4.1	
1400 - 1500	310	83	75	75	77	0	2	280	1	19	2	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	30.5	4.3	
1500 - 1600	315	80	78	81	76	1	2	283	1	23	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	31.1	4.2	
1600 - 1700	313	84	78	79	72	1	4	286	1	19	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	31.2	4.8	
1700 - 1800	289	74	75	68	72	1	2	268	1	15	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	31.5	4.3	
1800 - 1900	211	62	49	50	49	1	2	197	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	31.6	4.7	
1900 - 2000	150	46	37	35	32	0	1	143	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	37.1	32.7	4.6	
2000 - 2100	97	27	26	24	19	0	1	92	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	37.6	32.8	4.6	
2100 - 2200	77	17	16	22	22	0	1	74	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	36.9	32.8	4.2	
2200 - 2300	44	14	13	10	7	0	1	42	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	38.0	33.5	5.1	
2300 - 0000	29	8	7	8	6	0	0	27	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	40.5	35.1	6.4	
0700 - 1800	3701	917	934	923	927	12	32	3349	14	245	14	22	2	3	4	4	0	0	0	0	10	19	52	243	1266	1606	423	67	11	2	1	0	0	0	34.7	30.6	4.7
0600 - 2200	4144	1023	1033	1038	1050	13	35	3759	15	272	14	22	2	3	5	4	0	0	0	0	10	19	54	261	1363	1802	520	93	17	3	1	0	0	0	34.9	30.8	4.8
0600 - 0000	4216	1045	1053	1056	1063	13	36	3828	15	274	14	22	2	3	5	4	0	0	0	0	10	19	54	262	1377	1834	535	100	18	4	1	0	0	0	35.1	30.9	4.8
0000 - 0000	4296	1058	1072	1077	1090	14	37	3901	15	279	15	23	2	3	5	4	0	0	0	0	10	20	54	265	1392	1861	556	109	22	4	2	1	0	0	35.1	30.9	4.9

Virtual Week (1)																																		
Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation		
		00-15	15-30	30-45	45-00			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	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
Mon	4619	1094	1167	1223	1135	17	49	4122	19	344	18	33	0	3	8	4	1	1	6	7	38	193	1241	2239	732	141	16	4	0	1	1	35.6	31.7	4.5
Tue	4771	1227	1163	1219	1162	13	49	4268	22	349	16	35	3	3	7	6	0	0	5	21	73	344	1674	1997	527	106	15	6	3	0	0	34.7	30.5	4.8
Wed	4604	1063	1201	1158	1182	13	27	4137	17	341	21	31	2	4	6	4	0	1	50	60	89	457	1613	1737	462	91	20	4	0	0	1	34.4	29.8	5.7
Thu	4790	1252	1131	1169	1238	16	48	4273	17	352	27	37	4	5	7	4	0	0	6	18	73	302	1630	2043	566	116	29	2	3	2	0	34.9	30.8	4.8
Fri	4739	1159	1193	1163	1224	15	27	4284	12	345	18	17	3	6	4	8	0	0	2	20	53	316	1679	1957	573	103	28	6	1	1	0	34.9	30.8	4.7
Sat	3756	899	945	911	1003	19	34	3531	13	156	0	4	0	0	0	1	0	0	2	11	50	179	1130	1681	566	108	22	5	3	1	0	35.6	31.4	4.8
Sun	2793	712	701	695	685	2	23	2692	7	65	2	2	0	0	0	0	0	0	2	0	4	67	775	1374	445	95	26	4	1	0	0	36.0	32.2	4.3

Havant, Hampshire

Report Id 103/17
Site Name Site 3 of 3
Description Bartons Road, 70m east of Prospect Lane
Direction Westbound

Wednesday 08 March 2017

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-File 0.85	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 <70mph					
0000 - 0100	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	1	0	0	0	0	-	28.9	4.7	
0100 - 0200	4	1	0	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	-	32.8	6.4	
0200 - 0300	2	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-	35.4	2.8	
0300 - 0400	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	27.7	2.7	
0400 - 0500	6	2	2	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0	0	-	33.2	5.1	
0500 - 0600	35	4	6	13	12	0	0	27	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	12	9	8	4	0	0	0	39.4	32.4	5.9	
0600 - 0700	84	12	19	26	27	0	0	63	1	19	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6	19	27	18	10	2	1	0	0	39.6	33.5	6.3
0700 - 0800	206	24	41	62	79	1	3	185	0	14	1	1	1	0	0	0	0	0	0	0	0	0	0	1	3	150	90	36	5	1	0	0	35.6	31.6	4.5	
0800 - 0900	396	99	95	118	84	1	1	361	1	28	1	0	0	1	2	0	0	0	0	0	0	0	0	2	27	179	156	26	2	2	0	0	1	33.1	30.1	6.2
0900 - 1000	325	76	69	91	89	0	1	287	0	28	4	3	0	1	0	1	0	0	0	0	0	0	0	2	19	154	123	25	1	0	0	0	33.1	29.9	3.8	
1000 - 1100	285	75	75	70	65	1	0	245	2	32	2	3	0	0	0	0	0	0	0	0	0	0	0	0	40	154	78	12	0	0	0	0	31.8	28.7	3.6	
1100 - 1200	338	112	63	79	84	0	2	306	0	27	0	3	0	0	0	0	0	0	0	0	0	0	0	0	29	178	111	16	4	0	0	0	0	32.7	29.4	3.5
1200 - 1300	333	85	84	92	72	0	4	292	1	31	0	3	0	1	1	0	0	0	0	0	0	0	4	25	172	112	17	1	2	0	0	0	33.1	29.5	3.8	
1300 - 1400	326	90	71	96	96	0	0	298	3	23	0	0	0	0	0	0	0	0	0	0	0	0	1	22	159	111	32	1	0	0	0	0	33.8	29.6	3.7	
1400 - 1500	401	90	97	97	117	1	3	361	2	27	2	3	0	0	0	2	0	0	0	0	0	0	1	2	3	38	186	135	33	3	0	0	0	33.3	29.4	4.1
1500 - 1600	448	125	114	123	86	0	4	405	2	31	2	2	0	0	0	2	0	0	0	0	0	0	0	2	44	197	165	36	4	0	0	0	34.0	29.9	3.9	
1600 - 1700	560	141	114	134	171	1	2	503	1	40	2	8	1	0	0	2	0	0	0	0	0	0	0	3	49	218	230	56	2	1	0	0	34.0	30.1	4.1	
1700 - 1800	561	159	156	128	118	2	8	528	0	20	0	3	0	0	0	0	0	0	0	0	0	0	0	1	32	218	228	69	5	1	0	0	34.4	30.4	4.2	
1800 - 1900	335	110	85	75	65	0	1	312	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15	132	137	40	7	2	0	0	34.7	31.0	4.2	
1900 - 2000	246	77	64	61	44	0	1	231	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	14	117	83	27	4	1	0	0	34.4	30.5	4.2		
2000 - 2100	138	47	31	33	27	0	3	126	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	41	48	21	10	4	1	0	37.4	32.1	6.1	
2100 - 2200	91	32	28	18	13	0	0	88	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	26	34	23	3	1	0	1	0	37.8	32.7	5.4	
2200 - 2300	62	29	9	13	11	0	1	60	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20	22	12	3	1	0	0	36.7	32.2	4.8	
2300 - 0000	26	5	7	7	7	0	0	25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12	6	3	1	0	0	39.8	34.7	4.9	
0700 - 1900	4514	1186	1062	1140	1126	7	29	4083	12	322	16	30	2	3	7	3	0	0	0	0	5	7	25	347	2011	1676	398	35	9	0	0	0	1	33.8	30.0	4.3
0600 - 2200	5073	1354	1204	1278	1237	7	33	4591	15	364	16	31	2	4	7	3	0	0	0	5	7	27	382	2214	1868	487	62	17	2	1	0	1	34.0	30.2	4.4	
0600 - 0000	5161	1388	1220	1298	1255	7	34	4676	15	366	16	31	2	4	7	3	0	0	0	5	7	27	386	2238	1906	492	68	19	2	1	0	1	34.2	30.2	4.5	
0000 - 0000	5217	1400	1232	1314	1211	7	34	4724	17	371	16	32	2	4	7	3	0	0	0	5	7	27	391	2256	1917	519	72	19	2	1	0	1	34.2	30.2	4.5	

Thursday 09 March 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-Title 0.85	Average Speed	Standard deviation		
		00-15	15-30	30-45	45-90					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 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 <70mph							
0000 - 0100	10	3	4	1	2	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	0	0	-	30.5	4.4			
0100 - 0200	4	1	2	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	-	30.7	7.3			
0200 - 0300	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	2	0	0	0	0	-	36.1	0.4			
0300 - 0400	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	-	55.8	-			
0400 - 0500	9	1	0	0	6	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	-	32.1	5.4			
0500 - 0600	32	4	5	7	16	0	0	28	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	11	10	3	0	1	0	0	39.8	34.6	5.7		
0600 - 0700	97	14	24	30	29	0	0	80	0	14	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	23	32	22	11	4	0	1	0	1	40.3	34.7	6.8	
0700 - 0800	219	37	42	56	84	0	4	188	2	20	3	1	0	0	0	0	0	0	0	0	0	0	1	1	9	71	85	49	2	1	0	0	0	36.2	31.7	4.5		
0800 - 0900	382	89	89	106	98	2	3	338	3	33	2	1	0	0	0	0	0	0	0	0	0	0	1	1	24	168	139	44	3	1	0	0	0	0	34.4	30.4	4.1	
0900 - 1000	267	74	70	83	60	0	0	233	1	30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	10	124	102	26	4	1	0	0	0	0	34.2	30.6	3.7	
1000 - 1100	297	60	73	83	81	1	1	253	0	27	7	5	2	1	0	0	0	0	0	0	0	0	1	1	25	152	92	22	4	0	0	0	0	0	33.1	29.6	4.0	
1100 - 1200	333	98	82	77	76	0	2	292	3	28	2	5	0	0	0	1	0	0	0	0	0	0	0	2	43	139	121	23	5	0	0	0	0	0	33.8	29.6	4.1	
1200 - 1300	354	77	98	96	83	1	3	320	0	25	1	2	0	0	0	0	2	0	0	0	0	0	1	1	16	152	152	29	3	0	0	0	0	0	34.0	30.2	3.8	
1300 - 1400	340	95	84	73	88	0	2	303	2	20	5	7	0	0	0	0	0	0	0	0	0	0	0	2	46	139	133	19	0	1	0	0	0	0	32.9	29.3	3.9	
1400 - 1500	395	90	92	97	116	2	3	348	2	33	2	4	0	1	0	0	0	0	0	0	0	0	1	1	28	180	131	46	6	1	1	0	0	0	34.2	30.2	4.4	
1500 - 1600	467	112	118	109	128	1	2	414	1	43	1	4	0	1	0	0	0	0	0	0	0	0	0	1	1	25	178	213	43	6	0	0	0	0	0	34.0	30.6	3.8
1600 - 1700	561	153	132	143	133	1	5	504	1	45	1	2	0	0	0	0	2	0	0	0	0	0	0	1	0	34	219	230	70	6	1	0	0	0	0	34.7	30.7	3.9
1700 - 1800	594	168	161	146	119	1	7	546	2	36	1	1	0	0	0	0	0	0	0	0	0	0	0	3	5	39	201	258	72	14	2	0	0	0	0	34.9	30.9	4.5
1800 - 1900	357	116	91	86	64	1	2	340	0	13	0	1	0	0	0	0	0	0	0	0	0	0	1	0	9	29	152	118	43	3	1	1	0	0	0	34.4	30.1	4.8
1900 - 2000	211	63	51	48	49	0	1	201	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	30	84	28	3	0	0	0	0	0	34.9	30.9	3.8	
2000 - 2100	153	44	30	34	45	1	0	140	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	61	50	25	7	2	0	0	0	0	36.0	31.5	5.0	
2100 - 2200	88	20	26	22	20	0	0	84	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	31	29	18	4	0	0	0	0	0	35.8	31.5	4.7	
2200 - 2300	62	26	17	13	6	0	1	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	20	17	16	3	0	1	0	0	0	38.0	32.1	5.6	
2300 - 0000	31	12	6	6	7	0	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13	6	4	3	1	0	0	0	0	36.7	31.1	6.0	
0700 - 1800	4566	1169	1132	1135	1130	10	34	4079	17	353	26	35	2	4	2	4	0	0	0	0	0	4	9	23	328	1675	1774	486	56	9	2	0	0	0	0	34.2	30.3	4.2
0600 - 2200	5115	1310	1263	1269	1273	11	35	4584	18	390	26	36	3	5	3	4	0	0	0	0	0	4	10	23	350	2080	1969	579	81	15	2	1	0	1	34.4	30.5	4.3	
0600 - 0600	5208	1348	1286	1288	1286	11	36	4675	18	391	26	36	3	5	3	4	0	0	0	0	0	4	10	23	359	2113	1992	599	87	16	3	1	0	1	34.4	30.5	4.3	
0000 - 0600	5266	1358	1297	1299	1312	11	36	4724	18	396	27	36	3	5	4	4	0	0	0	0	0	4	10	23	362	2128	2006	619	91	16	4	2	0	1	34.7	30.6	4.4	

Friday 10 March 2017

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 0.85	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 <70mph					
0000 - 0100	13	5	6	1	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	4	0	0	0	0	36.7	31.8	4.1		
0100 - 0200	6	2	1	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	-	32.6	7.7			
0200 - 0300	5	3	1	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	-	35.1	5.4			
0300 - 0400	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	36.4	11.2			
0400 - 0500	8	2	1	2	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	-	38.5	6.9			
0500 - 0600	37	5	5	12	15	1	0	31	0	3	1	0	0	0	0	0	0	0	0	0	0	1	1	8	7	10	5	3	2	0	0	44.3	36.2	7.9		
0600 - 0700	86	18	21	26	21	0	0	62	0	20	0	1	2	0	0	1	0	0	0	0	0	0	4	16	27	23	9	2	4	0	1	0	40.9	35.2	7.0	
0700 - 0800	207	31	44	56	76	0	2	187	1	16	1	0	0	0	0	0	0	0	0	0	0	0	6	73	86	34	5	2	1	0	0	36.2	31.8	4.5		
0800 - 0900	325	72	76	78	99	2	0	301	0	19	1	1	1	0	0	0	0	0	0	0	0	0	11	120	133	50	7	0	0	0	0	35.3	30.9	4.5		
0900 - 1000	291	73	73	71	74	1	0	254	1	33	1	0	0	1	0	0	0	0	0	0	0	0	17	101	139	25	4	1	1	0	0	34.2	30.7	4.3		
1000 - 1100	330	97	76	74	83	0	3	289	0	33	1	3	0	0	0	1	0	0	0	0	0	0	30	136	126	32	4	1	0	0	0	34.2	30.1	4.1		
1100 - 1200	369	89	100	85	95	1	1	327	0	31	5	1	0	2	1	0	0	0	0	0	0	0	4	33	172	126	27	6	0	0	0	0	33.3	29.5	4.2	
1200 - 1300	386	101	89	107	89	0	1	357	2	23	0	2	1	0	0	0	0	0	0	0	0	0	25	204	137	18	2	0	0	0	0	32.9	29.5	3.3		
1300 - 1400	398	101	106	100	91	0	5	351	0	39	1	2	0	0	0	0	0	0	0	0	0	12	31	193	135	19	6	2	0	0	0	33.1	29.4	4.4		
1400 - 1500	449	99	110	111	129	0	3	396	0	41	2	5	1	0	1	0	0	0	0	0	0	1	44	230	144	26	4	0	0	0	0	32.7	29.3	3.6		
1500 - 1600	537	116	132	136	153	1	3	474	0	51	2	5	0	0	0	1	0	0	0	0	0	0	19	197	240	69	6	3	0	0	0	34.7	31.1	3.9		
1600 - 1700	550	140	132	142	136	1	6	497	2	40	0	3	0	0	0	1	0	0	0	0	0	0	22	210	234	70	7	4	0	0	0	34.7	31.0	4.3		
1700 - 1800	518	149	127	134	108	2	3	486	2	25	0	0	0	0	0	0	0	0	0	0	0	0	34	185	226	55	11	2	2	0	0	34.4	30.9	4.5		
1800 - 1900	309	100	72	71	66	0	4	287	0	18	0	0	0	0	0	0	0	0	0	0	0	0	3	30	95	123	51	5	1	1	0	0	35.6	31.0	4.8	
1900 - 2000	217	65	62	52	38	0	1	204	0	12	0	0	0	0	0	0	0	0	0	0	0	0	5	86	79	36	8	3	0	0	0	36.0	31.6	4.4		
2000 - 2100	133	37	26	37	33	0	0	125	0	8	0	0	0	0	0	0	0	0	0	0	0	0	11	47	39	19	12	3	1	0	0	38.9	32.0	6.2		
2100 - 2200	101	26	18	35	0	0	2	96	0	3	0	0	0	0	0	0	0	0	0	0	0	0	7	33	34	20	5	1	0	1	0	0	36.9	32.0	5.6	
2200 - 2300	79	24	20	18	17	0	1	76	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	24	34	12	4	1	1	1	0	0	38.0	32.8	5.8	
2300 - 0000	45	10	13	11	11	0	1	43	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	21	5	6	3	0	0	0	41.2	34.1	5.9		
0700 - 1800	4669	1168	1137	1165	1199	8	31	4206	8	369	14	22	3	3	4	1	0	0	3	9	26	302	1916	1649	476	67	16	5	0	0	0	34.2	30.4	4.2		
0600 - 2200	5206	1314	1268	1298	1326	8	34	4693	8	412	14	23	5	3	5	1	0	0	3	9	27	329	2098	2028	574	101	25	10	1	1	0	34.7	30.6	4.5		
0600 - 0600	5330	1348	1301	1327	1354	8	36	4812	8	415	14	23	5	3	5	1	0	0	3	9	27	331	2132	2083	591	111	29	11	2	1	0	34.7	30.7	4.5		
0600 - 0600	5401	1365	1315	1347	1374	9	36	4877	8	418	15	23	5	3	5	2	0	0	3	9	28	333	2149	2099	611	118	35	13	2	1	0	34.7	30.7	4.6		

Saturday 11 March 2017

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 0.85	Average Speed	Standard deviation
			00-15	15-30						30-45	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	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 <70mph					
0000 - 0100	28	10	7	6	5	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	33.1	5.6		
0100 - 0200	11	5	0	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	35.8	31.7	7.1		
0200 - 0300	12	5	2	1	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	34.2	3.7			
0300 - 0400	10	4	3	2	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	-	33.2	8.4			
0400 - 0500	9	1	4	1	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	35.1	9.1	0			
0500 - 0600	20	4	3	5	8	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	39.1	31.7	6.8			
0600 - 0700	42	9	5	13	15	0	0	37	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	36.3	5.7			
0700 - 0800	67	16	16	12	23	0	2	59	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	35.2	6.3			
0800 - 0900	191	34	41	56	60	2	4	172	2	9	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.0	33.0	5.4			
0900 - 1000	217	43	58	53	63	1	0	195	1	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	31.0	4.7			
1000 - 1100	350	82	81	87	100	1	5	328	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	30.8	4.3			
1100 - 1200	410	93	101	115	101	2	3	389	1	14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	30.5	4.3			
1200 - 1300	455	107	123	125	100	1	2	428	3	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	31.5	4.4			
1300 - 1400	359	93	84	92	80	0	5	334	2	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	31.4	4.2			
1400 - 1500	410	112	92	96	110	1	1	395	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	30.4	4.6			
1500 - 1600	360	96	87	77	100	0	6	340	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	31.3	4.5			
1600 - 1700	313	94	73	74	72	1	3	294	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	30.9	4.2			
1700 - 1800	283	92	80	63	48	1	3	270	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	31.8	4.6			
1800 - 1900	231	64	62	45	60	1	2	218	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	31.3	4.7			
1900 - 2000	161	45	38	42	36	0	1	149	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	31.7	5.3			
2000 - 2100	67	24	25	24	14	0	0	65	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	31.1	4.2			
2100 - 2200	57	10	10	21	16	0	1	54	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	31.7	4.6			
2200 - 2300	60	17	18	17	8	0	1	57	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	32.5	6.2			
2300 - 0000	55	11	14	13	17	1	0	53	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	31.5	6.0			
0700 - 1800	3646	926	898	895	927	11	36	3422	12	160	0	2	0	3	0	0	0	0	0	0	3	6	13	184	1296	1454	568	97	19	5	0	1	35.6	31.3	4.6	
0600 - 2200	3993	1014	976	995	1008	11	38	3747	12	180	0	2	0	3	0	0	0	0	0	0	3	6	14	199	1412	1581	632	116	23	6	0	1	35.8	31.3	4.6	
0600 - 0600	4108	1042	1008	1025	1033	12	39	3857	12	183	0	2	0	3	0	0	0	0	0	0	3	7	14	204	1453	1623	648	122	26	6	1	0	1	35.8	31.4	4.7
0600 - 0600	4198	1071	1027	1045	1055	12	39	3945	12	185	0	2	0	3	0	0	0	0	0	0	3	7	15	212	1473	1652	667	131	29	7	1	0	1	35.8	31.4	4.7

Sunday 12 March 2017

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-90	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Title 0.85	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	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	37	13	11	5	8	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	9	2	0	0	0	0	37.4	33.1	6.6		
0100 - 0200	18	5	6	5	2	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	2	0	0	0	0	38.7	34.3	4.6		
0200 - 0300	11	2	3	4	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	2	0	0	0	39.4	34.7	6.6		
0300 - 0400	10	4	2	3	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	1	0	0	-	36.3	10.3	0.3	
0400 - 0500	9	1	2	1	5	0	1	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	2	0	1	0	0	33.2	6.8	0.8	
0500 - 0600	7	0	0	4	3	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	-	35.9	4.7	0.7	
0600 - 0700	21	1	1	6	6	8	0	17	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	4	5	3	1	0	0	40.7	34.0	6.5		
0700 - 0800	37	10	7	7	13	1	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	13	7	4	0	1	0	38.5	32.4	7.4		
0800 - 0900	57	11	12	17	17	0	0	52	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	22	11	7	2	0	0	39.6	33.8	5.8	
0900 - 1000	167	25	34	42	66	0	0	160	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	50	74	20	17	1	0	1	0	38.0	32.7	5.3	
1000 - 1100	263	62	64	71	66	0	3	249	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	62	127	53	14	1	0	0	37.1	32.7	4.4	
1100 - 1200	313	61	83	86	83	0	1	303	1	7	0	1	0	0	0	0	0	0	0	0	2	0	1	12	119	112	52	14	1	0	0	0	0	0	36.0	31.3	5.3	
1200 - 1300	330	86	78	82	82	0	1	320	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14	104	155	52	5	0	0	0	0	35.3	31.4	3.7	
1300 - 1400	301	80	70	70	81	2	3	282	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	113	119	39	13	0	0	0	0	35.6	30.9	4.5	
1400 - 1500	309	81	87	68	73	1	1	299	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	113	123	57	5	2	0	0	0	36.0	31.5	4.2	
1500 - 1600	299	86	73	69	71	0	2	291	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	112	120	50	6	2	0	0	0	35.6	31.3	4.2	
1600 - 1700	245	76	50	57	62	1	1	232	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	70	101	56	12	0	0	0	0	36.9	32.5	4.5	
1700 - 1800	184	49	42	50	43	0	0	176	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	49	75	44	10	2	0	0	0	37.1	32.8	4.5	
1800 - 1900	161	51	41	34	35	0	2	156	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	54	63	23	7	1	0	0	0	35.8	31.2	4.7
1900 - 2000	111	38	25	31	17	0	1	104	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33	39	29	6	2	0	0	0	36.9	32.9	4.8
2000 - 2100	77	34	12	18	13	0	2	73	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	30	23	15	2	2	0	0	0	36.5	31.6	5.4
2100 - 2200	67	21	23	14	9	0	0	65	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	22	21	12	5	1	1	0	0	38.5	32.4	5.8
2200 - 2300	29	8	6	8	7	0	1	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	8	3	3	1	0	0	0	39.6	32.1	6.0
2300 - 0000	18	4	4	8	2	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	2	0	1	0	0	37.8	34.4	7.0	
0700 - 1800	2666	680	641	653	692	5	16	2554	6	81	1	2	0	1	0	0	0	0	0	0	0	4	4	3	90	865	1104	464	115	14	2	0	1	0	36.2	31.8	4.6	
0600 - 2200	2942	774	707	722	739	5	19	2813	7	94	1	2	0	1	0	0	0	0	0	0	0	4	4	3	104	956	1191	525	131	20	3	0	1	0	36.5	31.9	4.7	
0600 - 0600	2989	786	717	738	748	5	20	2859	7	94	1	2	0	1	0	0	0	0	0	0	0	4	4	3	106	974	1202	534	136	21	4	0	1	0	36.5	31.9	4.7	
0000 - 0600	3091	811	741	760	769	5	21	2946	7	98	1	2	0	1	0	0	0	0	0	0	0	4	4	4	108	993	1234	560	144	23	4	2	1	0	36.5	32.0	4.8	

Monday 13 March 2017

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 0.85	Average Speed	Standard deviation	
			15-30	30-45	45-00						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	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	5	4	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.7	7.5			
0100 - 0200	4	1	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	-	29.2	7.1				
0200 - 0300	3	2	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.1	6.6				
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	4	1	1	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	34.3	8.0				
0500 - 0600	42	7	6	14	15	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	9	16	7	5	1	1	0	0	40.3	32.7	7.9	
0600 - 0700	89	6	16	28	39	0	1	71	0	14	1	0	0	0	2	0	0	0	0	0	0	2	17	26	25	11	6	1	0	0	0	41.8	35.0	6.4		
0700 - 0800	191	25	37	59	70	0	2	171	1	15	0	0	0	0	1	1	0	0	0	0	0	5	53	77	42	13	1	0	0	0	0	36.9	32.7	4.5		
0800 - 0900	351	83	94	82	92	2	2	312	0	32	1	1	0	0	0	1	0	0	0	0	1	1	0	11	98	146	80	11	3	0	0	0	36.5	32.3	4.6	
0900 - 1000	276	81	64	68	63	0	3	237	3	25	1	5	0	0	1	1	0	0	0	0	0	18	81	116	50	10	0	0	0	0	0	36.7	31.7	4.7		
1000 - 1100	308	81	76	84	67	2	3	262	2	33	3	3	0	0	0	1	0	0	0	0	2	1	112	111	53	12	1	0	0	0	0	36.0	31.2	5.0		
1100 - 1200	297	82	60	89	66	1	1	263	4	18	3	3	0	0	2	2	0	0	0	0	0	2	1	17	105	112	53	4	2	1	0	0	35.6	31.1	4.7	
1200 - 1300	320	85	80	87	68	1	4	286	1	25	1	0	0	0	0	0	0	0	0	0	0	1	0	101	149	61	5	2	0	0	0	0	35.6	32.0	3.9	
1300 - 1400	333	106	68	81	78	2	5	285	1	36	0	3	0	0	0	0	0	0	0	0	0	3	67	103	142	67	3	2	0	0	0	0	35.6	31.5	4.3	
1400 - 1500	383	95	94	92	102	0	5	340	2	28	3	2	0	0	1	1	0	0	0	0	0	0	2	22	120	179	49	8	2	1	0	0	0	34.9	31.3	4.3
1500 - 1600	450	111	100	132	107	1	3	398	0	40	0	5	1	0	0	1	1	0	0	0	0	1	4	32	169	175	56	13	0	0	0	0	34.9	30.7	4.4	
1600 - 1700	606	153	137	180	136	1	8	527	3	59	1	5	0	0	0	2	0	0	0	0	0	0	1	28	232	259	74	11	2	0	0	0	0	34.7	30.9	3.9
1700 - 1800	594	169	152	147	126	3	6	540	2	43	0	0	0	0	0	0	0	0	0	0	0	6	8	29	189	271	70	18	0	2	0	0	0	34.9	31.0	5.1
1800 - 1900	349	113	93	67	76	3	2	325	0	19	0	0	0	0	0	0	0	0	0	0	1	2	0	17	122	137	64	5	1	0	0	0	35.8	31.2	4.6	
1900 - 2000	216	77	50	55	34	1	0	207	0	7	0	0	0	0	0	0	0	0	0	0	1	0	2	20	85	65	33	8	0	1	1	0	0	36.0	30.7	5.5
2000 - 2100	124	30	36	28	30	0	4	113	0	6	0	1	0	0	0	0	0	0	0	0	0	0	6	41	49	14	12	2	0	0	0	0	38.3	32.3	5.4	
2100 - 2200	78	20	22	17	19	0	0	74	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	18	40	13	5	1	0	0	0	0	38.0	32.8	4.6	
2200 - 2300	53	19	12	13	9	1	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	10	27	10	1	1	0	0	0	37.4	32.0	5.4	
2300 - 0000	25	3	9	4	9	0	0	23	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	8	7	2	1	0	0	0	39.8	34.3	7.0		
0700 - 1900	4458	1184	1055	1168	1051	16	44	3948	19	373	13	25	2	4	9	4	1	0	5	16	17	209	1485	1873	719	113	16	4	0	0	1	35.6	31.3	4.5		
0600 - 2200	4965	1317	1179	1296	1173	17	49	4413	19	404	14	26	2	5	11	4	1	0	6	16	20	238	1646	2053	804	149	25	6	1	0	1	35.8	31.4	4.7		
0600 - 0000	5043	1339	1200	1313	1191	18	49	4488	19	406	14	26	2	5	11	4	1	0	6	17	20	244	1659	2088	821	152	27	7	1	0	1	35.8	31.5	4.7		
0000 - 0600	5191	1354	1206	1331	1210	18	50	4537	19	412	15	26	2	6	11	4	1	0	7	18	21	247	1671	2108	833	158	28	8	1	0	1	36.0	31.5	4.7		

Tuesday 14 March 2017

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 0.85	Average Speed	Standard deviation
			15-30	30-45						3 Axle Rigid	4 Axle Rigid	5 Axle Artic	6 Axle Artic	7 Axle Artic	8 Axle Artic	9 Axle Artic	10 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			
0000 - 0100	13	3	3	3	4	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	33.8	31.8	7.4	
0100 - 0200	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	-	31.4	-	
0200 - 0300	5	1	1	1	2	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	-	31.7	5.4	
0300 - 0400	5	1	2	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	1	0	0	0	0	31.5	3.8		
0400 - 0500	6	0	2	1	3	0	0	6	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	-	35.6	5.9	
0500 - 0600	40	8	7	11	14	0	0	32	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	10	11	6	8	3	1	0	0	43.4	35.4	7.2
0600 - 0700	78	15	20	17	26	0	1	61	0	12	0	2	0	0	0	2	0	0	0	0	0	2	4	17	20	16	14	4	1	0	0	42.1	34.2	7.0
0700 - 0800	195	38	34	50	73	1	2	167	1	19	3	2	0	0	0	0	0	1	0	4	5	53	76	49	6	1	0	0	0	0	36.2	32.1	5.0	
0800 - 0900	382	89	103	91	99	1	1	339	2	33	0	3	0	1	0	2	0	0	0	0	2	5	24	163	161	20	7	0	0	0	0	33.8	30.0	4.1
0900 - 1000	312	84	75	72	81	1	3	276	2	27	1	2	0	0	0	0	0	0	0	1	0	1	22	131	124	27	4	2	0	0	0	33.8	30.1	4.3
1000 - 1100	294	65	84	68	77	0	0	254	2	30	3	2	1	0	2	0	0	0	0	0	0	2	24	134	98	34	1	0	0	0	0	33.8	29.9	4.0
1100 - 1200	329	83	63	88	95	0	4	295	1	26	0	3	0	0	0	0	0	0	0	0	0	0	34	147	128	16	3	1	0	0	0	33.1	29.7	3.7
1200 - 1300	360	91	79	109	81	0	1	329	4	19	2	3	0	0	1	1	0	0	0	0	0	1	45	176	111	23	4	0	0	0	0	33.3	29.3	4.0
1300 - 1400	305	78	74	83	70	0	2	277	0	21	1	3	0	0	1	0	0	0	0	0	0	2	20	141	109	31	2	0	0	0	0	33.8	30.0	3.9
1400 - 1500	401	108	101	86	106	1	3	356	1	36	1	2	0	1	0	0	0	1	0	0	0	0	24	202	133	38	2	1	0	0	0	33.6	29.9	3.8
1500 - 1600	466	94	151	110	111	0	4	411	4	39	0	0	0	0	2	1	0	0	0	0	0	0	33	198	183	46	5	1	0	0	0	34.2	30.3	3.9
1600 - 1700	558	156	131	143	142	1	6	502	2	38	0	0	0	0	2	0	0	0	0	0	0	38	189	168	50	7	0	0	0	0	34.7	30.8	4.2	
1700 - 1800	569	165	130	145	129	5	2	521	4	37	0	0	0	0	0	0	0	0	0	0	0	2	2	37	219	210	91	8	0	0	0	35.3	30.6	4.1
1800 - 1900	368	122	106	67	73	2	3	343	0	20	0	0	0	0	0	0	0	0	0	0	2	0	25	141	153	44	2	1	0	0	0	34.2	30.4	4.1
1900 - 2000	208	62	61	45	40	1	1	200	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	83	84	28	4	2	0	0	0	35.1	31.0	4.2
2000 - 2100	164	53	63	45	46	0	0	152	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	65	50	27	0	0	0	0	36.5	31.5	4.0	
2100 - 2200	82	27	15	14	26	0	0	78	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	25	31	19	3	1	0	1	0	36.5	32.4	5.6
2200 - 2300	77	30	16	14	17	0	1	61	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	18	21	14	6	2	1	1	0	39.6	33.5	6.7
2300 - 0000	23	2	2	2	2	0	0	23	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	8	5	7	0	0	0	0	0	41.8	33.9	6.7
0700 - 1900	4539	1173	1131	1112	1123	12	31	4070	23	345	11	31	1	4	6	5	0	0	4	8	17	332	1894	1735	487	54	8	0	0	0	0	34.2	30.2	4.1
0600 - 2200	5071	1330	1272	1224	1245	14	40	4561	23	370	12	33	1	4	6	7	0	0	4	9	20	357	2069	1936	577	81	16	1	1	0	0	34.4	30.4	4.3
1200 - 1900	1362	329	316	325	325	14	41	1644	24	375	12	33	1	4	6	7	0	0	4	9	20	357	2069	1936	577	81	16	1	1	0	0	34.4	30.4	4.3
0000 - 2200	5321	1375	1311	1229	1286	14	41	4703	24	385	13	33	1	4	6	7	0	0	4	9	20	365	2114	1983	608	99	23	4	2	0	0	34.7	30.5	4.4

Virtual Day (7)																																		
Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-Tile 0.85	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	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	16	6	5	2	3	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	6	5	3	0	0	0	0	0	0	37.6	32.2	6.0		
0100 - 0200	7	2	1	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	-	32.6	1	6.0		
0200 - 0300	6	2	1	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	-	34.2	5.0			
0300 - 0400	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	-	34.6	9.1			
0400 - 0500	7	1	1	1	3	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	0	0	0	0	-	34.6	7	6.8		
0500 - 0600	30	5	5	9	12	0	0	26	0	4	0	0	0	0	0	0	0	0	0	0	1	8	9	7	4	1	1	0	0	40.5	34.1	7.1		
0600 - 0700	71	11	16	21	24	0	0	56	0	13	0	1	0	0	0	0	0	0	0	0	1	3	15	21	17	10	3	1	0	0	40.7	34.6	6.6	
0700 - 0800	160	26	32	43	60	0	2	142	1	13	1	1	0	0	0	0	0	0	0	0	1	5	48	64	33	6	1	1	0	0	36.9	32.2	4.9	
0800 - 0900	298	68	73	78	78	1	2	268	1	23	1	1	0	0	0	0	0	0	0	0	1	15	113	118	41	7	1	0	0	35.3	31.0	5.0		
0900 - 1000	295	65	63	66	71	0	1	235	1	24	1	2	0	0	0	0	0	0	0	0	1	15	101	110	30	6	1	0	0	34.7	30.8	4.4		
1000 - 1100	304	75	76	77	77	1	2	269	1	26	2	2	1	0	0	0	0	0	0	0	1	23	127	110	36	6	1	0	0	34.7	30.4	4.4		
1100 - 1200	341	88	79	88	86	1	2	311	1	22	1	2	0	1	1	0	0	0	0	0	1	27	147	124	33	7	1	0	0	34.2	30.1	4.3		
1200 - 1300	363	91	90	100	82	0	2	333	2	22	1	1	0	0	0	0	0	0	0	0	1	20	154	142	40	5	1	0	0	34.4	30.5	4.0		
1300 - 1400	337	92	79	81	85	1	3	304	1	24	1	2	0	0	0	0	0	0	0	0	1	3	24	136	130	38	5	1	0	0	34.4	30.3	4.2	
1400 - 1500	393	96	96	92	108	1	3	356	1	26	1	2	0	0	0	1	0	0	0	0	1	1	29	172	141	42	5	1	0	0	34.2	30.2	4.2	
1500 - 1600	432	106	111	108	108	0	3	390	1	32	1	3	0	0	0	1	0	0	0	0	2	25	169	178	50	7	1	0	0	34.7	30.7	4.1		
1600 - 1700	485	130	110	125	120	1	4	437	2	35	1	3	0	0	0	0	0	0	0	0	1	1	28	178	204	63	8	2	0	0	34.9	30.8	4.2	
1700 - 1800	472	136	121	116	99	2	4	438	1	25	0	1	0	0	0	0	0	0	0	0	2	3	26	165	198	65	11	1	0	0	35.1	31.0	4.6	
1800 - 1900	301	97	79	64	63	1	2	283	0	15	0	0	0	0	0	0	0	0	0	0	1	2	20	111	118	43	5	1	0	0	35.1	30.8	4.6	
1900 - 2000	196	61	50	48	37	0	1	165	0	9	0	0	0	0	0	0	0	0	0	0	0	9	79	69	30	6	1	0	0	35.8	31.2	4.6		
2000 - 2100	125	38	29	30	27	0	2	116	0	6	0	0	0	0	0	0	0	0	0	0	1	8	43	45	19	7	2	0	0	36.9	31.8	5.4		
2100 - 2200	81	22	21	18	20	0	1	77	0	2	0	0	0	0	0	0	0	0	0	0	0	4	25	31	16	4	1	0	0	36.9	32.2	5.2		
2200 - 2300	59	22	14	14	9	0	1	56	0	1	0	0	0	0	0	0	0	0	0	0	0	3	18	22	11	3	1	0	0	38.0	32.5	5.8		
2300 - 0000	32	7	9	8	9	0	0	31	0	1	0	0	0	0	0	0	0	0	0	0	0	2	9	10	6	3	1	0	0	40.0	33.1	6.2		
0700 - 1900	4151	1069	1008	1038	1035	10	32	3766	14	286	12	21	1	3	4	2	0	0	4	8	18	256	1620	1638	514	77	13	3	0	0	34.9	30.7	4.4	
0600 - 2200	4624	1202	1124	1155	1143	10	35	4200	15	316	12	22	2	4	5	3	0	0	4	9	19	280	1782	1804	597	103	20	4	1	0	1	35.1	30.8	4.5
0600 - 0000	4714	1230	1147	1176	1161	11	36	4287	15	319	12	22	2	4	5	3	0	0	4	9	19	285	1809	1836	613	109	23	5	1	0	1	35.1	30.9	4.6
0000 - 0000	4795	1248	1161	1194	1182	11	37	4351	15	324	12	22	2	4	5	3	0	0	4	9	20	286	1826	1857	631	116	25	6	2	0	1	35.1	30.9	4.6

Virtual Week (1)

Time	Hourly Totals	00-15 15-30 15 Min Bin 30-45	45-90	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation				
				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 5 10 15 20 25 30 35 40 45 50 55 60 65 P-1.0	MPH 10 15 20 25 30 35 40 45 50 55 60 65 P-1.0	MPH 15 20 25 30 35 40 45 50 55 60 65 P-1.0	MPH 20 25 30 35 40 45 50 55 60 65 P-1.0	MPH 25 30 35 40 45 50 55 60 65 P-1.0	MPH 30 35 40 45 50 55 60 65 P-1.0	MPH 35 40 45 50 55 60 65 P-1.0	MPH 40 45 50 55 60 65 P-1.0	MPH 45 50 55 60 65 P-1.0	MPH 50 55 60 65 P-1.0	MPH 55 60 65 P-1.0				MPH 60 65 P-1.0	MPH 65 P-1.0		
Mon	5101	1354	1206	1331	1210	18	50	4537	19	412	15	26	2	6	11	4	1	0	7	18	21	247	1671	2108	833	158	28	8	1	0	1	36.0	31.5	4.7
Tue	5231	1375	1311	1259	1286	14	41	4703	24	385	13	33	1	4	6	7	0	0	4	9	20	365	2114	1983	608	99	23	4	2	0	0	34.7	30.5	4.4
Wed	5217	1400	1232	1314	1271	7	34	4724	17	371	16	32	2	4	7	3	0	0	5	7	27	391	2256	1917	519	72	19	2	1	0	1	34.2	30.2	4.5
Thu	5266	1358	1297	1299	1312	11	36	4724	18	398	27	36	3	5	4	4	0	0	4	10	23	362	2128	2006	619	91	16	4	2	0	1	34.7	30.6	4.4
Fri	5401	1365	1315	1347	1374	9	36	4877	8	418	15	23	5	3	5	2	0	0	3	9	28	333	2149	2099	611	118	35	13	2	1	0	34.7	30.7	4.6
Sat	4198	1071	1027	1045	1055	12	39	3945	12	185	0	2	0	3	0	0	0	0	3	7	15	212	1473	1652	667	131	29	7	1	0	1	35.8	31.4	4.7
Sun	3081	811	741	760	769	5	21	2946	7	98	1	2	0	1	0	0	0	0	4	4	4	108	993	1234	560	144	23	4	2	1	0	36.5	32.0	4.8

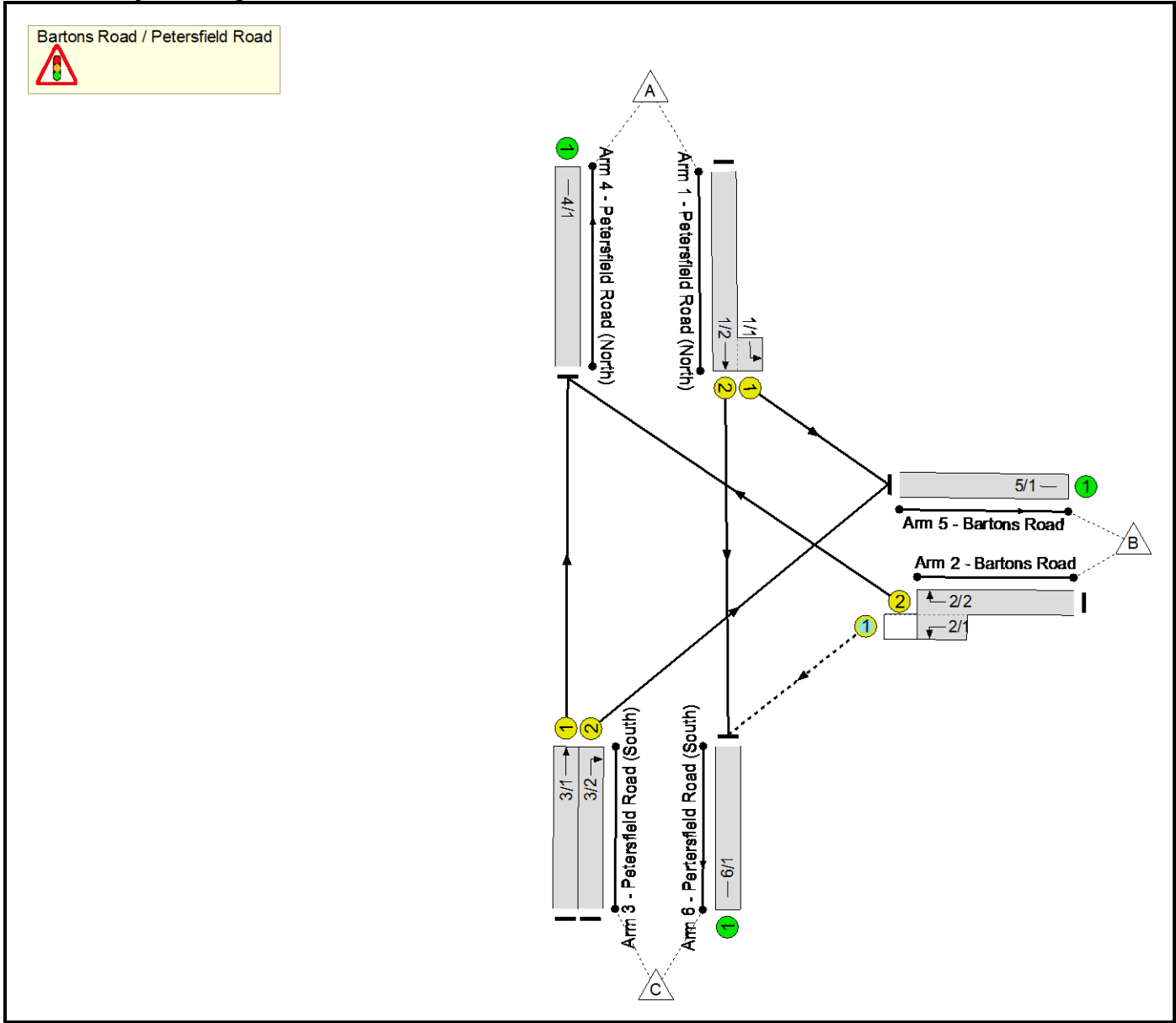
APPENDIX E

JUNCTION MODELLING OUTPUTS

User and Project Details

Project:	Bartons Road/ B2149 Petesfield Road
Title:	Colt International
Location:	
Additional detail:	
File name:	Bartons Rd - Peterstfield Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram

Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7

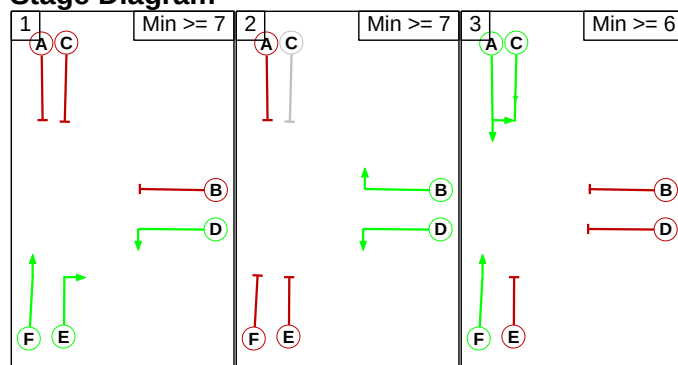
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	9	6	-
	B	6		-	-	7	7
	C	-	-		-	9	-
	D	6	-	-		-	-
	E	6	9	7	-		-
	F	-	9	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	D E F
2	B D
3	A C F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		9	7
	2	7		7
	3	9	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Bartons Road / Petersfield Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Bartons Road)	6/1 (Left)	1439	0	1/2	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Bartons Road / Petersfield Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Petersfield Road (North))	U	A	2	3	2.0	Geom	-	3.16	0.00	Y	Arm 5 Left	18.00
1/2 (Petersfield Road (North))	U	A	2	3	60.0	Geom	-	2.94	0.00	N	Arm 6 Ahead	Inf
2/1 (Bartons Road)	O	D	2	3	3.0	Geom	-	2.83	0.00	Y	Arm 6 Left	13.50
2/2 (Bartons Road)	U	B	2	3	60.0	Geom	-	2.92	0.00	N	Arm 4 Right	35.00
3/1 (Petersfield Road (South))	U	F	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 4 Ahead	Inf
3/2 (Petersfield Road (South))	U	E	2	3	60.0	Geom	-	3.25	0.00	N	Arm 5 Right	12.00
4/1 (Petersfield Road (North))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Bartons Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Pertersfield Road (South))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
7: 'AM Base 2017'	08:00	09:00	01:00	
8: 'PM Base 2017'	16:00	17:00	01:00	
9: 'AM 2023 Base Traffic + Committed Dev'	08:00	09:00	01:00	
10: 'PM 2023 Base Traffic + Committed Dev'	16:00	17:00	01:00	
11: 'AM 2023 Base Traffic + Committed Dev + Proposed Dev'	08:00	09:00	01:00	
12: 'PM 2023 Base Traffic + Committed Dev + Proposed Dev'	16:00	17:00	01:00	

Full Input Data And Results

Scenario 7: 'AM Base 2017' (FG7: 'AM Base 2017', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	123	416	539
	B	116	0	324	440
	C	280	368	0	648
	Tot.	396	491	740	1627

Traffic Lane Flows

Lane	Scenario 7: AM Base 2017
Junction: Bartons Road / Petersfield Road	
1/1 (short)	123
1/2 (with short)	539(In) 416(Out)
2/1 (short)	324
2/2 (with short)	440(In) 116(Out)
3/1	280
3/2	368
4/1	396
5/1	491
6/1	740

Lane Saturation Flows

Junction: Bartons Road / Petersfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Petersfield Road (North))	3.16	0.00	Y	Arm 5 Left	18.00	100.0 %	1782	1782
1/2 (Petersfield Road (North))	2.94	0.00	N	Arm 6 Ahead	Inf	100.0 %	2049	2049
2/1 (Bartons Road)	2.83	0.00	Y	Arm 6 Left	13.50	100.0 %	1708	1708
2/2 (Bartons Road)	2.92	0.00	N	Arm 4 Right	35.00	100.0 %	1963	1963
3/1 (Petersfield Road (South))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Petersfield Road (South))	3.25	0.00	N	Arm 5 Right	12.00	100.0 %	1849	1849
4/1 (Petersfield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bartons Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Petersfield Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'PM Base 2017' (FG8: 'PM Base 2017', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination				
	A	B	C	Tot.	
Origin	A	0	86	318	404
	B	146	0	450	596
	C	445	352	0	797
	Tot.	591	438	768	1797

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: PM Base 2017
Junction: Bartons Road / Petersfield Road	
1/1 (short)	86
1/2 (with short)	404(In) 318(Out)
2/1 (short)	450
2/2 (with short)	596(In) 146(Out)
3/1	445
3/2	352
4/1	591
5/1	438
6/1	768

Lane Saturation Flows

Junction: Bartons Road / Petersfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Petersfield Road (North))	3.16	0.00	Y	Arm 5 Left	18.00	100.0 %	1782	1782
1/2 (Petersfield Road (North))	2.94	0.00	N	Arm 6 Ahead	Inf	100.0 %	2049	2049
2/1 (Bartons Road)	2.83	0.00	Y	Arm 6 Left	13.50	100.0 %	1708	1708
2/2 (Bartons Road)	2.92	0.00	N	Arm 4 Right	35.00	100.0 %	1963	1963
3/1 (Petersfield Road (South))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Petersfield Road (South))	3.25	0.00	N	Arm 5 Right	12.00	100.0 %	1849	1849
4/1 (Petersfield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bartons Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Pertersfield Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: 'AM 2023 Base + Committed Dev ' (FG9: 'AM 2023 Base Traffic + Committed Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	131	449	580
	B	138	0	383	521
	C	302	391	0	693
	Tot.	440	522	832	1794

Traffic Lane Flows

Lane	Scenario 9: AM 2023 Base + Committed Dev
Junction: Bartons Road / Petersfield Road	
1/1 (short)	131
1/2 (with short)	580(In) 449(Out)
2/1 (short)	383
2/2 (with short)	521(In) 138(Out)
3/1	302
3/2	391
4/1	440
5/1	522
6/1	832

Lane Saturation Flows

Junction: Bartons Road / Petersfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Petersfield Road (North))	3.16	0.00	Y	Arm 5 Left	18.00	100.0 %	1782	1782
1/2 (Petersfield Road (North))	2.94	0.00	N	Arm 6 Ahead	Inf	100.0 %	2049	2049
2/1 (Bartons Road)	2.83	0.00	Y	Arm 6 Left	13.50	100.0 %	1708	1708
2/2 (Bartons Road)	2.92	0.00	N	Arm 4 Right	35.00	100.0 %	1963	1963
3/1 (Petersfield Road (South))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Petersfield Road (South))	3.25	0.00	N	Arm 5 Right	12.00	100.0 %	1849	1849
4/1 (Petersfield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bartons Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Pertersfield Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'PM 2023 Base + Committed Dev' (FG10: 'PM 2023 Base Traffic + Committed Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	104	341	445
	B	157	0	484	641
	C	477	410	0	887
	Tot.	634	514	825	1973

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: PM 2023 Base + Committed Dev
Junction: Bartons Road / Petersfield Road	
1/1 (short)	104
1/2 (with short)	445(In) 341(Out)
2/1 (short)	484
2/2 (with short)	641(In) 157(Out)
3/1	477
3/2	410
4/1	634
5/1	514
6/1	825

Lane Saturation Flows

Junction: Bartons Road / Petersfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Petersfield Road (North))	3.16	0.00	Y	Arm 5 Left	18.00	100.0 %	1782	1782
1/2 (Petersfield Road (North))	2.94	0.00	N	Arm 6 Ahead	Inf	100.0 %	2049	2049
2/1 (Bartons Road)	2.83	0.00	Y	Arm 6 Left	13.50	100.0 %	1708	1708
2/2 (Bartons Road)	2.92	0.00	N	Arm 4 Right	35.00	100.0 %	1963	1963
3/1 (Petersfield Road (South))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Petersfield Road (South))	3.25	0.00	N	Arm 5 Right	12.00	100.0 %	1849	1849
4/1 (Petersfield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bartons Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Petersfield Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: 'AM 2023 Base + Committed Dev + Proposed Dev' (FG11: 'AM 2023 Base Traffic + Committed Dev + Proposed Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	140	449	589
	B	141	0	411	552
	C	302	425	0	727
	Tot.	443	565	860	1868

Traffic Lane Flows

Lane	Scenario 11: AM 2023 Base + Committed Dev + Proposed Dev
Junction: Bartons Road / Petersfield Road	
1/1 (short)	140
1/2 (with short)	589(In) 449(Out)
2/1 (short)	411
2/2 (with short)	552(In) 141(Out)
3/1	302
3/2	425
4/1	443
5/1	565
6/1	860

Lane Saturation Flows

Junction: Bartons Road / Petersfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Petersfield Road (North))	3.16	0.00	Y	Arm 5 Left	18.00	100.0 %	1782	1782
1/2 (Petersfield Road (North))	2.94	0.00	N	Arm 6 Ahead	Inf	100.0 %	2049	2049
2/1 (Bartons Road)	2.83	0.00	Y	Arm 6 Left	13.50	100.0 %	1708	1708
2/2 (Bartons Road)	2.92	0.00	N	Arm 4 Right	35.00	100.0 %	1963	1963
3/1 (Petersfield Road (South))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Petersfield Road (South))	3.25	0.00	N	Arm 5 Right	12.00	100.0 %	1849	1849
4/1 (Petersfield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bartons Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Pertersfield Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'PM 2023 Base + Committed Dev + Proposed Dev' (FG12: 'PM 2023 Base Traffic + Committed Dev + Proposed Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	107	341	448
	B	164	0	514	678
	C	477	433	0	910
	Tot.	641	540	855	2036

Traffic Lane Flows

Lane	Scenario 12: PM 2023 Base + Committed Dev + Proposed Dev
Junction: Bartons Road / Petersfield Road	
1/1 (short)	107
1/2 (with short)	448(In) 341(Out)
2/1 (short)	514
2/2 (with short)	678(In) 164(Out)
3/1	477
3/2	433
4/1	641
5/1	540
6/1	855

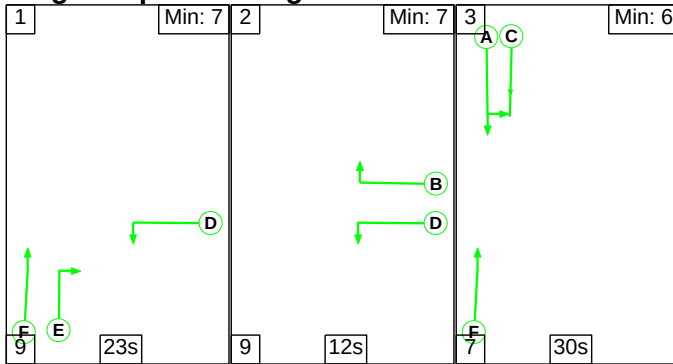
Lane Saturation Flows

Junction: Bartons Road / Petersfield Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Petersfield Road (North))	3.16	0.00	Y	Arm 5 Left	18.00	100.0 %	1782	1782
1/2 (Petersfield Road (North))	2.94	0.00	N	Arm 6 Ahead	Inf	100.0 %	2049	2049
2/1 (Bartons Road)	2.83	0.00	Y	Arm 6 Left	13.50	100.0 %	1708	1708
2/2 (Bartons Road)	2.92	0.00	N	Arm 4 Right	35.00	100.0 %	1963	1963
3/1 (Petersfield Road (South))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Petersfield Road (South))	3.25	0.00	N	Arm 5 Right	12.00	100.0 %	1849	1849
4/1 (Petersfield Road (North) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bartons Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Petersfield Road (South) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'AM Base 2017' (FG7: 'AM Base 2017', Plan 1: 'Network Control Plan 1')

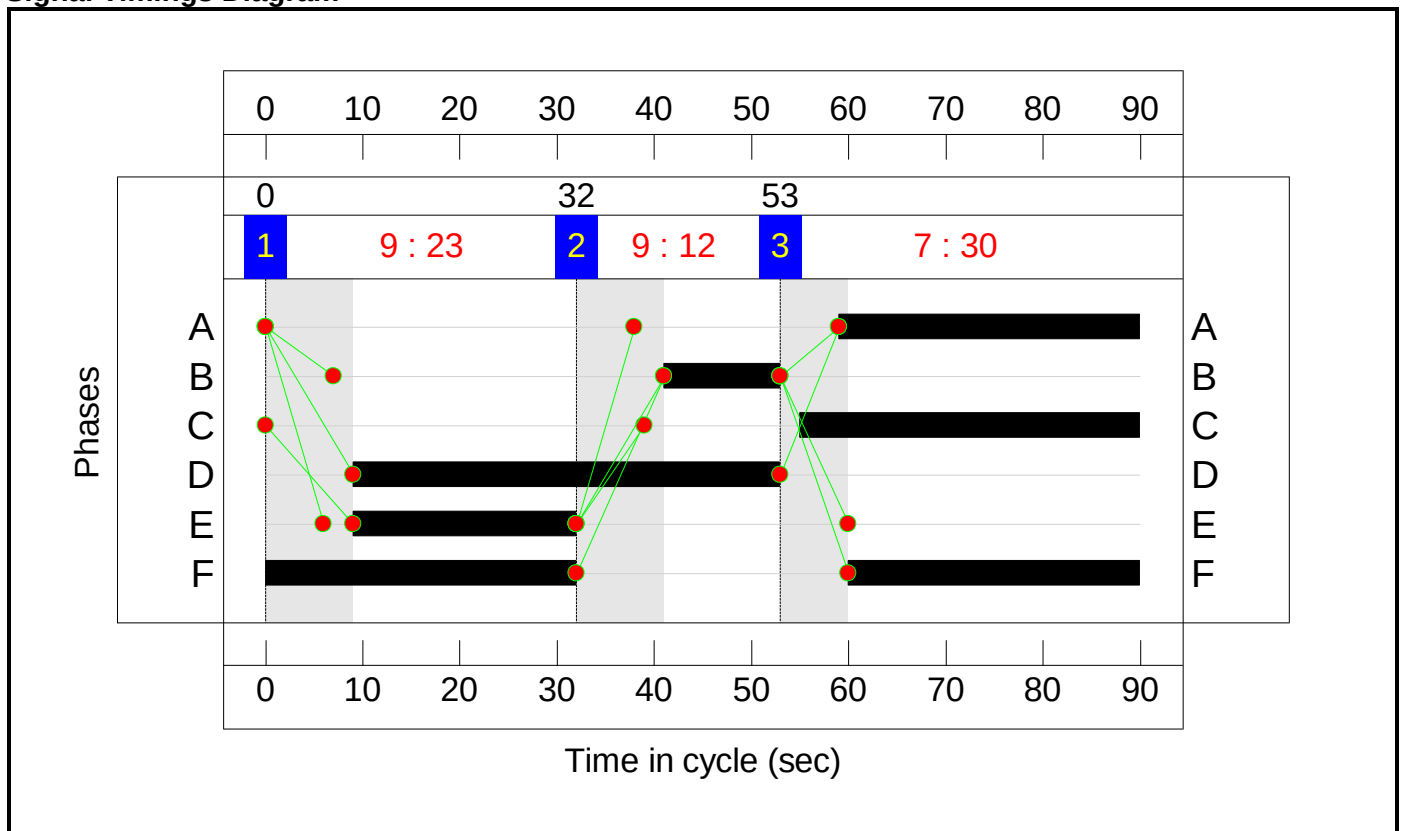
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	23	12	30
Change Point	0	32	53

Signal Timings Diagram



Full Input Data And Results

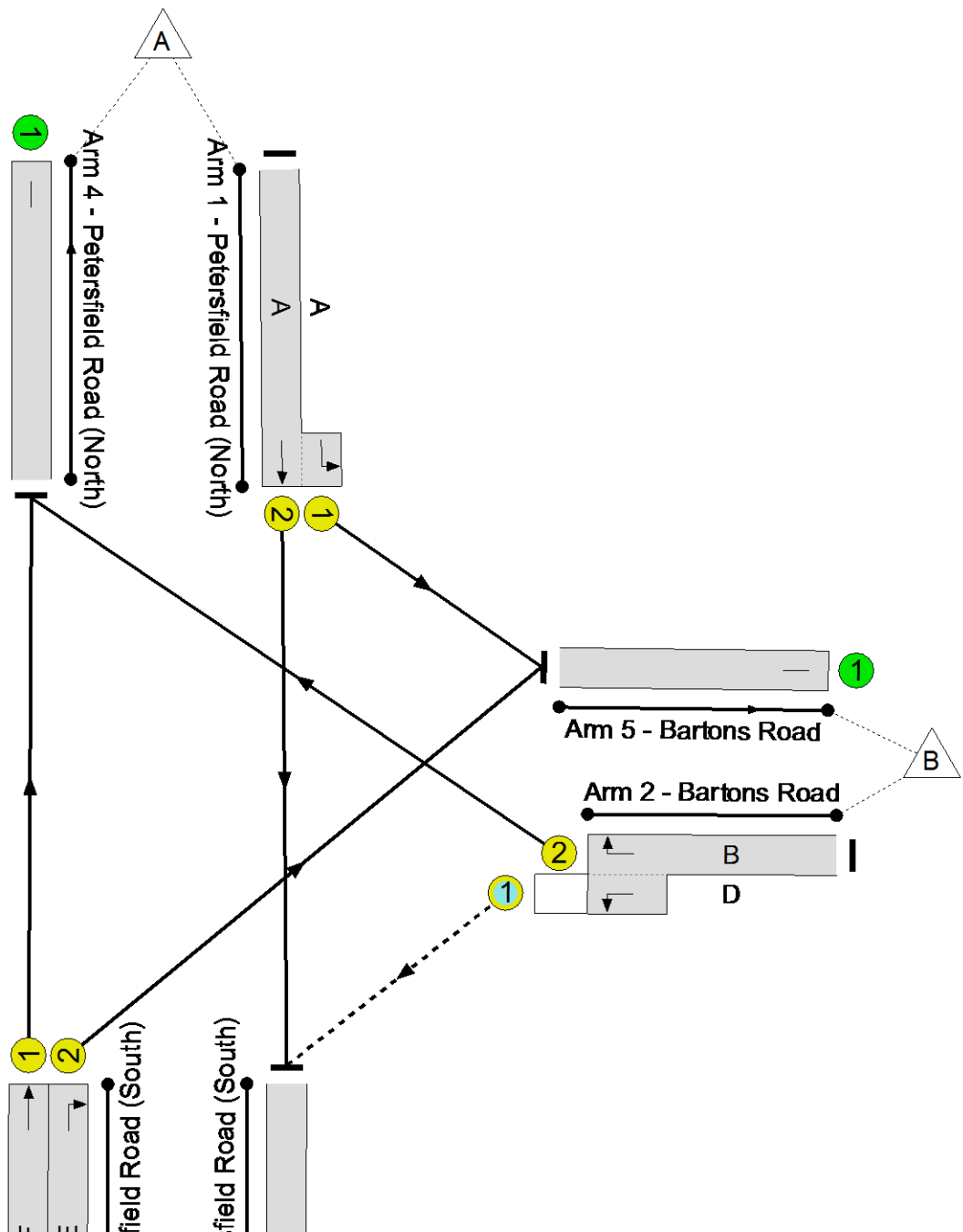
Network Layout Diagram



Bartons Road / Petersfield Road

PRC: 20.2 %

Total Traffic Delay: 14.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Colt Industrial	-	-	N/A	-	-		-	-	-	-	-	-	74.9%
Bartons Road / Petersfield Road	-	-	N/A	-	-		-	-	-	-	-	-	74.9%
1/2+1/1	Petersfield Road (North) Left Ahead	U	N/A	N/A	A		1	31	-	539	2049:1782	720	74.9%
2/2+2/1	Bartons Road Right Left	U+O	N/A	N/A	B D		1	12:44	-	440	1963:1708	593	74.2%
3/1	Petersfield Road (South) Ahead	U	N/A	N/A	F		1	62	-	280	1935	1355	20.7%
3/2	Petersfield Road (South) Right	U	N/A	N/A	E		1	23	-	368	1849	493	74.6%
4/1	Petersfield Road (North)	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
5/1	Bartons Road	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
6/1	Pertersfield Road (South)	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%

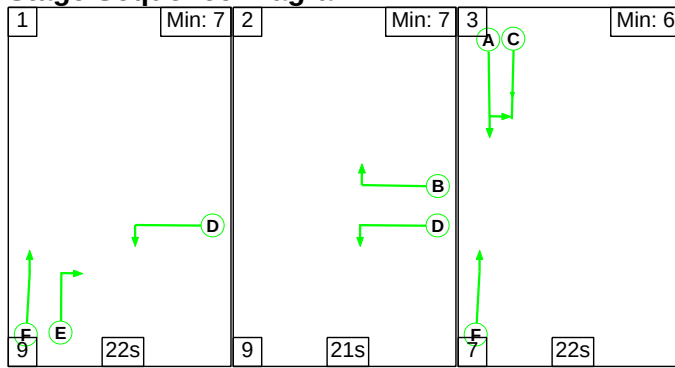
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Colt Industrial	-	-	0	317	7	9.6	4.4	0.0	14.0	-	-	-	-
Bartons Road / Petersfield Road	-	-	0	317	7	9.6	4.4	0.0	14.0	-	-	-	-
1/2+1/1	539	539	-	-	-	3.7	1.5	-	5.2	34.8	11.1	1.5	12.6
2/2+2/1	440	440	0	317	7	2.4	1.4	0.0	3.8	31.1	5.8	1.4	7.2
3/1	280	280	-	-	-	0.4	0.1	-	0.5	6.4	2.4	0.1	2.5
3/2	368	368	-	-	-	3.1	1.4	-	4.5	44.3	8.4	1.4	9.8
4/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 20.2 Total Delay for Signalled Lanes (pcuHr): 14.04 Cycle Time (s): 90 PRC Over All Lanes (%): 20.2 Total Delay Over All Lanes(pcuHr): 14.04													

Full Input Data And Results

Scenario 8: 'PM Base 2017' (FG8: 'PM Base 2017', Plan 1: 'Network Control Plan 1')

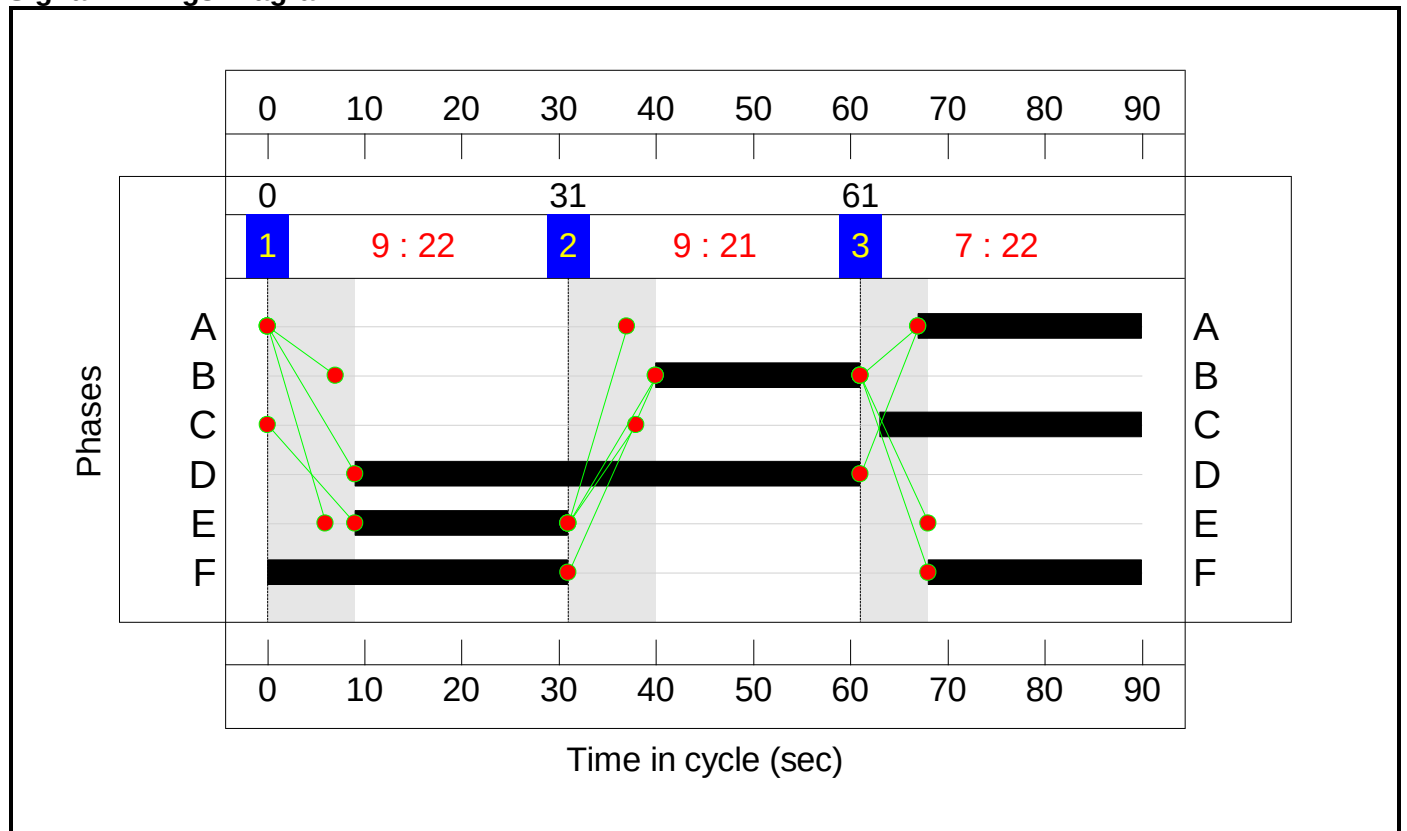
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	22	21	22
Change Point	0	31	61

Signal Timings Diagram



Full Input Data And Results

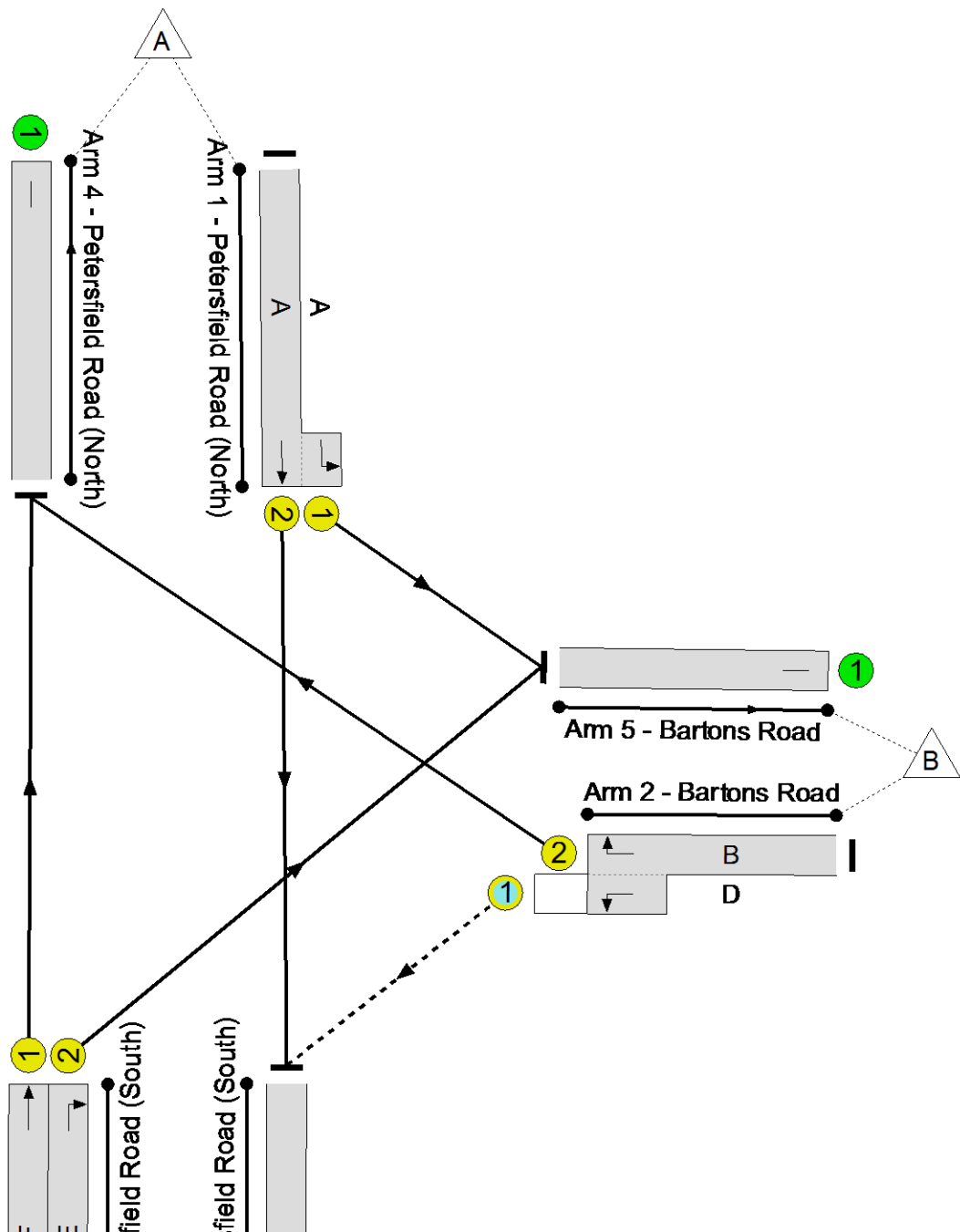
Network Layout Diagram



Bartons Road / Petersfield Road

PRC: 20.8 %

Total Traffic Delay: 14.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Colt Industrial	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
Bartons Road / Petersfield Road	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
1/2+1/1	Petersfield Road (North) Left Ahead	U	N/A	N/A	A		1	23	-	404	2049:1782	543	74.4%
2/2+2/1	Bartons Road Right Left	U+O	N/A	N/A	B D		1	21:52	-	596	1963:1708	803	74.2%
3/1	Petersfield Road (South) Ahead	U	N/A	N/A	F		1	53	-	445	1935	1161	38.3%
3/2	Petersfield Road (South) Right	U	N/A	N/A	E		1	22	-	352	1849	473	74.5%
4/1	Petersfield Road (North)	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
5/1	Bartons Road	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
6/1	Pertersfield Road (South)	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%

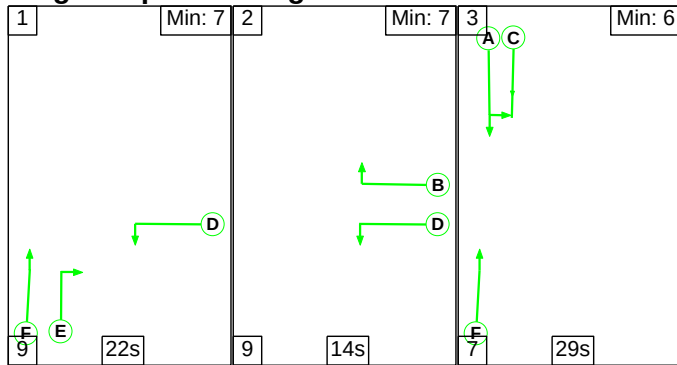
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Colt Industrial	-	-	0	440	10	10.0	4.6	0.0	14.5	-	-	-	-
Bartons Road / Petersfield Road	-	-	0	440	10	10.0	4.6	0.0	14.5	-	-	-	-
1/2+1/1	404	404	-	-	-	3.3	1.4	-	4.8	42.5	8.7	1.4	10.1
2/2+2/1	596	596	0	440	10	2.4	1.4	0.0	3.9	23.3	7.6	1.4	9.1
3/1	445	445	-	-	-	1.2	0.3	-	1.5	11.9	5.7	0.3	6.0
3/2	352	352	-	-	-	3.0	1.4	-	4.4	45.4	8.0	1.4	9.4
4/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 20.8 Total Delay for Signalled Lanes (pcuHr): 14.54 Cycle Time (s): 90 PRC Over All Lanes (%): 20.8 Total Delay Over All Lanes(pcuHr): 14.54													

Full Input Data And Results

Scenario 9: 'AM 2023 Base + Committed Dev ' (FG9: 'AM 2023 Base Traffic + Committed Dev', Plan 1: 'Network Control Plan 1')

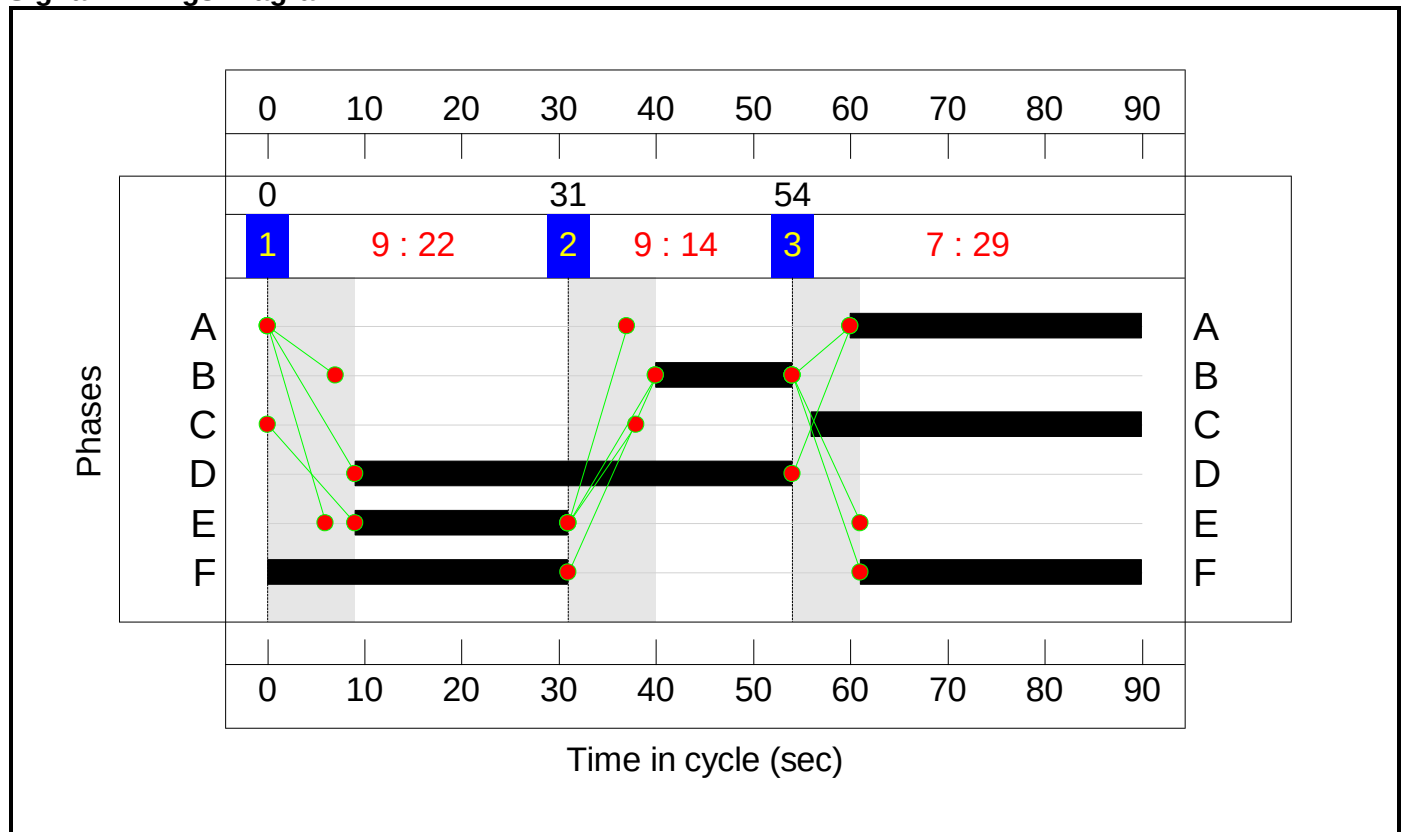
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	22	14	29
Change Point	0	31	54

Signal Timings Diagram



Full Input Data And Results

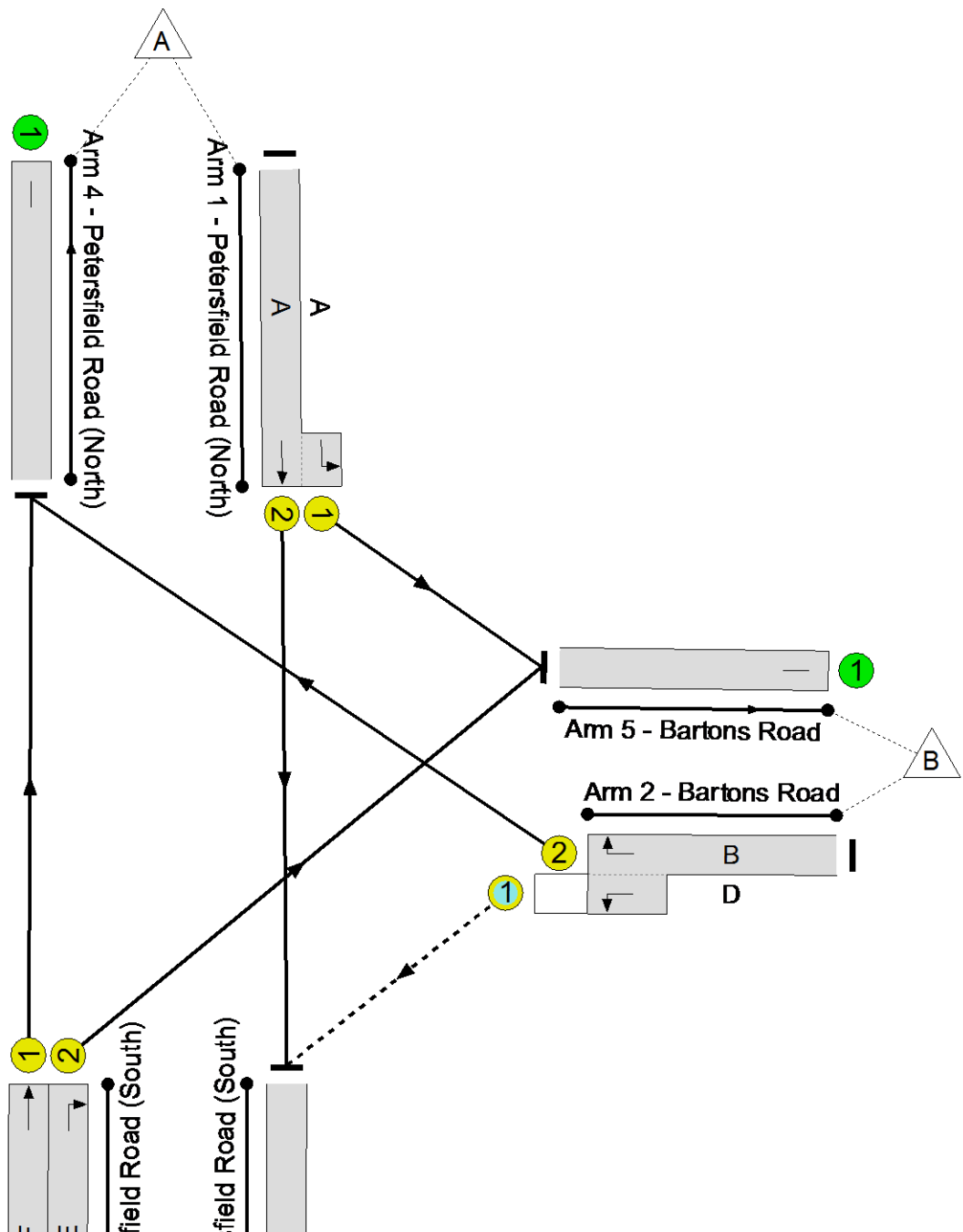
Network Layout Diagram



Bartons Road / Petersfield Road

PRC: 8.3 %

Total Traffic Delay: 18.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Colt Industrial	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
Bartons Road / Petersfield Road	-	-	N/A	-	-		-	-	-	-	-	-	83.1%
1/2+1/1	Petersfield Road (North) Left Ahead	U	N/A	N/A	A		1	30	-	580	2049:1782	698	83.1%
2/2+2/1	Bartons Road Right Left	U+O	N/A	N/A	B D		1	14:45	-	521	1963:1708	630	82.7%
3/1	Petersfield Road (South) Ahead	U	N/A	N/A	F		1	60	-	302	1935	1312	23.0%
3/2	Petersfield Road (South) Right	U	N/A	N/A	E		1	22	-	391	1849	473	82.7%
4/1	Petersfield Road (North)	U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
5/1	Bartons Road	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
6/1	Pertersfield Road (South)	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%

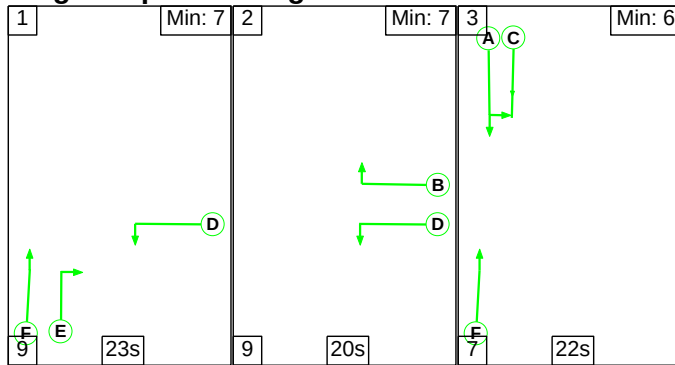
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Colt Industrial	-	-	0	374	9	11.0	7.1	0.0	18.1	-	-	-	-
Bartons Road / Petersfield Road	-	-	0	374	9	11.0	7.1	0.0	18.1	-	-	-	-
1/2+1/1	580	580	-	-	-	4.3	2.4	-	6.7	41.4	12.6	2.4	15.0
2/2+2/1	521	521	0	374	9	2.8	2.3	0.0	5.1	35.2	7.5	2.3	9.8
3/1	302	302	-	-	-	0.5	0.1	-	0.6	7.3	2.9	0.1	3.0
3/2	391	391	-	-	-	3.4	2.3	-	5.7	52.5	9.1	2.3	11.4
4/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 8.3 Total Delay for Signalled Lanes (pcuHr): 18.08 Cycle Time (s): 90 PRC Over All Lanes (%): 8.3 Total Delay Over All Lanes(pcuHr): 18.08													

Full Input Data And Results

Scenario 10: 'PM 2023 Base + Committed Dev' (FG10: 'PM 2023 Base Traffic + Committed Dev', Plan 1: 'Network Control Plan 1')

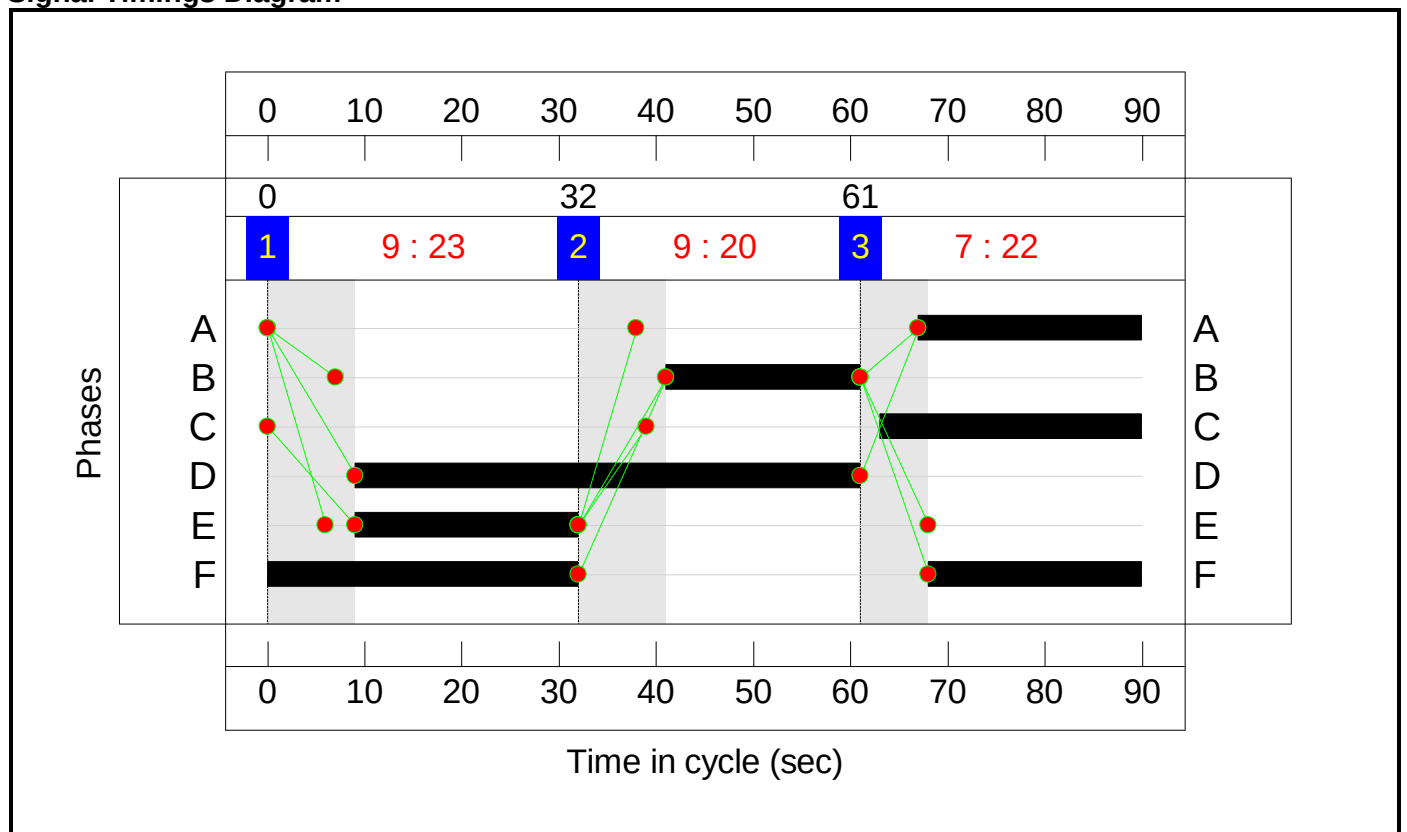
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	23	20	22
Change Point	0	32	61

Signal Timings Diagram



Full Input Data And Results

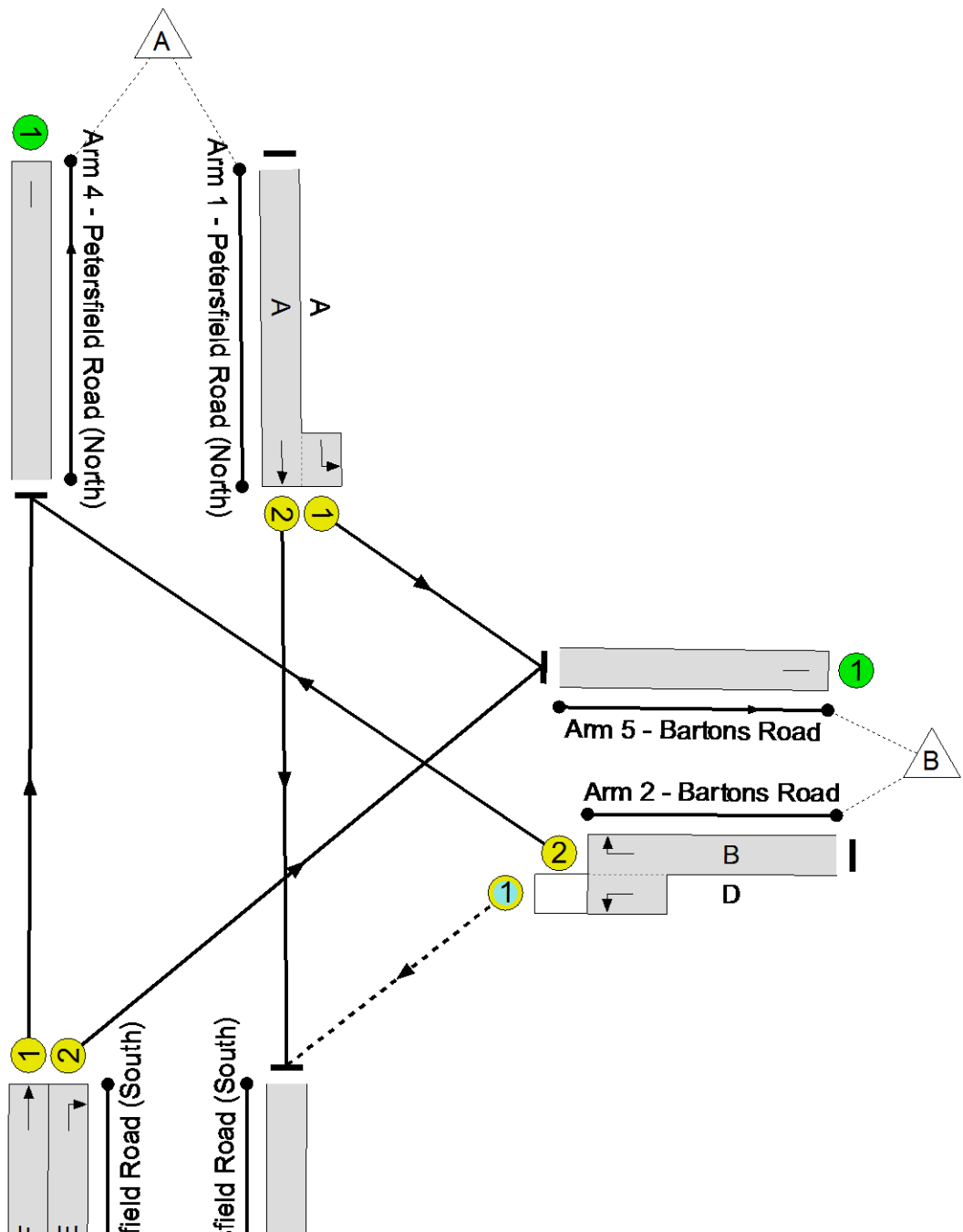
Network Layout Diagram



Bartons Road / Petersfield Road

PRC: 8.2 %

Total Traffic Delay: 18.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Colt Industrial	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
Bartons Road / Petersfield Road	-	-	N/A	-	-		-	-	-	-	-	-	83.2%
1/2+1/1	Petersfield Road (North) Left Ahead	U	N/A	N/A	A		1	23	-	445	2049:1782	544	81.8%
2/2+2/1	Bartons Road Right Left	U+O	N/A	N/A	B D		1	20:52	-	641	1963:1708	784	81.8%
3/1	Petersfield Road (South) Ahead	U	N/A	N/A	F		1	54	-	477	1935	1182	40.3%
3/2	Petersfield Road (South) Right	U	N/A	N/A	E		1	23	-	410	1849	493	83.2%
4/1	Petersfield Road (North)	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
5/1	Bartons Road	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
6/1	Pertersfield Road (South)	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%

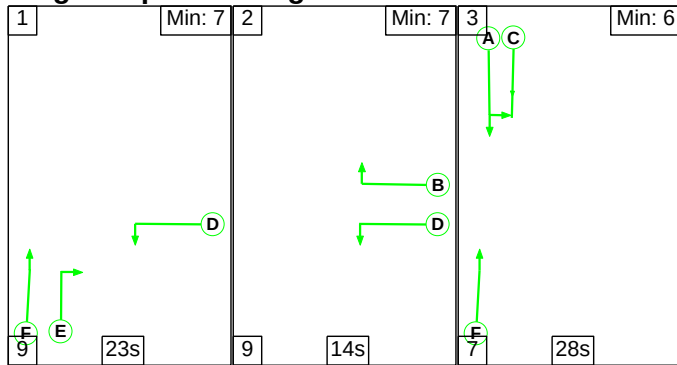
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Colt Industrial	-	-	0	473	11	11.3	7.0	0.0	18.3	-	-	-	-
Bartons Road / Petersfield Road	-	-	0	473	11	11.3	7.0	0.0	18.3	-	-	-	-
1/2+1/1	445	445	-	-	-	3.8	2.1	-	5.9	47.9	9.8	2.1	11.9
2/2+2/1	641	641	0	473	11	2.8	2.2	0.0	5.0	27.8	8.6	2.2	10.8
3/1	477	477	-	-	-	1.2	0.3	-	1.5	11.6	6.1	0.3	6.4
3/2	410	410	-	-	-	3.5	2.3	-	5.9	51.6	9.6	2.3	11.9
4/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 8.2 Total Delay for Signalled Lanes (pcuHr): 18.28 Cycle Time (s): 90 PRC Over All Lanes (%): 8.2 Total Delay Over All Lanes(pcuHr): 18.28													

Full Input Data And Results

Scenario 11: 'AM 2023 Base + Committed Dev + Proposed Dev' (FG11: 'AM 2023 Base Traffic + Committed Dev + Proposed Dev', Plan 1: 'Network Control Plan 1')

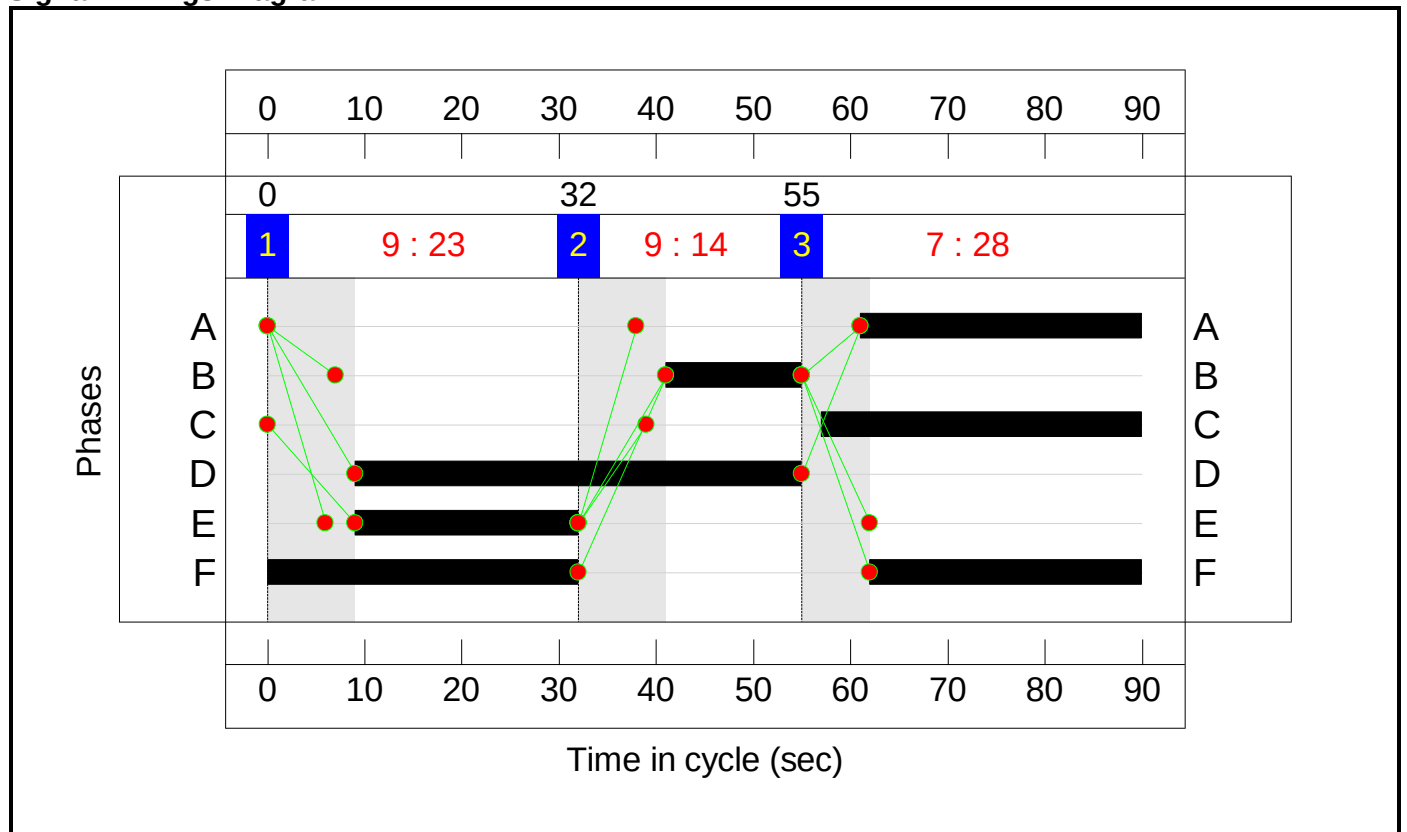
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	23	14	28
Change Point	0	32	55

Signal Timings Diagram



Full Input Data And Results

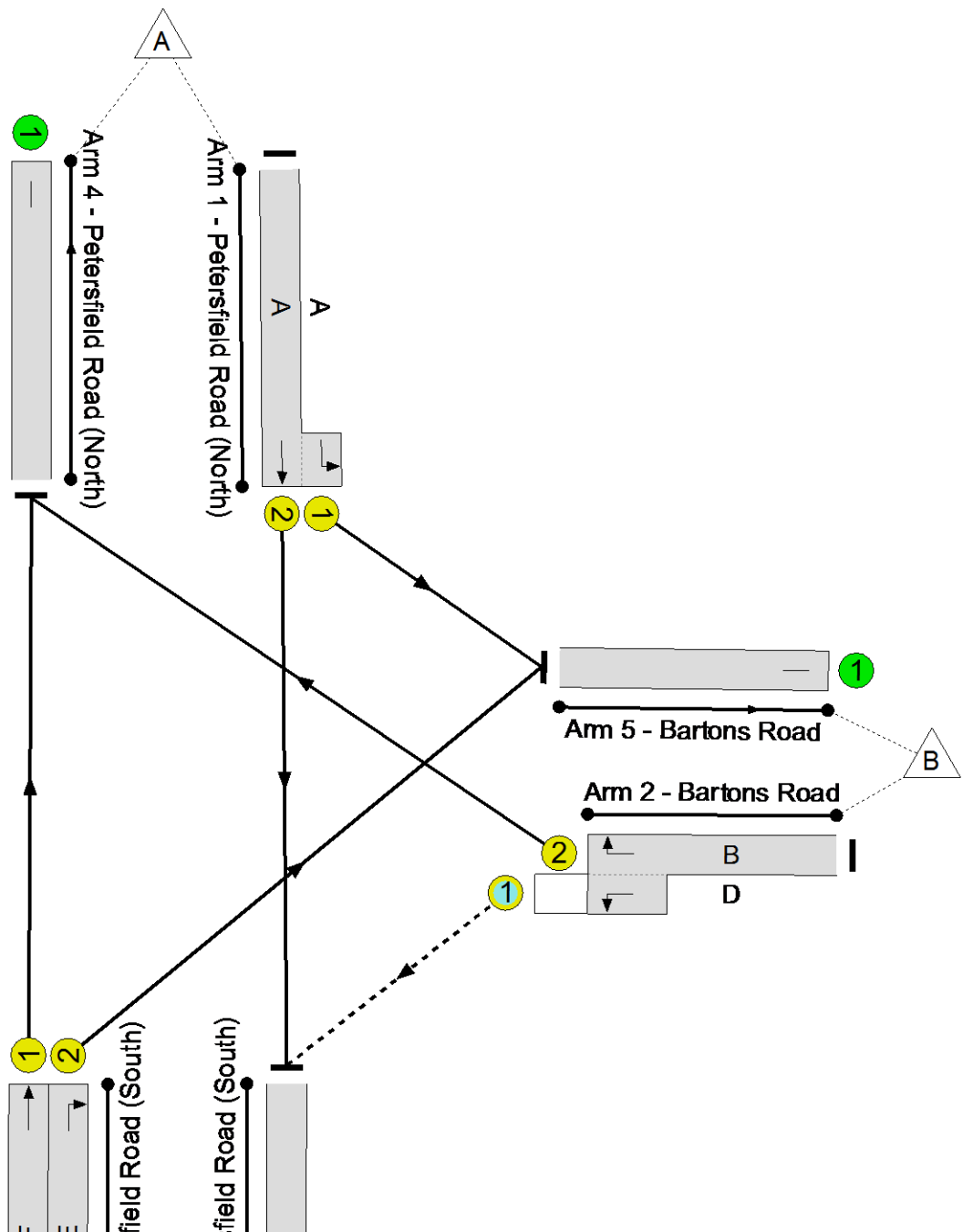
Network Layout Diagram



Bartons Road / Petersfield Road

PRC: 3.4 %

Total Traffic Delay: 20.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Colt Industrial	-	-	N/A	-	-		-	-	-	-	-	-	87.1%
Bartons Road / Petersfield Road	-	-	N/A	-	-		-	-	-	-	-	-	87.1%
1/2+1/1	Petersfield Road (North) Left Ahead	U	N/A	N/A	A		1	29	-	589	2049:1782	677	87.1%
2/2+2/1	Bartons Road Right Left	U+O	N/A	N/A	B D		1	14:46	-	552	1963:1708	646	85.4%
3/1	Petersfield Road (South) Ahead	U	N/A	N/A	F		1	60	-	302	1935	1312	23.0%
3/2	Petersfield Road (South) Right	U	N/A	N/A	E		1	23	-	425	1849	493	86.2%
4/1	Petersfield Road (North)	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
5/1	Bartons Road	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
6/1	Pertersfield Road (South)	U	N/A	N/A	-		-	-	-	860	Inf	Inf	0.0%

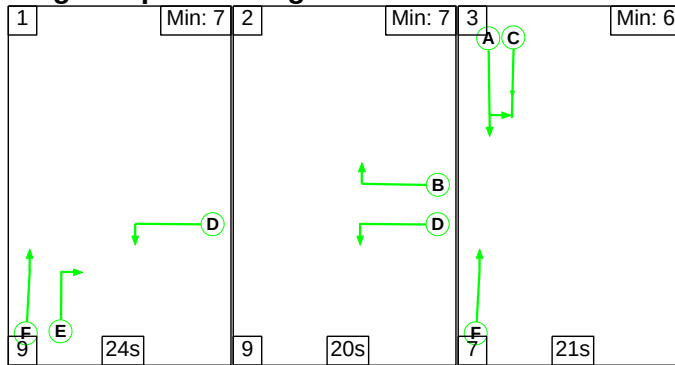
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Colt Industrial	-	-	0	402	9	11.6	8.9	0.0	20.6	-	-	-	-
Bartons Road / Petersfield Road	-	-	0	402	9	11.6	8.9	0.0	20.6	-	-	-	-
1/2+1/1	589	589	-	-	-	4.5	3.1	-	7.7	46.9	13.1	3.1	16.3
2/2+2/1	552	552	0	402	9	2.9	2.8	0.0	5.7	37.0	8.0	2.8	10.8
3/1	302	302	-	-	-	0.5	0.1	-	0.6	7.3	2.9	0.1	3.0
3/2	425	425	-	-	-	3.7	2.9	-	6.6	55.8	10.0	2.9	12.9
4/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 20.56 Cycle Time (s): 90 PRC Over All Lanes (%): 3.4 Total Delay Over All Lanes(pcuHr): 20.56													

Full Input Data And Results

Scenario 12: 'PM 2023 Base + Committed Dev + Proposed Dev' (FG12: 'PM 2023 Base Traffic + Committed Dev + Proposed Dev', Plan 1: 'Network Control Plan 1')

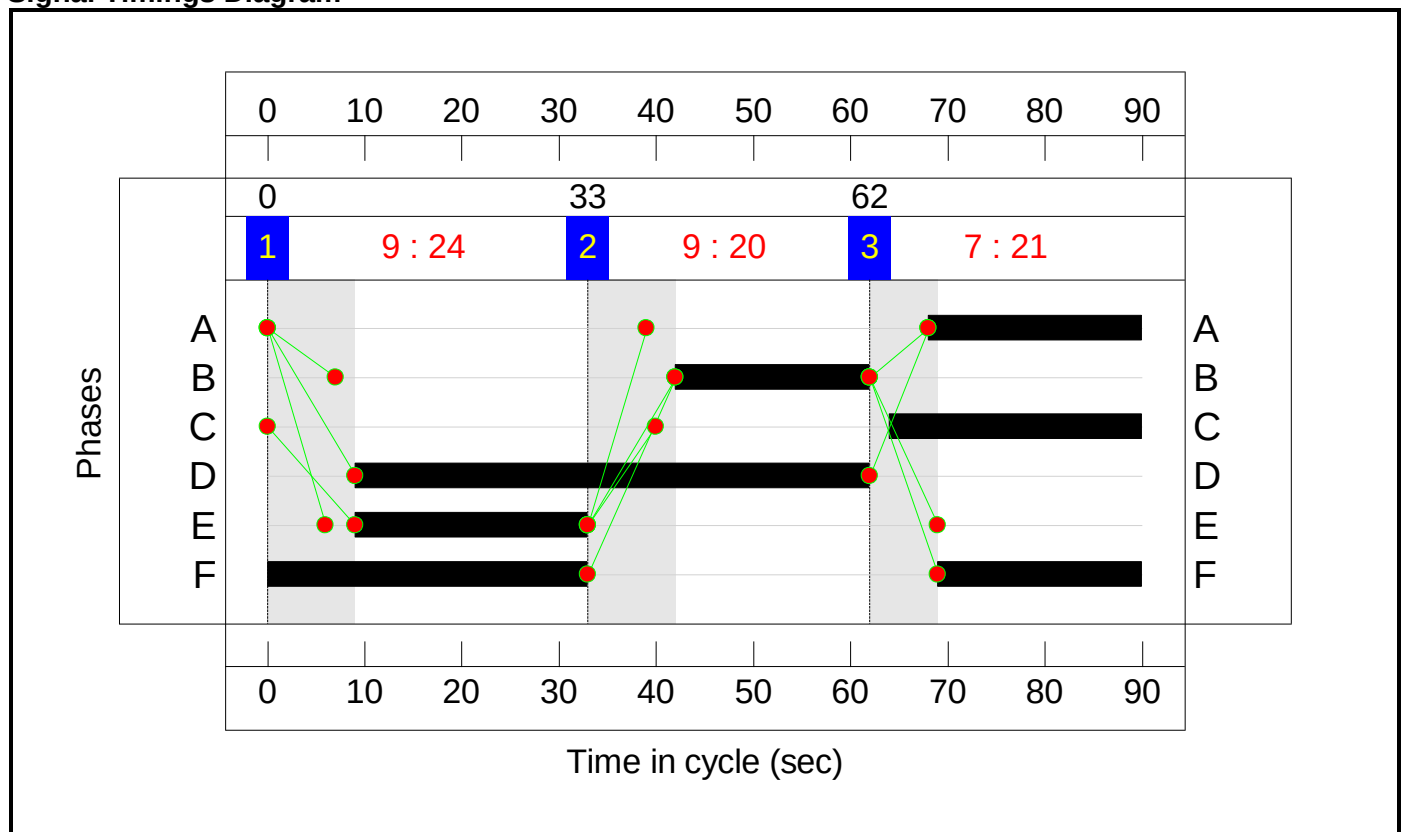
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	24	20	21
Change Point	0	33	62

Signal Timings Diagram



Full Input Data And Results

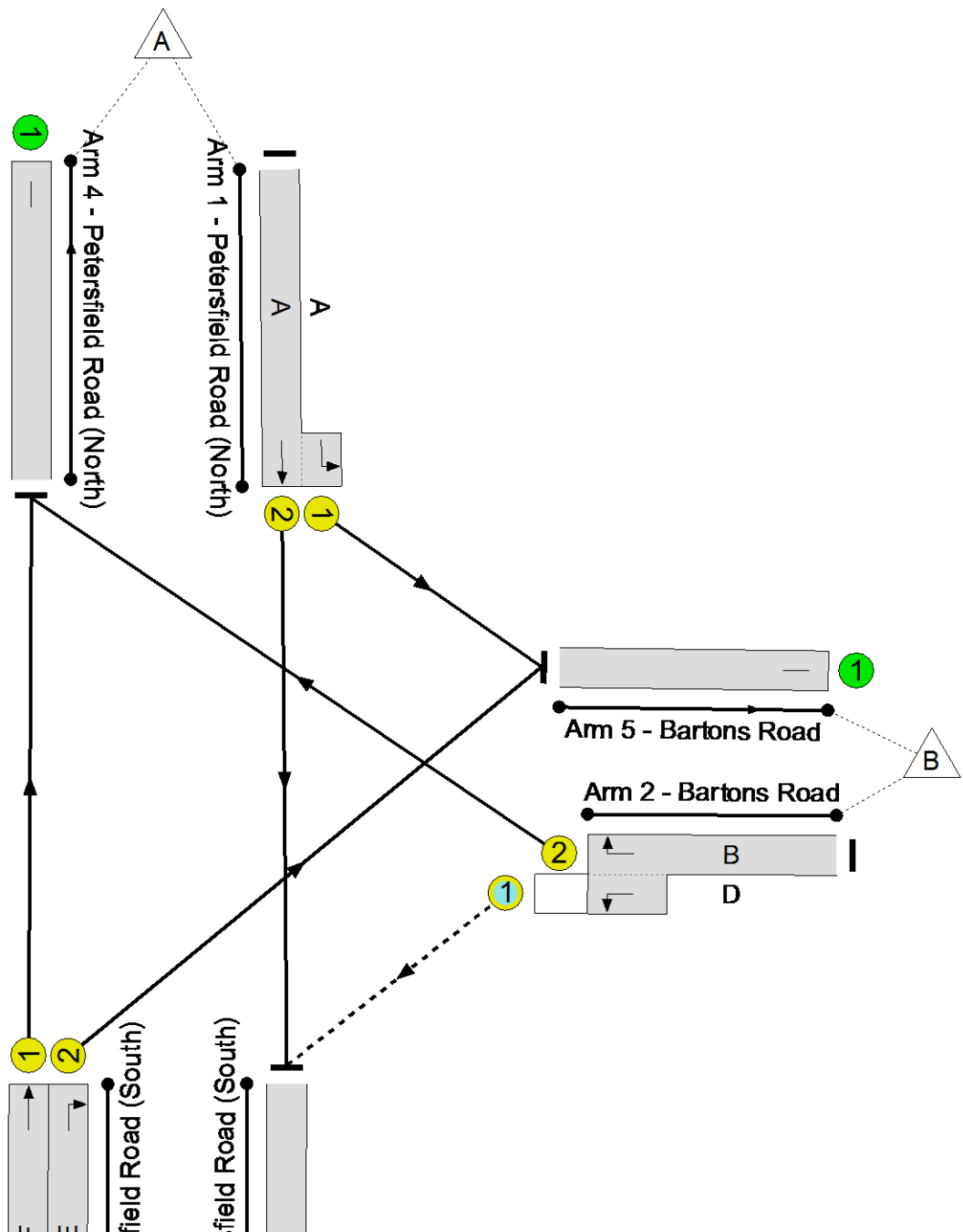
Network Layout Diagram



Bartons Road / Petersfield Road

PRC: 4.9 %

Total Traffic Delay: 20.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Colt Industrial	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
Bartons Road / Petersfield Road	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
1/2+1/1	Petersfield Road (North) Left Ahead	U	N/A	N/A	A		1	22	-	448	2049:1782	523	85.7%
2/2+2/1	Bartons Road Right Left	U+O	N/A	N/A	B D		1	20:53	-	678	1963:1708	790	85.8%
3/1	Petersfield Road (South) Ahead	U	N/A	N/A	F		1	54	-	477	1935	1182	40.3%
3/2	Petersfield Road (South) Right	U	N/A	N/A	E		1	24	-	433	1849	514	84.3%
4/1	Petersfield Road (North)	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
5/1	Bartons Road	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
6/1	Pertersfield Road (South)	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%

Full Input Data And Results

[illegible]



APPENDIX F

REVISED FRAMEWORK TRAVEL PLAN



Project:	Colt International, Havant	Office:	Southampton
Project	A090070-182	Prepared by:	GS
Client:	Homes England	Approved by:	MA
Date:	October 2018	Status:	Final
Subject:	Travel Plan – Rev B Cover Sheet		

1 Summary of Changes

1.1 The changes in the FTP are set out below:

- Development proposal updated (1.6)
- Homes England TP policy included (1.11)
- Bike measures updated (3.31-3.32)
- Bus ticket information included (3.34)



Homes England

Colt International, New Lane, Havant

Framework Travel Plan

A090070-182

October 2018



Document Information

Prepared for	Homes England
Project Name	Colt International, New Lane, Havant
File Reference	A090070-182 Colt Framework TP
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D1	Apr 2018	AG	GS	LC	
Description	Draft				
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Description	Revised Issue				
I2	Oct 2018	GS	MA	MA	
Description	Revised Issue				
Description					
Description					
Description					

Limitations

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Development Proposal

- 1.6 The development proposal is for an outline planning application for a mixed use development of up to 2860 sqm of employment floorspace comprising 10 new units of 286sqm (use class B1/B2) and up to 100 new residential units comprising one and two bedroom apartments and two, three and four bedroom houses with rear gardens. The employment units can be occupied individually, or they can be connected to make fewer, larger units.
- 1.7 Construction dates are not yet known; however it is likely that in the event of planning consent being granted, construction would commence in late 2019/early 2020, and take around two to three years.
- 1.8 An illustrative masterplan is included as **Appendix A**. This confirms the separate parts of the site which are intended for residential and employment development. These two parts of the site will be sold separately by Homes England, so separate Full Travel Plans will be needed for each.

What is a Travel Plan?

- 1.9 A Travel Plan is a package of measures designed to promote access to a site by sustainable modes of transport thereby reducing reliance on single occupancy private car usage. Travel Plans are site specific and tailored to the individual requirements of the type of development and intended users of the site.
- 1.10 Travel Plans have a set of clear objectives which underpin the purpose for having a Travel Plan. Appropriate measures are identified to help achieve the stated objectives, as well as appropriate monitoring and marketing techniques. A robust plan can have a significant role in reducing the transport impacts of a development, though critical to its success is the commitment of the developer, local authority and other interested parties to ensuring its implementation and progress.

Travel Plan Objectives

- 1.11 Homes England is committed to providing robust travel plans as part of its developments, delivering them through the planning process in accordance with good practice guidelines.
- 1.12 The objectives of the Travel Plan have been identified as follows:
 - Seek to minimise the number of single occupancy car journeys made to and from the residential and employment parts of the site, to promote travel by the more sustainable modes of transport, and to manage the overall transport impacts of the two developments. Access to the sites will be improved for sustainable modes of transport, and improvements will be made to the local pedestrian and cycle network.
- 1.13 Wider environmental, economic and health objectives also apply, such as:
 - Reducing carbon emissions;
 - Reducing living costs for residents and employees; and
 - Improving individual health and fitness.
- 1.14 These objectives should guide the setting of targets and the types of measures that are implemented.

2 Existing Conditions

Introduction

- 2.1 In this chapter, the existing transport conditions are considered, including public transport, walking, cycling, highways and traffic.
- 2.2 This baseline study was informed by a detailed desk-top based research exercise.

Site Location and Description

- 2.3 The Site is located in north east Havant and lies approximately 2.1km north east of Havant town Centre.
- 2.4 The site comprises of a broadly rectangular parcel of land bordered to the north by Bartons Road, New Lane borders the site to the East and Martin Road is to the West. The south of the site is bordered by industrial units and associated car parks.
- 2.5 A Strategic Site Location plan, showing the Site in the context of the wider surrounding area, is provided within **Chapter 1** of this report.
- 2.6 A detailed site location plan is provided in **Error! Reference source not found.** below.

Figure 2.1 Site Location Plan



- 2.7 The site currently consists of industrial buildings and associated car parks which gain access via priority junctions on Martin Road and New Lane. It is anticipated that the new residential aspect of the development will access via Martin Road whilst the commercial aspect will access the site via New Lane.

Public Transport

Bus Services

- 2.8 The nearest bus stops to the site are located on Bartons Road to the north of the site and are within 400m of the entrance on both New Lane and Martin Drive. Both the eastbound and westbound stops have a pole and flag arrangement.
- 2.9 The stops are served by the 20, 21, 28, 621, and 727 services provided by Stagecoach Buses and Emsworth and District busses. The services provide connections to Horndean Technical College, Havant College, Portsmouth College, Portsmouth and Havant centres. **Table 2.1** shows their service summary.

Table 2.1 Local Bus Services

Route	Route Description	Frequency	
		Weekday (Daytime)	Saturday
20/21	Portsmouth Interchange – Cosham – Queen Alexandra Hospital - Havant	2 per hour	2 per hour
621	Havant – Purbrook – Portsmouth College	1 in AM & 1 in PM term time only	-
727	Chichester – Havant – Purbrook South Downs College	1 in AM & 1 in PM term time only	-
28	Southbourne – Emsworth - Havant	1 per hour	1 per hour

- 2.10 The review of bus services and frequency highlights weekday, Saturday and Sunday services are of a volume that helps to promote the accessibility of the site.

Rail Services

- 2.11 The closest rail station is Havant which is within 1.9km. Warblington is a similar distance away and is on the same line as Havant.
- 2.12 Havant Station is located on the Portsmouth Direct Line which runs between London Waterloo and Portsmouth Harbour. Chichester, Hove and Brighton are also accessible from Havant station to the east with Fareham and Southampton Centre to the west.
- 2.13 Havant station provides car parking spaces, and secure cycle parking spaces which are available at the front of the station.
- 2.14 The train service available from Havant can be seen in **Table 3.2**.

Table 2.2 Railway Services at Havant

Direction	Journey Time (min)	Frequency	
		Weekday (Daytime)	Saturday
London Waterloo	90	3 per hour	2 per hour
Portsmouth Harbour	22	4 per hour	4 per hour
Chichester	14	5 per hour	5 per hour
Brighton	65	2 per hour	2 per hour
Southampton Central	42	2 per hour	2 per hour

- 2.15 The review of rail services from the station confirms the site is highly accessible with trains departing from the station on a weekday; Saturday and Sunday services are also available.
- 2.16 The site is considered to be very well positioned for future residents choosing public transport as a main mode of travel.

Accessibility to Local Services and Facilities

- 2.17 There are a number of key services and facilities that exist within walking and / or cycling distance of the proposed residential development site in order to minimise car journeys and promote sustainable travel.
- 2.18 As set out above, 2km is considered to be within a sensible walking distance of the site. With regards to cycling, relevant guidance states that cycling has the potential to substitute car journeys under 5km. For the purposes of this assessment, a distance of 2km has been used for both walking and cycling accessibility, which is well within relevant guidelines.
- 2.19 Services within a reasonable walking and / or cycling distance of a residential development should include:
- community buildings / local meeting places;
 - education and library services;
 - leisure and sports facilities;
 - health and social care services;
 - shop / market selling food and fresh groceries;
 - communication services, such as public internet access and post office;
 - bank and / or cash machine;
 - public house;
 - places of worship; and
 - access to public transport, pedestrian walkways and cycle networks.
- 2.20 A summary of services and facilities located within an accessible distance from the Site is provided in **Table 2.3**.

Table 2.3 Accessible Public Services and Facilities

Service / Facility		Distance from Site (m)	Walking Time (min)	Cycling Time (min)
Education and Childcare Service	Sharps Copse Primary School	643	10	3
	St Alban's Primary School	956	12	3
	Havant Academy	970	12	3
Healthcare Services	Staunton Surgery	1,931	23	6
	Practice in the Park (Dental)	1,448	17	5
Community Services	Saint Alban's Church	150	2	1
	Post Office	1,287	17	6
Food and Groceries	The Cooperative Supermarket	482	7	2
	Tesco Metro	1,290	17	6
	Lidl	1,120	14	4
Transport	Railway Station	2,100	25	7
	Bartons Road Bus Stops	160	2	1
Leisure	Havant Leisure Centre	1,900	23	5
	The Westleigh Public House	480	7	2
	Wyevale Garden Centre	470	6	2

Note: Distances have been measured from the centre of the site.

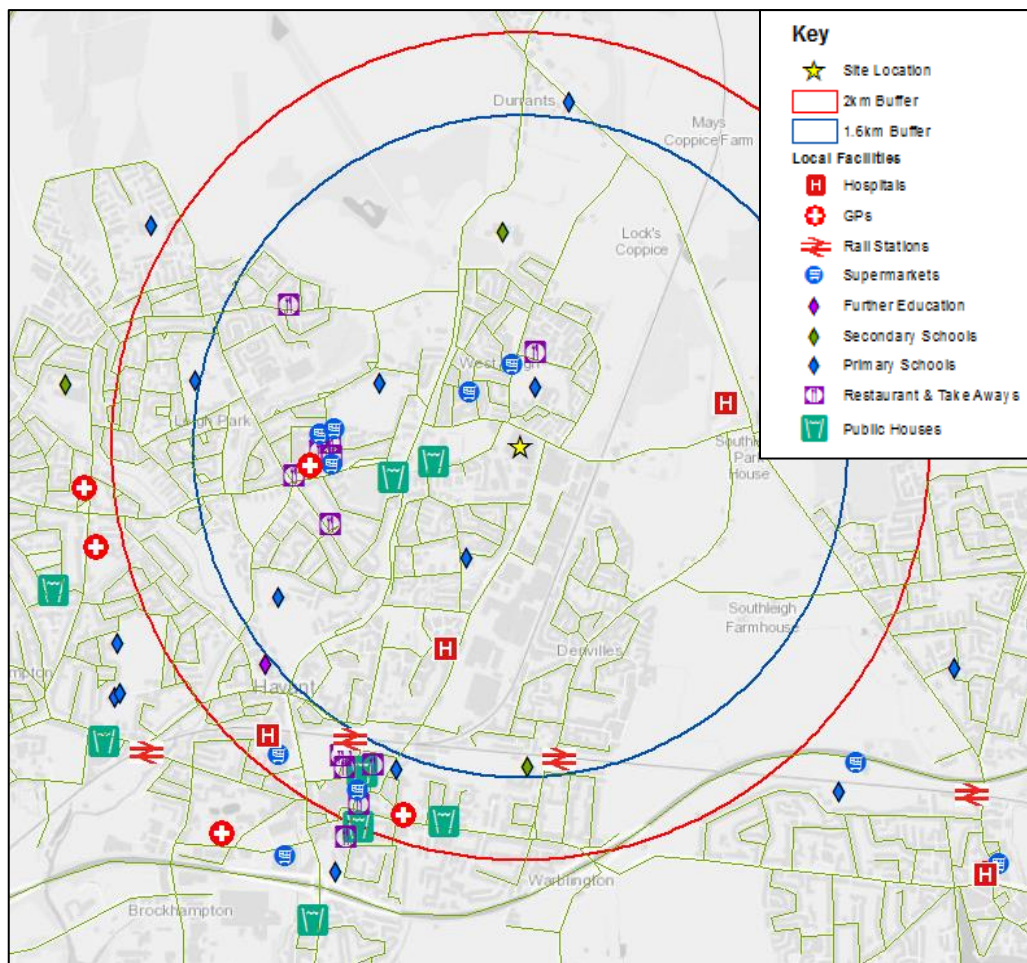
- 2.21 Table 2.3 demonstrates that the site is geographically well positioned to connect future residents with employment opportunities, medical facilities, leisure facilities, schools and shops.

Walking and Cycling

Walking

- 2.22 Good quality footways are in place along all roads within the vicinity of the site. Street lighting and speed limit of 30mph is considered conducive for walking.
- 2.23 New Lane provides pedestrian footway from the Site to the centre of Havant and Havant train station.
- 2.24 According to guidelines issued by the Institute of Highways and Transportation (IHT), 2km is considered to be a sensible walking distance of the Site. The CIHT document 'Planning for Walking', April 2015 states that across Britain approximately 80% of journeys shorter than a mile (1.6km) are made wholly on foot. For journeys that are 1 to 2 miles long, 26% of journeys are made on foot.
- 2.25 An assessment of all facilities within 2km of the site has been undertaken taking into consideration the range of services that should be available to a residential development.
- 2.26 Figure 2.1 shows the location of the site to key facilities identified in Table 2.3 previously, with all distances measured along walking routes (not as the crow flies) from the centre of the site..

Figure 2.2 Location of Key Services and Facilities



- 2.27 A number of key facilities, including supermarkets and a post office, lie within the local centre at Somborne Drive, approximately 1.2km west of the site.
- 2.28 The most direct route to the site for pedestrians is along Bartons Road, crossing Petersfield Road at its junction with Bartons Road, then continuing west along Billy Lawn Avenue as far as the local centre.
- 2.29 Along the route, pedestrian infrastructure is good. Footways 2m in width run along both sides of Bartons Road, with the southern footway separated from the carriageway by a grass verge. Street lighting is present along its length. At the signalised junction of Bartons Road and Petersfield Road, a pedestrian phase is included, with crossing points across the eastern and northern arms of the junction, allowing access to Billy Lawn Avenue on the western side. A pedestrian refuge island is present on the eastern arm, and tactile paving and dropped kerbs are located on both arms.
- 2.30 The remainder of the route is along Billy Lawn Avenue, a local residential road benefitting from 2m wide footways on either side, as well as dropped kerbs at crossing points and street lighting throughout. Upon reaching the local centre, a raised table narrowing with tactile paving provides a crossing point into the eastern end of Greywell Road, and to the south, a zebra crossing provides access to Park Parade, which includes the Post Office.
- 2.31 Consequently, it is considered that there is a good quality, direct route to Somborne Drive for future residents of the site, which will encourage journeys on foot.

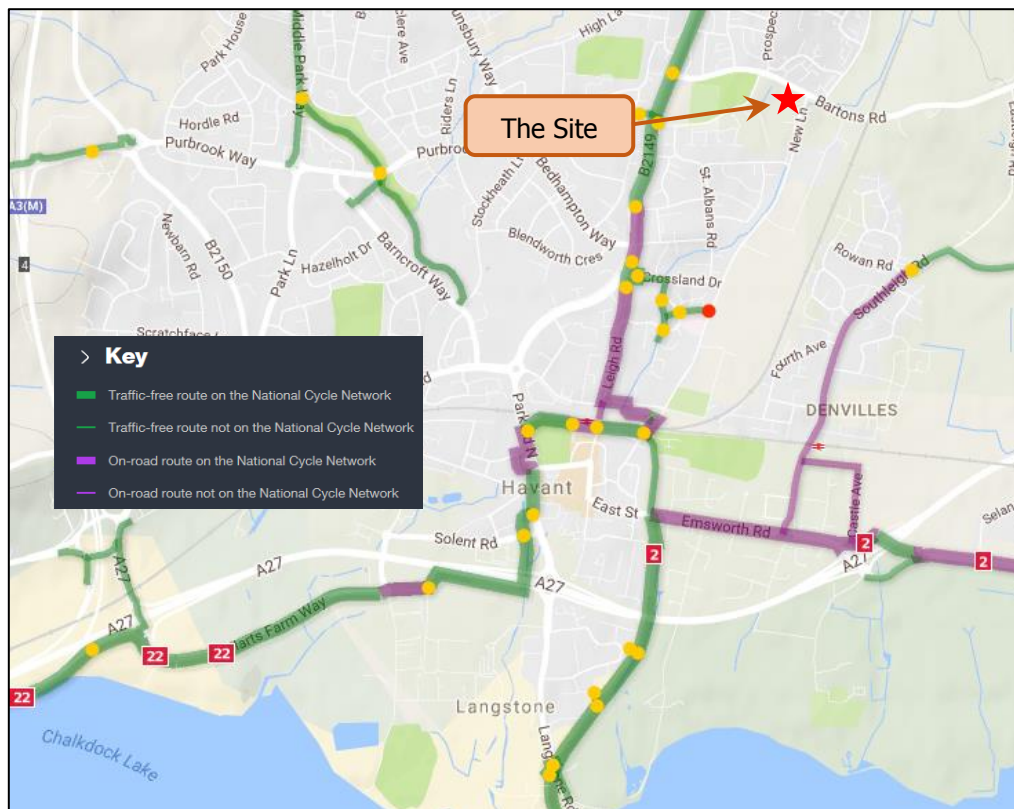
Cycling

- 2.32 The Sustrans website identifies one National Cycle Route in the vicinity of the Site. The National Route 22 connects London with Portsmouth then Brockenhurst via the Isle of Wight. This route can

be accessed via Bartons Road and provides access to the centre of Havant and connection onto National Cycle Route 2 which allows access to Hayling Island. Additional routes are available including a partial traffic-free route between Havant and Waterlooville which gains access to the National Cycle Route 222.

2.33 The cycle routes within close proximity to the site are shown in Error! Reference source not found..

Figure 2.3 Cycle Routes



Summary of Baseline Conditions

- 2.34 The Site is located to the north east of Havant approximately 2.1km from the town centre. The site comprises of a broadly rectangular parcel of land bordered to the north by Bartons Road, New Lane borders the site to the East and Martin Road is to the West. The south of the site is bordered by industrial units and associated car parks.
- 2.35 The nearest bus stops are located on Bartons Road within 150m of the site accesses. Both the eastbound and westbound stops are a pole and flag arrangement.
- 2.36 The review of bus services and frequency highlights weekday, Saturday and Sunday services are of a volume that helps to promote the accessibility of the site.
- 2.37 The site is approximately 1.9km from Havant train station which provides services to London Waterloo, Portsmouth, Chichester and Southampton.
- 2.38 Good quality footways are in place along all roads within the vicinity of the site. Street lighting and speed limit of 30mph is considered conducive for walking.
- 2.39 There are few defined cycle routes provided within close proximity of the site however given the 30mph speed limit on roads within the site's vicinity and that many of the roads are residential in nature it is considered reasonable that cyclists would be comfortable cycling in the carriageway.



3 Proposed Travel Plan Measures

- 3.1 As part of the development proposals, measures will be introduced to encourage the use of more sustainable modes of transport and minimise the need to travel.
- 3.2 The key to a successful Travel Plan is to identify which transport alternatives residents, commuters and visitors will be prepared to use, and to then make these more attractive than driving alone. Although a Travel Plan should seek to facilitate long term changes in travel behaviour, it is important to make sure that some of the measures put in place have an immediate effect. This helps to inspire confidence in the Travel Plan making it easier to implement other measures in the future.
- 3.3 Suggested TP measures are outlined below together with the reasons for their implementation and the desired outcome.

Travel Plan Coordinator

- 3.4 Travel Plan Co-ordinators (TPC) will be required to promote, implement and monitor the TPs. The role will include offering TP information and advice to all residents, employers and employees, and the promotion of Travel Plan measures.
- 3.5 In each case, the TPC will be a specialist external consultant, funded by the developer, working part-time, and will be appointed at least three months prior to occupation. The details of the TPCs, once known, will be given to HCC prior to occupation.
- 3.6 The responsibilities of the TPC are many and varied and include:
 - Liaison with the HCC Travel Plan Officer to obtain literature promoting sustainable travel;
 - Overseeing the development and implementation of the TP;
 - Designing and implementing effective marketing and awareness-raising campaigns to promote the TP;
 - Coordinating the necessary data collection exercises required to develop the TP;
 - Acting as a point of contact for all residents and employers requiring information; and
 - Coordinating the monitoring programme for the Travel Plan, including target setting.
- 3.7 The TPC will also be responsible for initiating a travel survey of new residents and businesses to understand existing travel behaviour and mode splits. The results of the survey will inform the TP by enabling appropriate long term targets to be set. It is suggested that the initial travel survey for the development will be undertaken three months after the first occupation of the site, with ongoing surveys held on an annual basis for the duration of the TP (5 years) in order to understand how the Travel Plan and modal share targets are progressing. Sample travel surveys are included as **Appendix B**.
- 3.8 The TPC will work in partnership with other developers and businesses in the area, seeking to work collaboratively to ensure sustainable travel across the local area. The TPC will commit to working a minimum of half a day a week on the Travel Plan across its life cycle, increasing when required (e.g. once residents and employers start to move in).

Provision of Information

- 3.9 If the message is to be conveyed to residents and employers that sustainable forms of transport are preferred to the private car, then it is essential that adequate information is available.



- 3.10 Travel Information Packs will be provided to all new residents and employers to ensure that they are fully informed of the travel choices available from the outset. The information pack will include:
- Bus and Rail timetable information;
 - Local cycle routes;
 - Local pedestrian routes;
 - Contact details of the TPC;
 - Contact details of the HCC cycling, public transport and Travel Plan officers;
 - Contact details/Web site address of Sustrans – the national cycling charity;
 - Contact details of local reputable taxi firms; and
 - Information on the benefits of sustainable transport on health and the environment.
- 3.11 The TPC will also be responsible for reviewing this information and updating the Information Packs for new residents and occupiers accordingly. As the TP develops over time and timetables potentially change, the TPC will also coordinate a letter drop to existing residents and employers at appropriate times to ensure that they are kept up to date of such changes.
- 3.12 The Information Pack will include full details of public transport timetables and route maps, local cycle networks and a map detailing the provision and location of local services and amenities. This will ensure all residents and employers will have the necessary information to choose more sustainable modes of transport and make full use of local services from the outset. Sales staff will also be well informed about the sustainable characteristics of the site and be able to promote the site's non-car accessibility to prospective purchasers / tenants etc. The Information Pack will also include publicity for the My Journey Hampshire planner (<http://www.myjourneyhampshire.com>).
- 3.13 Regular sustainable travel events can be organised throughout the year to coincide with national travel events such as:
- Walk to work day (April);
 - Bike week (June); and
 - Car free day (September).
- 3.14 A steering group will be set up to allow residents and employers to provide regular feedback to the TPC. The TPC will establish a strategy to encourage the setting up and participation of the residents and any other interested parties in the Steering Group to ensure the success of the travel plan. This may include the provision of additional travel vouchers for those attending; and attendance at local community and workplace groups by the TPC. The TPC will set up, publicise and maintain a regularly updated website to inform and engage with residents and businesses. A noticeboard will also be provided within the residential and employment areas with up to date sustainable travel information.
- 3.15 In order to meet the Travel Plan objectives outlined earlier, a number of measures will be implemented to encourage travel by sustainable modes and dissuade single occupancy car use. The proposed measures set out as below.

Car and Cycle Parking Provision

- 3.16 There will be separate car parks for the residential and commercial areas of the development. The car parking will be created in line with the SPD adopted by HBC.

- 3.17 The provision of car and cycle parking for the proposed development will be provided in accordance with the parking standards detailed in the Havant Borough Residential Parking and Cycle Provision SPD (March 2010).
- 3.18 The residential development quantum and the resulting required number of spaces in addition to the required commercial spaces can be seen in **Table 3.1**.

Table 3.1 Number of Parking Spaces

Development Type	Number of Units/Floor space	Minimum Spaces per unit	Minimum Number of Spaces	Number of Spaces Provided
1 Bed units – unallocated space	29	0.9 spaces	26.1	154
2 Bed units – unallocated space	30	1.3 spaces	39	
2 Bed units – allocated space	17	2 spaces	34	
3 Bed units – allocated space	19	2 spaces	38	
4 Bed units – allocated space	4	3 spaces	12	
Residential Space	99	-	150	
Commercial Space	2,860sqm	1 space per 45 sqm	64	74
Total				228

- 3.19 The residential parking will be situated in suitable locations adjacent or close to dwellings and will be designed in line with MfS and DMRB guidelines.
- 3.20 The parking for the commercial aspect of the development will be located in close proximity to the commercial units. Disabled people's car parking spaces will be provided in a ratio of 5% of the total allocation, resulting in a total of 4 spaces.
- 3.21 Cycle parking will also be provided for both land uses based on the guidance set out in the SPD. **Table 3.2** shows the requirements for the cycle parking.

Table 3.2 Cycle Parking Provisions

Development Type	Number of Units/Floor space	Recommended Spaces	Number of Spaces
1 Bed units – unallocated space	29	1	29
2 Bed units – unallocated space	30	2	60
2 Bed units – allocated space	17	2	34
3 Bed units – allocated space	19	2	38
4 Bed units – allocated space	4	2	8
Residential (Visitor)		20% of long-term cycle parking	34
Residential Space	99		203
Commercial	2,860sqm	1 stand per 350 sqm GEA note	9
Commercial (Visitor)		1 stand per 500 sqm GEA	6
Commercial			15
Total			218



- 3.22 The cycle parking standards for houses with 2 or more bedrooms is 2 spaces per dwelling. However, this can be accommodated by adequately sized garages or lockable sheds within the property boundary. The masterplan includes garages for the four-bedroom properties and suitably sized gardens for the other houses which has space for a shed large enough to fit bicycles within.
- 3.23 All cycle parking will be sheltered and secure and will be designed in accordance with current guidance. The commercial cycle parking will be located close to the entrance of the building and will be of suitable design similar to that of a Sheffield Stand.

Walking

- 3.24 Each household and business will be provided with information promoting the health and environmental benefits of walking as opposed to driving a car.
- 3.25 Maps showing local walking routes to key facilities will be provided as part of the Information Pack. The development proposal has considered routes and links to benefit the existing routes available.
- 3.26 The masterplan is currently illustrative; however, the development layouts will be designed in accordance with the principles set out in Manual for Streets and Build for Life, ensuring permeability and good connectivity to adjacent footpaths and footways.
- 3.27 Improvements to pedestrian and cycle infrastructure in the vicinity of the site are proposed and illustrated at **Appendix C**.

Cycling

- 3.28 The ability to accommodate cycle parking has been included within the overall design of the site. Maps of the local cycle routes and cycle-friendly roads will be provided within the Travel Information Pack.
- 3.29 Arrangements will be made with local cycle shops to provide discounts or vouchers for residents and employers. These will be detailed in the full Travel Plan.
- 3.30 Showers, lockers and changing facilities will be provided within the employment units.
- 3.31 A bicycle users' group will be set up for residents and employees of the site.
- 3.32 Businesses occupying the site will be required to take part in Cyclescheme, allowing employees to purchase commuter bikes for a reduced price. Employers will also be encouraged to provide pool bikes for staff use, with mileage allowances for bike use.

Public Transport

- 3.33 Local bus and rail service timetables and route maps will be included within the Travel Information Pack.
- 3.34 Bus tickets for a one-year period to a value of £250 per resident will be provided to residents as part of the pack.

Car Sharing

- 3.35 In order to promote car sharing, information about the car share schemes available in the area will be included within the Travel Information Pack.
- 3.36 Additionally, residents who state on their travel surveys that they are interested in car sharing will be contacted by the appointed TPC who will endeavour to match site residents depending on the types of journeys they regularly make and the destinations travelled to.



- 3.37 Residents will be given promotion information for Hants Liftshare (<http://www.hants.liftshare.com>) within their information pack.
- 3.38 Employers will be assisted in setting up car-share databases for staff wishing to share their journey to work from elsewhere.



4 Monitoring and Targets

- 4.1 It is important to recognise that TPs are live documents and as such develop over time with changing conditions. Monitoring and review is an integral part of a good TP and its results can help recognise success, and generally raise awareness.
- 4.2 Household surveys of the travel characteristics of residents will be carried out three months after the occupation of the 50th dwelling, and then annually for the length of the Travel Plan (five years). Staff surveys for the employment uses will be undertaken by employers upon occupation of their unit and will repeat annually for five years. The travel surveys will be TRICS-compliant.
- 4.3 The travel survey sample rate will be at least 35%. The TPC will ensure that this response rate is attained by the use of incentives for completing the survey, e.g. travel vouchers, prize draws. In the event that the sample rate is not achieved, independent traffic surveys will be undertaken to determine multi-modal trips to and from the site.
- 4.4 The findings of the above surveys will be reviewed and a short monitoring report prepared to identify progress of the TP in terms of achieving its targets.
- 4.5 The monitoring report will be issued to the HCC Travel Plan officer for information and review within three months of the date of the travel surveys. If necessary, a meeting will be arranged between the TPC and HCC to discuss progress and the way forward.
- 4.6 The monitoring report will include a review of the travel survey data; details of progress since the previous report; an assessment of whether the targets are on course to be met; whether or not intervention measures are needed; actions for the forthcoming year; and an overall summary.

Setting Targets

- 4.7 It is suggested that a target for the percentage of trips by sustainable modes is based on the Census information. The results of the 2011 Census data outlined in **Table 4.1** provide a summary of the travel patterns for the Havant 009 MSOA. The results do not provide information on other significant trip generators such as the 'school run'. More detailed travel patterns can only be confirmed once a travel survey has been completed when the development is majority occupied. The data does, however, provide a useful benchmark for travel plan targets without knowing site specific travel patterns.

Table 4.1 Existing Modal Split (excluding work from home)

Mode of Travel	Residents		Employees	
	Persons	Percentage	Persons	Percentage
All people in Employment	2,918	100%	3,026	100%
Train	93	3%	164	5%
Bus, Minibus or Coach	230	8%		
Taxi	32	1%	No Data	-
Motorcycle, scooter or moped	43	1%		
Driving a Car or Van	1,769	61%	2,205	73%
Passenger in a Car or Van	267	9%	No Data	-
Bicycle	120	4%	141	5%

On Foot	348	12%	251	8%
Other method of travel to work	16	1%	265	9%

- 4.8 **Table 4.2** and **Table 4.3** shows potential targets for the development, based on current travel patterns for the MSOA. It should be noted that these are indicative targets that may be adjusted following the initial residents' travel survey.

Table 4.2 Modal Split Potential Residential Targets Post Travel Plan (5 Years)

Mode	Existing Percentage	5 Year Target Shift	5 Year Modal Split
On foot	12%	+2.5%	14.5%
Bicycle	4%	+2.5%	6.5%
Public Transport	11%	+2.5%	13.5%
Driving a car or van	61%	-10%	51%
Passenger in a car or van	9%	+2.5%	11.5%
Other	3%	0%	3%
Total	100%	-	100%

Table 4.3 Modal Split Potential Employment Targets Post Travel Plan (5 Years)

Mode	Existing Percentage	5 Year Target Shift	5 Year Modal Split
On foot	8%	+2.5%	10.5%
Bicycle	5%	+2.5%	7.5%
Public Transport	5%	+2.5%	7.5%
Driving a car or van	73%	-10%	63%
Other	9%	+2.5%	11.5%
Total	100%	-	100%

- 4.9 **Table 4.2** and **Table 4.3** demonstrates that after a five-year period, should the TP meet its potential targets then 51% of residential trips and 63% of employment trips would be undertaken by car, and sustainable modes would increase by 10%. It should be noted that the overall aim of the TP is to reduce single occupancy private vehicle trips. The targets for the sustainable modes of transport simply identify potential future targets as part of the overall strategy.
- 4.10 It is suggested that the adoption of any targets will need to be discussed further and agreed with HCC as the application progresses.
- 4.11 Prior to the commencement of construction works a Travel Plan shall be submitted to and approved in writing by the local planning authority. The Travel Plan shall include arrangements for monitoring and effective enforcement. Development shall be carried out in accordance with the approved details.



Action Plan

- 4.12 An Action Plan, which identifies the measures to be implemented by the Travel Plan, the person responsible for implementing each measure, a timescale for the delivery of the measures and an indicative cost of each measure is provided as **Appendix D**.

Intervention Measures

- 4.13 The surveys will determine whether the targeted decrease in car-based trips is being reached. In the event that the reduction is not being achieved, intervention measures will be introduced to ensure the target is reached.
- 4.14 Such further measures to be introduced if required will comprise:
- Personalised travel planning for residents or employers;
 - Increased frequency of TPC engagement and review;
 - Increased frequency and targeting of internal marketing and communications to promote uptake of sustainable modes of travel;
 - Undertaking working groups with residents and employers to engage and discuss why modal shift is not occurring; and
 - Introduction of subsidies for residents such as vouchers for discounted cycle servicing/maintenance.
- 4.15 The need for intervention measures will be assessed in the annual monitoring report, based on the results of the travel survey.

Funding

- 4.16 The Travel Plans will be secured through a Section 106 legal agreement in accordance with HCC's policy. The monitoring fees will be discussed and agreed as part of the Section 106 agreement.



5 Summary and Conclusions

- 5.1 WYG have been appointed to prepare a Travel Plan (TP) for a proposed development at Colt International, New Road, Havant.
- 5.2 Travel Plan Co-ordinators (TPC) will be appointed to oversee the implementation and delivery of the Travel Plans for the two separate parts of the development, and to act as a central point for residents and employers at the site. The TPCs will arrange for the undertaking of travel surveys, following occupation of the site, in order to understand travel choices, and annually thereafter to understand the progress of the Travel Plans in relation to their targets. Initial targets have been outlined, based on existing Travel to Work Census data for the local ward. Any targets adopted may need be adjusted following the initial travel surveys.
- 5.3 This Framework Travel Plan has outlined a number of appropriate measures which will be implemented at the development, with the ultimate goal of encouraging the use of sustainable modes. Measures including car club membership and the provision of sustainable transport information via a detailed Travel Information Pack. Links to existing walking and cycling routes will also be provided by the developers.
- 5.4 These measures will complement additional infrastructure measures including walking and cycling infrastructure improvements outlined in the Transport Assessment.
- 5.5 In light of the above, this Framework Travel Plan is considered appropriate for the scale of development and given the level of information known at this outline planning stage. It provides a context for the Full Travel Plans to follow in due course, in order for those plans to achieve their primary objectives of minimising the number of single occupancy car journeys to and from the site.



APPENDIX A

ILLUSTRATIVE MASTERPLAN



WYG



**Colt International,
New Lane, Havant
Site Development Plan**

51

Key:

-  Application boundary
-  Employmeny/Residential divide
-  Employment zone (0.82 hectares)
-  Residential zone (2.28 hecatares)



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File: A090070-182[ST1]drf01_v16.vwx

Scale 1:1250 @ A3

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APPENDIX B

SAMPLE TRAVEL SURVEY QUESTIONNAIRE

Former Colt International Site, Havant **Residents Travel Survey**

We would be grateful if you could spare a few moments to answer the following questions regarding your travel to and from work.

1. What is your postcode?

2. Do you or any member of your household own a car? If so, how many?

Yes

Total cars in household:

No

3. How do you most frequently travel to and from your home for the following activities? (Choose the mode of travel that you use most often)

[illegible]

4. How often do you use the following modes of travel for journeys from your home?

[illegible]

5. Have you changed your most common mode of transport since relocating to this development?

Yes

No

If yes, why?

[illegible]

6. Which of the following changes would most encourage you to cycle for journeys in the local area, e.g. within Havant? (If you already cycle, which would you most like to see?)

Safer, better lit cycle paths

Improve cycle paths on the journey to town centre/
rail station

Improve cycle parking at this development

Arrangements to buy a bicycle at discount

Improved crossing facilities

Improved cycle parking at local facilities – where?

[illegible]



None of the above

Other (please specify)

--

7. Which of the following changes would most encourage you to use public transport for your journeys in the local area? (If you already travel to by public transport, which would you most like to see).

More direct bus routes

More frequent bus services

More frequent train services

More frequent tram services

Better lighting at bus shelters and on footpaths

More convenient bus drop-off points

Better bus links to work from station

Public transport information

None of the above

Other (please specify)

--

8. Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)

Cleaner, better maintained footpaths

Better lighting on footpaths

More improved pedestrian crossing points

Slower speed limits

Better street lighting in the local area

None

Other (please specify)

--

9. Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?)

More help finding car share partners who have similar work patterns

Free taxi home if let down by car

More information regarding car sharing i.e. benefits

None

Other (please specify)

--

10. Did you know this development operated a Travel Plan?

Yes

No



11. If yes, how did you find out about the Travel Plan?

During the sales process

Word of mouth

Development publication/newsletter/notice board/website

Personalised travel planning process

Other (please specify)

--

12. Please use the following box to provide any comments you wish to make in relation to travel in the local area:

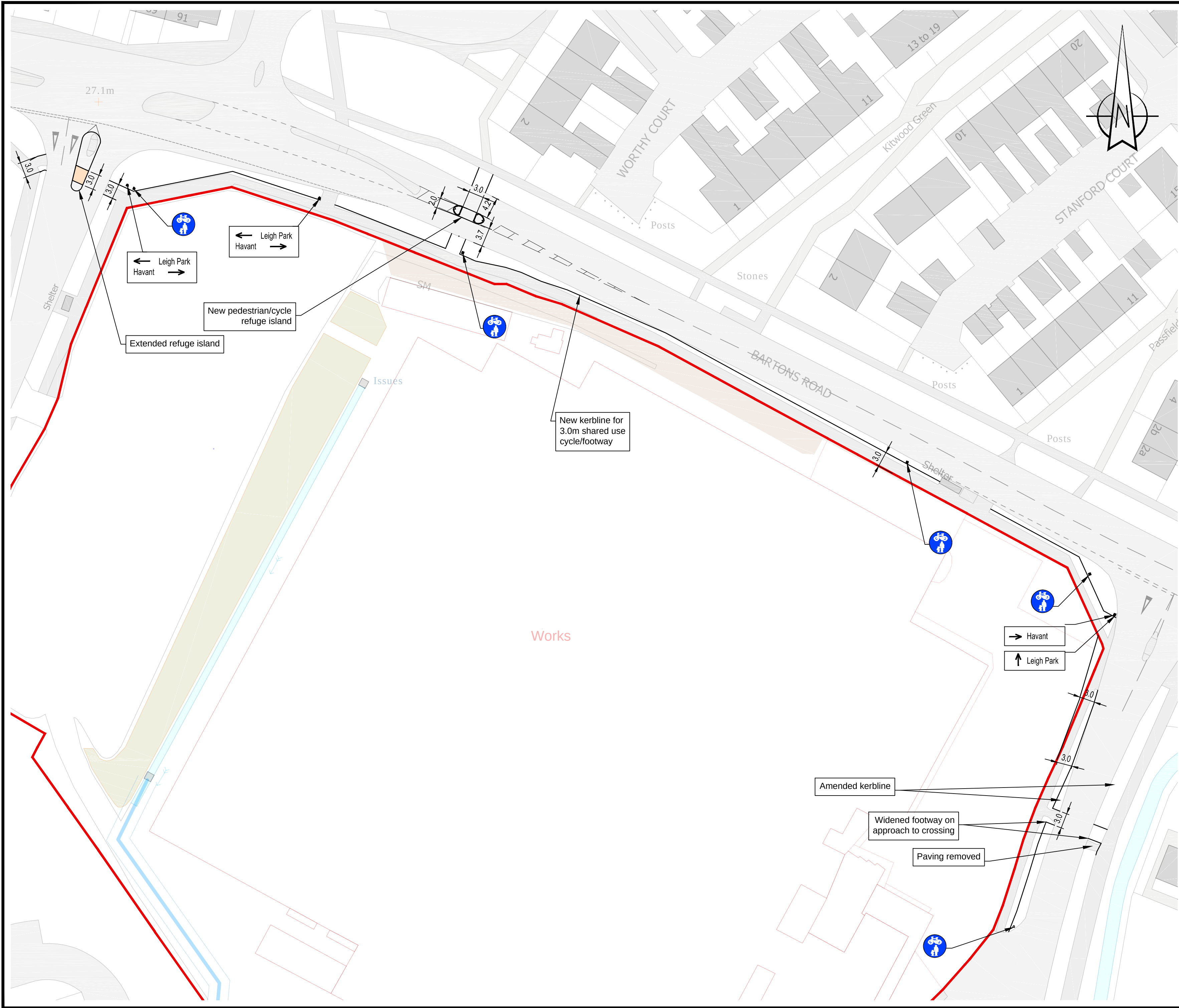
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Thank you for completing this survey.



APPENDIX C

PROPOSED PEDESTRIAN/CYCLE INFRASTRUCTURE IMPROVEMENTS



Notes:

General

1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

A REVISED PROPOSALS SB GS 03.10.2018

REV	DETAILS	DRAWN BY	CHECKED BY	DATE
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CLIENT:

Homes England

PROJECT:

Colt International, Havant

DRAWING TITLE:

Proposed Pedestrian and
Cycle Infrastructure
Improvements

SCALES:

1:500

SHEET SIZE:

A2

DRAWN	CHECKED	DATE
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AG

GS

24.07.2018

DRAWING NUMBER:	REVISION:
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A090070-182-SK04

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APPENDIX D

ACTION PLAN

Colt International, Havant Homes England Action Plan

Preliminary Action	Responsibility	Timescale	Cost
Appoint TPC, confirm TPC with HCC	Developer	3 months prior to occupation	£ 250.00
Confirm Action Plan with HCC	TPC	3 months prior to occupation	£ 500.00
Liaison with local bike shops to arrange discounts/vouchers	TPC	Prior to first occupation	£ 2,500.00
Liaison with local bus operators to arrange discounts	TPC	Prior to first occupation	£ 2,500.00
Preparation and distribution of Travel Pack to residents and employers	TPC	Upon occupation of each dwelling	£ 2,500.00
Set up TP action database for monitoring information	TPC	Prior to first occupation	£ 500.00
Set schedule of meetings, newsletter distribution etc.	TPC	Prior to first occupation	£ 750.00
Undertake baseline travel survey	TPC	3 months post-50th dwelling occupation	£ 1,500.00
Undertake full occupation travel survey	TPC	100% occupation	£ 1,000.00
Prepare and submit preliminary monitoring report	TPC	Following full occupation survey	£ 800.00
			£ 12,800.00

[illegible]