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Appendices

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Appendix A - HCC Highways Pre-Application Response

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PROJECT NOTE

Project no:	**250595**
Project:	Padnell Grange, Waterlooville
Date:	9th January 2026
Author:	Helen Jenkins
Subject:	Scoping note - Highways

1.0 INTRODUCTION

1.1.1 Conisbee has been commissioned by Stonebond Properties (Guildford) Limited and The Borrow Foundation to produce a Transport Scoping Note in support of the redevelopment of Padnell Grange for 90 residential dwellings at land to the south of Padnell Road, Waterlooville, in Hampshire.

1.1.2 The location of this site is shown in Figure 1.1 overleaf.

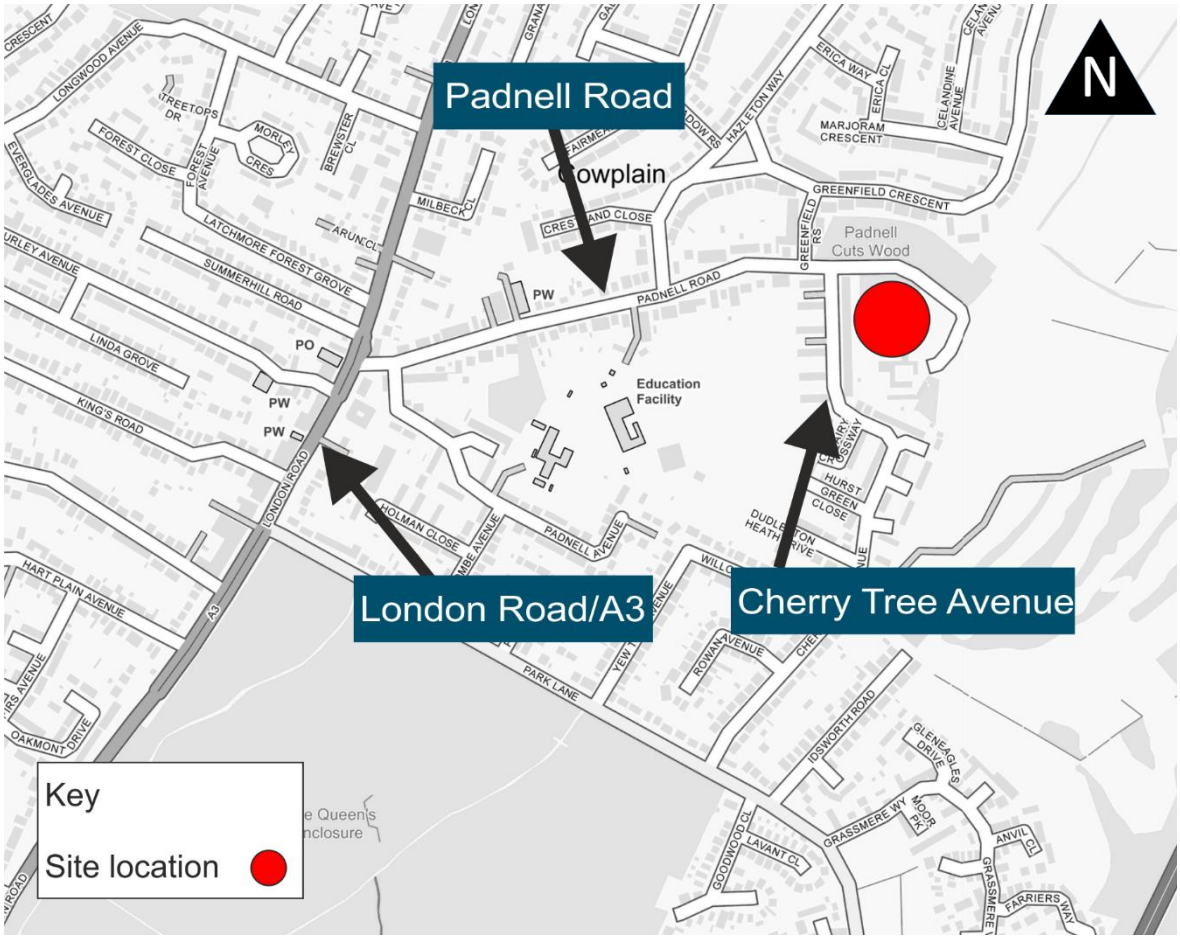

Figure 1.1 Site location

1.1.3 The purpose of this Technical Note is to agree a scope for the supporting transport work, including:

- Set out the development proposals, including the likely access arrangements;
- Estimate the likely trip generation, including distribution, and assignment of vehicle trips;
- Agree the extent of junction capacity analysis and survey methodology.

1.1.4 Following this introductory section, the report is structured as follows:

- Section 2 sets out the structure of the Transport Assessment which will be submitted as part of a planning application;
- Section 3 sets out a brief overview of the site's location;
- Section 4 outlines the development proposals including access strategy; and,
- Section 5 outlines the impact of the development, including the likely trip generation, the distribution and assignment of vehicle generated traffic, and the methodology and extent of the junction analysis.

2.0 STRUCTURE OF TRANSPORT ASSESSMENT

2.1.1 Based on the scale of development, it is considered that a Transport Assessment will be required to support a planning application for the proposed development.

2.1.2 The scope of the Transport Assessment will be set out as follows:

- **Policy context –** set out the policy context in terms of transport.
- **Sustainable travel and description of existing situation** – set out the travel characteristics including likely trip purpose and travel patterns across a weekday and, more specifically, for the existing residents in the area, travel to work data and car ownership. Describe the existing access to the transport network, including an analysis of 5 years of collision data along Padnell Road and Cherry Tree Avenue.
- **Development proposal –** set out the development proposals including reviewing the layout of the proposed development against the Hampshire Design Guide, with particular reference to access and servicing, including vehicle swept-path analysis.
- **Car and cycle parking** – set out the proposed parking arrangements, in accordance with the relevant standards.
- **Trip generation** - predict likely person trip generation (by all modes) for the proposed (residential) use, based on a review of the TRICS trip generation database (agreed as part of the scoping process).
- **Trip distribution and assignment** – based on Census travel to work data for destinations by mode and Google Maps routeing (agreed as part of the scoping process).
- **Mitigation measures**
- **Supporting documentation** - produce a Transport Assessment in support of the planning application.

3.0 SUSTAINABILITY

3.1.1 The site is in a sustainable location with access to a number of key day-to-day facilities that can be reached by sustainable travel modes, including convenience retail, school, employment and bus services.

3.1.2 The development has easy access to Waterlooville town centre along London Road, to the west of the site, (approximately a 12-minute walk away). London Road has a variety of services and amenities, such as restaurants, cafes, pharmacy and convenience store.

3.1.3 Padnell Junior school is located approximately 700m west of the site along Padnell Road and can be accessed via a footway along Padnell Road from the site. Padnell Pre-School and Infant School is located 1.2km west of the site along Padnell Avenue. The nearest secondary school is The Cowplain Secondary school, approximately 1.7km west of the site (7-minute cycle), along Hart Plain Avenue.

3.1.4 There are bus stops located along Padnell Road and London Road that provide frequent services.

3.1.5 Hazleton Way Bus Stop is located along Padnell Road, 400m west along Padnell Road from the site access, and is served by the following route:

- Route 37 (westbound along Padnell Road) – Petersfield Station via Cowplain and Horndean, approximately once every hour, with a journey time of 40-minutes.
- Route 37 (eastbound along Padnell Road) – Havant Bus Station via Cowplain and Horndean, approximately once every hour, with a journey time of 45-minutes.

3.1.6 Queens Road Bus Stop, located along London Road, approximately 1.2km south-west of the site access is served by the following routes:

- Route 8 theSTAR (north-east along London Road) – Portsmouth The Hard Interchange – Clanfield via Waterlooville Precinct, four times an hour, with a journey time of approximately 15 minutes.
- Route 8 theSTAR (south-west along London Road) – Clanfield – Portsmouth Interchange, approximately four times an hour, with a journey time of 35 minutes.
- Route 654 – A school bus travelling from Hambledon to Purbrook Oaklands School, once a day.

3.1.7 Havant Train Station is located 8km south of the site, and provides the following services:

- Portsmouth Harbour – three journeys per hour, with a journey time of approximately 20 minutes
- Brighton – three journeys per hour, with a journey time of approximately one hour
- London Waterloo – five journeys per hour, with a journey time of approximately one hour 30 minutes
- London Victoria – two journeys per hour, with a journey time of approximately two hours
- Southampton Central – two journeys per hour, with a journey time of approximately 45 minutes
- Portsmouth and Southsea – two journeys per hour, with a journey time of approximately 15 minutes

3.1.8 Havant Train Station can be accessed via the number 37 bus, with a journey time of approximately 55 minutes.

3.1.9 The route 37 bus service also provides access to Petersfield Train Station, located 17km north of the site, which provides frequent services to London Waterloo and Portsmouth Harbour.

3.1.10 As part of the Transport Assessment, a walking audit will be conducted along routes to key car-free destinations, including to:

- London Road local centre
- Padnell Junior School
- Padnell Infant School
- Bus stops along Padnell Road and London Road

3.2 Car ownership

3.2.1 Car ownership data from the 2021 Census has been used to stablish the local car ownership rate for existing residents within the MSOA (Havant 020) in which the site is located. It is set out as follows:

- Private dwellings (owned or privately rented) – 1.35 cars/vans per dwelling.
- Affordable dwellings (socially rented) – 0.78 cars/vans per dwelling.

4.0 DEVELOPMENT PROPOSALS

4.1.1 As part of the development, it is proposed to provide a total of 90 dwellings, with a mix of 1-bedroom and 2-bedroom flats, and 2-bedroom, 3-bedroom and 4-bedroom houses.

4.1.2 As part of the 90 residential dwellings, at least 30% will be affordable.

4.1.3 The proposed development will provide associated car parking and cycle parking in accordance with the adopted Havant County Council standards. Vehicle parking will be provided as a mix of allocated and unallocated parking.

4.2 Internal layout

4.2.1 All streets within the development will have a design speed of 20mph and a sense of pedestrian priority is created where traffic flows and speeds are likely to be particularly low. The following street types will be used across the development:

- Secondary
- Tertiary

- Private mews court

4.2.2 Table 4.1 outlines the assumptions made regarding the characteristics of each street.

Table 4.1 Proposed development – street types

Street type	Proposed development
Secondary	Serves up to 90 dwellings Provides direct access to residential dwellings 5.5m carriageway with 2 x 2m footways, 1 x 2m footway if dwellings are provided on one side of the carriageway only (including the access street along the northern side)
Tertiary	Serves up to 25 dwellings Provides direct access to residential dwellings 5m carriageway with 2 x 1.8m footways or 1 x 1.8m if dwellings on one side only or a shared surface with 2 x 0.5m margin strips
Private mews court	Serves up to 9 dwellings Provides direct access to residential dwellings Shared surface, dimensions based on swept path analysis, minimum of 4m

4.3 Access

4.3.1 Vehicle access will be provided via Padnell Road and will be designed in accordance with the Hampshire Design Guide as a continuation of Padnell Road into the site, which is adopted highway up to the site entrance. Footways will be provided at the access to connect to the existing footway network. A site access drawing will be included in the Transport Assessment.

4.3.2 As part of the pre-application process, the Applicant would like to take this opportunity to discuss the possibility of the main internal spine road being adopted. There are numerous tree roots and, therefore, permeable paving will be required. Whilst we understand this is not always the Highway Authority's preference, we would be grateful to discuss this given the site is proposed as an affordable-led scheme.

4.3.3 As part of the planning application, forward visibility splays at the access will be provided. Swept-path analysis will be undertaken of a range of vehicles that are likely to access the site (including fire tender 7.7m, refuse 11.2m, family size car 4.8m).

4.4 Parking

4.5 In accordance with Havant Parking Supplementary Planning Document (2019), unallocated parking is required as follows:

- 1-bedroom unit – minimum 0.9 spaces
- 2-bedroom unit – minimum 1.3 spaces
- 3-bedroom unit – minimum 1.9 spaces
- 4+ bedroom unit – minimum 2.4 spaces

4.5.1 Allocated parking is required as follows:

- 1-bedroom unit – minimum 1 space
- 2-bedroom unit – minimum 2 spaces
- 3-bedroom unit – minimum 2 spaces
- 4+ bedroom unit – minimum 3 spaces

4.5.2 An additional 20% of unallocated parking spaces will be provided for visitors.

5.0 POTENTIAL IMPACT

5.1 Trip generation

5.1.1 In order to assess the likely vehicle trips associated with the proposed development, a review of TRICS trip generation database has been undertaken. Table 5.1 below sets out the likely number of vehicle trips the proposed development of 90 dwellings could generate.

Table 5.1 Trip generation

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of vehicle movements
Vehicles						
8am-9am	0.130	12	0.298	27	0.428	39
5pm-6pm	0.257	23	0.175	16	0.432	39
7am-7pm	2.186	197	2.240	202	4.426	399

5.1.2 It can be seen from the table above that the proposed development of 90 dwellings is likely to generate up to 39 vehicle trips (two-way) in the morning peak period and up to 39 vehicle trips (two-way) in the evening peak period.

5.2 Assignment and distribution of development generated traffic

5.2.1 The distribution of development generated traffic has been based on the Journey to Work Data from the 2011 Census for the Havant 020 Middle Super Output Area (MSOA).

5.2.2 The key destinations are as follows:

- Havant – 38%
- Portsmouth – 27%
- East Hampshire – 12%
- Winchester – 6%
- Fareham – 7%
- Chichester – 4%
- Eastleigh – 2%
- Gosport – 1%
- Basingstoke and Deane – 1%
- Southampton – 1%
- Arun, Waverly and Lambeth – 1%

5.2.3 Each destination has then been assigned a route/s, based on local knowledge and Google Maps, with the most direct and appropriate routes available. The routes are summarised as follows and shown on Figure 5.1 overleaf and set out in Table 5.2 below.

Table 5.2 Vehicle destinations and routes

Destination	% of traffic	Route
Solent Retail Park, Portsmouth, Winchester, Fareham, Chichester, Stakes, Eastleigh, Southampton	39	A – South along Cherry Tree Avenue and along Tempest Avenue
Anchorage Park, East Hampshire, Havant, Portsmouth, Chichester and Basingstoke and Deane	26	B – North along Hazleton Way
Portsmouth, Fareham, Solent Business Park, Chichester, Stakes, Gosport and Eastleigh	17	C – West along Padnell Road and then south along London Road
Within the MSOA and to Hart Plain Junior School	3	D – South along Cherry Tree Avenue and then west along Park Lane

Within the MSOA and to Hart Plain Junior School	3	E – South along London Road and then west along Hart Plain Avenue
East Hampshire, Horndeal Technology College, Langrish, Idworth Airstrip, Winchester and Basingstoke and Deane	9	F – West along Padnell Road and then north along London Road
Southwick Estate Solar Park, Solent Business Park, Stakes, Gosport, Arun and Eastleigh	3	G – West along Padnell Road and then west along Silvester Road

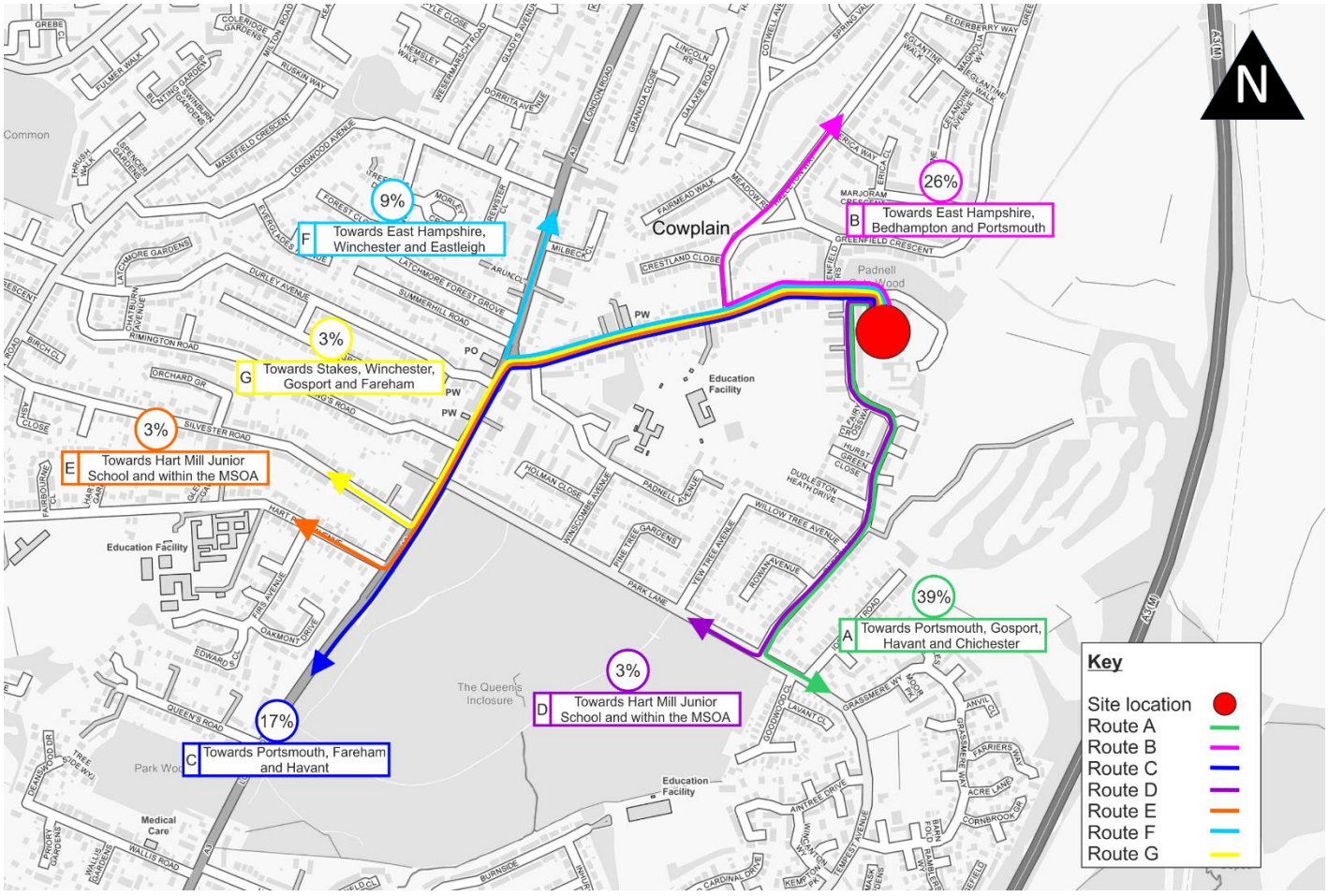

Figure 5.1 Distribution of development generated traffic

5.2.4 For the purpose of this assessment, it is assumed that all trips generated by the development in the peak periods are journey to work trips. However, it is likely that some trips in the peak periods will be for other purposes, including education, shopping and leisure, which are more likely to be by sustainable modes than commuting trips, particularly given the proximity of the school and the shops along London Road.

5.3 Junction capacity analysis

5.3.1 Based on the trip generation and distribution, no junctions, apart from Padnell Road/Cherry Tree Avenue at the site access experience an increase of flow of more than 30 vehicles per peak hour. Therefore, it is considered that junction analysis is not required.

5.3.2 Notwithstanding the above, it is proposed to carry out week-long automatic traffic counts on Padnell Road and Cherry Tree Avenue to assess the impact of additional traffic on these streets.

5.4 Mitigation measures

5.4.1 On-site mitigation measures, including cycle parking, pedestrian routes and reduced car dominance through shared surfaces will be included as part of the proposed development to enhance sustainable travel opportunities from the site.

6.0 SUMMARY

6.1.1 The site is well located to access local facilities and services including convenience retail, schools and bus stops. Suitable access can be provided for all modes with the continuation of Padnell Road into the site. The number of vehicle movements likely to be generated by the site means that traffic impact on the surrounding highway network is likely to be low. This above will be assessed in detail and a Transport Assessment submitted to accompany the planning application.

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For attention of Ms Jenkins

Dear Madam

Re: At Padnell Grange, Land to the south of Padnell Road, Waterlooville

90 dwellings

Thank you for the opportunity to comment on the above pre-application for the above site. The Highway Authority have reviewed the information within the Project Note (PN) dated 9th January 2026 and wish to make the following comments.

Planning History

The site has been subject to a previous planning application (APP/18/00244) which was subsequently withdrawn with several outstanding highway related matters. Acknowledgement should be given to the previous planning comments as part of any future Transport Assessment. Whilst given the time in which the application was submitted this would have limited weight when determining any future planning application, comments on the connectivity parameters particularly relating to the PRoW network should be considered as part of any future planning application. This has been summarised within this pre-application response where relevant.

Policy Status

This site is allocated within the adopted Havant Local Plan as site reference W126 for c. 84 dwellings. It is noted that the proposal of 90 dwellings marginally exceeds this policy requirement. Specifically in relation to W126

and the highway matters, the emerging policy requires the site to utilise the existing access point onto Padnell Road. This has been proposed to support this development.

The applicant should also be aware that at the planning stage a Transport Assessment (TA) would be necessary to be submitted. This should provide a summary of the relevant transport and planning policies to support any future planning application. In particular, the revised National Planning Policy Framework (NPPF) published on the 7 February 2025 sets a requirement for a vision led approach to Transport Assessment work. This would be a key consideration of any future planning application.

The Havant Local Cycling Walking and Infrastructure Plan (LCWIP) should be summarised within any future TA, as should Hampshire County Council's Local Transport Plan 4 (LTP4). Lastly, the applicant should also provide reference to any relevant highway related policies covered within Havant Borough Council's adopted local plan.

Transport Assessment Methodology

For any new application, and in accordance with the NPPF, the Highway Authority are seeking for a more balanced analysis of the transport proposals within the TA work, aligned with the vision-led approach. This would assess and prioritise opportunities to improve sustainable transport provision for all modes (walking, cycling and public transport) before determining if there are remaining significant residual impacts to safe and efficient highway operation. The TA assessment work at the planning stage should therefore seek to follow a sustainable vision-led approach identifying appropriate enabling works to increase sustainable mode share and reduce car dependency.

Site Location

The site can be found along the eastern edge of Padnell Road, where vehicular access is to be taken from, and is to the south of Padnell Cut Woods. Waterlooville Golf Course runs along the western boundary with the existing residential areas to the south and west. The site currently comprises a mix of greenfield and brownfield land.

Sustainable Access

Given the location of the site within the area of Cowplain, there will be realistic opportunities for trips to local facilities and services to be undertaken by walking, wheeling and cycling. A high-level summary of local facilities and services available to the development is provided within paragraph 3.1.3 of the PN which outlines that the site is within walking and cycling distance to local facilities which are likely to be key trip attractors such as Padnell Junior School and Infant School and Cowplain High Street.

It is requested that that the applicant provides a summary table of the local facilities and the associated walking and cycling distances. These should be measured centrally from the site.

ATE identify that a site should have a sufficient number and range of local facilities and services within an 800m (10-minute walking distance) via an accessible walking route. ATE also reinforce an acceptable 400m walking distance to a bus stop which should be served by a regular bus route. The acceptability of the site regarding walking distances should be assessed against these criteria. Consideration must be given to access to the secondary school and employment opportunities by sustainable transport modes albeit it is considered acceptable for these to be beyond the 800m walking distance more aligned to the CIHT guidance. The catchment primary and secondary school should be confirmed with the Education Authority. Assessing the sustainable credentials of the site is not wholly a matter of distance, but the quality of the routes available to enable sustainable travel as an attractive mode choice over the private car.

The applicant has stated that Waterlooville Town Centre is within 12 minutes walking distance. It is presumed that this is intended to refer to Cowplain High Street as Waterlooville High Street is approximately a 35-minute walk from Padnell Grange. This should be clarified as part of any future TA.

It would be necessary for the applicant to undertake a small-scale scheme WCHAR in accordance with the guidance set out in Technical Guidance Note TG19. This should also incorporate a Healthy Streets Design Check as set out within the guidance. The applicant summarises the scope of the audit within paragraph 3.1.10 of the PN. The Highway Authority require the audit to cover the key routes from the development site to the facilities and services identified by ATE. This should also include secondary school provision and the PRoW network where appropriate. Narrative should be provided on these routes in identifying any barriers and substandard infrastructure as set out within TG10. Improvements to increase the healthy streets score and improve compliance with TG10 and LTN1/20 should be identified through the review process. The WCHAR should also incorporate the ATE assessment tools where appropriate. A hybrid approach utilising these methods with a bespoke sustainable access assessment should be agreed with the Highway Authority. Through the WCHAR, the applicant should consider that access to Padnell Infant School and Pre-School can occur through the Junior School which would significantly reduce the walking distance from the development site.

Walking and Cycling:

The Highway Authority note the narrative regarding the walking and cycling infrastructure within the vicinity of the site is lacking within the PN. As set out above, narrative on the routes to local facilities sand services and the quality of the infrastructure should be set out as part of any future WCHAR supporting the TA.

Padnell Road and Cherry Tree Avenue benefits from formal footway infrastructure which is of variable quality but generally good. In most places the width appears to be TG10 compliant (minimum 2.0m). Notwithstanding this, there are clear instances where the infrastructure is substandard. This is most notably present from the site access point and around the Padnell Road/Cherry Tree Avenue junction where most pedestrian footfall to the site will land. Additionally, formal crossing points with tactile paving are lacking across key routes to access facilities available to the development. Opportunities to realign and widen this provision utilising the existing grass verge and rectifying the lack of tactile paving should be considered through the WCHAR process.

Regarding cycling, no dedicated cycle provision is present along Padnell Road and Cherry Tree Avenue. It is understood that these roads are identified as part of a signposted cycle network the Havant Local Cycle Map. Cycle demarcations are noted to be present along Padnell Road presumably to warn vehicle users that cyclists will be travelling on carriageway in this location. Vehicular speeds and volumes should be obtained along Padnell Road and Cherry Tree Avenue to confirm whether on-carriageway cycling would be appropriate in accordance with LTN 1/20.

NCN Route 222 runs along the A3 London Road to the west of the proposed development. Route 360.1 on the Havant LCWIP identifies several opportunities for improvements to walking and cycle routes along the A3 London Road which could help to provide realistic opportunities to encourage sustainable travel modes and offsetting existing vehicular trips. These improvements should be explored by the applicant. The incorporation of measures within the LCWIP as part of the wider sustainable access strategy should be considered by the applicant through the WCHAR process. It is likely that contributions towards the LCWIP would be necessary at the planning application stage.

PRoW:

The Highway Authority note that Padnell Grange is accessible via several PRoW. Bridleway 108/22/1 runs to the north of the sites existing access road through Padnell Cuts Wood. This merges into footpath 108/12/1 which runs through the centre of the site and continues southward to the east of residential properties providing connectivity opportunities to Waterlooville Golf Course and Park Lane.

Bridleway 108/22/1 has recently benefited from improved surfacing for part of the route north of the site and are in reasonable condition apart from being slightly muddy in periods of wet weather. Opportunities to tie this site into the improvements being explored as part of the Land East of Horndean and Land East of Horndean Southern Expansion development of which the facilities once constructed would benefit and could be accessible to the site given the walking and cycling distances.

Footpath 108/12/1 is of variable condition. Towards the northern end it contains street lighting, good natural surveillance, and clear hardstanding. This section of the route is also formally adopted by the Highway Authority. Roughly halfway along the PRoW, pedestrians are required to cross through a landing area at the golf course where there is poor visibility. South of the Golf Club access, the quality of the PRoW deteriorates as you travel southwards. The route turns into an alleyway-like path with high boundary fencing which is overgrown, narrow, lacking street lighting and surveillance is significantly reduced, making it less appealing for use. Whilst there are clear opportunities for improvements, the Highway Authority are unclear on the benefit of improving this PRoW given the lack of destinations this would provide access too, irrespective of its condition. Furthermore, an alternative route could be sought using the footway network along Cherry Tree Avenue if required.

Integration of these PRoW into the site is critical and needs to be considered by the applicant as the internal road layout develops. The site should suitably cater for pedestrians, cyclists and horse riders to connect to the adopted highway along Padnell Road. Provision should be made on site to allow for this with appropriate directional signage, especially to the existing on-road signed cycle route along Padnell Road and the adjoining network.

Upgrading of the existing footpath 127 through the site to accommodate cycle rights should be explored. The applicant should identify opportunities to connect the site along the surfaced part of this path to tie into Cherry Tree Avenue and the existing cycle route to provide route choice and optionality travelling southbound. This part of the footpath has not been realigned onto the definitive map with the existing houses along Cherry Tree Avenue were constructed. The need to formally stop up this route as part of this application should be explored should opportunities to widen this to cater for cyclists be achievable.

If any pedestrian/cycle path within the site is not to be put forward for adoption as part of the wider site, then a right of way will need to be dedicated providing cycle rights through the site along the route of the path between Bridleway 22 and Footpath 127. Bridleway rights will also be required between Bridleway 22 and Padnell Road.

Buses:

The closest bus stops to the site are located along Padnell Road. It is considered that these are c. 470m from the centre of the site. It is noted that

these marginally fall outside of the recommended 400m walking distance by ATE. These bus stops are served by the 37 bus providing connections to Petersfield and Havant. The frequency of the bus provision should be summarised within any future TA. The bus infrastructure is lacking only benefiting from a flag stop and pole. This could discourage use in periods of wet weather. There would appear limited opportunity to improve the waiting provision due to the limited highway space.

Additional bus provision is located along the A3 Portsmouth Road c.1.0km from the centre of the site, which is served by 8 The Star as well as the 37. This service provides frequent connections to Waterlooville, Portsmouth and Clanfield. These stops benefit from shelters, seating and RTI information. Whilst the distance is greater than those along Padnell Road, given the frequency and quality of the infrastructure, these may be more utilised by future residents. The northbound service can be accessed using existing signalised crossing provision at the Padnell Road/A3 junction. Access to the bus stops could be supported by the provision of secure and covered cycle parking in close proximity to the stops to allow interchange between the modes.

Rail:

Havant is the closest railway station located c. 8.0km to the south providing regular services to London, Brighton, Portsmouth and Southampton. Given the distance of the site to Havant railway station, it is unlikely that any trips will be made via this mode of transport that wouldn't also be reliant on the private car. However, opportunities should be provided to improve the cycling connections to the station to encourage modal shift to reduce this reliance.

Personal Injury Accidents (PIA)

The Highway Authority note that the applicant has not presented any accident data for this location. It is requested that the Highway Authority are provided with records for the most recent 5-year period which should be obtained from Hampshire Constabulary records. An analysis of the accident data obtained, and the causation factors of such accidents should be presented within the TA.

Stage One Road Safety Audit (RSA1)

No RSA1 has been presented at this stage. This should be undertaken for the site access works and any off-site highway works and supported by a designer's response for consideration. Any comments raised within this pre-application response on the principles of the access arrangements and are subject to the findings of the RSA1. The internal layout should also be subject to a RSA1 when appropriate.

Site Access

The site is proposed to be accessed via the existing access arrangement, an extension of Padnell Road. This is presented within drawing 250595-CON-XX-XX-SK-C-0003. The details on the drawing are lacking, and the applicant should provide a full geometric plan which includes all road widths and junction radii as well as footway widths. Geometries presented should accord with Technical Guidance Note TG2 and HCC TG10 which can be found at the following link: https://www.hants.gov.uk/transport/developers/technical-guidance

The width of the road into the site is shown to narrow, reducing the available space on the road. Given the lack of geometries, the Highway Authority are unclear on the extent of the narrowing proposed and whether the widths would accord with HCC TG2. This should be confirmed before the Highway Authority can confirm whether this narrowing is appropriate.

It is also presumed based on drawing 250595-CON-XX-XX-SK-C-0003 that an extension to the pedestrian footway adjacent to property 192 will be created to provide a continuous footway into the development. This should be confirmed. Furthermore, it is unclear whether any footway extension is planned on the opposite side of the road which should be explored to maximise pedestrian permeability within the site. The footway provision should be confirmed and widths to accord with HCC TG10 (minimum 2.0m).

The Highway Authority are aware of existing parking problems along Padnell Road within the vicinity of the access arrangement and believe it is necessary these issues are mitigated prior to the approval of this application to ensure safe and suitable access can be achieved. As observed on site, parked cars are present within the vicinity of the access road which would impede on the two-way flow when accessing and egressing the site. Whilst currently not a cause for concern, in the existing situation the Highway Authority are concerned that un-mitigated this would lead to operational safety issues at the access arrangement. Parking controls would therefore be considered necessary to support any future planning application.

A parking survey will be necessary to be carried out to establish the quantum of cars which would be displaced as a result of this development with the scope agreed with the Highway Authority. Any cars which are displaced would need to be accommodated internally and this should be included as part of the proposals for this development, given there is a further parking problem along Cherry Tree Avenue within the vicinity of Padnell Road which must not be exacerbated as a result of the development proposals.

Visibility:

No visibility splays have been presented on the site access drawing. As this proposal will result in an intensification of the use of the junction onto Cherry Tree Avenue, the Highway Authority require visibility splays to be presented at the Cherry Tree Avenue/Padnell Grange junction. These should be provided based on speed surveys using the 85th%ile speed in accordance with HCC TG3.

The existing parked cars along Padnell Road will block the achievable visibility at the Cherry Tree Avenue junction. Not only would parking controls be necessary to allow for two-way flow into the site, but also to ensure visibility at this junction remains clear.

It is also necessary that visibility splays from the driveway of property 192 Padnell Road are provided given the vicinity of the driveway to the access to Padnell Grange and the change in the width of the road. Again, these should be provided in accordance with HCC TG3 and based on observed speeds. The 'x' distance for a vehicle crossover arrangement can be reduced to 2.0m in accordance with the guidance.

Swept Path Analysis:

The applicant has not submitted any swept path tracking drawings as part of the pre-application submission. Swept path tracking must be provided to ensure that the access arrangement is safe and suitable to accommodate all required movements.

Any swept path tracking would need to accord with the guidance set out in Technical Guidance Note TG2, which can be found at the following link: https://documents.hants.gov.uk/transport/TG2-AlignmentDesign.pdf for the street hierarchy. It is considered that this should be provided in accordance with a secondary/secondary hierarchy interaction. Vehicles must be depicted as being able to access and egress from the entire development in forward gear. It would also be necessary to see that all vehicle types are able to safely utilise the Cherry Tree Avenue junction into the site given the proximity of the junction to the site access. This should account for the existing parking observed along Cherry Tree Avenue. Additional parking controls along Cherry Tree Avenue may be considered necessary to ensure that safe and suitable access can be achieved into the site.

Internal Road Network

Given this is an outline pre-application submission, the Highway Authority is not required to comment on the internal layout of the site. Moreover, given the limited drawings and information that the applicant has submitted it is not currently possible to provide accurate comments on matters the applicant has requested, such as the adoption of the main spine road. It should be noted that for adoption, the design of the main spine road would need to accord with

adoptable design standards and materials. Adoption of the internal road network is strongly encouraged by the Highway Authority.

Table 4.1 of the TN provides a summary of the proposed street hierarchy. The guidelines that the applicant has provided regarding secondary and tertiary streets, as well as court mews has some inaccuracies which the Highway Authority wishes to highlight. For a tertiary street, the minimum footway width should be 2.0m rather than the listed 1.8m. A private mews court should also be wider than listed in the scoping note as Technical Guidance Note TG1 states it should be 4.2m wide. All visibility and tracking requirements will be informed by Technical Guidance Note TG2 street hierarchy and associated design speeds.

The Highway Authority also offer a pre-application advice service on the internal layout, and it is strongly recommended that the applicant engages in this service at the earliest stage possible to ensure feedback can be integrated into the design before the layout is fixed.

Parking Provision

The Highway Authority will not provide any detailed comments on parking provision as this is a matter for discussion with the Local Parking Authority, Havant Borough Council. The applicant should be aware that parking provision should be provided in accordance with the guidance set out in Havant Borough Council's Parking Standards. It is noted that the applicant has stated they will use a mix of allocated and unallocated parking. This approach towards parking would require agreement from Havant Borough Council. The Highway Authority would be concerned that any under-provision in parking will contribute to the existing parking stress that is observed along Padnell Road and Cherry Tree Avenue. Sufficient parking should therefore be provided on site. The use of unallocated parking could also encourage the use of these areas from any displaced parking as a result of the requirements for the site access, leading to an overall shortfall in parking for the development itself.

Trip Generation

The applicant has provided TRICS data to establish the traffic demand associated with the proposed development. The Highway Authority note that this data utilises land use 03-M, which is mixed private/non-private housing which is not considered a robust criterion when calculating the trip generation for this site. This is backed up by the TRICS data only being based onff of a total of 5 sites, one of which is located in Ireland, and subsequently is not considered representative. The applicant should provide revised trip generation data and utilise land use 03-A.

A daily trip rate and multi-modal trip rates have not been presented, and these are essential to inform the vision-led assumptions.

As set out above, a vision led approach to trip generation should be provided. This is necessary to ensure the site is assessed in accordance with the NPPF. The multi-modal trip generation assessment will aid with deriving the vision which should prioritise pedestrian and cycle measures to mitigate the impact of the development, reduce the dependency on the private car and aim to achieve the ATE target of 50% of all trips being undertaken by sustainable modes by 2030.

Traffic Distribution/Assignment

The applicant has utilised Travel to Work Data from the 2011 Census for Havant 020 MSOA to inform proposed trip distribution for the development site. The PN confirms that trips have been distributed on the network using local knowledge and Google Maps with the most direct and appropriate routes available. This method for distribution is considered acceptable to the Highway Authority.

The vehicle destinations and routes are summarised within table 5.2 of the PN. The Highway Authority have reviewed the distribution and have the following comments to make.

The distribution suggests that the majority (39%) of vehicles will travel south via route A along Cherry Tree Avenue and turn south along Tempest Avenue. A large proportion of vehicles (26%) are anticipated to travel north via route B along Hazelton Way or via route C (17%) by driving west along Padnell Road before turning south along London Road.

The Highway Authority do not agree with the split between routing via Route B or Route F given these both route north towards the A3(M). It is unclear why a larger percentage of trips have been attributed to Hazleton Way when it is considered based on the nature of the route that this would at least be a 50/50 split with Route F with more trips therefore routing via Padnell Road.

Furthermore, for all trips routing south towards Portsmouth or towards Chichester it would be expected these to route south using Route A or C joining the A3(M) via Park Lane or Hulbert Road. It is unclear why these have been shown to route north.

It is unclear why trips to Eastleigh and Bedhampton are proposed to route north via Route B. It is anticipated that these route south either using Route A or C.

It is requested that the distribution is updated in line with comments set out within this response and the Highway Authority welcome further discussion with the applicant on this matter.

The proposed distribution should be shown clearly on a network diagram both with the percentage turning proportions and the number of trips to travel through these junctions using the scenarios of the capacity assessments laid out further within this response. Multi-modal trips should also be distributed on the network to inform a vision led approach.

Junction Assessments

The PN suggests that no junction assessments would be required to support this planning application. Whilst the trip generation and associated distribution is not agreed; the Highway Authority consider given the intensification of use that the following junction should be modelled using industry standard modelling software:

- Padnell Road/Cherry Tree Avenue priority junction

Dependent on the agreed method of distribution, junction modelling may also be necessary at the following junctions:

- Padnell Road/Hazelton Way priority junction
- Padnell Road/A3 Portsmouth Road signalised junction.

As set out by the applicant, traffic surveys should be undertaken by the applicant to establish the baseline traffic flows along Padnell Road and Cherry Tree Avenue to inform modelling requirements. Additional traffic surveys may need to be undertaken for the additional junction modelling scope if considered necessary.

The scope of the modelling should cover the following as a minimum:

- 2026 baseline
- 2031 baseline
- 2031 + committed development
- 2031 + committed development + proposed development

The future year scenarios should be 5-years post planning submission and be altered appropriately dependent on timescales of submission should they differ to that set out above. TEMPro growth rates should be used accordingly.

The Highway Authority consider that the committed developments should include the following:

- Land at Cowplain School (planning ref. APP/22/00837) – 64 bed care home and 6 dwellings
- Land South of Five Heads Road and East of Catherington Lane (planning ref .60033) – 109 dwellings

- Land North of Chalk Hill Road (planning ref. 55505/001) – 38 dwellings

Other development sites we would consider to be appropriately accounted for within TEMPRO due to the distance from the site and shared network.

Travel Plan

The development is not of a scale where a travel plan should be provided to support any future planning application. Should the quantum exceed 100 dwellings then a travel plan would be required and this should comply with the updated guidance dated April 2025 which can be found at the following link: https://documents.hants.gov.uk/transport/guide-to-travel-plans.pdf

Summary

Significant work is requested from the applicant regarding wider sustainable accessibility, site access proposals and off-site traffic impact. This is critical to ensure that the site can be accommodated on the local highway network in a safe and suitable manner as well as provide realistic opportunities to encourage sustainable transport uptake. This will ensure the site complies with the NPPF and LTP4 requirements.

The Highway Authority would welcome further discussion with the applicant regarding the contents of this pre-application response.

Yours faithfully,

Gemma McCart
Transport Team Leader – Highways Development Planning
Universal Services

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Appendix B - Walking and cycling route audit

Criterion	Appraiser comments
Transport Assessment	
Quantitative analysis	The TA includes a multimodal trip generation and distribution. Data is included on existing multimodal trips. The trip rates are based on TRICS with an adjustment for the journey purpose based on census data.
Qualitative analysis	The TA has a general description of the local highway network including pedestrian and cyclist facilities. Vehicle speed and traffic flow surveys have been carried out along key routes to local facilities and amenities.
Travel Plan	Not required for developments of fewer than 100 dwellings.
Local amenities	Distances (and walk and cycle times) to local amenities and facilities have been provided from the site within the Transport Assessment.
General route characteristics	
Vehicle speed	Padnell Road - Speed surveys show that along Padnell Road, vehicles travel at around 25mph in the eastbound direction, and 27mph in the westbound direction (85th percentile), below the posted speed limit. London Road – speed limit 30mph Hart Plain Avenue – 30mph with a 20mph school zone
Volume of traffic	Padnell Road – approximately 1,200 vehicles 2-way per weekday London Road – heavily trafficked Hart Plain Avenue – moderately trafficked
Mix of vehicles	Padnell Road – primarily car traffic London Road – high proportion of goods and large vehicles Hart Plain Avenue – low proportion of goods and large vehicles
Routes to facilities	
Walking route to bus stops	350m west of the site (5-minute walk time) along Padnell Road. Pedestrian footways are provided on both sides of carriageway. No need to cross the carriageway (other than side streets) for the westbound services. Informal crossing with narrowing provided to cross Padnell Road (which ample opportunities for crossing) for eastbound services.
Walking route to primary school	400m (5-minutes walk time) to Junior school and 600m (7-minutes walk time) to Infant school along Padnell Road. Continuous footway provided with dropped kerbs at all side streets.
Walking route to London Road local centre	750m west along Padnell Road (10-minutes walk time). Continuous footway provided with pedestrian crossing facilities at the signalised junction of Padnell Road/London Road
Walking route to secondary school	1.5km west along Padnell Road, London Road and Hart Plain Avenue (20-minutes walk time). Continuous footway provided with pedestrian crossing facilities at the signalized junction of Padnell Road/London Road and informal crossings at all side streets along London Road.
Walking	
Width of footways	Along Padnell Road, the footways measure approximately 2m and above on both sides of the carriageway. Along London Road, the footways are approximately 3m on the eastern side, with footways up to 6m on the western side. Along Hart Plain Avenue, footways are typically 2m wide. There is sufficient space along all carriageways for pedestrians to use the footway.
Quality of footway surface	The footway quality along Padnell Road is generally acceptable, with primarily even surfaces. Along London Road the footways are even and generally level.
Crossings	
Ease of crossings at junctions (including provision of dropped kerbs and tactile paving)	Padnell Road – there is no tactile paving at the junction with Cherry Tree Avenue. There are dropped kerbs and tactile paving at the access to the primary school. There are no dropped kerbs or tactile paving at the junction with Padnell Avenue. London Road – there are pedestrian crossing facilities on the southern and eastern arms of the signalised junction with Padnell Road. All side streets along the western side have dropped kerbs and tactile paving at the junction bell-mouth along the pedestrian desire line. In addition, the junction with Hart Plain Avenue has a central refuge island.
Ease of crossings between junctions	Informal crossing provided on Padnell Road near the bus stops. This includes dropped kerbs, tactile paving and a build out to narrow the crossing distance.

Cycling	
Cycle routes to key destinations	The site is within close proximity to the local cycle network (50m from the site access), with access to the National Cycle Network along London Road providing connections to connections to a range of local facilities and amenities along London Road. The local cycle network includes routes to Waterlooville and Havant.
Cycle safety on links	Cycle routes in the area are typically on-carriageway. The local routes tend to be along quiet-ways with the National Cycle Network Routes along London Road experiencing higher traffic volumes and speed.
Space for cycling	There is a signed on-carriageway cycle route along Padnell Road, with traffic flows and speed ensuring that this route is compliant with LTN1/20. London Road is part of the National Cycle Network. There are no points along either route where the carriageway measures less than 5m.
Physical barriers for cycle users	There are no steps or barriers for pedestrians and cycle users.
Quality of carriageway surface	The carriageway surface is well maintained along Padnell Road, whilst London Road is largely acceptable with some damage.
Trip end facilities for cycling (Destinations)	Cycle parking is provided at London Road local centre, Waterlooville town centre and Havant train station.
Public transport	
Access and provision of public transport	The closest regular bus services are located approximately 350m from the site access, which provides a regular service throughout the day including services to Portsmouth, Havant Train Station and Waterlooville.
Active Travel infrastructure enabling use of public transport	Public transport is encouraged with access to bus stops within easy walking distance along Padnell Road and further bus stops (with additional more frequent services) along London Road. There are no passenger waiting facilities at the bus stops along Padnell Road. There are seating, shelters and Real Time Information at the bus stops along London Road.
Streetscape	
Lighting	There is street lighting along both sides of the carriageway along Padnell Road, London Road and Hart Plain Avenue.
Seating	There are no formal seating along Padnell Road, although there are outdoors benches within the Church Grounds on the northern side of Padnell Road. There are bus stops with shelters along both sides of the carriageway on London Road and general seating in the local centre, which provides seating for pedestrians.
Street trees	Along Padnell Road, there are trees and hedges along both sides of the carriageway. There are trees on the eastern side of London Road, with buildings fronting the western side and intermittent trees.
Internal layout	
Site permeability	The walking and cycling network is shown on the site layout, with clear, direct, convenient walking routes being provided and the street network is suitable for on-street cycling (in accordance with LTN1/20).
Walking and cycling access	There are convenient pedestrian and cycle accesses both to and throughout the development. The on-site layout, access and connections to the PRoW network provide attractive links to local facilities, green space and neighbouring residential area.
Future-proofing and safeguarding	There are no adjacent sites proposed in the local plan or in committed developments. Links to the Bridleway to the north and the footpaths to the south have been provided.
Through traffic	There are no opportunities for the principal street to be used as a through route for vehicles.
Safety at junctions (internal to the site, including site accesses)	The internal junctions are shown as having appropriate radii, carriageway widths and raised tables to encourage low vehicle speeds. A 1-way working narrowing is proposed at the site access.
Design speed of new streets	The development is designed as 20mph speed. The hierarchy of streets are appropriate for this size of development is aimed at creating more people focused streets, improving pedestrian movements by accommodating pedestrian desire lines within the development and to the surrounding footway and Public Rights of Way network, and reducing the dominance of the car
Crossings	Pedestrian/cycle crossings are provided to connect to the Bridleway to the north.
Suitability for walking and wheeling	The routes are acceptable in terms of footway width, shared surface design and level access.

Cycle safety on links (Internal to the site)	The routes are acceptable and the details are compliant with LTN1/20.
Shared use routes (internal to the site)	The routes are acceptable and the details are compliant with Hampshire Technical Guidance.
Car parking layout	Car parking for residents and visitors is appropriate for the predicted car ownership. Electric vehicle charging will be provided.
Cycle Parking	The development provides secure cycle parking for residents in line with the approved standards. In addition, short stay visitor parking is provided.
Lighting	New street lighting will be installed throughout the site and at the access.

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Appendix C - Traffic survey results

Phoenix Traffic Surveys Ltd, Class Report

Globals

Report Id	CustomList-342
Descriptor	Phoenix Traffic Surveys Ltd, Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2026-02-24T12:21:45
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	001
Site Attribute	CHERRY TREE AVENUE
File Name	C:\Users\bpmoore\Documents\MetroCount\MTE 5.07\Data\001 0 2026-02-18 2018.EC0
File Type	Phase
Algorithm	ModifiedFactory default axle
Description	!!CHERRY TREE AVENUE SITE
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-02-03T19:28:00
Start Time	2026-02-03T19:28:00
Finish Time	2026-02-17T16:42:20
Operator	BPM
Configuration	80 c0 07 e8 bc 00 00 00 00 00

Profile

Name	PHX CLASS REPORT
Title	MetroCount Traffic Executive
Graphic Logo	
Header	(c) 2003 North Weevilbrook County
Footer	Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.com
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2026-02-03T19:28:00
Filter End	2026-02-17T16:42:20
Class Scheme	ARX
F	Cls(1-10) Dir(N) Sp(0,140) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	0
Speed Limits	15 2 0 0 0 0 0 0 0 0
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Phoenix Traffic Surveys Ltd, Class Report

Column	
Time [--	24-hour time (0000 - 2359)
Date	Locale short date
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

03 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
1900	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

04 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

05 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	05/02/20	52	0	49	0	3	0	0	0	0	0	0	18.3	23	5.2
0900	05/02/20	40	0	37	0	3	0	0	0	0	0	0	21.4	25.8	3.8
1000	05/02/20	46	0	44	0	2	0	0	0	0	0	0	21.9	25.2	3.9
1100	05/02/20	54	0	48	1	5	0	0	0	0	0	0	18.9	23.8	5.3
1200	05/02/20	39	0	36	0	2	1	0	0	0	0	0	20.5	25.4	5.9
1300	05/02/20	36	1	31	0	4	0	0	0	0	0	0	20.5	24.6	4.3
1400	05/02/20	56	0	50	0	5	0	0	1	0	0	0	20.2	24.5	4.7
1500	05/02/20	69	0	67	0	2	0	0	0	0	0	0	19.1	23.1	4.9
1600	05/02/20	51	0	49	0	2	0	0	0	0	0	0	21.8	25.7	4.3
1700	05/02/20	58	0	57	0	1	0	0	0	0	0	0	23.8	27.4	3.5
1800	05/02/20	39	0	38	0	1	0	0	0	0	0	0	24	27.6	5
1900	05/02/20	12	0	11	0	1	0	0	0	0	0	0	23.4	29	4
2000	05/02/20	18	1	17	0	0	0	0	0	0	0	0	27	33.1	5.3
2100	05/02/20	6	0	6	0	0	0	0	0	0	0	0	21.5	-	3.4
2200	05/02/20	6	0	6	0	0	0	0	0	0	0	0	24.6	-	5.3
2300	05/02/20	1	0	1	0	0	0	0	0	0	0	0	25.5	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**92**	**0**	**86**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**24.7**	**4.9**
10-16	**-**	**300**	**1**	**276**	**1**	**20**	**1**	**0**	**1**	**0**	**0**	**0**	**20**	**24.5**	**4.9**
16-19	**-**	**148**	**0**	**144**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**27**	**4.3**
19-00	**-**	**43**	**1**	**41**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**30.1**	**5**
00-00	**-**	**583**	**2**	**547**	**1**	**31**	**1**	**0**	**1**	**0**	**0**	**0**	**21.1**	**25.6**	**5.1**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

06 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	06/02/20	1	0	1	0	0	0	0	0	0	0	0	29.3	-	-
0100	06/02/20	3	0	2	0	1	0	0	0	0	0	0	28.1	-	6.2
0200	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	06/02/20	3	0	3	0	0	0	0	0	0	0	0	30.5	-	3.6
0600	06/02/20	2	0	1	0	1	0	0	0	0	0	0	21.3	-	0.9
0700	06/02/20	39	0	38	0	1	0	0	0	0	0	0	23.5	27.8	4.2
0800	06/02/20	75	1	68	0	5	1	0	0	0	0	0	18.7	23.9	5
0900	06/02/20	43	0	41	0	2	0	0	0	0	0	0	22	26.2	3.7
1000	06/02/20	33	0	31	0	2	0	0	0	0	0	0	21.8	25.4	3.5
1100	06/02/20	52	0	50	0	2	0	0	0	0	0	0	20.4	24.5	4.5
1200	06/02/20	42	0	41	0	1	0	0	0	0	0	0	18	22.5	4.3
1300	06/02/20	39	0	38	0	1	0	0	0	0	0	0	19	24.2	4.6
1400	06/02/20	55	0	53	0	2	0	0	0	0	0	0	20.9	24.9	4
1500	06/02/20	59	0	53	1	5	0	0	0	0	0	0	19.5	24.8	6.5
1600	06/02/20	52	1	47	0	4	0	0	0	0	0	0	23.3	27.6	4.6
1700	06/02/20	47	0	45	0	2	0	0	0	0	0	0	24.4	29.3	4.6
1800	06/02/20	44	0	39	0	5	0	0	0	0	0	0	24.6	29	4.8
1900	06/02/20	14	0	14	0	0	0	0	0	0	0	0	24.2	27.6	3.8
2000	06/02/20	25	4	20	0	1	0	0	0	0	0	0	25.5	30.1	4.9
2100	06/02/20	13	0	13	0	0	0	0	0	0	0	0	23.9	30	5.4
2200	06/02/20	8	1	7	0	0	0	0	0	0	0	0	23.4	-	5.7
2300	06/02/20	5	0	5	0	0	0	0	0	0	0	0	27.2	-	4.8
00-07	**-**	**9**	**0**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**27.5**	**-**	**5.1**
07-10	**-**	**157**	**1**	**147**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**20.8**	**25.3**	**4.9**
10-16	**-**	**280**	**0**	**266**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**24.6**	**4.9**
16-19	**-**	**143**	**1**	**131**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**24.1**	**28.6**	**4.7**
19-00	**-**	**65**	**5**	**59**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**29.7**	**4.8**
00-00	**-**	**654**	**7**	**610**	**1**	**35**	**1**	**0**	**0**	**0**	**0**	**0**	**21.6**	**26.4**	**5.2**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

07 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	07/02/20	3	0	3	0	0	0	0	0	0	0	0	29.6	-	4.9
0100	07/02/20	3	0	2	0	1	0	0	0	0	0	0	23	-	4.5
0200	07/02/20	1	0	1	0	0	0	0	0	0	0	0	21	-	-
0300	07/02/20	1	0	1	0	0	0	0	0	0	0	0	20.2	-	-
0400	07/02/20	2	0	2	0	0	0	0	0	0	0	0	23.2	-	4.9
0500	07/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	07/02/20	5	0	5	0	0	0	0	0	0	0	0	24.1	-	3.9
0700	07/02/20	9	0	8	0	1	0	0	0	0	0	0	23	-	4.6
0800	07/02/20	20	0	19	0	1	0	0	0	0	0	0	23.5	27.1	4.8
0900	07/02/20	27	0	24	0	3	0	0	0	0	0	0	22	26.5	5.1
1000	07/02/20	25	0	25	0	0	0	0	0	0	0	0	22.6	27.4	4.8
1100	07/02/20	38	1	35	0	2	0	0	0	0	0	0	20.3	25.6	5.1
1200	07/02/20	41	0	41	0	0	0	0	0	0	0	0	20.9	26.1	4.6
1300	07/02/20	34	0	32	0	2	0	0	0	0	0	0	21.9	26.4	4.4
1400	07/02/20	37	0	36	0	1	0	0	0	0	0	0	21.3	24.7	4
1500	07/02/20	28	0	27	0	1	0	0	0	0	0	0	22.5	25.3	4.1
1600	07/02/20	30	0	28	0	2	0	0	0	0	0	0	22.7	26.2	5.1
1700	07/02/20	31	0	29	0	2	0	0	0	0	0	0	22.5	28.1	5.4
1800	07/02/20	20	0	20	0	0	0	0	0	0	0	0	22.3	27.2	6.1
1900	07/02/20	16	0	16	0	0	0	0	0	0	0	0	23.6	27.6	2.9
2000	07/02/20	6	0	6	0	0	0	0	0	0	0	0	23.2	-	4.5
2100	07/02/20	7	0	7	0	0	0	0	0	0	0	0	21.2	-	3.6
2200	07/02/20	18	1	17	0	0	0	0	0	0	0	0	24.1	31.6	6.1
2300	07/02/20	2	0	2	0	0	0	0	0	0	0	0	23.1	-	2.3
00-07	**-**	**15**	**0**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.4**	**28.6**	**4.6**
07-10	**-**	**56**	**0**	**51**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**26.7**	**4.9**
10-16	**-**	**203**	**1**	**196**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**21.5**	**25.8**	**4.5**
16-19	**-**	**81**	**0**	**77**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**22.5**	**27.4**	**5.4**
19-00	**-**	**49**	**1**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**28.1**	**4.5**
00-00	**-**	**404**	**2**	**386**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**22.2**	**26.6**	**4.8**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

08 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	08/02/20	6	0	6	0	0	0	0	0	0	0	0	24.8	-	3.6
0100	08/02/20	2	0	2	0	0	0	0	0	0	0	0	25.5	-	2.8
0200	08/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	08/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	08/02/20	2	1	1	0	0	0	0	0	0	0	0	14.8	-	3.9
0500	08/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	08/02/20	1	0	0	0	1	0	0	0	0	0	0	23.2	-	-
0700	08/02/20	5	1	4	0	0	0	0	0	0	0	0	24.2	-	6
0800	08/02/20	21	0	20	0	1	0	0	0	0	0	0	24.3	27.6	3.5
0900	08/02/20	20	0	17	0	3	0	0	0	0	0	0	23.4	27.8	4.2
1000	08/02/20	38	0	36	0	2	0	0	0	0	0	0	25.6	28.6	7.2
1100	08/02/20	34	0	34	0	0	0	0	0	0	0	0	23.4	29	5.3
1200	08/02/20	38	0	38	0	0	0	0	0	0	0	0	23.1	28.9	4.9
1300	08/02/20	27	0	26	0	1	0	0	0	0	0	0	22.8	26	3.3
1400	08/02/20	37	0	37	0	0	0	0	0	0	0	0	24	27.9	3.9
1500	08/02/20	27	0	27	0	0	0	0	0	0	0	0	24.2	28.1	4.7
1600	08/02/20	30	0	30	0	0	0	0	0	0	0	0	23.5	27.4	3.8
1700	08/02/20	27	0	26	0	1	0	0	0	0	0	0	22.8	26.3	4.6
1800	08/02/20	14	0	14	0	0	0	0	0	0	0	0	24.6	29.1	4
1900	08/02/20	15	2	13	0	0	0	0	0	0	0	0	22.5	26.5	3.5
2000	08/02/20	5	0	5	0	0	0	0	0	0	0	0	26.6	-	2.2
2100	08/02/20	3	0	3	0	0	0	0	0	0	0	0	23.2	-	3.9
2200	08/02/20	4	0	4	0	0	0	0	0	0	0	0	26.7	-	5
2300	08/02/20	1	0	1	0	0	0	0	0	0	0	0	26.8	-	-
00-07	**-**	**11**	**1**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**27.9**	**5**
07-10	**-**	**46**	**1**	**41**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**27.8**	**4.1**
10-16	**-**	**201**	**0**	**198**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**27.9**	**5.2**
16-19	**-**	**71**	**0**	**70**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**27.1**	**4.2**
19-00	**-**	**28**	**2**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.1**	**27.8**	**3.9**
00-00	**-**	**357**	**4**	**344**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**27.7**	**4.7**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

09 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	09/02/20	1	0	1	0	0	0	0	0	0	0	0	27.1	-	-
0100	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	09/02/20	1	0	1	0	0	0	0	0	0	0	0	23.2	-	-
0500	09/02/20	3	0	3	0	0	0	0	0	0	0	0	28	-	2.6
0600	09/02/20	8	0	5	0	3	0	0	0	0	0	0	24.7	-	9
0700	09/02/20	48	0	48	0	0	0	0	0	0	0	0	23.2	28.1	4.1
0800	09/02/20	74	1	68	0	5	0	0	0	0	0	0	21.3	25.3	4.7
0900	09/02/20	35	0	33	0	2	0	0	0	0	0	0	23.9	26	5.8
1000	09/02/20	42	0	40	1	1	0	0	0	0	0	0	21.5	25.1	4.2
1100	09/02/20	35	0	33	0	1	1	0	0	0	0	0	21.7	28	5.6
1200	09/02/20	40	0	39	0	1	0	0	0	0	0	0	21.2	25.6	4.2
1300	09/02/20	30	1	24	0	5	0	0	0	0	0	0	23.2	26.2	3.5
1400	09/02/20	52	0	47	0	5	0	0	0	0	0	0	21.1	25.2	3.7
1500	09/02/20	55	0	51	0	4	0	0	0	0	0	0	19.7	24.2	4.9
1600	09/02/20	52	1	47	0	3	0	1	0	0	0	0	23.1	26	3.6
1700	09/02/20	51	0	48	0	3	0	0	0	0	0	0	22	27	4.6
1800	09/02/20	30	1	28	0	1	0	0	0	0	0	0	23.8	27.6	4.1
1900	09/02/20	31	0	31	0	0	0	0	0	0	0	0	21.1	26.3	5.6
2000	09/02/20	12	0	12	0	0	0	0	0	0	0	0	22.9	27	4.3
2100	09/02/20	5	0	5	0	0	0	0	0	0	0	0	29.1	-	2.8
2200	09/02/20	5	0	5	0	0	0	0	0	0	0	0	28	-	9
2300	09/02/20	1	0	1	0	0	0	0	0	0	0	0	18.3	-	-
00-07	**-**	**13**	**0**	**10**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**32.3**	**7.1**
07-10	**-**	**157**	**1**	**149**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**26.5**	**4.9**
10-16	**-**	**254**	**1**	**234**	**1**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**21.2**	**25.2**	**4.5**
16-19	**-**	**133**	**2**	**123**	**0**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**22.8**	**26.9**	**4.2**
19-00	**-**	**54**	**0**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.8**	**28.6**	**6.1**
00-00	**-**	**611**	**4**	**570**	**1**	**34**	**1**	**1**	**0**	**0**	**0**	**0**	**22.1**	**26.3**	**4.8**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

10 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	10/02/20	2	0	1	0	1	0	0	0	0	0	0	19.5	-	3.4
0200	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	10/02/20	1	0	1	0	0	0	0	0	0	0	0	23.7	-	-
0500	10/02/20	2	0	2	0	0	0	0	0	0	0	0	29.2	-	5.1
0600	10/02/20	5	0	3	0	2	0	0	0	0	0	0	21.8	-	1.6
0700	10/02/20	46	0	44	0	2	0	0	0	0	0	0	24.8	28.2	3.7
0800	10/02/20	72	1	70	0	1	0	0	0	0	0	0	21.2	24.9	4.6
0900	10/02/20	29	0	28	0	1	0	0	0	0	0	0	21	24.7	3.5
1000	10/02/20	37	0	37	0	0	0	0	0	0	0	0	22.2	26.3	4.1
1100	10/02/20	39	0	37	1	1	0	0	0	0	0	0	20.4	25.1	5.7
1200	10/02/20	46	0	42	0	4	0	0	0	0	0	0	22.9	26.5	4.6
1300	10/02/20	36	1	33	0	2	0	0	0	0	0	0	20.6	25.4	6.1
1400	10/02/20	56	0	55	0	1	0	0	0	0	0	0	20	24	4.6
1500	10/02/20	55	1	54	0	0	0	0	0	0	0	0	18.9	24.2	5.2
1600	10/02/20	48	0	46	0	1	0	0	1	0	0	0	22.7	26.4	4.3
1700	10/02/20	56	0	56	0	0	0	0	0	0	0	0	22.8	27.5	4.8
1800	10/02/20	24	0	24	0	0	0	0	0	0	0	0	23.2	26.7	5.4
1900	10/02/20	31	1	30	0	0	0	0	0	0	0	0	22.6	26.8	4
2000	10/02/20	15	0	15	0	0	0	0	0	0	0	0	25.8	29.7	3.5
2100	10/02/20	5	0	5	0	0	0	0	0	0	0	0	24.8	-	3
2200	10/02/20	4	0	4	0	0	0	0	0	0	0	0	23	-	2.2
2300	10/02/20	3	0	3	0	0	0	0	0	0	0	0	20.7	-	8.7
00-07	**-**	**10**	**0**	**7**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**-**	**4.2**
07-10	**-**	**147**	**1**	**142**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**22.3**	**26.4**	**4.5**
10-16	**-**	**269**	**2**	**258**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**25.2**	**5.2**
16-19	**-**	**128**	**0**	**126**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**22.8**	**26.8**	**4.7**
19-00	**-**	**58**	**1**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**28.2**	**4.2**
00-00	**-**	**612**	**4**	**590**	**1**	**16**	**0**	**0**	**1**	**0**	**0**	**0**	**21.8**	**26**	**4.9**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

11 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	11/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	11/02/20	2	0	2	0	0	0	0	0	0	0	0	22	-	7.4
0200	11/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	11/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	11/02/20	1	0	1	0	0	0	0	0	0	0	0	30.4	-	-
0500	11/02/20	3	0	2	0	1	0	0	0	0	0	0	27.2	-	5.9
0600	11/02/20	6	0	2	0	3	1	0	0	0	0	0	21.5	-	4.3
0700	11/02/20	44	0	44	0	0	0	0	0	0	0	0	24.1	28.4	4.7
0800	11/02/20	81	0	78	1	2	0	0	0	0	0	0	21.1	26	5.4
0900	11/02/20	37	0	35	0	2	0	0	0	0	0	0	20.9	24.4	5.8
1000	11/02/20	46	0	44	0	2	0	0	0	0	0	0	21.6	26.5	4.9
1100	11/02/20	27	0	25	0	2	0	0	0	0	0	0	21	25.1	5.2
1200	11/02/20	31	1	29	0	1	0	0	0	0	0	0	21.4	27.1	6.5
1300	11/02/20	41	1	37	0	3	0	0	0	0	0	0	22.1	26.5	4.6
1400	11/02/20	50	0	46	0	4	0	0	0	0	0	0	21.4	25.3	4.2
1500	11/02/20	69	0	63	0	6	0	0	0	0	0	0	20.7	25.6	4.9
1600	11/02/20	58	0	57	0	1	0	0	0	0	0	0	21.9	25.9	4.1
1700	11/02/20	57	0	54	0	3	0	0	0	0	0	0	21.9	25.7	4
1800	11/02/20	31	0	29	0	2	0	0	0	0	0	0	23.8	26.7	4.3
1900	11/02/20	23	0	23	0	0	0	0	0	0	0	0	21.7	26	7
2000	11/02/20	18	0	18	0	0	0	0	0	0	0	0	24.7	28.5	3.4
2100	11/02/20	7	0	7	0	0	0	0	0	0	0	0	20.8	-	2.6
2200	11/02/20	4	0	4	0	0	0	0	0	0	0	0	27.5	-	3.3
2300	11/02/20	5	0	5	0	0	0	0	0	0	0	0	25.8	-	4.6
00-07	**-**	**12**	**0**	**7**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**23.8**	**30.6**	**5.5**
07-10	**-**	**162**	**0**	**157**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**21.9**	**26.2**	**5.5**
10-16	**-**	**264**	**2**	**244**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**21.3**	**25.8**	**4.9**
16-19	**-**	**146**	**0**	**140**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**22.3**	**26.1**	**4.2**
19-00	**-**	**57**	**0**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**28.2**	**5.5**
00-00	**-**	**641**	**2**	**605**	**1**	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**21.9**	**26.2**	**5**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

12 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	12/02/20	2	0	1	0	1	0	0	0	0	0	0	18.5	-	4.2
0100	12/02/20	2	0	1	0	1	0	0	0	0	0	0	17	-	1.8
0200	12/02/20	1	0	1	0	0	0	0	0	0	0	0	21.4	-	-
0300	12/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	12/02/20	1	0	1	0	0	0	0	0	0	0	0	30.1	-	-
0500	12/02/20	3	0	3	0	0	0	0	0	0	0	0	26.5	-	6.3
0600	12/02/20	6	0	5	0	1	0	0	0	0	0	0	24.1	-	3.2
0700	12/02/20	45	2	43	0	0	0	0	0	0	0	0	23.3	27.5	4.1
0800	12/02/20	83	3	79	0	1	0	0	0	0	0	0	22.2	25.9	3.9
0900	12/02/20	44	0	41	0	3	0	0	0	0	0	0	23	26.1	9.4
1000	12/02/20	39	0	39	0	0	0	0	0	0	0	0	21.8	25.2	4.4
1100	12/02/20	39	0	34	1	4	0	0	0	0	0	0	21.2	25.7	3.8
1200	12/02/20	43	0	38	0	5	0	0	0	0	0	0	22.4	26.3	3.9
1300	12/02/20	36	0	34	0	2	0	0	0	0	0	0	23.5	26.7	3.9
1400	12/02/20	52	0	51	0	1	0	0	0	0	0	0	21.4	26.5	6.1
1500	12/02/20	57	0	56	0	1	0	0	0	0	0	0	19.5	24.8	5.7
1600	12/02/20	57	2	53	0	2	0	0	0	0	0	0	22.1	26.9	5.4
1700	12/02/20	53	0	50	1	2	0	0	0	0	0	0	23.5	26.7	2.9
1800	12/02/20	32	0	32	0	0	0	0	0	0	0	0	24.2	27.9	3.9
1900	12/02/20	22	0	20	0	2	0	0	0	0	0	0	24.3	28	4.1
2000	12/02/20	25	0	25	0	0	0	0	0	0	0	0	24.5	29.4	4.5
2100	12/02/20	14	1	13	0	0	0	0	0	0	0	0	25.4	30.2	4.9
2200	12/02/20	5	0	5	0	0	0	0	0	0	0	0	25.5	-	3.5
2300	12/02/20	1	0	1	0	0	0	0	0	0	0	0	26.3	-	-
00-07	**-**	**15**	**0**	**12**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**30**	**5.1**
07-10	**-**	**172**	**5**	**163**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**26.5**	**5.8**
10-16	**-**	**266**	**0**	**252**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**21.5**	**25.8**	**5**
16-19	**-**	**142**	**2**	**135**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**26.7**	**4.4**
19-00	**-**	**67**	**1**	**64**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**28.8**	**4.3**
00-00	**-**	**662**	**8**	**626**	**2**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**22.5**	**26.5**	**5.1**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

13 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	13/02/20	2	0	2	0	0	0	0	0	0	0	0	18.8	-	7.8
0100	13/02/20	1	0	1	0	0	0	0	0	0	0	0	19.6	-	-
0200	13/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	13/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	13/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	13/02/20	1	0	1	0	0	0	0	0	0	0	0	29.9	-	-
0600	13/02/20	5	0	2	0	3	0	0	0	0	0	0	20.4	-	2
0700	13/02/20	30	0	30	0	0	0	0	0	0	0	0	22	25.8	4.2
0800	13/02/20	62	0	61	0	1	0	0	0	0	0	0	20.6	23.8	4
0900	13/02/20	38	0	34	1	3	0	0	0	0	0	0	18.6	22.9	4
1000	13/02/20	46	0	45	0	0	1	0	0	0	0	0	19.1	23.2	4.6
1100	13/02/20	50	0	47	0	2	1	0	0	0	0	0	19.9	23.6	3.9
1200	13/02/20	49	1	47	0	1	0	0	0	0	0	0	18.2	22.6	4.5
1300	13/02/20	34	0	34	0	0	0	0	0	0	0	0	17.4	21.2	4.5
1400	13/02/20	41	0	39	0	2	0	0	0	0	0	0	19.4	24	4.1
1500	13/02/20	49	1	46	0	2	0	0	0	0	0	0	20.6	23.9	3.8
1600	13/02/20	64	0	63	0	1	0	0	0	0	0	0	20.2	24	5
1700	13/02/20	42	0	41	0	1	0	0	0	0	0	0	20.7	24.3	4.4
1800	13/02/20	39	2	37	0	0	0	0	0	0	0	0	21.8	25.1	3.6
1900	13/02/20	16	1	15	0	0	0	0	0	0	0	0	20.5	23.8	2.6
2000	13/02/20	16	1	15	0	0	0	0	0	0	0	0	22	29.1	5.1
2100	13/02/20	14	0	14	0	0	0	0	0	0	0	0	24	31	4.8
2200	13/02/20	8	1	7	0	0	0	0	0	0	0	0	20.9	-	3.6
2300	13/02/20	3	0	3	0	0	0	0	0	0	0	0	17.4	-	3.6
00-07	**-**	**9**	**0**	**6**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**-**	**4.6**
07-10	**-**	**130**	**0**	**125**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**20.3**	**24.2**	**4.2**
10-16	**-**	**269**	**2**	**258**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**19.2**	**23.2**	**4.3**
16-19	**-**	**145**	**2**	**141**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20.8**	**24.4**	**4.5**
19-00	**-**	**57**	**3**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.7**	**26.5**	**4.4**
00-00	**-**	**610**	**7**	**584**	**1**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**20.1**	**24**	**4.4**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

14 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	14/02/20	1	0	1	0	0	0	0	0	0	0	0	18.5	-	-
0100	14/02/20	2	0	1	0	1	0	0	0	0	0	0	17.2	-	0.2
0200	14/02/20	1	0	1	0	0	0	0	0	0	0	0	23.6	-	-
0300	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	14/02/20	2	0	2	0	0	0	0	0	0	0	0	19.2	-	0.9
0700	14/02/20	5	0	5	0	0	0	0	0	0	0	0	22	-	2.5
0800	14/02/20	15	0	15	0	0	0	0	0	0	0	0	22.6	27.1	3.9
0900	14/02/20	11	0	10	0	0	0	1	0	0	0	0	20.5	24.3	3.4
00-07	**-**	**6**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**-**	**2.4**
07-10	**-**	**31**	**0**	**30**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**21.8**	**25.8**	**3.6**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**37**	**0**	**35**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**21.4**	**25.4**	**3.5**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

Virtual Day (Partial days = 13.9167)

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	-	1	0	1	0	0	0	0	0	0	0	0	24.2	-	5.6
0100	-	1	0	1	0	0	0	0	0	0	0	0	22.1	-	5.3
0200	-	0	0	0	0	0	0	0	0	0	0	0	22	-	-
0300	-	0	0	0	0	0	0	0	0	0	0	0	20.2	-	-
0400	-	1	0	1	0	0	0	0	0	0	0	0	22.9	-	-
0500	-	1	0	1	0	0	0	0	0	0	0	0	28.3	-	4.2
0600	-	3	0	2	0	1	0	0	0	0	0	0	22.7	-	4.9
0700	-	19	0	19	0	0	0	0	0	0	0	0	23.5	27.6	4.2
0800	-	40	0	38	0	1	0	0	0	0	0	0	20.9	25.5	4.9
0900	-	23	0	21	0	2	0	0	0	0	0	0	21.7	25.4	5.6
1000	-	25	0	24	0	1	0	0	0	0	0	0	21.9	25.5	4.9
1100	-	26	0	25	0	1	0	0	0	0	0	0	20.6	25.2	5
1200	-	26	0	25	0	1	0	0	0	0	0	0	20.9	25.8	5.1
1300	-	22	0	21	0	1	0	0	0	0	0	0	21.2	25.6	4.8
1400	-	31	0	30	0	2	0	0	0	0	0	0	21	25.1	4.5
1500	-	33	0	32	0	2	0	0	0	0	0	0	20.1	24.8	5.2
1600	-	32	0	30	0	1	0	0	0	0	0	0	22.2	26	4.6
1700	-	32	0	31	0	1	0	0	0	0	0	0	22.7	27	4.4
1800	-	21	0	20	0	1	0	0	0	0	0	0	23.6	27.4	4.6
1900	-	13	0	12	0	0	0	0	0	0	0	0	22.5	26.7	4.7
2000	-	10	0	10	0	0	0	0	0	0	0	0	24.8	-	4.6
2100	-	5	0	5	0	0	0	0	0	0	0	0	23.8	-	4.6
2200	-	4	0	4	0	0	0	0	0	0	0	0	24.4	-	5.5
2300	-	2	0	2	0	0	0	0	0	0	0	0	23.7	-	5.5

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

Virtual Week (2)

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	-	306	2	285	1	17	1	1	0	0	0	0	22.1	26.3	4.8
Tue	-	306	2	295	1	8	0	0	1	0	0	0	21.8	26	4.9
Wed	-	321	1	303	1	16	1	0	0	0	0	0	21.9	26.2	5
Thu	-	623	5	587	2	29	1	0	1	0	0	0	21.9	26.2	5.1
Fri	-	632	7	597	1	26	2	0	0	0	0	0	20.9	25.4	4.9
|Sat	-	221	1	211	0	9	0	1	0	0	0	0	22.1	26.5	4.7
|Sun	-	179	2	172	0	5	0	0	0	0	0	0	23.8	27.7	4.7
--	**-**	**2586**	**20**	**2449**	**4**	**108**	**3**	**1**	**1**	**0**	**0**	**0**	**21.8**	**26.2**	**5**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

Grand Total

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	-	5171	40	4897	8	216	6	2	2	0	0	0	21.8	26.2	5

Phoenix Traffic Surveys Ltd, Speed Report

Globals

Report Id	CustomList-343
Descriptor	Phoenix Traffic Surveys Ltd, Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2026-02-24T12:23:05
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	001
Site Attribute	CHERRY TREE AVENUE
File Name	C:\Users\bpmoore\Documents\MetroCount\MTE 5.07\Data\001 0 2026-02-18 2018.EC0
File Type	Phase
Algorithm	ModifiedFactory default axle
Description	!!CHERRY TREE AVENUE SITE
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-02-03T19:28:00
Start Time	2026-02-03T19:28:00
Finish Time	2026-02-17T16:42:20
Operator	BPM
Configuration	80 c0 07 e8 bc 00 00 00 00 00

Profile

Name	PHX SPEED REPORT
Title	MetroCount Traffic Executive
Graphic Logo	
Header	(c) 2003 North Weevilbrook County
Footer	Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2026-02-03T19:28:00
Filter End	2026-02-17T16:42:20
Class Scheme	ARX
F	Cls(1-10) Dir(N) Sp(0,140) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	0
Speed Limits	15 2 0 0 0 0 0 0 0 0
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Phoenix Traffic Surveys Ltd, Speed Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 140	Speed bin totals
Vpp 85	Percentile speed
Mean	Average speed
SD	Standard Deviation

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

03 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Vehicles = 0

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

04 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Vehicles = 0

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

05 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	52	0	2	14	12	19	5	0	0	0	0	0	0	0	23	18.3	5.2
0900	40	0	1	1	10	21	7	0	0	0	0	0	0	0	25.8	21.4	3.8
1000	46	0	0	1	13	25	5	2	0	0	0	0	0	0	25.2	21.9	3.9
1100	54	1	3	11	10	27	2	0	0	0	0	0	0	0	23.8	18.9	5.3
1200	39	1	1	5	3	23	5	1	0	0	0	0	0	0	25.4	20.5	5.9
1300	36	0	1	2	14	15	4	0	0	0	0	0	0	0	24.6	20.5	4.3
1400	56	1	2	4	16	27	6	0	0	0	0	0	0	0	24.5	20.2	4.7
1500	69	1	2	11	18	32	5	0	0	0	0	0	0	0	23.1	19.1	4.9
1600	51	0	0	4	12	22	13	0	0	0	0	0	0	0	25.7	21.8	4.3
1700	58	0	0	0	7	34	13	4	0	0	0	0	0	0	27.4	23.8	3.5
1800	39	0	0	2	4	20	10	2	1	0	0	0	0	0	27.6	24	5
1900	12	0	0	0	2	7	2	1	0	0	0	0	0	0	29	23.4	4
2000	18	0	0	0	1	7	5	4	1	0	0	0	0	0	33.1	27	5.3
2100	6	0	0	0	1	4	1	0	0	0	0	0	0	0	-	21.5	3.4
2200	6	0	0	0	1	1	4	0	0	0	0	0	0	0	-	24.6	5.3
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	25.5	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**92**	**0**	**3**	**15**	**22**	**40**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**19.6**	**4.9**
10-16	**300**	**4**	**9**	**34**	**74**	**149**	**27**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**20**	**4.9**
16-19	**148**	**0**	**0**	**6**	**23**	**76**	**36**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**27**	**23.2**	**4.3**
19-00	**43**	**0**	**0**	**0**	**5**	**19**	**13**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**30.1**	**24.9**	**5**
00-00	**583**	**4**	**12**	**55**	**124**	**284**	**88**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**25.6**	**21.1**	**5.1**

Vehicles = 583
Posted speed limit = 0 mph, Exceeding = 583 (100.0%), Mean Exceeding = 21.13 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 512 (87.82%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 582 (99.83%)
Maximum = 39.8 mph, Minimum = 0.8 mph, Mean = 21.1 mph
85% Speed = 25.61 mph, 95% Speed = 28.52 mph, Median = 21.81 mph
10 mph Pace = 18 - 28, Number in Pace = 431 (73.93%)
Variance = 25.68, Standard Deviation = 5.07 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

06 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	29.3	-
0100	3	0	0	0	0	1	1	1	0	0	0	0	0	0	-	28.1	6.2
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	3	0	0	0	0	0	1	2	0	0	0	0	0	0	-	30.5	3.6
0600	2	0	0	0	0	2	0	0	0	0	0	0	0	0	-	21.3	0.9
0700	39	0	0	1	5	20	11	2	0	0	0	0	0	0	27.8	23.5	4.2
0800	75	0	3	19	19	29	5	0	0	0	0	0	0	0	23.9	18.7	5
0900	43	0	1	1	7	25	9	0	0	0	0	0	0	0	26.2	22	3.7
1000	33	0	0	1	9	17	6	0	0	0	0	0	0	0	25.4	21.8	3.5
1100	52	0	2	4	11	28	7	0	0	0	0	0	0	0	24.5	20.4	4.5
1200	42	0	2	9	15	15	1	0	0	0	0	0	0	0	22.5	18	4.3
1300	39	1	1	2	19	16	0	0	0	0	0	0	0	0	24.2	19	4.6
1400	55	0	0	6	12	29	8	0	0	0	0	0	0	0	24.9	20.9	4
1500	59	2	6	4	15	24	5	3	0	0	0	0	0	0	24.8	19.5	6.5
1600	52	0	0	3	8	22	16	2	1	0	0	0	0	0	27.6	23.3	4.6
1700	47	0	0	1	3	24	14	4	1	0	0	0	0	0	29.3	24.4	4.6
1800	44	0	1	0	4	19	16	3	1	0	0	0	0	0	29	24.6	4.8
1900	14	0	0	0	1	6	6	1	0	0	0	0	0	0	27.6	24.2	3.8
2000	25	0	0	2	2	5	12	4	0	0	0	0	0	0	30.1	25.5	4.9
2100	13	0	0	1	1	4	5	2	0	0	0	0	0	0	30	23.9	5.4
2200	8	0	0	1	1	1	5	0	0	0	0	0	0	0	-	23.4	5.7
2300	5	0	0	0	0	2	1	2	0	0	0	0	0	0	-	27.2	4.8
00-07	**9**	**0**	**0**	**0**	**0**	**3**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**27.5**	**5.1**
07-10	**157**	**0**	**4**	**21**	**31**	**74**	**25**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25.3**	**20.8**	**4.9**
10-16	**280**	**3**	**11**	**26**	**81**	**129**	**27**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**19.9**	**4.9**
16-19	**143**	**0**	**1**	**4**	**15**	**65**	**46**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**28.6**	**24.1**	**4.7**
19-00	**65**	**0**	**0**	**4**	**5**	**18**	**29**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**29.7**	**24.8**	**4.8**
00-00	**654**	**3**	**16**	**55**	**132**	**289**	**130**	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**26.4**	**21.6**	**5.2**

Vehicles = 654
Posted speed limit = 0 mph, Exceeding = 654 (100.0%), Mean Exceeding = 21.63 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 580 (88.69%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 654 (100.0%)
Maximum = 37.8 mph, Minimum = 3.4 mph, Mean = 21.6 mph
85% Speed = 26.40 mph, 95% Speed = 29.64 mph, Median = 21.92 mph
10 mph Pace = 17 - 27, Number in Pace = 460 (70.34%)
Variance = 27.43, Standard Deviation = 5.24 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

07 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	3	0	0	0	0	0	2	0	1	0	0	0	0	0	-	29.6	4.9
0100	3	0	0	0	1	1	1	0	0	0	0	0	0	0	-	23	4.5
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	21	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	20.2	-
0400	2	0	0	0	1	0	1	0	0	0	0	0	0	0	-	23.2	4.9
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	5	0	0	0	1	2	2	0	0	0	0	0	0	0	-	24.1	3.9
0700	9	0	0	1	0	5	3	0	0	0	0	0	0	0	-	23	4.6
0800	20	0	1	0	2	9	8	0	0	0	0	0	0	0	27.1	23.5	4.8
0900	27	0	1	2	2	15	7	0	0	0	0	0	0	0	26.5	22	5.1
1000	25	0	0	2	5	9	8	1	0	0	0	0	0	0	27.4	22.6	4.8
1100	38	0	1	6	9	16	6	0	0	0	0	0	0	0	25.6	20.3	5.1
1200	41	0	0	3	14	16	7	1	0	0	0	0	0	0	26.1	20.9	4.6
1300	34	0	0	3	6	16	9	0	0	0	0	0	0	0	26.4	21.9	4.4
1400	37	0	1	1	9	22	4	0	0	0	0	0	0	0	24.7	21.3	4
1500	28	0	1	1	3	19	4	0	0	0	0	0	0	0	25.3	22.5	4.1
1600	30	0	1	0	2	20	6	0	1	0	0	0	0	0	26.2	22.7	5.1
1700	31	0	2	1	6	12	9	1	0	0	0	0	0	0	28.1	22.5	5.4
1800	20	0	1	3	0	9	5	2	0	0	0	0	0	0	27.2	22.3	6.1
1900	16	0	0	0	1	12	3	0	0	0	0	0	0	0	27.6	23.6	2.9
2000	6	0	0	0	3	1	2	0	0	0	0	0	0	0	-	23.2	4.5
2100	7	0	0	0	2	4	1	0	0	0	0	0	0	0	-	21.2	3.6
2200	18	0	1	0	2	7	5	3	0	0	0	0	0	0	31.6	24.1	6.1
2300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	-	23.1	2.3
00-07	**15**	**0**	**0**	**0**	**3**	**5**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**28.6**	**24.4**	**4.6**
07-10	**56**	**0**	**2**	**3**	**4**	**29**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**22.7**	**4.9**
10-16	**203**	**0**	**3**	**16**	**46**	**98**	**38**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25.8**	**21.5**	**4.5**
16-19	**81**	**0**	**4**	**4**	**8**	**41**	**20**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**27.4**	**22.5**	**5.4**
19-00	**49**	**0**	**1**	**0**	**8**	**26**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**23.4**	**4.5**
00-00	**404**	**0**	**10**	**23**	**69**	**199**	**93**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**26.6**	**22.2**	**4.8**

Vehicles = 404
Posted speed limit = 0 mph, Exceeding = 404 (100.0%), Mean Exceeding = 22.18 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 371 (91.83%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 404 (100.0%)
Maximum = 37.8 mph, Minimum = 5.6 mph, Mean = 22.2 mph
85% Speed = 26.62 mph, 95% Speed = 29.16 mph, Median = 22.82 mph
10 mph Pace = 17 - 27, Number in Pace = 307 (75.99%)
Variance = 23.23, Standard Deviation = 4.82 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

08 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	6	0	0	0	1	2	3	0	0	0	0	0	0	0	-	24.8	3.6
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	-	25.5	2.8
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	-	14.8	3.9
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23.2	-
0700	5	0	0	0	1	3	0	1	0	0	0	0	0	0	-	24.2	6
0800	21	0	0	0	3	7	11	0	0	0	0	0	0	0	27.6	24.3	3.5
0900	20	0	0	1	3	9	7	0	0	0	0	0	0	0	27.8	23.4	4.2
1000	38	0	0	0	3	20	11	3	0	0	0	0	0	1	28.6	25.6	7.2
1100	34	0	0	3	4	13	11	3	0	0	0	0	0	0	29	23.4	5.3
1200	38	0	0	2	7	18	8	3	0	0	0	0	0	0	28.9	23.1	4.9
1300	27	0	0	1	4	16	6	0	0	0	0	0	0	0	26	22.8	3.3
1400	37	0	0	0	6	16	13	1	1	0	0	0	0	0	27.9	24	3.9
1500	27	0	0	1	2	13	10	0	1	0	0	0	0	0	28.1	24.2	4.7
1600	30	0	0	1	3	15	10	1	0	0	0	0	0	0	27.4	23.5	3.8
1700	27	0	1	0	4	13	7	2	0	0	0	0	0	0	26.3	22.8	4.6
1800	14	0	0	0	3	6	4	1	0	0	0	0	0	0	29.1	24.6	4
1900	15	0	0	1	2	9	3	0	0	0	0	0	0	0	26.5	22.5	3.5
2000	5	0	0	0	0	1	4	0	0	0	0	0	0	0	-	26.6	2.2
2100	3	0	0	0	0	2	1	0	0	0	0	0	0	0	-	23.2	3.9
2200	4	0	0	0	1	0	2	1	0	0	0	0	0	0	-	26.7	5
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	26.8	-
00-07	**11**	**0**	**0**	**1**	**2**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**23**	**5**
07-10	**46**	**0**	**0**	**1**	**7**	**19**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**23.9**	**4.1**
10-16	**201**	**0**	**0**	**7**	**26**	**96**	**59**	**10**	**2**	**0**	**0**	**0**	**0**	**1**	**27.9**	**23.9**	**5.2**
16-19	**71**	**0**	**1**	**1**	**10**	**34**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**27.1**	**23.5**	**4.2**
19-00	**28**	**0**	**0**	**1**	**3**	**12**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**24.1**	**3.9**
00-00	**357**	**0**	**1**	**11**	**48**	**165**	**113**	**16**	**2**	**0**	**0**	**0**	**0**	**1**	**27.7**	**23.8**	**4.7**

Vehicles = 357
Posted speed limit = 0 mph, Exceeding = 357 (100.0%), Mean Exceeding = 23.79 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 345 (96.64%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 357 (100.0%)
Maximum = 62.5 mph, Minimum = 6.8 mph, Mean = 23.8 mph
85% Speed = 27.69 mph, 95% Speed = 30.20 mph, Median = 23.94 mph
10 mph Pace = 19 - 29, Number in Pace = 290 (81.23%)
Variance = 22.35, Standard Deviation = 4.73 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

09 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	27.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23.2	-
0500	3	0	0	0	0	0	2	1	0	0	0	0	0	0	-	28	2.6
0600	8	0	1	0	0	4	1	1	1	0	0	0	0	0	-	24.7	9
0700	48	0	0	1	9	21	17	0	0	0	0	0	0	0	28.1	23.2	4.1
0800	74	1	1	3	20	37	11	1	0	0	0	0	0	0	25.3	21.3	4.7
0900	35	0	0	0	5	20	7	2	0	0	0	1	0	0	26	23.9	5.8
1000	42	0	2	1	9	23	7	0	0	0	0	0	0	0	25.1	21.5	4.2
1100	35	0	1	3	7	17	6	1	0	0	0	0	0	0	28	21.7	5.6
1200	40	0	1	2	10	20	7	0	0	0	0	0	0	0	25.6	21.2	4.2
1300	30	0	1	0	1	19	9	0	0	0	0	0	0	0	26.2	23.2	3.5
1400	52	0	1	1	18	24	8	0	0	0	0	0	0	0	25.2	21.1	3.7
1500	55	0	4	4	13	30	4	0	0	0	0	0	0	0	24.2	19.7	4.9
1600	52	0	0	1	8	28	12	3	0	0	0	0	0	0	26	23.1	3.6
1700	51	0	0	4	12	24	10	1	0	0	0	0	0	0	27	22	4.6
1800	30	0	0	1	5	9	14	1	0	0	0	0	0	0	27.6	23.8	4.1
1900	31	0	2	3	6	15	3	2	0	0	0	0	0	0	26.3	21.1	5.6
2000	12	0	0	0	3	5	4	0	0	0	0	0	0	0	27	22.9	4.3
2100	5	0	0	0	0	0	4	1	0	0	0	0	0	0	-	29.1	2.8
2200	5	0	0	0	0	3	1	0	0	1	0	0	0	0	-	28	9
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.3	-
00-07	**13**	**0**	**1**	**0**	**0**	**5**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**32.3**	**25.5**	**7.1**
07-10	**157**	**1**	**1**	**4**	**34**	**78**	**35**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**26.5**	**22.4**	**4.9**
10-16	**254**	**0**	**10**	**11**	**58**	**133**	**41**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.2**	**21.2**	**4.5**
16-19	**133**	**0**	**0**	**6**	**25**	**61**	**36**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**22.8**	**4.2**
19-00	**54**	**0**	**2**	**3**	**10**	**23**	**12**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**28.6**	**22.8**	**6.1**
00-00	**611**	**1**	**14**	**24**	**127**	**300**	**128**	**14**	**1**	**1**	**0**	**1**	**0**	**0**	**26.3**	**22.1**	**4.8**

Vehicles = 611
Posted speed limit = 0 mph, Exceeding = 611 (100.0%), Mean Exceeding = 22.11 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 572 (93.62%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 611 (100.0%)
Maximum = 52.1 mph, Minimum = 4.5 mph, Mean = 22.1 mph
85% Speed = 26.28 mph, 95% Speed = 28.86 mph, Median = 22.70 mph
10 mph Pace = 17 - 27, Number in Pace = 477 (78.07%)
Variance = 23.34, Standard Deviation = 4.83 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

10 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	-	19.5	3.4
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23.7	-
0500	2	0	0	0	0	0	1	1	0	0	0	0	0	0	-	29.2	5.1
0600	5	0	0	0	1	4	0	0	0	0	0	0	0	0	-	21.8	1.6
0700	46	0	1	0	3	13	28	1	0	0	0	0	0	0	28.2	24.8	3.7
0800	72	0	3	4	14	41	10	0	0	0	0	0	0	0	24.9	21.2	4.6
0900	29	0	0	3	4	19	3	0	0	0	0	0	0	0	24.7	21	3.5
1000	37	0	0	2	9	18	7	1	0	0	0	0	0	0	26.3	22.2	4.1
1100	39	0	3	3	9	17	6	1	0	0	0	0	0	0	25.1	20.4	5.7
1200	46	0	2	1	5	22	14	2	0	0	0	0	0	0	26.5	22.9	4.6
1300	36	0	3	3	8	16	4	2	0	0	0	0	0	0	25.4	20.6	6.1
1400	56	1	1	6	15	30	3	0	0	0	0	0	0	0	24	20	4.6
1500	55	1	2	8	18	21	5	0	0	0	0	0	0	0	24.2	18.9	5.2
1600	48	0	1	2	6	28	10	1	0	0	0	0	0	0	26.4	22.7	4.3
1700	56	0	0	4	10	25	15	2	0	0	0	0	0	0	27.5	22.8	4.8
1800	24	1	0	1	0	8	14	0	0	0	0	0	0	0	26.7	23.2	5.4
1900	31	0	0	1	5	17	8	0	0	0	0	0	0	0	26.8	22.6	4
2000	15	0	0	0	1	4	9	1	0	0	0	0	0	0	29.7	25.8	3.5
2100	5	0	0	0	0	3	2	0	0	0	0	0	0	0	-	24.8	3
2200	4	0	0	0	0	3	1	0	0	0	0	0	0	0	-	23	2.2
2300	3	0	0	1	0	1	1	0	0	0	0	0	0	0	-	20.7	8.7
00-07	**10**	**0**	**0**	**0**	**2**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**23**	**4.2**
07-10	**147**	**0**	**4**	**7**	**21**	**73**	**41**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26.4**	**22.3**	**4.5**
10-16	**269**	**2**	**11**	**23**	**64**	**124**	**39**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**25.2**	**20.7**	**5.2**
16-19	**128**	**1**	**1**	**7**	**16**	**61**	**39**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**22.8**	**4.7**
19-00	**58**	**0**	**0**	**2**	**6**	**28**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28.2**	**23.6**	**4.2**
00-00	**612**	**3**	**16**	**39**	**109**	**292**	**141**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**21.8**	**4.9**

Vehicles = 612
Posted speed limit = 0 mph, Exceeding = 612 (100.0%), Mean Exceeding = 21.83 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 554 (90.52%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 612 (100.0%)
Maximum = 34.7 mph, Minimum = 3.4 mph, Mean = 21.8 mph
85% Speed = 25.95 mph, 95% Speed = 28.56 mph, Median = 22.70 mph
10 mph Pace = 17 - 27, Number in Pace = 475 (77.61%)
Variance = 24.17, Standard Deviation = 4.92 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

11 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	2	0	0	0	1	0	1	0	0	0	0	0	0	0	-	22	7.4
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	-	30.4	-
0500	3	0	0	0	0	1	1	1	0	0	0	0	0	0	-	27.2	5.9
0600	6	0	0	0	2	3	1	0	0	0	0	0	0	0	-	21.5	4.3
0700	44	0	0	2	5	18	16	3	0	0	0	0	0	0	28.4	24.1	4.7
0800	81	0	4	5	18	39	13	1	1	0	0	0	0	0	26	21.1	5.4
0900	37	0	2	2	9	20	3	0	1	0	0	0	0	0	24.4	20.9	5.8
1000	46	0	3	0	8	25	10	0	0	0	0	0	0	0	26.5	21.6	4.9
1100	27	1	1	2	4	15	4	0	0	0	0	0	0	0	25.1	21	5.2
1200	31	1	1	2	5	11	10	1	0	0	0	0	0	0	27.1	21.4	6.5
1300	41	0	1	4	4	21	10	1	0	0	0	0	0	0	26.5	22.1	4.6
1400	50	0	0	4	9	29	7	1	0	0	0	0	0	0	25.3	21.4	4.2
1500	69	0	3	4	20	29	13	0	0	0	0	0	0	0	25.6	20.7	4.9
1600	58	0	1	5	7	36	9	0	0	0	0	0	0	0	25.9	21.9	4.1
1700	57	0	1	2	13	31	9	1	0	0	0	0	0	0	25.7	21.9	4
1800	31	0	0	1	3	17	8	1	1	0	0	0	0	0	26.7	23.8	4.3
1900	23	0	2	2	2	14	1	1	1	0	0	0	0	0	26	21.7	7
2000	18	0	0	0	1	8	9	0	0	0	0	0	0	0	28.5	24.7	3.4
2100	7	0	0	0	2	5	0	0	0	0	0	0	0	0	-	20.8	2.6
2200	4	0	0	0	0	1	2	1	0	0	0	0	0	0	-	27.5	3.3
2300	5	0	0	0	0	2	2	1	0	0	0	0	0	0	-	25.8	4.6
00-07	**12**	**0**	**0**	**0**	**3**	**4**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**30.6**	**23.8**	**5.5**
07-10	**162**	**0**	**6**	**9**	**32**	**77**	**32**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**26.2**	**21.9**	**5.5**
10-16	**264**	**2**	**9**	**16**	**50**	**130**	**54**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**25.8**	**21.3**	**4.9**
16-19	**146**	**0**	**2**	**8**	**23**	**84**	**26**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**26.1**	**22.3**	**4.2**
19-00	**57**	**0**	**2**	**2**	**5**	**30**	**14**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**28.2**	**23.3**	**5.5**
00-00	**641**	**2**	**19**	**35**	**113**	**325**	**129**	**14**	**4**	**0**	**0**	**0**	**0**	**0**	**26.2**	**21.9**	**5**

Vehicles = 641
Posted speed limit = 0 mph, Exceeding = 641 (100.0%), Mean Exceeding = 21.91 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 585 (91.26%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 641 (100.0%)
Maximum = 38.6 mph, Minimum = 3.2 mph, Mean = 21.9 mph
85% Speed = 26.17 mph, 95% Speed = 28.62 mph, Median = 22.59 mph
10 mph Pace = 18 - 28, Number in Pace = 492 (76.76%)
Variance = 25.03, Standard Deviation = 5.00 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

12 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	-	18.5	4.2
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	-	17	1.8
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	21.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	-	30.1	-
0500	3	0	0	0	0	1	1	1	0	0	0	0	0	0	-	26.5	6.3
0600	6	0	0	0	0	5	1	0	0	0	0	0	0	0	-	24.1	3.2
0700	45	0	0	1	8	19	16	1	0	0	0	0	0	0	27.5	23.3	4.1
0800	83	0	1	1	24	37	19	1	0	0	0	0	0	0	25.9	22.2	3.9
0900	44	1	0	3	6	24	8	1	0	0	0	0	0	1	26.1	23	9.4
1000	39	0	1	3	6	21	8	0	0	0	0	0	0	0	25.2	21.8	4.4
1100	39	0	0	4	10	18	7	0	0	0	0	0	0	0	25.7	21.2	3.8
1200	43	0	0	1	13	19	8	2	0	0	0	0	0	0	26.3	22.4	3.9
1300	36	0	1	0	3	17	14	1	0	0	0	0	0	0	26.7	23.5	3.9
1400	52	1	1	2	14	23	10	0	0	1	0	0	0	0	26.5	21.4	6.1
1500	57	1	5	5	10	30	6	0	0	0	0	0	0	0	24.8	19.5	5.7
1600	57	1	1	4	6	28	16	1	0	0	0	0	0	0	26.9	22.1	5.4
1700	53	0	0	0	5	31	16	1	0	0	0	0	0	0	26.7	23.5	2.9
1800	32	0	0	0	3	20	6	3	0	0	0	0	0	0	27.9	24.2	3.9
1900	22	0	0	0	3	9	9	0	1	0	0	0	0	0	28	24.3	4.1
2000	25	0	0	0	4	12	6	2	1	0	0	0	0	0	29.4	24.5	4.5
2100	14	0	0	1	1	2	8	2	0	0	0	0	0	0	30.2	25.4	4.9
2200	5	0	0	0	0	2	3	0	0	0	0	0	0	0	-	25.5	3.5
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	26.3	-
00-07	**15**	**0**	**0**	**0**	**3**	**8**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**23.1**	**5.1**
07-10	**172**	**1**	**1**	**5**	**38**	**80**	**43**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**26.5**	**22.7**	**5.8**
10-16	**266**	**2**	**8**	**15**	**56**	**128**	**53**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**25.8**	**21.5**	**5**
16-19	**142**	**1**	**1**	**4**	**14**	**79**	**38**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**23.1**	**4.4**
19-00	**67**	**0**	**0**	**1**	**8**	**25**	**27**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**28.8**	**24.7**	**4.3**
00-00	**662**	**4**	**10**	**25**	**119**	**320**	**163**	**17**	**2**	**1**	**0**	**0**	**0**	**1**	**26.5**	**22.5**	**5.1**

Vehicles = 662
Posted speed limit = 0 mph, Exceeding = 662 (100.0%), Mean Exceeding = 22.49 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 623 (94.11%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 660 (99.70%)
Maximum = 74.9 mph, Minimum = 0.7 mph, Mean = 22.5 mph
85% Speed = 26.51 mph, 95% Speed = 28.86 mph, Median = 22.65 mph
10 mph Pace = 18 - 28, Number in Pace = 539 (81.42%)
Variance = 26.10, Standard Deviation = 5.11 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

13 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	2	0	0	1	0	1	0	0	0	0	0	0	0	0	-	18.8	7.8
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	19.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	29.9	-
0600	5	0	0	0	2	3	0	0	0	0	0	0	0	0	-	20.4	2
0700	30	0	1	1	5	17	6	0	0	0	0	0	0	0	25.8	22	4.2
0800	62	0	1	2	21	32	6	0	0	0	0	0	0	0	23.8	20.6	4
0900	38	0	1	4	21	10	2	0	0	0	0	0	0	0	22.9	18.6	4
1000	46	1	3	1	16	24	1	0	0	0	0	0	0	0	23.2	19.1	4.6
1100	50	0	1	3	20	21	5	0	0	0	0	0	0	0	23.6	19.9	3.9
1200	49	0	2	8	22	14	3	0	0	0	0	0	0	0	22.6	18.2	4.5
1300	34	1	2	3	20	8	0	0	0	0	0	0	0	0	21.2	17.4	4.5
1400	41	0	1	5	15	17	3	0	0	0	0	0	0	0	24	19.4	4.1
1500	49	0	0	5	15	24	4	1	0	0	0	0	0	0	23.9	20.6	3.8
1600	64	1	3	2	19	33	5	1	0	0	0	0	0	0	24	20.2	5
1700	42	0	1	2	13	21	3	2	0	0	0	0	0	0	24.3	20.7	4.4
1800	39	0	0	0	14	19	4	2	0	0	0	0	0	0	25.1	21.8	3.6
1900	16	0	0	0	7	9	0	0	0	0	0	0	0	0	23.8	20.5	2.6
2000	16	0	0	1	5	5	5	0	0	0	0	0	0	0	29.1	22	5.1
2100	14	0	0	1	1	6	4	2	0	0	0	0	0	0	31	24	4.8
2200	8	0	0	1	2	4	1	0	0	0	0	0	0	0	-	20.9	3.6
2300	3	0	0	1	1	1	0	0	0	0	0	0	0	0	-	17.4	3.6
00-07	**9**	**0**	**0**	**1**	**3**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**21**	**4.6**
07-10	**130**	**0**	**3**	**7**	**47**	**59**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.2**	**20.3**	**4.2**
10-16	**269**	**2**	**9**	**25**	**108**	**108**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**19.2**	**4.3**
16-19	**145**	**1**	**4**	**4**	**46**	**73**	**12**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**24.4**	**20.8**	**4.5**
19-00	**57**	**0**	**0**	**4**	**16**	**25**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.5**	**21.7**	**4.4**
00-00	**610**	**3**	**16**	**41**	**220**	**269**	**53**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**20.1**	**4.4**

Vehicles = 610
Posted speed limit = 0 mph, Exceeding = 610 (100.0%), Mean Exceeding = 20.07 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 550 (90.16%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 609 (99.84%)
Maximum = 33.4 mph, Minimum = 1.2 mph, Mean = 20.1 mph
85% Speed = 24.05 mph, 95% Speed = 26.62 mph, Median = 20.41 mph
10 mph Pace = 16 - 26, Number in Pace = 491 (80.49%)
Variance = 19.51, Standard Deviation = 4.42 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

14 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.5	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	-	17.2	0.2
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	2	0	0	0	2	0	0	0	0	0	0	0	0	0	-	19.2	0.9
0700	5	0	0	0	1	3	1	0	0	0	0	0	0	0	-	22	2.5
0800	15	0	0	1	2	8	4	0	0	0	0	0	0	0	27.1	22.6	3.9
0900	11	0	0	1	4	5	1	0	0	0	0	0	0	0	24.3	20.5	3.4
00-07	**6**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**19.1**	**2.4**
07-10	**31**	**0**	**0**	**2**	**7**	**16**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.8**	**21.8**	**3.6**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**37**	**0**	**0**	**2**	**12**	**17**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**21.4**	**3.5**

Vehicles = 37
Posted speed limit = 0 mph, Exceeding = 37 (100.0%), Mean Exceeding = 21.36 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 35 (94.59%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 37 (100.0%)
Maximum = 27.9 mph, Minimum = 13.4 mph, Mean = 21.4 mph
85% Speed = 25.41 mph, 95% Speed = 27.45 mph, Median = 21.92 mph
10 mph Pace = 16 - 26, Number in Pace = 32 (86.49%)
Variance = 12.32, Standard Deviation = 3.51 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

Virtual Day (Partial days = 13.9167)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	24.2	5.6
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.1	5.3
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.2	-
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.9	-
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	28.3	4.2
0600	3	0	0	0	1	2	0	0	0	0	0	0	0	0	-	22.7	4.9
0700	19	0	0	1	3	9	7	1	0	0	0	0	0	0	27.6	23.5	4.2
0800	40	0	1	4	10	18	7	0	0	0	0	0	0	0	25.5	20.9	4.9
0900	23	0	0	1	5	12	4	0	0	0	0	0	0	0	25.4	21.7	5.6
1000	25	0	1	1	6	13	5	1	0	0	0	0	0	0	25.5	21.9	4.9
1100	26	0	1	3	6	12	4	0	0	0	0	0	0	0	25.2	20.6	5
1200	26	0	1	2	7	11	5	1	0	0	0	0	0	0	25.8	20.9	5.1
1300	22	0	1	1	6	10	4	0	0	0	0	0	0	0	25.6	21.2	4.8
1400	31	0	1	2	8	16	4	0	0	0	0	0	0	0	25.1	21	4.5
1500	33	0	2	3	8	16	4	0	0	0	0	0	0	0	24.8	20.1	5.2
1600	32	0	1	2	5	17	7	1	0	0	0	0	0	0	26	22.2	4.6
1700	32	0	0	1	6	17	7	1	0	0	0	0	0	0	27	22.7	4.4
1800	21	0	0	1	3	10	6	1	0	0	0	0	0	0	27.4	23.6	4.6
1900	13	0	0	1	2	7	3	0	0	0	0	0	0	0	26.7	22.5	4.7
2000	10	0	0	0	1	3	4	1	0	0	0	0	0	0	-	24.8	4.6
2100	5	0	0	0	1	2	2	1	0	0	0	0	0	0	-	23.8	4.6
2200	4	0	0	0	1	2	2	0	0	0	0	0	0	0	-	24.4	5.5
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	-	23.7	5.5

Vehicles = 5171
Posted speed limit = 0 mph, Exceeding = 5171 (100.0%), Mean Exceeding = 21.81 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 4727 (91.41%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 5167 (99.92%)
Maximum = 74.9 mph, Minimum = 0.7 mph, Mean = 21.8 mph
85% Speed = 26.17 mph, 95% Speed = 28.86 mph, Median = 22.26 mph
10 mph Pace = 17 - 27, Number in Pace = 3903 (75.48%)
Variance = 24.90, Standard Deviation = 4.99 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

Virtual Week (2)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
Mon	306	1	7	12	64	150	64	7	1	1	0	1	0	0	26.3	22.1	4.8
Tue	306	2	8	20	55	146	71	6	0	0	0	0	0	0	26	21.8	4.9
Wed	321	1	10	18	57	163	65	7	2	0	0	0	0	0	26.2	21.9	5
Thu	623	4	11	40	122	302	126	16	2	1	0	0	0	1	26.2	21.9	5.1
Fri	632	3	16	48	176	279	92	17	2	0	0	0	0	0	25.4	20.9	4.9
|Sat	221	0	5	13	41	108	50	4	1	0	0	0	0	0	26.5	22.1	4.7
|Sun	179	0	1	6	24	83	57	8	1	0	0	0	0	1	27.7	23.8	4.7
--	**2586**	**10**	**57**	**155**	**537**	**1230**	**522**	**65**	**8**	**1**	**0**	**1**	**0**	**1**	**26.2**	**21.8**	**5**

Vehicles = 5171
Posted speed limit = 0 mph, Exceeding = 5171 (100.0%), Mean Exceeding = 21.81 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 4727 (91.41%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 5167 (99.92%)
Maximum = 74.9 mph, Minimum = 0.7 mph, Mean = 21.8 mph
85% Speed = 26.17 mph, 95% Speed = 28.86 mph, Median = 22.26 mph
10 mph Pace = 17 - 27, Number in Pace = 3903 (75.48%)
Variance = 24.90, Standard Deviation = 4.99 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - North

Grand Total

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
--	5171	20	114	310	1073	2460	1044	129	16	2	0	1	0	2	26.2	21.8	5

Vehicles = 5171
Posted speed limit = 0 mph, Exceeding = 5171 (100.0%), Mean Exceeding = 21.81 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 4727 (91.41%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 5167 (99.92%)
Maximum = 74.9 mph, Minimum = 0.7 mph, Mean = 21.8 mph
85% Speed = 26.17 mph, 95% Speed = 28.86 mph, Median = 22.26 mph
10 mph Pace = 17 - 27, Number in Pace = 3903 (75.48%)
Variance = 24.90, Standard Deviation = 4.99 mph

Phoenix Traffic Surveys Ltd, Class Report

Globals

Report Id	CustomList-342
Descriptor	Phoenix Traffic Surveys Ltd, Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2026-02-24T12:22:16
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	001
Site Attribute	CHERRY TREE AVENUE
File Name	C:\Users\bpmoore\Documents\MetroCount\MTE 5.07\Data\001 0 2026-02-18 2018.EC0
File Type	Phase
Algorithm	ModifiedFactory default axle
Description	!!CHERRY TREE AVENUE SITE
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-02-03T19:28:00
Start Time	2026-02-03T19:28:00
Finish Time	2026-02-17T16:42:20
Operator	BPM
Configuration	80 c0 07 e8 bc 00 00 00 00 00

Profile

Name	PHX CLASS REPORT
Title	MetroCount Traffic Executive
Graphic Logo	
Header	(c) 2003 North Weevilbrook County
Footer	Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.com
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2026-02-03T19:28:00
Filter End	2026-02-17T16:42:20
Class Scheme	ARX
F	Cls(1-10) Dir(S) Sp(0,140) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	0
Speed Limits	15 2 0 0 0 0 0 0 0 0
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Phoenix Traffic Surveys Ltd, Class Report

Column	
Time [--	24-hour time (0000 - 2359)
Date	Locale short date
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

03 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
1900	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

04 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

05 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	05/02/20	1	0	1	0	0	0	0	0	0	0	0	9.3	-	-
0600	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	05/02/20	53	0	53	0	0	0	0	0	0	0	0	18.6	23.5	5.6
0900	05/02/20	35	0	35	0	0	0	0	0	0	0	0	18.6	22.5	3.5
1000	05/02/20	28	0	24	0	4	0	0	0	0	0	0	18.5	24.1	5.6
1100	05/02/20	40	0	38	0	2	0	0	0	0	0	0	17	21.9	4.8
1200	05/02/20	43	0	40	0	3	0	0	0	0	0	0	20.2	24.1	3.8
1300	05/02/20	42	2	36	0	4	0	0	0	0	0	0	19.7	23.7	5.3
1400	05/02/20	43	1	35	0	6	0	0	1	0	0	0	18.2	23.7	5.9
1500	05/02/20	62	0	58	0	3	0	0	1	0	0	0	19	23.5	4.3
1600	05/02/20	45	0	44	0	1	0	0	0	0	0	0	20.7	24.4	4.3
1700	05/02/20	45	0	45	0	0	0	0	0	0	0	0	19.9	24.1	4.8
1800	05/02/20	31	1	29	0	1	0	0	0	0	0	0	21.4	26.1	5.1
1900	05/02/20	18	0	18	0	0	0	0	0	0	0	0	21.2	23.4	2.8
2000	05/02/20	22	1	21	0	0	0	0	0	0	0	0	21	24.1	3.2
2100	05/02/20	8	0	8	0	0	0	0	0	0	0	0	20.9	-	2.6
2200	05/02/20	7	0	7	0	0	0	0	0	0	0	0	21.8	-	5.8
2300	05/02/20	4	0	3	0	1	0	0	0	0	0	0	20.8	-	5.3
00-07	**-**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.3**	**-**	**-**
07-10	**-**	**88**	**0**	**88**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.6**	**23**	**4.8**
10-16	**-**	**258**	**3**	**231**	**0**	**22**	**0**	**0**	**2**	**0**	**0**	**0**	**18.8**	**23.4**	**5**
16-19	**-**	**121**	**1**	**118**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**24.6**	**4.7**
19-00	**-**	**59**	**1**	**57**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21.1**	**24.4**	**3.4**
00-00	**-**	**527**	**5**	**495**	**0**	**25**	**0**	**0**	**2**	**0**	**0**	**0**	**19.4**	**23.7**	**4.8**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

06 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	06/02/20	1	0	1	0	0	0	0	0	0	0	0	11.6	-	-
0400	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	06/02/20	1	0	1	0	0	0	0	0	0	0	0	19.5	-	-
0600	06/02/20	3	0	3	0	0	0	0	0	0	0	0	20.1	-	2.4
0700	06/02/20	29	0	28	0	1	0	0	0	0	0	0	19.6	25	5.8
0800	06/02/20	62	0	61	0	1	0	0	0	0	0	0	18.4	23.6	4.6
0900	06/02/20	30	1	26	0	3	0	0	0	0	0	0	18.6	23.3	4.1
1000	06/02/20	32	1	29	0	2	0	0	0	0	0	0	19.6	23.9	4.3
1100	06/02/20	44	0	41	0	3	0	0	0	0	0	0	19.5	23.5	3.7
1200	06/02/20	49	0	45	1	3	0	0	0	0	0	0	18.8	22.5	4.6
1300	06/02/20	37	1	30	0	6	0	0	0	0	0	0	19.2	23.4	4.2
1400	06/02/20	34	0	31	0	3	0	0	0	0	0	0	17.6	20.9	4.2
1500	06/02/20	72	0	70	0	2	0	0	0	0	0	0	17.6	22.3	4.8
1600	06/02/20	51	1	47	0	3	0	0	0	0	0	0	19.6	24.2	4.7
1700	06/02/20	43	0	43	0	0	0	0	0	0	0	0	19.9	24.6	4.8
1800	06/02/20	34	1	33	0	0	0	0	0	0	0	0	21	25.2	3.9
1900	06/02/20	25	0	25	0	0	0	0	0	0	0	0	20.3	23	3.8
2000	06/02/20	19	3	16	0	0	0	0	0	0	0	0	22.1	27.2	4.7
2100	06/02/20	10	0	10	0	0	0	0	0	0	0	0	20.8	-	3.4
2200	06/02/20	16	0	16	0	0	0	0	0	0	0	0	22.5	26.4	4.5
2300	06/02/20	7	1	6	0	0	0	0	0	0	0	0	19.8	-	4.4
00-07	**-**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.3**	**-**	**4.1**
07-10	**-**	**121**	**1**	**115**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**18.7**	**23.4**	**4.8**
10-16	**-**	**268**	**2**	**246**	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**18.6**	**22.7**	**4.4**
16-19	**-**	**128**	**2**	**123**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**20.1**	**24.8**	**4.5**
19-00	**-**	**77**	**4**	**73**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.2**	**25.9**	**4.2**
00-00	**-**	**599**	**9**	**562**	**1**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**19.3**	**23.7**	**4.6**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

07 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	07/02/20	3	0	3	0	0	0	0	0	0	0	0	24.3	-	5.8
0100	07/02/20	1	0	1	0	0	0	0	0	0	0	0	23.9	-	-
0200	07/02/20	2	0	2	0	0	0	0	0	0	0	0	21.1	-	6
0300	07/02/20	2	0	1	0	1	0	0	0	0	0	0	20.3	-	7
0400	07/02/20	2	0	2	0	0	0	0	0	0	0	0	21.3	-	1.5
0500	07/02/20	2	0	2	0	0	0	0	0	0	0	0	22.3	-	2.1
0600	07/02/20	2	0	2	0	0	0	0	0	0	0	0	17.2	-	7
0700	07/02/20	8	0	8	0	0	0	0	0	0	0	0	21	-	3.1
0800	07/02/20	19	0	18	0	1	0	0	0	0	0	0	20.9	26.8	5.9
0900	07/02/20	28	0	27	0	1	0	0	0	0	0	0	19.9	24.9	4.5
1000	07/02/20	27	0	25	1	1	0	0	0	0	0	0	21.1	26.5	3.9
1100	07/02/20	34	2	31	0	1	0	0	0	0	0	0	19.9	26	6.5
1200	07/02/20	35	0	34	0	1	0	0	0	0	0	0	19.4	23.8	4.4
1300	07/02/20	37	1	34	0	1	0	0	0	1	0	0	19.2	23	3.1
1400	07/02/20	36	0	35	0	1	0	0	0	0	0	0	20.1	25.9	5
1500	07/02/20	25	0	25	0	0	0	0	0	0	0	0	21.1	25.2	4.5
1600	07/02/20	25	0	25	0	0	0	0	0	0	0	0	20.1	25.6	5.2
1700	07/02/20	33	0	30	0	3	0	0	0	0	0	0	20.6	25.1	4
1800	07/02/20	22	0	22	0	0	0	0	0	0	0	0	20.8	25.4	5.2
1900	07/02/20	22	0	22	0	0	0	0	0	0	0	0	20.9	25.2	3.5
2000	07/02/20	6	1	4	0	1	0	0	0	0	0	0	18	-	7.4
2100	07/02/20	9	0	9	0	0	0	0	0	0	0	0	19.9	-	3.2
2200	07/02/20	6	0	6	0	0	0	0	0	0	0	0	19.7	-	3.9
2300	07/02/20	8	0	8	0	0	0	0	0	0	0	0	18.8	-	4.4
00-07	**-**	**14**	**0**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21.5**	**25.4**	**4.7**
07-10	**-**	**55**	**0**	**53**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20.4**	**25.3**	**4.8**
10-16	**-**	**194**	**3**	**184**	**1**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**20**	**25**	**4.7**
16-19	**-**	**80**	**0**	**77**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**25.1**	**4.7**
19-00	**-**	**51**	**1**	**49**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**23.8**	**4.2**
00-00	**-**	**394**	**4**	**376**	**1**	**12**	**0**	**0**	**0**	**1**	**0**	**0**	**20.2**	**24.9**	**4.6**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

08 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	08/02/20	6	0	6	0	0	0	0	0	0	0	0	18.6	-	4.6
0100	08/02/20	2	1	1	0	0	0	0	0	0	0	0	17.3	-	9.1
0200	08/02/20	1	0	1	0	0	0	0	0	0	0	0	15.3	-	-
0300	08/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	08/02/20	2	0	2	0	0	0	0	0	0	0	0	23	-	14.9
0500	08/02/20	1	0	1	0	0	0	0	0	0	0	0	15.3	-	-
0600	08/02/20	2	0	2	0	0	0	0	0	0	0	0	15.4	-	1.3
0700	08/02/20	3	0	3	0	0	0	0	0	0	0	0	20.9	-	2.9
0800	08/02/20	14	0	14	0	0	0	0	0	0	0	0	20.2	26.8	6.9
0900	08/02/20	22	0	22	0	0	0	0	0	0	0	0	21.8	29.8	5.8
1000	08/02/20	34	0	34	0	0	0	0	0	0	0	0	20.7	23.9	8.4
1100	08/02/20	30	0	28	0	2	0	0	0	0	0	0	21	25.8	5.7
1200	08/02/20	35	0	35	0	0	0	0	0	0	0	0	21.2	25.5	3.7
1300	08/02/20	47	0	45	0	2	0	0	0	0	0	0	20.9	25.1	4.4
1400	08/02/20	24	0	24	0	0	0	0	0	0	0	0	19.4	24.9	4.5
1500	08/02/20	31	0	31	0	0	0	0	0	0	0	0	21.7	26	3.8
1600	08/02/20	31	0	31	0	0	0	0	0	0	0	0	19.8	24.2	3.9
1700	08/02/20	17	0	16	0	1	0	0	0	0	0	0	21.6	24.7	2.4
1800	08/02/20	10	0	10	0	0	0	0	0	0	0	0	23.7	-	3.7
1900	08/02/20	14	0	13	0	1	0	0	0	0	0	0	21.8	25.6	2.8
2000	08/02/20	12	0	12	0	0	0	0	0	0	0	0	20.7	24.4	4.4
2100	08/02/20	5	0	5	0	0	0	0	0	0	0	0	18.4	-	1.7
2200	08/02/20	4	0	4	0	0	0	0	0	0	0	0	19.1	-	4
2300	08/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**14**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.1**	**24.6**	**6.2**
07-10	**-**	**39**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.1**	**27.3**	**6**
10-16	**-**	**201**	**0**	**197**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**20.9**	**25.5**	**5.3**
16-19	**-**	**58**	**0**	**57**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**24.7**	**3.7**
19-00	**-**	**35**	**0**	**34**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**24**	**3.6**
00-00	**-**	**347**	**1**	**340**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**20.8**	**25.1**	**5**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

09 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	09/02/20	1	0	1	0	0	0	0	0	0	0	0	31.9	-	-
0100	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	09/02/20	1	0	1	0	0	0	0	0	0	0	0	22.9	-	-
0400	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	09/02/20	2	0	2	0	0	0	0	0	0	0	0	19.2	-	1.7
0600	09/02/20	7	0	7	0	0	0	0	0	0	0	0	20.6	-	5
0700	09/02/20	24	0	24	0	0	0	0	0	0	0	0	20.6	24.6	5
0800	09/02/20	66	0	60	0	4	2	0	0	0	0	0	18.8	23.8	4.7
0900	09/02/20	44	1	42	0	1	0	0	0	0	0	0	18.1	22.3	7.2
1000	09/02/20	36	0	34	0	2	0	0	0	0	0	0	18.6	22.7	3.7
1100	09/02/20	42	1	40	0	1	0	0	0	0	0	0	17.6	21.6	5
1200	09/02/20	36	0	36	0	0	0	0	0	0	0	0	19.8	25.3	5
1300	09/02/20	32	0	29	0	3	0	0	0	0	0	0	20.1	24.3	4.2
1400	09/02/20	38	0	36	0	2	0	0	0	0	0	0	18.3	24.2	5.4
1500	09/02/20	78	1	74	0	3	0	0	0	0	0	0	18.9	22.3	4.1
1600	09/02/20	59	0	56	0	2	1	0	0	0	0	0	19.6	23.2	3.8
1700	09/02/20	36	0	34	0	2	0	0	0	0	0	0	20.1	23.7	4.2
1800	09/02/20	31	1	30	0	0	0	0	0	0	0	0	19.3	23.2	5.4
1900	09/02/20	27	0	27	0	0	0	0	0	0	0	0	18.5	22.2	3.9
2000	09/02/20	8	0	8	0	0	0	0	0	0	0	0	19.8	-	3.9
2100	09/02/20	7	0	7	0	0	0	0	0	0	0	0	20.9	-	2.1
2200	09/02/20	10	0	10	0	0	0	0	0	0	0	0	20.8	-	2.3
2300	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**11**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.6**	**29.7**	**5.3**
07-10	**-**	**134**	**1**	**126**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**18.9**	**23.3**	**5.7**
10-16	**-**	**262**	**2**	**249**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**18.8**	**23.2**	**4.6**
16-19	**-**	**126**	**1**	**120**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**19.7**	**23.2**	**4.3**
19-00	**-**	**52**	**0**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.5**	**22.9**	**3.5**
00-00	**-**	**585**	**4**	**558**	**0**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**19.1**	**23.3**	**4.8**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

10 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	10/02/20	1	0	1	0	0	0	0	0	0	0	0	19.5	-	-
0100	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	10/02/20	1	0	1	0	0	0	0	0	0	0	0	16.3	-	-
0500	10/02/20	4	0	4	0	0	0	0	0	0	0	0	23.7	-	5.2
0600	10/02/20	7	0	7	0	0	0	0	0	0	0	0	16.9	-	3.8
0700	10/02/20	24	0	23	0	0	1	0	0	0	0	0	21.1	24.5	3.4
0800	10/02/20	63	1	60	0	2	0	0	0	0	0	0	18.9	22.9	4.8
0900	10/02/20	36	1	34	0	1	0	0	0	0	0	0	20	24.2	3.2
1000	10/02/20	22	0	22	0	0	0	0	0	0	0	0	18.6	23.3	5.3
1100	10/02/20	30	1	29	0	0	0	0	0	0	0	0	17.5	22.2	5.2
1200	10/02/20	45	0	42	0	3	0	0	0	0	0	0	20.1	25.2	5.6
1300	10/02/20	43	1	34	0	8	0	0	0	0	0	0	20.1	23.8	5.9
1400	10/02/20	43	0	41	0	2	0	0	0	0	0	0	17.1	21.5	5.2
1500	10/02/20	60	0	56	0	4	0	0	0	0	0	0	18.2	22.1	4.6
1600	10/02/20	43	0	40	0	3	0	0	0	0	0	0	19.5	25.1	5
1700	10/02/20	44	0	43	0	0	0	0	1	0	0	0	20.4	24.6	4.9
1800	10/02/20	31	0	31	0	0	0	0	0	0	0	0	21.5	25.3	3.7
1900	10/02/20	21	0	21	0	0	0	0	0	0	0	0	22.1	25.4	2.9
2000	10/02/20	18	0	17	1	0	0	0	0	0	0	0	18.5	22.9	4.5
2100	10/02/20	9	0	9	0	0	0	0	0	0	0	0	20.9	-	1.7
2200	10/02/20	10	0	9	0	1	0	0	0	0	0	0	21.9	-	3.1
2300	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**13**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.2**	**26.9**	**4.9**
07-10	**-**	**123**	**2**	**117**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**19.7**	**23.6**	**4.2**
10-16	**-**	**243**	**2**	**224**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**18.7**	**23.2**	**5.3**
16-19	**-**	**118**	**0**	**114**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**20.3**	**24.8**	**4.7**
19-00	**-**	**58**	**0**	**56**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**24.5**	**3.7**
00-00	**-**	**555**	**4**	**524**	**1**	**24**	**1**	**0**	**1**	**0**	**0**	**0**	**19.5**	**23.8**	**4.8**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

11 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	11/02/20	2	0	2	0	0	0	0	0	0	0	0	18.9	-	1.1
0100	11/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	11/02/20	1	0	1	0	0	0	0	0	0	0	0	14.6	-	-
0300	11/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	11/02/20	1	0	1	0	0	0	0	0	0	0	0	16	-	-
0500	11/02/20	1	0	1	0	0	0	0	0	0	0	0	18.5	-	-
0600	11/02/20	8	0	8	0	0	0	0	0	0	0	0	19	-	3.2
0700	11/02/20	22	0	20	0	2	0	0	0	0	0	0	19.7	23.7	4.8
0800	11/02/20	67	0	66	0	1	0	0	0	0	0	0	17.8	22.6	5.2
0900	11/02/20	40	0	39	0	0	1	0	0	0	0	0	20.5	24	3.8
1000	11/02/20	40	0	38	0	2	0	0	0	0	0	0	18.7	23.5	5.3
1100	11/02/20	30	2	25	0	3	0	0	0	0	0	0	14.9	20.4	5.3
1200	11/02/20	40	0	36	0	4	0	0	0	0	0	0	19.8	24.7	4.8
1300	11/02/20	29	0	28	0	1	0	0	0	0	0	0	20.6	23	2.3
1400	11/02/20	40	1	38	0	1	0	0	0	0	0	0	15.9	23	7
1500	11/02/20	62	0	57	0	5	0	0	0	0	0	0	17.8	21.5	4.5
1600	11/02/20	59	0	58	0	1	0	0	0	0	0	0	19.6	23.5	3.8
1700	11/02/20	37	0	36	0	1	0	0	0	0	0	0	19.5	24.1	4.5
1800	11/02/20	28	0	28	0	0	0	0	0	0	0	0	20.3	24	3.5
1900	11/02/20	22	0	22	0	0	0	0	0	0	0	0	20.9	25.6	5.9
2000	11/02/20	22	0	21	0	1	0	0	0	0	0	0	22.2	25.4	2.8
2100	11/02/20	8	0	8	0	0	0	0	0	0	0	0	21.2	-	4.6
2200	11/02/20	6	0	6	0	0	0	0	0	0	0	0	21.9	-	2.7
2300	11/02/20	2	0	2	0	0	0	0	0	0	0	0	22.6	-	2.4
00-07	**-**	**13**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.3**	**20.9**	**2.8**
07-10	**-**	**129**	**0**	**125**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**23.5**	**4.9**
10-16	**-**	**241**	**3**	**222**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**17.9**	**22.9**	**5.4**
16-19	**-**	**124**	**0**	**122**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**23.6**	**3.9**
19-00	**-**	**60**	**0**	**59**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21.5**	**25**	**4.4**
00-00	**-**	**567**	**3**	**541**	**0**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**23.4**	**5**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

12 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	12/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	12/02/20	1	0	1	0	0	0	0	0	0	0	0	24.2	-	-
0200	12/02/20	1	0	1	0	0	0	0	0	0	0	0	20.5	-	-
0300	12/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	12/02/20	1	0	1	0	0	0	0	0	0	0	0	27	-	-
0500	12/02/20	1	0	1	0	0	0	0	0	0	0	0	22.3	-	-
0600	12/02/20	11	0	11	0	0	0	0	0	0	0	0	20	23.3	3.2
0700	12/02/20	24	0	23	0	1	0	0	0	0	0	0	19.4	25.2	5.5
0800	12/02/20	68	0	68	0	0	0	0	0	0	0	0	19.5	24.2	4.3
0900	12/02/20	44	0	43	0	1	0	0	0	0	0	0	20.2	23.4	9.5
1000	12/02/20	31	0	28	0	3	0	0	0	0	0	0	20.1	24	4
1100	12/02/20	37	0	33	0	4	0	0	0	0	0	0	20.5	23.6	3.5
1200	12/02/20	43	0	41	0	2	0	0	0	0	0	0	19.7	24.9	5.1
1300	12/02/20	31	1	28	0	2	0	0	0	0	0	0	20.2	23.5	3
1400	12/02/20	31	0	30	0	1	0	0	0	0	0	0	18.3	22.6	6
1500	12/02/20	75	1	73	0	1	0	0	0	0	0	0	18	23.2	5.1
1600	12/02/20	51	1	50	0	0	0	0	0	0	0	0	20	24.8	4.5
1700	12/02/20	39	0	39	0	0	0	0	0	0	0	0	22	24.9	2.9
1800	12/02/20	35	0	35	0	0	0	0	0	0	0	0	21.7	24.5	2.6
1900	12/02/20	22	0	22	0	0	0	0	0	0	0	0	21.8	25.9	3.3
2000	12/02/20	20	0	18	0	1	1	0	0	0	0	0	21.8	24.7	2.6
2100	12/02/20	18	0	17	0	1	0	0	0	0	0	0	22.3	25	2.8
2200	12/02/20	10	0	9	0	1	0	0	0	0	0	0	21.2	-	2.5
2300	12/02/20	1	0	1	0	0	0	0	0	0	0	0	18.7	-	-
00-07	**-**	**15**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.9**	**23.8**	**3.4**
07-10	**-**	**136**	**0**	**134**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**23.9**	**6.5**
10-16	**-**	**248**	**2**	**233**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**19.3**	**23.4**	**4.7**
16-19	**-**	**125**	**1**	**124**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.1**	**24.7**	**3.7**
19-00	**-**	**71**	**0**	**67**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**21.8**	**24.8**	**2.8**
00-00	**-**	**595**	**3**	**573**	**0**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**20.1**	**24**	**4.9**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

13 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	13/02/20	1	0	1	0	0	0	0	0	0	0	0	17.5	-	-
0100	13/02/20	1	0	0	0	1	0	0	0	0	0	0	29.4	-	-
0200	13/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	13/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	13/02/20	1	0	1	0	0	0	0	0	0	0	0	18.5	-	-
0500	13/02/20	1	0	1	0	0	0	0	0	0	0	0	25.2	-	-
0600	13/02/20	6	0	6	0	0	0	0	0	0	0	0	20.9	-	3.5
0700	13/02/20	17	0	17	0	0	0	0	0	0	0	0	21.4	24.8	3.9
0800	13/02/20	35	0	34	0	1	0	0	0	0	0	0	18.7	22.6	3.5
0900	13/02/20	24	1	22	0	0	1	0	0	0	0	0	18	22.6	4.5
1000	13/02/20	40	0	35	0	4	1	0	0	0	0	0	18.9	22.1	3.6
1100	13/02/20	41	1	40	0	0	0	0	0	0	0	0	19.1	23.6	4.1
1200	13/02/20	38	0	36	0	2	0	0	0	0	0	0	18.3	22.5	3.6
1300	13/02/20	32	0	29	0	3	0	0	0	0	0	0	18.2	21.2	4.2
1400	13/02/20	34	0	33	0	1	0	0	0	0	0	0	18.7	23.3	4.8
1500	13/02/20	47	0	45	0	2	0	0	0	0	0	0	20	23.4	4.4
1600	13/02/20	46	0	43	0	3	0	0	0	0	0	0	19	23.6	4.3
1700	13/02/20	41	0	41	0	0	0	0	0	0	0	0	19.2	24.6	4.5
1800	13/02/20	41	2	38	0	1	0	0	0	0	0	0	20.2	23.9	4.3
1900	13/02/20	19	2	16	0	1	0	0	0	0	0	0	21.3	25.7	3.5
2000	13/02/20	9	0	9	0	0	0	0	0	0	0	0	23.6	-	3.5
2100	13/02/20	13	0	13	0	0	0	0	0	0	0	0	21.3	25	2.8
2200	13/02/20	11	0	11	0	0	0	0	0	0	0	0	22	26.1	3.3
2300	13/02/20	9	0	8	0	1	0	0	0	0	0	0	21.7	-	4.2
00-07	**-**	**10**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21.6**	**-**	**4.3**
07-10	**-**	**76**	**1**	**73**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**19.1**	**23.2**	**4.1**
10-16	**-**	**232**	**1**	**218**	**0**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**18.9**	**22.8**	**4.1**
16-19	**-**	**128**	**2**	**122**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**19.4**	**23.6**	**4.4**
19-00	**-**	**61**	**2**	**57**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**21.8**	**25.8**	**3.4**
00-00	**-**	**507**	**6**	**479**	**0**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**19.5**	**23.5**	**4.2**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

14 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	14/02/20	4	1	3	0	0	0	0	0	0	0	0	17.8	-	5.2
0100	14/02/20	1	0	0	0	1	0	0	0	0	0	0	28.5	-	-
0200	14/02/20	1	0	1	0	0	0	0	0	0	0	0	36.6	-	-
0300	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	14/02/20	2	0	2	0	0	0	0	0	0	0	0	25.8	-	4.2
0500	14/02/20	2	0	2	0	0	0	0	0	0	0	0	22.4	-	2.1
0600	14/02/20	5	0	4	0	1	0	0	0	0	0	0	23.1	-	3.6
0700	14/02/20	14	0	14	0	0	0	0	0	0	0	0	20.2	25.6	5.8
0800	14/02/20	15	0	13	0	1	0	0	1	0	0	0	21.3	24.5	3.1
0900	14/02/20	3	0	3	0	0	0	0	0	0	0	0	19.9	-	3.9
00-07	**-**	**15**	**1**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**28.6**	**5.9**
07-10	**-**	**32**	**0**	**30**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**20.7**	**24.6**	**4.5**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**47**	**1**	**42**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**21.5**	**26.2**	**5.1**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

Virtual Day (Partial days = 13.9167)

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	-	1	0	1	0	0	0	0	0	0	0	0	20.1	-	5.4
0100	-	0	0	0	0	0	0	0	0	0	0	0	23.4	-	-
0200	-	0	0	0	0	0	0	0	0	0	0	0	21.6	-	-
0300	-	0	0	0	0	0	0	0	0	0	0	0	18.8	-	-
0400	-	1	0	1	0	0	0	0	0	0	0	0	21.8	-	-
0500	-	1	0	1	0	0	0	0	0	0	0	0	20.8	-	4.7
0600	-	4	0	4	0	0	0	0	0	0	0	0	19.6	-	3.9
0700	-	12	0	11	0	0	0	0	0	0	0	0	20.3	24.5	4.8
0800	-	33	0	32	0	1	0	0	0	0	0	0	18.9	23.5	4.9
0900	-	22	0	21	0	1	0	0	0	0	0	0	19.5	23.4	5.7
1000	-	21	0	19	0	1	0	0	0	0	0	0	19.4	23.7	5.1
1100	-	23	1	22	0	1	0	0	0	0	0	0	18.6	23	5.1
1200	-	26	0	25	0	1	0	0	0	0	0	0	19.7	24	4.6
1300	-	24	0	21	0	2	0	0	0	0	0	0	19.8	23.6	4.3
1400	-	23	0	22	0	1	0	0	0	0	0	0	18.1	23.1	5.5
1500	-	37	0	35	0	1	0	0	0	0	0	0	18.8	22.9	4.6
1600	-	29	0	28	0	1	0	0	0	0	0	0	19.8	23.9	4.3
1700	-	26	0	25	0	1	0	0	0	0	0	0	20.3	24.4	4.4
1800	-	20	0	20	0	0	0	0	0	0	0	0	20.9	24.6	4.3
1900	-	14	0	13	0	0	0	0	0	0	0	0	20.9	24.6	3.9
2000	-	10	0	9	0	0	0	0	0	0	0	0	21.1	-	4.1
2100	-	6	0	6	0	0	0	0	0	0	0	0	21	-	3
2200	-	6	0	6	0	0	0	0	0	0	0	0	21.5	-	3.6
2300	-	2	0	2	0	0	0	0	0	0	0	0	20.4	-	4.2

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

Virtual Week (2)

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	-	293	2	279	0	10	2	0	0	0	0	0	19.1	23.3	4.8
Tue	-	278	2	262	1	12	1	0	1	0	0	0	19.5	23.8	4.8
Wed	-	284	2	271	0	11	1	0	0	0	0	0	19	23.4	5
Thu	-	561	4	534	0	22	1	0	1	0	0	0	19.8	23.9	4.9
Fri	-	553	8	521	1	24	1	0	0	0	0	0	19.4	23.6	4.4
|Sat	-	221	3	209	1	8	0	0	1	1	0	0	20.4	24.9	4.7
|Sun	-	174	1	170	0	3	0	0	0	0	0	0	20.8	25.1	5
--	**-**	**2362**	**20**	**2245**	**2**	**89**	**4**	**0**	**2**	**1**	**0**	**0**	**19.6**	**23.8**	**4.8**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-342
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

Grand Total

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	-	4723	40	4490	3	177	8	0	4	1	0	0	19.6	23.8	4.8

Phoenix Traffic Surveys Ltd, Speed Report

Globals

Report Id	CustomList-343
Descriptor	Phoenix Traffic Surveys Ltd, Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2026-02-24T12:23:37
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	001
Site Attribute	CHERRY TREE AVENUE
File Name	C:\Users\bpmoore\Documents\MetroCount\MTE 5.07\Data\001 0 2026-02-18 2018.EC0
File Type	Phase
Algorithm	ModifiedFactory default axle
Description	!!CHERRY TREE AVENUE SITE
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-02-03T19:28:00
Start Time	2026-02-03T19:28:00
Finish Time	2026-02-17T16:42:20
Operator	BPM
Configuration	80 c0 07 e8 bc 00 00 00 00 00

Profile

Name	PHX SPEED REPORT
Title	MetroCount Traffic Executive
Graphic Logo	
Header	(c) 2003 North Weevilbrook County
Footer	Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.c
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2026-02-03T19:28:00
Filter End	2026-02-17T16:42:20
Class Scheme	ARX
F	Cls(1-10) Dir(S) Sp(0,140) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	0
Speed Limits	15 2 0 0 0 0 0 0 0 0
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Phoenix Traffic Surveys Ltd, Speed Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 140	Speed bin totals
Vpp 85	Percentile speed
Mean	Average speed
SD	Standard Deviation

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

03 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Vehicles = 0

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

04 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Vehicles = 0

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

05 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	-	9.3	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	53	1	4	3	18	23	4	0	0	0	0	0	0	0	23.5	18.6	5.6
0900	35	0	1	1	22	9	2	0	0	0	0	0	0	0	22.5	18.6	3.5
1000	28	0	3	3	10	10	1	1	0	0	0	0	0	0	24.1	18.5	5.6
1100	40	2	2	7	20	9	0	0	0	0	0	0	0	0	21.9	17	4.8
1200	43	0	0	3	25	9	6	0	0	0	0	0	0	0	24.1	20.2	3.8
1300	42	0	1	6	11	20	2	2	0	0	0	0	0	0	23.7	19.7	5.3
1400	43	1	3	7	13	15	3	1	0	0	0	0	0	0	23.7	18.2	5.9
1500	62	0	4	1	33	23	1	0	0	0	0	0	0	0	23.5	19	4.3
1600	45	0	1	2	17	20	5	0	0	0	0	0	0	0	24.4	20.7	4.3
1700	45	1	1	3	15	21	4	0	0	0	0	0	0	0	24.1	19.9	4.8
1800	31	0	0	1	14	9	6	0	1	0	0	0	0	0	26.1	21.4	5.1
1900	18	0	0	0	6	10	2	0	0	0	0	0	0	0	23.4	21.2	2.8
2000	22	0	0	0	10	10	2	0	0	0	0	0	0	0	24.1	21	3.2
2100	8	0	0	0	3	5	0	0	0	0	0	0	0	0	-	20.9	2.6
2200	7	0	0	1	2	2	2	0	0	0	0	0	0	0	-	21.8	5.8
2300	4	0	0	1	0	3	0	0	0	0	0	0	0	0	-	20.8	5.3
00-07	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**9.3**	**-**
07-10	**88**	**1**	**5**	**4**	**40**	**32**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**18.6**	**4.8**
10-16	**258**	**3**	**13**	**27**	**112**	**86**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**18.8**	**5**
16-19	**121**	**1**	**2**	**6**	**46**	**50**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**24.6**	**20.6**	**4.7**
19-00	**59**	**0**	**0**	**2**	**21**	**30**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.4**	**21.1**	**3.4**
00-00	**527**	**5**	**21**	**39**	**219**	**198**	**40**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.4**	**4.8**

Vehicles = 527
Posted speed limit = 0 mph, Exceeding = 527 (100.0%), Mean Exceeding = 19.42 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 462 (87.67%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 527 (100.0%)
Maximum = 38.9 mph, Minimum = 3.2 mph, Mean = 19.4 mph
85% Speed = 23.71 mph, 95% Speed = 26.73 mph, Median = 19.57 mph
10 mph Pace = 15 - 25, Number in Pace = 417 (79.13%)
Variance = 23.38, Standard Deviation = 4.84 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

06 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	-	11.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	19.5	-
0600	3	0	0	0	1	2	0	0	0	0	0	0	0	0	-	20.1	2.4
0700	29	1	1	2	8	13	3	1	0	0	0	0	0	0	25	19.6	5.8
0800	62	1	3	9	23	23	3	0	0	0	0	0	0	0	23.6	18.4	4.6
0900	30	0	1	4	14	11	0	0	0	0	0	0	0	0	23.3	18.6	4.1
1000	32	0	1	4	8	18	1	0	0	0	0	0	0	0	23.9	19.6	4.3
1100	44	0	1	3	21	16	3	0	0	0	0	0	0	0	23.5	19.5	3.7
1200	49	0	4	5	21	15	3	1	0	0	0	0	0	0	22.5	18.8	4.6
1300	37	0	1	4	15	13	4	0	0	0	0	0	0	0	23.4	19.2	4.2
1400	34	1	1	5	15	12	0	0	0	0	0	0	0	0	20.9	17.6	4.2
1500	72	1	6	6	38	20	1	0	0	0	0	0	0	0	22.3	17.6	4.8
1600	51	1	0	5	21	18	6	0	0	0	0	0	0	0	24.2	19.6	4.7
1700	43	0	2	4	16	17	3	1	0	0	0	0	0	0	24.6	19.9	4.8
1800	34	0	0	2	11	15	6	0	0	0	0	0	0	0	25.2	21	3.9
1900	25	0	0	2	9	11	3	0	0	0	0	0	0	0	23	20.3	3.8
2000	19	0	0	2	2	9	6	0	0	0	0	0	0	0	27.2	22.1	4.7
2100	10	0	0	1	3	5	1	0	0	0	0	0	0	0	-	20.8	3.4
2200	16	0	0	0	5	7	3	1	0	0	0	0	0	0	26.4	22.5	4.5
2300	7	0	0	1	3	3	0	0	0	0	0	0	0	0	-	19.8	4.4
00-07	**5**	**0**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**18.3**	**4.1**
07-10	**121**	**2**	**5**	**15**	**45**	**47**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**18.7**	**4.8**
10-16	**268**	**2**	**14**	**27**	**118**	**94**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**18.6**	**4.4**
16-19	**128**	**1**	**2**	**11**	**48**	**50**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**20.1**	**4.5**
19-00	**77**	**0**	**0**	**6**	**22**	**35**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.9**	**21.2**	**4.2**
00-00	**599**	**5**	**21**	**60**	**235**	**228**	**46**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.3**	**4.6**

Vehicles = 599
Posted speed limit = 0 mph, Exceeding = 599 (100.0%), Mean Exceeding = 19.26 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 513 (85.64%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 599 (100.0%)
Maximum = 34.5 mph, Minimum = 2.4 mph, Mean = 19.3 mph
85% Speed = 23.71 mph, 95% Speed = 25.95 mph, Median = 19.57 mph
10 mph Pace = 15 - 25, Number in Pace = 463 (77.30%)
Variance = 20.93, Standard Deviation = 4.57 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

07 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	3	0	0	0	1	1	0	1	0	0	0	0	0	0	-	24.3	5.8
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23.9	-
0200	2	0	0	0	1	0	1	0	0	0	0	0	0	0	-	21.1	6
0300	2	0	0	0	1	0	1	0	0	0	0	0	0	0	-	20.3	7
0400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	-	21.3	1.5
0500	2	0	0	0	0	2	0	0	0	0	0	0	0	0	-	22.3	2.1
0600	2	0	0	1	0	1	0	0	0	0	0	0	0	0	-	17.2	7
0700	8	0	0	0	4	3	1	0	0	0	0	0	0	0	-	21	3.1
0800	19	0	1	1	7	6	3	1	0	0	0	0	0	0	26.8	20.9	5.9
0900	28	0	2	1	11	11	3	0	0	0	0	0	0	0	24.9	19.9	4.5
1000	27	0	0	1	11	9	6	0	0	0	0	0	0	0	26.5	21.1	3.9
1100	34	0	5	0	12	9	5	3	0	0	0	0	0	0	26	19.9	6.5
1200	35	0	2	1	19	9	4	0	0	0	0	0	0	0	23.8	19.4	4.4
1300	37	0	0	3	22	12	0	0	0	0	0	0	0	0	23	19.2	3.1
1400	36	0	2	2	13	11	7	1	0	0	0	0	0	0	25.9	20.1	5
1500	25	0	1	1	9	11	3	0	0	0	0	0	0	0	25.2	21.1	4.5
1600	25	0	1	2	8	10	3	1	0	0	0	0	0	0	25.6	20.1	5.2
1700	33	0	1	1	12	14	5	0	0	0	0	0	0	0	25.1	20.6	4
1800	22	0	1	2	4	11	3	1	0	0	0	0	0	0	25.4	20.8	5.2
1900	22	0	0	0	9	10	3	0	0	0	0	0	0	0	25.2	20.9	3.5
2000	6	1	0	0	2	3	0	0	0	0	0	0	0	0	-	18	7.4
2100	9	0	0	1	3	5	0	0	0	0	0	0	0	0	-	19.9	3.2
2200	6	0	0	1	2	3	0	0	0	0	0	0	0	0	-	19.7	3.9
2300	8	0	1	0	3	4	0	0	0	0	0	0	0	0	-	18.8	4.4
00-07	**14**	**0**	**0**	**1**	**3**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**21.5**	**4.7**
07-10	**55**	**0**	**3**	**2**	**22**	**20**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.3**	**20.4**	**4.8**
10-16	**194**	**0**	**10**	**8**	**86**	**61**	**25**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**20**	**4.7**
16-19	**80**	**0**	**3**	**5**	**24**	**35**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**20.5**	**4.7**
19-00	**51**	**1**	**1**	**2**	**19**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.9**	**4.2**
00-00	**394**	**1**	**17**	**18**	**154**	**148**	**48**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**20.2**	**4.6**

Vehicles = 394
Posted speed limit = 0 mph, Exceeding = 394 (100.0%), Mean Exceeding = 20.22 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 358 (90.86%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 394 (100.0%)
Maximum = 33.3 mph, Minimum = 4.2 mph, Mean = 20.2 mph
85% Speed = 24.94 mph, 95% Speed = 27.54 mph, Median = 20.24 mph
10 mph Pace = 15 - 25, Number in Pace = 305 (77.41%)
Variance = 21.46, Standard Deviation = 4.63 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

08 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	6	0	0	1	3	2	0	0	0	0	0	0	0	0	-	18.6	4.6
0100	2	0	0	1	0	1	0	0	0	0	0	0	0	0	-	17.3	9.1
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	15.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	1	0	0	0	1	0	0	0	0	0	0	-	23	14.9
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	15.3	-
0600	2	0	0	1	1	0	0	0	0	0	0	0	0	0	-	15.4	1.3
0700	3	0	0	0	2	1	0	0	0	0	0	0	0	0	-	20.9	2.9
0800	14	1	1	0	4	5	3	0	0	0	0	0	0	0	26.8	20.2	6.9
0900	22	0	0	2	7	8	2	3	0	0	0	0	0	0	29.8	21.8	5.8
1000	34	0	1	3	13	14	2	0	0	0	0	0	0	1	23.9	20.7	8.4
1100	30	1	0	1	11	11	5	0	1	0	0	0	0	0	25.8	21	5.7
1200	35	0	0	1	10	19	5	0	0	0	0	0	0	0	25.5	21.2	3.7
1300	47	0	2	2	13	20	10	0	0	0	0	0	0	0	25.1	20.9	4.4
1400	24	0	0	4	9	8	3	0	0	0	0	0	0	0	24.9	19.4	4.5
1500	31	0	0	0	13	8	10	0	0	0	0	0	0	0	26	21.7	3.8
1600	31	0	0	2	13	14	2	0	0	0	0	0	0	0	24.2	19.8	3.9
1700	17	0	0	0	5	10	2	0	0	0	0	0	0	0	24.7	21.6	2.4
1800	10	0	0	0	2	5	3	0	0	0	0	0	0	0	-	23.7	3.7
1900	14	0	0	0	4	8	2	0	0	0	0	0	0	0	25.6	21.8	2.8
2000	12	0	0	2	3	6	1	0	0	0	0	0	0	0	24.4	20.7	4.4
2100	5	0	0	0	4	1	0	0	0	0	0	0	0	0	-	18.4	1.7
2200	4	0	0	0	3	1	0	0	0	0	0	0	0	0	-	19.1	4
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**14**	**0**	**0**	**4**	**6**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**18.1**	**6.2**
07-10	**39**	**1**	**1**	**2**	**13**	**14**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**27.3**	**21.1**	**6**
10-16	**201**	**1**	**3**	**11**	**69**	**80**	**35**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**25.5**	**20.9**	**5.3**
16-19	**58**	**0**	**0**	**2**	**20**	**29**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**21**	**3.7**
19-00	**35**	**0**	**0**	**2**	**14**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**20.6**	**3.6**
00-00	**347**	**2**	**4**	**21**	**122**	**142**	**50**	**4**	**1**	**0**	**0**	**0**	**0**	**1**	**25.1**	**20.8**	**5**

Vehicles = 347
Posted speed limit = 0 mph, Exceeding = 347 (100.0%), Mean Exceeding = 20.78 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 320 (92.22%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 347 (100.0%)
Maximum = 62.5 mph, Minimum = 4.0 mph, Mean = 20.8 mph
85% Speed = 25.05 mph, 95% Speed = 27.20 mph, Median = 20.69 mph
10 mph Pace = 16 - 26, Number in Pace = 273 (78.67%)
Variance = 25.45, Standard Deviation = 5.04 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

09 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	-	31.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	22.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	2	0	0	0	1	1	0	0	0	0	0	0	0	0	-	19.2	1.7
0600	7	0	0	1	2	3	1	0	0	0	0	0	0	0	-	20.6	5
0700	24	1	0	1	5	15	2	0	0	0	0	0	0	0	24.6	20.6	5
0800	66	0	4	7	31	19	5	0	0	0	0	0	0	0	23.8	18.8	4.7
0900	44	1	3	5	20	12	2	0	0	0	0	1	0	0	22.3	18.1	7.2
1000	36	0	1	2	21	11	1	0	0	0	0	0	0	0	22.7	18.6	3.7
1100	42	1	3	6	19	11	2	0	0	0	0	0	0	0	21.6	17.6	5
1200	36	0	0	5	17	8	5	1	0	0	0	0	0	0	25.3	19.8	5
1300	32	0	1	0	14	15	2	0	0	0	0	0	0	0	24.3	20.1	4.2
1400	38	0	2	9	11	13	2	1	0	0	0	0	0	0	24.2	18.3	5.4
1500	78	0	3	8	32	29	6	0	0	0	0	0	0	0	22.3	18.9	4.1
1600	59	0	2	2	27	24	4	0	0	0	0	0	0	0	23.2	19.6	3.8
1700	36	1	0	2	13	17	3	0	0	0	0	0	0	0	23.7	20.1	4.2
1800	31	2	0	2	11	14	2	0	0	0	0	0	0	0	23.2	19.3	5.4
1900	27	0	1	2	11	12	1	0	0	0	0	0	0	0	22.2	18.5	3.9
2000	8	0	0	1	4	2	1	0	0	0	0	0	0	0	-	19.8	3.9
2100	7	0	0	0	2	5	0	0	0	0	0	0	0	0	-	20.9	2.1
2200	10	0	0	0	5	4	1	0	0	0	0	0	0	0	-	20.8	2.3
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**11**	**0**	**0**	**1**	**3**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.7**	**21.6**	**5.3**
07-10	**134**	**2**	**7**	**13**	**56**	**46**	**9**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**23.3**	**18.9**	**5.7**
10-16	**262**	**1**	**10**	**30**	**114**	**87**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**18.8**	**4.6**
16-19	**126**	**3**	**2**	**6**	**51**	**55**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**19.7**	**4.3**
19-00	**52**	**0**	**1**	**3**	**22**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**19.5**	**3.5**
00-00	**585**	**6**	**20**	**53**	**246**	**216**	**40**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**23.3**	**19.1**	**4.8**

Vehicles = 585
Posted speed limit = 0 mph, Exceeding = 585 (100.0%), Mean Exceeding = 19.14 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 506 (86.50%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 584 (99.83%)
Maximum = 52.1 mph, Minimum = 1.9 mph, Mean = 19.1 mph
85% Speed = 23.26 mph, 95% Speed = 25.69 mph, Median = 19.24 mph
10 mph Pace = 15 - 25, Number in Pace = 465 (79.49%)
Variance = 22.66, Standard Deviation = 4.76 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

10 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	19.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	16.3	-
0500	4	0	0	0	2	0	2	0	0	0	0	0	0	0	-	23.7	5.2
0600	7	0	0	2	3	2	0	0	0	0	0	0	0	0	-	16.9	3.8
0700	24	0	0	1	8	12	3	0	0	0	0	0	0	0	24.5	21.1	3.4
0800	63	1	3	6	26	23	4	0	0	0	0	0	0	0	22.9	18.9	4.8
0900	36	0	0	1	19	15	1	0	0	0	0	0	0	0	24.2	20	3.2
1000	22	1	0	2	10	8	0	1	0	0	0	0	0	0	23.3	18.6	5.3
1100	30	1	1	8	8	10	2	0	0	0	0	0	0	0	22.2	17.5	5.2
1200	45	0	3	1	17	16	7	1	0	0	0	0	0	0	25.2	20.1	5.6
1300	43	1	2	1	16	20	2	0	0	1	0	0	0	0	23.8	20.1	5.9
1400	43	2	3	8	20	7	3	0	0	0	0	0	0	0	21.5	17.1	5.2
1500	60	1	3	6	24	24	2	0	0	0	0	0	0	0	22.1	18.2	4.6
1600	43	0	2	3	17	15	6	0	0	0	0	0	0	0	25.1	19.5	5
1700	44	0	2	3	14	19	5	1	0	0	0	0	0	0	24.6	20.4	4.9
1800	31	0	0	1	10	16	4	0	0	0	0	0	0	0	25.3	21.5	3.7
1900	21	0	0	0	7	10	4	0	0	0	0	0	0	0	25.4	22.1	2.9
2000	18	1	0	1	8	8	0	0	0	0	0	0	0	0	22.9	18.5	4.5
2100	9	0	0	0	3	6	0	0	0	0	0	0	0	0	-	20.9	1.7
2200	10	0	0	0	3	5	2	0	0	0	0	0	0	0	-	21.9	3.1
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**13**	**0**	**0**	**2**	**7**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**19.2**	**4.9**
07-10	**123**	**1**	**3**	**8**	**53**	**50**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.7**	**4.2**
10-16	**243**	**6**	**12**	**26**	**95**	**85**	**16**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**23.2**	**18.7**	**5.3**
16-19	**118**	**0**	**4**	**7**	**41**	**50**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**20.3**	**4.7**
19-00	**58**	**1**	**0**	**1**	**21**	**29**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**20.7**	**3.7**
00-00	**555**	**8**	**19**	**44**	**217**	**216**	**47**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**23.8**	**19.5**	**4.8**

Vehicles = 555
Posted speed limit = 0 mph, Exceeding = 555 (100.0%), Mean Exceeding = 19.47 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 484 (87.21%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 555 (100.0%)
Maximum = 43.0 mph, Minimum = 2.2 mph, Mean = 19.5 mph
85% Speed = 23.78 mph, 95% Speed = 26.73 mph, Median = 19.80 mph
10 mph Pace = 15 - 25, Number in Pace = 435 (78.38%)
Variance = 23.50, Standard Deviation = 4.85 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

11 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	2	0	0	0	2	0	0	0	0	0	0	0	0	0	-	18.9	1.1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	-	14.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	16	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.5	-
0600	8	0	0	1	3	4	0	0	0	0	0	0	0	0	-	19	3.2
0700	22	0	3	0	7	11	1	0	0	0	0	0	0	0	23.7	19.7	4.8
0800	67	1	5	10	28	21	1	0	1	0	0	0	0	0	22.6	17.8	5.2
0900	40	0	0	4	12	20	4	0	0	0	0	0	0	0	24	20.5	3.8
1000	40	0	4	3	17	11	5	0	0	0	0	0	0	0	23.5	18.7	5.3
1100	30	2	2	9	13	4	0	0	0	0	0	0	0	0	20.4	14.9	5.3
1200	40	0	1	5	12	18	3	1	0	0	0	0	0	0	24.7	19.8	4.8
1300	29	0	0	1	10	18	0	0	0	0	0	0	0	0	23	20.6	2.3
1400	40	4	6	5	13	11	1	0	0	0	0	0	0	0	23	15.9	7
1500	62	1	4	7	32	17	1	0	0	0	0	0	0	0	21.5	17.8	4.5
1600	59	1	0	3	23	30	2	0	0	0	0	0	0	0	23.5	19.6	3.8
1700	37	0	1	4	14	15	3	0	0	0	0	0	0	0	24.1	19.5	4.5
1800	28	0	0	2	12	11	3	0	0	0	0	0	0	0	24	20.3	3.5
1900	22	0	0	2	8	9	1	1	1	0	0	0	0	0	25.6	20.9	5.9
2000	22	0	0	1	2	15	4	0	0	0	0	0	0	0	25.4	22.2	2.8
2100	8	0	0	0	4	3	0	1	0	0	0	0	0	0	-	21.2	4.6
2200	6	0	0	0	1	4	1	0	0	0	0	0	0	0	-	21.9	2.7
2300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	-	22.6	2.4
00-07	**13**	**0**	**0**	**2**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.9**	**18.3**	**2.8**
07-10	**129**	**1**	**8**	**14**	**47**	**52**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19**	**4.9**
10-16	**241**	**7**	**17**	**30**	**97**	**79**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**17.9**	**5.4**
16-19	**124**	**1**	**1**	**9**	**49**	**56**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.8**	**3.9**
19-00	**60**	**0**	**0**	**3**	**15**	**33**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**25**	**21.5**	**4.4**
00-00	**567**	**9**	**26**	**58**	**215**	**224**	**30**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**23.4**	**19**	**5**

Vehicles = 567
Posted speed limit = 0 mph, Exceeding = 567 (100.0%), Mean Exceeding = 18.97 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 474 (83.60%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 565 (99.65%)
Maximum = 38.1 mph, Minimum = 2.0 mph, Mean = 19.0 mph
85% Speed = 23.38 mph, 95% Speed = 25.90 mph, Median = 19.69 mph
10 mph Pace = 15 - 25, Number in Pace = 439 (77.43%)
Variance = 24.51, Standard Deviation = 4.95 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

12 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	24.2	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	20.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	27	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	22.3	-
0600	11	0	0	1	4	6	0	0	0	0	0	0	0	0	23.3	20	3.2
0700	24	0	2	2	9	7	4	0	0	0	0	0	0	0	25.2	19.4	5.5
0800	68	0	2	7	25	28	6	0	0	0	0	0	0	0	24.2	19.5	4.3
0900	44	0	1	4	19	17	2	0	0	0	0	0	0	1	23.4	20.2	9.5
1000	31	0	1	0	14	14	2	0	0	0	0	0	0	0	24	20.1	4
1100	37	0	0	3	11	21	2	0	0	0	0	0	0	0	23.6	20.5	3.5
1200	43	0	3	4	16	16	3	1	0	0	0	0	0	0	24.9	19.7	5.1
1300	31	0	0	2	12	16	1	0	0	0	0	0	0	0	23.5	20.2	3
1400	31	2	1	4	8	13	3	0	0	0	0	0	0	0	22.6	18.3	6
1500	75	0	7	10	30	25	2	1	0	0	0	0	0	0	23.2	18	5.1
1600	51	0	2	3	18	22	6	0	0	0	0	0	0	0	24.8	20	4.5
1700	39	0	0	1	8	25	5	0	0	0	0	0	0	0	24.9	22	2.9
1800	35	0	0	0	7	26	2	0	0	0	0	0	0	0	24.5	21.7	2.6
1900	22	0	0	0	7	11	4	0	0	0	0	0	0	0	25.9	21.8	3.3
2000	20	0	0	0	4	14	2	0	0	0	0	0	0	0	24.7	21.8	2.6
2100	18	0	0	0	2	14	2	0	0	0	0	0	0	0	25	22.3	2.8
2200	10	0	0	0	4	5	1	0	0	0	0	0	0	0	-	21.2	2.5
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.7	-
00-07	**15**	**0**	**0**	**1**	**4**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**20.9**	**3.4**
07-10	**136**	**0**	**5**	**13**	**53**	**52**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**23.9**	**19.7**	**6.5**
10-16	**248**	**2**	**12**	**23**	**91**	**105**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**19.3**	**4.7**
16-19	**125**	**0**	**2**	**4**	**33**	**73**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**21.1**	**3.7**
19-00	**71**	**0**	**0**	**0**	**18**	**44**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**21.8**	**2.8**
00-00	**595**	**2**	**19**	**41**	**199**	**283**	**48**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**24**	**20.1**	**4.9**

Vehicles = 595
Posted speed limit = 0 mph, Exceeding = 595 (100.0%), Mean Exceeding = 20.10 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 533 (89.58%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 595 (100.0%)
Maximum = 74.9 mph, Minimum = 3.4 mph, Mean = 20.1 mph
85% Speed = 24.05 mph, 95% Speed = 26.28 mph, Median = 20.58 mph
10 mph Pace = 15 - 25, Number in Pace = 483 (81.18%)
Variance = 23.94, Standard Deviation = 4.89 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

13 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	17.5	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	29.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.5	-
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	25.2	-
0600	6	0	0	0	4	1	1	0	0	0	0	0	0	0	-	20.9	3.5
0700	17	0	1	0	4	11	1	0	0	0	0	0	0	0	24.8	21.4	3.9
0800	35	0	0	9	11	15	0	0	0	0	0	0	0	0	22.6	18.7	3.5
0900	24	0	1	5	8	9	1	0	0	0	0	0	0	0	22.6	18	4.5
1000	40	0	2	2	22	11	3	0	0	0	0	0	0	0	22.1	18.9	3.6
1100	41	1	0	1	22	14	3	0	0	0	0	0	0	0	23.6	19.1	4.1
1200	38	0	0	8	20	10	0	0	0	0	0	0	0	0	22.5	18.3	3.6
1300	32	0	3	0	19	9	1	0	0	0	0	0	0	0	21.2	18.2	4.2
1400	34	0	3	1	17	11	2	0	0	0	0	0	0	0	23.3	18.7	4.8
1500	47	0	2	3	17	22	2	1	0	0	0	0	0	0	23.4	20	4.4
1600	46	1	1	3	20	21	0	0	0	0	0	0	0	0	23.6	19	4.3
1700	41	0	1	6	16	13	5	0	0	0	0	0	0	0	24.6	19.2	4.5
1800	41	1	0	1	15	20	4	0	0	0	0	0	0	0	23.9	20.2	4.3
1900	19	0	0	0	9	7	2	1	0	0	0	0	0	0	25.7	21.3	3.5
2000	9	0	0	0	1	4	4	0	0	0	0	0	0	0	-	23.6	3.5
2100	13	0	0	0	4	7	2	0	0	0	0	0	0	0	25	21.3	2.8
2200	11	0	0	0	5	2	4	0	0	0	0	0	0	0	26.1	22	3.3
2300	9	0	0	0	3	5	0	1	0	0	0	0	0	0	-	21.7	4.2
00-07	**10**	**0**	**0**	**0**	**6**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**21.6**	**4.3**
07-10	**76**	**0**	**2**	**14**	**23**	**35**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**19.1**	**4.1**
10-16	**232**	**1**	**10**	**15**	**117**	**77**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.8**	**18.9**	**4.1**
16-19	**128**	**2**	**2**	**10**	**51**	**54**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.4**	**4.4**
19-00	**61**	**0**	**0**	**0**	**22**	**25**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25.8**	**21.8**	**3.4**
00-00	**507**	**3**	**14**	**39**	**219**	**192**	**37**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.5**	**4.2**

Vehicles = 507
Posted speed limit = 0 mph, Exceeding = 507 (100.0%), Mean Exceeding = 19.48 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 451 (88.95%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 507 (100.0%)
Maximum = 33.1 mph, Minimum = 2.7 mph, Mean = 19.5 mph
85% Speed = 23.47 mph, 95% Speed = 25.90 mph, Median = 19.57 mph
10 mph Pace = 16 - 26, Number in Pace = 415 (81.85%)
Variance = 17.71, Standard Deviation = 4.21 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

14 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	4	0	0	1	2	1	0	0	0	0	0	0	0	0	-	17.8	5.2
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	28.5	-
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	-	36.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	-	25.8	4.2
0500	2	0	0	0	0	2	0	0	0	0	0	0	0	0	-	22.4	2.1
0600	5	0	0	0	2	1	2	0	0	0	0	0	0	0	-	23.1	3.6
0700	14	0	1	2	4	4	2	1	0	0	0	0	0	0	25.6	20.2	5.8
0800	15	0	0	0	6	8	1	0	0	0	0	0	0	0	24.5	21.3	3.1
0900	3	0	0	0	1	2	0	0	0	0	0	0	0	0	-	19.9	3.9
00-07	**15**	**0**	**0**	**1**	**4**	**5**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**28.6**	**23.2**	**5.9**
07-10	**32**	**0**	**1**	**2**	**11**	**14**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**20.7**	**4.5**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**47**	**0**	**1**	**3**	**15**	**19**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**26.2**	**21.5**	**5.1**

Vehicles = 47
Posted speed limit = 0 mph, Exceeding = 47 (100.0%), Mean Exceeding = 21.49 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 43 (91.49%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 47 (100.0%)
Maximum = 36.6 mph, Minimum = 9.6 mph, Mean = 21.5 mph
85% Speed = 26.24 mph, 95% Speed = 30.15 mph, Median = 21.92 mph
10 mph Pace = 18 - 28, Number in Pace = 36 (76.60%)
Variance = 25.54, Standard Deviation = 5.05 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

Virtual Day (Partial days = 13.9167)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.1	5.4
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.8	-
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.8	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.8	4.7
0600	4	0	0	1	1	1	0	0	0	0	0	0	0	0	-	19.6	3.9
0700	12	0	1	1	4	6	1	0	0	0	0	0	0	0	24.5	20.3	4.8
0800	33	0	2	4	13	12	2	0	0	0	0	0	0	0	23.5	18.9	4.9
0900	22	0	1	2	10	8	1	0	0	0	0	0	0	0	23.4	19.5	5.7
1000	21	0	1	1	9	8	2	0	0	0	0	0	0	0	23.7	19.4	5.1
1100	23	1	1	3	10	8	2	0	0	0	0	0	0	0	23	18.6	5.1
1200	26	0	1	2	11	9	3	0	0	0	0	0	0	0	24	19.7	4.6
1300	24	0	1	1	9	10	2	0	0	0	0	0	0	0	23.6	19.8	4.3
1400	23	1	2	3	9	7	2	0	0	0	0	0	0	0	23.1	18.1	5.5
1500	37	0	2	3	16	13	2	0	0	0	0	0	0	0	22.9	18.8	4.6
1600	29	0	1	2	12	12	2	0	0	0	0	0	0	0	23.9	19.8	4.3
1700	26	0	1	2	9	12	3	0	0	0	0	0	0	0	24.4	20.3	4.4
1800	20	0	0	1	7	10	3	0	0	0	0	0	0	0	24.6	20.9	4.3
1900	14	0	0	0	5	6	2	0	0	0	0	0	0	0	24.6	20.9	3.9
2000	10	0	0	1	3	5	1	0	0	0	0	0	0	0	-	21.1	4.1
2100	6	0	0	0	2	4	0	0	0	0	0	0	0	0	-	21	3
2200	6	0	0	0	2	2	1	0	0	0	0	0	0	0	-	21.5	3.6
2300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	-	20.4	4.2

Vehicles = 4723
Posted speed limit = 0 mph, Exceeding = 4723 (100.0%), Mean Exceeding = 19.60 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 4144 (87.74%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 4720 (99.94%)
Maximum = 74.9 mph, Minimum = 1.9 mph, Mean = 19.6 mph
85% Speed = 23.82 mph, 95% Speed = 26.28 mph, Median = 19.91 mph
10 mph Pace = 15 - 25, Number in Pace = 3708 (78.51%)
Variance = 22.86, Standard Deviation = 4.78 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

Virtual Week (2)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
Mon	293	3	10	27	123	108	20	2	0	0	0	1	0	0	23.3	19.1	4.8
Tue	278	4	10	22	109	108	24	2	0	1	0	0	0	0	23.8	19.5	4.8
Wed	284	5	13	29	108	112	15	2	1	0	0	0	0	0	23.4	19	5
Thu	561	4	20	40	209	241	44	3	1	0	0	0	0	1	23.9	19.8	4.9
Fri	553	4	18	50	227	210	42	4	0	0	0	0	0	0	23.6	19.4	4.4
|Sat	221	1	9	11	85	84	28	5	1	0	0	0	0	0	24.9	20.4	4.7
|Sun	174	1	2	11	61	71	25	2	1	0	0	0	0	1	25.1	20.8	5
--	**2362**	**21**	**81**	**188**	**921**	**933**	**197**	**18**	**3**	**1**	**0**	**1**	**0**	**1**	**23.8**	**19.6**	**4.8**

Vehicles = 4723
Posted speed limit = 0 mph, Exceeding = 4723 (100.0%), Mean Exceeding = 19.60 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 4144 (87.74%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 4720 (99.94%)
Maximum = 74.9 mph, Minimum = 1.9 mph, Mean = 19.6 mph
85% Speed = 23.82 mph, 95% Speed = 26.28 mph, Median = 19.91 mph
10 mph Pace = 15 - 25, Number in Pace = 3708 (78.51%)
Variance = 22.86, Standard Deviation = 4.78 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-343
Site Name - 001
Description - !!CHERRY TREE AVENUE SITE
Direction - South

Grand Total

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
--	4723	41	162	376	1841	1866	393	35	5	1	0	1	0	2	23.8	19.6	4.8

Vehicles = 4723
Posted speed limit = 0 mph, Exceeding = 4723 (100.0%), Mean Exceeding = 19.60 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 4144 (87.74%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 4720 (99.94%)
Maximum = 74.9 mph, Minimum = 1.9 mph, Mean = 19.6 mph
85% Speed = 23.82 mph, 95% Speed = 26.28 mph, Median = 19.91 mph
10 mph Pace = 15 - 25, Number in Pace = 3708 (78.51%)
Variance = 22.86, Standard Deviation = 4.78 mph

Phoenix Traffic Surveys Ltd, Class Report

Globals

Report Id	CustomList-336
Descriptor	Phoenix Traffic Surveys Ltd, Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2026-02-17T16:41:45
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	001
Site Attribute	PADNELL GRANGE
File Name	C:\Users\bpmoore\Documents\MetroCount\MTE 5.07\Data\001 1 2026-02-17 1638.ECT
File Type	Phase
Algorithm	Factory default axle
Description	PADNELL ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-02-03T19:23:42
Start Time	2026-02-03T19:23:42
Finish Time	2026-02-17T16:38:42
Operator	BPM
Configuration	80 c0 07 e8 bc 00 00 00 00 00

Dataset

Site Name	001
Site Attribute	PADNELL GRANGE
File Name	C:\Users\bpmoore\Documents\MetroCount\MTE 5.07\Data\001 0 2026-02-17 1638.EC0
File Type	Phase
Algorithm	ModifiedFactory default axle
Description	PADNELL ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-02-03T19:23:42
Start Time	2026-02-03T19:23:42
Finish Time	2026-02-17T16:38:02
Operator	BPM
Configuration	80 c0 07 e8 bc 00 00 00 00 00

Profile

Name	PHX CLASS REPORT
Title	MetroCount Traffic Executive
Graphic Logo	
Header	(c) 2003 North Weevilbrook County
Footer	Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.com
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2026-02-03T19:24:00
Filter End	2026-02-17T16:38:42
Class Scheme	ARX
F	Cls(1-10) Dir(E) Sp(0,140) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	0
Speed Limits	15 2 0 0 0 0 0 0 0 0
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Phoenix Traffic Surveys Ltd, Class Report

Column	
Time [--	24-hour time (0000 - 2359)
Date	Locale short date
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

03 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
1900	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	03/02/20	4	0	0	0	0	0	0	0	0	0	0	0	-	0
2200	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**0**
00-00	**-**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**0**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

04 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

05 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	05/02/20	6	0	0	0	0	0	0	0	0	0	0	0	-	0
0600	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	05/02/20	61	0	58	0	3	0	0	0	0	0	0	19.6	24.8	5.3
0900	05/02/20	36	0	33	0	3	0	0	0	0	0	0	22.3	27.1	4.6
1000	05/02/20	43	0	40	0	3	0	0	0	0	0	0	22.6	25.9	3.5
1100	05/02/20	54	0	48	1	5	0	0	0	0	0	0	19.3	24.6	5.5
1200	05/02/20	39	1	34	0	3	1	0	0	0	0	0	21.3	26.4	6.1
1300	05/02/20	39	0	34	0	5	0	0	0	0	0	0	22	25.8	4.3
1400	05/02/20	59	0	51	0	7	0	0	1	0	0	0	20.5	24.6	4.8
1500	05/02/20	63	0	59	0	4	0	0	0	0	0	0	20	24.7	5.2
1600	05/02/20	57	0	53	0	4	0	0	0	0	0	0	22.8	26.7	4.3
1700	05/02/20	52	0	52	0	0	0	0	0	0	0	0	25	28.6	3.7
1800	05/02/20	40	0	37	0	3	0	0	0	0	0	0	24.9	28.6	5.2
1900	05/02/20	11	0	11	0	0	0	0	0	0	0	0	25	32.6	5.2
2000	05/02/20	18	1	17	0	0	0	0	0	0	0	0	27	34.2	6
2100	05/02/20	4	0	4	0	0	0	0	0	0	0	0	24.3	-	2.1
2200	05/02/20	7	0	7	0	0	0	0	0	0	0	0	25.7	-	5
2300	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**0**
07-10	**-**	**97**	**0**	**91**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**25.9**	**5.2**
10-16	**-**	**297**	**1**	**266**	**1**	**27**	**1**	**0**	**1**	**0**	**0**	**0**	**20.8**	**25.4**	**5.1**
16-19	**-**	**149**	**0**	**142**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**24.1**	**28.1**	**4.5**
19-00	**-**	**40**	**1**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.9**	**31.9**	**5.3**
00-00	**-**	**589**	**2**	**538**	**1**	**40**	**1**	**0**	**1**	**0**	**0**	**0**	**21.7**	**26.6**	**5.7**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

06 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	06/02/20	1	0	1	0	0	0	0	0	0	0	0	30.5	-	-
0100	06/02/20	3	0	2	0	1	0	0	0	0	0	0	29.3	-	6.5
0200	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	06/02/20	3	0	3	0	0	0	0	0	0	0	0	31.7	-	3.7
0600	06/02/20	2	0	1	0	1	0	0	0	0	0	0	22.2	-	0.9
0700	06/02/20	40	0	38	0	2	0	0	0	0	0	0	24.5	29	4.3
0800	06/02/20	75	1	67	0	6	1	0	0	0	0	0	19.3	24.9	5.1
0900	06/02/20	45	0	41	0	4	0	0	0	0	0	0	22.9	27.2	3.8
1000	06/02/20	34	0	33	0	1	0	0	0	0	0	0	22.4	26.4	4.3
1100	06/02/20	53	0	49	0	4	0	0	0	0	0	0	21.2	25.3	4.6
1200	06/02/20	38	0	36	0	2	0	0	0	0	0	0	18.9	23.3	4.2
1300	06/02/20	41	0	39	0	2	0	0	0	0	0	0	19.9	25.1	4.7
1400	06/02/20	54	0	51	0	3	0	0	0	0	0	0	21.6	26	4.2
1500	06/02/20	64	0	56	1	7	0	0	0	0	0	0	20.8	26.3	6.8
1600	06/02/20	49	1	45	0	3	0	0	0	0	0	0	24	28.7	4.8
1700	06/02/20	46	0	42	0	4	0	0	0	0	0	0	25	30.4	5.3
1800	06/02/20	42	0	37	0	5	0	0	0	0	0	0	26	30.5	4.3
1900	06/02/20	14	0	14	0	0	0	0	0	0	0	0	25.1	28.7	4.1
2000	06/02/20	24	4	19	0	1	0	0	0	0	0	0	26.8	31.5	5
2100	06/02/20	13	0	13	0	0	0	0	0	0	0	0	24.9	31.2	5.6
2200	06/02/20	8	1	7	0	0	0	0	0	0	0	0	24.4	-	6
2300	06/02/20	5	0	5	0	0	0	0	0	0	0	0	28.3	-	5
00-07	**-**	**9**	**0**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**-**	**5.3**
07-10	**-**	**160**	**1**	**146**	**0**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**21.6**	**26.3**	**5.1**
10-16	**-**	**284**	**0**	**264**	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**20.8**	**25.6**	**5.1**
16-19	**-**	**137**	**1**	**124**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**29.7**	**4.9**
19-00	**-**	**64**	**5**	**58**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.8**	**30.9**	**5**
00-00	**-**	**654**	**7**	**599**	**1**	**46**	**1**	**0**	**0**	**0**	**0**	**0**	**22.5**	**27.4**	**5.4**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

07 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	07/02/20	6	0	5	0	1	0	0	0	0	0	0	27.4	-	5.8
0100	07/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	07/02/20	1	0	1	0	0	0	0	0	0	0	0	21.8	-	-
0300	07/02/20	1	0	1	0	0	0	0	0	0	0	0	20.9	-	-
0400	07/02/20	2	0	2	0	0	0	0	0	0	0	0	24.2	-	5.1
0500	07/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	07/02/20	5	0	4	0	1	0	0	0	0	0	0	25	-	4
0700	07/02/20	10	0	9	0	1	0	0	0	0	0	0	24.1	-	4.5
0800	07/02/20	19	0	18	0	1	0	0	0	0	0	0	24.4	28.2	5.1
0900	07/02/20	30	0	26	0	4	0	0	0	0	0	0	23.2	28.1	5.2
1000	07/02/20	26	0	24	0	2	0	0	0	0	0	0	23.1	27.8	4.9
1100	07/02/20	34	1	32	0	1	0	0	0	0	0	0	20.9	26.3	5.5
1200	07/02/20	46	0	45	0	1	0	0	0	0	0	0	21.7	27.1	4.8
1300	07/02/20	31	0	29	0	2	0	0	0	0	0	0	23	27.5	4.4
1400	07/02/20	41	0	37	0	4	0	0	0	0	0	0	22.6	25.8	4.1
1500	07/02/20	25	0	25	0	0	0	0	0	0	0	0	22.9	26.5	4.4
1600	07/02/20	28	0	24	0	4	0	0	0	0	0	0	23.4	27.3	5.5
1700	07/02/20	33	0	31	0	2	0	0	0	0	0	0	23.7	29.8	5.6
1800	07/02/20	18	0	18	0	0	0	0	0	0	0	0	22.7	27.6	6.3
1900	07/02/20	15	0	15	0	0	0	0	0	0	0	0	24.5	28.9	3.2
2000	07/02/20	6	0	6	0	0	0	0	0	0	0	0	24.1	-	4.7
2100	07/02/20	10	1	9	0	0	0	0	0	0	0	0	22.7	-	3.3
2200	07/02/20	15	0	15	0	0	0	0	0	0	0	0	25.2	33	6.9
2300	07/02/20	3	0	3	0	0	0	0	0	0	0	0	26.2	-	4.1
00-07	**-**	**15**	**0**	**13**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**29.8**	**4.8**
07-10	**-**	**59**	**0**	**53**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**27.7**	**5**
10-16	**-**	**203**	**1**	**192**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**22.3**	**26.9**	**4.7**
16-19	**-**	**79**	**0**	**73**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**28.5**	**5.7**
19-00	**-**	**49**	**1**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.4**	**29.7**	**4.8**
00-00	**-**	**405**	**2**	**379**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**27.6**	**5**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

08 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	08/02/20	6	0	6	0	0	0	0	0	0	0	0	24.7	-	2.9
0100	08/02/20	1	0	1	0	0	0	0	0	0	0	0	28.6	-	-
0200	08/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	08/02/20	1	1	0	0	0	0	0	0	0	0	0	12.6	-	-
0400	08/02/20	1	0	1	0	0	0	0	0	0	0	0	18.3	-	-
0500	08/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	08/02/20	1	0	0	0	1	0	0	0	0	0	0	24.1	-	-
0700	08/02/20	6	1	5	0	0	0	0	0	0	0	0	24.4	-	5.9
0800	08/02/20	21	0	20	0	1	0	0	0	0	0	0	25.6	28.9	3.6
0900	08/02/20	20	0	16	0	4	0	0	0	0	0	0	24.1	28.6	4.3
1000	08/02/20	38	0	35	0	3	0	0	0	0	0	0	26.5	29.7	7.5
1100	08/02/20	36	0	35	0	1	0	0	0	0	0	0	24.6	30.8	5.7
1200	08/02/20	38	0	37	0	1	0	0	0	0	0	0	23.7	28.5	5.1
1300	08/02/20	26	0	25	0	1	0	0	0	0	0	0	23.5	26.6	2.8
1400	08/02/20	39	0	39	0	0	0	0	0	0	0	0	25.3	29	3.9
1500	08/02/20	24	0	24	0	0	0	0	0	0	0	0	24.8	28.9	5.1
1600	08/02/20	34	2	28	0	4	0	0	0	0	0	0	24.3	29	4.1
1700	08/02/20	25	0	24	0	1	0	0	0	0	0	0	23.7	27.4	4.6
1800	08/02/20	15	0	15	0	0	0	0	0	0	0	0	24.8	30.2	4.5
1900	08/02/20	15	2	13	0	0	0	0	0	0	0	0	24.2	28.1	3.5
2000	08/02/20	3	0	3	0	0	0	0	0	0	0	0	28.6	-	2
2100	08/02/20	4	0	4	0	0	0	0	0	0	0	0	23.2	-	3.8
2200	08/02/20	3	0	3	0	0	0	0	0	0	0	0	30.2	-	2.5
2300	08/02/20	1	0	1	0	0	0	0	0	0	0	0	27.9	-	-
00-07	**-**	**10**	**1**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**-**	**5**
07-10	**-**	**47**	**1**	**41**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**28.8**	**4.2**
10-16	**-**	**201**	**0**	**195**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**29**	**5.4**
16-19	**-**	**74**	**2**	**67**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**24.2**	**27.9**	**4.3**
19-00	**-**	**26**	**2**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**29.1**	**3.9**
00-00	**-**	**358**	**6**	**335**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**28.7**	**4.9**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

09 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	09/02/20	1	0	1	0	0	0	0	0	0	0	0	28.2	-	-
0100	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	09/02/20	1	0	1	0	0	0	0	0	0	0	0	24.2	-	-
0500	09/02/20	4	0	4	0	0	0	0	0	0	0	0	32.1	-	6.4
0600	09/02/20	7	0	3	0	4	0	0	0	0	0	0	23.5	-	7.5
0700	09/02/20	52	0	51	0	1	0	0	0	0	0	0	24.4	29.2	4.4
0800	09/02/20	71	1	64	0	6	0	0	0	0	0	0	21.8	25.9	4.7
0900	09/02/20	38	0	34	0	4	0	0	0	0	0	0	24.4	26.9	6.2
1000	09/02/20	40	0	38	1	1	0	0	0	0	0	0	22.8	26.4	4.4
1100	09/02/20	36	0	34	0	1	1	0	0	0	0	0	22.3	27.1	5.6
1200	09/02/20	43	0	40	0	3	0	0	0	0	0	0	22.5	27.2	4.4
1300	09/02/20	33	1	28	0	4	0	0	0	0	0	0	24.1	27.1	3.6
1400	09/02/20	45	0	39	0	6	0	0	0	0	0	0	21.5	25	3.8
1500	09/02/20	58	0	54	0	4	0	0	0	0	0	0	20.4	25.3	5
1600	09/02/20	49	1	43	0	4	0	1	0	0	0	0	23.8	27.2	4.3
1700	09/02/20	51	0	46	0	5	0	0	0	0	0	0	23.4	28.1	4.4
1800	09/02/20	31	1	30	0	0	0	0	0	0	0	0	23.7	28.3	5.2
1900	09/02/20	29	0	27	0	2	0	0	0	0	0	0	22.7	27.6	5.4
2000	09/02/20	11	0	10	0	1	0	0	0	0	0	0	23.9	28.3	4.6
2100	09/02/20	7	0	7	0	0	0	0	0	0	0	0	29.7	-	3
2200	09/02/20	3	0	3	0	0	0	0	0	0	0	0	29.8	-	12.9
2300	09/02/20	1	0	1	0	0	0	0	0	0	0	0	19.1	-	-
00-07	**-**	**13**	**0**	**9**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**26.5**	**33.6**	**7.4**
07-10	**-**	**161**	**1**	**149**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**27.5**	**5.1**
10-16	**-**	**255**	**1**	**233**	**1**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**22**	**26.2**	**4.6**
16-19	**-**	**131**	**2**	**119**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**23.6**	**28**	**4.5**
19-00	**-**	**51**	**0**	**48**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**24.3**	**29.8**	**6**
00-00	**-**	**611**	**4**	**558**	**1**	**46**	**1**	**1**	**0**	**0**	**0**	**0**	**23**	**27.3**	**5**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

10 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	10/02/20	2	0	1	0	1	0	0	0	0	0	0	20.3	-	3.6
0200	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	10/02/20	1	0	1	0	0	0	0	0	0	0	0	24.6	-	-
0400	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	10/02/20	2	0	2	0	0	0	0	0	0	0	0	30.3	-	5.2
0600	10/02/20	5	0	3	0	2	0	0	0	0	0	0	22.7	-	1.7
0700	10/02/20	53	0	49	0	4	0	0	0	0	0	0	25.5	28.7	3.9
0800	10/02/20	71	1	67	0	3	0	0	0	0	0	0	21.8	25.9	4.7
0900	10/02/20	26	0	26	0	0	0	0	0	0	0	0	22.5	26.2	4
1000	10/02/20	34	0	34	0	0	0	0	0	0	0	0	22.8	27.1	4.3
1100	10/02/20	41	0	39	0	1	0	0	0	1	0	0	21	26.4	6.2
1200	10/02/20	49	0	43	0	6	0	0	0	0	0	0	24.1	27.5	4.6
1300	10/02/20	34	1	32	0	1	0	0	0	0	0	0	20.9	26.2	5.9
1400	10/02/20	57	0	56	0	1	0	0	0	0	0	0	20.8	25.1	4.7
1500	10/02/20	54	1	50	0	3	0	0	0	0	0	0	19.7	24.4	5.4
1600	10/02/20	46	0	44	0	1	0	0	1	0	0	0	23.4	27.4	4.8
1700	10/02/20	56	0	55	0	1	0	0	0	0	0	0	24	29.2	4.8
1800	10/02/20	31	0	31	0	0	0	0	0	0	0	0	23.9	27.1	5
1900	10/02/20	23	1	22	0	0	0	0	0	0	0	0	23.4	27.9	4.7
2000	10/02/20	15	0	15	0	0	0	0	0	0	0	0	26.8	30.8	3.7
2100	10/02/20	5	0	5	0	0	0	0	0	0	0	0	25.8	-	3.1
2200	10/02/20	4	0	4	0	0	0	0	0	0	0	0	23.9	-	2.3
2300	10/02/20	3	0	3	0	0	0	0	0	0	0	0	21.5	-	9.1
00-07	**-**	**10**	**0**	**7**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**-**	**4.3**
07-10	**-**	**150**	**1**	**142**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**27.4**	**4.6**
10-16	**-**	**269**	**2**	**254**	**0**	**12**	**0**	**0**	**0**	**1**	**0**	**0**	**21.5**	**26.2**	**5.4**
16-19	**-**	**133**	**0**	**130**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**23.7**	**27.9**	**4.8**
19-00	**-**	**50**	**1**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**29.9**	**4.6**
00-00	**-**	**612**	**4**	**582**	**0**	**24**	**0**	**0**	**1**	**1**	**0**	**0**	**22.7**	**27.1**	**5.1**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

11 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	11/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	11/02/20	2	0	2	0	0	0	0	0	0	0	0	22.9	-	7.7
0200	11/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	11/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	11/02/20	1	0	1	0	0	0	0	0	0	0	0	31.6	-	-
0500	11/02/20	3	0	2	0	1	0	0	0	0	0	0	28.3	-	6.1
0600	11/02/20	7	0	3	0	3	1	0	0	0	0	0	22.9	-	4.3
0700	11/02/20	48	0	46	0	2	0	0	0	0	0	0	24.7	29.5	4.9
0800	11/02/20	78	0	74	1	3	0	0	0	0	0	0	21.8	26.8	5.8
0900	11/02/20	39	0	37	0	2	0	0	0	0	0	0	21.6	25.4	6
1000	11/02/20	44	0	42	0	2	0	0	0	0	0	0	22.9	27.7	4.6
1100	11/02/20	27	0	24	0	3	0	0	0	0	0	0	21.5	26.1	5.4
1200	11/02/20	31	1	29	0	1	0	0	0	0	0	0	22.1	28.1	7
1300	11/02/20	40	1	36	0	3	0	0	0	0	0	0	23.5	27.6	4.8
1400	11/02/20	52	0	48	0	4	0	0	0	0	0	0	22.1	26.1	4
1500	11/02/20	69	0	59	0	10	0	0	0	0	0	0	21.4	26.6	5.4
1600	11/02/20	58	0	57	0	1	0	0	0	0	0	0	22.5	25.9	4.4
1700	11/02/20	57	0	53	0	4	0	0	0	0	0	0	23.3	26.9	3.5
1800	11/02/20	31	0	29	0	2	0	0	0	0	0	0	24.3	27.8	5.3
1900	11/02/20	20	0	19	0	1	0	0	0	0	0	0	23	28.5	7.1
2000	11/02/20	18	0	18	0	0	0	0	0	0	0	0	25.6	29.6	3.6
2100	11/02/20	7	0	7	0	0	0	0	0	0	0	0	21.6	-	2.7
2200	11/02/20	5	0	5	0	0	0	0	0	0	0	0	29.5	-	3.7
2300	11/02/20	4	0	4	0	0	0	0	0	0	0	0	25.2	-	3.5
00-07	**-**	**13**	**0**	**8**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**24.8**	**31.3**	**5.5**
07-10	**-**	**165**	**0**	**157**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**27.3**	**5.7**
10-16	**-**	**263**	**2**	**238**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**22.2**	**26.8**	**5.1**
16-19	**-**	**146**	**0**	**139**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**26.9**	**4.3**
19-00	**-**	**54**	**0**	**53**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**29.4**	**5.5**
00-00	**-**	**641**	**2**	**595**	**1**	**42**	**1**	**0**	**0**	**0**	**0**	**0**	**22.8**	**27.2**	**5.2**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

12 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	12/02/20	2	0	1	0	1	0	0	0	0	0	0	19.2	-	4.4
0100	12/02/20	2	0	1	0	1	0	0	0	0	0	0	17.6	-	1.8
0200	12/02/20	1	0	1	0	0	0	0	0	0	0	0	22.2	-	-
0300	12/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	12/02/20	1	0	1	0	0	0	0	0	0	0	0	31.3	-	-
0500	12/02/20	4	0	3	0	1	0	0	0	0	0	0	27.2	-	5.3
0600	12/02/20	5	0	5	0	0	0	0	0	0	0	0	24.9	-	3.8
0700	12/02/20	51	2	48	0	1	0	0	0	0	0	0	24.1	28.1	4.1
0800	12/02/20	81	3	73	0	5	0	0	0	0	0	0	23.1	26.9	4.1
0900	12/02/20	41	0	38	0	3	0	0	0	0	0	0	23.7	27.7	10.1
1000	12/02/20	39	0	37	0	2	0	0	0	0	0	0	22.8	26.2	4.6
1100	12/02/20	42	0	37	1	4	0	0	0	0	0	0	21.9	26.6	4
1200	12/02/20	41	0	36	0	5	0	0	0	0	0	0	23.6	28.1	4
1300	12/02/20	36	0	33	0	3	0	0	0	0	0	0	24.3	27.3	4
1400	12/02/20	54	0	51	0	3	0	0	0	0	0	0	21.5	27.3	7.1
1500	12/02/20	54	0	50	0	4	0	0	0	0	0	0	20.8	25.7	5.1
1600	12/02/20	61	2	55	0	4	0	0	0	0	0	0	23.2	27.8	5.5
1700	12/02/20	50	0	47	1	2	0	0	0	0	0	0	24.6	27.8	3.3
1800	12/02/20	32	0	31	0	1	0	0	0	0	0	0	24.7	28.5	3.7
1900	12/02/20	24	0	21	0	3	0	0	0	0	0	0	26	29.3	4.8
2000	12/02/20	22	0	22	0	0	0	0	0	0	0	0	24.9	30.1	4.1
2100	12/02/20	15	1	14	0	0	0	0	0	0	0	0	26.2	31.2	5
2200	12/02/20	4	0	4	0	0	0	0	0	0	0	0	27.5	-	3.6
2300	12/02/20	1	0	1	0	0	0	0	0	0	0	0	27.3	-	-
00-07	**-**	**15**	**0**	**12**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**31.2**	**5.3**
07-10	**-**	**173**	**5**	**159**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**27.5**	**6**
10-16	**-**	**266**	**0**	**244**	**1**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**22.3**	**26.8**	**5.2**
16-19	**-**	**143**	**2**	**133**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**27.8**	**4.5**
19-00	**-**	**66**	**1**	**62**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**25.8**	**30.1**	**4.5**
00-00	**-**	**663**	**8**	**610**	**2**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**27.5**	**5.3**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

13 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	13/02/20	2	0	2	0	0	0	0	0	0	0	0	19.6	-	8.1
0100	13/02/20	1	0	1	0	0	0	0	0	0	0	0	20.4	-	-
0200	13/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	13/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	13/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	13/02/20	1	0	1	0	0	0	0	0	0	0	0	31.1	-	-
0600	13/02/20	6	0	3	0	3	0	0	0	0	0	0	21	-	1.9
0700	13/02/20	36	0	36	0	0	0	0	0	0	0	0	22.3	26.9	5
0800	13/02/20	58	0	57	0	1	0	0	0	0	0	0	21.7	24.6	3.8
0900	13/02/20	38	0	34	1	3	0	0	0	0	0	0	19	23.1	4.3
1000	13/02/20	50	0	49	0	0	1	0	0	0	0	0	20.4	24.1	4.6
1100	13/02/20	46	1	42	0	2	1	0	0	0	0	0	20.2	23.9	4
1200	13/02/20	47	0	46	0	1	0	0	0	0	0	0	19	23.6	4.7
1300	13/02/20	33	0	33	0	0	0	0	0	0	0	0	18	22	4.7
1400	13/02/20	44	0	42	0	2	0	0	0	0	0	0	20.4	24.9	4.3
1500	13/02/20	49	1	46	0	2	0	0	0	0	0	0	21.3	24.8	4.6
1600	13/02/20	65	0	62	0	3	0	0	0	0	0	0	20.7	24.8	5
1700	13/02/20	39	0	38	0	1	0	0	0	0	0	0	22.1	26.1	4.1
1800	13/02/20	39	2	37	0	0	0	0	0	0	0	0	22.5	25.8	3.8
1900	13/02/20	16	1	15	0	0	0	0	0	0	0	0	21.5	24.6	2.5
2000	13/02/20	18	1	17	0	0	0	0	0	0	0	0	23	30.1	5.2
2100	13/02/20	12	0	12	0	0	0	0	0	0	0	0	25.5	33.8	5.1
2200	13/02/20	7	1	6	0	0	0	0	0	0	0	0	21.1	-	3.6
2300	13/02/20	3	0	3	0	0	0	0	0	0	0	0	18.1	-	3.7
00-07	**-**	**10**	**0**	**7**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**21.7**	**-**	**4.5**
07-10	**-**	**132**	**0**	**127**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**21.1**	**25.2**	**4.5**
10-16	**-**	**269**	**2**	**258**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**4.6**
16-19	**-**	**143**	**2**	**137**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**21.6**	**25.3**	**4.5**
19-00	**-**	**56**	**3**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**27.6**	**4.6**
00-00	**-**	**610**	**7**	**582**	**1**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**20.9**	**24.9**	**4.6**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

14 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	14/02/20	1	0	1	0	0	0	0	0	0	0	0	19.2	-	-
0100	14/02/20	2	0	1	0	1	0	0	0	0	0	0	17.9	-	0.2
0200	14/02/20	1	0	1	0	0	0	0	0	0	0	0	24.5	-	-
0300	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	14/02/20	2	0	2	0	0	0	0	0	0	0	0	19.9	-	0.9
0700	14/02/20	9	0	8	0	1	0	0	0	0	0	0	23.2	-	2.2
0800	14/02/20	15	0	15	0	0	0	0	0	0	0	0	23.3	28.2	4.1
0900	14/02/20	7	0	6	0	0	0	1	0	0	0	0	20.5	-	4
1000	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**6**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**-**	**2.5**
07-10	**-**	**31**	**0**	**29**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**22.6**	**26.8**	**3.7**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**37**	**0**	**34**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**22.2**	**26.4**	**3.6**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

15 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

16 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

17 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	17/02/20	14	0	0	0	0	0	0	0	0	0	0	0	0	0
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

Virtual Day (Partial days = 13.9167)

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	-	1	0	1	0	0	0	0	0	0	0	0	24.6	-	5.4
0100	-	1	0	1	0	0	0	0	0	0	0	0	22.6	-	-
0200	-	0	0	0	0	0	0	0	0	0	0	0	22.8	-	-
0300	-	0	0	0	0	0	0	0	0	0	0	0	19.4	-	-
0400	-	0	0	0	0	0	0	0	0	0	0	0	25.6	-	-
0500	-	2	0	1	0	0	0	0	0	0	0	0	22.1	-	14.1
0600	-	3	0	2	0	1	0	0	0	0	0	0	23.1	-	4.2
0700	-	22	0	21	0	1	0	0	0	0	0	0	24.3	28.5	4.5
0800	-	39	0	37	0	2	0	0	0	0	0	0	21.7	26.4	5
0900	-	23	0	21	0	2	0	0	0	0	0	0	22.5	26.4	6
1000	-	26	0	24	0	1	0	0	0	0	0	0	21.9	26.5	6.6
1100	-	26	0	24	0	2	0	0	0	0	0	0	21.3	26.2	5.3
1200	-	27	0	25	0	2	0	0	0	0	0	0	21.9	26.8	5.3
1300	-	22	0	21	0	2	0	0	0	0	0	0	22.1	26.4	4.9
1400	-	32	0	30	0	2	0	0	0	0	0	0	21.7	26.1	4.9
1500	-	33	0	30	0	2	0	0	0	0	0	0	21	25.7	5.5
1600	-	32	0	29	0	2	0	0	0	0	0	0	23	27	4.8
1700	-	31	0	30	0	2	0	0	0	0	0	0	23.9	28.1	4.4
1800	-	21	0	20	0	1	0	0	0	0	0	0	24.2	28.5	4.8
1900	-	12	0	11	0	0	0	0	0	0	0	0	23.8	28.1	4.9
2000	-	10	0	9	0	0	0	0	0	0	0	0	25.5	-	4.7
2100	-	6	0	5	0	0	0	0	0	0	0	0	23.8	-	7.1
2200	-	4	0	4	0	0	0	0	0	0	0	0	25.6	-	6
2300	-	2	0	2	0	0	0	0	0	0	0	0	24.5	-	5.7

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

Virtual Week (2)

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	-	306	2	279	1	23	1	1	0	0	0	0	23	27.3	5
Tue	-	315	2	291	0	12	0	0	1	1	0	0	22	27	6.3
Wed	-	321	1	298	1	21	1	0	0	0	0	0	22.8	27.2	5.2
Thu	-	626	5	574	2	42	1	0	1	0	0	0	22.6	27.2	5.5
Fri	-	632	7	591	1	32	2	0	0	0	0	0	21.7	26.4	5.1
|Sat	-	221	1	207	0	13	0	1	0	0	0	0	23	27.5	4.9
|Sun	-	179	3	168	0	9	0	0	0	0	0	0	24.7	28.7	4.9
--	**-**	**2599**	**21**	**2406**	**4**	**151**	**3**	**1**	**1**	**1**	**0**	**0**	**22.6**	**27.2**	**5.4**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

Grand Total

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	-	5198	42	4812	7	302	6	2	2	1	0	0	22.6	27.2	5.4

Phoenix Traffic Surveys Ltd, Speed Report

Globals

Report Id	CustomList-338
Descriptor	Phoenix Traffic Surveys Ltd, Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2026-02-17T16:44:55
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	001
Site Attribute	PADNELL GRANGE
File Name	C:\Users\bpmoore\Documents\MetroCount\MTE 5.07\Data\001 1 2026-02-17 1638.ECT
File Type	Phase
Algorithm	Factory default axle
Description	PADNELL ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-02-03T19:23:42
Start Time	2026-02-03T19:23:42
Finish Time	2026-02-17T16:38:42
Operator	BPM
Configuration	80 c0 07 e8 bc 00 00 00 00 00

Dataset

Site Name	001
Site Attribute	PADNELL GRANGE
File Name	C:\Users\bpmoore\Documents\MetroCount\MTE 5.07\Data\001 0 2026-02-17 1638.EC0
File Type	Phase
Algorithm	ModifiedFactory default axle
Description	PADNELL ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-02-03T19:23:42
Start Time	2026-02-03T19:23:42
Finish Time	2026-02-17T16:38:02
Operator	BPM
Configuration	80 c0 07 e8 bc 00 00 00 00 00

Profile

Name	PHX SPEED REPORT
Title	MetroCount Traffic Executive
Graphic Logo	
Header	(c) 2003 North Weevilbrook County
Footer	Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2026-02-03T19:24:00
Filter End	2026-02-17T16:38:42
Class Scheme	ARX
F	Cls(1-10) Dir(E) Sp(0,140) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	0
Speed Limits	15 2 0 0 0 0 0 0 0 0
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Phoenix Traffic Surveys Ltd, Speed Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 140	Speed bin totals
Vpp 85	Percentile speed
Mean	Average speed
SD	Standard Deviation

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

03 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**0**	**0**
00-00	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**0**	**0**

Vehicles = 4
Posted speed limit = 0 mph, Exceeding = 4 (100.0%), Mean Exceeding = 0.00 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 0 (0.000%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 0 (0.000%)
Maximum = 0.0 mph, Minimum = 0.0 mph, Mean = 0.0 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

04 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Vehicles = 0

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

05 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0800	61	0	1	13	14	25	8	0	0	0	0	0	0	0	24.8	19.6	5.3
0900	36	0	1	2	5	18	9	1	0	0	0	0	0	0	27.1	22.3	4.6
1000	43	0	0	0	9	24	9	1	0	0	0	0	0	0	25.9	22.6	3.5
1100	54	1	3	9	12	24	5	0	0	0	0	0	0	0	24.6	19.3	5.5
1200	39	1	1	5	3	18	10	1	0	0	0	0	0	0	26.4	21.3	6.1
1300	39	0	1	0	10	19	9	0	0	0	0	0	0	0	25.8	22	4.3
1400	59	1	1	5	14	31	7	0	0	0	0	0	0	0	24.6	20.5	4.8
1500	63	1	2	7	17	28	7	1	0	0	0	0	0	0	24.7	20	5.2
1600	57	0	0	4	7	27	18	1	0	0	0	0	0	0	26.7	22.8	4.3
1700	52	0	0	0	4	23	19	6	0	0	0	0	0	0	28.6	25	3.7
1800	40	0	0	2	3	16	16	2	0	1	0	0	0	0	28.6	24.9	5.2
1900	11	0	0	0	2	5	2	2	0	0	0	0	0	0	32.6	25	5.2
2000	18	0	0	0	2	5	6	4	1	0	0	0	0	0	34.2	27	6
2100	4	0	0	0	0	2	2	0	0	0	0	0	0	0	-	24.3	2.1
2200	7	0	0	0	1	1	4	1	0	0	0	0	0	0	-	25.7	5
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**0**	**0**
07-10	**97**	**0**	**2**	**15**	**19**	**43**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.9**	**20.6**	**5.2**
10-16	**297**	**4**	**8**	**26**	**65**	**144**	**47**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**20.8**	**5.1**
16-19	**149**	**0**	**0**	**6**	**14**	**66**	**53**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**28.1**	**24.1**	**4.5**
19-00	**40**	**0**	**0**	**0**	**5**	**13**	**14**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**31.9**	**25.9**	**5.3**
00-00	**589**	**10**	**10**	**47**	**103**	**266**	**131**	**20**	**1**	**1**	**0**	**0**	**0**	**0**	**26.6**	**21.7**	**5.7**

Vehicles = 589
Posted speed limit = 0 mph, Exceeding = 589 (100.0%), Mean Exceeding = 21.74 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 522 (88.62%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 582 (98.81%)
Maximum = 41.3 mph, Minimum = 0.0 mph, Mean = 21.7 mph
85% Speed = 26.62 mph, 95% Speed = 29.64 mph, Median = 22.59 mph
10 mph Pace = 18 - 28, Number in Pace = 422 (71.65%)
Variance = 32.37, Standard Deviation = 5.69 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

06 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	-	30.5	-
0100	3	0	0	0	0	1	0	1	1	0	0	0	0	0	-	29.3	6.5
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	3	0	0	0	0	0	1	2	0	0	0	0	0	0	-	31.7	3.7
0600	2	0	0	0	0	2	0	0	0	0	0	0	0	0	-	22.2	0.9
0700	40	0	0	1	4	18	14	3	0	0	0	0	0	0	29	24.5	4.3
0800	75	0	2	17	21	26	8	1	0	0	0	0	0	0	24.9	19.3	5.1
0900	45	0	1	1	5	25	13	0	0	0	0	0	0	0	27.2	22.9	3.8
1000	34	0	1	1	8	12	12	0	0	0	0	0	0	0	26.4	22.4	4.3
1100	53	0	1	4	11	29	7	1	0	0	0	0	0	0	25.3	21.2	4.6
1200	38	0	0	9	11	16	2	0	0	0	0	0	0	0	23.3	18.9	4.2
1300	41	1	1	1	18	12	8	0	0	0	0	0	0	0	25.1	19.9	4.7
1400	54	0	0	5	9	29	10	1	0	0	0	0	0	0	26	21.6	4.2
1500	64	2	6	2	14	22	13	5	0	0	0	0	0	0	26.3	20.8	6.8
1600	49	0	0	3	2	24	17	1	2	0	0	0	0	0	28.7	24	4.8
1700	46	0	1	0	3	21	12	6	3	0	0	0	0	0	30.4	25	5.3
1800	42	0	0	0	2	17	16	6	1	0	0	0	0	0	30.5	26	4.3
1900	14	0	0	0	2	4	7	1	0	0	0	0	0	0	28.7	25.1	4.1
2000	24	0	0	2	1	3	13	5	0	0	0	0	0	0	31.5	26.8	5
2100	13	0	0	1	1	4	5	2	0	0	0	0	0	0	31.2	24.9	5.6
2200	8	0	0	1	1	0	5	1	0	0	0	0	0	0	-	24.4	6
2300	5	0	0	0	0	1	2	2	0	0	0	0	0	0	-	28.3	5
00-07	**9**	**0**	**0**	**0**	**0**	**3**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**-**	**28.6**	**5.3**
07-10	**160**	**0**	**3**	**19**	**30**	**69**	**35**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**26.3**	**21.6**	**5.1**
10-16	**284**	**3**	**9**	**22**	**71**	**120**	**52**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**25.6**	**20.8**	**5.1**
16-19	**137**	**0**	**1**	**3**	**7**	**62**	**45**	**13**	**6**	**0**	**0**	**0**	**0**	**0**	**29.7**	**25**	**4.9**
19-00	**64**	**0**	**0**	**4**	**5**	**12**	**32**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**30.9**	**25.8**	**5**
00-00	**654**	**3**	**13**	**48**	**113**	**266**	**165**	**39**	**7**	**0**	**0**	**0**	**0**	**0**	**27.4**	**22.5**	**5.4**

Vehicles = 654
Posted speed limit = 0 mph, Exceeding = 654 (100.0%), Mean Exceeding = 22.48 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 590 (90.21%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 654 (100.0%)
Maximum = 39.2 mph, Minimum = 3.6 mph, Mean = 22.5 mph
85% Speed = 27.40 mph, 95% Speed = 30.76 mph, Median = 22.82 mph
10 mph Pace = 17 - 27, Number in Pace = 448 (68.50%)
Variance = 29.66, Standard Deviation = 5.45 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

07 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	6	0	0	0	0	2	3	0	1	0	0	0	0	0	-	27.4	5.8
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	21.8	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	20.9	-
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	-	24.2	5.1
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	5	0	0	0	1	2	1	1	0	0	0	0	0	0	-	25	4
0700	10	0	0	1	0	4	4	1	0	0	0	0	0	0	-	24.1	4.5
0800	19	0	1	0	1	6	10	1	0	0	0	0	0	0	28.2	24.4	5.1
0900	30	0	0	3	2	14	9	2	0	0	0	0	0	0	28.1	23.2	5.2
1000	26	0	0	2	5	9	9	1	0	0	0	0	0	0	27.8	23.1	4.9
1100	34	0	1	5	5	16	7	0	0	0	0	0	0	0	26.3	20.9	5.5
1200	46	0	0	4	11	19	10	2	0	0	0	0	0	0	27.1	21.7	4.8
1300	31	0	0	1	6	11	12	1	0	0	0	0	0	0	27.5	23	4.4
1400	41	0	1	1	5	24	9	1	0	0	0	0	0	0	25.8	22.6	4.1
1500	25	0	1	1	2	13	7	1	0	0	0	0	0	0	26.5	22.9	4.4
1600	28	0	1	0	3	16	6	1	1	0	0	0	0	0	27.3	23.4	5.5
1700	33	0	1	1	5	12	10	4	0	0	0	0	0	0	29.8	23.7	5.6
1800	18	0	1	3	0	7	6	1	0	0	0	0	0	0	27.6	22.7	6.3
1900	15	0	0	0	1	7	7	0	0	0	0	0	0	0	28.9	24.5	3.2
2000	6	0	0	0	1	3	1	1	0	0	0	0	0	0	-	24.1	4.7
2100	10	0	0	0	1	7	2	0	0	0	0	0	0	0	-	22.7	3.3
2200	15	0	1	0	2	4	4	4	0	0	0	0	0	0	33	25.2	6.9
2300	3	0	0	0	0	1	1	1	0	0	0	0	0	0	-	26.2	4.1
00-07	**15**	**0**	**0**	**0**	**1**	**7**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**29.8**	**25.4**	**4.8**
07-10	**59**	**0**	**1**	**4**	**3**	**24**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**27.7**	**23.7**	**5**
10-16	**203**	**0**	**3**	**14**	**34**	**92**	**54**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**22.3**	**4.7**
16-19	**79**	**0**	**3**	**4**	**8**	**35**	**22**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**28.5**	**23.4**	**5.7**
19-00	**49**	**0**	**1**	**0**	**5**	**22**	**15**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**29.7**	**24.4**	**4.8**
00-00	**405**	**0**	**8**	**22**	**51**	**180**	**119**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**27.6**	**23.1**	**5**

Vehicles = 405
Posted speed limit = 0 mph, Exceeding = 405 (100.0%), Mean Exceeding = 23.08 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 375 (92.59%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 405 (100.0%)
Maximum = 39.3 mph, Minimum = 5.8 mph, Mean = 23.1 mph
85% Speed = 27.64 mph, 95% Speed = 30.42 mph, Median = 23.82 mph
10 mph Pace = 19 - 29, Number in Pace = 300 (74.07%)
Variance = 25.20, Standard Deviation = 5.02 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

08 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	6	0	0	0	0	4	2	0	0	0	0	0	0	0	-	24.7	2.9
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	28.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	-	12.6	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	24.1	-
0700	6	0	0	0	1	3	1	1	0	0	0	0	0	0	-	24.4	5.9
0800	21	0	0	0	1	6	13	1	0	0	0	0	0	0	28.9	25.6	3.6
0900	20	0	0	1	2	6	9	2	0	0	0	0	0	0	28.6	24.1	4.3
1000	38	0	0	0	2	17	15	1	2	0	0	0	0	1	29.7	26.5	7.5
1100	36	0	0	3	4	9	13	7	0	0	0	0	0	0	30.8	24.6	5.7
1200	38	0	0	2	5	15	12	4	0	0	0	0	0	0	28.5	23.7	5.1
1300	26	0	0	0	2	17	7	0	0	0	0	0	0	0	26.6	23.5	2.8
1400	39	0	0	0	4	14	17	3	1	0	0	0	0	0	29	25.3	3.9
1500	24	0	0	1	1	10	11	0	0	1	0	0	0	0	28.9	24.8	5.1
1600	34	0	0	1	3	15	12	3	0	0	0	0	0	0	29	24.3	4.1
1700	25	0	1	0	3	11	9	1	0	0	0	0	0	0	27.4	23.7	4.6
1800	15	0	0	0	1	8	3	3	0	0	0	0	0	0	30.2	24.8	4.5
1900	15	0	0	0	1	8	6	0	0	0	0	0	0	0	28.1	24.2	3.5
2000	3	0	0	0	0	0	2	1	0	0	0	0	0	0	-	28.6	2
2100	4	0	0	0	0	3	1	0	0	0	0	0	0	0	-	23.2	3.8
2200	3	0	0	0	0	0	2	1	0	0	0	0	0	0	-	30.2	2.5
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	27.9	-
00-07	**10**	**0**	**0**	**1**	**1**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**23.2**	**5**
07-10	**47**	**0**	**0**	**1**	**4**	**15**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**28.8**	**24.8**	**4.2**
10-16	**201**	**0**	**0**	**6**	**18**	**82**	**75**	**15**	**3**	**1**	**0**	**0**	**0**	**1**	**29**	**24.8**	**5.4**
16-19	**74**	**0**	**1**	**1**	**7**	**34**	**24**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**24.2**	**4.3**
19-00	**26**	**0**	**0**	**0**	**1**	**11**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**25.4**	**3.9**
00-00	**358**	**0**	**1**	**9**	**31**	**147**	**137**	**28**	**3**	**1**	**0**	**0**	**0**	**1**	**28.7**	**24.7**	**4.9**

Vehicles = 358
Posted speed limit = 0 mph, Exceeding = 358 (100.0%), Mean Exceeding = 24.69 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 348 (97.21%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 358 (100.0%)
Maximum = 65.0 mph, Minimum = 7.1 mph, Mean = 24.7 mph
85% Speed = 28.74 mph, 95% Speed = 31.32 mph, Median = 24.83 mph
10 mph Pace = 20 - 30, Number in Pace = 286 (79.89%)
Variance = 24.04, Standard Deviation = 4.90 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

09 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	28.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	24.2	-
0500	4	0	0	0	0	0	2	1	0	1	0	0	0	0	-	32.1	6.4
0600	7	0	1	0	0	4	1	1	0	0	0	0	0	0	-	23.5	7.5
0700	52	0	0	1	7	17	22	5	0	0	0	0	0	0	29.2	24.4	4.4
0800	71	1	1	1	21	31	16	0	0	0	0	0	0	0	25.9	21.8	4.7
0900	38	0	0	1	4	20	10	2	0	0	0	1	0	0	26.9	24.4	6.2
1000	40	0	2	0	5	21	12	0	0	0	0	0	0	0	26.4	22.8	4.4
1100	36	0	1	2	7	16	7	3	0	0	0	0	0	0	27.1	22.3	5.6
1200	43	0	1	2	8	20	12	0	0	0	0	0	0	0	27.2	22.5	4.4
1300	33	0	1	0	2	16	14	0	0	0	0	0	0	0	27.1	24.1	3.6
1400	45	0	1	1	11	26	5	1	0	0	0	0	0	0	25	21.5	3.8
1500	58	0	3	5	12	28	10	0	0	0	0	0	0	0	25.3	20.4	5
1600	49	0	0	3	5	19	19	3	0	0	0	0	0	0	27.2	23.8	4.3
1700	51	0	0	2	9	23	13	3	1	0	0	0	0	0	28.1	23.4	4.4
1800	31	0	0	3	3	8	15	2	0	0	0	0	0	0	28.3	23.7	5.2
1900	29	0	1	2	3	14	7	2	0	0	0	0	0	0	27.6	22.7	5.4
2000	11	0	0	0	3	2	6	0	0	0	0	0	0	0	28.3	23.9	4.6
2100	7	0	0	0	0	0	3	3	1	0	0	0	0	0	-	29.7	3
2200	3	0	0	0	0	2	0	0	0	1	0	0	0	0	-	29.8	12.9
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	19.1	-
00-07	**13**	**0**	**1**	**0**	**0**	**5**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**33.6**	**26.5**	**7.4**
07-10	**161**	**1**	**1**	**3**	**32**	**68**	**48**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**27.5**	**23.3**	**5.1**
10-16	**255**	**0**	**9**	**10**	**45**	**127**	**60**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**26.2**	**22**	**4.6**
16-19	**131**	**0**	**0**	**8**	**17**	**50**	**47**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**28**	**23.6**	**4.5**
19-00	**51**	**0**	**1**	**2**	**7**	**18**	**16**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**29.8**	**24.3**	**6**
00-00	**611**	**1**	**12**	**23**	**101**	**268**	**175**	**26**	**2**	**2**	**0**	**1**	**0**	**0**	**27.3**	**23**	**5**

Vehicles = 611
Posted speed limit = 0 mph, Exceeding = 611 (100.0%), Mean Exceeding = 22.99 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 575 (94.11%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 611 (100.0%)
Maximum = 54.1 mph, Minimum = 4.7 mph, Mean = 23.0 mph
85% Speed = 27.29 mph, 95% Speed = 30.02 mph, Median = 23.60 mph
10 mph Pace = 18 - 28, Number in Pace = 469 (76.76%)
Variance = 25.24, Standard Deviation = 5.02 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

10 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	-	20.3	3.6
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	24.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	2	0	0	0	0	0	1	1	0	0	0	0	0	0	-	30.3	5.2
0600	5	0	0	0	0	5	0	0	0	0	0	0	0	0	-	22.7	1.7
0700	53	0	0	1	4	15	28	5	0	0	0	0	0	0	28.7	25.5	3.9
0800	71	0	3	2	14	37	15	0	0	0	0	0	0	0	25.9	21.8	4.7
0900	26	0	0	3	0	15	8	0	0	0	0	0	0	0	26.2	22.5	4
1000	34	0	0	2	4	19	8	1	0	0	0	0	0	0	27.1	22.8	4.3
1100	41	0	4	1	10	14	11	1	0	0	0	0	0	0	26.4	21	6.2
1200	49	0	1	1	4	22	16	4	1	0	0	0	0	0	27.5	24.1	4.6
1300	34	0	3	3	5	15	7	1	0	0	0	0	0	0	26.2	20.9	5.9
1400	57	1	0	6	11	30	9	0	0	0	0	0	0	0	25.1	20.8	4.7
1500	54	1	2	8	14	22	7	0	0	0	0	0	0	0	24.4	19.7	5.4
1600	46	0	1	2	3	21	16	3	0	0	0	0	0	0	27.4	23.4	4.8
1700	56	0	0	3	9	18	22	4	0	0	0	0	0	0	29.2	24	4.8
1800	31	1	0	1	0	14	15	0	0	0	0	0	0	0	27.1	23.9	5
1900	23	0	0	1	4	9	8	1	0	0	0	0	0	0	27.9	23.4	4.7
2000	15	0	0	0	1	2	8	4	0	0	0	0	0	0	30.8	26.8	3.7
2100	5	0	0	0	0	2	2	1	0	0	0	0	0	0	-	25.8	3.1
2200	4	0	0	0	0	3	1	0	0	0	0	0	0	0	-	23.9	2.3
2300	3	0	0	1	0	1	0	1	0	0	0	0	0	0	-	21.5	9.1
00-07	**10**	**0**	**0**	**0**	**1**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**23.9**	**4.3**
07-10	**150**	**0**	**3**	**6**	**18**	**67**	**51**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**27.4**	**23.2**	**4.6**
10-16	**269**	**2**	**10**	**21**	**48**	**122**	**58**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**26.2**	**21.5**	**5.4**
16-19	**133**	**1**	**1**	**6**	**12**	**53**	**53**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**23.7**	**4.8**
19-00	**50**	**0**	**0**	**2**	**5**	**17**	**19**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**29.9**	**24.6**	**4.6**
00-00	**612**	**3**	**14**	**35**	**84**	**266**	**182**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**27.1**	**22.7**	**5.1**

Vehicles = 612
Posted speed limit = 0 mph, Exceeding = 612 (100.0%), Mean Exceeding = 22.70 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 560 (91.50%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 612 (100.0%)
Maximum = 36.1 mph, Minimum = 3.5 mph, Mean = 22.7 mph
85% Speed = 27.07 mph, 95% Speed = 29.68 mph, Median = 23.60 mph
10 mph Pace = 18 - 28, Number in Pace = 466 (76.14%)
Variance = 26.14, Standard Deviation = 5.11 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

11 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	2	0	0	0	1	0	1	0	0	0	0	0	0	0	-	22.9	7.7
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	-	31.6	-
0500	3	0	0	0	0	1	1	1	0	0	0	0	0	0	-	28.3	6.1
0600	7	0	0	0	2	2	3	0	0	0	0	0	0	0	-	22.9	4.3
0700	48	0	0	2	4	13	24	5	0	0	0	0	0	0	29.5	24.7	4.9
0800	78	0	5	3	16	33	18	2	1	0	0	0	0	0	26.8	21.8	5.8
0900	39	0	2	2	9	17	7	1	1	0	0	0	0	0	25.4	21.6	6
1000	44	0	2	0	7	20	15	0	0	0	0	0	0	0	27.7	22.9	4.6
1100	27	1	1	1	4	13	7	0	0	0	0	0	0	0	26.1	21.5	5.4
1200	31	1	1	3	4	9	12	1	0	0	0	0	0	0	28.1	22.1	7
1300	40	0	1	1	6	19	11	2	0	0	0	0	0	0	27.6	23.5	4.8
1400	52	0	0	3	8	32	9	0	0	0	0	0	0	0	26.1	22.1	4
1500	69	0	4	2	14	32	15	2	0	0	0	0	0	0	26.6	21.4	5.4
1600	58	0	1	6	4	34	12	1	0	0	0	0	0	0	25.9	22.5	4.4
1700	57	0	0	1	7	33	13	3	0	0	0	0	0	0	26.9	23.3	3.5
1800	31	0	1	1	3	13	11	1	1	0	0	0	0	0	27.8	24.3	5.3
1900	20	0	1	1	2	12	2	1	0	1	0	0	0	0	28.5	23	7.1
2000	18	0	0	0	1	7	9	1	0	0	0	0	0	0	29.6	25.6	3.6
2100	7	0	0	0	2	4	1	0	0	0	0	0	0	0	-	21.6	2.7
2200	5	0	0	0	0	1	1	3	0	0	0	0	0	0	-	29.5	3.7
2300	4	0	0	0	0	2	2	0	0	0	0	0	0	0	-	25.2	3.5
00-07	**13**	**0**	**0**	**0**	**3**	**3**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**31.3**	**24.8**	**5.5**
07-10	**165**	**0**	**7**	**7**	**29**	**63**	**49**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**27.3**	**22.6**	**5.7**
10-16	**263**	**2**	**9**	**10**	**43**	**125**	**69**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**22.2**	**5.1**
16-19	**146**	**0**	**2**	**8**	**14**	**80**	**36**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**26.9**	**23.2**	**4.3**
19-00	**54**	**0**	**1**	**1**	**5**	**26**	**15**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**29.4**	**24.5**	**5.5**
00-00	**641**	**2**	**19**	**26**	**94**	**297**	**174**	**25**	**3**	**1**	**0**	**0**	**0**	**0**	**27.2**	**22.8**	**5.2**

Vehicles = 641
Posted speed limit = 0 mph, Exceeding = 641 (100.0%), Mean Exceeding = 22.78 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 594 (92.67%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 641 (100.0%)
Maximum = 40.1 mph, Minimum = 3.4 mph, Mean = 22.8 mph
85% Speed = 27.18 mph, 95% Speed = 29.74 mph, Median = 23.49 mph
10 mph Pace = 19 - 29, Number in Pace = 485 (75.66%)
Variance = 27.01, Standard Deviation = 5.20 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

12 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	-	19.2	4.4
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	-	17.6	1.8
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	22.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	-	31.3	-
0500	4	0	0	0	0	1	2	1	0	0	0	0	0	0	-	27.2	5.3
0600	5	0	0	0	0	3	1	1	0	0	0	0	0	0	-	24.9	3.8
0700	51	0	0	1	6	20	21	3	0	0	0	0	0	0	28.1	24.1	4.1
0800	81	0	1	1	17	34	27	1	0	0	0	0	0	0	26.9	23.1	4.1
0900	41	1	0	3	4	20	10	2	0	0	0	0	0	1	27.7	23.7	10.1
1000	39	0	1	2	6	17	13	0	0	0	0	0	0	0	26.2	22.8	4.6
1100	42	0	0	3	10	17	12	0	0	0	0	0	0	0	26.6	21.9	4
1200	41	0	0	1	6	19	12	3	0	0	0	0	0	0	28.1	23.6	4
1300	36	0	1	0	2	16	16	1	0	0	0	0	0	0	27.3	24.3	4
1400	54	2	2	2	9	22	16	0	0	0	1	0	0	0	27.3	21.5	7.1
1500	54	0	3	4	8	28	11	0	0	0	0	0	0	0	25.7	20.8	5.1
1600	61	1	1	3	4	27	23	2	0	0	0	0	0	0	27.8	23.2	5.5
1700	50	0	0	0	2	26	19	3	0	0	0	0	0	0	27.8	24.6	3.3
1800	32	0	0	0	1	18	11	2	0	0	0	0	0	0	28.5	24.7	3.7
1900	24	0	0	0	3	8	11	0	2	0	0	0	0	0	29.3	26	4.8
2000	22	0	0	0	1	11	7	3	0	0	0	0	0	0	30.1	24.9	4.1
2100	15	0	0	0	2	3	7	3	0	0	0	0	0	0	31.2	26.2	5
2200	4	0	0	0	0	1	1	2	0	0	0	0	0	0	-	27.5	3.6
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	27.3	-
00-07	**15**	**0**	**0**	**0**	**3**	**6**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**31.2**	**24**	**5.3**
07-10	**173**	**1**	**1**	**5**	**27**	**74**	**58**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**27.5**	**23.6**	**6**
10-16	**266**	**2**	**7**	**12**	**41**	**119**	**80**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**26.8**	**22.3**	**5.2**
16-19	**143**	**1**	**1**	**3**	**7**	**71**	**53**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**24**	**4.5**
19-00	**66**	**0**	**0**	**0**	**6**	**23**	**27**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**30.1**	**25.8**	**4.5**
00-00	**663**	**4**	**9**	**20**	**84**	**293**	**221**	**28**	**2**	**0**	**1**	**0**	**0**	**1**	**27.5**	**23.4**	**5.3**

Vehicles = 663
Posted speed limit = 0 mph, Exceeding = 663 (100.0%), Mean Exceeding = 23.38 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 630 (95.02%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 662 (99.85%)
Maximum = 77.9 mph, Minimum = 0.8 mph, Mean = 23.4 mph
85% Speed = 27.51 mph, 95% Speed = 29.97 mph, Median = 23.60 mph
10 mph Pace = 19 - 29, Number in Pace = 529 (79.79%)
Variance = 28.17, Standard Deviation = 5.31 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

13 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	2	0	0	1	0	0	1	0	0	0	0	0	0	0	-	19.6	8.1
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	20.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	-	31.1	-
0600	6	0	0	0	2	4	0	0	0	0	0	0	0	0	-	21	1.9
0700	36	0	2	2	3	18	10	1	0	0	0	0	0	0	26.9	22.3	5
0800	58	0	0	1	16	35	5	1	0	0	0	0	0	0	24.6	21.7	3.8
0900	38	0	2	2	18	13	3	0	0	0	0	0	0	0	23.1	19	4.3
1000	50	1	1	2	15	26	5	0	0	0	0	0	0	0	24.1	20.4	4.6
1100	46	0	1	2	18	20	5	0	0	0	0	0	0	0	23.9	20.2	4
1200	47	0	1	9	19	13	5	0	0	0	0	0	0	0	23.6	19	4.7
1300	33	1	2	1	17	11	1	0	0	0	0	0	0	0	22	18	4.7
1400	44	0	1	4	14	20	5	0	0	0	0	0	0	0	24.9	20.4	4.3
1500	49	0	0	5	12	25	5	2	0	0	0	0	0	0	24.8	21.3	4.6
1600	65	1	3	2	16	36	6	1	0	0	0	0	0	0	24.8	20.7	5
1700	39	0	0	2	10	20	5	2	0	0	0	0	0	0	26.1	22.1	4.1
1800	39	0	0	0	11	18	8	2	0	0	0	0	0	0	25.8	22.5	3.8
1900	16	0	0	0	3	12	1	0	0	0	0	0	0	0	24.6	21.5	2.5
2000	18	0	0	0	6	6	4	2	0	0	0	0	0	0	30.1	23	5.2
2100	12	0	0	0	1	5	4	2	0	0	0	0	0	0	33.8	25.5	5.1
2200	7	0	0	1	2	3	1	0	0	0	0	0	0	0	-	21.1	3.6
2300	3	0	0	1	1	1	0	0	0	0	0	0	0	0	-	18.1	3.7
00-07	**10**	**0**	**0**	**1**	**2**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**21.7**	**4.5**
07-10	**132**	**0**	**4**	**5**	**37**	**66**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25.2**	**21.1**	**4.5**
10-16	**269**	**2**	**6**	**23**	**95**	**115**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**20**	**4.6**
16-19	**143**	**1**	**3**	**4**	**37**	**74**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**25.3**	**21.6**	**4.5**
19-00	**56**	**0**	**0**	**2**	**13**	**27**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**22.6**	**4.6**
00-00	**610**	**3**	**13**	**35**	**184**	**287**	**74**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**20.9**	**4.6**

Vehicles = 610
Posted speed limit = 0 mph, Exceeding = 610 (100.0%), Mean Exceeding = 20.86 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 559 (91.64%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 609 (99.84%)
Maximum = 34.7 mph, Minimum = 1.3 mph, Mean = 20.9 mph
85% Speed = 24.94 mph, 95% Speed = 27.74 mph, Median = 21.25 mph
10 mph Pace = 16 - 26, Number in Pace = 482 (79.02%)
Variance = 21.09, Standard Deviation = 4.59 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

14 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	19.2	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	-	17.9	0.2
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	24.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	2	0	0	0	1	1	0	0	0	0	0	0	0	0	-	19.9	0.9
0700	9	0	0	0	1	6	2	0	0	0	0	0	0	0	-	23.2	2.2
0800	15	0	0	1	2	7	5	0	0	0	0	0	0	0	28.2	23.3	4.1
0900	7	0	0	0	3	3	1	0	0	0	0	0	0	0	-	20.5	4
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**6**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**19.9**	**2.5**
07-10	**31**	**0**	**0**	**1**	**6**	**16**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**22.6**	**3.7**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**37**	**0**	**0**	**1**	**10**	**18**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.4**	**22.2**	**3.6**

Vehicles = 37
Posted speed limit = 0 mph, Exceeding = 37 (100.0%), Mean Exceeding = 22.20 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 36 (97.30%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 37 (100.0%)
Maximum = 29.0 mph, Minimum = 14.0 mph, Mean = 22.2 mph
85% Speed = 26.42 mph, 95% Speed = 28.57 mph, Median = 22.70 mph
10 mph Pace = 17 - 27, Number in Pace = 31 (83.78%)
Variance = 13.28, Standard Deviation = 3.64 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

15 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Vehicles = 0

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

16 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Vehicles = 0

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

17 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Vehicles = 14
Posted speed limit = 0 mph, Exceeding = 14 (100.0%), Mean Exceeding = 0.00 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 0 (0.000%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 0 (0.000%)
Maximum = 0.0 mph, Minimum = 0.0 mph, Mean = 0.0 mph
85% Speed = 0.00 mph, 95% Speed = 0.00 mph, Median = 0.00 mph
10 mph Pace = 0 - 10, Number in Pace = 14 (100.00%)
Variance = 0.00, Standard Deviation = 0.00 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

Virtual Day (Partial days = 13.9167)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	0	1	1	0	0	0	0	0	0	0	-	24.6	5.4
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.6	-
0500	2	0	0	0	0	0	1	1	0	0	0	0	0	0	-	22.1	14.1
0600	3	0	0	0	0	2	0	0	0	0	0	0	0	0	-	23.1	4.2
0700	22	0	0	1	2	8	9	2	0	0	0	0	0	0	28.5	24.3	4.5
0800	39	0	1	3	9	17	9	1	0	0	0	0	0	0	26.4	21.7	5
0900	23	0	0	1	4	11	6	1	0	0	0	0	0	0	26.4	22.5	6
1000	26	1	1	1	4	12	7	0	0	0	0	0	0	0	26.5	21.9	6.6
1100	26	0	1	2	6	11	5	1	0	0	0	0	0	0	26.2	21.3	5.3
1200	27	0	0	3	5	11	7	1	0	0	0	0	0	0	26.8	21.9	5.3
1300	22	0	1	1	5	10	6	0	0	0	0	0	0	0	26.4	22.1	4.9
1400	32	0	0	2	6	16	6	0	0	0	0	0	0	0	26.1	21.7	4.9
1500	33	0	2	3	7	15	6	1	0	0	0	0	0	0	25.7	21	5.5
1600	32	0	1	2	3	16	9	1	0	0	0	0	0	0	27	23	4.8
1700	31	0	0	1	4	14	9	2	0	0	0	0	0	0	28.1	23.9	4.4
1800	21	0	0	1	2	9	8	1	0	0	0	0	0	0	28.5	24.2	4.8
1900	12	0	0	0	2	6	4	1	0	0	0	0	0	0	28.1	23.8	4.9
2000	10	0	0	0	1	3	4	2	0	0	0	0	0	0	-	25.5	4.7
2100	6	0	0	0	1	2	2	1	0	0	0	0	0	0	-	23.8	7.1
2200	4	0	0	0	0	1	1	1	0	0	0	0	0	0	-	25.6	6
2300	2	0	0	0	0	0	1	0	0	0	0	0	0	0	-	24.5	5.7

Vehicles = 5198
Posted speed limit = 0 mph, Exceeding = 5198 (100.0%), Mean Exceeding = 22.56 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 4789 (92.13%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 5171 (99.48%)
Maximum = 77.9 mph, Minimum = 0.0 mph, Mean = 22.6 mph
85% Speed = 27.18 mph, 95% Speed = 29.97 mph, Median = 23.15 mph
10 mph Pace = 18 - 28, Number in Pace = 3829 (73.66%)
Variance = 29.14, Standard Deviation = 5.40 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

Virtual Week (2)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
Mon	306	1	6	12	51	134	88	13	1	1	0	1	0	0	27.3	23	5
Tue	315	11	7	18	42	133	91	14	1	0	0	0	0	0	27	22	6.3
Wed	321	1	10	13	47	149	87	13	2	1	0	0	0	0	27.2	22.8	5.2
Thu	626	7	10	34	94	280	176	24	2	1	1	0	0	1	27.2	22.6	5.5
Fri	632	3	13	42	149	277	120	27	4	0	0	0	0	0	26.4	21.7	5.1
|Sat	221	0	4	12	31	99	64	12	1	0	0	0	0	0	27.5	23	4.9
|Sun	179	0	1	5	16	74	69	14	2	1	0	0	0	1	28.7	24.7	4.9
--	**2599**	**22**	**50**	**133**	**428**	**1144**	**693**	**115**	**11**	**3**	**1**	**1**	**0**	**1**	**27.2**	**22.6**	**5.4**

Vehicles = 5198
Posted speed limit = 0 mph, Exceeding = 5198 (100.0%), Mean Exceeding = 22.56 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 4789 (92.13%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 5171 (99.48%)
Maximum = 77.9 mph, Minimum = 0.0 mph, Mean = 22.6 mph
85% Speed = 27.18 mph, 95% Speed = 29.97 mph, Median = 23.15 mph
10 mph Pace = 18 - 28, Number in Pace = 3829 (73.66%)
Variance = 29.14, Standard Deviation = 5.40 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - East

Grand Total

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
--	5198	44	99	266	855	2288	1386	230	21	5	1	1	0	2	27.2	22.6	5.4

Vehicles = 5198
Posted speed limit = 0 mph, Exceeding = 5198 (100.0%), Mean Exceeding = 22.56 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 4789 (92.13%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 5171 (99.48%)
Maximum = 77.9 mph, Minimum = 0.0 mph, Mean = 22.6 mph
85% Speed = 27.18 mph, 95% Speed = 29.97 mph, Median = 23.15 mph
10 mph Pace = 18 - 28, Number in Pace = 3829 (73.66%)
Variance = 29.14, Standard Deviation = 5.40 mph

Phoenix Traffic Surveys Ltd, Class Report

Globals

Report Id	CustomList-336
Descriptor	Phoenix Traffic Surveys Ltd, Class Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2026-02-17T16:43:30
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	001
Site Attribute	PADNELL GRANGE
File Name	C:\Users\bpmoore\Documents\MetroCount\MTE 5.07\Data\001 1 2026-02-17 1638.ECT
File Type	Phase
Algorithm	Factory default axle
Description	PADNELL ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-02-03T19:23:42
Start Time	2026-02-03T19:23:42
Finish Time	2026-02-17T16:38:42
Operator	BPM
Configuration	80 c0 07 e8 bc 00 00 00 00 00

Dataset

Site Name	001
Site Attribute	PADNELL GRANGE
File Name	C:\Users\bpmoore\Documents\MetroCount\MTE 5.07\Data\001 0 2026-02-17 1638.EC0
File Type	Phase
Algorithm	ModifiedFactory default axle
Description	PADNELL ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-02-03T19:23:42
Start Time	2026-02-03T19:23:42
Finish Time	2026-02-17T16:38:02
Operator	BPM
Configuration	80 c0 07 e8 bc 00 00 00 00 00

Profile

Name	PHX CLASS REPORT
Title	MetroCount Traffic Executive
Graphic Logo	
Header	(c) 2003 North Weevilbrook County
Footer	Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.com
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2026-02-03T19:24:00
Filter End	2026-02-17T16:38:42
Class Scheme	ARX
F	Cls(1-10) Dir(W) Sp(0,140) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	0
Speed Limits	15 2 0 0 0 0 0 0 0 0
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Phoenix Traffic Surveys Ltd, Class Report

Column	
Time [--	24-hour time (0000 - 2359)
Date	Locale short date
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

03 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
1900	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	03/02/20	4	0	0	0	0	0	0	0	0	0	0	0	-	0
2200	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	03/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**0**
00-00	**-**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**0**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

04 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	04/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

05 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	05/02/20	7	0	1	0	0	0	0	0	0	0	0	1.4	-	3.6
0600	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	05/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	05/02/20	58	0	58	0	0	0	0	0	0	0	0	19.3	24.4	5.6
0900	05/02/20	32	0	32	0	0	0	0	0	0	0	0	19.8	23.9	3.7
1000	05/02/20	29	0	25	0	4	0	0	0	0	0	0	18.9	24.6	5.6
1100	05/02/20	41	0	39	0	2	0	0	0	0	0	0	18	23	5.3
1200	05/02/20	40	0	36	0	4	0	0	0	0	0	0	20.9	24.3	3.7
1300	05/02/20	42	2	36	0	4	0	0	0	0	0	0	20.5	24.7	5.5
1400	05/02/20	44	1	35	0	7	0	0	1	0	0	0	18.9	24	6
1500	05/02/20	62	0	58	0	3	0	0	1	0	0	0	19.7	24.5	4.5
1600	05/02/20	44	0	42	0	2	0	0	0	0	0	0	21.5	25.5	4.4
1700	05/02/20	46	1	45	0	0	0	0	0	0	0	0	21.4	25.7	5.9
1800	05/02/20	30	0	29	0	1	0	0	0	0	0	0	21.3	26.4	3.9
1900	05/02/20	18	0	18	0	0	0	0	0	0	0	0	21.9	24.3	3
2000	05/02/20	21	1	19	0	1	0	0	0	0	0	0	22	25	3.3
2100	05/02/20	8	0	8	0	0	0	0	0	0	0	0	21.7	-	2.7
2200	05/02/20	7	0	7	0	0	0	0	0	0	0	0	22.6	-	6
2300	05/02/20	4	0	3	0	1	0	0	0	0	0	0	21.6	-	5.5
00-07	**-**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1.4**	**-**	**3.6**
07-10	**-**	**90**	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.4**	**24.2**	**5**
10-16	**-**	**258**	**3**	**229**	**0**	**24**	**0**	**0**	**2**	**0**	**0**	**0**	**19.5**	**24.3**	**5.2**
16-19	**-**	**120**	**1**	**116**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**21.4**	**25.7**	**4.9**
19-00	**-**	**58**	**1**	**55**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**25.3**	**3.6**
00-00	**-**	**533**	**5**	**491**	**0**	**29**	**0**	**0**	**2**	**0**	**0**	**0**	**20**	**24.7**	**5.4**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

06 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	06/02/20	1	0	1	0	0	0	0	0	0	0	0	12.1	-	-
0400	06/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	06/02/20	1	0	1	0	0	0	0	0	0	0	0	20.2	-	-
0600	06/02/20	4	0	2	0	2	0	0	0	0	0	0	22.2	-	3.3
0700	06/02/20	28	0	27	0	1	0	0	0	0	0	0	20.2	25.6	6
0800	06/02/20	66	0	64	0	2	0	0	0	0	0	0	19.1	24.6	5
0900	06/02/20	30	1	25	0	4	0	0	0	0	0	0	19.6	23.9	3.6
1000	06/02/20	33	1	30	0	2	0	0	0	0	0	0	20.2	24.6	4.5
1100	06/02/20	48	0	45	0	3	0	0	0	0	0	0	20.2	24.6	4.4
1200	06/02/20	45	0	41	1	3	0	0	0	0	0	0	19.6	23.2	4.3
1300	06/02/20	32	1	24	0	7	0	0	0	0	0	0	19.9	24.9	4.7
1400	06/02/20	39	0	36	0	3	0	0	0	0	0	0	18.3	21.6	4.4
1500	06/02/20	68	0	66	0	2	0	0	0	0	0	0	18.3	23.6	5
1600	06/02/20	56	1	52	0	3	0	0	0	0	0	0	19.5	24.9	5.4
1700	06/02/20	42	0	41	0	1	0	0	0	0	0	0	21.5	25.6	4
1800	06/02/20	31	1	30	0	0	0	0	0	0	0	0	22	26.3	3.8
1900	06/02/20	23	0	23	0	0	0	0	0	0	0	0	21.4	25	3.9
2000	06/02/20	20	3	17	0	0	0	0	0	0	0	0	23.1	28.1	4.8
2100	06/02/20	10	0	10	0	0	0	0	0	0	0	0	21	-	3.4
2200	06/02/20	16	0	16	0	0	0	0	0	0	0	0	23.8	27.5	4.5
2300	06/02/20	6	1	5	0	0	0	0	0	0	0	0	19.8	-	4.3
00-07	**-**	**6**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20.2**	**-**	**4.8**
07-10	**-**	**124**	**1**	**116**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**19.4**	**24.3**	**4.9**
10-16	**-**	**265**	**2**	**242**	**1**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**19.3**	**23.6**	**4.6**
16-19	**-**	**129**	**2**	**123**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**20.8**	**25.6**	**4.7**
19-00	**-**	**75**	**4**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.2**	**26.9**	**4.3**
00-00	**-**	**599**	**9**	**556**	**1**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**24.7**	**4.8**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

07 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	07/02/20	3	0	3	0	0	0	0	0	0	0	0	25.3	-	6.1
0100	07/02/20	1	0	0	0	1	0	0	0	0	0	0	24.8	-	-
0200	07/02/20	2	0	2	0	0	0	0	0	0	0	0	22	-	6.2
0300	07/02/20	2	0	1	0	1	0	0	0	0	0	0	21.1	-	7.3
0400	07/02/20	3	0	3	0	0	0	0	0	0	0	0	23	-	1.9
0500	07/02/20	1	0	1	0	0	0	0	0	0	0	0	21.6	-	-
0600	07/02/20	2	0	2	0	0	0	0	0	0	0	0	17.8	-	7.4
0700	07/02/20	8	0	8	0	0	0	0	0	0	0	0	21.8	-	3.3
0800	07/02/20	20	0	19	0	1	0	0	0	0	0	0	21.6	27.8	6
0900	07/02/20	28	0	27	0	1	0	0	0	0	0	0	20.8	25.9	4.7
1000	07/02/20	29	1	26	1	1	0	0	0	0	0	0	21.7	27.3	5
1100	07/02/20	33	1	31	0	1	0	0	0	0	0	0	20.6	26.7	6.3
1200	07/02/20	33	0	31	0	2	0	0	0	0	0	0	20.3	25	4.7
1300	07/02/20	39	1	36	0	1	0	0	0	1	0	0	20.3	24.3	3.8
1400	07/02/20	36	0	34	0	2	0	0	0	0	0	0	20.8	26.6	4.8
1500	07/02/20	23	0	22	0	1	0	0	0	0	0	0	21.7	26.9	4.8
1600	07/02/20	27	0	27	0	0	0	0	0	0	0	0	21.1	26.3	5.3
1700	07/02/20	32	0	29	0	3	0	0	0	0	0	0	21.4	26.2	4.2
1800	07/02/20	23	0	22	0	1	0	0	0	0	0	0	21.5	26.8	5.4
1900	07/02/20	22	0	21	0	1	0	0	0	0	0	0	21.9	25.6	3.4
2000	07/02/20	4	1	2	0	1	0	0	0	0	0	0	16.1	-	8.3
2100	07/02/20	9	0	9	0	0	0	0	0	0	0	0	20.6	-	3.3
2200	07/02/20	6	0	6	0	0	0	0	0	0	0	0	20.5	-	4.1
2300	07/02/20	10	0	10	0	0	0	0	0	0	0	0	20.6	-	4.6
00-07	**-**	**14**	**0**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**26.3**	**4.8**
07-10	**-**	**56**	**0**	**54**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**21.3**	**26.3**	**5**
10-16	**-**	**193**	**3**	**180**	**1**	**8**	**0**	**0**	**0**	**1**	**0**	**0**	**20.8**	**25.9**	**4.9**
16-19	**-**	**82**	**0**	**78**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**21.3**	**26.3**	**4.9**
19-00	**-**	**51**	**1**	**48**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20.8**	**24.8**	**4.3**
00-00	**-**	**396**	**4**	**372**	**1**	**18**	**0**	**0**	**0**	**1**	**0**	**0**	**21**	**25.8**	**4.8**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

08 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	08/02/20	4	0	4	0	0	0	0	0	0	0	0	16.8	-	3.3
0100	08/02/20	2	1	1	0	0	0	0	0	0	0	0	18	-	9.4
0200	08/02/20	1	0	1	0	0	0	0	0	0	0	0	15.9	-	-
0300	08/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	08/02/20	2	0	2	0	0	0	0	0	0	0	0	23.9	-	15.6
0500	08/02/20	1	0	1	0	0	0	0	0	0	0	0	15.9	-	-
0600	08/02/20	2	0	2	0	0	0	0	0	0	0	0	16	-	1.4
0700	08/02/20	4	0	4	0	0	0	0	0	0	0	0	17.4	-	9.1
0800	08/02/20	14	0	14	0	0	0	0	0	0	0	0	22.4	27.9	5.3
0900	08/02/20	26	0	26	0	0	0	0	0	0	0	0	21.9	30.2	5.9
1000	08/02/20	31	0	31	0	0	0	0	0	0	0	0	21.8	24.9	9.1
1100	08/02/20	31	0	29	0	2	0	0	0	0	0	0	22.1	26.8	5.8
1200	08/02/20	34	0	33	0	1	0	0	0	0	0	0	22	26.7	3.8
1300	08/02/20	45	0	42	0	3	0	0	0	0	0	0	21.6	26.1	4.6
1400	08/02/20	26	0	26	0	0	0	0	0	0	0	0	20.7	26.6	4.9
1500	08/02/20	33	0	33	0	0	0	0	0	0	0	0	22	26.8	3.9
1600	08/02/20	27	0	27	0	0	0	0	0	0	0	0	20.6	25.3	4.2
1700	08/02/20	19	0	18	0	1	0	0	0	0	0	0	22.7	26.4	2.9
1800	08/02/20	9	0	9	0	0	0	0	0	0	0	0	23.8	-	4.1
1900	08/02/20	13	0	12	0	1	0	0	0	0	0	0	23	27	2.7
2000	08/02/20	12	0	12	0	0	0	0	0	0	0	0	21.5	25.4	4.6
2100	08/02/20	5	0	5	0	0	0	0	0	0	0	0	19.1	-	1.8
2200	08/02/20	4	0	4	0	0	0	0	0	0	0	0	19.8	-	4.2
2300	08/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**12**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.9**	**25.1**	**6.4**
07-10	**-**	**44**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.6**	**27.8**	**6**
10-16	**-**	**200**	**0**	**194**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**21.7**	**26.4**	**5.5**
16-19	**-**	**55**	**0**	**54**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21.9**	**25.8**	**3.9**
19-00	**-**	**34**	**0**	**33**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21.5**	**25.1**	**3.7**
00-00	**-**	**345**	**1**	**336**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**21.6**	**26.1**	**5.3**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

09 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	09/02/20	1	0	1	0	0	0	0	0	0	0	0	33.2	-	-
0100	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	09/02/20	1	0	1	0	0	0	0	0	0	0	0	23.8	-	-
0400	09/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	09/02/20	2	0	2	0	0	0	0	0	0	0	0	20	-	1.7
0600	09/02/20	8	0	8	0	0	0	0	0	0	0	0	21.3	-	4.8
0700	09/02/20	27	0	27	0	0	0	0	0	0	0	0	21.2	25.2	5
0800	09/02/20	63	0	57	0	4	1	1	0	0	0	0	19.5	24.8	4.9
0900	09/02/20	43	1	39	0	3	0	0	0	0	0	0	18.8	23.1	7.6
1000	09/02/20	40	1	37	0	2	0	0	0	0	0	0	19.3	22.9	3.7
1100	09/02/20	39	0	38	0	1	0	0	0	0	0	0	18.2	22.6	5.4
1200	09/02/20	36	0	36	0	0	0	0	0	0	0	0	20.6	26.3	5.2
1300	09/02/20	32	0	29	0	3	0	0	0	0	0	0	21	25.2	4.4
1400	09/02/20	39	0	37	0	2	0	0	0	0	0	0	18.8	25.1	5.7
1500	09/02/20	81	1	75	0	4	1	0	0	0	0	0	19.6	22.9	4.2
1600	09/02/20	55	0	52	0	3	0	0	0	0	0	0	20.6	24.3	3.9
1700	09/02/20	37	1	34	0	2	0	0	0	0	0	0	21.2	24.5	4.2
1800	09/02/20	31	0	30	0	1	0	0	0	0	0	0	19.9	24.1	5.7
1900	09/02/20	25	0	25	0	0	0	0	0	0	0	0	19.2	22.9	4
2000	09/02/20	10	0	9	0	1	0	0	0	0	0	0	20.9	-	3.7
2100	09/02/20	6	0	6	0	0	0	0	0	0	0	0	22.4	-	3
2200	09/02/20	9	0	9	0	0	0	0	0	0	0	0	21.1	-	1.9
2300	09/02/20	1	0	1	0	0	0	0	0	0	0	0	20.3	-	-
00-07	**-**	**12**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.3**	**30.3**	**5.3**
07-10	**-**	**133**	**1**	**123**	**0**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**19.6**	**24.3**	**6**
10-16	**-**	**267**	**2**	**252**	**0**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**19.5**	**23.9**	**4.8**
16-19	**-**	**123**	**1**	**116**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**24.1**	**4.5**
19-00	**-**	**51**	**0**	**50**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20.3**	**23.9**	**3.6**
00-00	**-**	**586**	**4**	**553**	**0**	**26**	**2**	**1**	**0**	**0**	**0**	**0**	**19.9**	**24.2**	**4.9**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

10 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	10/02/20	1	0	1	0	0	0	0	0	0	0	0	16.9	-	-
0400	10/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	10/02/20	4	0	4	0	0	0	0	0	0	0	0	24.7	-	5.4
0600	10/02/20	8	0	8	0	0	0	0	0	0	0	0	18.2	-	4
0700	10/02/20	26	0	25	0	0	1	0	0	0	0	0	21.8	25.2	3.4
0800	10/02/20	63	1	60	0	2	0	0	0	0	0	0	19.8	23.8	5
0900	10/02/20	36	1	34	0	1	0	0	0	0	0	0	20.5	25.2	3.4
1000	10/02/20	22	0	22	0	0	0	0	0	0	0	0	19.5	24.2	5.5
1100	10/02/20	34	1	33	0	0	0	0	0	0	0	0	18.7	23.9	5.5
1200	10/02/20	39	0	35	0	4	0	0	0	0	0	0	20.8	26.1	6
1300	10/02/20	42	1	33	0	8	0	0	0	0	0	0	20.8	24.8	6.2
1400	10/02/20	45	0	43	0	2	0	0	0	0	0	0	17.9	22	5.3
1500	10/02/20	64	0	59	0	5	0	0	0	0	0	0	19.1	23.5	4.7
1600	10/02/20	40	0	37	0	2	0	0	1	0	0	0	20.5	26.7	5.5
1700	10/02/20	43	0	43	0	0	0	0	0	0	0	0	21	25.1	5
1800	10/02/20	32	0	32	0	0	0	0	0	0	0	0	22.3	26.6	3.9
1900	10/02/20	20	0	20	0	0	0	0	0	0	0	0	22.7	26	3.1
2000	10/02/20	17	0	16	1	0	0	0	0	0	0	0	19.2	23.9	4.8
2100	10/02/20	8	0	8	0	0	0	0	0	0	0	0	21.6	-	1.9
2200	10/02/20	10	0	9	0	1	0	0	0	0	0	0	22.7	-	3.2
2300	10/02/20	1	0	1	0	0	0	0	0	0	0	0	18.8	-	-
00-07	**-**	**13**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.1**	**28.1**	**5.2**
07-10	**-**	**125**	**2**	**119**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**20.4**	**24.4**	**4.3**
10-16	**-**	**246**	**2**	**225**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**19.4**	**24.2**	**5.5**
16-19	**-**	**115**	**0**	**112**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**21.2**	**26.1**	**4.9**
19-00	**-**	**56**	**0**	**54**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21.4**	**25**	**3.8**
00-00	**-**	**555**	**4**	**523**	**1**	**25**	**1**	**0**	**1**	**0**	**0**	**0**	**20.2**	**24.7**	**5**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

11 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	11/02/20	1	0	1	0	0	0	0	0	0	0	0	20.4	-	-
0100	11/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	11/02/20	1	0	1	0	0	0	0	0	0	0	0	15.2	-	-
0300	11/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	11/02/20	1	0	1	0	0	0	0	0	0	0	0	16.6	-	-
0500	11/02/20	1	0	1	0	0	0	0	0	0	0	0	19.2	-	-
0600	11/02/20	10	0	10	0	0	0	0	0	0	0	0	20.3	-	3.2
0700	11/02/20	24	0	22	0	2	0	0	0	0	0	0	20.3	24.5	4.8
0800	11/02/20	69	0	68	0	1	0	0	0	0	0	0	18.7	23.9	5.5
0900	11/02/20	35	0	34	0	0	1	0	0	0	0	0	21.2	24.9	3.9
1000	11/02/20	40	0	38	0	2	0	0	0	0	0	0	19.4	24.4	5.5
1100	11/02/20	33	2	27	0	4	0	0	0	0	0	0	16.3	22.6	5.8
1200	11/02/20	38	0	34	0	4	0	0	0	0	0	0	20.5	25.4	5
1300	11/02/20	30	0	27	0	3	0	0	0	0	0	0	21.4	23.8	2.4
1400	11/02/20	41	1	37	0	3	0	0	0	0	0	0	16.6	23.9	7.2
1500	11/02/20	60	0	55	0	5	0	0	0	0	0	0	18.5	22.4	4.8
1600	11/02/20	59	0	58	0	1	0	0	0	0	0	0	20.3	24.3	3.9
1700	11/02/20	35	0	34	0	1	0	0	0	0	0	0	20.3	25.2	4.8
1800	11/02/20	30	0	29	0	1	0	0	0	0	0	0	20.7	24.8	4
1900	11/02/20	22	0	22	0	0	0	0	0	0	0	0	22.5	26.6	5.6
2000	11/02/20	21	0	20	0	1	0	0	0	0	0	0	23	26.4	3
2100	11/02/20	9	0	9	0	0	0	0	0	0	0	0	22.1	-	4.5
2200	11/02/20	4	0	4	0	0	0	0	0	0	0	0	22.8	-	3.3
2300	11/02/20	2	0	2	0	0	0	0	0	0	0	0	23.5	-	2.4
00-07	**-**	**14**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**23.3**	**3.1**
07-10	**-**	**128**	**0**	**124**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**19.7**	**24.5**	**5.1**
10-16	**-**	**242**	**3**	**218**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**18.7**	**23.8**	**5.6**
16-19	**-**	**124**	**0**	**121**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**20.4**	**24.5**	**4.2**
19-00	**-**	**58**	**0**	**57**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**26.2**	**4.3**
00-00	**-**	**566**	**3**	**534**	**0**	**28**	**1**	**0**	**0**	**0**	**0**	**0**	**19.7**	**24.3**	**5.1**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

12 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	12/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	12/02/20	1	0	1	0	0	0	0	0	0	0	0	25.1	-	-
0200	12/02/20	1	0	1	0	0	0	0	0	0	0	0	21.3	-	-
0300	12/02/20	1	0	1	0	0	0	0	0	0	0	0	28.1	-	-
0400	12/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	12/02/20	1	0	1	0	0	0	0	0	0	0	0	23.2	-	-
0600	12/02/20	12	0	12	0	0	0	0	0	0	0	0	20.5	24.3	3.3
0700	12/02/20	25	0	24	0	1	0	0	0	0	0	0	20	26.2	5.8
0800	12/02/20	72	0	72	0	0	0	0	0	0	0	0	20.3	25.2	4.3
0900	12/02/20	38	0	37	0	1	0	0	0	0	0	0	21.3	24.3	10.5
1000	12/02/20	33	0	30	0	3	0	0	0	0	0	0	21	24.9	4
1100	12/02/20	37	0	33	0	4	0	0	0	0	0	0	21.5	24.8	3.7
1200	12/02/20	43	0	41	0	2	0	0	0	0	0	0	20.5	25.8	5.3
1300	12/02/20	30	1	27	0	2	0	0	0	0	0	0	20.8	24.2	3.1
1400	12/02/20	32	0	30	0	2	0	0	0	0	0	0	19.2	23.7	6.2
1500	12/02/20	73	1	70	0	2	0	0	0	0	0	0	18.6	23.9	5.3
1600	12/02/20	53	1	52	0	0	0	0	0	0	0	0	20.8	25.6	4.6
1700	12/02/20	40	0	40	0	0	0	0	0	0	0	0	23	26.1	3.1
1800	12/02/20	36	0	36	0	0	0	0	0	0	0	0	22.6	25.6	2.8
1900	12/02/20	19	0	19	0	0	0	0	0	0	0	0	22.2	25.7	3.4
2000	12/02/20	20	0	17	0	2	1	0	0	0	0	0	22.8	25.7	2.6
2100	12/02/20	17	0	17	0	0	0	0	0	0	0	0	23.3	26.1	3
2200	12/02/20	10	0	9	0	1	0	0	0	0	0	0	22	-	2.6
2300	12/02/20	1	0	1	0	0	0	0	0	0	0	0	19.4	-	-
00-07	**-**	**16**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.5**	**24.7**	**3.6**
07-10	**-**	**135**	**0**	**133**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**25**	**6.8**
10-16	**-**	**248**	**2**	**231**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**24.3**	**4.9**
16-19	**-**	**129**	**1**	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**25.7**	**3.8**
19-00	**-**	**67**	**0**	**63**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**22.6**	**25.6**	**2.9**
00-00	**-**	**595**	**3**	**571**	**0**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**20.9**	**25.1**	**5.1**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

13 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	13/02/20	1	0	1	0	0	0	0	0	0	0	0	18.2	-	-
0100	13/02/20	1	0	0	0	1	0	0	0	0	0	0	30.5	-	-
0200	13/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	13/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	13/02/20	1	0	1	0	0	0	0	0	0	0	0	19.3	-	-
0500	13/02/20	1	0	1	0	0	0	0	0	0	0	0	26.2	-	-
0600	13/02/20	6	0	6	0	0	0	0	0	0	0	0	21.7	-	3.7
0700	13/02/20	21	0	20	0	1	0	0	0	0	0	0	21.6	25.6	4.2
0800	13/02/20	33	0	33	0	0	0	0	0	0	0	0	19.5	23.6	3.6
0900	13/02/20	26	1	23	0	1	1	0	0	0	0	0	18.7	23.2	4.5
1000	13/02/20	39	0	34	0	4	1	0	0	0	0	0	19.5	23	3.9
1100	13/02/20	41	1	36	0	4	0	0	0	0	0	0	19.8	24.5	4.4
1200	13/02/20	37	0	35	0	2	0	0	0	0	0	0	19.2	23.4	3.5
1300	13/02/20	31	1	28	0	2	0	0	0	0	0	0	19.1	22.6	4.6
1400	13/02/20	34	0	32	0	2	0	0	0	0	0	0	19.3	24	4.9
1500	13/02/20	49	0	45	0	4	0	0	0	0	0	0	20.9	24.5	4.5
1600	13/02/20	48	0	44	0	3	0	1	0	0	0	0	19.4	23.8	4.5
1700	13/02/20	41	1	40	0	0	0	0	0	0	0	0	19.6	25.6	5.4
1800	13/02/20	37	1	35	0	1	0	0	0	0	0	0	21.5	25	3.5
1900	13/02/20	19	2	16	0	1	0	0	0	0	0	0	22.2	26.7	3.7
2000	13/02/20	10	0	10	0	0	0	0	0	0	0	0	24.2	-	3.5
2100	13/02/20	12	0	12	0	0	0	0	0	0	0	0	22.1	26.1	3
2200	13/02/20	12	0	12	0	0	0	0	0	0	0	0	22.8	26.9	3.3
2300	13/02/20	8	0	7	0	1	0	0	0	0	0	0	22.6	-	4.7
00-07	**-**	**10**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**-**	**4.4**
07-10	**-**	**80**	**1**	**76**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**19.8**	**24**	**4.2**
10-16	**-**	**231**	**2**	**210**	**0**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**19.7**	**23.7**	**4.3**
16-19	**-**	**126**	**2**	**119**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**20.1**	**24.5**	**4.6**
19-00	**-**	**61**	**2**	**57**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**26.8**	**3.6**
00-00	**-**	**508**	**7**	**471**	**0**	**27**	**2**	**1**	**0**	**0**	**0**	**0**	**20.2**	**24.4**	**4.4**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

14 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	14/02/20	4	1	3	0	0	0	0	0	0	0	0	18.5	-	5.4
0100	14/02/20	2	0	1	0	1	0	0	0	0	0	0	33.8	-	6
0200	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	14/02/20	2	0	2	0	0	0	0	0	0	0	0	26.8	-	4.3
0500	14/02/20	2	0	2	0	0	0	0	0	0	0	0	23.3	-	2.1
0600	14/02/20	6	0	5	0	1	0	0	0	0	0	0	22.5	-	5.1
0700	14/02/20	14	0	14	0	0	0	0	0	0	0	0	21.8	26.6	5.8
0800	14/02/20	14	0	12	0	1	0	0	1	0	0	0	21.9	25.4	3.3
0900	14/02/20	3	0	3	0	0	0	0	0	0	0	0	20.7	-	4.1
1000	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
1100	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
1200	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
1300	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
1400	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
1500	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
1600	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
1700	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
1800	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
1900	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
2000	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
2100	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
2200	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	14/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	
00-07	**-**	**16**	**1**	**13**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**29.7**	**6.4**
07-10	**-**	**31**	**0**	**29**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**21.7**	**25.8**	**4.5**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**47**	**1**	**42**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**22.3**	**27.2**	**5.3**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

15 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	15/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

16 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	16/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

17 February 2026

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	17/02/20	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	17/02/20	14	0	0	0	0	0	0	0	0	0	0	0	0	0
00-07	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**-**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16-19	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**-**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

Virtual Day (Partial days = 13.9167)

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	-	1	0	1	0	0	0	0	0	0	0	0	20.6	-	-
0100	-	1	0	0	0	0	0	0	0	0	0	0	26.3	-	-
0200	-	0	0	0	0	0	0	0	0	0	0	0	19.3	-	-
0300	-	0	0	0	0	0	0	0	0	0	0	0	20.5	-	-
0400	-	1	0	1	0	0	0	0	0	0	0	0	22.9	-	-
0500	-	2	0	1	0	0	0	0	0	0	0	0	15.3	-	10.8
0600	-	4	0	4	0	0	0	0	0	0	0	0	20.4	-	4
0700	-	13	0	12	0	0	0	0	0	0	0	0	20.9	25.3	5.1
0800	-	34	0	33	0	1	0	0	0	0	0	0	19.7	24.5	5
0900	-	21	0	20	0	1	0	0	0	0	0	0	20.3	24.3	6
1000	-	22	0	20	0	1	0	0	0	0	0	0	19.2	24.6	6.7
1100	-	24	0	22	0	2	0	0	0	0	0	0	19.5	24.1	5.4
1200	-	25	0	23	0	2	0	0	0	0	0	0	20.5	24.7	4.7
1300	-	23	1	20	0	2	0	0	0	0	0	0	20.7	24.6	4.6
1400	-	24	0	22	0	2	0	0	0	0	0	0	18.8	23.9	5.6
1500	-	37	0	35	0	2	0	0	0	0	0	0	19.5	23.9	4.8
1600	-	29	0	28	0	1	0	0	0	0	0	0	20.4	24.7	4.6
1700	-	26	0	25	0	1	0	0	0	0	0	0	21.3	25.4	4.6
1800	-	20	0	19	0	0	0	0	0	0	0	0	21.6	25.6	4.2
1900	-	13	0	13	0	0	0	0	0	0	0	0	21.8	25.4	3.9
2000	-	10	0	9	0	0	0	0	0	0	0	0	21.9	-	4.2
2100	-	6	0	6	0	0	0	0	0	0	0	0	20.8	-	5.5
2200	-	6	0	5	0	0	0	0	0	0	0	0	22.3	-	3.8
2300	-	2	0	2	0	0	0	0	0	0	0	0	21.1	-	4.3

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

Virtual Week (2)

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	-	293	2	277	0	13	1	1	0	0	0	0	19.9	24.2	4.9
Tue	-	287	2	262	1	13	1	0	1	0	0	0	19.6	24.5	6.1
Wed	-	283	2	267	0	14	1	0	0	0	0	0	19.7	24.3	5.1
Thu	-	564	4	531	0	25	1	0	1	0	0	0	20.5	24.8	5.3
Fri	-	554	8	514	1	30	1	1	0	0	0	0	20.1	24.6	4.6
|Sat	-	222	3	207	1	11	0	0	1	1	0	0	21.2	25.9	4.9
|Sun	-	173	1	168	0	4	0	0	0	0	0	0	21.6	26.1	5.3
--	**-**	**2374**	**21**	**2225**	**2**	**109**	**4**	**1**	**2**	**1**	**0**	**0**	**20.3**	**24.7**	**5.2**

Phoenix Traffic Surveys Ltd, Class Report

Report Id - CustomList-336
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

Grand Total

Time [--	Date	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	-	4748	41	4449	3	217	7	2	4	1	0	0	20.3	24.7	5.2

Phoenix Traffic Surveys Ltd, Speed Report

Globals

Report Id	CustomList-338
Descriptor	Phoenix Traffic Surveys Ltd, Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2026-02-17T16:45:18
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	001
Site Attribute	PADNELL GRANGE
File Name	C:\Users\bpmoore\Documents\MetroCount\MTE 5.07\Data\001 1 2026-02-17 1638.ECT
File Type	Phase
Algorithm	Factory default axle
Description	PADNELL ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-02-03T19:23:42
Start Time	2026-02-03T19:23:42
Finish Time	2026-02-17T16:38:42
Operator	BPM
Configuration	80 c0 07 e8 bc 00 00 00 00 00

Dataset

Site Name	001
Site Attribute	PADNELL GRANGE
File Name	C:\Users\bpmoore\Documents\MetroCount\MTE 5.07\Data\001 0 2026-02-17 1638.EC0
File Type	Phase
Algorithm	ModifiedFactory default axle
Description	PADNELL ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2026-02-03T19:23:42
Start Time	2026-02-03T19:23:42
Finish Time	2026-02-17T16:38:02
Operator	BPM
Configuration	80 c0 07 e8 bc 00 00 00 00 00

Profile

Name	PHX SPEED REPORT
Title	MetroCount Traffic Executive
Graphic Logo	
Header	(c) 2003 North Weevilbrook County
Footer	Data Processing Dept., Building 3, Cornville Road, Weevilbrook ND. Ph:398 4444 email: webmaster@weevilbrook.com
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2026-02-03T19:24:00
Filter End	2026-02-17T16:38:42
Class Scheme	ARX
F	Cls(1-10) Dir(W) Sp(0,140) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	0
High Speed	140
Posted Limit	0
Speed Limits	15 2 0 0 0 0 0 0 0 0
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Phoenix Traffic Surveys Ltd, Speed Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 140	Speed bin totals
Vpp 85	Percentile speed
Mean	Average speed
SD	Standard Deviation

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

03 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**0**	**0**
00-00	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**0**	**0**

Vehicles = 4
Posted speed limit = 0 mph, Exceeding = 4 (100.0%), Mean Exceeding = 0.00 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 0 (0.000%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 0 (0.000%)
Maximum = 0.0 mph, Minimum = 0.0 mph, Mean = 0.0 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

04 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Vehicles = 0

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

05 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	7	6	1	0	0	0	0	0	0	0	0	0	0	0	-		1.4	3.6
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	58	1	4	3	19	25	6	0	0	0	0	0	0	0	24.4	19.3	5.6
0900	32	0	1	0	18	10	3	0	0	0	0	0	0	0	23.9	19.8	3.7
1000	29	0	3	1	13	8	3	1	0	0	0	0	0	0	24.6	18.9	5.6
1100	41	2	1	6	17	13	2	0	0	0	0	0	0	0	23	18	5.3
1200	40	0	0	2	16	17	4	1	0	0	0	0	0	0	24.3	20.9	3.7
1300	42	0	1	6	9	21	3	1	1	0	0	0	0	0	24.7	20.5	5.5
1400	44	1	3	7	12	17	3	1	0	0	0	0	0	0	24	18.9	6
1500	62	0	4	1	28	25	4	0	0	0	0	0	0	0	24.5	19.7	4.5
1600	44	0	1	2	13	20	6	2	0	0	0	0	0	0	25.5	21.5	4.4
1700	46	1	1	3	11	22	7	0	0	1	0	0	0	0	25.7	21.4	5.9
1800	30	0	0	1	12	11	5	1	0	0	0	0	0	0	26.4	21.3	3.9
1900	18	0	0	0	5	11	2	0	0	0	0	0	0	0	24.3	21.9	3
2000	21	0	0	0	6	12	3	0	0	0	0	0	0	0	25	22	3.3
2100	8	0	0	0	3	5	0	0	0	0	0	0	0	0	-		21.7	2.7
2200	7	0	0	1	2	0	3	1	0	0	0	0	0	0	-		22.6	6
2300	4	0	0	1	0	1	2	0	0	0	0	0	0	0	-		21.6	5.5
00-07	**7**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**		**1.4**	**3.6**
07-10	**90**	**1**	**5**	**3**	**37**	**35**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.2**	**19.4**	**5**
10-16	**258**	**3**	**12**	**23**	**95**	**101**	**19**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**24.3**	**19.5**	**5.2**
16-19	**120**	**1**	**2**	**6**	**36**	**53**	**18**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**25.7**	**21.4**	**4.9**
19-00	**58**	**0**	**0**	**2**	**16**	**29**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.3**	**22**	**3.6**
00-00	**533**	**11**	**20**	**34**	**184**	**218**	**56**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**24.7**	**20**	**5.4**

Vehicles = 533
Posted speed limit = 0 mph, Exceeding = 533 (100.0%), Mean Exceeding = 19.96 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 468 (87.80%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 527 (98.87%)
Maximum = 40.4 mph, Minimum = 0.0 mph, Mean = 20.0 mph
85% Speed = 24.72 mph, 95% Speed = 27.74 mph, Median = 20.36 mph
10 mph Pace = 16 - 26, Number in Pace = 407 (76.36%)
Variance = 29.52, Standard Deviation = 5.43 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

06 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	-	12.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	20.2	-
0600	4	0	0	0	1	2	1	0	0	0	0	0	0	0	-	22.2	3.3
0700	28	1	1	2	6	14	3	1	0	0	0	0	0	0	25.6	20.2	6
0800	66	1	4	5	27	21	8	0	0	0	0	0	0	0	24.6	19.1	5
0900	30	0	0	4	11	15	0	0	0	0	0	0	0	0	23.9	19.6	3.6
1000	33	0	1	4	8	16	3	1	0	0	0	0	0	0	24.6	20.2	4.5
1100	48	0	3	0	19	20	6	0	0	0	0	0	0	0	24.6	20.2	4.4
1200	45	0	0	7	17	17	3	1	0	0	0	0	0	0	23.2	19.6	4.3
1300	32	0	1	4	10	13	4	0	0	0	0	0	0	0	24.9	19.9	4.7
1400	39	1	1	5	14	18	0	0	0	0	0	0	0	0	21.6	18.3	4.4
1500	68	1	4	6	35	21	1	0	0	0	0	0	0	0	23.6	18.3	5
1600	56	1	2	6	20	20	5	2	0	0	0	0	0	0	24.9	19.5	5.4
1700	42	0	0	1	15	16	9	1	0	0	0	0	0	0	25.6	21.5	4
1800	31	0	0	1	9	14	7	0	0	0	0	0	0	0	26.3	22	3.8
1900	23	0	0	1	5	14	2	1	0	0	0	0	0	0	25	21.4	3.9
2000	20	0	0	1	3	9	5	2	0	0	0	0	0	0	28.1	23.1	4.8
2100	10	0	0	1	3	5	1	0	0	0	0	0	0	0	-	21	3.4
2200	16	0	0	0	2	9	4	0	1	0	0	0	0	0	27.5	23.8	4.5
2300	6	0	0	1	2	2	1	0	0	0	0	0	0	0	-	19.8	4.3
00-07	**6**	**0**	**0**	**1**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**20.2**	**4.8**
07-10	**124**	**2**	**5**	**11**	**44**	**50**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.3**	**19.4**	**4.9**
10-16	**265**	**2**	**10**	**26**	**103**	**105**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.3**	**4.6**
16-19	**129**	**1**	**2**	**8**	**44**	**50**	**21**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**25.6**	**20.8**	**4.7**
19-00	**75**	**0**	**0**	**4**	**15**	**39**	**13**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**26.9**	**22.2**	**4.3**
00-00	**599**	**5**	**17**	**50**	**207**	**247**	**63**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**24.7**	**20**	**4.8**

Vehicles = 599
Posted speed limit = 0 mph, Exceeding = 599 (100.0%), Mean Exceeding = 20.02 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 527 (87.98%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 599 (100.0%)
Maximum = 35.9 mph, Minimum = 2.5 mph, Mean = 20.0 mph
85% Speed = 24.72 mph, 95% Speed = 26.96 mph, Median = 20.36 mph
10 mph Pace = 15 - 25, Number in Pace = 454 (75.79%)
Variance = 22.61, Standard Deviation = 4.76 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

07 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	3	0	0	0	1	1	0	1	0	0	0	0	0	0	-	25.3	6.1
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	24.8	-
0200	2	0	0	0	1	0	1	0	0	0	0	0	0	0	-	22	6.2
0300	2	0	0	0	1	0	1	0	0	0	0	0	0	0	-	21.1	7.3
0400	3	0	0	0	0	3	0	0	0	0	0	0	0	0	-	23	1.9
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	21.6	-
0600	2	0	0	1	0	1	0	0	0	0	0	0	0	0	-	17.8	7.4
0700	8	0	0	0	2	5	1	0	0	0	0	0	0	0	-	21.8	3.3
0800	20	0	1	1	6	7	4	1	0	0	0	0	0	0	27.8	21.6	6
0900	28	0	2	0	8	12	6	0	0	0	0	0	0	0	25.9	20.8	4.7
1000	29	0	1	0	12	7	9	0	0	0	0	0	0	0	27.3	21.7	5
1100	33	0	4	0	8	15	3	3	0	0	0	0	0	0	26.7	20.6	6.3
1200	33	0	2	1	12	13	4	1	0	0	0	0	0	0	25	20.3	4.7
1300	39	0	0	3	20	13	2	1	0	0	0	0	0	0	24.3	20.3	3.8
1400	36	0	2	2	11	12	9	0	0	0	0	0	0	0	26.6	20.8	4.8
1500	23	0	0	2	7	9	4	1	0	0	0	0	0	0	26.9	21.7	4.8
1600	27	0	1	1	7	12	5	1	0	0	0	0	0	0	26.3	21.1	5.3
1700	32	0	1	1	8	17	5	0	0	0	0	0	0	0	26.2	21.4	4.2
1800	23	0	1	1	6	10	4	1	0	0	0	0	0	0	26.8	21.5	5.4
1900	22	0	0	0	8	9	5	0	0	0	0	0	0	0	25.6	21.9	3.4
2000	4	1	0	0	2	1	0	0	0	0	0	0	0	0	-	16.1	8.3
2100	9	0	0	0	4	5	0	0	0	0	0	0	0	0	-	20.6	3.3
2200	6	0	0	1	0	4	1	0	0	0	0	0	0	0	-	20.5	4.1
2300	10	0	0	1	3	5	1	0	0	0	0	0	0	0	-	20.6	4.6
00-07	**14**	**0**	**0**	**1**	**3**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26.3**	**22.4**	**4.8**
07-10	**56**	**0**	**3**	**1**	**16**	**24**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26.3**	**21.3**	**5**
10-16	**193**	**0**	**9**	**8**	**70**	**69**	**31**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**25.9**	**20.8**	**4.9**
16-19	**82**	**0**	**3**	**3**	**21**	**39**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.3**	**21.3**	**4.9**
19-00	**51**	**1**	**0**	**2**	**17**	**24**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**20.8**	**4.3**
00-00	**396**	**1**	**15**	**15**	**127**	**163**	**65**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**25.8**	**21**	**4.8**

Vehicles = 396
Posted speed limit = 0 mph, Exceeding = 396 (100.0%), Mean Exceeding = 21.04 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 365 (92.17%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 396 (100.0%)
Maximum = 34.6 mph, Minimum = 4.4 mph, Mean = 21.0 mph
85% Speed = 25.84 mph, 95% Speed = 28.63 mph, Median = 21.03 mph
10 mph Pace = 17 - 27, Number in Pace = 300 (75.76%)
Variance = 23.11, Standard Deviation = 4.81 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

08 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	4	0	0	1	3	0	0	0	0	0	0	0	0	0	-	16.8	3.3
0100	2	0	0	1	0	1	0	0	0	0	0	0	0	0	-	18	9.4
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	15.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	1	0	0	0	1	0	0	0	0	0	0	-	23.9	15.6
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	15.9	-
0600	2	0	0	0	2	0	0	0	0	0	0	0	0	0	-	16	1.4
0700	4	1	0	0	1	1	1	0	0	0	0	0	0	0	-	17.4	9.1
0800	14	0	1	0	3	6	3	1	0	0	0	0	0	0	27.9	22.4	5.3
0900	26	0	0	3	8	10	1	3	1	0	0	0	0	0	30.2	21.9	5.9
1000	31	0	1	2	7	17	3	0	0	0	0	0	0	1	24.9	21.8	9.1
1100	31	1	0	0	11	10	8	0	1	0	0	0	0	0	26.8	22.1	5.8
1200	34	0	0	1	8	19	6	0	0	0	0	0	0	0	26.7	22	3.8
1300	45	0	1	3	10	18	13	0	0	0	0	0	0	0	26.1	21.6	4.6
1400	26	0	0	3	7	10	6	0	0	0	0	0	0	0	26.6	20.7	4.9
1500	33	0	0	0	13	11	8	1	0	0	0	0	0	0	26.8	22	3.9
1600	27	0	0	2	10	10	5	0	0	0	0	0	0	0	25.3	20.6	4.2
1700	19	0	0	0	3	12	4	0	0	0	0	0	0	0	26.4	22.7	2.9
1800	9	0	0	0	2	3	3	1	0	0	0	0	0	0	-	23.8	4.1
1900	13	0	0	0	2	9	2	0	0	0	0	0	0	0	27	23	2.7
2000	12	0	0	1	4	5	1	1	0	0	0	0	0	0	25.4	21.5	4.6
2100	5	0	0	0	3	2	0	0	0	0	0	0	0	0	-	19.1	1.8
2200	4	0	0	0	2	1	1	0	0	0	0	0	0	0	-	19.8	4.2
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**12**	**0**	**0**	**3**	**7**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**17.9**	**6.4**
07-10	**44**	**1**	**1**	**3**	**12**	**17**	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**27.8**	**21.6**	**6**
10-16	**200**	**1**	**2**	**9**	**56**	**85**	**44**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**26.4**	**21.7**	**5.5**
16-19	**55**	**0**	**0**	**2**	**15**	**25**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.8**	**21.9**	**3.9**
19-00	**34**	**0**	**0**	**1**	**11**	**17**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**21.5**	**3.7**
00-00	**345**	**2**	**3**	**18**	**101**	**145**	**65**	**8**	**2**	**0**	**0**	**0**	**0**	**1**	**26.1**	**21.6**	**5.3**

Vehicles = 345
Posted speed limit = 0 mph, Exceeding = 345 (100.0%), Mean Exceeding = 21.58 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 322 (93.33%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 345 (100.0%)
Maximum = 65.0 mph, Minimum = 4.2 mph, Mean = 21.6 mph
85% Speed = 26.06 mph, 95% Speed = 28.34 mph, Median = 21.47 mph
10 mph Pace = 17 - 27, Number in Pace = 264 (76.52%)
Variance = 27.60, Standard Deviation = 5.25 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

09 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	-	33.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	2	0	0	0	1	1	0	0	0	0	0	0	0	0	-	20	1.7
0600	8	0	0	0	3	3	1	1	0	0	0	0	0	0	-	21.3	4.8
0700	27	1	0	1	7	14	4	0	0	0	0	0	0	0	25.2	21.2	5
0800	63	0	4	6	24	21	8	0	0	0	0	0	0	0	24.8	19.5	4.9
0900	43	1	3	4	17	15	2	0	0	0	0	1	0	0	23.1	18.8	7.6
1000	40	0	1	2	22	11	4	0	0	0	0	0	0	0	22.9	19.3	3.7
1100	39	1	3	4	16	13	1	1	0	0	0	0	0	0	22.6	18.2	5.4
1200	36	0	0	3	18	9	4	1	1	0	0	0	0	0	26.3	20.6	5.2
1300	32	0	1	0	12	13	6	0	0	0	0	0	0	0	25.2	21	4.4
1400	39	0	1	10	11	11	5	1	0	0	0	0	0	0	25.1	18.8	5.7
1500	81	0	3	4	33	34	7	0	0	0	0	0	0	0	22.9	19.6	4.2
1600	55	0	1	2	24	22	6	0	0	0	0	0	0	0	24.3	20.6	3.9
1700	37	1	0	0	11	20	5	0	0	0	0	0	0	0	24.5	21.2	4.2
1800	31	2	0	2	11	13	2	1	0	0	0	0	0	0	24.1	19.9	5.7
1900	25	0	1	1	10	12	1	0	0	0	0	0	0	0	22.9	19.2	4
2000	10	0	0	0	5	3	2	0	0	0	0	0	0	0	-	20.9	3.7
2100	6	0	0	0	2	3	1	0	0	0	0	0	0	0	-	22.4	3
2200	9	0	0	0	2	6	1	0	0	0	0	0	0	0	-	21.1	1.9
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	20.3	-
00-07	**12**	**0**	**0**	**0**	**4**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**30.3**	**22.3**	**5.3**
07-10	**133**	**2**	**7**	**11**	**48**	**50**	**14**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**24.3**	**19.6**	**6**
10-16	**267**	**1**	**9**	**23**	**112**	**91**	**27**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**23.9**	**19.5**	**4.8**
16-19	**123**	**3**	**1**	**4**	**46**	**55**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.1**	**20.6**	**4.5**
19-00	**51**	**0**	**1**	**1**	**19**	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**20.3**	**3.6**
00-00	**586**	**6**	**18**	**39**	**229**	**226**	**60**	**6**	**1**	**0**	**0**	**1**	**0**	**0**	**24.2**	**19.9**	**4.9**

Vehicles = 586
Posted speed limit = 0 mph, Exceeding = 586 (100.0%), Mean Exceeding = 19.89 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 523 (89.25%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 586 (100.0%)
Maximum = 54.1 mph, Minimum = 2.0 mph, Mean = 19.9 mph
85% Speed = 24.16 mph, 95% Speed = 26.69 mph, Median = 20.02 mph
10 mph Pace = 15 - 25, Number in Pace = 460 (78.50%)
Variance = 24.43, Standard Deviation = 4.94 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

10 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	16.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	4	0	0	0	1	1	2	0	0	0	0	0	0	0	-	24.7	5.4
0600	8	0	0	1	4	3	0	0	0	0	0	0	0	0	-	18.2	4
0700	26	0	0	1	7	14	4	0	0	0	0	0	0	0	25.2	21.8	3.4
0800	63	1	3	5	18	30	6	0	0	0	0	0	0	0	23.8	19.8	5
0900	36	0	0	1	18	11	6	0	0	0	0	0	0	0	25.2	20.5	3.4
1000	22	1	0	1	10	8	1	1	0	0	0	0	0	0	24.2	19.5	5.5
1100	34	1	1	5	14	10	2	1	0	0	0	0	0	0	23.9	18.7	5.5
1200	39	0	3	1	11	16	5	3	0	0	0	0	0	0	26.1	20.8	6
1300	42	1	2	1	14	18	5	0	0	1	0	0	0	0	24.8	20.8	6.2
1400	45	2	2	6	21	11	3	0	0	0	0	0	0	0	22	17.9	5.3
1500	64	1	3	5	23	27	5	0	0	0	0	0	0	0	23.5	19.1	4.7
1600	40	0	2	3	12	15	8	0	0	0	0	0	0	0	26.7	20.5	5.5
1700	43	0	2	3	11	21	4	2	0	0	0	0	0	0	25.1	21	5
1800	32	0	0	1	9	15	7	0	0	0	0	0	0	0	26.6	22.3	3.9
1900	20	0	0	0	4	10	6	0	0	0	0	0	0	0	26	22.7	3.1
2000	17	1	0	0	7	9	0	0	0	0	0	0	0	0	23.9	19.2	4.8
2100	8	0	0	0	2	6	0	0	0	0	0	0	0	0	-	21.6	1.9
2200	10	0	0	0	1	7	2	0	0	0	0	0	0	0	-	22.7	3.2
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.8	-
00-07	**13**	**0**	**0**	**1**	**6**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**20.1**	**5.2**
07-10	**125**	**1**	**3**	**7**	**43**	**55**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.4**	**20.4**	**4.3**
10-16	**246**	**6**	**11**	**19**	**93**	**90**	**21**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**24.2**	**19.4**	**5.5**
16-19	**115**	**0**	**4**	**7**	**32**	**51**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.1**	**21.2**	**4.9**
19-00	**56**	**1**	**0**	**0**	**15**	**32**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**21.4**	**3.8**
00-00	**555**	**8**	**18**	**34**	**189**	**232**	**66**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**24.7**	**20.2**	**5**

Vehicles = 555
Posted speed limit = 0 mph, Exceeding = 555 (100.0%), Mean Exceeding = 20.23 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 495 (89.19%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 555 (100.0%)
Maximum = 44.7 mph, Minimum = 2.3 mph, Mean = 20.2 mph
85% Speed = 24.67 mph, 95% Speed = 27.76 mph, Median = 20.58 mph
10 mph Pace = 16 - 26, Number in Pace = 427 (76.94%)
Variance = 25.37, Standard Deviation = 5.04 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

11 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	20.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	15.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	16.6	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	19.2	-
0600	10	0	0	1	3	6	0	0	0	0	0	0	0	0	-	20.3	3.2
0700	24	0	2	1	5	14	2	0	0	0	0	0	0	0	24.5	20.3	4.8
0800	69	1	5	10	22	27	3	0	1	0	0	0	0	0	23.9	18.7	5.5
0900	35	0	0	2	12	17	4	0	0	0	0	0	0	0	24.9	21.2	3.9
1000	40	0	4	3	15	13	4	1	0	0	0	0	0	0	24.4	19.4	5.5
1100	33	2	2	9	11	8	1	0	0	0	0	0	0	0	22.6	16.3	5.8
1200	38	0	0	6	8	18	5	1	0	0	0	0	0	0	25.4	20.5	5
1300	30	0	0	1	7	21	1	0	0	0	0	0	0	0	23.8	21.4	2.4
1400	41	4	5	6	8	16	2	0	0	0	0	0	0	0	23.9	16.6	7.2
1500	60	1	4	6	22	25	2	0	0	0	0	0	0	0	22.4	18.5	4.8
1600	59	1	0	3	21	31	3	0	0	0	0	0	0	0	24.3	20.3	3.9
1700	35	0	1	4	11	13	6	0	0	0	0	0	0	0	25.2	20.3	4.8
1800	30	0	0	2	11	13	4	0	0	0	0	0	0	0	24.8	20.7	4
1900	22	0	0	1	7	11	1	1	1	0	0	0	0	0	26.6	22.5	5.6
2000	21	0	0	0	3	13	5	0	0	0	0	0	0	0	26.4	23	3
2100	9	0	0	0	3	5	0	1	0	0	0	0	0	0	-	22.1	4.5
2200	4	0	0	0	1	2	1	0	0	0	0	0	0	0	-	22.8	3.3
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	-	23.5	2.4
00-07	**14**	**0**	**0**	**1**	**6**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**19.6**	**3.1**
07-10	**128**	**1**	**7**	**13**	**39**	**58**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**24.5**	**19.7**	**5.1**
10-16	**242**	**7**	**15**	**31**	**71**	**101**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**18.7**	**5.6**
16-19	**124**	**1**	**1**	**9**	**43**	**57**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**20.4**	**4.2**
19-00	**58**	**0**	**0**	**1**	**14**	**32**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**26.2**	**22.7**	**4.3**
00-00	**566**	**9**	**23**	**55**	**173**	**255**	**45**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**24.3**	**19.7**	**5.1**

Vehicles = 566
Posted speed limit = 0 mph, Exceeding = 566 (100.0%), Mean Exceeding = 19.72 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 479 (84.63%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 566 (100.0%)
Maximum = 39.6 mph, Minimum = 2.1 mph, Mean = 19.7 mph
85% Speed = 24.27 mph, 95% Speed = 26.92 mph, Median = 20.41 mph
10 mph Pace = 15 - 25, Number in Pace = 432 (76.33%)
Variance = 26.48, Standard Deviation = 5.15 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

12 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	25.1	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	21.3	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	28.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23.2	-
0600	12	0	0	1	4	7	0	0	0	0	0	0	0	0	24.3	20.5	3.3
0700	25	0	2	3	5	11	4	0	0	0	0	0	0	0	26.2	20	5.8
0800	72	0	1	5	27	27	11	1	0	0	0	0	0	0	25.2	20.3	4.3
0900	38	0	1	4	14	15	2	1	0	0	0	0	0	1	24.3	21.3	10.5
1000	33	0	1	0	11	17	4	0	0	0	0	0	0	0	24.9	21	4
1100	37	0	0	1	10	22	4	0	0	0	0	0	0	0	24.8	21.5	3.7
1200	43	0	3	1	16	16	5	2	0	0	0	0	0	0	25.8	20.5	5.3
1300	30	0	0	2	10	18	0	0	0	0	0	0	0	0	24.2	20.8	3.1
1400	32	1	2	4	7	15	3	0	0	0	0	0	0	0	23.7	19.2	6.2
1500	73	0	6	10	29	23	4	1	0	0	0	0	0	0	23.9	18.6	5.3
1600	53	0	2	3	16	22	10	0	0	0	0	0	0	0	25.6	20.8	4.6
1700	40	0	0	0	5	25	9	1	0	0	0	0	0	0	26.1	23	3.1
1800	36	0	0	0	6	20	10	0	0	0	0	0	0	0	25.6	22.6	2.8
1900	19	0	0	0	6	9	4	0	0	0	0	0	0	0	25.7	22.2	3.4
2000	20	0	0	0	2	13	5	0	0	0	0	0	0	0	25.7	22.8	2.6
2100	17	0	0	0	2	9	6	0	0	0	0	0	0	0	26.1	23.3	3
2200	10	0	0	0	2	7	1	0	0	0	0	0	0	0	-	22	2.6
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	19.4	-
00-07	**16**	**0**	**0**	**1**	**4**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**21.5**	**3.6**
07-10	**135**	**0**	**4**	**12**	**46**	**53**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**25**	**20.5**	**6.8**
10-16	**248**	**1**	**12**	**18**	**83**	**111**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**24.3**	**20**	**4.9**
16-19	**129**	**0**	**2**	**3**	**27**	**67**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.7**	**22**	**3.8**
19-00	**67**	**0**	**0**	**0**	**13**	**38**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.6**	**22.6**	**2.9**
00-00	**595**	**1**	**18**	**34**	**173**	**278**	**84**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**25.1**	**20.9**	**5.1**

Vehicles = 595
Posted speed limit = 0 mph, Exceeding = 595 (100.0%), Mean Exceeding = 20.90 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 542 (91.09%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 595 (100.0%)
Maximum = 77.9 mph, Minimum = 3.5 mph, Mean = 20.9 mph
85% Speed = 25.05 mph, 95% Speed = 27.31 mph, Median = 21.36 mph
10 mph Pace = 16 - 26, Number in Pace = 477 (80.17%)
Variance = 25.82, Standard Deviation = 5.08 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

13 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.2	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	-	30.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-	19.3	-
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	-	26.2	-
0600	6	0	0	0	2	2	2	0	0	0	0	0	0	0	-	21.7	3.7
0700	21	0	0	2	2	12	5	0	0	0	0	0	0	0	25.6	21.6	4.2
0800	33	0	0	5	12	14	2	0	0	0	0	0	0	0	23.6	19.5	3.6
0900	26	0	1	4	11	9	1	0	0	0	0	0	0	0	23.2	18.7	4.5
1000	39	0	1	2	21	12	3	0	0	0	0	0	0	0	23	19.5	3.9
1100	41	1	0	2	17	18	3	0	0	0	0	0	0	0	24.5	19.8	4.4
1200	37	0	0	5	18	12	2	0	0	0	0	0	0	0	23.4	19.2	3.5
1300	31	0	3	0	13	14	1	0	0	0	0	0	0	0	22.6	19.1	4.6
1400	34	0	3	1	14	14	2	0	0	0	0	0	0	0	24	19.3	4.9
1500	49	0	2	3	10	29	4	1	0	0	0	0	0	0	24.5	20.9	4.5
1600	48	1	1	3	18	24	1	0	0	0	0	0	0	0	23.8	19.4	4.5
1700	41	1	1	5	10	17	7	0	0	0	0	0	0	0	25.6	19.6	5.4
1800	37	0	0	0	15	17	5	0	0	0	0	0	0	0	25	21.5	3.5
1900	19	0	0	0	6	9	3	1	0	0	0	0	0	0	26.7	22.2	3.7
2000	10	0	0	0	1	4	5	0	0	0	0	0	0	0	-	24.2	3.5
2100	12	0	0	0	4	4	4	0	0	0	0	0	0	0	26.1	22.1	3
2200	12	0	0	0	3	5	4	0	0	0	0	0	0	0	26.9	22.8	3.3
2300	8	0	0	0	3	4	0	1	0	0	0	0	0	0	-	22.6	4.7
00-07	**10**	**0**	**0**	**0**	**4**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**22.4**	**4.4**
07-10	**80**	**0**	**1**	**11**	**25**	**35**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**19.8**	**4.2**
10-16	**231**	**1**	**9**	**13**	**93**	**99**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.7**	**4.3**
16-19	**126**	**2**	**2**	**8**	**43**	**58**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**20.1**	**4.6**
19-00	**61**	**0**	**0**	**0**	**17**	**26**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**22.7**	**3.6**
00-00	**508**	**3**	**12**	**32**	**182**	**220**	**55**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**24.4**	**20.2**	**4.4**

Vehicles = 508
Posted speed limit = 0 mph, Exceeding = 508 (100.0%), Mean Exceeding = 20.23 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 461 (90.75%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 508 (100.0%)
Maximum = 34.4 mph, Minimum = 2.8 mph, Mean = 20.2 mph
85% Speed = 24.38 mph, 95% Speed = 26.90 mph, Median = 20.36 mph
10 mph Pace = 16 - 26, Number in Pace = 409 (80.51%)
Variance = 19.27, Standard Deviation = 4.39 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

14 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	4	0	0	1	1	2	0	0	0	0	0	0	0	0	-	18.5	5.4
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	-	33.8	6
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	-	26.8	4.3
0500	2	0	0	0	0	2	0	0	0	0	0	0	0	0	-	23.3	2.1
0600	6	0	0	1	0	3	2	0	0	0	0	0	0	0	-	22.5	5.1
0700	14	0	1	1	2	6	3	1	0	0	0	0	0	0	26.6	21.8	5.8
0800	14	0	0	0	4	8	2	0	0	0	0	0	0	0	25.4	21.9	3.3
0900	3	0	0	0	1	2	0	0	0	0	0	0	0	0	-	20.7	4.1
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**16**	**0**	**0**	**2**	**1**	**8**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**29.7**	**23.5**	**6.4**
07-10	**31**	**0**	**1**	**1**	**7**	**16**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.8**	**21.7**	**4.5**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**47**	**0**	**1**	**3**	**8**	**24**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**27.2**	**22.3**	**5.3**

Vehicles = 47
Posted speed limit = 0 mph, Exceeding = 47 (100.0%), Mean Exceeding = 22.34 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 43 (91.49%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 47 (100.0%)
Maximum = 38.1 mph, Minimum = 10.0 mph, Mean = 22.3 mph
85% Speed = 27.25 mph, 95% Speed = 31.34 mph, Median = 22.82 mph
10 mph Pace = 18 - 28, Number in Pace = 35 (74.47%)
Variance = 27.64, Standard Deviation = 5.26 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

15 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Vehicles = 0

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

16 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**

Vehicles = 0

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

17 February 2026

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-07	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
07-10	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
10-16	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
19-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
00-00	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Vehicles = 14
Posted speed limit = 0 mph, Exceeding = 14 (100.0%), Mean Exceeding = 0.00 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 0 (0.000%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 0 (0.000%)
Maximum = 0.0 mph, Minimum = 0.0 mph, Mean = 0.0 mph
85% Speed = 0.00 mph, 95% Speed = 0.00 mph, Median = 0.00 mph
10 mph Pace = 0 - 10, Number in Pace = 14 (100.00%)
Variance = 0.00, Standard Deviation = 0.00 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

Virtual Day (Partial days = 13.9167)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.6	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.5	-
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.9	-
0500	2	0	0	0	0	1	0	0	0	0	0	0	0	0	-	15.3	10.8
0600	4	0	0	0	1	2	0	0	0	0	0	0	0	0	-	20.4	4
0700	13	0	0	1	3	7	2	0	0	0	0	0	0	0	25.3	20.9	5.1
0800	34	0	2	3	12	13	4	0	0	0	0	0	0	0	24.5	19.7	5
0900	21	0	1	2	8	8	2	0	0	0	0	0	0	0	24.3	20.3	6
1000	22	1	1	1	9	8	2	0	0	0	0	0	0	0	24.6	19.2	6.7
1100	24	1	1	2	9	9	2	0	0	0	0	0	0	0	24.1	19.5	5.4
1200	25	0	1	2	9	10	3	1	0	0	0	0	0	0	24.7	20.5	4.7
1300	23	0	1	1	8	11	3	0	0	0	0	0	0	0	24.6	20.7	4.6
1400	24	1	1	3	8	9	2	0	0	0	0	0	0	0	23.9	18.8	5.6
1500	37	0	2	3	14	15	3	0	0	0	0	0	0	0	23.9	19.5	4.8
1600	29	0	1	2	10	13	4	0	0	0	0	0	0	0	24.7	20.4	4.6
1700	26	0	0	1	7	13	4	0	0	0	0	0	0	0	25.4	21.3	4.6
1800	20	0	0	1	6	9	4	0	0	0	0	0	0	0	25.6	21.6	4.2
1900	13	0	0	0	4	7	2	0	0	0	0	0	0	0	25.4	21.8	3.9
2000	10	0	0	0	2	5	2	0	0	0	0	0	0	0	-	21.9	4.2
2100	6	0	0	0	2	3	1	0	0	0	0	0	0	0	-	20.8	5.5
2200	6	0	0	0	1	3	1	0	0	0	0	0	0	0	-	22.3	3.8
2300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	-	21.1	4.3

Vehicles = 4748
Posted speed limit = 0 mph, Exceeding = 4748 (100.0%), Mean Exceeding = 20.26 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 4225 (88.98%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 4724 (99.49%)
Maximum = 77.9 mph, Minimum = 0.0 mph, Mean = 20.3 mph
85% Speed = 24.72 mph, 95% Speed = 27.35 mph, Median = 20.58 mph
10 mph Pace = 16 - 26, Number in Pace = 3631 (76.47%)
Variance = 26.66, Standard Deviation = 5.16 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

Virtual Week (2)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
Mon	293	3	9	20	115	113	30	3	1	0	0	1	0	0	24.2	19.9	4.9
Tue	287	13	9	17	95	116	33	4	0	1	0	0	0	0	24.5	19.6	6.1
Wed	283	5	12	28	87	128	23	2	1	0	0	0	0	0	24.3	19.7	5.1
Thu	564	6	19	34	179	248	70	7	1	1	0	0	0	1	24.8	20.5	5.3
Fri	554	4	15	41	195	234	59	7	1	0	0	0	0	0	24.6	20.1	4.6
|Sat	222	1	8	9	68	94	37	6	1	0	0	0	0	0	25.9	21.2	4.9
|Sun	173	1	2	9	51	73	33	4	1	0	0	0	0	1	26.1	21.6	5.3
--	**2374**	**32**	**73**	**157**	**787**	**1004**	**284**	**32**	**4**	**1**	**0**	**1**	**0**	**1**	**24.7**	**20.3**	**5.2**

Vehicles = 4748
Posted speed limit = 0 mph, Exceeding = 4748 (100.0%), Mean Exceeding = 20.26 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 4225 (88.98%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 4724 (99.49%)
Maximum = 77.9 mph, Minimum = 0.0 mph, Mean = 20.3 mph
85% Speed = 24.72 mph, 95% Speed = 27.35 mph, Median = 20.58 mph
10 mph Pace = 16 - 26, Number in Pace = 3631 (76.47%)
Variance = 26.66, Standard Deviation = 5.16 mph

Phoenix Traffic Surveys Ltd, Speed Report

Report Id - CustomList-338
Site Name - 001; 001
Description - Multiple Files! See Header sheet.
Direction - West

Grand Total

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 140	Vpp 85	Mean	SD
--	4748	64	145	314	1573	2008	568	63	8	2	0	1	0	2	24.7	20.3	5.2

Vehicles = 4748
Posted speed limit = 0 mph, Exceeding = 4748 (100.0%), Mean Exceeding = 20.26 mph
Limit 1 (PA) (0 * 100%) + 15 = 15 mph, Exceeding = 4225 (88.98%)
Limit 2 (ACPO) (0 * 110%) + 2 = 2 mph, Exceeding = 4724 (99.49%)
Maximum = 77.9 mph, Minimum = 0.0 mph, Mean = 20.3 mph
85% Speed = 24.72 mph, 95% Speed = 27.35 mph, Median = 20.58 mph
10 mph Pace = 16 - 26, Number in Pace = 3631 (76.47%)
Variance = 26.66, Standard Deviation = 5.16 mph

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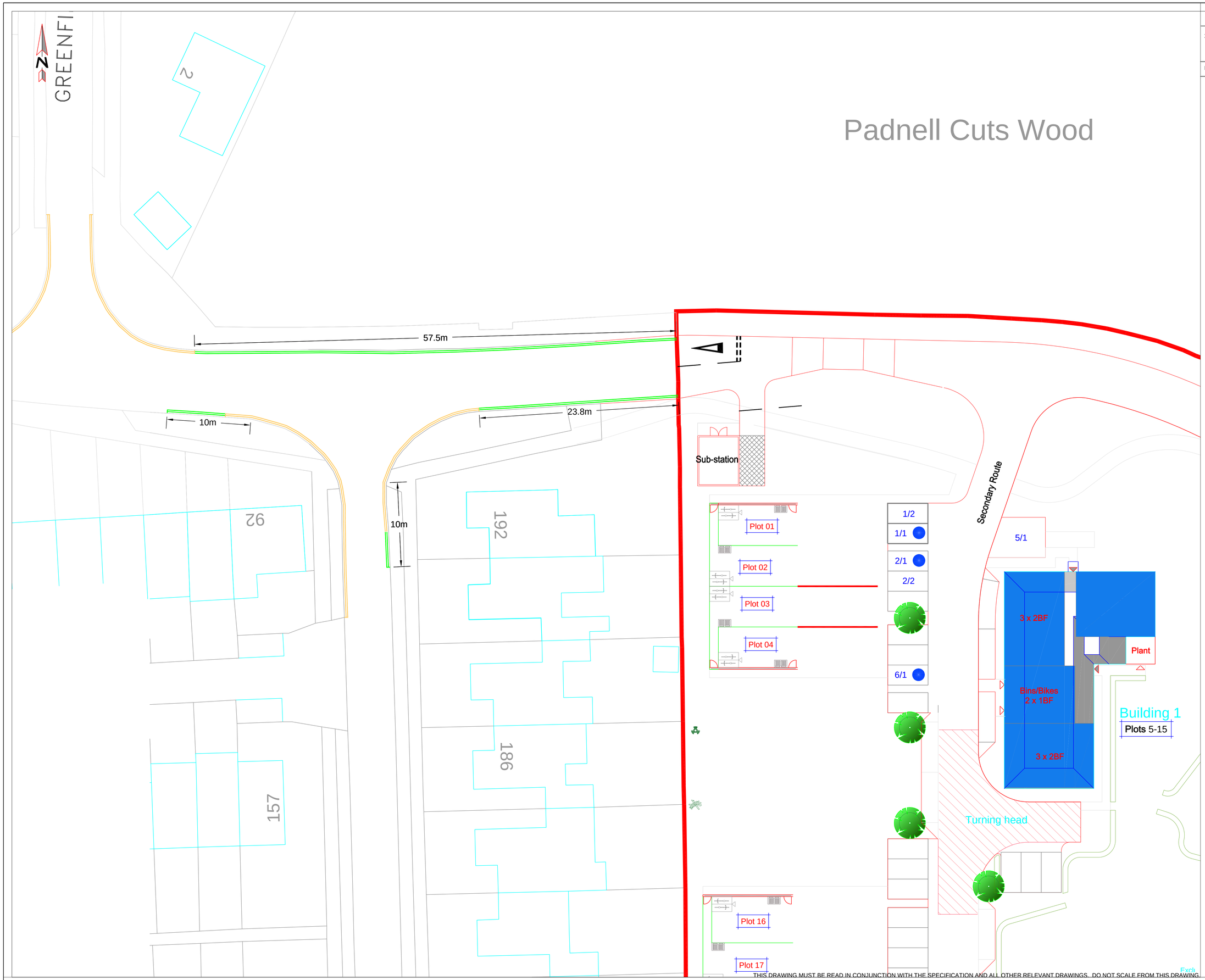
Appendix D - Access arrangements and visibility splays



THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND

Proposed double yellow lines

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

conisbee
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Consulting Civil Engineers

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Fax 020 7700 6686
design@conisbee.co.uk
www.conisbee.co.uk

Drawing Status: PRELIMINARY

Project: Padnell Grange, Waterlooville, Havant

Title: Site access with dimensions and proposed parking restrictions

Drawing No: 250595-CON-XX-XX-SK-C-0004

Date: 07/04/2026
Scale: 1:200@ A1
Drawn: AL
Engineer: HLJ
Project No: 250595
Client Project No:
Revision: A

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status
PRELIMINARY

Project
Padnell Grange, Waterlooville, Havant

Title
Cherry Tree Avenue with 33m (25mph) visibility splay

Drawing No
250595-CON-XX-XX-SK-C-0005

Date 17/03/2026
Scale 1:100@ A1
Drawn AL
Engineer HLJ
Project No **250595**
Client Project No
Revision **A**

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

N

2.4m x 25m

2.4m x 25m

Sub-station

Secondary Route

Plot 01

Plot 02

Plot 03

Plot 04

1/2

1/1

2/1

2/2

5/1

6/1

3 x 2BF

Plant

Bins/Bikes

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status
PRELIMINARY

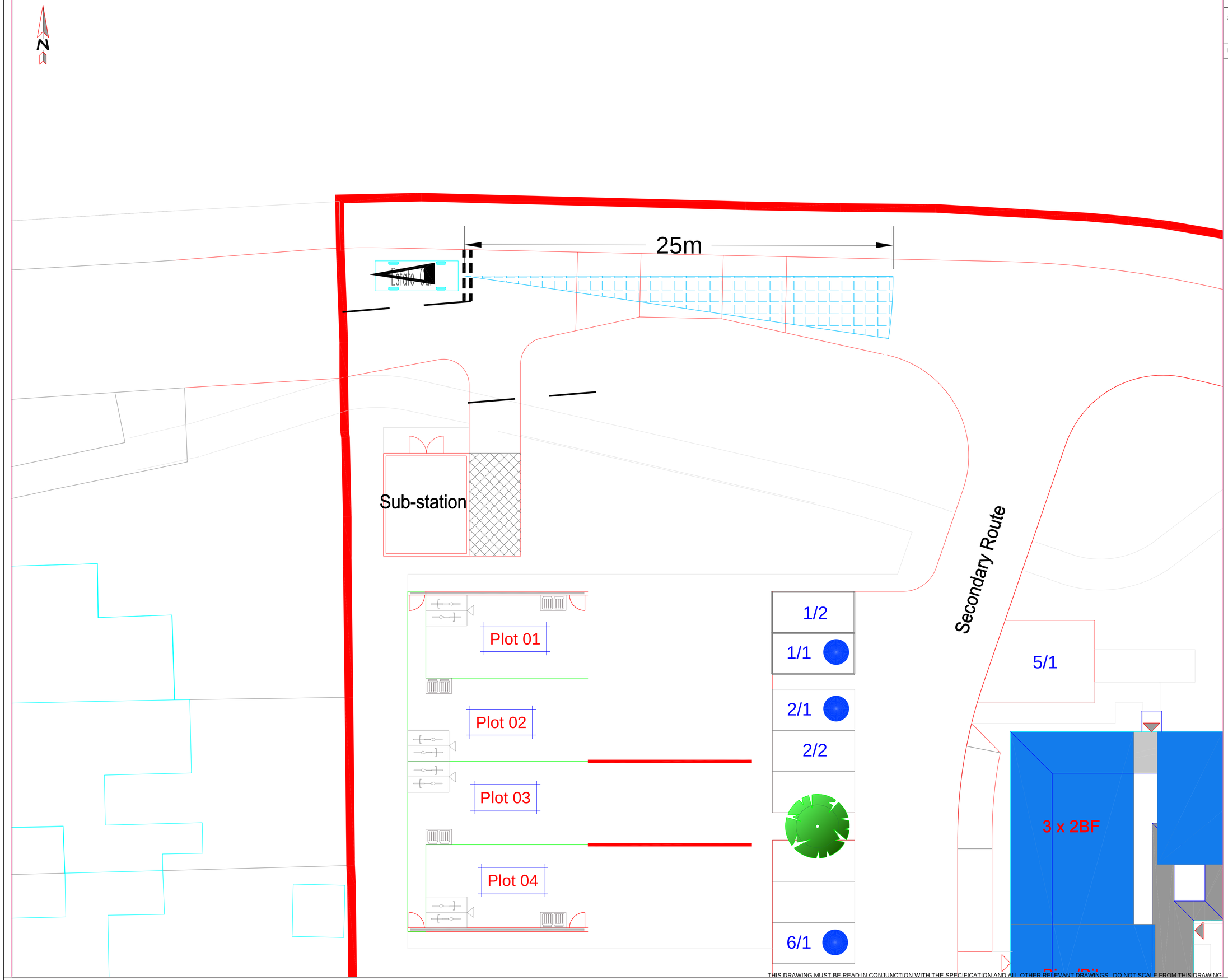
Project
Padnell Grange, Waterlooville, Havant

Title
Site access with 25m (20mph) visibility splay

Drawing No
250595-CON-XX-XX-SK-C-0006

Date 07/04/2026
Scale 1:100@ A1
Drawn AL
Engineer HLJ
Project No **250595**
Client Project No
Revision **A**

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status
PRELIMINARY

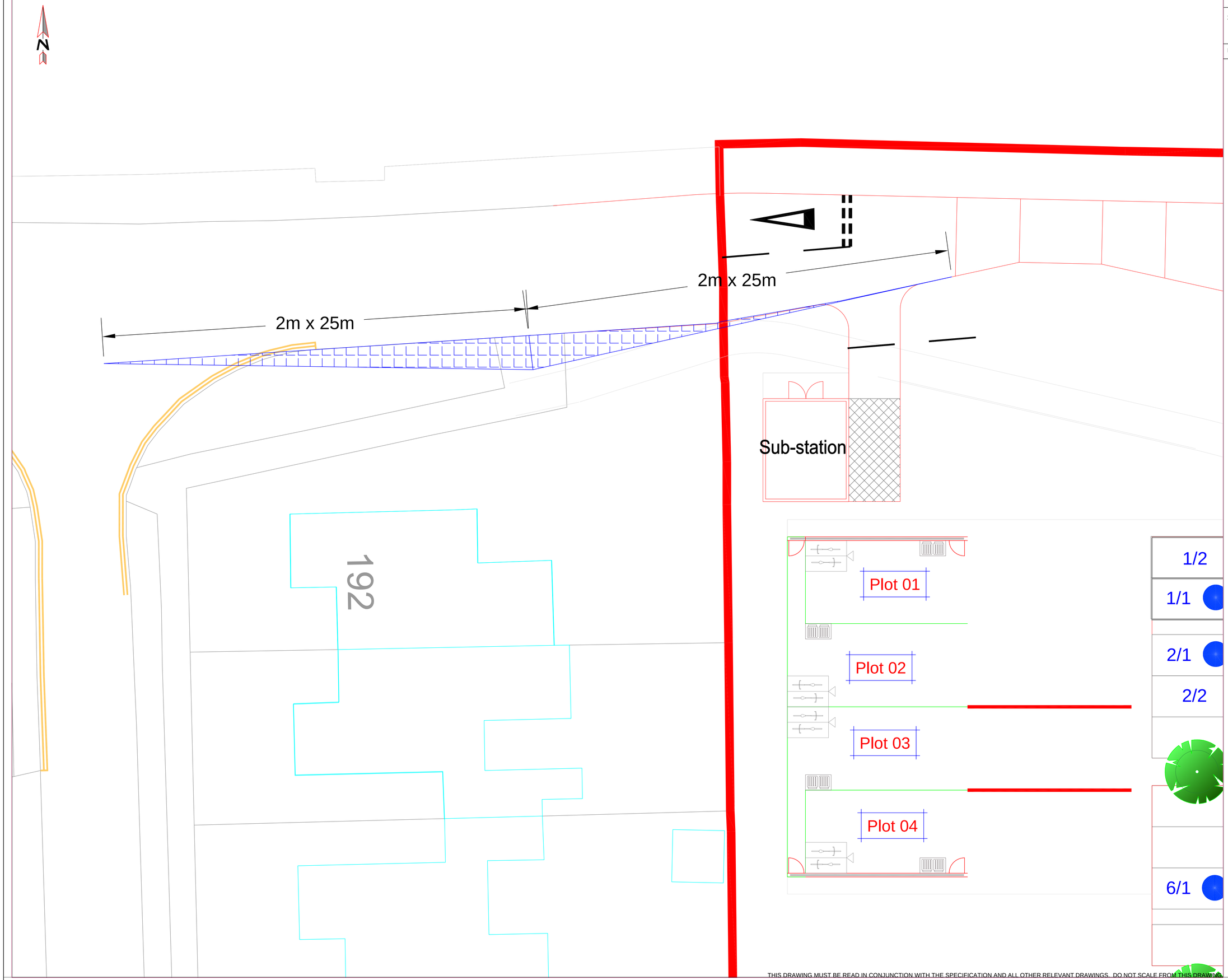
Project
Padnell Grange, Waterlooville, Havant

Title
Site access with 25m (20mph) forward visibility splay

Drawing No
250595-CON-XX-XX-SK-C-0007

Date 07/04/2026
Scale 1:100@ A1
Drawn AL
Engineer HLJ
Project No **250595**
Client Project No
Revision **A**

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status
PRELIMINARY

Date 07/04/2026
Scale 1:100@ A1
Drawn AL
Engineer HLJ

Project
Padnell Grange, Waterlooville, Havant

Project No
250595

Title
25m (20mph) visibility splay

Client Project No

Revision
A

Drawing No
250595-CON-XX-XX-SK-C-0009

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

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Appendix E - Vehicle swept path analysis

N

Estate Car

Sub-station

Secondary Route

Plot 01

Plot 02

Plot 03

Plot 04

1/2

1/1

2/1

2/2

6/1

5/1

3 x 2BF

Bins/Bikes
2 x 1BF

Plant

Building
Plots 5-15

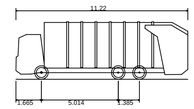
GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND

Estate Car

Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	4.950m



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

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status
PRELIMINARY

Project
Padnell Grange, Waterlooville, Havant

Title
Swept path analysis
4.8m estate car
11.2m refuse vehicle

Drawing No
250595-CON-XX-XX-SK-C-0010

Date 07/01/2026
Scale 1:100@ A1
Drawn AL
Engineer HLJ
Project No **250595**
Client Project No
Revision **A**

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

N

Estate Car

Sub-station

Secondary Route

Plot 01

Plot 02

Plot 03

Plot 04

1/2

1/1

2/1

2/2

5/1

6/1

3 x 2BF

Bins/Bikes
2 x 1BF

Plant

Building 1

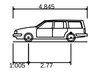
Plots 5-15

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

GENERAL NOTES

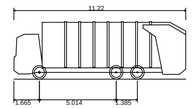
1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Estate Car

Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	4.950m



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

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Project: Padnell Grange, Waterlooville, Havant

Title: Swept path analysis
4.8m estate car
11.2m refuse vehicle

Drawing No: 250595-CON-XX-XX-SK-C-0011

Date: 17/03/2026

Scale: 1:100@ A1

Drawn: AL

Engineer: ABR

Project No: **250595**

Client Project No:

Revision: **A**

N

Estate Car

Sub-station

Plot 01

Plot 02

Plot 03

Plot 04

1/2

1/1

2/1

2/2

6/1

5/1

Secondary Route

3 x 2BF

Bins/Bikes
2 x 1BF

Plant

Building 1

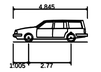
Plots 5-15

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

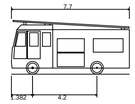
GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	4.950m



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	7.400m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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www.conisbee.co.uk

Drawing Status: PRELIMINARY

Date: 07/04/2026

Scale: 1:100@ A1

Project: Padnell Grange, Waterlooville, Havant

Drawn: AL

Engineer: HLJ

Project No: **250595**

Title: Swept path analysis
4.8m estate car
7.7m fire tender

Client Project No:

Revision: **A**

Drawing No: 250595-CON-XX-XX-SK-C-0012

N

Dennis Sabre Fire Tender (LWB)

Estate Car

Secondary Route

Sub-station

Plot 01

Plot 02

Plot 03

Plot 04

1/2

1/1

2/1

2/2

6/1

5/1

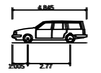
3 x 2BF

Bins/Bikes

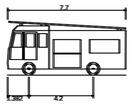
GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	4.950m



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	7.400m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Consulting Civil Engineers

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Fax 020 7700 6686
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www.conisbee.co.uk

Drawing Status: PRELIMINARY

Date: 07/04/2026

Scale: 1:100@ A1

Project: Padnell Grange, Waterlooville, Havant

Drawn: AL

Engineer: HLJ

Project No: **250595**

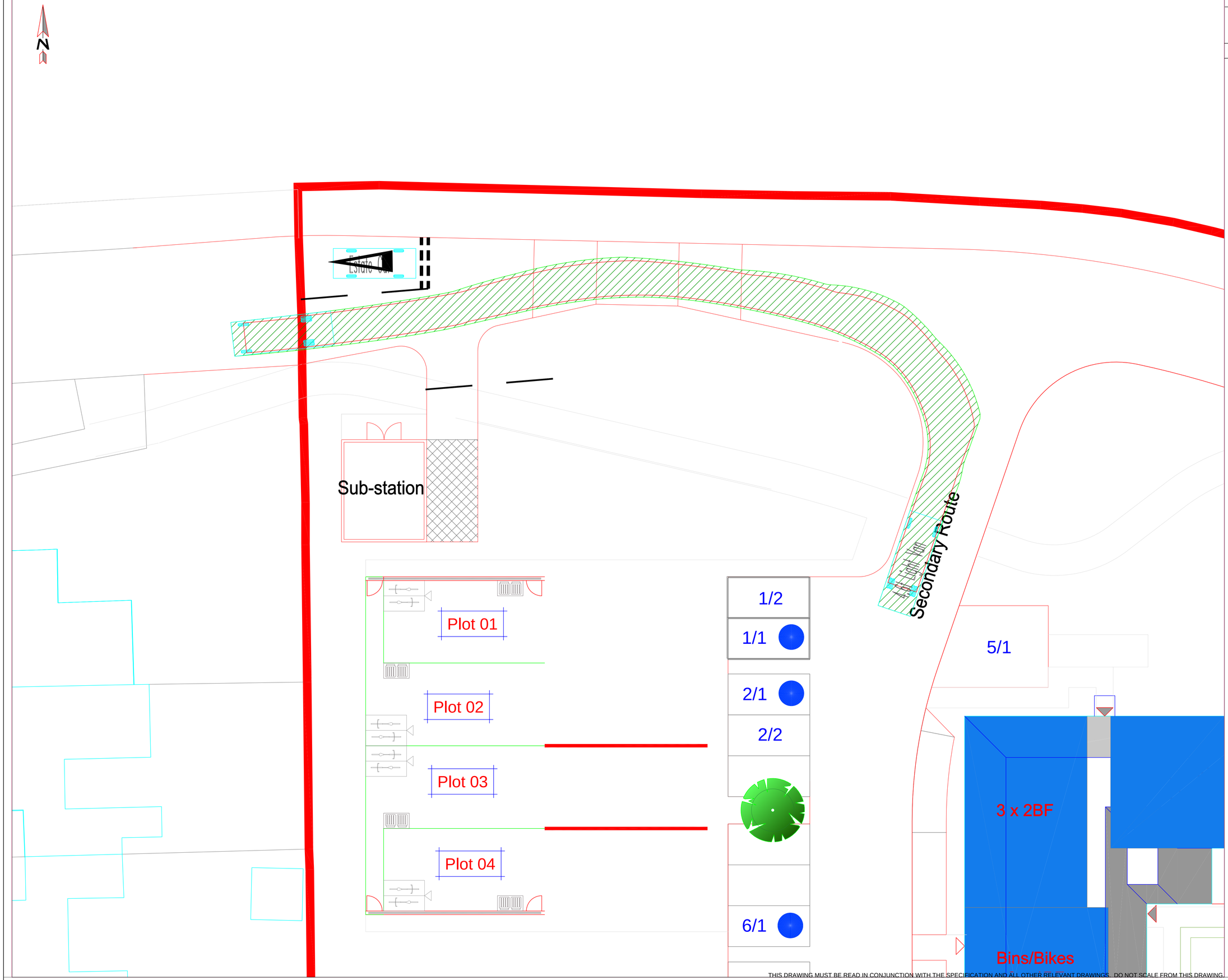
Title: Swept path analysis
4.8m estate car
7.7m fire tender

Client Project No:

Revision: **A**

Drawing No: 250595-CON-XX-XX-SK-C-0013

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND

Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	4.950m

4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

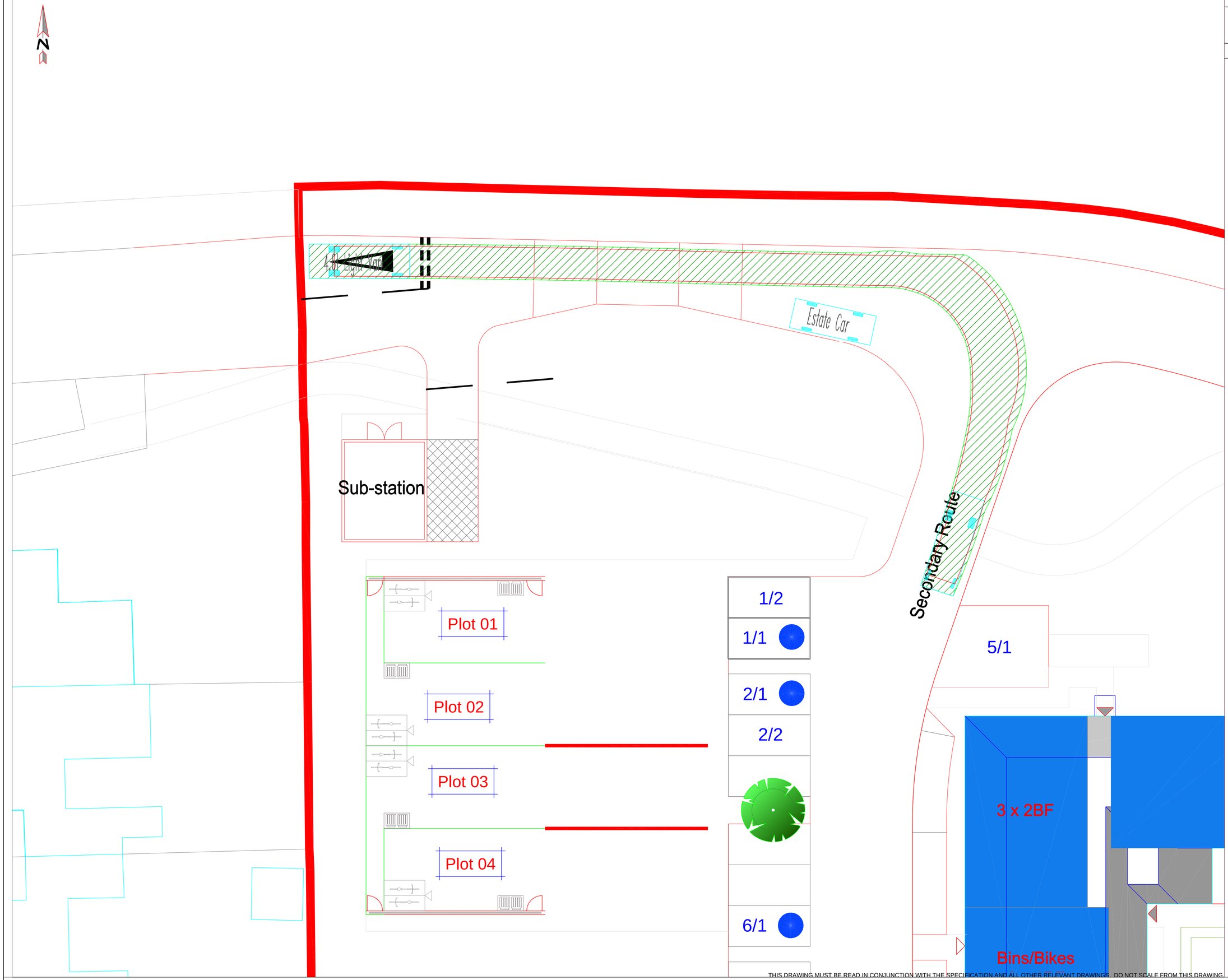
Project: Padnell Grange, Waterlooville, Havant

Title: Swept path analysis
4.8m estate car
4.6t light van

Drawing No: 250595-CON-XX-XX-SK-C-0014

Date: 07/04/2026
Scale: 1:100@ A1
Drawn: AL
Engineer: HLJ
Project No: 250595
Client Project No:
Revision: A

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

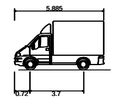


GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND

Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	4.950m



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 07/04/2026

Scale: 1:100@ A1

Project: Padnell Grange, Waterlooville, Havant

Drawn: AL

Engineer: HLJ

Project No: **250595**

Title: Swept path analysis
4.8m estate car
4.6t light van

Client Project No:

Revision: **A**

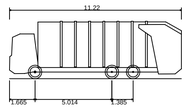
Drawing No: 250595-CON-XX-XX-SK-C-0015

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



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

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status
PRELIMINARY

Project
Padnell Grange, Waterlooville, Havant

Title
Swept path analysis
11.2m refuse vehicle

Drawing No
250595-CON-XX-XX-SK-C-0016

Date 07/04/2026
Scale 1:100@ A1
Drawn AL
Engineer HLJ
Project No
250595
Client Project No
Revision
A

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

N

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

Sub-station

92

192

Plot 01

Plot 02

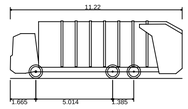
Plot 03

Plot 04

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND



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

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status
PRELIMINARY

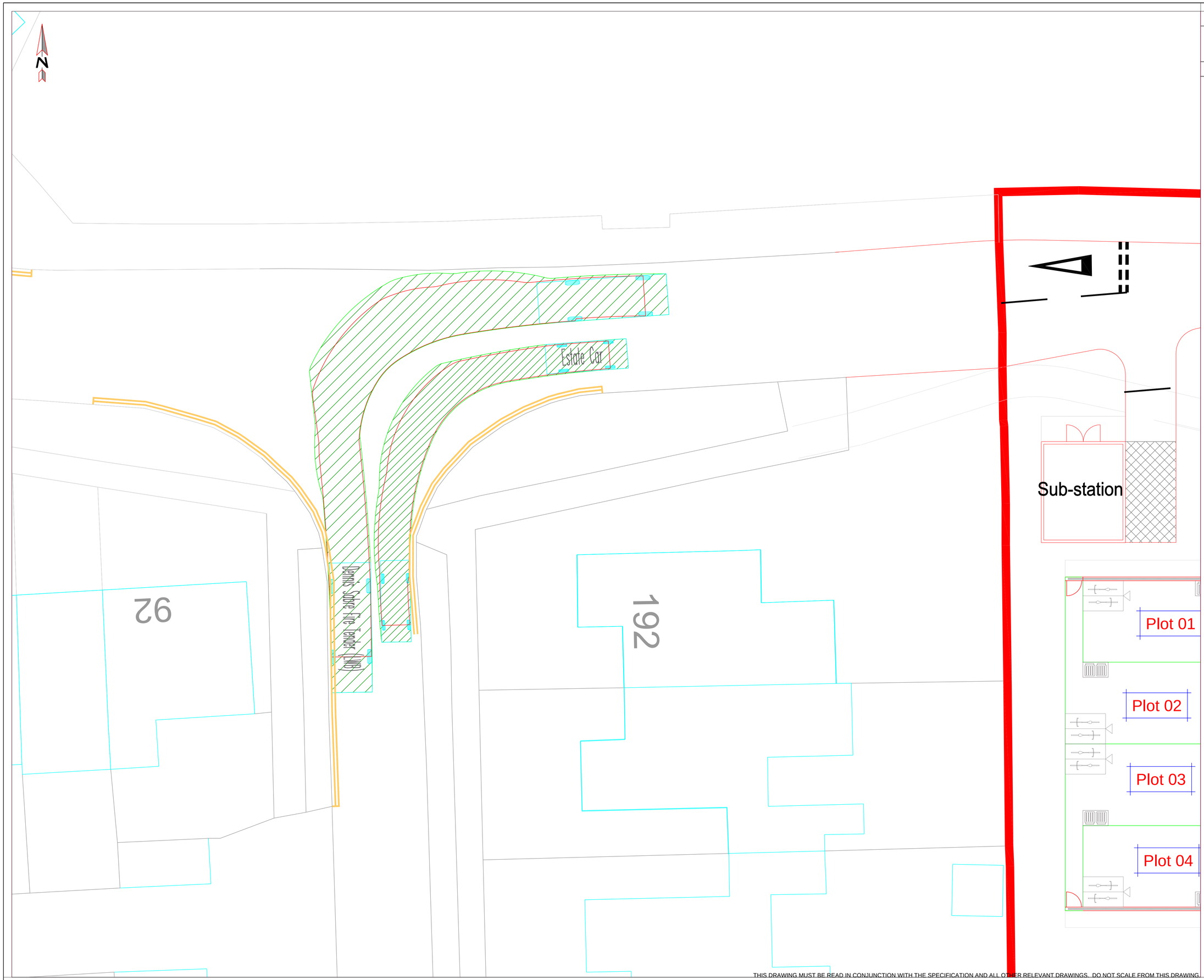
Project
Padnell Grange, Waterlooville, Havant

Title
Swept path analysis
11.2m refuse vehicle

Drawing No
250595-CON-XX-XX-SK-C-0017

Date 07/04/2026
Scale 1:100@ A1
Drawn AL
Engineer HLJ
Project No **250595**
Client Project No
Revision **A**

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



GENERAL NOTES

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LEGEND

Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to Lock Time	4.00s
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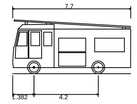

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Overall Body Height	3.512m
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Kerb to Kerb Turning Radius	7.400m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status
PRELIMINARY

Project
Padnell Grange, Waterlooville, Havant

Title
Swept path analysis
4.8m estate car
7.7m fire tender

Drawing No
250595-CON-XX-XX-SK-C-0018

Date 07/04/2026
Scale 1:100@ A1
Drawn AL
Engineer HLJ
Project No **250595**
Client Project No
Revision **A**

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

N

Estate Car

4.8m Estate Car

Sub-station

92

192

Plot 01

Plot 02

Plot 03

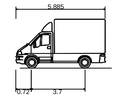
Plot 04

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND

Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	4.950m



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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www.conisbee.co.uk

Drawing Status
PRELIMINARY

Project
Padnell Grange, Waterlooville, Havant

Title
Swept path analysis
4.8m estate car
4.6t light van

Drawing No
250595-CON-XX-XX-SK-C-0019

Date 07/04/2026
Scale 1:100@ A1
Drawn AL
Engineer HLJ
Project No **250595**
Client Project No
Revision **A**

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

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Appendix F - Stage 1 Road Safety Audit

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Padnell Grange, Padnell Road, Waterlooville

Road Safety Audit Stage 1

Ref: 250595

Date: 1st April 2026

Version: 1

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Richard Dobson MEng CEng MIStructE
Paul Hartfree IEng MICE MCIHT FGS
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Tabitha Sudbury MA BA Head of Marketing

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Alan Conisbee and Associates Limited
Registered in England No. 3958459

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2.0 Items raised at this Stage 1 Audit 4

3.0 Audit Team Statement 12

1.0 INTRODUCTION

1.1 Background

1.1.1 This report sets out the results of a Stage 1 Road Safety Audit, requested by Stonebond Properties (Guildford), of the s278 works proposed as part of residential development at Padnell Grange, Padnell Road in Waterlooville, Hampshire.

1.1.2 The Audit Team comprised:

- A Roberts BEng (Hons) MCIHT MSoRSA FFB
- M Davies BSc (Hons) MSoRSA

1.1.3 A Stage 1 Road Safety Audit Brief (Appendix 1) was issued to and accepted by the Audit Team. No members of the Audit Team were involved in either the preliminary or detailed design of the scheme, and there were no additional members who attended the site visit or undertook a concurrent audit.

1.1.4 The audit took place in February 2026, when the road surface was wet and the weather was dry, and also by examination of the plans and drawings (as listed in Appendix 2).

1.1.5 The terms of reference of the audit are as described in GG119, and this Safety Audit examines the safety implications of the proposed scheme. It presents observations and recommendations only where there are identified deficiencies in the safety of the scheme. This Audit report does not verify compliance of the scheme with any other standard or criteria. This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 2 of this report as they fall outside the remit of Road Safety Audit in general.

1.1.6 The problems identified in this Audit Report include the scope identified on the Key Plan attached in Appendix 3. It does not identify problems within the wider highway network. An absence of comments relating to specific road users/modes in section 2 of this report does not imply that they have not been considered; instead, the Audit Team feels they are not adversely affected by the proposed changes.

1.1.7 There were no reported departures from standards and no additional documents supplied to the Audit Team.

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2.0 ITEMS RAISED AT THIS STAGE 1 AUDIT

2.1 General

Basic design principles

2.1.1 The submitted drawings do not include swept path analysis demonstrating how large vehicles likely to access the site (heading westbound), such as refuse vehicles, would safely give way to opposing eastbound traffic. In the absence of this information, there is a risk of side-swipe collisions and/or vehicles mounting the footway to allow other vehicles to pass.

Location Proposed narrowing at the access to the site at the western end of Padnell Road

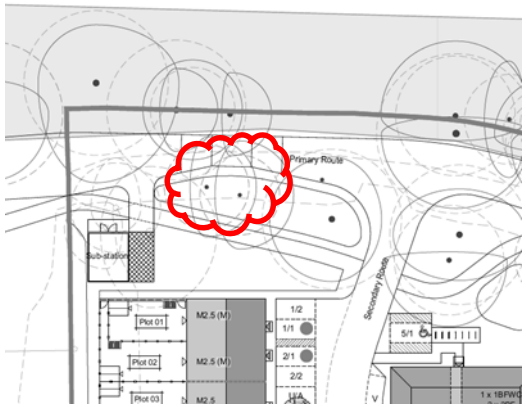
The submitted drawings do not include swept path analysis demonstrating how large vehicles (such as a large refuse vehicle), would safely give way to opposing eastbound traffic at the proposed narrowing. Insufficient width increases the potential for side-swipe type collisions or lead to vehicles mounting the footway to allow other vehicles to pass, increasing the potential for pedestrians to be hit by passing vehicles.

Recommendation

It is recommended that further swept-path analysis is undertaken to demonstrate whether there is sufficient space for large vehicles likely to access the site (heading westbound), such as refuse vehicles, to give way to opposing eastbound traffic at the proposed narrowing. If this cannot be achieved, then it is suggested that the proposed narrowing is amended accordingly.

2.1.2 There are a significant number of mature trees within the verge along the southern edge of Padnell Road, at the entrance to the site, which obstructs forward visibility for vehicles approaching the proposed narrowing. Insufficient visibility could lead to vehicles failing to stop at the give-way line.

Location Proposed access into the site from Padnell Road



It was noted from the site visit that there are a significant number of mature trees within the verge along the southern edge of Padnell Road, at the entrance to the site, which obstructs forward visibility for vehicles approaching the proposed narrowing. Insufficient visibility could lead to vehicles failing to stop at the give-way line, this increases the potential for head on type collisions, or for drivers to undertake sudden braking, increasing the potential for rear-end shunt type collisions.

Recommendation

It is recommended that the required forward visibility towards the narrowing is determined and that the layout of the access is amended accordingly.

2.1.3 In the absence of any specific details, it is difficult to determine whether large vehicles can access plots 1 – 19 without over sweeping the footway. Furthermore, it is unclear whether a large vehicle turning into the access to plots 1 – 19 could safely pass westbound vehicles giving way at the proposed narrowing. This could lead to pedestrians being struck by large vehicles manoeuvring at the access or result in side-swipe collisions.

Location Proposed narrowing along Padnell Road/access to plots 1 – 19

The submitted drawings do not include swept path analysis of a large vehicle accessing plots 1 – 19. In the absence of any specific details, it is difficult to determine whether large vehicles can access the site without over sweeping the footway. Furthermore, it is unclear whether a large vehicle turning into the access for plots 1 – 19 could safely pass westbound vehicles giving way at the proposed narrowing. This could lead to pedestrians being struck by large vehicles manoeuvring at the access or result in side-swipe collisions.

Recommendation

It is recommended that swept path analysis is undertaken of a refuse vehicle turning into the access road for plots 1 – 19, whilst a westbound vehicle(s) waits at the proposed narrowing, and, where necessary, the junction is amended accordingly.

2.1.4 Vehicles are parked on the northern side of Padnell Road (opposite the junction with Cherry Tree Avenue) and on the southern side of the carriageway (within 10m of the junction bell mouth), reducing visibility for vehicles turning out of Cherry Tree Avenue.

Location Cherry Tree Avenue/Padnell Road priority junction

It was noted from the site visit that vehicles were observed parked on the northern side of Padnell Road (opposite the junction with Cherry Tree Avenue) and on the southern side of the carriageway (within 10m of the junction bell mouth). This reduces visibility for vehicles turning out of Cherry Tree Avenue and could lead to drivers entering the carriageway injudiciously (when it is unsafe to do so), increasing the potential for side impact type collisions, or could lead to drivers undertaking sudden braking, increasing the potential for rear and shunt type collisions.

Recommendation

It is recommended that parking restrictions (double yellow lines) are implemented to maintain the required visibility splays at the junction.

Drainage

2.1.5 There is evidence of surface water ponding within the carriageway along Padnell Road. During freezing conditions, this water could turn to ice, and result in drivers losing control of their vehicle, increasing the potential for the vehicle to strike another vehicle, or conflict with pedestrians walking along the footway.

Location Eastern end of Padnell Road, adjacent to the site access

It was noted from the site visit that there is evidence of surface water ponding within the carriageway on Padnell Road on the approach to the site. During freezing weather conditions, this water could turn to ice, and result in drivers losing control of their vehicle, increasing the potential for the vehicle to strike another vehicle, or conflict with pedestrians walking along the footway.

Recommendation

It is recommended that the surface of the carriageway is re-laid to ensure that surface water can drain off the carriageway.

2.2 Walking, cycling and horse riding

Pedestrians

2.2.1 There is a significant level change at the back edge of the footway. This creates a falling hazard for cyclists and pedestrians walking along the footway, particularly for pedestrians with visual and mobility impairments, potentially resulting in injury.

Location Southern side of Padnell Road

It was noted from the site visit that there is a significant level change adjacent to the footway (on the southern side of Padnell Road, approximately 15m in length), on the approach to the site. This creates a falling hazard for cyclists and pedestrians travelling along the footway, particularly for pedestrians with visual and mobility impairments, potentially resulting in injury.

Recommendation

It is recommended that a restraint is provided at the back edge of the footway, such as a wall, fence or barrier, to prevent pedestrians and cyclists from falling into the adjacent property.

2.2.2 Vegetation has encroached onto the footway, reducing the effective footway width, therefore forcing pedestrians, in particular wheelchair users, onto the verge, which is uneven and slippery, increasing the risk of trips or falls.

Location Southern side of Padnell Road, north of no.192

It was noted from the site visit that existing mature vegetation has encroached onto the footway along the southern side of Padnell Road, north of no. 192. This reduces the effective footway width, therefore forcing pedestrians, in particular wheelchair users, onto the verge. The verge is uneven and slippery, increasing the risk of trips or falls.

Recommendation

It is recommended that the vegetation is trimmed back to maintain a safe footway width.

2.2.3 There is a car parked on the footway crossover obstructing the footway, therefore forcing pedestrians, in particular wheelchair users, onto the verge or into the carriageway, increasing the potential for pedestrians to be struck by passing vehicles.

Location Driveway to the rear of no. 192 Cherry Tree Avenue

It was noted that there is a car parked obstructing the footway along the southern side of Padnell Road. This forces pedestrians, particularly vulnerable users, into the carriageway injudiciously to pass the parked car, increasing the potential for pedestrians to be struck by passing vehicles.

Recommendation

It is an offence to obstruct the footway, and it is recommended that the local highway authority liaises with the resident to ensure the footway remains clear.

3.0 AUDIT TEAM STATEMENT

3.1.1 We certify that we have examined the drawings and other information listed in Appendix 1. This examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The problems that we have identified have been noted in the report together with suggestions for improvement which we recommend should be studied for implementation.

Audit Team leader

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Position: Principal Transport Planner
Organisation: Conisbee
Address: 1-5 Offord Street
LONDON
N1 1DH

Tel: 020 7700 6666
e-mail: andy.roberts@conisbee.co.uk

Signed:

Date: 1st April 2026

Audit Team member

Name: Megan Davies BSc (Hons) MCIHT MSoRSA
Position: Senior Transport Planner
Organisation: Conisbee
Address: 1-5 Offord Street
LONDON
N1 1DH

Signed:

Date: 1st April 2026

Appendix 1 Road Safety Audit Brief

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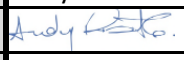
Table 3.1 Project Summary	
Date:	1st April 2026
Document reference:	250595
Prepared by:	Andy Roberts
On behalf of:	Conisbee
Authorisation sheet	
Project:	Padnell Grange, Padnell Road, Waterlooville
Report title:	Road Safety Audit Stage 1
Prepared by:	
Name:	Andy Roberts
Signed:	
Organisation:	Conisbee
Date:	1st April 2026
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	
Signed:	
Organisation:	
Date:	

Table 3.2 General Details								
General Details								
Highway scheme name and road name:	Padnell Grange, Padnell Road, Waterlooville							
Type of scheme:	Stage 1 Road Safety Audit of the Section 278 works proposed as part of residential development at Padnell Grange, Padnell Road in Waterlooville, Hampshire.							
RSA stage (tick as appropriate)	1	✔	2		3		4	
Overseeing organisation details	**Design organisation details**							
Stonebond Stonebond House 132-136 New London Road Chelmsford Essex CM2 0RG t.: 01245 377299	Conisbee 1-5 Offord Street LONDON N1 1DH t: 020 7700 6666							

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RSA team membership
Andy Roberts BEng (hons) MCIHT MSoRSA FFB - Conisbee Megan Davies BSc (hons) MCIHT MSoRSA - Conisbee
Terms of Reference
The terms of reference of this Audit are DMRB Volume 5, Section 2: GG 119
Table 3.3 Scheme details
Scheme description/objective
General
Stage 1 Road Safety Audit of the Section 278 works proposed as part of residential development at Padnell Grange, Padnell Road in Waterlooville, Hampshire.
Design standards applied to the scheme design
DMRB/MfS
Design speeds
Speed limits
30mph
Existing traffic flows/queues
None supplied
Forecast traffic flows
None supplied
Pedestrian, cyclist and equestrian desire lines
None identified
Environmental constraints
None identified
Table 3.4 Locality
Description of locality
None identified Table 3.5 Analysis
Collision data analysis
None supplied

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Departures from standards			
None reported			
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions			
n/a			
Strategic decisions			
None identified			
List of included documents and drawings			
Documents			
Drawings			
250595-CON-XX-XX-SK-C-0003	Site access		
24143 P101	Proposed site layout		
Table 3.6 Checklist			
Tick all that are included and provide reasons for those that are not included			
Site location plan	✔	Scale layout plans	✔
Departures and relaxations from standards	✘	Construction/typical details	✘
Previous RSA reports	✘	Previous RSA response reports and	✘
Collision data and collision data analysis	✘	Road traffic collision plot	✘
Traffic signal staging	✘	Traffic counts	✘
Speed surveys	✘	Pedestrian, cyclist and horse riding	✘
Walking, cycling and horse riding assessment and	✘	Items outside the scope of the	n/a
Other factors that may impact on road safety	✔	Design speeds/speed limits	✔
Design standards used	✔	Adjacent land uses	✘

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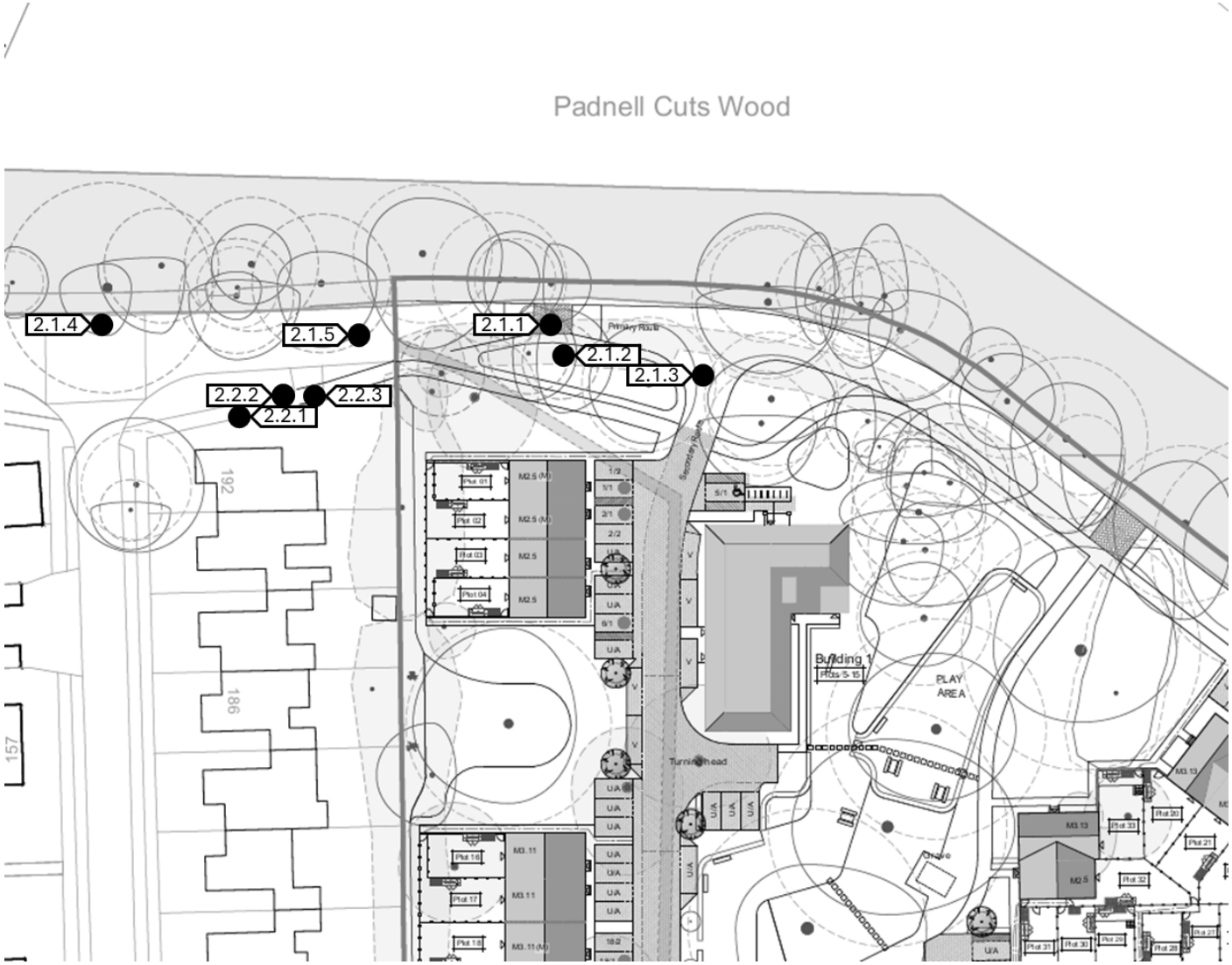
Appendix 2 Drawings supplied with Audit Brief

Ref no.	Title
250595-CON-XX-XX-SK-C-0003	Site access
24143 P101	Proposed site layout

Appendix 3 Extent of Stage 1 Road Safety Audit



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Appendix G - Location of on-site parking spaces

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REV.	DATE	REVISIONS:	BY	REV.	DATE	REVISIONS:	BY	STATUS:
								Planning

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CLIENT:	Stonebond Properties (Guildford) Ltd and the Borrow Foundation	PROJECT:	Padnell Grange Waterlooville
SCALE:	1:500 (A1 ORIGINAL)	DRAWING:	Proposed Site Layout
DRAWN: BH DATE: Jan.'26	24143	P101	-

OSP architecture
Broadmede House, Farnham Business Park,
Weydon Lane, Farnham, Surrey GU9 8QT.
info@osparchitecture.com www.osparchitecture.com
Tel: 01252 267878
OSParchitecture Limited. Company Registration No. 2878091

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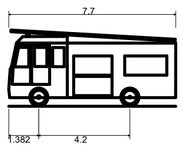
Appendix H - Vehicle swept path analysis for large vehicles

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST DRAWINGS AND SPECIFICATIONS.

2. DO NOT SCALE FROM THIS DRAWING IN EITHER PAPER OR DIGITAL FORM. USE WRITTEN DIMENSIONS ONLY.



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

VEHICLE DETAILS

0 10 20 30
Meters 1:500

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
P2	17.03.26	Revised to latest architects layout	MS	AP

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Telephone 020 7700 6666
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Drawing Status
S2 FOR INFORMATION

Project
VEHICLE TRACKING
FIRE TENDER

Title
PADNELL GRANGE
WATERLOOVILLE

Drawing No
250595-CON-XX-XX-DR-C-6001

Date JAN 2026
Scale 1:500@A1
Drawn MS
Engineer AP
Project No **250595**
Revision **P2**

GENERAL NOTES

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2. DO NOT SCALE FROM THIS DRAWING IN EITHER PAPER OR DIGITAL FORM. USE WRITTEN DIMENSIONS ONLY.

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

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

VEHICLE DETAILS

0 10 20 30
Meters 1:500

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
P2	17.03.26	Revised to latest architects layout	MS	AP

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Drawing Status
S2 FOR INFORMATION

Project
VEHICLE TRACKING
REFUSE VEHICLE

Title
PADNELL GRANGE
WATERLOOVILLE

Drawing No
250595-CON-XX-XX-DR-C-6000

Date JAN 2026
Scale 1:500@A1
Drawn MS
Engineer AP
Project No **250595**
Revision **P2**

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Appendix I - TRICS - private housing

Audit Code: 8c821093-08d4-49f0-8b1e-f8185d735a4c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 day
	KC	KENT	2 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 day
	DC	DORSET	2 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
06	**WEST MIDLANDS**		
	TE	TELFORD & WREKIN	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
11	**SCOTLAND**		
	FI	FIFE	1 day

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

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Audit Code: 8c821093-08d4-49f0-8b1e-f8185d735a4c

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	54 to 167 (units:DWELLS)
Range Selected by User:	50 to 200 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 26/11/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Thursday	4 days
Tuesday	5 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	10
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Edge of Town	7 days
Suburban Area	3 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

No Sub Category	2 days
Residential Zone	8 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	7 days

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Secondary Filtering Selection:

Use Class:

C3	10 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

226 - 2742

Population within 1 mile:

1,001 to 5,000	3 surveys
5,001 to 10,000	7 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	10 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	7 surveys
1.6 to 2.0	2 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 surveys
Yes	7 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	**CW-03-A-02**	**SEMI D./DETATCHED**	**CORNWALL**
BOSVEAN GARDENS			
TRURO			
Suburban Area			
Residential Zone			
Number of dwellings: 73.00 DWELLS			
Survey date: Tuesday 18/09/2007			Survey Type: Manual
2	**DC-03-A-11**	**MIXED HOUSES**	**DORSET**
A350			
SHAFTESBURY			
Edge of Town			
No Sub Category			
Number of dwellings: 141.00 DWELLS			
Survey date: Tuesday 31/10/2023			Survey Type: Manual
3	**DC-03-A-13**	**MIXED HOUSES**	**DORSET**
ADDISON CLOSE			
GILLINGHAM			
Edge of Town			
Residential Zone			
Number of dwellings: 106.00 DWELLS			
Survey date: Tuesday 10/06/2025			Survey Type: Manual
4	**FI-03-A-02**	**SEMI DETACHED**	**FIFE**
WAROUT ROAD			
GLENROTHES			
Suburban Area			
Residential Zone			
Number of dwellings: 58.00 DWELLS			
Survey date:			Survey Type: Manual
5	**HC-03-A-23**	**HOUSES & FLATS**	**HAMPSHIRE**
CANADA WAY			
LIPHOOK			
Suburban Area			
Residential Zone			
Number of dwellings: 62.00 DWELLS			
Survey date: Tuesday 19/11/2019			Survey Type: Manual
6	**KC-03-A-10**	**MIXED HOUSES**	**KENT**
HEADCORN ROAD			
STAPLEHURST			
Edge of Town			
Residential Zone			
Number of dwellings: 106.00 DWELLS			
Survey date: Tuesday 09/05/2023			Survey Type: Manual
7	**KC-03-A-14**	**MIXED HOUSES**	**KENT**
HEADCORN ROAD			
STAPLEHURST			
Edge of Town			
Residential Zone			
Number of dwellings: 167.00 DWELLS			
Survey date: Thursday 22/05/2025			Survey Type: Manual
8	**NF-03-A-36**	**MIXED HOUSES**	**NORFOLK**
LONDON ROAD			
WYMONDHAM			
Edge of Town			
No Sub Category			
Number of dwellings: 75.00 DWELLS			
Survey date: Thursday 29/09/2022			Survey Type: Manual

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9 **NY-03-A-15** **DETACHED & SEMI-DETACHED** **NORTH YORKSHIRE**
MILBY ROAD
BOROUGHBRIDGE
MILBY
Edge of Town
Residential Zone
Number of dwellings: 145.00 DWELLS
Survey date: Thursday 19/09/2024 Survey Type: Manual

10 **TE-03-A-03** **SEMI-DETACHED/TERRACED** **TELFORD & WREKIN**
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Number of dwellings: 54.00 DWELLS
Survey date: Thursday 24/10/2013 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-A-07|20-12-2011	20-12-2011	Must not include Ireland

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**10**	**99**	**0.069**	**0.298**	**0.367**
08:00-09:00	**10**	**99**	**0.133**	**0.384**	**0.517**
09:00-10:00	**10**	**99**	**0.149**	**0.160**	**0.309**
10:00-11:00	**10**	**99**	**0.093**	**0.126**	**0.219**
11:00-12:00	**10**	**99**	**0.158**	**0.153**	**0.311**
12:00-13:00	**10**	**99**	**0.159**	**0.140**	**0.299**
13:00-14:00	**10**	**99**	**0.145**	**0.150**	**0.295**
14:00-15:00	**10**	**99**	**0.153**	**0.151**	**0.304**
15:00-16:00	**10**	**99**	**0.252**	**0.175**	**0.427**
16:00-17:00	**10**	**99**	**0.287**	**0.161**	**0.448**
17:00-18:00	**10**	**99**	**0.371**	**0.164**	**0.535**
18:00-19:00	**10**	**99**	**0.233**	**0.107**	**0.340**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.202**	**2.169**	**4.371**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Audit Code: 8c821093-08d4-49f0-8b1e-f8185d735a4c

Parameter Summary:

Trip rate parameter range selected:	50 - 200 (units: DWELLS)
Survey date date range:	16/05/2005 - 10/06/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**10**	**99**	**0.099**	**0.559**	**0.658**
08:00-09:00	**10**	**99**	**0.207**	**0.825**	**1.032**
09:00-10:00	**10**	**99**	**0.244**	**0.265**	**0.509**
10:00-11:00	**10**	**99**	**0.161**	**0.205**	**0.366**
11:00-12:00	**10**	**99**	**0.262**	**0.260**	**0.522**
12:00-13:00	**10**	**99**	**0.261**	**0.222**	**0.483**
13:00-14:00	**10**	**99**	**0.237**	**0.243**	**0.480**
14:00-15:00	**10**	**99**	**0.261**	**0.250**	**0.511**
15:00-16:00	**10**	**99**	**0.559**	**0.301**	**0.860**
16:00-17:00	**10**	**99**	**0.551**	**0.298**	**0.849**
17:00-18:00	**10**	**99**	**0.622**	**0.277**	**0.899**
18:00-19:00	**10**	**99**	**0.386**	**0.170**	**0.556**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.850**	**3.875**	**7.725**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 8c821093-08d4-49f0-8b1e-f8185d735a4c

Parameter Summary:

Trip rate parameter range selected:	50 - 200 (units: DWELLS)
Survey date date range:	16/05/2005 - 10/06/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**10**	**99**	**0.002**	**0.008**	**0.010**
08:00-09:00	**10**	**99**	**0.001**	**0.014**	**0.015**
09:00-10:00	**10**	**99**	**0.000**	**0.004**	**0.004**
10:00-11:00	**10**	**99**	**0.002**	**0.000**	**0.002**
11:00-12:00	**10**	**99**	**0.001**	**0.001**	**0.002**
12:00-13:00	**10**	**99**	**0.002**	**0.002**	**0.004**
13:00-14:00	**10**	**99**	**0.004**	**0.000**	**0.004**
14:00-15:00	**10**	**99**	**0.004**	**0.000**	**0.004**
15:00-16:00	**10**	**99**	**0.008**	**0.005**	**0.013**
16:00-17:00	**10**	**99**	**0.010**	**0.007**	**0.017**
17:00-18:00	**10**	**99**	**0.007**	**0.001**	**0.008**
18:00-19:00	**10**	**99**	**0.005**	**0.003**	**0.008**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.046**	**0.045**	**0.091**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Audit Code: 8c821093-08d4-49f0-8b1e-f8185d735a4c

Parameter Summary:

Trip rate parameter range selected:	50 - 200 (units: DWELLS)
Survey date date range:	18/09/2007 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**10**	**99**	**0.019**	**0.091**	**0.110**
08:00-09:00	**10**	**99**	**0.048**	**0.156**	**0.204**
09:00-10:00	**10**	**99**	**0.059**	**0.047**	**0.106**
10:00-11:00	**10**	**99**	**0.030**	**0.039**	**0.069**
11:00-12:00	**10**	**99**	**0.044**	**0.048**	**0.092**
12:00-13:00	**10**	**99**	**0.046**	**0.031**	**0.077**
13:00-14:00	**10**	**99**	**0.039**	**0.046**	**0.085**
14:00-15:00	**10**	**99**	**0.050**	**0.046**	**0.096**
15:00-16:00	**10**	**99**	**0.133**	**0.062**	**0.195**
16:00-17:00	**10**	**99**	**0.090**	**0.063**	**0.153**
17:00-18:00	**10**	**99**	**0.073**	**0.061**	**0.134**
18:00-19:00	**10**	**99**	**0.042**	**0.026**	**0.068**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.673**	**0.716**	**1.389**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Audit Code: 8c821093-08d4-49f0-8b1e-f8185d735a4c

Parameter Summary:

Trip rate parameter range selected:	50 - 200 (units: DWELLS)
Survey date date range:	16/05/2005 - 10/06/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**10**	**99**	**0.000**	**0.062**	**0.062**
08:00-09:00	**10**	**99**	**0.001**	**0.062**	**0.063**
09:00-10:00	**10**	**99**	**0.008**	**0.016**	**0.024**
10:00-11:00	**10**	**99**	**0.007**	**0.004**	**0.011**
11:00-12:00	**10**	**99**	**0.002**	**0.004**	**0.006**
12:00-13:00	**10**	**99**	**0.009**	**0.007**	**0.016**
13:00-14:00	**10**	**99**	**0.007**	**0.004**	**0.011**
14:00-15:00	**10**	**99**	**0.005**	**0.007**	**0.012**
15:00-16:00	**10**	**99**	**0.026**	**0.008**	**0.034**
16:00-17:00	**10**	**99**	**0.028**	**0.001**	**0.029**
17:00-18:00	**10**	**99**	**0.041**	**0.002**	**0.043**
18:00-19:00	**10**	**99**	**0.029**	**0.000**	**0.029**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.163**	**0.177**	**0.340**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Appendix J - Distribution of development generated traffic

Home	Work	Number	Destination	Route	Number
Havant 020	Havant 014	164	Solent Retail Park	A/B/F	54.6667
Havant 020	Havant 005	111	Mill Hill Primary School	A/C	55.5
Havant 020	Havant 003	102	Hart Plain Junior School	D/E	51
Havant 020	Portsmouth 008	98	Anchorage Park	A/C	49
Havant 020	Portsmouth 016	92	HM Naval Base Portsmouth	A/C	46
Havant 020	Portsmouth 002	66	Queen Alexandria Hospital	A/C	33
Havant 020	East Hampshire 016	61	Horndean Southern Expansion	B/F	30.5
Havant 020	East Hampshire 012	60	Petersfield Hospital	B/F	30
Havant 020	Havant 020	57	Same MSOA - Cowplain	B/F	28.5
Havant 020	Winchester 014	44	Southwick Estate Solar Park	G/A	22
Havant 020	Havant 009	41	Westleigh Park	A/B/F	13.6667
Havant 020	Fareham 008	39	Home Farm Office Village, Fareham	A/C	19.5
Havant 020	Portsmouth 026	38	Farlington Marshes	A/C	19
Havant 020	Portsmouth 013	32	Victory Retail Park, Rudmore	A	32
Havant 020	Havant 011	32	Crookhorn	A	32
Havant 020	Havant 018	31	Bedhampton	A/C	15.5
Havant 020	East Hampshire 014	31	Horndean Technology College	B/F	15.5
Havant 020	Winchester 013	30	Solent Business Park, Whiteley	A/C/G	10
Havant 020	Chichester 010	27	Terminus Industrial Estate, Chichester	A/C	13.5
Havant 020	Portsmouth 004	25	Horsea Island (Defence Driving School)	A/C	12.5
Havant 020	East Hampshire 011	24	Langrish	B/F	12
Havant 020	Portsmouth 006	22	Railway Triangle Industrial Estate	A/C	11
Havant 020	Fareham 002	21	Office for National Statistics, Titchfield Park	A/C	10.5
Havant 020	Havant 019	19	Wecock Common	F/B	9.5
Havant 020	Portsmouth 017	18	University of Portsmouth - Langstone Campus	A	18
Havant 020	Havant 007	18	Stakes	A/C/G	6
Havant 020	Havant 013	18	Emsworth Train Station	A/B/F	6
Havant 020	Havant 015	16	Hayling Island	A	16
Havant 020	East Hampshire 013	15	Idworth Airstrip	F/B	7.5
Havant 020	Portsmouth 007	15	Limberline Spur Industrial Estate	A/C	7.5
Havant 020	Fareham 012	14	Portchester Train Station	A/C	7
Havant 020	Chichester 008	13	University of Cichester	A	13
Havant 020	Portsmouth 003	13	Portsdown Hill	A/C	6.5
Havant 020	Chichester 007	12	Stansted Forest	A	12
Havant 020	Winchester 011	12	Meonstoke Airstrip	B/F/G	4
Havant 020	Havant 004	11	The Queen's Enclosure	A/C	5.5
Havant 020	Havant 008	11	Staunton Country Park	A/B/F	3.66667
Havant 020	Portsmouth 024	10	Southsea Common	A/C	5
Havant 020	Havant 010	10	Stockheath Common	A/B/F	3.33333
Havant 020	Fareham 007	9	Titchfield Common	A/C/G	3
Havant 020	Winchester 005	9	Royal Winchester Golf Club	A/F/B	3
Havant 020	Winchester 007	9	Winchester College	F/B	4.5
Havant 020	Gosport 001	9	Fareham Business Park	A/C	4.5
Havant 020	Portsmouth 015	9	The Portsmouth Academy	A	9
Havant 020	Portsmouth 022	9	St John's College, Southsea	A/C	4.5
Havant 020	Gosport 008	8	Gosport Oil Fuel Depot	A/C/G	2.7
Havant 020	East Hampshire 008	8	Hogmoor Inclosure	B/F	4
Havant 020	East Hampshire 009	8	Liphook Train Station	B/F	4
Havant 020	Eastleigh 015	8	Chapel Road Train Station	A/C/G	2.7
Havant 020	Portsmouth 018	8	Somers Town	C	8
Havant 020	Eastleigh 006	8	Southampton Airport	A/C	4
Havant 020	Portsmouth 011	7	Portsmouth International Port	C	7
Havant 020	Chichester 012	7	Quarry Lane Industrial Estate	A	7
Havant 020	Eastleigh 004	7	Boyatt Wood	A/C	3.5
Havant 020	Basingstoke and Deane 008	7	Basingstoke Train Station	B/F	3.5
Havant 020	Fareham 004	7	Funtley	A/C/G	2.3
Havant 020	Fareham 011	7	Newgate Lane Industrial Estate	A/C	3.5
Havant 020	Fareham 013	7	Stubbington	A/C	3.5
Havant 020	Southampton 023	6	Southampton City Council	A/C	3
Havant 020	Southampton 029	6	Southampton Port	A/C	3
Havant 020	Havant 006	6	Biopure Technology	A	6
Havant 020	Basingstoke and Deane 011	6	Viables Industrial Estate	B/F	3
Havant 020	Lambeth 034	6	Streatham Common	B/F	3
Havant 020	Chichester 009	6	Thorney Island	A	6
Havant 020	Chichester 003	6	Dumpford	A	6
Havant 020	Arun 002	6	The Vinerary Industrial Estate	B/F/G	2
Havant 020	Waverley 003	6	Fareham Trading Estate	A/C	3
Havant 020	Eastleigh 007	6	Eastleigh Train Station	A/C	3
Havant 020	Eastleigh 011	6	Wildern	A/C/G	2
Havant 020	Fareham 001	6	Swanwick Train Station	A/C	3
	Total	1696			

A	South Cherry Tree Ave and South along Tempest Ave	38%
B	North Hazleton Way	14%
C	West along Padnell Road, south along London Road	24%
D	South Cherry Tree Wood, west Park Lane	3%
E	west along Padnell Road, west along Hart Plain Ave	3%
F	West on Padnell Road, north on London Road	14%
G	West on Padnell Road, west on Silvester Road	3%

Havant	38.1%
Portsmouth	27.2%
East Hampshire	12.2%
Winchester	6.1%
Chichester	4.2%
Fareham	110
Gosport	1.0%
Eastleigh	2.1%
Basingstoke and Deane	0.8%
Arun	0.4%
Waverly	0.4%
Southampton	0.7%
Lambeth	0.4%

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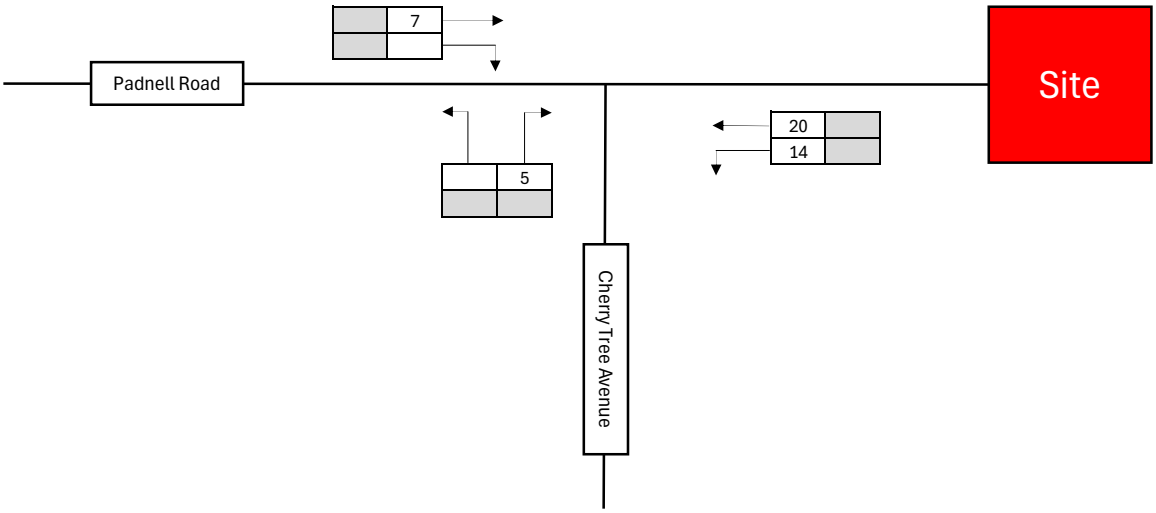
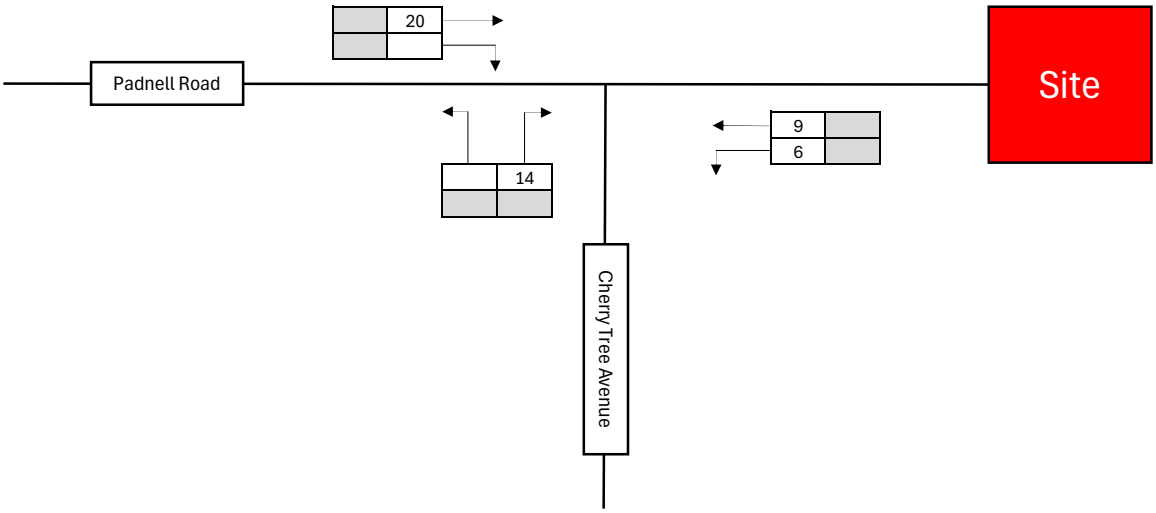
Appendix K - Traffic flow diagrams


7
Padnell Road
Site
5
20
14
Cherry Tree Avenue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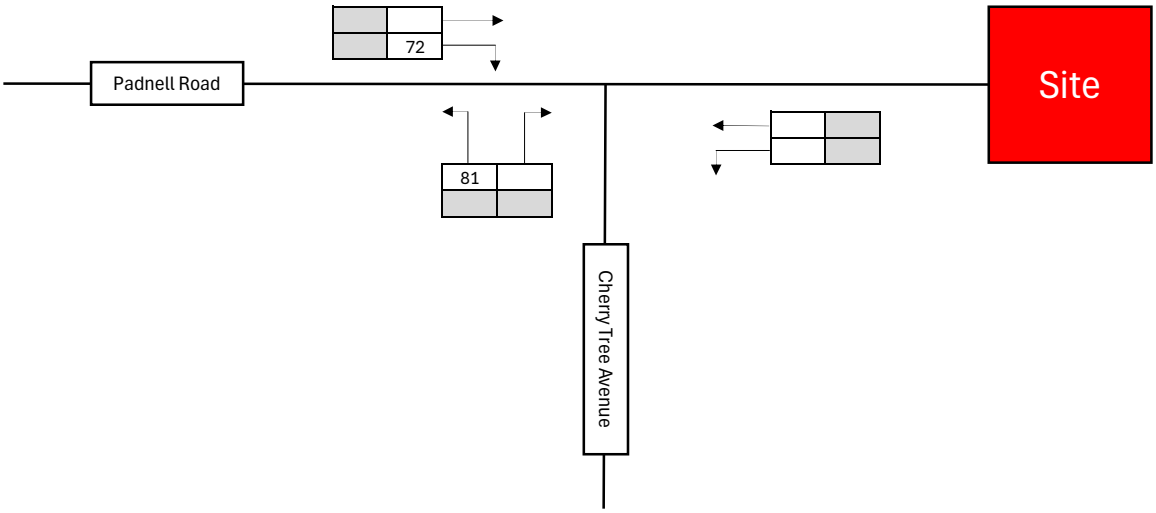
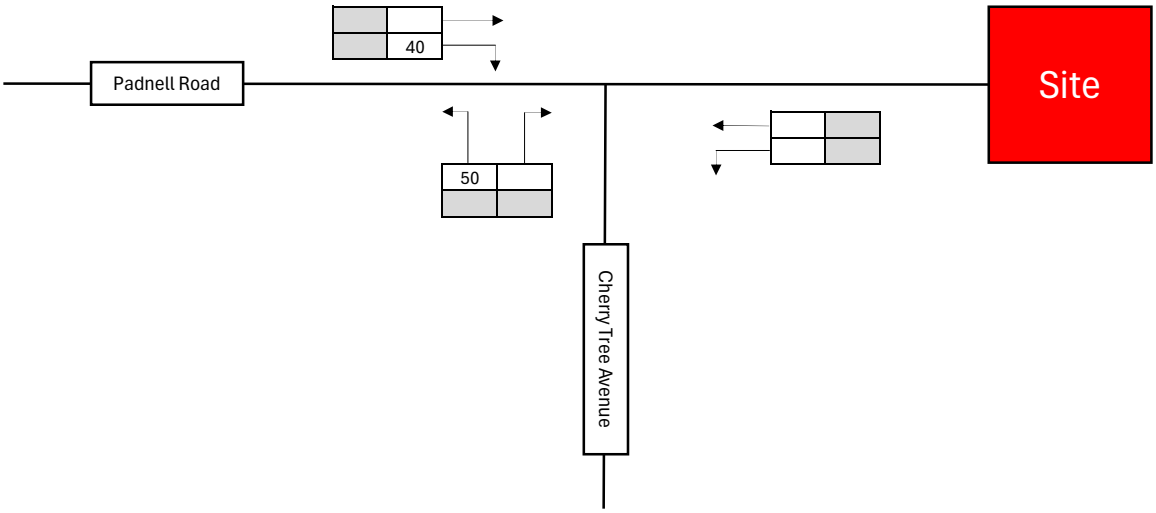
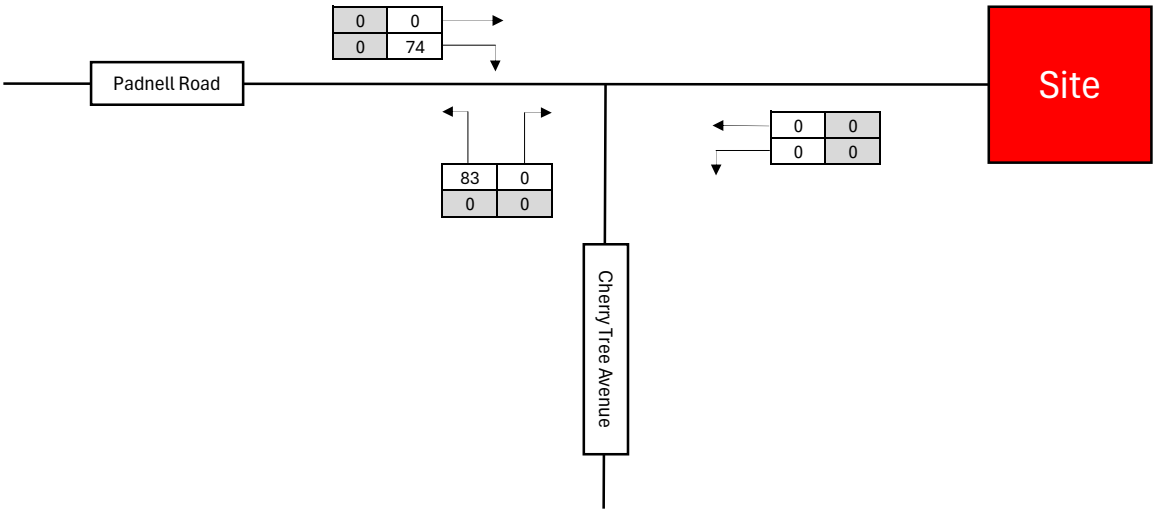
Padnell Road
Site
14
9
6
Cherry Tree Avenue


72
Padnell Road
Site
81
Cherry Tree Avenue


40
Padnell Road
Site
50
Cherry Tree Avenue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74
Padnell Road
Site
83
0
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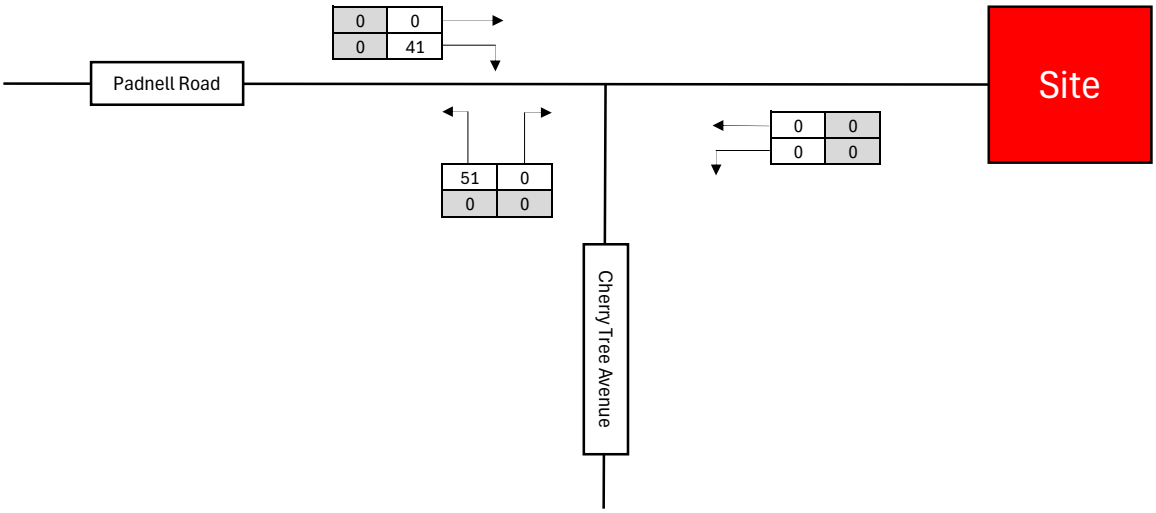
0
0
0
Cherry Tree Avenue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0
0
41
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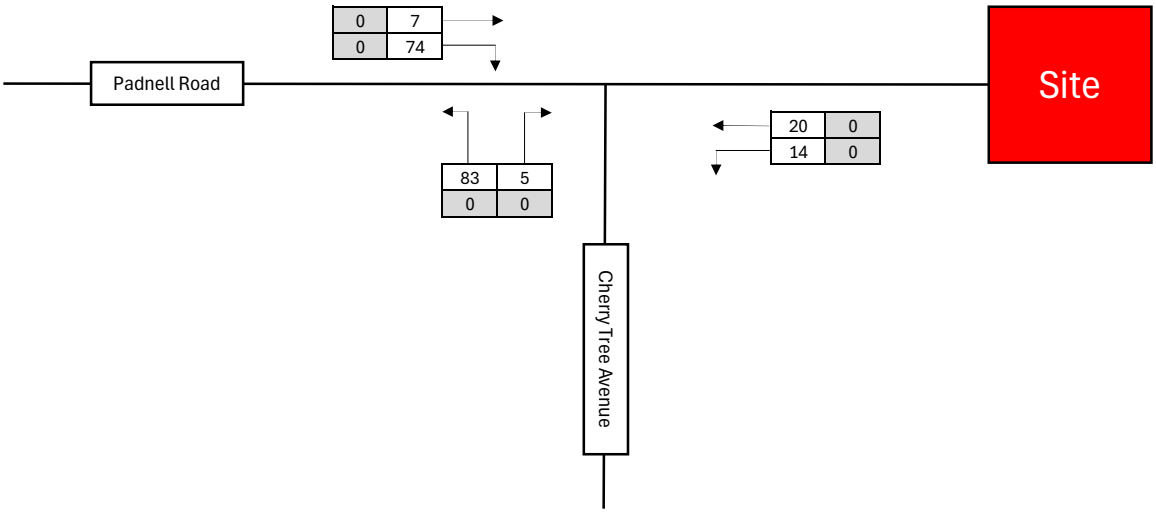
Site
51
0
0
0
0
0
0
0
Cherry Tree Avenue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0
74
Padnell Road
Site
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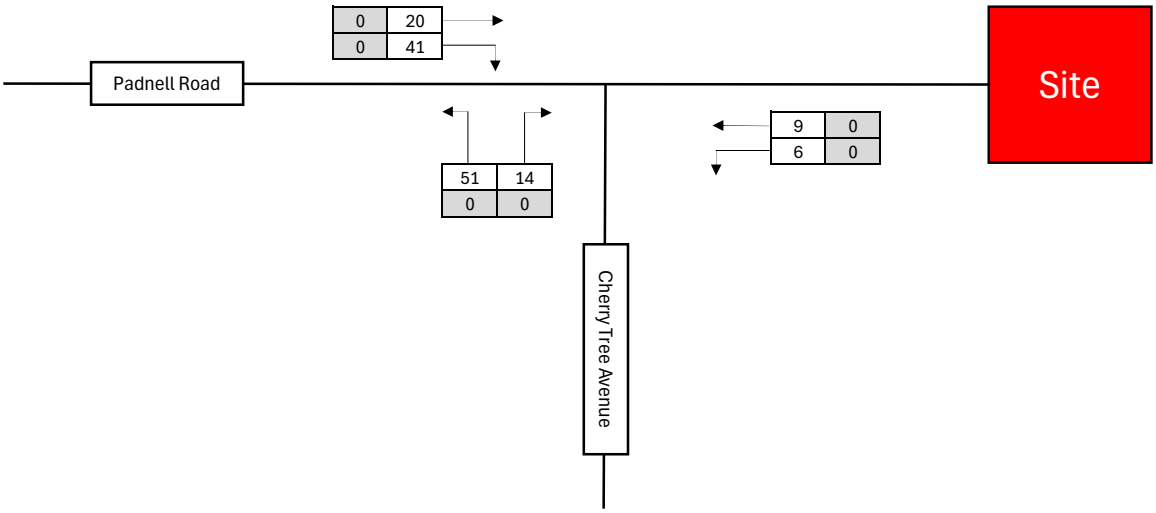
5
0
0
20
0
14
0
Cherry Tree Avenue


0
20
0
41
Padnell Road
Site
51
14
0
0
9
0
6
0
Cherry Tree Avenue

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Appendix L - Junction capacity analysis

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Padnell Road . Cherry Tree Avenue.j9
Path: Z:\Lime\Projects\2025\25083 Padnell Grange\Analysis\Junction capacity analysis
Report generation date: 31/03/2026 09:17:31

»Base 2026, AM
»Base 2026, PM
»Base 2031, AM
»Base 2031 , PM
»Base + development 2031, AM
»Base + development 2031, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Base 2026							
Stream B-AC	0.2	6.10	0.13	A	0.1	5.77	0.08	A
Stream C-AB	0.2	7.28	0.14	A	0.1	6.79	0.08	A
	Base 2031							
Stream B-AC	0.2	6.13	0.13	A	0.1	5.78	0.08	A
Stream C-AB	0.2	7.31	0.14	A	0.1	6.81	0.08	A
	Base + development 2031							
Stream B-AC	0.2	6.41	0.15	A	0.1	6.44	0.11	A
Stream C-AB	0.2	7.36	0.14	A	0.1	6.68	0.08	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

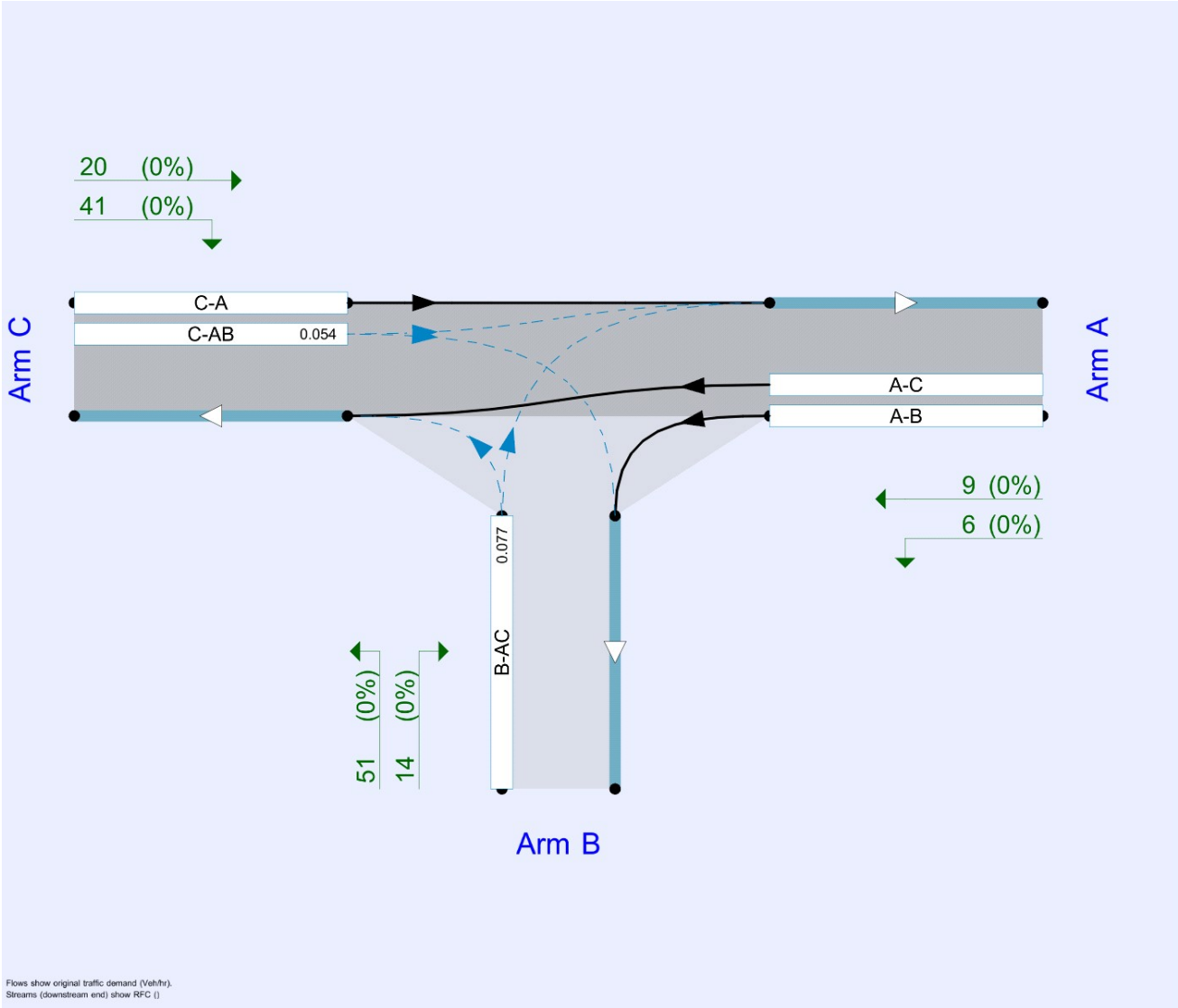
File summary

File Description

Title	
Location	
Site number	
Date	30/03/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Aimee
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2026	AM	ONE HOUR	08:00	09:30	15	✓
D2	Base 2026	PM	ONE HOUR	17:00	18:30	15	✓
D3	Base 2031	AM	ONE HOUR	08:00	09:30	15	✓
D4	Base 2031	PM	ONE HOUR	17:00	18:30	15	✓
D5	Base + development 2031	AM	ONE HOUR	08:00	09:30	15	✓
D6	Base + development 2031	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Base 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.10			0.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.54	21	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527	0.087	0.221	0.139	0.315
1	B-C	679	0.095	0.239	-	-
1	C-B	574	0.202	0.202	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2026	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	81	100.000
C		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	81
	C	0	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	6.10	0.2	A	74	111
C-AB	0.14	7.28	0.2	A	66	99
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	679	0.090	61	0.0	0.1	5.818	A
C-AB	54	14	574	0.094	54	0.0	0.1	6.910	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	679	0.107	73	0.1	0.1	5.938	A
C-AB	65	16	574	0.113	65	0.1	0.1	7.068	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	679	0.131	89	0.1	0.2	6.100	A
C-AB	79	20	574	0.138	79	0.1	0.2	7.273	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	679	0.131	89	0.2	0.2	6.103	A
C-AB	79	20	574	0.138	79	0.2	0.2	7.276	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	679	0.107	73	0.2	0.1	5.943	A
C-AB	65	16	574	0.113	65	0.2	0.1	7.072	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	679	0.090	61	0.1	0.1	5.826	A
C-AB	54	14	574	0.094	54	0.1	0.1	6.927	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Base 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2026	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	50	100.000
C		ONE HOUR	✓	40	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	50
	C	0	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	5.77	0.1	A	46	69
C-AB	0.08	6.79	0.1	A	37	55
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	679	0.055	37	0.0	0.1	5.610	A
C-AB	30	8	574	0.052	30	0.0	0.1	6.612	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	679	0.066	45	0.1	0.1	5.677	A
C-AB	36	9	574	0.063	36	0.1	0.1	6.690	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	679	0.081	55	0.1	0.1	5.769	A
C-AB	44	11	574	0.077	44	0.1	0.1	6.792	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	679	0.081	55	0.1	0.1	5.769	A
C-AB	44	11	574	0.077	44	0.1	0.1	6.792	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	679	0.066	45	0.1	0.1	5.680	A
C-AB	36	9	574	0.063	36	0.1	0.1	6.694	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	9	679	0.055	38	0.1	0.1	5.615	A
C-AB	30	8	574	0.052	30	0.1	0.1	6.619	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Base 2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base 2031	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	83
	C	0	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	6.13	0.2	A	76	114
C-AB	0.14	7.31	0.2	A	68	102
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	679	0.092	62	0.0	0.1	5.832	A
C-AB	56	14	574	0.097	55	0.0	0.1	6.934	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	679	0.110	75	0.1	0.1	5.956	A
C-AB	67	17	574	0.116	66	0.1	0.1	7.093	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	679	0.135	91	0.1	0.2	6.123	A
C-AB	81	20	574	0.142	81	0.1	0.2	7.306	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	679	0.135	91	0.2	0.2	6.126	A
C-AB	81	20	574	0.142	81	0.2	0.2	7.308	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	75	19	679	0.110	75	0.2	0.1	5.961	A
C-AB	67	17	574	0.116	67	0.2	0.1	7.097	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	679	0.092	63	0.1	0.1	5.840	A
C-AB	56	14	574	0.097	56	0.1	0.1	6.948	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Base 2031 , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Base 2031	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	51	100.000
C		ONE HOUR	✓	41	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	0
	B	0	0	51
	C	0	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	5.78	0.1	A	47	70
C-AB	0.08	6.81	0.1	A	38	56
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	10	679	0.057	38	0.0	0.1	5.617	A
C-AB	31	8	574	0.054	31	0.0	0.1	6.622	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	679	0.068	46	0.1	0.1	5.685	A
C-AB	37	9	574	0.064	37	0.1	0.1	6.701	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	679	0.083	56	0.1	0.1	5.779	A
C-AB	45	11	574	0.079	45	0.1	0.1	6.806	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	679	0.083	56	0.1	0.1	5.779	A
C-AB	45	11	574	0.079	45	0.1	0.1	6.806	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	679	0.068	46	0.1	0.1	5.686	A
C-AB	37	9	574	0.064	37	0.1	0.1	6.703	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	10	679	0.057	38	0.1	0.1	5.620	A
C-AB	31	8	574	0.054	31	0.1	0.1	6.631	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Base + development 2031, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Base + development 2031	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	34	100.000
B		ONE HOUR	✓	88	100.000
C		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	14	20
	B	5	0	83
	C	7	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	6.41	0.2	A	81	121
C-AB	0.14	7.36	0.2	A	69	103
C-A					6	8
A-B					13	19
A-C					18	28

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	662	0.100	66	0.0	0.1	6.037	A
C-AB	56	14	572	0.098	56	0.0	0.1	6.962	A
C-A	5	1			5				
A-B	11	3			11				
A-C	15	4			15				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	660	0.120	79	0.1	0.1	6.191	A
C-AB	67	17	572	0.118	67	0.1	0.1	7.130	A
C-A	6	1			6				
A-B	13	3			13				
A-C	18	4			18				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	659	0.147	97	0.1	0.2	6.404	A
C-AB	83	21	572	0.144	82	0.1	0.2	7.356	A
C-A	7	2			7				
A-B	15	4			15				
A-C	22	6			22				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	659	0.147	97	0.2	0.2	6.406	A
C-AB	83	21	572	0.144	83	0.2	0.2	7.362	A
C-A	7	2			7				
A-B	15	4			15				
A-C	22	6			22				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	660	0.120	79	0.2	0.1	6.197	A
C-AB	67	17	572	0.118	67	0.2	0.1	7.137	A
C-A	6	1			6				
A-B	13	3			13				
A-C	18	4			18				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	662	0.100	66	0.1	0.1	6.047	A
C-AB	56	14	572	0.098	56	0.1	0.1	6.979	A
C-A	5	1			5				
A-B	11	3			11				
A-C	15	4			15				

Base + development 2031, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Base + development 2031	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	15	100.000
B		ONE HOUR	✓	65	100.000
C		ONE HOUR	✓	61	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	9
	B	14	0	51
	C	20	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	6.44	0.1	A	60	89
C-AB	0.08	6.68	0.1	A	39	58
C-A					17	26
A-B					6	8
A-C					8	12

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	633	0.077	49	0.0	0.1	6.153	A
C-AB	32	8	582	0.054	31	0.0	0.1	6.536	A
C-A	14	4			14				
A-B	5	1			5				
A-C	7	2			7				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	632	0.092	58	0.1	0.1	6.272	A
C-AB	38	10	584	0.065	38	0.1	0.1	6.598	A
C-A	17	4			17				
A-B	5	1			5				
A-C	8	2			8				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	631	0.113	71	0.1	0.1	6.437	A
C-AB	47	12	586	0.080	47	0.1	0.1	6.681	A
C-A	20	5			20				
A-B	7	2			7				
A-C	10	2			10				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	631	0.113	72	0.1	0.1	6.437	A
C-AB	47	12	586	0.080	47	0.1	0.1	6.684	A
C-A	20	5			20				
A-B	7	2			7				
A-C	10	2			10				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	632	0.092	59	0.1	0.1	6.274	A
C-AB	38	10	584	0.065	38	0.1	0.1	6.600	A
C-A	17	4			17				
A-B	5	1			5				
A-C	8	2			8				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	633	0.077	49	0.1	0.1	6.162	A
C-AB	32	8	582	0.054	32	0.1	0.1	6.545	A
C-A	14	4			14				
A-B	5	1			5				
A-C	7	2			7				