

Date	Sunday 05/12/2021												Mean speed	OS rule speed
	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
Time														
00:00	25	0	0	25	0	0	0	0	0	0	0	0	32	35.7
00:15	28	0	0	28	0	0	0	0	0	0	0	0	32.1	35.8
00:30	17	0	0	17	0	0	0	0	0	0	0	0	32.9	37.4
00:45	15	0	0	15	0	0	0	0	0	0	0	0	35.2	37.3
01:00	12	0	0	11	1	0	0	0	0	0	0	0	34.6	39
01:15	19	0	0	17	2	0	0	0	0	0	0	0	33.7	36.1
01:30	10	1	0	9	0	0	0	0	0	0	0	0	33.3	-
01:45	6	0	0	5	0	1	0	0	0	0	0	0	34.3	-
02:00	5	0	0	4	0	1	0	0	0	0	0	0	38.1	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	5	0	0	5	0	0	0	0	0	0	0	0	34.1	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	3	0	1	2	0	0	0	0	0	0	0	0	39.9	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	31.4	-
03:30	5	0	0	4	0	1	0	0	0	0	0	0	25.9	-
03:45	5	1	0	4	0	0	0	0	0	0	0	0	31	-
04:00	2	0	0	2	0	0	0	0	0	0	0	0	37.5	-
04:15	6	0	0	4	1	1	0	0	0	0	0	0	32.3	-
04:30	11	0	0	11	0	0	0	0	0	0	0	0	35.1	46.5
04:45	2	0	0	2	0	0	0	0	0	0	0	0	47.3	-
05:00	5	0	0	3	1	1	0	0	0	0	0	0	33.8	-
05:15	6	0	0	5	1	0	0	0	0	0	0	0	35.5	-
05:30	4	0	0	4	0	0	0	0	0	0	0	0	39.3	-
05:45	2	0	0	0	1	1	0	0	0	0	0	0	36.9	-
06:00	4	0	0	4	0	0	0	0	0	0	0	0	35.5	-
06:15	3	0	0	2	1	0	0	0	0	0	0	0	36	-
06:30	10	0	1	8	0	1	0	0	0	0	0	0	35.2	-
06:45	16	0	0	15	1	0	0	0	0	0	0	0	31.7	36.1
07:00	19	0	0	17	2	0	0	0	0	0	0	0	32.7	38.1
07:15	17	0	0	11	5	1	0	0	0	0	0	0	36.6	39.1
07:30	15	0	0	15	0	0	0	0	0	0	0	0	33.9	39.4
07:45	28	0	0	25	3	0	0	0	0	0	0	0	32.7	36.3
08:00	23	1	0	21	1	0	0	0	0	0	0	0	34.4	40.3
08:15	34	0	1	33	0	0	0	0	0	0	0	0	34.9	41.7
08:30	33	0	0	30	3	0	0	0	0	0	0	0	35.5	42.6
08:45	64	0	1	59	3	1	0	0	0	0	0	0	32.6	36.6
09:00	72	0	0	68	4	0	0	0	0	0	0	0	34	37.3
09:15	84	0	0	80	4	0	0	0	0	0	0	0	31.6	35.4
09:30	87	1	0	83	2	1	0	0	0	0	0	0	32.2	36.1
09:45	150	0	0	141	9	0	0	0	0	0	0	0	31.7	35.3
10:00	183	0	1	178	4	0	0	0	0	0	0	0	31.1	34.4
10:15	145	0	0	140	3	1	0	0	1	0	0	0	31.9	35.7
10:30	154	0	0	153	1	0	0	0	0	0	0	0	30.3	32.8
10:45	164	1	0	155	8	0	0	0	0	0	0	0	30	34.2
11:00	163	1	1	156	4	0	0	0	0	0	1	0	30.6	34.2
11:15	158	0	0	155	3	0	0	0	0	0	0	0	31	34.4
11:30	177	0	0	169	7	1	0	0	0	0	0	0	30.9	33.8
11:45	150	0	1	147	2	0	0	0	0	0	0	0	31.2	34.2
12:00	167	0	0	160	5	0	0	0	2	0	0	0	30.2	33.8
12:15	138	0	0	136	1	1	0	0	0	0	0	0	31.5	35.5
12:30	153	1	0	147	4	0	0	0	1	0	0	0	30.3	34.2
12:45	153	0	0	148	5	0	0	0	0	0	0	0	31	33.8
13:00	173	0	0	170	3	0	0	0	0	0	0	0	30.6	33.8
13:15	124	0	1	120	3	0	0	0	0	0	0	0	29.7	33.7
13:30	165	1	0	159	5	0	0	0	0	0	0	0	30.7	35.2
13:45	150	0	0	146	2	1	0	0	1	0	0	0	31.7	34.7
14:00	112	0	0	109	3	0	0	0	0	0	0	0	33.2	37.5
14:15	153	0	0	148	4	0	0	0	1	0	0	0	30.6	33.2
14:30	150	0	1	144	4	0	0	0	1	0	0	0	31.5	34.2
14:45	123	0	0	118	4	0	0	0	0	0	1	0	32.8	36.6
15:00	128	0	1	125	1	1	0	0	0	0	0	0	31.7	35.1
15:15	127	0	1	123	2	1	0	0	0	0	0	0	32.8	36.4
15:30	125	0	0	123	2	0	0	0	0	0	0	0	32.6	36.3
15:45	81	0	0	77	3	1	0	0	0	0	0	0	32.4	37
16:00	109	0	0	106	3	0	0	0	0	0	0	0	32.7	35.8
16:15	82	0	0	76	5	1	0	0	0	0	0	0	32.5	36.4
16:30	79	0	0	74	3	1	0	0	1	0	0	0	30.8	36
16:45	94	0	1	90	3	0	0	0	0	0	0	0	32.5	35.5
17:00	52	0	0	51	1	0	0	0	0	0	0	0	32.7	36.3
17:15	55	0	0	52	2	1	0	0	0	0	0	0	32.2	36.5
17:30	65	0	2	59	3	1	0	0	0	0	0	0	33.4	38.2
17:45	72	0	0	70	2	0	0	0	0	0	0	0	33.1	36.9
18:00	65	0	0	63	2	0	0	0	0	0	0	0	33.7	38.6
18:15	52	0	2	49	1	0	0	0	0	0	0	0	34.8	39
18:30	51	0	0	49	2	0	0	0	0	0	0	0	33.5	39
18:45	46	0	1	42	3	0	0	0	0	0	0	0	34.4	41.2
19:00	46	1	0	42	2	0	0	0	0	0	0	0	35.9	41.8
19:15	35	0	1	33	1	0	0	0	0	0	0	0	35.2	39.8
19:30	48	0	2	44	2	0	0	0	0	0	0	0	35	40.1
19:45	26	0	0	23	3	0	0	0	0	0	0	0	34.5	40
20:00	30	1	0	29	0	0	0	0	0	0	0	0	35	40.9
20:15	34	0	0	32	1	0	1	0	0	0	0	0	34.1	38.6
20:30	32	0	0	30	2	0	0	0	0	0	0	0	34.3	38.8
20:45	23	0	0	22	1	0	0	0	0	0	0	0	33.7	39.7
21:00	40	0	0	40	0	0	0	0	0	0	0	0	32.8	40.4
21:15	16	0	0	16	0	0	0	0	0	0	0	0	35	41
21:30	22	0	0	22	0	0	0	0	0	0	0	0	35	41.5
21:45	28	0	0	27	1	0	0	0	0	0	0	0	35.2	40.8
22:00	12	0	0	12	0	0	0	0	0	0	0	0	35.2	39.8
22:15	13	0	0	12	1	0	0	0	0	0	0	0	37.4	43.2
22:30	12	0	1	11	0	0	0	0	0	0	0	0	38.3	44.9
22:45	7	1	1	5	0	0	0	0	0	0	0	0	36	-
23:00	10	0	0	10	0	0	0	0	0	0	0	0	35.1	-
23:15	9	0	0	8	1	0	0	0	0	0	0	0	36.9	-
23:30	7	0	0	7	0	0	0	0	0	0	0	0	29.5	-
23:45	2	0	0	2	0	0	0	0	0	0	0	0	35.4	-
07:19	4964	6	15	4770	149	14	0	0	8	0	2	0	31.7	35.4
06:22	5377	8	20	5159	164	15	1	0	8	0	2	0	31.9	35.8
06:00	5449	9	22	5226	166	15	1	0	8	0	2	0	31.9	35.8
00:00	5644	11	23	5404	174	21	1	0	8	0	2	0	32.0	36.0

Date	Monday 06/12/2021													Mean Speed	OS Rule Speed
	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
Time															
00:00	2	0	0	2	0	0	0	0	0	0	0	0	37.3	-	
00:15	4	0	0	4	0	0	0	0	0	0	0	0	32.8	-	
00:30	3	0	0	1	2	0	0	0	0	0	0	0	33.4	-	
00:45	3	0	0	3	0	0	0	0	0	0	0	0	37.6	-	
01:00	1	0	0	1	0	0	0	0	0	0	0	0	36.3	-	
01:15	2	0	0	1	1	0	0	0	0	0	0	0	36	-	
01:30	2	0	0	2	0	0	0	0	0	0	0	0	42.5	-	
01:45	1	0	0	1	0	0	0	0	0	0	0	0	28.7	-	
02:00	2	0	0	2	0	0	0	0	0	0	0	0	38.7	-	
02:15	2	0	0	1	0	1	0	0	0	0	0	0	29.2	-	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:00	2	0	0	2	0	0	0	0	0	0	0	0	39.4	-	
03:15	1	0	0	1	0	0	0	0	0	0	0	0	37.9	-	
03:30	1	0	0	1	0	0	0	0	0	0	0	0	31.1	-	
03:45	5	0	0	5	0	0	0	0	0	0	0	0	34.9	-	
04:00	1	0	0	1	0	0	0	0	0	0	0	0	40.7	-	
04:15	5	0	0	4	1	0	0	0	0	0	0	0	32.5	-	
04:30	4	0	1	1	0	2	0	0	0	0	0	0	36	-	
04:45	9	0	0	6	2	1	0	0	0	0	0	0	30.5	-	
05:00	14	0	1	11	1	0	0	0	0	0	1	0	33.5	42.1	
05:15	14	0	0	13	0	0	0	0	0	0	1	0	34.6	40.1	
05:30	20	0	0	18	1	1	0	0	0	0	0	0	35	37.9	
05:45	27	0	0	24	2	0	0	0	0	0	0	0	38.6	43.5	
06:00	23	1	0	20	0	2	0	0	0	0	1	0	35.4	40.1	
06:15	37	1	0	29	5	1	0	0	0	0	1	0	31.1	37.3	
06:30	55	0	0	45	7	0	1	0	0	0	0	2	35.1	38.3	
06:45	96	1	1	80	8	4	0	0	1	0	1	0	33.2	37.2	
07:00	92	1	1	77	10	2	1	0	0	0	0	0	33.7	37.7	
07:15	117	0	2	104	6	4	0	0	0	0	0	1	31.9	36.1	
07:30	117	0	2	107	6	2	0	0	0	0	0	0	32.6	36.2	
07:45	148	0	2	139	7	0	0	0	0	0	0	0	32.1	34.5	
08:00	188	0	1	175	8	3	0	0	1	0	0	0	30.5	34	
08:15	177	0	0	173	3	1	0	0	0	0	0	0	31.2	34.4	
08:30	138	0	3	127	6	2	0	0	0	0	0	0	31.2	34.7	
08:45	147	0	0	136	7	3	0	0	0	0	1	0	30.9	34.2	
09:00	151	0	1	145	5	0	0	0	0	0	0	0	31.7	35.9	
09:15	126	0	1	119	5	1	0	0	0	0	0	0	32.7	36.7	
09:30	145	0	0	131	6	6	1	0	1	0	0	0	29.9	33.3	
09:45	148	0	0	135	9	4	0	0	0	0	0	0	31	33.8	
10:00	149	0	1	141	4	3	0	0	0	0	0	0	31.3	34.2	
10:15	151	0	0	139	8	2	1	0	0	0	0	1	31.5	33.9	
10:30	138	0	0	129	7	2	0	0	0	0	0	0	31.5	35.6	
10:45	146	0	0	137	8	1	0	0	0	0	0	0	30.1	33.3	
11:00	158	2	0	153	3	0	0	0	0	0	0	0	29.5	33.2	
11:15	125	0	1	120	2	1	0	1	0	0	0	0	30.2	33.4	
11:30	167	0	1	158	3	2	2	0	0	0	0	1	29.7	33.1	
11:45	150	0	0	135	13	2	0	0	0	0	0	0	29.7	33.3	
12:00	156	0	1	149	5	1	0	0	0	0	0	0	30.9	33.9	
12:15	153	0	1	146	4	2	0	0	0	0	0	0	29.1	33.1	
12:30	141	0	0	130	7	2	0	0	0	0	1	1	29.1	32.1	
12:45	146	0	0	138	6	2	0	0	0	0	0	0	23.9	29.4	
13:00	129	0	0	118	10	1	0	0	0	0	0	0	30.6	34.4	
13:15	147	0	0	134	11	1	1	0	0	0	0	0	30	34.8	
13:30	160	0	0	152	4	1	1	0	0	0	1	1	28.6	32.8	
13:45	146	0	1	133	9	2	0	0	1	0	0	0	30.2	33.6	
14:00	146	0	0	132	10	2	0	1	1	0	0	0	30.4	34.3	
14:15	125	0	2	110	8	4	0	0	0	0	1	0	31.6	36.1	
14:30	154	1	0	139	10	2	1	0	0	1	0	0	31	35.1	
14:45	185	0	0	177	5	2	0	0	0	0	0	1	27.6	33.4	
15:00	167	0	0	159	4	4	0	0	0	0	0	0	27.5	32.6	
15:15	156	0	0	151	3	2	0	0	0	0	0	0	30.3	33.9	
15:30	140	0	2	132	4	2	0	0	0	0	0	0	31.1	34	
15:45	135	0	0	128	7	0	0	0	0	0	0	0	30.4	33.7	
16:00	153	0	1	142	8	2	0	0	0	0	0	0	29.9	33.4	
16:15	142	0	1	136	5	0	0	0	0	0	0	0	30.6	34.3	
16:30	125	0	1	121	3	0	0	0	0	0	0	0	29.7	33.5	
16:45	128	1	0	121	4	1	0	0	0	0	0	1	29.3	33.1	
17:00	121	1	1	113	4	2	0	0	0	0	0	0	31	35	
17:15	116	1	0	109	6	0	0	0	0	0	0	0	29.7	33.6	
17:30	155	0	2	148	1	3	1	0	0	0	0	0	30.5	33.8	
17:45	112	0	0	109	1	1	0	0	0	1	0	0	31.1	34.9	
18:00	145	0	0	140	3	2	0	0	0	0	0	0	30.2	33.7	
18:15	123	0	0	114	7	2	0	0	0	0	0	0	30.9	34.4	
18:30	137	0	1	130	3	2	0	0	0	0	0	1	31.1	34.3	
18:45	109	0	0	106	3	0	0	0	0	0	0	0	31.7	36.5	
19:00	78	0	0	75	2	1	0	0	0	0	0	0	30.9	34.4	
19:15	85	0	0	85	0	0	0	0	0	0	0	0	32.1	35.9	
19:30	94	0	1	90	3	0	0	0	0	0	0	0	31.5	34.9	
19:45	73	0	0	72	1	0	0	0	0	0	0	0	31.6	35.5	
20:00	69	0	1	64	2	1	0	0	0	1	0	0	32.2	36.8	
20:15	76	0	1	70	5	0	0	0	0	0	0	0	32.8	37.4	
20:30	40	0	0	40	0	0	0	0	0	0	0	0	34.1	36.9	
20:45	48	0	0	47	1	0	0	0	0	0	0	0	33.9	39.1	
21:00	66	1	0	62	2	1	0	0	0	0	0	0	32.7	38	
21:15	53	0	1	49	3	0	0	0	0	0	0	0	32.2	35.8	
21:30	58	0	0	55	2	1	0	0	0	0	0	0	31.8	35.5	
21:45	79	0	0	75	4	0	0	0	0	0	0	0	32.1	35.2	
22:00	57	0	0	55	2	0	0	0	0	0	0	0	33.9	36.9	
22:15	37	0	0	34	3	0	0	0	0	0	0	0	32.6	36.4	
22:30	20	0	0	18	2	0	0	0	0	0	0	0	34.2	39	
22:45	26	0	0	26	0	0	0	0	0	0	0	0	35.6	40.7	
23:00	16	0	0	14	2	0	0	0	0	0	0	0	32.5	36.7	
23:15	18	0	0	16	1	0	0	0	0	0	0	1	32.2	38.7	
23:30	9	0	0	8	1	0	0	0	0	0	0	0	32.6	-	
23:45	9	1	0	5	1	1	0	0	0	0	1	0	30.2	-	
07:19	6830	7	30	6397	281	86	9	2	6	0	4	8	30.3	34.1	
06:22	7860	11	35	7355	326	97	10	2	8	0	6	10	30.6	34.6	
06:00	8052	12	35	7531	338	98	10	2	8	0	7	11	30.7	34.6	
00:00	8177	12	37	7636	348	103	10	2	8	0	10	11	30.8	34.7	

Date	Tuesday 07/12/2021												mean speed	OS rule speed
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	mean speed	OS rule speed
00:00	9	0	0	9	0	0	0	0	0	0	0	0	36.2	-
00:15	9	0	0	9	0	0	0	0	0	0	0	0	35.5	-
00:30	8	0	1	7	0	0	0	0	0	0	0	0	32.3	-
00:45	3	0	0	2	1	0	0	0	0	0	0	0	36.1	-
01:00	6	0	0	5	1	0	0	0	0	0	0	0	38.4	-
01:15	5	0	0	4	1	0	0	0	0	0	0	0	38.8	-
01:30	7	0	0	5	0	2	0	0	0	0	0	0	39	-
01:45	4	0	0	4	0	0	0	0	0	0	0	0	39.5	-
02:00	5	0	0	4	1	0	0	0	0	0	0	0	37.3	-
02:15	4	0	0	3	0	0	0	0	0	0	1	0	36.2	-
02:30	2	0	0	1	1	0	0	0	0	0	0	0	45.8	-
02:45	3	0	0	3	0	0	0	0	0	0	0	0	36.5	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	34	-
03:15	5	0	0	3	0	2	0	0	0	0	0	0	32.3	-
03:30	3	0	0	2	1	0	0	0	0	0	0	0	34.4	-
03:45	9	0	0	8	0	0	0	0	0	0	1	0	34.3	-
04:00	3	0	0	1	1	1	0	0	0	0	0	0	45.6	-
04:15	3	0	0	2	0	1	0	0	0	0	0	0	31.3	-
04:30	10	1	1	6	1	1	0	0	0	0	0	0	31.5	-
04:45	13	0	1	6	3	1	1	0	0	0	1	0	33.7	37.8
05:00	13	1	0	9	1	1	0	0	0	0	0	1	29.9	36.7
05:15	14	0	0	11	2	1	0	0	0	0	0	0	34.2	40.1
05:30	22	1	0	18	2	0	0	0	0	0	1	0	35.6	43.2
05:45	27	0	0	22	4	1	0	0	0	0	0	0	37.4	41.7
06:00	20	1	0	16	2	0	0	0	0	0	1	0	34.5	39.3
06:15	29	0	0	24	4	1	0	0	0	0	0	0	34.1	38.8
06:30	63	0	1	50	4	5	1	0	0	0	1	1	34.7	38.8
06:45	94	0	0	82	8	3	0	1	0	0	0	0	33.7	38.7
07:00	90	1	1	71	13	2	1	0	0	0	0	1	32.5	37.3
07:15	103	0	2	84	15	2	0	0	0	0	0	0	32.6	35.6
07:30	118	0	1	105	8	4	0	0	0	0	0	0	30.7	33.9
07:45	165	1	4	142	15	2	1	0	0	0	0	0	30.8	34
08:00	204	1	1	187	13	1	1	0	0	0	0	0	27.5	32.7
08:15	166	0	0	160	6	0	0	0	0	0	0	0	30	33
08:30	109	0	0	106	1	1	0	0	0	0	0	1	29.1	32.6
08:45	155	0	0	148	4	3	0	0	0	0	0	0	31.6	35.2
09:00	127	0	0	116	10	1	0	0	0	0	0	0	32.4	36.1
09:15	116	0	0	107	6	3	0	0	0	0	0	0	31.7	36.3
09:30	126	0	1	115	7	3	0	0	0	0	0	0	31.7	34.9
09:45	133	0	0	129	2	2	0	0	0	0	0	0	31.7	34.7
10:00	137	0	0	117	10	7	1	0	0	1	0	0	31.9	36.9
10:15	150	0	0	135	13	2	0	0	0	0	0	1	31.6	35.3
10:30	152	0	0	139	10	2	0	0	0	0	0	1	30.4	34
10:45	145	0	0	138	4	3	0	0	0	0	0	0	30.5	33.6
11:00	132	0	1	122	5	3	1	0	0	0	0	0	31.6	34.7
11:15	129	0	0	122	5	1	0	0	1	0	0	0	30.4	33.9
11:30	110	0	1	102	6	1	0	0	0	0	0	0	30	33.1
11:45	150	0	1	135	11	3	0	0	0	0	0	0	28.9	33.8
12:00	144	0	0	131	10	2	0	0	1	0	0	0	30.1	33.4
12:15	149	0	0	145	1	2	0	0	0	0	1	0	31	34.6
12:30	144	0	1	135	4	4	0	0	0	0	0	0	30.1	34
12:45	137	0	0	127	10	0	0	0	0	0	0	0	31.1	34.6
13:00	153	1	0	142	7	3	0	0	0	0	0	0	30.3	33.4
13:15	111	0	0	104	4	2	0	0	1	0	0	0	32	35.9
13:30	135	0	0	124	8	2	0	0	0	0	1	0	29.7	33.4
13:45	139	0	0	134	3	2	0	0	0	0	0	0	31	34.3
14:00	148	0	2	137	5	2	0	0	0	0	1	1	30.4	33.8
14:15	153	0	0	136	11	5	0	0	1	0	0	0	28.6	32
14:30	138	0	0	127	9	2	0	0	0	0	0	0	18.3	23.8
14:45	194	0	0	167	11	5	1	0	0	0	0	0	18.2	22.6
15:00	145	0	0	134	4	7	0	0	0	0	0	0	20.1	24.3
15:15	103	0	0	99	3	1	0	0	0	0	0	0	21.8	27.4
15:30	129	0	0	121	5	2	1	0	0	0	0	0	26.1	30.8
15:45	132	0	1	122	8	1	0	0	0	0	0	0	29.4	33
16:00	136	0	2	123	11	0	0	0	0	0	0	0	30	33.9
16:15	149	1	1	140	6	0	0	0	1	0	0	0	29.1	32.8
16:30	140	0	0	132	4	4	0	0	0	0	0	0	29.7	33.2
16:45	140	1	0	134	5	0	0	0	0	0	0	0	30	33.5
17:00	154	2	0	150	2	0	0	0	0	0	0	0	29.4	33.6
17:15	127	0	0	124	3	0	0	0	0	0	0	0	31.2	34.5
17:30	131	0	1	125	3	2	0	0	0	0	0	0	31.3	35.7
17:45	147	2	1	135	6	3	0	0	0	0	0	0	30.6	35.6
18:00	142	0	0	138	4	0	0	0	0	0	0	0	30.1	33.6
18:15	105	0	1	100	3	1	0	0	0	0	0	0	30.7	33.8
18:30	103	0	0	97	3	2	0	0	0	0	1	0	31.2	36.1
18:45	101	0	0	98	3	0	0	0	0	0	0	0	30.8	34.3
19:00	106	0	0	103	2	1	0	0	0	0	0	0	31.2	35.7
19:15	88	0	0	86	2	0	0	0	0	0	0	0	31.1	34.6
19:30	83	0	0	81	2	0	0	0	0	0	0	0	32.7	35.8
19:45	85	0	0	82	0	2	0	0	1	0	0	0	33.1	37.8
20:00	72	0	0	67	5	0	0	0	0	0	0	0	32.5	36.3
20:15	54	0	1	49	3	1	0	0	0	0	0	0	32.3	37.7
20:30	58	0	0	57	1	0	0	0	0	0	0	0	33.1	38.1
20:45	50	1	1	47	1	0	0	0	0	0	0	0	33.3	37.4
21:00	52	0	2	44	3	2	0	0	1	0	0	0	32.3	38.1
21:15	68	0	0	64	2	2	0	0	0	0	0	0	34.3	39.3
21:30	65	0	0	60	2	2	0	0	1	0	0	0	33.4	37.8
21:45	64	0	0	62	1	1	0	0	0	0	0	0	32.4	35.7
22:00	56	1	0	52	3	0	0	0	0	0	0	0	32.6	36.9
22:15	52	0	0	49	3	0	0	0	0	0	0	0	31.6	35.6
22:30	36	1	1	33	1	0	0	0	0	0	0	0	31.8	35.9
22:45	44	0	0	43	1	0	0	0	0	0	0	0	33.2	37.8
23:00	19	0	0	19	0	0	0	0	0	0	0	0	33.3	38.2
23:15	16	0	0	15	1	0	0	0	0	0	0	0	36.2	44.1
23:30	10	0	0	9	1	0	0	0	0	0	0	0	34.7	-
23:45	9	1	0	5	3	0	0	0	0	0	0	0	29.5	-
07:19	6536	10	23	6061	320	100	7	0	6	0	4	5	29.4	34.0
06:22	7587	12	28	7035	362	120	8	1	9	0	6	6	29.9	34.5
06:00	7829	15	29	7260	375	120	8	1	9	0	6	6	30.0	34.6
00:00	8017	18	32	7405	395	131	9	1	9	0	10	7	30.1	34.8

Date	Wednesday 08/12/2021												Mean Speed	OS Rule Speed
	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
Time														
00:00	10	0	0	9	1	0	0	0	0	0	0	0	31.9	-
00:15	12	0	0	11	1	0	0	0	0	0	0	0	36.4	43.1
00:30	4	0	1	3	0	0	0	0	0	0	0	0	41.8	-
00:45	3	0	0	1	0	1	0	0	0	0	1	0	36.5	-
01:00	5	0	0	4	0	0	0	0	0	0	1	0	31.3	-
01:15	8	0	0	6	2	0	0	0	0	0	0	0	37.9	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	35.3	-
01:45	3	0	0	1	2	0	0	0	0	0	0	0	32	-
02:00	2	0	0	1	1	0	0	0	0	0	0	0	32.8	-
02:15	2	0	0	1	0	1	0	0	0	0	0	0	27.9	-
02:30	5	0	0	4	0	0	0	0	0	0	0	1	34.6	-
02:45	3	1	0	2	0	0	0	0	0	0	0	0	31.6	-
03:00	5	0	0	5	0	0	0	0	0	0	0	0	31.9	-
03:15	2	0	0	1	0	0	1	0	0	0	0	0	27.4	-
03:30	5	0	0	3	2	0	0	0	0	0	0	0	34.1	-
03:45	4	0	0	4	0	0	0	0	0	0	0	0	35.4	-
04:00	4	0	0	1	0	1	0	0	0	0	1	1	35.8	-
04:15	5	0	0	3	0	2	0	0	0	0	0	0	29.4	-
04:30	8	1	0	5	1	1	0	0	0	0	0	0	34.2	-
04:45	9	0	0	6	1	1	0	0	0	0	1	0	32.6	-
05:00	11	0	0	7	2	1	1	0	0	0	0	0	33.3	36.5
05:15	15	0	0	12	3	0	0	0	0	0	0	0	36.7	42.1
05:30	21	0	0	17	3	0	0	0	0	0	1	0	35.5	41
05:45	23	1	0	21	1	0	0	0	0	0	0	0	35.9	45.4
06:00	20	0	0	15	3	2	0	0	0	0	0	0	35.9	42.3
06:15	43	0	0	32	7	3	1	0	0	0	0	0	36.3	41.6
06:30	64	0	1	52	6	2	2	0	0	0	0	1	35	40
06:45	101	1	0	83	13	4	0	0	0	0	0	0	32.9	36.6
07:00	89	2	2	74	7	3	1	0	0	0	0	0	32.3	37.1
07:15	131	0	1	108	17	4	0	0	0	0	0	1	32	35.9
07:30	117	0	1	104	3	7	0	0	1	0	1	0	32	35.6
07:45	164	0	1	149	13	1	0	0	0	0	0	0	30.3	33.4
08:00	187	0	0	182	3	1	0	0	1	0	0	0	30.5	33.4
08:15	180	0	1	172	6	0	0	0	1	0	0	0	32.4	36.5
08:30	169	0	1	157	6	5	0	0	0	0	0	0	31.1	34.9
08:45	203	0	2	185	12	3	0	0	1	0	0	0	30.7	34.2
09:00	133	0	0	121	8	3	1	0	0	0	0	0	32.1	35.4
09:15	130	0	1	119	8	2	0	0	0	0	0	0	33.3	37.4
09:30	106	0	0	98	7	1	0	0	0	0	0	0	32.3	36.2
09:45	144	0	0	130	7	5	1	0	0	0	0	1	30	33.3
10:00	122	0	0	113	5	3	0	0	1	0	0	0	31.7	35.6
10:15	140	0	0	123	14	3	0	0	0	0	0	0	31.5	35.1
10:30	149	0	1	140	3	4	0	0	1	0	0	0	30.1	33.4
10:45	139	0	0	132	7	0	0	0	0	0	0	0	32	35.6
11:00	139	1	0	133	1	4	0	0	0	0	0	0	32	36.5
11:15	135	0	0	122	10	2	0	0	0	0	1	0	30	34.2
11:30	148	0	1	139	6	1	0	0	1	0	0	0	31	34.6
11:45	133	0	2	121	8	1	0	0	1	0	0	0	32.1	36.5
12:00	134	0	0	122	10	2	0	0	0	0	0	0	32.9	36.8
12:15	128	0	1	122	4	1	0	0	0	0	0	0	32.6	36.4
12:30	136	0	1	128	4	2	0	0	0	0	0	1	32	35.7
12:45	146	1	2	135	6	0	0	0	1	0	0	1	31.5	35.3
13:00	135	0	2	125	6	2	0	0	0	0	0	0	31.7	35.1
13:15	143	0	0	137	4	1	0	0	1	0	0	0	30.9	34.3
13:30	119	0	0	106	7	4	0	0	1	0	1	0	32.2	37
13:45	155	0	0	147	5	2	0	0	0	0	1	0	29.8	33.6
14:00	135	0	0	127	5	3	0	0	0	0	0	0	30.7	35.9
14:15	132	0	0	124	7	1	0	0	0	0	0	0	31.4	35
14:30	140	1	1	132	6	0	0	0	0	0	0	0	30.6	33.9
14:45	199	0	1	186	11	1	0	0	0	0	0	0	30.6	33.7
15:00	162	0	1	146	10	4	0	0	1	0	0	0	30.6	34.7
15:15	143	0	1	134	5	2	0	1	0	0	0	0	29.6	32.8
15:30	107	0	0	101	4	2	0	0	0	0	0	0	28.9	32
15:45	130	0	1	122	5	2	0	0	0	0	0	0	29.6	33.2
16:00	149	0	0	138	7	4	0	0	0	0	0	0	29.9	34.2
16:15	133	0	1	125	7	0	0	0	0	0	0	0	29.6	33.5
16:30	145	1	0	140	3	1	0	0	0	0	0	0	30.8	34.9
16:45	141	0	0	137	2	1	0	1	0	0	0	0	30.1	34.9
17:00	153	0	4	145	4	0	0	0	0	0	0	0	29.5	33.4
17:15	123	0	0	118	3	2	0	0	0	0	0	0	30.5	34.1
17:30	129	0	0	126	2	0	0	0	0	0	1	0	30.9	35.2
17:45	128	1	0	126	1	0	0	0	0	0	0	0	31.4	35.1
18:00	142	0	0	136	4	2	0	0	0	0	0	0	31.7	36.1
18:15	127	2	0	121	4	0	0	0	0	0	0	0	30.9	34.8
18:30	116	0	1	108	6	0	0	0	1	0	0	0	31.8	36
18:45	120	0	1	117	2	0	0	0	0	0	0	0	32.8	37.1
19:00	131	0	0	125	5	0	1	0	0	0	0	0	31.2	34.7
19:15	98	0	0	94	2	1	0	0	0	0	1	0	31.9	35.5
19:30	94	0	2	87	4	1	0	0	0	0	0	0	30.8	35.1
19:45	85	0	2	79	4	0	0	0	0	0	0	0	32.6	35.9
20:00	61	0	2	56	1	2	0	0	0	0	0	0	32.6	38.7
20:15	69	0	1	68	0	0	0	0	0	0	0	0	32.9	37.3
20:30	59	0	0	58	1	0	0	0	0	0	0	0	33.2	37.2
20:45	47	1	0	45	1	0	0	0	0	0	0	0	33.8	39
21:00	60	0	0	60	0	0	0	0	0	0	0	0	33	36.2
21:15	84	1	0	82	1	0	0	0	0	0	0	0	31.3	35.2
21:30	72	0	0	70	1	1	0	0	0	0	0	0	31	35.1
21:45	54	0	1	51	1	0	0	0	1	0	0	0	31.7	35.2
22:00	59	0	0	55	4	0	0	0	0	0	0	0	33.2	37
22:15	50	1	0	48	1	0	0	0	0	0	0	0	33.4	37.1
22:30	38	1	0	35	2	0	0	0	0	0	0	0	33	39.8
22:45	33	0	1	30	2	0	0	0	0	0	0	0	31.3	36.9
23:00	19	0	0	19	0	0	0	0	0	0	0	0	34.1	39.4
23:15	16	0	1	14	1	0	0	0	0	0	0	0	36.6	43.7
23:30	13	0	0	11	1	1	0	0	0	0	0	0	37	50.6
23:45	16	1	0	12	2	0	0	0	1	0	0	0	32.1	38.2
07:19	6708	9	32	6253	295	92	3	3	12	0	5	4	31.1	35.0
06:22	7850	12	41	7310	345	108	7	3	13	0	6	5	31.3	35.3
06:00	8094	15	43	7534	358	109	7	3	14	0	6	5	31.4	35.3
00:00	8264	18	44	7663	378	117	9	3	14	0	11	7	31.4	35.5

Date	Thursday 09/12/2021													
	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	mean speed	OS max speed
Time														
00:00	14	0	0	13	1	0	0	0	0	0	0	0	32.3	39.9
00:15	13	0	0	11	1	0	0	0	0	0	1	0	36.4	47.1
00:30	11	0	0	11	0	0	0	0	0	0	0	0	34.2	38.9
00:45	5	0	0	4	1	0	0	0	0	0	0	0	35.8	-
01:00	5	0	0	5	0	0	0	0	0	0	0	0	34	-
01:15	7	0	0	6	0	1	0	0	0	0	0	0	39.8	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	31.9	-
01:45	4	0	0	3	1	0	0	0	0	0	0	0	34.1	-
02:00	7	0	0	6	1	0	0	0	0	0	0	0	29.3	-
02:15	2	0	0	1	0	1	0	0	0	0	0	0	30	-
02:30	10	0	0	9	0	0	0	0	0	0	0	1	34.9	-
02:45	6	0	0	6	0	0	0	0	0	0	1	0	35.5	-
03:00	2	0	0	2	0	0	0	0	0	0	0	0	40.9	-
03:15	1	0	0	0	0	1	0	0	0	0	0	0	29	-
03:30	4	0	0	3	1	0	0	0	0	0	0	0	35.6	-
03:45	9	0	0	9	0	0	0	0	0	0	0	0	35	-
04:00	5	0	0	3	0	2	0	0	0	0	0	0	35.4	-
04:15	3	0	0	1	0	2	0	0	0	0	0	0	31.2	-
04:30	14	1	1	8	2	2	0	0	0	0	0	0	28.8	36.2
04:45	9	0	0	8	1	0	0	0	0	0	0	0	33.2	-
05:00	22	0	0	18	2	0	1	0	0	0	0	1	31.2	34.4
05:15	10	0	0	9	0	0	0	0	0	0	1	0	36.3	-
05:30	20	0	0	18	1	1	0	0	0	0	0	0	37.8	44.9
05:45	33	0	0	28	5	0	0	0	0	0	0	0	36	39.6
06:00	20	0	0	18	2	0	0	0	0	0	0	0	35.9	40
06:15	33	0	0	21	6	3	0	0	0	0	3	0	34.5	38.9
06:30	62	1	2	50	5	2	0	0	0	0	0	2	33	38.1
06:45	98	1	1	82	10	4	0	0	0	0	0	0	32.5	36.5
07:00	102	0	1	89	7	4	1	0	0	0	0	0	33.6	37.9
07:15	107	0	0	92	12	2	1	0	0	0	0	0	32.3	35.6
07:30	148	0	2	132	10	3	0	0	1	0	0	0	31.2	34.1
07:45	185	0	4	172	8	0	1	0	0	0	0	0	30	32.7
08:00	195	0	0	179	13	3	0	0	0	0	0	0	30	33
08:15	189	1	1	180	5	1	0	0	0	0	1	0	22.4	29.2
08:30	158	0	0	153	4	1	0	0	0	0	0	0	28.1	33.6
08:45	151	0	0	147	4	0	0	0	0	0	0	0	31.1	33.6
09:00	131	0	0	127	4	0	0	0	0	0	0	0	30.8	34.3
09:15	115	0	1	108	4	1	0	1	0	0	0	0	32	35.4
09:30	133	0	2	119	9	1	1	0	0	0	0	1	31	35.9
09:45	126	0	1	116	5	2	1	0	0	0	1	0	30.9	34.8
10:00	146	0	0	142	4	0	0	0	0	0	0	0	32.1	35.6
10:15	146	0	0	132	13	1	0	0	0	0	0	0	31.1	34.9
10:30	162	0	0	155	5	1	0	0	1	0	0	0	30.7	34.6
10:45	162	0	0	151	9	1	0	0	1	0	0	0	29.9	33.6
11:00	131	0	0	123	4	3	0	0	1	0	0	0	30.5	34
11:15	170	2	2	162	3	0	0	0	0	0	1	0	31.8	35.7
11:30	146	0	0	141	3	2	0	0	0	0	0	0	30.3	33.4
11:45	153	1	0	142	5	3	1	0	1	0	0	0	29.8	33.7
12:00	142	0	0	134	4	3	0	0	1	0	0	0	30.8	34.1
12:15	148	0	1	132	12	2	0	0	1	0	0	0	31.3	35.1
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	3246	4	15	3028	147	34	6	1	7	0	3	1	30.4	34.4
06-22	3459	6	18	3199	170	43	6	1	7	0	6	3	30.5	34.7
06-00	3459	6	18	3199	170	43	6	1	7	0	6	3	30.5	34.7
00-00	3676	7	19	3382	187	53	7	1	7	0	8	5	30.8	35.1

Date	Friday	10/12/2021															
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)			
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-			
07:19	0	0	0	0	0	0	0	0	0	0	0	0					
06:22	0	0	0	0	0	0	0	0	0	0	0	0					
06:00	0	0	0	0	0	0	0	0	0	0	0	0					
00:00	0	0	0	0	0	0	0	0	0	0	0	0					

Date	Saturday	11/12/2021													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)	
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:19	0	0	0	0	0	0	0	0	0	0	0	0			
06:22	0	0	0	0	0	0	0	0	0	0	0	0			
06:00	0	0	0	0	0	0	0	0	0	0	0	0			
00:00	0	0	0	0	0	0	0	0	0	0	0	0			

Date	Sunday	12/12/2021														
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)		
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-		
07:19	0	0	0	0	0	0	0	0	0	0	0	0				
06:22	0	0	0	0	0	0	0	0	0	0	0	0				
06:00	0	0	0	0	0	0	0	0	0	0	0	0				
00:00	0	0	0	0	0	0	0	0	0	0	0	0				

Intelligent Data Collection Limited

Client: WSP
 Project Number: ID06034
 Site Number: Site 3
 Flow from: B3342 Tollbar Way (E) to: Shaw Road (W)



Date	Monday 15/11/2021												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	105	0	0	90	9	3	1	0	1	0	0	1	33	36.4
09:15	121	0	0	103	9	7	1	0	0	0	0	1	31.6	35.8
09:30	115	2	0	100	5	4	1	0	1	0	1	1	29.5	33.4
09:45	112	0	0	96	12	4	0	0	0	0	0	0	32	36.3
10:00	113	0	4	94	11	3	0	0	0	0	0	1	31.1	35.7
10:15	134	0	1	117	13	2	0	0	1	0	0	0	32.9	37
10:30	130	0	1	110	16	3	0	0	0	0	0	0	31.2	35.3
10:45	128	0	0	115	8	4	0	0	1	0	0	0	31.1	34.9
11:00	120	0	0	113	7	0	0	0	0	0	0	0	31.3	34.9
11:15	134	0	1	122	10	1	0	0	0	0	0	0	32.2	35.7
11:30	133	0	0	118	8	6	0	0	1	0	0	0	31.2	34.3
11:45	162	0	0	150	9	3	0	0	0	0	0	0	30.8	35
12:00	143	1	0	133	2	7	0	0	0	0	0	0	31.3	35
12:15	145	0	0	126	14	5	0	0	0	0	0	0	30.9	34.4
12:30	172	1	0	156	14	1	0	0	0	0	0	0	30.7	35.1
12:45	150	0	3	139	5	3	0	0	0	0	0	0	31.6	35.5
13:00	162	0	1	142	10	7	0	0	0	0	0	1	31.7	35.3
13:15	152	1	1	132	8	9	0	0	0	0	0	1	31	35.6
13:30	114	0	1	105	5	3	0	0	0	0	0	0	32.6	37.2
13:45	149	0	3	128	10	7	0	0	1	0	0	0	30.4	34.8
14:00	129	0	1	120	6	2	0	0	0	0	0	0	30.8	34.7
14:15	142	1	0	131	6	4	0	0	0	0	0	0	30.7	34.3
14:30	167	0	0	153	8	5	0	0	0	0	1	0	30.1	34
14:45	164	0	1	148	12	2	0	0	0	0	0	1	31.2	35.3
15:00	195	0	1	172	13	6	0	0	1	0	2	0	29.4	35.1
15:15	179	0	2	153	15	5	1	1	2	0	0	0	26.9	32.7
15:30	152	0	1	131	12	7	0	0	0	0	0	1	31.2	34.2
15:45	155	0	3	132	16	4	0	0	0	0	0	0	31.5	35.8
16:00	183	0	1	165	12	2	0	0	3	0	0	0	28	32.8
16:15	180	0	2	156	18	3	0	0	0	0	1	0	30.4	34.1
16:30	182	0	2	165	11	3	0	0	1	0	0	0	24.2	32.4
16:45	169	0	0	151	15	2	0	0	0	0	0	1	19.2	30.1
17:00	184	0	5	154	17	5	1	0	2	0	0	0	28.8	34
17:15	194	0	0	172	17	4	0	0	0	0	0	1	29.7	33.8
17:30	185	0	1	167	13	3	0	0	0	0	0	1	30	33.3
17:45	169	0	0	155	11	2	0	0	1	0	0	0	31	34.8
18:00	153	0	1	146	5	1	0	0	0	0	0	0	32.1	35.5
18:15	141	0	0	129	7	4	0	0	1	0	0	0	31.7	35.7
18:30	112	0	0	106	4	1	1	0	0	0	0	0	31.8	36.1
18:45	90	0	0	84	2	4	0	0	0	0	0	0	33.1	37.5
19:00	108	0	0	104	4	0	0	0	0	0	0	0	32.5	36.3
19:15	87	0	0	83	2	1	1	0	0	0	0	0	31.7	36.6
19:30	87	0	2	78	6	1	0	0	0	0	0	0	31.5	35.5
19:45	72	0	1	70	1	0	0	0	0	0	0	0	33.2	37.6
20:00	66	0	0	61	3	2	0	0	0	0	0	0	32.3	38.2
20:15	53	0	0	50	1	2	0	0	0	0	0	0	33.6	38.5
20:30	50	0	0	45	5	0	0	0	0	0	0	0	32.7	38.4
20:45	47	0	0	45	1	1	0	0	0	0	0	0	32.8	38.6
21:00	37	0	0	35	2	0	0	0	0	0	0	0	33.1	36.8
21:15	35	0	0	33	1	1	0	0	0	0	0	0	35.4	39.3
21:30	32	0	1	29	1	1	0	0	0	0	0	0	34.8	40.3
21:45	35	0	0	33	1	0	0	0	0	0	1	0	34.5	40.4
22:00	38	0	0	34	2	1	0	0	1	0	0	0	34.2	38.4
22:15	25	0	1	23	1	0	0	0	0	0	0	0	33.5	37.9
22:30	24	0	0	22	2	0	0	0	0	0	0	0	33.2	37.5
22:45	23	0	0	21	0	2	0	0	0	0	0	0	35.6	41.9
23:00	17	0	0	16	0	0	0	0	0	0	0	1	34.7	39.1
23:15	18	0	0	16	1	1	0	0	0	0	0	0	35.6	41.4
23:30	5	0	1	3	1	0	0	0	0	0	0	0	33.6	-
23:45	9	0	0	9	0	0	0	0	0	0	0	0	36.3	-
07:19	5919	6	37	5279	405	151	6	1	17	0	7	10	30.3	34.8
06:22	6628	6	41	5945	433	160	7	1	17	0	8	10	30.5	35.1
06:00	6787	6	43	6089	440	164	7	1	18	0	8	11	30.6	35.2
00:00	6787	6	43	6089	440	164	7	1	18	0	8	11	30.6	35.2

Date	Tuesday 16/11/2021														
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)	
00:00	8	0	0	7	0	1	0	0	0	0	0	0	35.9	-	
00:15	9	0	1	7	1	0	0	0	0	0	0	0	42.9	-	
00:30	3	0	0	3	0	0	0	0	0	0	0	0	36.9	-	
00:45	3	0	0	3	0	0	0	0	0	0	0	0	40.6	-	
01:00	5	0	0	5	0	0	0	0	0	0	0	0	38.8	-	
01:15	2	0	0	2	0	0	0	0	0	0	0	0	34.4	-	
01:30	8	1	0	5	0	1	0	0	1	0	0	0	34.1	-	
01:45	2	0	0	0	1	1	0	0	0	0	0	0	33	-	
02:00	5	0	0	2	2	0	0	0	0	0	1	0	32.7	-	
02:15	1	0	0	1	0	0	0	0	0	0	0	0	33.9	-	
02:30	2	0	0	1	1	0	0	0	0	0	0	0	41.8	-	
02:45	3	0	0	2	0	1	0	0	0	0	0	0	28.9	-	
03:00	3	0	0	2	1	0	0	0	0	0	0	0	34.4	-	
03:15	2	0	0	2	0	0	0	0	0	0	0	0	43.3	-	
03:30	4	0	0	3	0	0	1	0	0	0	0	0	26.7	-	
03:45	3	0	0	2	1	0	0	0	0	0	0	0	36.9	-	
04:00	3	0	0	3	0	0	0	0	0	0	0	0	36.3	-	
04:15	2	0	0	1	1	0	0	0	0	0	0	0	39.2	-	
04:30	2	0	0	2	0	0	0	0	0	0	0	0	42.3	-	
04:45	5	0	0	5	0	0	0	0	0	0	0	0	38.4	-	
05:00	11	0	0	8	0	0	2	0	0	0	0	1	37.4	44.7	
05:15	10	0	0	10	0	0	0	0	0	0	0	0	38.6	-	
05:30	16	0	0	13	2	1	0	0	0	0	0	0	36.7	41.1	
05:45	38	0	0	34	4	0	0	0	0	0	0	0	37.7	42.4	
06:00	28	0	1	24	1	0	2	0	0	0	0	0	35.4	43.1	
06:15	34	0	0	25	1	3	5	0	0	0	0	0	36.1	40.4	
06:30	35	0	0	33	0	1	1	0	0	0	0	0	35	39.2	
06:45	54	0	0	48	3	2	0	0	1	0	0	0	33	38.2	
07:00	74	0	0	65	5	2	1	0	0	0	0	1	34	38.9	
07:15	103	1	3	87	8	3	0	0	1	0	0	0	32.1	37	
07:30	135	1	0	107	18	4	1	0	2	0	0	2	31.6	35.5	
07:45	178	0	1	161	13	3	0	36	0	0	0	0	31.1	36.1	
08:00	199	1	1	180	14	3	0	0	0	0	0	0	29.7	32.5	
08:15	227	1	0	207	13	5	0	0	1	0	0	0	29.1	32.4	
08:30	216	0	0	203	9	1	0	0	3	0	0	0	26.2	33.7	
08:45	199	0	1	183	12	2	0	0	0	0	0	1	31.3	35.1	
09:00	140	0	0	125	11	4	0	0	0	0	0	0	32.3	35.8	
09:15	123	0	0	108	8	6	0	0	1	0	0	0	31.8	36.3	
09:30	110	0	0	92	14	4	0	0	0	0	0	0	31.7	35.9	
09:45	112	0	0	95	12	4	1	0	0	0	0	0	32.3	36.7	
10:00	105	0	1	96	6	2	0	0	0	0	0	0	33.3	36.6	
10:15	132	0	2	114	11	2	0	0	1	0	0	2	29.1	33.9	
10:30	136	0	0	123	10	2	1	0	0	0	0	0	29.8	35	
10:45	113	0	0	103	6	4	0	0	0	0	0	0	31.3	34.9	
11:00	125	0	0	115	5	3	0	1	1	0	0	0	32.2	36.1	
11:15	151	0	2	133	11	4	1	0	0	0	0	0	31	34.9	
11:30	139	0	0	129	7	2	0	0	1	0	0	0	30.8	34.6	
11:45	166	0	0	152	13	1	0	0	0	0	0	0	29.7	34.1	
12:00	145	0	1	133	8	3	0	0	0	0	0	0	32	36.6	
12:15	141	0	1	124	11	4	0	0	1	0	0	0	30.7	34.6	
12:30	115	0	1	107	7	0	0	0	0	0	0	0	31.8	35.7	
12:45	153	0	1	138	11	2	0	0	1	0	0	0	33.8	37.6	
13:00	126	0	0	109	13	4	0	0	0	0	0	0	31.9	35.4	
13:15	122	0	0	109	10	3	0	0	0	0	0	0	32.4	36.4	
13:30	129	0	2	116	6	4	0	0	0	0	0	1	31.2	35.6	
13:45	145	0	1	131	10	3	0	0	0	0	0	0	31.4	36.1	
14:00	149	0	0	134	10	3	0	0	1	0	1	0	31.8	36.3	
14:15	139	0	0	125	10	3	1	0	0	0	0	0	31	36	
14:30	152	0	1	137	11	1	0	0	2	0	0	0	31.6	35.9	
14:45	150	0	0	135	9	5	0	1	0	0	0	0	31.3	34.9	
15:00	175	0	1	162	9	3	0	0	0	0	0	0	30.3	33.7	
15:15	165	0	1	150	9	2	0	0	1	0	2	0	27.4	32.4	
15:30	160	0	2	145	5	5	3	0	0	0	0	0	11.7	15.8	
15:45	180	0	1	159	15	5	0	0	0	0	0	0	29.8	33.5	
16:00	175	1	0	158	11	2	0	0	3	0	0	0	21.9	31.8	
16:15	194	0	2	174	14	1	2	0	1	0	0	0	10.9	14.1	
16:30	192	0	0	171	14	4	0	0	3	0	0	0	15.2	23.8	
16:45	186	0	1	166	14	1	0	0	0	0	1	3	9.5	11.3	
17:00	177	0	1	166	6	4	0	0	0	0	0	0	11	15.2	
17:15	152	0	1	141	6	2	0	1	0	0	1	0	9.6	12.4	
17:30	178	0	2	163	8	3	1	0	0	0	0	1	10.4	12.7	
17:45	193	0	0	174	7	4	1	0	1	0	0	6	9.3	11.8	
18:00	148	0	3	137	6	1	0	1	0	0	0	0	30.1	37.1	
18:15	167	0	1	156	8	2	0	0	0	0	0	0	30.4	34.2	
18:30	114	0	0	99	15	0	0	0	0	0	0	0	32.8	36.4	
18:45	132	0	1	121	8	1	0	0	1	0	0	0	32.6	36.5	
19:00	106	0	1	101	3	1	0	0	0	0	0	0	33.3	37.7	
19:15	97	0	1	83	10	1	0	0	1	0	0	0	32.3	37.1	
19:30	86	0	0	81	5	0	0	0	0	0	0	0	31.5	35.4	
19:45	79	0	1	74	3	1	0	0	0	0	0	0	33.1	38.7	
20:00	65	0	0	60	4	1	0	0	0	0	0	0	33.7	38.8	
20:15	55	3	1	50	1	0	0	0	0	0	0	0	33.5	39.4	
20:30	48	0	0	46	2	0	0	0	0	0	0	0	32.9	38.3	
20:45	59	0	0	57	1	1	0	0	0	0	0	0	33.7	39	
21:00	61	0	0	57	3	0	1	0	0	0	0	0	33.7	38.8	
21:15	39	0	1	35	3	0	0	0	0	0	0	0	34.1	40	
21:30	49	0	0	46	3	0	0	0	0	0	0	0	33.1	36.5	
21:45	33	0	0	32	1	0	0	0	0	0	0	0	34.1	40.4	
22:00	40	0	0	37	3	0	0	0	0	0	0	0	34.7	37.9	
22:15	37	0	0	37	0	0	0	0	0	0	0	0	34.2	40.7	
22:30	29	0	1	27	0	0	0	0	0	0	0	1	37.1	42.7	
22:45	10	0	0	10	0	0	0	0	0	0	0	0	35.9	-	
23:00	17	0	0	17	0	0	0	0	0	0	0	0	34	39.8	
23:15	18	0	0	17	0	1	0	0	0	0	0	0	37.5	47	
23:30	10	0	0	9	0	0	0	0	1	0	0	0	34.1	-	
23:45	10	0	0	10	0	0	0	0	0	0	0	0	35.3	-	
07:19	7237	5	36	6518	477	136	13	4	26	0	5	17	26.7	34.6	
06:22	8165	8	42	7370	521	147	23	4	28	0	5	17	27.5	35.1	
06:00	8336	8	43	7534	524	148	23	4	29	0	5	18	27.7	35.2	
00:00	8486	9	44	7657	538	153	26	4	30	0	6	19	27.8	35.4	

Date	Wednesday 17/11/2021												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
00:00	7	0	0	6	1	0	0	0	0	0	0	0	33.6	-
00:15	6	0	0	5	1	0	0	0	0	0	0	0	33.2	-
00:30	7	0	0	7	0	0	0	0	0	0	0	0	32.2	-
00:45	5	0	1	3	0	1	0	0	0	0	0	0	38.1	-
01:00	4	0	0	2	0	0	0	0	1	0	1	0	31	-
01:15	3	0	0	3	0	0	0	0	0	0	0	0	33.8	-
01:30	2	1	0	1	0	0	0	0	0	0	0	0	26.4	-
01:45	2	0	0	1	1	0	0	0	0	0	0	0	29.3	-
02:00	2	0	0	1	1	0	0	0	0	0	0	0	34.7	-
02:15	3	0	0	3	0	0	0	0	0	0	0	0	36.8	-
02:30	2	0	0	2	0	0	0	0	0	0	0	0	40.7	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	5	0	0	5	0	0	0	0	0	0	0	0	34.4	-
03:15	6	0	2	3	0	1	0	0	0	0	0	0	42.1	-
03:30	3	0	0	2	0	0	1	0	0	0	0	0	41.6	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	3	0	0	2	0	1	0	0	0	0	0	0	37.9	-
04:30	1	0	0	0	0	1	0	0	0	0	0	0	38.5	-
04:45	5	0	0	3	1	0	0	0	0	0	0	1	35.5	-
05:00	2	0	0	2	0	0	0	0	0	0	0	0	31.4	-
05:15	4	0	0	4	0	0	0	0	0	0	0	0	35.5	-
05:30	13	0	0	12	1	0	0	0	0	0	0	0	34.8	42
05:45	21	1	0	18	1	0	0	1	0	0	0	0	38.2	46.6
06:00	29	1	0	24	1	2	0	0	0	0	1	0	34.2	42.1
06:15	32	0	0	25	3	4	0	0	0	0	0	0	35	40.2
06:30	34	0	0	31	1	1	0	1	0	0	0	0	33.7	37.7
06:45	50	0	0	43	4	3	0	0	0	0	0	0	31.1	36.5
07:00	61	1	0	55	4	1	0	0	0	0	0	0	33.9	38.9
07:15	99	0	1	85	8	5	0	0	0	0	0	0	31.7	37.3
07:30	126	0	0	108	14	3	0	1	0	0	0	0	30.6	35.2
07:45	180	0	1	154	21	4	0	0	0	0	0	0	29.3	34
08:00	245	0	1	217	16	4	0	0	0	4	0	3	15	22.5
08:15	247	0	0	229	6	2	3	1	4	0	2	0	11.1	14.9
08:30	218	0	1	199	12	2	0	1	3	0	0	0	10.1	12.2
08:45	211	0	1	186	11	1	3	0	1	0	0	8	10.7	14.8
09:00	196	0	0	176	13	5	0	0	0	0	0	2	17.9	30.4
09:15	126	0	1	110	11	3	0	0	0	0	0	1	32.2	36.8
09:30	131	1	0	118	7	4	1	0	0	0	0	0	31.5	35.7
09:45	138	0	1	123	6	6	0	0	1	0	0	1	31.8	36
10:00	133	0	0	116	6	8	0	0	3	0	0	0	31.4	35.2
10:15	118	0	1	100	16	0	0	0	0	0	0	0	32	35.5
10:30	120	0	1	106	9	4	0	0	0	0	0	0	32.1	36.6
10:45	155	0	0	137	11	6	0	0	1	0	0	0	30.5	35.7
11:00	146	0	3	131	9	3	0	0	0	0	0	0	31.7	34.2
11:15	131	0	0	117	7	4	1	1	1	0	0	0	30.8	34.9
11:30	126	0	0	113	11	1	0	0	1	0	0	0	31.2	35
11:45	160	0	0	145	8	6	0	0	1	0	0	0	31.1	35.9
12:00	134	0	1	119	9	4	1	0	0	0	0	0	31.5	36.6
12:15	132	0	2	116	9	5	0	0	0	0	0	0	32.1	37.3
12:30	136	0	1	120	10	3	1	0	0	0	1	0	31.4	35.5
12:45	150	0	0	134	11	4	0	0	1	0	0	0	31	34.8
13:00	156	0	0	143	11	1	0	0	0	0	1	0	31.2	35.1
13:15	136	0	0	124	6	4	1	0	0	0	1	0	30.6	34.4
13:30	121	0	1	105	8	5	0	0	0	0	2	0	32.2	35.7
13:45	151	0	3	129	11	4	0	1	2	0	1	0	31	34.8
14:00	140	0	2	130	5	1	0	0	1	0	1	0	31.3	35.1
14:15	141	0	0	129	9	3	0	0	0	0	0	0	30.6	34
14:30	145	0	3	129	11	2	0	0	0	0	0	0	31.5	35.4
14:45	140	0	1	127	6	2	0	0	2	0	2	0	32.8	35.9
15:00	198	0	0	187	10	1	0	0	0	0	0	0	28.9	32.8
15:15	208	0	2	183	17	3	0	0	0	0	3	0	23.7	28.6
15:30	170	0	2	145	19	4	0	0	0	0	0	0	29.2	34.3
15:45	195	0	1	182	9	1	0	0	1	0	1	0	30.4	34.7
16:00	173	2	1	151	15	2	0	0	1	0	1	0	27.1	32.4
16:15	178	1	2	152	17	4	0	0	1	0	1	0	30.5	34
16:30	206	0	2	188	13	2	0	0	1	0	0	0	26.1	32.3
16:45	210	0	1	186	18	4	0	0	1	0	0	0	25.2	31.1
17:00	185	0	2	164	13	5	0	0	1	0	0	0	22.2	32.6
17:15	194	0	1	187	3	0	1	0	0	0	1	1	8.9	11.9
17:30	199	1	1	182	12	3	0	0	0	0	0	0	22.1	31.5
17:45	198	1	2	185	8	2	0	0	0	0	0	0	29.6	33.9
18:00	190	0	2	175	11	2	0	0	0	0	0	0	31.2	35.2
18:15	119	0	2	107	9	1	0	0	0	0	0	0	32.4	36
18:30	117	0	1	106	8	2	0	0	0	0	0	0	32.5	36
18:45	132	0	0	116	13	3	0	0	0	0	0	0	32.7	36.4
19:00	95	0	1	91	3	0	0	0	0	0	0	0	32.5	35.9
19:15	105	0	0	99	4	1	0	0	0	0	0	1	32.7	37.5
19:30	68	0	1	62	4	1	0	0	0	0	0	0	33.1	36.5
19:45	92	0	1	87	4	0	0	0	0	0	0	0	33	37.3
20:00	80	0	1	75	3	1	0	0	0	0	0	0	32.8	37.5
20:15	66	0	3	58	3	2	0	0	0	0	0	0	32.6	37.5
20:30	34	0	0	32	1	1	0	0	0	0	0	0	36.4	45.6
20:45	53	0	1	48	2	2	0	0	0	0	0	0	35.2	41
21:00	76	0	0	70	6	0	0	0	0	0	0	0	33.2	38
21:15	47	1	1	43	2	0	0	0	1	0	0	0	34.3	39
21:30	38	0	0	36	2	0	0	0	0	0	0	0	33.1	38
21:45	38	0	0	37	1	0	0	0	0	0	0	0	35.9	41.5
22:00	42	0	1	40	1	0	0	0	0	0	0	0	35.3	41.2
22:15	38	0	0	35	2	0	0	1	0	0	0	0	34	39.5
22:30	25	0	0	23	2	0	0	0	0	0	0	0	36.5	41.6
22:45	26	0	0	25	1	0	0	0	0	0	0	0	33.9	39.4
23:00	20	0	0	20	0	0	0	0	0	0	0	0	39	45.1
23:15	17	0	0	17	0	0	0	0	0	0	0	0	34.6	42.3
23:30	13	0	2	11	0	0	0	0	0	0	0	0	34.4	41
23:45	8	0	0	5	2	1	0	0	0	0	0	0	35	-
07:19	7621	7	48	6826	507	150	12	5	32	0	21	13	26.8	34.3
06:22	8558	9	57	7687	551	168	12	6	32	0	22	14	27.6	34.8
06:00	8747	9	60	7863	559	169	12	7	32	0	22	14	27.7	35.0
00:00	8853	11	63	7948	566	173	13	8	33	0	23	15	27.8	35.1

Date	Thursday 18/11/2021														
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)	
00:00	6	0	0	6	0	0	0	0	0	0	0	0	33.1	-	
00:15	3	0	0	2	1	0	0	0	0	0	0	0	42.9	-	
00:30	3	0	0	2	0	0	0	0	0	0	1	0	39.1	-	
00:45	3	0	0	3	0	0	0	0	0	0	0	0	33.5	-	
01:00	5	0	0	4	1	0	0	0	0	0	0	0	32.9	-	
01:15	5	0	0	5	0	0	0	0	0	0	0	0	33.7	-	
01:30	6	1	0	3	1	1	0	0	0	0	0	0	32.4	-	
01:45	3	0	0	2	1	0	0	0	0	0	0	0	34.5	-	
02:00	6	0	2	2	1	1	0	0	0	0	0	0	34.8	-	
02:15	2	0	0	2	0	0	0	0	0	0	0	0	35.9	-	
02:30	3	0	0	3	0	0	0	0	0	0	0	0	34.2	-	
02:45	1	0	0	0	1	0	0	0	0	0	0	0	37.8	-	
03:00	2	0	0	2	0	0	0	0	0	0	0	0	35.4	-	
03:15	2	0	0	2	0	0	0	0	0	0	0	0	35.7	-	
03:30	3	0	0	2	0	0	1	0	0	0	0	0	34.3	-	
03:45	1	0	0	1	0	0	0	0	0	0	0	0	41.1	-	
04:00	2	0	0	0	0	0	1	0	0	0	0	1	36.4	-	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:30	3	0	0	2	0	1	0	0	0	0	0	0	32.1	-	
04:45	4	0	0	3	0	0	0	0	0	0	0	1	41	-	
05:00	2	1	0	1	0	0	0	0	0	0	0	0	24.3	-	
05:15	7	0	0	6	1	0	0	0	0	0	0	0	33.7	-	
05:30	7	0	0	6	1	0	0	0	0	0	0	0	34.9	-	
05:45	24	0	0	21	3	0	0	0	0	0	0	0	35.9	42.4	
06:00	26	0	1	23	1	0	0	1	0	0	0	0	36.9	40.3	
06:15	27	0	0	23	3	1	0	0	0	0	0	0	34.9	40.1	
06:30	27	0	0	25	2	0	0	0	0	0	0	0	35.2	39.1	
06:45	57	1	0	49	6	1	0	0	0	0	0	0	33.4	40	
07:00	81	1	0	71	8	0	0	0	1	0	0	0	32.9	37.7	
07:15	105	1	2	90	9	2	0	0	0	0	0	1	32.4	37.4	
07:30	138	0	1	121	13	3	0	0	0	0	0	0	32.6	37.2	
07:45	178	0	0	151	23	4	0	0	0	0	0	0	29.3	33.9	
08:00	174	0	1	156	14	1	0	0	2	0	0	0	29.3	34.5	
08:15	211	0	0	192	13	5	1	0	0	0	0	0	21.4	30	
08:30	207	0	0	191	10	5	0	0	0	0	0	1	21.8	34	
08:45	220	0	0	197	10	9	1	1	1	0	0	1	29.8	33.9	
09:00	163	0	1	143	14	5	0	0	0	0	0	0	32.3	36.5	
09:15	129	0	0	114	8	6	0	0	1	0	0	0	31.3	35.7	
09:30	131	0	0	116	9	6	0	0	0	0	0	0	31.4	36	
09:45	126	0	1	110	8	5	1	0	0	0	0	1	32	37.3	
10:00	106	0	1	97	5	3	0	0	0	0	0	0	32.8	37.5	
10:15	124	0	0	106	11	6	0	0	0	0	0	1	31.9	36.1	
10:30	121	0	0	111	6	2	0	0	2	0	0	0	31.4	35.7	
10:45	124	0	0	108	11	3	1	0	1	0	0	0	31.5	35.3	
11:00	139	0	0	129	7	2	0	0	1	0	0	0	30.9	34.1	
11:15	101	1	1	93	3	3	0	0	0	0	0	0	31.5	35.8	
11:30	128	0	0	116	9	3	0	0	0	0	0	0	32.2	36.5	
11:45	148	0	0	138	4	5	0	0	0	0	0	1	29.3	34.6	
12:00	133	0	2	117	9	3	1	0	0	0	0	1	27.3	34.5	
12:15	150	0	0	133	10	4	2	1	0	0	0	0	30.9	34	
12:30	149	0	2	141	4	2	0	0	0	0	0	0	31.6	35.8	
12:45	145	0	0	133	7	4	0	0	0	0	1	0	30.7	35.1	
13:00	157	0	0	145	9	3	0	0	0	0	0	0	30.2	33.6	
13:15	132	1	0	121	6	2	0	0	2	0	0	0	32.1	37.7	
13:30	129	0	1	111	15	2	0	0	0	0	0	0	32.7	36.6	
13:45	147	0	1	135	5	4	0	0	0	0	1	1	31.4	35.7	
14:00	176	0	0	161	10	3	0	0	0	0	1	1	31	36	
14:15	153	0	1	137	9	4	1	0	1	0	0	0	31.6	35.2	
14:30	148	0	0	132	9	5	0	2	0	0	0	0	30.2	34.7	
14:45	146	0	0	132	10	2	0	0	0	0	1	1	30.4	35.2	
15:00	181	0	0	162	16	2	0	0	1	0	0	0	28	33.9	
15:15	160	0	0	140	15	3	1	0	1	0	0	0	21.4	29.9	
15:30	165	0	2	153	6	3	0	1	0	0	0	0	22	32.5	
15:45	151	0	1	129	12	7	0	0	1	0	1	0	31.5	36	
16:00	175	0	2	156	16	1	0	0	0	0	0	0	29.7	33.1	
16:15	153	1	1	140	8	1	0	0	2	0	0	0	21.9	29.3	
16:30	183	1	0	157	16	6	1	0	1	0	0	1	27.8	31.6	
16:45	212	0	0	181	23	6	0	0	1	0	1	0	27.3	31.5	
17:00	201	0	2	177	18	1	0	0	2	0	0	1	25.4	30.1	
17:15	192	0	0	170	14	5	0	0	1	0	2	0	28.9	33.1	
17:30	221	1	1	193	19	4	0	0	3	0	0	0	25.7	28.6	
17:45	200	0	0	184	10	4	0	0	1	0	0	1	29.3	32.3	
18:00	187	0	2	172	11	1	0	0	0	0	0	1	30	33.2	
18:15	130	2	1	110	11	5	0	0	1	0	0	0	30.3	37.2	
18:30	142	0	0	135	7	0	0	0	0	0	0	0	32.7	37.5	
18:45	107	0	0	98	8	1	0	0	0	0	0	0	33.7	38.2	
19:00	111	0	0	103	8	0	0	0	0	0	0	0	32.9	36.9	
19:15	98	0	0	91	5	2	0	0	0	0	0	0	32.4	36.8	
19:30	93	0	1	86	6	0	0	0	0	0	0	0	33.1	37	
19:45	90	0	0	83	6	1	0	0	0	0	0	0	32.3	36.3	
20:00	69	1	2	63	2	1	0	0	0	0	0	0	32.2	36.5	
20:15	61	0	0	57	4	0	0	0	0	0	0	0	34.4	39.4	
20:30	57	0	0	52	4	1	0	0	0	0	0	0	32.4	37	
20:45	57	0	2	52	1	1	0	0	1	0	0	0	33.7	39.4	
21:00	67	0	0	67	0	0	0	0	0	0	0	0	34.8	40.7	
21:15	52	0	1	49	2	0	0	0	0	0	0	0	35.2	39.2	
21:30	49	0	0	45	3	1	0	0	0	0	0	0	33.4	40.3	
21:45	44	0	0	40	2	1	0	0	0	0	1	0	32.9	36.6	
22:00	28	1	2	25	0	0	0	0	0	0	0	0	32.7	38	
22:15	51	0	0	51	0	0	0	0	0	0	0	0	34.6	41.5	
22:30	33	0	0	32	1	0	0	0	0	0	0	0	36.7	42.7	
22:45	23	0	0	20	1	2	0	0	0	0	0	0	39.1	44.6	
23:00	28	0	1	24	3	0	0	0	0	0	0	0	35.7	40.7	
23:15	18	0	0	16	1	1	0	0	0	0	0	0	34.9	42.2	
23:30	4	0	0	4	0	0	0	0	0	0	0	0	35.1	-	
23:45	7	0	1	6	0	0	0	0	0	0	0	0	36	-	
07:19	7379	9	27	6605	508	166	10	5	27	0	8	14	29.2	34.7	
06:22	8364	11	34	7513	563	176	10	6	28	0	9	14	29.7	35.2	
06:00	8556	12	38	7691	569	179	10	6	28	0	9	14	29.9	35.4	
00:00	8659	14	40	7771	580	182	12	6	28	0	10	16	29.9	35.5	

Date	Friday 19/11/2021												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
00:00	12	0	0	11	1	0	0	0	0	0	0	0	33.5	41.5
00:15	5	0	0	4	1	0	0	0	0	0	0	0	35	-
00:30	5	0	0	4	1	0	0	0	0	0	0	0	37.2	-
00:45	5	0	0	4	1	0	0	0	0	0	0	0	40.2	-
01:00	2	0	0	2	0	0	0	0	0	0	0	0	33.9	-
01:15	3	0	0	1	0	2	0	0	0	0	0	0	27.4	-
01:30	6	0	0	6	0	0	0	0	0	0	0	0	33.3	-
01:45	2	0	0	2	0	0	0	0	0	0	0	0	29.3	-
02:00	4	0	0	4	0	0	0	0	0	0	0	0	32.9	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	39.8	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	35.3	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	28.6	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	47.5	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	38.8	-
03:45	3	0	0	2	1	0	0	0	0	0	0	0	30	-
04:00	2	0	0	1	0	0	0	0	0	0	0	1	39.1	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	44	-
04:30	3	0	0	3	0	0	0	0	0	0	0	0	33.5	-
04:45	3	0	0	2	1	0	0	0	0	0	0	0	33.7	-
05:00	6	0	0	5	1	0	0	0	0	0	0	0	31.2	-
05:15	3	0	0	2	0	0	1	0	0	0	0	0	40.9	-
05:30	17	2	0	12	1	2	0	0	0	0	0	0	32.8	44
05:45	19	0	0	16	3	0	0	0	0	0	0	0	39.8	47.5
06:00	19	1	1	16	1	0	0	0	0	0	0	0	34.3	43.9
06:15	27	0	0	23	1	2	1	0	0	0	0	0	34.4	38.4
06:30	27	0	0	18	5	4	0	0	0	0	0	0	35.8	41.4
06:45	53	1	0	48	1	2	0	1	0	0	0	0	32.1	36.5
07:00	63	0	0	55	7	1	0	0	0	0	0	0	34.7	39.5
07:15	90	1	0	74	11	4	0	0	0	0	0	0	33.4	37.6
07:30	115	2	2	97	10	4	0	0	0	0	0	0	32	37
07:45	144	0	1	126	14	2	0	0	0	0	0	1	28.8	35.5
08:00	139	0	1	123	11	3	0	0	0	0	0	1	31.4	35.2
08:15	188	0	1	166	16	3	0	2	0	0	0	0	30	34
08:30	165	0	1	143	14	5	0	1	1	0	0	0	31.6	35.4
08:45	183	0	0	165	11	5	0	1	0	0	1	0	32.1	35.4
09:00	119	0	0	105	7	6	0	0	1	0	0	0	30.6	36.5
09:15	153	0	0	136	14	3	0	0	0	0	0	0	32.1	35.6
09:30	122	0	0	111	4	4	0	1	0	0	0	2	31.7	35.9
09:45	114	0	1	97	10	5	0	1	0	0	0	0	32.8	37.1
10:00	105	0	0	91	8	5	0	1	0	0	0	0	33.7	37.8
10:15	132	0	2	119	8	2	0	0	0	1	0	0	31.2	35.8
10:30	144	0	0	131	7	6	0	0	0	0	0	0	30.2	34.2
10:45	135	0	0	127	3	4	0	1	0	0	0	0	31.2	34.9
11:00	144	0	0	127	15	2	0	0	0	0	0	0	29.5	34.1
11:15	156	0	0	141	11	1	0	1	1	0	1	0	31.9	36.1
11:30	152	0	1	143	6	2	0	0	0	0	0	0	31.4	35.2
11:45	138	0	1	124	7	3	2	1	0	0	0	0	30.6	36.1
12:00	153	0	1	138	11	0	0	0	1	0	1	1	31.3	36.5
12:15	152	0	0	135	13	4	0	0	0	0	0	0	31.8	35.5
12:30	122	0	1	110	7	3	0	0	0	0	0	0	31.2	35.4
12:45	136	0	0	123	5	6	0	0	1	0	1	0	32.6	35.5
13:00	136	0	0	124	7	3	0	1	0	0	0	1	32.2	37
13:15	147	0	0	133	9	5	0	0	0	0	0	0	31.7	35.9
13:30	168	0	1	144	16	3	0	1	0	0	3	0	30.2	33.5
13:45	191	0	2	179	8	2	0	0	0	0	0	0	28.2	33.6
14:00	163	0	2	146	8	5	1	0	0	0	0	1	30.1	34.6
14:15	161	0	0	147	11	3	0	0	0	0	0	0	32.1	36.4
14:30	165	0	2	156	4	2	0	0	1	0	0	0	30.5	34.1
14:45	181	0	1	163	12	1	2	0	2	0	0	0	31	34.1
15:00	208	1	1	191	11	3	0	0	1	0	0	0	25.7	31.7
15:15	211	0	0	199	4	6	1	0	0	0	1	0	17.8	27.9
15:30	162	0	1	154	3	1	0	1	1	0	1	0	9.2	12.3
15:45	201	0	0	181	13	6	0	0	1	0	0	0	20.8	30.9
16:00	187	2	1	164	12	4	2	1	1	0	0	0	23.8	29.4
16:15	153	0	0	149	1	2	1	0	0	0	0	0	8.1	9.3
16:30	197	0	3	175	7	6	1	0	2	0	1	2	22	29.7
16:45	175	1	1	154	16	3	0	0	0	0	0	0	30.2	34.8
17:00	178	0	2	160	13	3	0	0	0	0	0	0	31.5	34.1
17:15	160	0	0	137	16	4	1	0	0	0	0	2	31.2	35.2
17:30	177	0	0	167	6	2	0	0	1	0	0	1	29.7	33.4
17:45	178	0	1	165	7	4	0	0	1	0	0	0	30.6	34.7
18:00	153	1	2	135	12	3	0	0	0	0	0	0	31.7	36.2
18:15	149	0	2	137	8	2	0	0	0	0	0	0	31	34.6
18:30	108	1	1	99	7	0	0	0	0	0	0	0	32.9	37.3
18:45	116	0	2	105	6	3	0	0	0	0	0	0	32.3	35.8
19:00	103	0	1	97	2	1	1	1	0	0	0	0	30.8	36.9
19:15	86	0	1	80	4	1	0	0	0	0	0	0	32.5	35.7
19:30	84	0	1	80	3	0	0	0	0	0	0	0	34.4	38.4
19:45	87	0	0	78	6	3	0	0	0	0	0	0	33.7	37.8
20:00	77	0	1	74	1	1	0	0	0	0	0	0	33.4	38
20:15	61	0	1	57	2	1	0	0	0	0	0	0	34.6	39
20:30	53	0	0	51	1	0	0	0	1	0	0	0	33.4	37.5
20:45	49	0	1	46	2	0	0	0	0	0	0	0	34.2	39.5
21:00	56	0	0	54	1	1	0	0	0	0	0	0	33.8	38.2
21:15	54	0	0	49	4	1	0	0	0	0	0	0	33.7	37.9
21:30	43	0	0	39	3	0	0	0	1	0	0	0	33.1	38.6
21:45	44	0	0	41	2	1	0	0	0	0	0	0	35.6	39.7
22:00	44	0	1	42	0	1	0	0	0	0	0	0	34.1	39.8
22:15	39	0	0	38	1	0	0	0	0	0	0	0	34	38.1
22:30	41	0	0	41	0	0	0	0	0	0	0	0	34.2	40.9
22:45	33	0	0	31	1	1	0	0	0	0	0	0	33.7	38.9
23:00	40	0	1	39	0	0	0	0	0	0	0	0	32.3	37.6
23:15	30	0	0	27	2	1	0	0	0	0	0	0	32.9	36
23:30	18	0	1	17	0	0	0	0	0	0	0	0	33.5	38.2
23:45	20	0	0	19	0	1	0	0	0	0	0	0	34.8	42.9
07:19	7289	9	38	6571	447	159	11	14	17	0	11	12	28.9	35.0
06:22	8212	11	45	7422	486	177	13	16	19	0	11	12	29.4	35.5
06:00	8477	11	48	7676	491	180	13	16	19	0	11	12	29.6	35.6
00:00	8583	13	48	7763	502	184	14	16	19	0	11	13	29.6	35.6

Date	Saturday 20/11/2021													Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	26	0	0	26	0	0	0	0	0	0	0	0	34.6	41.2	
00:15	32	0	0	31	1	0	0	0	0	0	0	0	36.7	41.8	
00:30	18	0	0	16	2	0	0	0	0	0	0	0	35	38.9	
00:45	7	0	0	6	1	0	0	0	0	0	0	0	37.7	-	
01:00	9	0	0	9	0	0	0	0	0	0	0	0	36	-	
01:15	6	0	0	6	0	0	0	0	0	0	0	0	38.5	-	
01:30	6	1	0	5	0	0	0	0	0	0	0	0	34.4	-	
01:45	8	0	1	7	0	0	0	0	0	0	0	0	39.4	-	
02:00	4	0	0	2	2	0	0	0	0	0	0	0	40.3	-	
02:15	5	0	0	4	1	0	0	0	0	0	0	0	35.1	-	
02:30	3	0	1	2	0	0	0	0	0	0	0	0	30.4	-	
02:45	4	0	0	4	0	0	0	0	0	0	0	0	44.8	-	
03:00	3	0	0	3	0	0	0	0	0	0	0	0	34.4	-	
03:15	3	0	0	2	1	0	0	0	0	0	0	0	39.9	-	
03:30	2	0	0	1	1	0	0	0	0	0	0	0	30.3	-	
03:45	4	0	0	4	0	0	0	0	0	0	0	0	36.2	-	
04:00	3	0	0	2	1	0	0	0	0	0	0	0	35.7	-	
04:15	1	0	0	1	0	0	0	0	0	0	0	0	34.3	-	
04:30	4	0	0	4	0	0	0	0	0	0	0	0	40.8	-	
04:45	1	0	0	1	0	0	0	0	0	0	0	0	34	-	
05:00	2	0	0	2	0	0	0	0	0	0	0	0	35.6	-	
05:15	3	0	0	2	0	1	0	0	0	0	0	0	30.9	-	
05:30	6	0	0	4	2	0	0	0	0	0	0	0	36	-	
05:45	7	0	0	5	1	0	0	0	0	0	0	1	32.3	-	
06:00	5	0	0	4	0	1	0	0	0	0	0	0	36.4	-	
06:15	12	1	0	11	0	0	0	0	0	0	0	0	38.4	49	
06:30	13	0	0	10	1	2	0	0	0	0	0	0	34.3	44.5	
06:45	45	0	0	41	2	2	0	0	0	0	0	0	35.2	38.9	
07:00	34	1	0	29	2	1	0	0	1	0	0	0	35.2	41.6	
07:15	39	0	0	34	4	1	0	0	0	0	0	0	35	41.7	
07:30	52	0	0	47	5	0	0	0	0	0	0	0	37.2	41.6	
07:45	89	0	3	79	5	2	3	0	0	0	0	0	34.9	39.4	
08:00	52	0	0	39	9	1	0	0	2	0	0	0	34	40.7	
08:15	79	0	0	69	9	1	0	0	0	0	0	0	34.7	38.5	
08:30	104	0	0	93	7	3	1	0	0	0	0	0	32.4	38.1	
08:45	111	0	0	89	15	6	0	0	1	0	0	0	32.5	37.3	
09:00	70	0	0	63	5	2	0	0	0	0	0	0	34.5	38.6	
09:15	116	0	0	101	13	2	0	0	0	0	0	0	33.2	37	
09:30	108	0	0	100	6	2	0	0	0	0	0	0	33.6	38	
09:45	120	0	0	110	9	1	0	0	0	0	0	0	33.4	38.3	
10:00	106	0	0	100	5	0	0	0	1	0	0	0	33.9	39.9	
10:15	124	0	0	120	4	0	0	0	0	0	0	0	32.2	37.1	
10:30	114	0	0	106	7	0	0	0	1	0	0	0	34.4	37.6	
10:45	137	0	0	126	7	4	0	0	0	0	0	0	31	35.5	
11:00	136	0	1	126	7	1	0	0	1	0	0	0	32.4	36.6	
11:15	154	0	0	146	6	2	0	0	0	0	0	0	31.4	34.5	
11:30	135	0	0	125	10	0	0	0	0	0	0	0	31.8	35.4	
11:45	144	0	1	134	7	2	0	0	0	0	0	0	31	35.5	
12:00	151	0	0	145	3	1	0	0	2	0	0	0	31.7	36.3	
12:15	150	0	0	146	3	1	0	0	0	0	0	0	31.8	36.4	
12:30	176	0	1	167	6	1	0	0	1	0	0	0	32.8	36.1	
12:45	159	0	1	147	9	2	0	0	0	0	0	0	32.1	35.2	
13:00	149	0	0	138	9	1	0	0	1	0	0	0	32.3	36.3	
13:15	155	0	2	141	9	2	0	0	1	0	0	0	31.5	35.4	
13:30	130	0	0	120	10	0	0	0	0	0	0	0	32.9	36.3	
13:45	150	0	0	138	11	1	0	0	0	0	0	0	31.7	35.3	
14:00	129	0	0	119	8	2	0	0	0	0	0	0	32.4	36.4	
14:15	151	0	1	140	9	0	0	0	1	0	0	0	33	36.9	
14:30	147	0	0	138	8	1	0	0	0	0	0	0	31.7	36	
14:45	157	0	1	145	9	1	0	0	1	0	0	0	31.8	35.6	
15:00	159	1	1	150	3	1	1	0	0	0	2	0	31.3	35.2	
15:15	163	0	1	152	7	3	0	0	0	0	0	0	31.4	35.2	
15:30	115	0	1	108	6	0	0	0	0	0	0	0	32.2	35.6	
15:45	133	0	2	124	7	0	0	0	0	0	0	0	32.3	36.3	
16:00	169	1	0	158	7	3	0	0	0	0	0	0	31.4	35	
16:15	133	0	0	123	6	2	0	0	2	0	0	0	32	36.5	
16:30	142	0	1	131	9	1	0	0	0	0	0	0	32.2	36.8	
16:45	138	0	0	130	4	4	0	0	0	0	0	0	31.9	35.5	
17:00	113	0	1	102	8	1	0	0	1	0	0	0	32.6	37.6	
17:15	104	0	0	97	6	1	0	0	0	0	0	0	33.4	36.9	
17:30	116	0	0	107	7	2	0	0	0	0	0	0	33.3	37.7	
17:45	90	0	2	84	2	2	0	0	0	0	0	0	32.4	37	
18:00	112	1	1	105	5	0	0	0	0	0	0	0	32.3	36.4	
18:15	91	0	0	83	8	0	0	0	0	0	0	0	33.1	36.7	
18:30	87	0	2	82	3	0	0	0	0	0	0	0	34.4	39.3	
18:45	92	0	1	85	6	0	0	0	0	0	0	0	32.8	36.1	
19:00	104	0	0	97	6	1	0	0	0	0	0	0	32.3	36.7	
19:15	74	0	0	68	5	1	0	0	0	0	0	0	33.1	37.9	
19:30	78	0	0	75	3	0	0	0	0	0	0	0	32.9	37.3	
19:45	56	0	0	53	2	1	0	0	0	0	0	0	34.2	38.8	
20:00	54	0	0	51	2	1	0	0	0	0	0	0	33.1	39.4	
20:15	42	0	0	41	1	0	0	0	0	0	0	0	34.3	38.2	
20:30	45	0	1	43	1	0	0	0	0	0	0	0	35.7	41.1	
20:45	40	0	0	40	0	0	0	0	0	0	0	0	34.8	40	
21:00	34	0	0	33	1	0	0	0	0	0	0	0	32.7	38.3	
21:15	46	0	1	44	1	0	0	0	0	0	0	0	36.6	43.9	
21:30	25	0	1	24	0	0	0	0	0	0	0	0	34.8	39.3	
21:45	29	0	1	27	1	0	0	0	0	0	0	0	33.5	38.8	
22:00	22	0	0	20	1	1	0	0	0	0	0	0	34.6	38.4	
22:15	28	0	0	27	1	0	0	0	0	0	0	0	33.4	38.4	
22:30	15	0	1	14	0	0	0	0	0	0	0	0	35.9	39.4	
22:45	25	0	1	23	0	1	0	0	0	0	0	0	34.8	41.5	
23:00	36	0	0	34	2	0	0	0	0	0	0	0	37.3	39.9	
23:15	22	0	0	20	2	0	0	0	0	0	0	0	33.8	37.9	
23:30	24	0	1	22	1	0	0	0	0	0	0	0	33.3	38.9	
23:45	25	0	0	23	2	0	0	0	0	0	0	0	36.6	41.1	
07:19	5785	4	25	5341	330	64	2	0	17	0	2	0	32.5	36.7	
06:22	6487	5	29	6003	356	73	2	0	17	0	2	0	32.6	36.9	
06:00	6684	5	32	6186	365	75	2	0	17	0	2	0	32.7	37.0	
00:00	6851	6	34	6335	378	76	2	0	17	0	2	1	32.8	37.1	

Date	Sunday 21/11/2021												Mean Speed	85%ile Speed
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	(Mph)	(Mph)
00:00	33	0	0	32	1	0	0	0	0	0	0	0	33.9	39.8
00:15	14	1	0	13	0	0	0	0	0	0	0	0	31.5	37.1
00:30	11	0	0	11	0	0	0	0	0	0	0	0	38.4	47.7
00:45	10	0	0	10	0	0	0	0	0	0	0	0	46.3	-
01:00	5	0	1	3	1	0	0	0	0	0	0	0	46.7	-
01:15	6	0	0	6	0	0	0	0	0	0	0	0	31.3	-
01:30	6	0	0	5	1	0	0	0	0	0	0	0	33.6	-
01:45	7	0	0	6	1	0	0	0	0	0	0	0	36.9	-
02:00	4	0	0	4	0	0	0	0	0	0	0	0	34.1	-
02:15	7	0	0	7	0	0	0	0	0	0	0	0	37.7	-
02:30	9	0	0	8	1	0	0	0	0	0	0	0	36	-
02:45	3	0	0	3	0	0	0	0	0	0	0	0	39.6	-
03:00	3	1	0	2	0	0	0	0	0	0	0	0	32.4	-
03:15	4	0	0	4	0	0	0	0	0	0	0	0	37.8	-
03:30	4	0	0	4	0	0	0	0	0	0	0	0	38.2	-
03:45	2	0	0	2	0	0	0	0	0	0	0	0	39.7	-
04:00	2	0	0	2	0	0	0	0	0	0	0	0	38.4	-
04:15	8	0	0	7	1	0	0	0	0	0	0	0	37.6	-
04:30	4	0	0	3	1	0	0	0	0	0	0	0	37.1	-
04:45	5	0	0	5	0	0	0	0	0	0	0	0	42.2	-
05:00	8	0	0	7	1	0	0	0	0	0	0	0	34.8	-
05:15	4	0	0	4	0	0	0	0	0	0	0	0	40.5	-
05:30	3	0	0	2	1	0	0	0	0	0	0	0	39.1	-
05:45	6	0	0	5	1	0	0	0	0	0	0	0	31.2	-
06:00	5	0	1	4	0	0	0	0	0	0	0	0	35.1	-
06:15	4	1	0	3	0	0	0	0	0	0	0	0	31.7	-
06:30	11	0	0	10	1	0	0	0	0	0	0	0	35.2	42.1
06:45	14	0	0	13	0	1	0	0	0	0	0	0	35.3	41.3
07:00	14	2	1	10	1	0	0	0	0	0	0	0	32.8	43
07:15	34	0	0	30	3	0	0	0	0	0	0	1	34.1	39.3
07:30	31	1	1	27	2	0	0	0	0	0	0	0	38.8	45.4
07:45	30	0	0	26	4	0	0	0	0	0	0	0	35.5	41.4
08:00	37	1	0	35	1	0	0	0	0	0	0	0	34.9	40.9
08:15	28	0	1	24	3	0	0	0	0	0	0	0	37.4	43.9
08:30	43	0	0	40	3	0	0	0	0	0	0	0	34.3	38
08:45	72	1	0	67	3	1	0	0	0	0	0	0	36.4	43.4
09:00	65	0	1	60	3	0	0	0	1	0	0	0	35.8	40.4
09:15	73	0	1	65	4	2	0	0	1	0	0	0	35.5	39.8
09:30	81	0	0	79	0	2	0	0	0	0	0	0	34.1	39
09:45	105	0	0	100	4	0	0	0	1	0	0	0	34.4	38.3
10:00	100	0	0	94	4	1	0	0	1	0	0	0	32.6	37
10:15	119	0	0	111	7	0	0	0	0	1	0	0	31.9	35.7
10:30	106	0	0	97	8	1	0	0	0	0	0	0	31.1	34.9
10:45	123	0	0	118	4	1	0	0	0	0	0	0	31.8	35.1
11:00	133	0	0	126	6	0	0	0	1	0	0	0	31.8	36.2
11:15	141	0	1	132	8	0	0	0	0	0	0	0	32.6	35.8
11:30	145	1	0	135	8	0	0	0	1	0	0	0	32.5	36.3
11:45	161	1	0	154	5	1	0	0	0	0	0	0	30.4	35
12:00	118	0	1	111	6	0	0	0	0	0	0	0	33.7	37.8
12:15	154	0	1	142	11	0	0	0	0	0	0	0	33.2	37
12:30	154	0	1	145	7	1	0	0	1	0	0	0	32.4	35.7
12:45	126	0	0	121	4	0	0	0	0	1	0	0	33.3	38.2
13:00	142	0	2	135	3	2	0	0	0	0	0	0	31.7	35.4
13:15	157	0	6	146	4	1	0	0	0	0	0	0	31.7	35.2
13:30	148	0	1	141	4	0	0	1	1	0	0	0	33.6	37.7
13:45	152	0	2	139	8	3	0	0	0	0	0	0	33.3	38.3
14:00	153	0	0	146	6	1	0	0	0	0	0	0	32.1	36.3
14:15	143	0	0	138	3	0	1	0	1	0	0	0	31.6	36.9
14:30	162	0	1	151	8	2	0	0	0	0	0	0	32.8	36.9
14:45	126	1	0	118	4	0	0	0	3	0	0	0	32.9	37.1
15:00	153	1	0	148	3	1	0	0	0	0	0	0	31.9	35.6
15:15	128	0	2	116	9	1	0	0	0	0	0	0	33.9	37.9
15:30	120	0	1	114	4	1	0	0	0	0	0	0	32.3	37.3
15:45	138	0	0	133	5	0	0	0	0	0	0	0	32.9	38.3
16:00	134	0	1	129	4	0	0	0	0	0	0	0	32.2	36.5
16:15	107	0	0	102	5	0	0	0	0	0	0	0	31.8	36.9
16:30	94	0	1	90	2	1	0	0	0	0	0	0	33.8	38
16:45	98	0	2	93	2	1	0	0	0	0	0	0	32.6	37.6
17:00	92	1	1	84	5	0	0	0	0	0	0	0	32.5	37.3
17:15	71	0	0	68	2	1	0	0	0	0	0	0	33.6	40.2
17:30	81	0	1	74	5	1	0	0	0	0	0	0	32.5	36.3
17:45	59	0	0	57	1	1	0	0	0	0	0	0	33.2	38
18:00	75	0	0	73	2	0	0	0	0	0	0	0	34.7	39.2
18:15	62	0	0	59	3	0	0	0	0	0	0	0	34	40.5
18:30	58	0	2	49	5	1	0	0	1	0	0	0	33.7	37.9
18:45	58	0	0	56	1	1	0	0	0	0	0	0	33.4	36.8
19:00	60	0	1	57	2	0	0	0	0	0	0	0	34.3	39
19:15	55	0	1	50	4	0	0	0	0	0	0	0	34.7	39.6
19:30	41	0	1	39	1	0	0	0	0	0	0	0	34.6	38.6
19:45	32	0	0	30	2	0	0	0	0	0	0	0	34.1	38.1
20:00	45	0	0	42	1	2	0	0	0	0	0	0	34.6	40
20:15	37	0	0	35	2	0	0	0	0	0	0	0	35.9	41.2
20:30	49	0	0	49	0	0	0	0	0	0	0	0	35.4	38.8
20:45	21	0	1	20	0	0	0	0	0	0	0	0	33.5	38.8
21:00	39	0	1	36	1	1	0	0	0	0	0	0	34.9	41.5
21:15	22	0	0	22	0	0	0	0	0	0	0	0	34.7	37.9
21:30	13	0	0	13	0	0	0	0	0	0	0	0	35.2	39.4
21:45	22	0	1	20	1	0	0	0	0	0	0	0	34.2	39.8
22:00	21	0	0	17	3	0	0	0	0	0	0	1	35.7	41.4
22:15	20	0	0	20	0	0	0	0	0	0	0	0	36.8	45.7
22:30	19	0	0	18	1	0	0	0	0	0	0	0	34.1	37.5
22:45	13	0	0	12	0	1	0	0	0	0	0	0	34.4	39.4
23:00	8	1	0	7	0	0	0	0	0	0	0	0	30.8	-
23:15	14	0	1	13	0	0	0	0	0	0	0	0	34.7	40
23:30	8	0	0	7	0	1	0	0	0	0	0	0	41.1	-
23:45	6	0	0	5	1	0	0	0	0	0	0	0	30.3	-
07:19	4904	10	31	4608	207	29	2	1	15	0	0	1	32.9	37.3
06:22	5374	11	38	5051	222	33	2	1	15	0	0	1	33.1	37.5
06:00	5483	12	39	5150	227	35	2	1	15	0	0	2	33.1	37.6
00:00	5651	14	40	5305	237	35	2	1	15	0	0	2	33.2	37.7

Date	Monday 22/11/2021												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
00:00	1	0	0	0	0	1	0	0	0	0	0	0	44	-
00:15	3	0	0	3	0	0	0	0	0	0	0	0	38.3	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	28.6	-
00:45	4	0	0	4	0	0	0	0	0	0	0	0	38.3	-
01:00	2	0	0	2	0	0	0	0	0	0	0	0	36.4	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	3	1	0	2	0	0	0	0	0	0	0	0	26.8	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	45.2	-
02:00	3	1	0	2	0	0	0	0	0	0	0	0	27.8	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	33.6	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	31	-
03:30	2	0	0	1	0	0	1	0	0	0	0	0	37.5	-
03:45	1	0	0	1	0	0	0	0	0	0	0	0	46	-
04:00	1	0	0	0	0	0	1	0	0	0	0	0	40.8	-
04:15	4	0	0	3	1	0	0	0	0	0	0	0	36.7	-
04:30	3	0	0	1	1	0	0	0	0	0	0	1	33.4	-
04:45	4	0	0	3	0	1	0	0	0	0	0	0	33.8	-
05:00	3	0	0	2	0	1	0	0	0	0	0	0	32.9	-
05:15	6	0	0	5	1	0	0	0	0	0	0	0	37.8	-
05:30	16	0	0	16	0	0	0	0	0	0	0	0	33.1	40.5
05:45	28	0	1	23	3	1	0	0	0	0	0	0	34.9	40.4
06:00	32	0	1	29	1	1	0	0	0	0	0	0	34.4	40.9
06:15	25	0	0	23	0	2	0	0	0	0	0	0	33.4	36.1
06:30	30	0	0	28	2	0	0	0	0	0	0	0	35.3	40.4
06:45	53	0	1	48	3	1	0	0	0	0	0	0	32.2	37.7
07:00	76	0	0	66	2	6	1	0	1	0	0	0	33.1	38
07:15	86	1	2	73	7	2	0	0	0	0	0	1	32.5	36.5
07:30	111	0	0	100	7	4	0	0	0	0	0	0	32.1	35.7
07:45	174	0	0	154	17	2	0	0	1	0	0	0	30.1	34.4
08:00	140	0	0	129	9	1	1	0	0	0	0	0	31	35.1
08:15	190	0	0	183	4	1	0	0	2	0	0	0	28.7	32.3
08:30	173	0	0	161	7	2	1	0	2	0	0	0	31.2	34.9
08:45	181	1	0	160	14	3	0	0	2	0	0	1	30.9	34.7
09:00	126	0	1	115	6	4	0	0	0	0	0	0	33.5	36.7
09:15	134	1	0	124	4	4	1	0	0	0	0	0	32.4	36.3
09:30	139	1	1	120	9	8	0	0	0	0	0	0	31	36.3
09:45	113	0	0	107	6	0	0	0	0	0	0	0	32.8	36.3
10:00	90	0	1	81	5	1	0	2	0	0	0	0	32.2	36.8
10:15	120	0	2	105	11	1	0	0	0	0	0	1	30.8	34.5
10:30	109	1	1	95	8	4	0	0	0	0	0	0	33	36.5
10:45	143	0	0	137	5	1	0	0	0	0	0	0	30.3	34.9
11:00	121	0	0	112	7	1	0	0	1	0	0	0	30.7	34.5
11:15	140	0	1	123	12	4	0	0	0	0	0	0	31.5	34.7
11:30	140	0	2	131	6	1	0	0	0	0	0	0	31.4	35.3
11:45	133	0	0	125	6	2	0	0	0	0	0	0	31.7	36.1
12:00	124	0	1	117	3	2	1	0	0	0	0	0	27.5	32.5
12:15	139	0	0	129	5	4	0	0	1	0	0	0	30.8	35.3
12:30	160	0	1	140	15	4	0	0	0	0	0	0	31.4	34.9
12:45	138	0	3	126	5	3	0	0	1	0	0	0	32.5	36.7
13:00	162	0	0	149	6	6	0	0	0	0	0	1	31.1	34.6
13:15	145	0	1	129	9	5	0	0	0	0	1	0	30.2	33.9
13:30	174	0	1	158	10	4	0	0	1	0	0	0	31.1	34.1
13:45	143	0	1	128	10	2	0	1	1	0	0	0	30.7	34.9
14:00	140	0	2	117	18	3	0	0	0	0	0	0	30.7	34.2
14:15	123	0	0	112	7	4	0	0	0	0	0	0	31.2	34.6
14:30	124	0	2	109	10	2	0	0	0	0	0	0	32.2	35.6
14:45	140	0	0	128	9	3	0	0	0	0	0	0	31.4	34.7
15:00	167	0	0	157	8	2	0	0	0	0	0	0	28.2	31.7
15:15	199	1	1	180	10	3	0	2	1	0	1	0	24.2	28.4
15:30	166	0	1	146	16	3	0	0	0	0	0	0	28.4	33.8
15:45	192	0	1	171	17	2	0	0	1	0	0	0	30.1	33.7
16:00	203	1	1	174	20	3	0	0	1	0	1	2	28.3	32.7
16:15	158	1	1	147	5	2	0	0	1	0	0	1	22.8	30.4
16:30	121	0	0	115	2	0	0	0	0	0	0	4	9	14.4
16:45	182	0	0	166	11	0	1	0	1	0	0	3	8.3	10.1
17:00	171	0	3	151	6	3	0	2	2	0	0	6	8.8	10.8
17:15	187	0	0	167	12	5	0	0	2	0	1	0	16.7	25.9
17:30	210	2	0	188	11	4	1	0	3	0	0	1	27.4	31.3
17:45	182	0	0	169	11	2	0	0	0	0	0	0	28.2	32.6
18:00	166	1	0	158	4	3	0	0	0	0	0	0	30.2	34.2
18:15	171	0	3	155	6	7	0	0	0	0	0	0	29.9	35
18:30	133	0	0	124	8	0	0	0	1	0	0	0	32.2	35.3
18:45	167	0	0	154	9	2	1	0	1	0	0	0	31	34.1
19:00	146	0	0	136	8	1	0	0	1	0	0	0	31.1	35.3
19:15	102	1	0	92	6	2	0	0	1	0	0	0	32.6	37.5
19:30	100	0	0	90	10	0	0	0	0	0	0	0	33.8	38.2
19:45	82	0	3	76	3	0	0	0	0	0	0	0	34	37.1
20:00	65	0	0	64	1	0	0	0	0	0	0	0	33.6	38.5
20:15	59	0	0	56	2	1	0	0	0	0	0	0	31.9	36.1
20:30	53	0	0	47	5	1	0	0	0	0	0	0	32.8	37.4
20:45	54	0	2	50	2	0	0	0	0	0	0	0	33	37.4
21:00	56	0	1	53	2	0	0	0	0	0	0	0	32.7	36.5
21:15	42	0	1	38	2	1	0	0	0	0	0	0	34.5	39.9
21:30	26	0	0	25	0	0	0	0	0	0	0	0	37.8	46.8
21:45	26	1	0	21	3	1	0	0	0	0	0	0	31.4	37.1
22:00	23	0	0	22	1	0	0	0	0	0	0	0	35.4	41.4
22:15	33	0	0	33	0	0	0	0	0	0	0	0	33.3	37.5
22:30	21	0	1	18	2	0	0	0	0	0	0	0	35.8	40.9
22:45	13	0	0	13	0	0	0	0	0	0	0	0	37.4	39.8
23:00	13	0	0	12	1	0	0	0	0	0	0	0	35.1	43.9
23:15	8	0	0	8	0	0	0	0	0	0	0	0	36.6	-
23:30	6	0	0	5	1	0	0	0	0	0	0	0	35.4	-
23:45	6	0	0	5	0	1	0	0	0	0	0	0	35.5	-
07:19	7126	11	34	6465	415	135	8	5	27	0	5	21	28.4	34.4
06:22	8077	13	43	7341	465	147	8	5	29	0	5	21	29.0	34.8
06:00	8200	13	44	7457	470	148	8	5	29	0	5	21	29.1	34.9
00:00	8289	15	45	7530	476	152	10	5	29	0	5	22	29.1	35.0

Date	Tuesday 23/11/2021														
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)	
00:00	2	0	0	2	0	0	0	0	0	0	0	0	28.7	-	
00:15	3	0	0	3	0	0	0	0	0	0	0	0	40	-	
00:30	3	0	1	1	1	0	0	0	0	0	0	0	35.7	-	
00:45	5	0	0	5	0	0	0	0	0	0	0	0	39.9	-	
01:00	3	0	0	3	0	0	0	0	0	0	0	0	39.3	-	
01:15	5	0	0	4	1	0	0	0	0	0	0	0	34.5	-	
01:30	4	1	0	3	0	0	0	0	0	0	0	0	33.4	-	
01:45	2	0	0	0	2	0	0	0	0	0	0	0	37.7	-	
02:00	1	0	0	1	0	0	0	0	0	0	0	0	35.6	-	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:30	1	0	0	1	0	0	0	0	0	0	0	0	36.3	-	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:00	1	0	0	0	1	0	0	0	0	0	0	0	36.8	-	
03:15	3	0	0	3	0	0	0	0	0	0	0	0	38.4	-	
03:30	2	0	0	1	0	0	1	0	0	0	0	0	42.1	-	
03:45	4	0	0	3	0	1	0	0	0	0	0	0	35	-	
04:00	1	0	0	1	0	0	0	0	0	0	0	0	33.8	-	
04:15	3	0	0	1	0	1	0	0	0	0	0	1	38.2	-	
04:30	5	0	0	3	0	1	0	0	0	0	0	1	33.4	-	
04:45	3	0	0	3	0	0	0	0	0	0	0	0	40.5	-	
05:00	7	0	0	7	0	0	0	0	0	0	0	0	38.4	-	
05:15	7	0	0	7	0	0	0	0	0	0	0	0	38.8	-	
05:30	14	0	1	10	1	1	1	0	0	0	0	0	36.4	43.6	
05:45	41	1	0	37	3	0	0	0	0	0	0	0	34.7	40.6	
06:00	22	0	0	19	1	2	0	0	0	0	0	0	36.5	41.7	
06:15	32	0	0	25	3	1	3	0	0	0	0	0	34.4	43.7	
06:30	32	0	2	27	2	1	0	0	0	0	0	0	34.6	38.1	
06:45	57	0	0	51	3	3	0	0	0	0	0	0	32.8	37.7	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:19	0	0	0	0	0	0	0	0	0	0	0	0	32.6	40.7	
06:22	143	0	2	122	9	7	3	0	0	0	0	0	33.9	39.4	
06:00	143	0	2	122	9	7	3	0	0	0	0	0	33.9	39.4	
00:00	263	2	4	221	18	11	5	0	0	0	0	2	34.9	41.3	

Wednesday 24/11/2021

[illegible]

Thursday 25/11/2021

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Date	Wednesday 01/12/2021													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	144	1	0	116	12	14	0	1	0	0	0	0	30.3	34
10:00	127	0	0	111	8	7	0	0	0	0	0	1	32.2	36.2
10:15	110	0	0	98	8	4	0	0	0	0	0	0	32.1	35.3
10:30	134	0	0	121	10	1	0	0	1	0	0	1	28.9	33.8
10:45	132	0	0	116	11	3	0	1	1	0	0	0	27.2	33.5
11:00	134	0	0	123	5	4	0	0	1	0	1	0	29.5	34
11:15	135	0	0	118	13	2	0	1	0	0	0	1	29.5	35
11:30	160	0	0	144	11	5	0	0	0	0	0	0	30.6	34.5
11:45	179	0	0	164	10	3	1	0	1	0	0	0	29.7	33.1
12:00	137	0	1	125	7	4	0	0	0	0	0	0	31.9	36
12:15	164	1	1	153	5	3	0	1	0	0	0	0	30.1	33.9
12:30	147	0	0	137	9	0	0	0	0	0	1	0	32.3	35.1
12:45	161	0	0	152	4	3	0	0	2	0	0	0	29.4	32.8
13:00	160	2	2	137	12	4	1	0	1	0	1	0	31.2	36.6
13:15	138	0	1	120	10	6	0	0	0	0	0	1	30.9	35.1
13:30	132	0	0	120	11	1	0	0	0	0	0	0	32.1	36.2
13:45	163	0	1	149	7	5	0	0	1	0	0	0	31.9	35.4
14:00	148	0	1	135	9	2	0	0	1	0	0	0	31.3	35.4
14:15	137	0	1	117	11	5	1	0	0	0	2	0	31.3	35.2
14:30	165	0	0	143	15	7	0	0	0	0	0	0	30.6	34.9
14:45	134	0	0	116	13	4	0	0	1	0	0	0	32.7	37.1
15:00	195	1	0	178	11	4	0	0	0	1	0	0	29.8	33.4
15:15	182	0	0	164	11	4	0	0	0	0	2	1	28.4	32.9
15:30	188	0	1	173	9	2	0	0	1	0	2	0	28.9	33.8
15:45	203	0	0	186	12	3	0	0	2	0	0	0	28.8	33.1
16:00	194	1	0	169	18	4	0	0	1	0	1	0	25.6	30.4
16:15	165	0	1	159	4	0	0	0	1	0	0	0	14.6	26.2
16:30	132	0	2	117	10	0	0	0	0	0	2	1	9.3	12.2
16:45	131	0	0	127	4	0	0	0	0	0	0	0	11.7	17
17:00	80	0	0	75	1	1	1	0	1	0	0	1	9.5	13.3
17:15	74	0	1	67	4	1	1	0	0	0	0	0	7.7	8.4
17:30	189	0	1	175	7	2	1	1	1	0	0	1	9	11
17:45	200	0	0	184	11	2	1	0	1	0	1	0	10.9	14.5
18:00	183	0	0	176	5	1	1	0	0	0	0	0	11.7	17.3
18:15	218	0	0	207	7	0	1	0	0	0	2	1	10.1	12.7
18:30	155	0	0	145	8	0	1	0	0	0	0	1	10	15.3
18:45	169	0	0	158	7	4	0	0	0	0	0	0	27.8	34.6
19:00	128	0	0	125	2	1	0	0	0	0	0	0	31.3	35.5
19:15	84	0	1	79	3	1	0	0	0	0	0	0	30.8	34.8
19:30	81	0	1	72	5	2	0	0	1	0	0	0	32.6	36.2
19:45	81	0	0	79	2	0	0	0	0	0	0	0	33.2	38
20:00	73	1	1	69	1	1	0	0	0	0	0	0	32.5	36.3
20:15	59	0	0	57	2	0	0	0	0	0	0	0	33.4	36.1
20:30	66	0	1	62	3	0	0	0	0	0	0	0	31.8	36.2
20:45	41	0	0	40	1	0	0	0	0	0	0	0	34.7	39.4
21:00	33	0	1	30	2	0	0	0	0	0	0	0	36.5	40.7
21:15	38	0	0	37	1	0	0	0	0	0	0	0	33.7	39.5
21:30	42	0	1	39	1	1	0	0	0	0	0	0	33.2	39
21:45	33	0	0	33	0	0	0	0	0	0	0	0	34.1	40.7
22:00	35	0	0	34	1	0	0	0	0	0	0	0	32.6	36.6
22:15	42	0	0	40	1	1	0	0	0	0	0	0	33.9	37.1
22:30	32	0	0	31	0	0	1	0	0	0	0	0	35.5	39.2
22:45	25	0	1	23	1	0	0	0	0	0	0	0	34.6	39.5
23:00	17	0	0	16	1	0	0	0	0	0	0	0	36.4	44.9
23:15	9	0	0	8	0	1	0	0	0	0	0	0	37.2	-
23:30	12	0	1	9	1	1	0	0	0	0	0	0	33.6	41.9
23:45	7	0	0	7	0	0	0	0	0	0	0	0	38	-
07:19	5699	6	14	5175	330	115	10	5	19	0	15	10	24.7	33.5
06:22	6458	7	20	5897	353	121	10	5	20	0	15	10	25.7	34.1
06:00	6637	7	22	6065	358	124	11	5	20	0	15	10	25.9	34.3
00:00	6637	7	22	6065	358	124	11	5	20	0	15	10	25.9	34.3

Date	Thursday 02/12/2021													Mean speed	OS rule speed
	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	km/h	km/h	
Time															
00:00	2	0	0	2	0	0	0	0	0	0	0	0	27.2	-	
00:15	3	0	0	3	0	0	0	0	0	0	0	0	35.5	-	
00:30	5	0	0	5	0	0	0	0	0	0	0	0	43.6	-	
00:45	6	0	0	4	2	0	0	0	0	0	0	0	35.7	-	
01:00	3	0	0	3	0	0	0	0	0	0	0	0	30.4	-	
01:15	2	0	0	2	0	0	0	0	0	0	0	0	30.4	-	
01:30	7	1	0	5	1	0	0	0	0	0	0	0	29.7	-	
01:45	1	0	0	1	0	0	0	0	0	0	0	0	39.7	-	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:15	2	0	0	2	0	0	0	0	0	0	0	0	35.4	-	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:45	1	0	0	0	0	0	0	0	0	0	0	1	43.5	-	
03:00	3	0	0	3	0	0	0	0	0	0	0	0	36.3	-	
03:15	4	0	0	4	0	0	0	0	0	0	0	0	45.1	-	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:45	2	1	0	1	0	0	0	0	0	0	0	0	22.9	-	
04:00	4	0	1	2	0	0	1	0	0	0	0	0	42.3	-	
04:15	1	0	0	0	1	0	0	0	0	0	0	0	30.4	-	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:45	9	0	0	9	0	0	0	0	0	0	0	0	41.6	-	
05:00	4	1	0	2	0	0	0	0	0	0	0	1	32.3	-	
05:15	4	0	0	3	1	0	0	0	0	0	0	0	31.6	-	
05:30	7	0	0	6	1	0	0	0	0	0	0	0	28	-	
05:45	23	0	0	20	3	0	0	0	0	0	0	0	36.2	42.7	
06:00	29	0	1	24	3	1	0	0	0	0	0	0	36.5	41.7	
06:15	28	0	0	24	2	2	0	0	0	0	0	0	35.5	41.8	
06:30	39	0	0	30	6	2	0	0	0	0	0	1	33.6	38.4	
06:45	47	0	1	43	1	2	0	0	0	0	0	0	33	38.4	
07:00	80	0	0	72	7	1	0	0	0	0	0	0	32.2	36.3	
07:15	147	0	0	126	17	3	1	0	0	0	0	0	32.2	36.1	
07:30	196	1	0	172	20	3	0	0	0	0	0	0	29.8	34.5	
07:45	211	0	0	162	21	6	0	0	2	0	0	0	27.6	31.3	
08:00	186	0	0	162	17	3	0	1	2	0	0	1	28.6	32.2	
08:15	211	0	1	192	16	2	0	0	0	0	0	0	27.2	31.6	
08:30	198	1	0	179	13	4	0	1	0	0	0	0	26.6	33.1	
08:45	199	0	1	177	13	5	0	0	2	0	0	1	31.1	34.7	
09:00	139	0	0	124	9	5	0	0	0	0	0	1	31.8	35.3	
09:15	185	0	0	158	14	11	0	1	0	0	0	1	30.9	34.6	
09:30	142	0	0	124	14	1	0	1	1	0	0	1	32.9	37.7	
09:45	163	0	0	144	12	7	0	0	0	0	0	0	30.9	35.2	
10:00	122	0	1	99	12	6	0	0	2	0	1	1	32.1	35.9	
10:15	126	0	0	107	12	4	1	1	1	0	0	0	30.6	35.5	
10:30	109	0	0	104	4	1	0	0	0	0	0	0	31.2	34.4	
10:45	130	0	0	117	9	4	0	0	0	0	0	0	30.7	34.4	
11:00	144	0	0	129	13	2	0	0	0	0	0	0	30.7	34.6	
11:15	150	0	1	140	9	0	0	0	0	0	0	0	30.6	33.6	
11:30	147	0	0	134	9	2	0	0	2	0	0	0	29.9	33.9	
11:45	149	0	0	139	8	2	0	0	0	0	0	0	31	34.9	
12:00	159	1	0	145	10	2	0	0	0	0	0	1	30.6	34.8	
12:15	161	1	1	148	7	3	1	0	0	0	0	0	31.2	35.2	
12:30	149	0	0	138	7	3	0	0	0	0	0	0	31.2	35.8	
12:45	165	0	1	154	9	0	0	0	1	0	0	0	26.1	34.5	
13:00	144	0	1	129	5	4	1	1	2	0	0	1	31.1	36.6	
13:15	138	0	1	123	7	3	0	1	1	0	2	0	30	35	
13:30	137	0	2	124	6	5	0	0	0	0	0	0	33.7	38.1	
13:45	148	0	1	138	5	4	0	0	0	0	0	0	31.3	35.4	
14:00	146	0	1	132	7	3	0	1	1	0	0	1	30.9	35.8	
14:15	154	0	0	137	14	2	0	1	0	0	0	0	31	34.8	
14:30	151	1	0	136	10	3	0	0	0	0	1	0	30.3	34.1	
14:45	161	0	0	150	7	2	0	0	1	0	1	0	28.9	34.8	
15:00	183	1	0	174	4	2	0	0	2	0	0	0	29	33.9	
15:15	184	0	0	172	7	5	0	0	0	0	0	0	27.9	32.7	
15:30	206	0	1	187	12	3	0	0	1	0	2	0	22.3	31.4	
15:45	168	0	0	152	14	2	0	0	0	0	0	0	30.6	34	
16:00	188	0	0	162	18	4	1	0	2	0	0	1	27	32	
16:15	186	1	0	175	9	1	0	0	0	0	0	0	29.1	33.2	
16:30	218	0	0	200	13	2	0	0	2	0	0	1	27.1	29.7	
16:45	177	0	0	158	16	2	0	0	1	0	0	0	29.1	33	
17:00	193	0	0	177	12	2	2	0	0	0	0	0	22	31.3	
17:15	167	0	0	154	8	2	0	0	3	0	0	0	9.6	11.8	
17:30	230	0	2	219	6	1	1	0	1	0	0	0	12.6	21.1	
17:45	195	0	1	181	9	4	0	0	0	0	0	0	26.9	32.6	
18:00	178	0	0	168	8	2	0	0	0	0	0	0	30.4	34.2	
18:15	127	1	1	118	6	1	0	0	0	0	0	0	32.8	37.6	
18:30	129	0	0	124	4	1	0	0	0	0	0	0	29.7	33.7	
18:45	141	0	0	132	7	2	0	0	0	0	0	0	31.6	36	
19:00	108	0	1	100	7	0	0	0	0	0	0	0	32.4	37.3	
19:15	99	0	0	93	5	1	0	0	0	0	0	0	32.2	36.1	
19:30	109	0	0	98	8	3	0	0	0	0	0	0	31.5	35.9	
19:45	78	0	0	77	1	0	0	0	0	0	0	0	34.5	39.4	
20:00	97	1	1	90	3	1	0	0	0	1	0	0	32.2	37	
20:15	74	0	1	71	1	1	0	0	0	0	0	0	32.3	36	
20:30	55	0	0	53	2	0	0	0	0	0	0	0	33	36.6	
20:45	53	0	0	51	2	0	0	0	0	0	0	0	36.1	41.6	
21:00	51	0	0	48	2	1	0	0	0	0	0	0	33.9	39.1	
21:15	39	0	0	37	2	0	0	0	0	0	0	0	32.9	35.6	
21:30	40	0	1	38	1	0	0	0	0	0	0	0	32.8	37.5	
21:45	26	0	0	25	0	1	0	0	0	0	0	0	34.4	38.9	
22:00	41	0	0	38	3	0	0	0	0	0	0	0	31.9	34.6	
22:15	41	0	0	40	1	0	0	0	0	0	0	0	36.9	44.2	
22:30	23	0	0	21	1	1	0	0	0	0	0	0	33	38.4	
22:45	23	0	0	22	0	1	0	0	0	0	0	0	34.5	39.4	
23:00	30	0	0	29	1	0	0	0	0	0	0	0	34.8	41.3	
23:15	11	0	0	11	0	0	0	0	0	0	0	0	38.8	46.1	
23:30	9	0	0	8	1	0	0	0	0	0	0	0	40.7	-	
23:45	13	0	0	12	1	0	0	0	0	0	0	0	34.7	38.6	
07:19	7817	8	17	7088	496	142	8	9	31	0	7	11	28.6	34.2	
06:22	8789	9	23	7990	542	157	8	9	32	0	7	12	29.1	34.7	
06:00	8980	9	23	8171	550	159	8	9	32	0	7	12	29.2	34.8	
00:00	9073	12	24	8248	559	159	9	9	32	0	7	14	29.3	34.9	

Date	Friday 03/12/2021												mean speed	os-rte speed
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	mean speed	os-rte speed
00:00	9	0	1	8	0	0	0	0	0	0	0	0	36.2	-
00:15	5	0	0	5	0	0	0	0	0	0	0	0	38.3	-
00:30	3	0	0	3	0	0	0	0	0	0	0	0	44.3	-
00:45	9	0	0	9	0	0	0	0	0	0	0	0	32.7	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	35.9	-
01:15	5	0	0	5	0	0	0	0	0	0	0	0	33.1	-
01:30	2	0	0	1	0	1	0	0	0	0	0	0	41.8	-
01:45	3	0	0	2	1	0	0	0	0	0	0	0	36.7	-
02:00	4	0	0	4	0	0	0	0	0	0	0	0	41.6	-
02:15	2	0	0	1	1	0	0	0	0	0	0	0	31.9	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	35.6	-
02:45	2	0	0	2	0	0	0	0	0	0	0	0	32.3	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	28.1	-
03:15	4	0	1	2	0	0	0	0	0	0	0	1	41.3	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	3	0	0	3	0	0	0	0	0	0	0	0	36.2	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	36.3	-
04:15	3	0	0	3	0	0	0	0	0	0	0	0	34.1	-
04:30	2	0	0	1	0	0	1	0	0	0	0	0	36.7	-
04:45	4	0	0	4	0	0	0	0	0	0	0	0	35	-
05:00	6	0	0	5	1	0	0	0	0	0	0	0	36.7	-
05:15	4	0	0	4	0	0	0	0	0	0	0	0	31.4	-
05:30	7	0	0	4	3	0	0	0	0	0	0	0	37.6	-
05:45	30	0	0	28	2	0	0	0	0	0	0	0	36.8	43.5
06:00	27	0	0	23	1	3	0	0	0	0	0	0	34.1	40.3
06:15	22	0	1	19	2	0	0	0	0	0	0	0	35.1	42.5
06:30	23	0	0	19	2	1	0	0	0	0	0	1	32.9	38.8
06:45	36	0	0	32	3	1	0	0	0	0	0	0	34.4	40.2
07:00	71	1	1	63	5	0	1	0	0	0	0	0	32.3	36.2
07:15	94	0	1	76	10	5	1	0	0	0	0	1	32	36.8
07:30	107	0	0	96	10	1	0	0	0	0	0	0	33.3	37.7
07:45	129	0	0	111	12	4	3	0	0	0	0	2	31.2	35.8
08:00	143	0	0	122	16	4	0	0	0	1	0	0	30.3	34.6
08:15	192	0	0	163	19	7	1	1	1	0	0	0	29.8	33.8
08:30	180	0	0	152	22	4	0	0	2	0	0	0	29.7	34.7
08:45	170	0	3	148	13	5	0	0	0	0	1	0	31.5	34.8
09:00	137	0	0	116	15	5	0	0	0	0	1	0	31.5	36
09:15	149	1	0	122	20	6	0	0	0	0	0	0	32.3	36.1
09:30	155	1	0	134	16	4	0	0	0	0	0	0	30.8	34.9
09:45	145	0	1	125	12	6	0	0	0	0	0	1	32.1	35.8
10:00	120	0	0	97	13	6	0	2	1	0	0	1	32.2	35
10:15	139	0	1	119	13	6	0	0	0	0	0	0	31.3	35.1
10:30	131	0	3	118	7	3	0	0	0	0	0	0	31	34.7
10:45	143	0	0	132	8	3	0	0	0	0	0	0	32.3	36.9
11:00	145	0	1	126	14	4	0	0	0	0	0	0	30.5	33.4
11:15	173	0	0	154	12	6	0	0	1	0	0	0	31.4	34.9
11:30	166	0	0	151	11	4	0	0	0	0	0	0	31	36
11:45	159	0	1	142	9	5	0	0	1	0	1	0	31.7	35.7
12:00	172	0	1	158	7	4	1	0	0	0	0	1	30.6	34.4
12:15	140	0	1	126	13	0	0	0	0	0	0	0	31.6	36.5
12:30	155	1	1	142	9	1	0	0	1	0	0	0	32.4	36
12:45	171	0	0	159	9	2	1	0	0	0	0	0	29.5	33.7
13:00	162	0	0	155	5	0	1	1	0	0	0	0	30.8	34.7
13:15	132	0	1	123	5	2	0	0	0	0	1	0	32.4	36.1
13:30	139	1	0	124	9	4	0	0	1	0	0	0	31.6	36.1
13:45	149	0	1	134	8	5	0	0	1	0	0	0	30.9	34.7
14:00	164	0	0	141	16	3	0	1	1	0	1	1	30.4	34
14:15	178	0	0	164	9	3	0	0	0	0	2	0	30.8	34.6
14:30	175	0	0	161	14	0	0	0	0	0	0	0	30.8	34.1
14:45	142	0	1	170	16	4	0	1	0	0	0	0	28.5	34.2
15:00	138	0	0	130	6	2	0	0	0	0	0	0	27.5	31.5
15:15	117	0	0	104	4	3	0	1	0	0	0	5	10.5	16.1
15:30	144	0	1	132	6	0	3	0	1	0	1	0	9.2	11.3
15:45	135	0	2	127	0	0	0	0	1	0	1	4	8.6	10.6
16:00	171	0	0	167	2	2	0	0	0	0	0	0	9.1	11
16:15	170	0	0	162	5	0	0	0	0	0	2	1	8.8	10.8
16:30	211	1	2	191	9	5	0	0	2	0	1	0	22.8	30.9
16:45	177	0	0	164	8	3	1	0	0	0	1	0	16.5	23.2
17:00	137	0	1	126	4	3	2	0	1	0	0	0	10.8	14.8
17:15	206	0	1	195	6	3	0	0	1	0	0	0	13.8	24.5
17:30	193	0	1	178	10	3	0	0	0	0	0	1	29.5	33.1
17:45	191	0	2	174	11	3	0	0	0	0	0	1	28.6	33
18:00	151	0	2	139	8	1	0	0	0	0	0	1	32.2	36
18:15	148	0	1	136	8	3	0	0	0	0	0	0	30.2	33.5
18:30	145	0	0	137	6	2	0	0	0	0	0	0	32.3	35.6
18:45	152	1	0	147	2	2	0	0	0	0	0	0	30	34
19:00	148	0	2	141	3	2	0	0	0	0	0	0	30.9	34.4
19:15	124	0	0	119	4	0	0	0	0	0	0	1	31.1	35.4
19:30	116	0	1	111	4	0	0	0	0	0	0	0	31.6	34.9
19:45	76	0	0	72	4	0	0	0	0	0	0	0	31.9	35.6
20:00	79	1	1	67	10	0	0	0	0	0	0	0	32.1	36.4
20:15	75	0	0	73	1	1	0	0	0	0	0	0	32.2	37
20:30	38	0	0	37	1	0	0	0	0	0	0	0	34	39.9
20:45	58	0	0	49	8	1	0	0	0	0	0	0	35.3	41.1
21:00	49	0	0	47	1	0	0	1	0	0	0	0	32.7	37.8
21:15	40	0	1	39	0	0	0	0	0	0	0	0	33.2	38.8
21:30	33	0	1	31	1	0	0	0	0	0	0	0	33.6	39.3
21:45	38	0	0	38	0	0	0	0	0	0	0	0	32.9	36.2
22:00	35	0	0	32	2	0	0	1	0	0	0	0	33.9	38.3
22:15	28	0	1	27	0	0	0	0	0	0	0	0	35	42.7
22:30	25	0	0	24	1	0	0	0	0	0	0	0	36.2	42.4
22:45	30	0	0	30	0	0	0	0	0	0	0	0	31.7	39.1
23:00	26	0	0	25	1	0	0	0	0	0	0	0	34.4	41.4
23:15	27	0	0	26	1	0	0	0	0	0	0	0	34.1	37.7
23:30	19	0	0	19	0	0	0	0	0	0	0	0	34.4	44.7
23:45	15	0	0	14	1	0	0	0	0	0	0	0	34.9	40.7
07:19	7363	7	31	6633	472	151	12	6	18	0	13	20	27.3	34.4
06:22	8345	8	38	7550	517	160	12	7	18	0	13	22	27.9	34.7
06:00	8550	8	39	7747	523	160	12	7	19	0	13	22	28.0	34.8
00:00	8661	8	41	7845	531	161	13	7	19	0	13	23	28.1	34.9

Date	Saturday 04/12/2021													mean speed	os-rte speed
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	11	0	0	11	0	0	0	0	0	0	0	0		36.9	46.4
00:15	23	0	0	21	2	0	0	0	0	0	0	0		34.9	42
00:30	13	0	0	13	0	0	0	0	0	0	0	0		35	41.4
00:45	17	0	0	17	0	0	0	0	0	0	0	0		35.5	44.5
01:00	17	0	1	15	1	0	0	0	0	0	0	0		34.5	39.5
01:15	11	0	0	8	3	0	0	0	0	0	0	0		36.5	44.6
01:30	10	1	0	6	3	0	0	0	0	0	0	0		32.9	-
01:45	14	0	1	11	2	0	0	0	0	0	0	0		35.5	40.6
02:00	7	0	0	7	0	0	0	0	0	0	0	0		34.4	-
02:15	4	0	0	3	1	0	0	0	0	0	0	0		34.2	-
02:30	6	0	0	5	1	0	0	0	0	0	0	0		33.9	-
02:45	4	0	0	4	0	0	0	0	0	0	0	0		29.8	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0		33.6	-
03:15	2	0	0	2	0	0	0	0	0	0	0	0		34.8	-
03:30	2	0	0	2	0	0	0	0	0	0	0	0		40.3	-
03:45	3	0	0	2	0	0	0	0	0	0	0	1		41.7	-
04:00	7	0	0	7	0	0	0	0	0	0	0	0		39.1	-
04:15	3	0	0	3	0	0	0	0	0	0	0	0		32.8	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0		34.2	-
04:45	3	0	0	2	1	0	0	0	0	0	0	0		36.7	-
05:00	2	0	0	0	2	0	0	0	0	0	0	0		34.9	-
05:15	4	0	0	4	0	0	0	0	0	0	0	0		32.4	-
05:30	4	0	0	3	1	0	0	0	0	0	0	0		42	-
05:45	5	0	0	5	0	0	0	0	0	0	0	0		35.3	-
06:00	9	0	0	8	0	1	0	0	0	0	0	0		35.2	-
06:15	18	0	1	13	3	1	0	0	0	0	0	0		31.2	39.7
06:30	15	0	0	10	2	2	0	0	0	0	1	0		32.5	37.2
06:45	36	0	0	32	3	1	0	0	0	0	0	0		35.8	41.3
07:00	42	0	0	35	4	2	0	0	0	0	0	1		33.6	39.2
07:15	45	0	0	42	0	3	0	0	0	0	0	0		35.2	41.6
07:30	42	0	0	37	4	1	0	0	0	0	0	0		36.1	41.1
07:45	70	0	0	64	3	2	0	0	1	0	0	0		34.6	39.3
08:00	62	0	1	47	7	4	0	0	2	0	0	1		34.7	40.2
08:15	92	0	0	73	16	2	1	0	0	0	0	0		33.6	38.2
08:30	104	1	0	85	14	4	0	0	0	0	0	0		33.4	37.4
08:45	110	0	0	99	9	2	0	0	0	0	0	0		32.5	37
09:00	111	0	0	93	12	5	0	0	1	0	0	0		32.9	37.4
09:15	111	0	0	88	17	5	0	0	1	0	0	0		32.1	37.9
09:30	115	0	0	109	5	1	0	0	0	0	0	0		31.6	36.3
09:45	157	0	0	135	18	4	0	0	0	0	0	0		32.3	36.4
10:00	129	0	0	119	6	4	0	0	0	0	0	0		32.1	36.8
10:15	126	0	1	113	10	2	0	0	0	0	0	0		32.8	36.4
10:30	130	1	0	116	12	0	0	0	1	0	0	0		31.3	34.8
10:45	170	0	0	161	7	2	0	0	0	0	0	0		31.6	35
11:00	152	0	0	147	4	1	0	0	0	0	0	0		31.2	35.2
11:15	155	0	0	149	5	1	0	0	0	0	0	0		31.8	35.5
11:30	143	0	0	137	5	1	0	0	0	0	0	0		32.2	36.3
11:45	173	0	1	158	13	1	0	0	0	0	0	0		30.9	34.4
12:00	171	0	1	160	6	2	0	0	2	0	0	0		29.3	34.1
12:15	146	0	0	138	3	4	1	0	0	0	0	0		32.1	35.9
12:30	120	0	1	112	6	1	0	0	0	0	0	0		32.8	37.5
12:45	140	0	0	135	2	1	0	0	0	0	0	2		32.7	36.6
13:00	162	0	1	152	8	1	0	0	0	0	0	0		32.3	35.9
13:15	215	0	0	206	6	2	0	0	1	0	0	0		29.9	33.8
13:30	234	0	2	220	10	1	0	0	1	0	0	0		28.5	33.6
13:45	231	0	0	210	14	4	0	0	2	0	1	0		27.5	31.5
14:00	179	0	0	168	5	3	2	0	1	0	0	0		11.3	14.7
14:15	171	0	0	164	6	0	0	0	0	0	1	0		20.4	33
14:30	142	0	0	134	5	0	0	1	2	0	0	0		31.3	36.3
14:45	125	0	1	115	6	2	0	0	1	0	0	0		32.2	36.2
15:00	159	0	2	148	6	2	0	0	0	0	1	0		31.1	35.8
15:15	136	0	1	127	4	3	1	0	0	0	0	0		33.1	37.7
15:30	149	0	0	134	12	3	0	0	0	0	0	0		31.7	35.6
15:45	157	0	3	142	9	2	0	0	0	0	0	1		31	35.3
16:00	152	1	0	139	8	2	0	0	2	0	0	0		29.3	35
16:15	148	0	1	141	4	2	0	0	0	0	0	0		32.7	37
16:30	144	0	0	140	4	0	0	0	0	0	0	0		31.9	36
16:45	141	0	2	135	4	0	0	0	0	0	0	0		31.2	34.5
17:00	137	0	0	132	4	0	0	0	1	0	0	0		31.6	35.8
17:15	121	0	1	110	6	3	0	0	1	0	0	0		32.3	36.7
17:30	120	0	0	116	4	0	0	0	0	0	0	0		31.8	36.3
17:45	111	0	0	107	2	2	0	0	0	0	0	0		31.3	35.4
18:00	135	0	0	130	4	1	0	0	0	0	0	0		32.1	35.2
18:15	102	0	2	97	2	1	0	0	0	0	0	0		32.7	36.7
18:30	103	0	1	94	3	5	0	0	0	0	0	0		32.7	36.1
18:45	119	0	0	113	4	0	0	0	2	0	0	0		32.8	36.9
19:00	115	0	0	107	6	2	0	0	0	0	0	0		31.2	35.6
19:15	73	0	0	72	1	0	0	0	0	0	0	0		33.5	39.4
19:30	71	0	0	66	4	0	0	0	1	0	0	0		34.8	41.6
19:45	53	0	0	50	3	0	0	0	0	0	0	0		33.7	38.8
20:00	49	0	1	47	1	0	0	0	0	0	0	0		33	36.9
20:15	34	0	0	31	3	0	0	0	0	0	0	0		35.4	40.2
20:30	42	0	0	41	1	0	0	0	0	0	0	0		35.2	41
20:45	52	0	0	51	1	0	0	0	0	0	0	0		35.1	40.9
21:00	41	0	0	40	1	0	0	0	0	0	0	0		35.6	41.2
21:15	35	0	1	33	1	0	0	0	0	0	0	0		35.5	43.1
21:30	27	0	0	25	2	0	0	0	0	0	0	0		34.7	39.3
21:45	34	0	1	31	1	1	0	0	0	0	0	0		33.5	38
22:00	27	0	0	27	0	0	0	0	0	0	0	0		34.2	38.4
22:15	30	0	0	29	1	0	0	0	0	0	0	0		35.2	39.2
22:30	32	0	0	32	0	0	0	0	0	0	0	0		33.7	39.9
22:45	23	0	0	23	0	0	0	0	0	0	0	0		34	38.9
23:00	25	0	0	25	0	0	0	0	0	0	0	0		33.9	38.4
23:15	35	0	0	34	1	0	0	0	0	0	0	0		32.5	38.6
23:30	18	0	1	17	0	0	0	0	0	0	0	0		34.2	45.2
23:45	20	0	0	20	0	0	0	0	0	0	0	0		34.3	40.2
07-19	6409	3	22	5926	328	94	5	1	22	0	3	5		30.8	36.0
06-22	7113	3	26	6583	361	102	5	1	23	0	4	5		31.1	36.2
06-00	7323	3	27	6790	363	102	5	1	23	0	4	5		31.2	36.3
00-00	7497	4	29	6943	389	102	5	1	23	0	4	6		31.3	36.4

Date	Sunday 05/12/2021												Mean speed	OS rule speed
	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
Time														
00:00	21	0	0	21	0	0	0	0	0	0	0	0	35	40.7
00:15	20	0	0	18	2	0	0	0	0	0	0	0	35.1	41.4
00:30	23	0	0	22	1	0	0	0	0	0	0	0	34.5	37.9
00:45	17	0	0	16	1	0	0	0	0	0	0	0	35.2	39
01:00	20	0	0	19	0	1	0	0	0	0	0	0	33.9	38.9
01:15	8	0	0	8	0	0	0	0	0	0	0	0	37	-
01:30	7	0	0	6	0	0	0	0	1	0	0	0	33.8	-
01:45	7	0	0	6	0	1	0	0	0	0	0	0	37.8	-
02:00	3	0	0	3	0	0	0	0	0	0	0	0	32.5	-
02:15	8	0	0	8	0	0	0	0	0	0	0	0	35.9	-
02:30	4	0	0	4	0	0	0	0	0	0	0	0	40.8	-
02:45	2	0	0	2	0	0	0	0	0	0	0	0	32.5	-
03:00	3	0	0	3	0	0	0	0	0	0	0	0	32.9	-
03:15	2	0	1	1	0	0	0	0	1	0	0	0	47.4	-
03:30	5	0	0	5	0	0	0	0	0	0	0	0	32.2	-
03:45	3	0	0	3	0	0	0	0	0	0	0	0	36.1	-
04:00	5	0	0	3	2	0	0	0	0	0	0	0	38.3	-
04:15	4	0	0	3	1	0	0	0	0	0	0	0	33.7	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	4	0	0	3	1	0	0	0	0	0	0	0	39.6	-
05:00	3	0	0	3	0	0	0	0	0	0	0	0	37.4	-
05:15	2	0	0	2	0	0	0	0	0	0	0	0	57.2	-
05:30	5	0	0	5	0	0	0	0	0	0	0	0	35.1	-
05:45	7	0	0	7	0	0	0	0	0	0	0	0	33	-
06:00	7	0	1	5	1	0	0	0	0	0	0	0	31.7	-
06:15	11	0	0	11	0	0	0	0	0	0	0	0	40.2	49
06:30	10	0	0	9	0	1	0	0	0	0	0	0	35.7	-
06:45	28	0	0	27	1	0	0	0	0	0	0	0	32.4	39
07:00	30	0	0	27	0	1	1	0	1	0	0	0	30.7	34.5
07:15	20	0	0	20	0	0	0	0	0	0	0	0	35.4	39.6
07:30	32	0	0	29	3	0	0	0	0	0	0	0	34.4	39.9
07:45	34	0	0	29	4	1	0	0	0	0	0	0	33.2	38.5
08:00	38	0	0	31	6	1	0	0	0	0	0	0	34.3	37.7
08:15	48	0	1	35	12	0	0	0	0	0	0	0	33.5	37.8
08:30	57	0	0	50	5	2	0	0	0	0	0	0	33.8	38.7
08:45	65	0	0	57	6	2	0	0	0	0	0	0	33.6	38.3
09:00	77	0	0	65	11	0	0	0	0	0	0	1	33	38.3
09:15	50	0	0	46	3	1	0	0	0	0	0	0	34	41
09:30	73	0	0	66	5	2	0	0	0	0	0	0	33.1	37.5
09:45	121	0	0	114	7	0	0	0	0	0	0	0	32.2	37.1
10:00	105	0	1	98	6	0	0	0	0	0	0	0	33.3	37.5
10:15	112	0	0	108	2	0	0	0	1	0	0	0	32.3	35.8
10:30	109	0	1	101	5	2	0	0	0	0	0	0	33.9	37.7
10:45	128	0	0	122	6	0	0	0	0	0	0	0	32.1	35.9
11:00	141	1	0	133	4	2	0	0	1	0	0	0	31	35.2
11:15	140	0	1	133	5	1	0	0	0	0	0	0	31.8	35.9
11:30	153	0	0	141	12	0	0	0	0	0	0	0	32.2	36.8
11:45	148	0	1	137	8	2	0	0	0	0	0	0	31.2	35.6
12:00	152	0	0	145	7	0	0	0	0	0	0	0	31.7	35.2
12:15	142	0	1	134	6	0	0	0	1	0	0	0	33	36.7
12:30	129	0	1	124	4	0	0	0	0	0	0	0	31.3	35.7
12:45	167	0	0	159	5	1	0	0	2	0	0	0	31.4	35.1
13:00	130	0	1	124	5	0	0	0	0	0	0	0	32.4	36.8
13:15	154	0	1	147	6	0	0	0	0	0	0	0	32.2	36.1
13:30	119	1	0	116	1	1	0	0	0	0	0	0	33.1	38
13:45	143	0	0	133	8	2	0	0	0	0	0	0	31.9	36.3
14:00	144	0	0	138	5	1	0	0	0	0	0	0	32.9	37.1
14:15	141	0	0	136	5	0	0	0	0	0	0	0	32.3	36.6
14:30	129	0	1	119	7	0	0	0	2	0	0	0	31.7	35.8
14:45	149	0	0	139	9	0	0	0	1	0	0	0	32.7	37.3
15:00	132	0	0	123	8	1	0	0	0	0	0	0	32.8	36.5
15:15	150	0	0	142	7	1	0	0	0	0	0	0	32.2	36
15:30	135	0	1	123	11	0	0	0	0	0	0	0	32.6	36.1
15:45	131	0	1	124	4	1	0	0	1	0	0	0	31.7	37.7
16:00	143	0	0	135	6	2	0	0	0	0	0	0	31.4	35.3
16:15	96	0	0	92	2	1	0	0	1	0	0	0	32.1	37.6
16:30	76	0	1	71	3	1	0	0	0	0	0	0	32.1	37.2
16:45	85	0	1	80	3	1	0	0	0	0	0	0	33.6	37.6
17:00	77	0	1	74	2	0	0	0	0	0	0	0	34.3	38.3
17:15	60	0	1	54	4	1	0	0	0	0	0	0	33.6	37.8
17:30	67	0	1	55	9	2	0	0	0	0	0	0	33.3	39.5
17:45	53	1	0	50	1	1	0	0	0	0	0	0	32.9	37.3
18:00	62	0	0	56	5	1	0	0	0	0	0	0	34.8	40.7
18:15	52	0	0	48	4	0	0	0	0	0	0	0	35.5	41.2
18:30	48	0	0	44	4	0	0	0	0	0	0	0	35.1	40
18:45	49	0	0	44	3	2	0	0	0	0	0	0	35.2	43.9
19:00	46	0	0	44	2	0	0	0	0	0	0	0	34.2	37.9
19:15	55	0	1	49	5	0	0	0	0	0	0	0	34	38.4
19:30	35	0	2	31	2	0	0	0	0	0	0	0	36	41.7
19:45	37	0	0	35	2	0	0	0	0	0	0	0	35.1	38.6
20:00	36	0	0	35	1	0	0	0	0	0	0	0	34.7	39.6
20:15	32	0	1	29	2	0	0	0	0	0	0	0	35.3	40
20:30	24	0	0	23	1	0	0	0	0	0	0	0	36.5	45.9
20:45	28	0	1	27	0	0	0	0	0	0	0	0	34.9	43.1
21:00	28	0	0	27	1	0	0	0	0	0	0	0	35.1	40.8
21:15	16	0	0	15	1	0	0	0	0	0	0	0	36.5	41.2
21:30	19	0	0	18	1	0	0	0	0	0	0	0	34.9	40.2
21:45	20	0	1	19	0	0	0	0	0	0	0	0	37.1	43.7
22:00	23	0	0	23	0	0	0	0	0	0	0	0	36.1	44.3
22:15	18	0	0	17	1	0	0	0	0	0	0	0	36.4	42
22:30	17	0	2	12	3	0	0	0	0	0	0	0	40.1	47
22:45	12	0	0	12	0	0	0	0	0	0	0	0	37.2	41
23:00	11	0	0	10	1	0	0	0	0	0	0	0	36.5	40.5
23:15	7	0	0	6	0	0	0	1	0	0	0	0	36.6	-
23:30	7	0	0	7	0	0	0	0	0	0	0	0	35.9	-
23:45	3	0	0	3	0	0	0	0	0	0	0	0	30.8	-
07:19	4796	3	17	4471	255	37	1	0	11	0	0	1	32.5	36.8
06:22	5228	3	24	4875	275	38	1	0	11	0	0	1	32.7	37.1
06:00	5326	3	26	4965	280	38	2	0	11	0	0	1	32.8	37.3
00:00	5509	3	27	5136	288	40	2	0	12	0	0	1	32.9	37.4

Date	Monday 06/12/2021													
	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	mean speed	OS rule speed
Time														
00:00	5	0	0	5	0	0	0	0	0	0	0	0	32.2	-
00:15	4	0	0	4	0	0	0	0	0	0	0	0	37.8	-
00:30	4	0	0	4	0	0	0	0	0	0	0	0	38.8	-
00:45	2	0	0	2	0	0	0	0	0	0	0	0	34.4	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	46.8	-
01:15	3	0	0	3	0	0	0	0	0	0	0	0	37	-
01:30	3	0	0	1	2	0	0	0	0	0	0	0	34.6	-
01:45	3	0	0	3	0	0	0	0	0	0	0	0	36.5	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	37.3	-
02:15	3	0	0	3	0	0	0	0	0	0	0	0	45.1	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	44.4	-
03:15	2	0	0	2	0	0	0	0	0	0	0	0	40.7	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	2	0	0	2	0	0	0	0	0	0	0	0	41	-
04:00	6	0	0	5	1	0	0	0	0	0	0	0	35.2	-
04:15	4	0	0	4	0	0	0	0	0	0	0	0	38.6	-
04:30	2	0	0	1	0	0	0	0	0	0	0	1	40.3	-
04:45	4	0	0	4	0	0	0	0	0	0	0	0	39.5	-
05:00	8	0	0	8	0	0	0	0	0	0	0	0	32.6	-
05:15	7	0	0	7	0	0	0	0	0	0	0	0	42.3	-
05:30	9	0	0	7	2	0	0	0	0	0	0	0	33.9	-
05:45	34	0	1	30	1	2	0	0	0	0	0	0	38.1	42.8
06:00	23	1	1	19	2	0	0	0	0	0	0	0	37.9	46.3
06:15	31	1	0	27	2	1	0	0	0	0	0	0	35	38.1
06:30	33	0	0	29	1	2	0	0	0	0	0	1	33.7	36.4
06:45	60	0	0	52	5	1	0	0	1	0	1	0	32.8	37.8
07:00	61	0	0	57	3	1	0	0	0	0	0	0	34.2	38.5
07:15	92	0	0	82	8	1	0	0	1	0	0	0	31.4	34.5
07:30	104	0	1	97	14	2	0	0	0	0	0	0	33	37.4
07:45	162	0	0	141	19	2	0	0	0	0	0	0	31.6	35.5
08:00	131	0	0	115	11	5	0	0	0	0	0	0	32.2	35.5
08:15	214	0	1	185	25	2	0	0	1	0	0	0	23.1	31.8
08:30	179	0	2	158	14	5	0	0	0	0	0	0	29.4	36.1
08:45	163	0	1	146	9	7	0	0	0	0	0	0	30.5	34.1
09:00	128	0	0	103	15	6	0	0	1	0	1	2	31.7	36.7
09:15	141	0	0	125	12	3	0	1	0	0	0	0	32.2	36.8
09:30	124	0	1	106	10	6	0	0	0	0	1	0	32.5	36.3
09:45	142	0	1	115	15	11	0	0	0	0	0	0	32.3	36.3
10:00	129	1	0	107	14	7	0	0	0	0	0	0	31.1	35.4
10:15	129	0	0	120	6	3	0	0	0	0	0	0	31.3	34.8
10:30	153	0	2	139	9	3	0	0	0	0	0	0	31.1	35.7
10:45	149	0	0	133	7	7	1	1	0	0	0	0	30.2	34.3
11:00	158	0	1	140	16	0	0	0	0	0	0	1	30.7	33.9
11:15	149	0	0	135	10	3	0	0	1	0	0	0	30	36.2
11:30	145	0	0	138	5	1	1	0	0	0	0	0	31.8	36.4
11:45	154	0	1	141	9	3	0	0	0	0	0	0	31.6	35
12:00	156	0	0	146	4	2	2	0	1	0	0	1	30.3	36
12:15	148	0	0	137	9	1	0	0	0	0	1	0	31	35.3
12:30	155	0	0	144	10	1	0	0	0	0	0	0	30.2	33.6
12:45	145	0	0	127	10	5	1	1	0	0	0	1	30.6	34.7
13:00	157	0	0	137	12	7	0	0	0	0	0	1	31.1	34.6
13:15	149	0	1	135	7	5	0	0	0	0	1	0	31.6	35.3
13:30	155	1	1	132	13	6	0	0	2	0	0	0	29.5	34.2
13:45	163	0	1	139	13	8	1	0	1	0	0	0	30.7	34.8
14:00	171	0	1	153	14	2	0	0	0	0	0	1	30.8	35.2
14:15	156	0	0	137	16	3	0	0	0	0	0	0	32.3	35.8
14:30	153	0	0	136	14	2	0	0	0	0	1	0	31.1	34.8
14:45	132	0	0	123	7	2	0	0	0	0	0	0	31.8	36.1
15:00	179	0	0	166	8	2	0	1	2	0	0	0	29.6	34.7
15:15	180	0	0	170	6	3	0	0	0	0	0	1	27.5	32.1
15:30	161	0	2	148	7	4	0	0	0	0	0	0	30.9	34.5
15:45	169	0	1	155	10	2	0	0	0	0	1	0	31.1	35
16:00	183	0	1	152	26	4	0	0	0	0	0	0	30.5	34.1
16:15	163	1	0	149	12	0	0	0	0	1	0	0	30.5	34.3
16:30	191	0	1	173	12	2	0	0	0	0	2	1	27.7	31.9
16:45	185	0	1	168	12	4	0	0	0	0	0	0	29.2	32.8
17:00	159	0	2	140	12	3	0	1	1	0	0	0	30.1	34.5
17:15	197	0	0	170	10	4	0	0	1	0	1	1	27.1	32.7
17:30	185	0	0	169	12	3	0	0	0	0	0	1	27.5	32.8
17:45	166	0	1	145	9	7	0	0	2	0	0	2	29.7	33.9
18:00	156	0	3	145	6	1	0	0	0	0	1	0	29.9	33.2
18:15	123	0	1	111	7	3	0	0	0	0	0	1	31.9	36.3
18:30	117	0	2	101	10	4	0	0	0	0	0	0	31.3	36.1
18:45	113	1	0	106	5	1	0	0	0	0	0	0	30.8	35.9
19:00	88	0	0	86	2	0	0	0	0	0	0	0	33.8	38.7
19:15	85	0	1	79	3	2	0	0	0	0	0	0	32.1	36.5
19:30	91	0	0	85	5	1	0	0	0	0	0	0	31.9	36.6
19:45	87	0	0	82	5	0	0	0	0	0	0	0	32.3	36.4
20:00	69	0	1	67	1	0	0	0	0	0	0	0	33	37.8
20:15	67	0	0	64	2	1	0	0	0	0	0	0	33.3	37.6
20:30	50	0	0	49	0	1	0	0	0	0	0	0	34.8	39.8
20:45	53	0	0	48	5	0	0	0	0	0	0	0	32.9	38.9
21:00	57	0	0	55	1	0	0	0	1	0	0	0	32.6	36.8
21:15	35	0	1	34	0	0	0	0	0	0	0	0	32	36.5
21:30	36	0	0	35	1	0	0	0	0	0	0	0	34.8	40.3
21:45	27	0	0	25	1	1	0	0	0	0	0	0	34.6	39.3
22:00	26	0	0	25	1	0	0	0	0	0	0	0	33.2	38.8
22:15	22	0	0	22	0	0	0	0	0	0	0	0	32.9	37.1
22:30	15	0	0	14	0	1	0	0	0	0	0	0	36.9	40.1
22:45	19	0	0	15	3	0	0	0	0	0	0	1	34.3	41.9
23:00	17	0	0	17	0	0	0	0	0	0	0	0	32.9	39.8
23:15	10	0	0	8	2	0	0	0	0	0	0	0	37.4	-
23:30	12	0	0	10	2	0	0	0	0	0	0	0	32.4	38.6
23:45	4	0	0	4	0	0	0	0	0	0	0	0	31.4	-
07:19	7264	4	30	6487	524	169	6	5	14	1	10	14	30.3	34.8
06:22	8156	6	34	7323	560	179	6	5	16	1	11	15	30.7	35.2
06:00	8281	6	34	7438	568	180	6	5	16	1	11	16	30.7	35.3
00:00	8389	6	35	7536	574	182	6	5	16	1	11	17	30.8	35.4

Date	Tuesday 07/12/2021													
	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	mean speed	OS rule speed
Time														
00:00	3	0	0	3	0	0	0	0	0	0	0	0	32.4	-
00:15	3	0	0	3	0	0	0	0	0	0	0	0	40.5	-
00:30	5	0	0	4	1	0	0	0	0	0	0	0	31.1	-
00:45	2	0	1	1	0	0	0	0	0	0	0	0	40.6	-
01:00	3	0	0	3	0	0	0	0	0	0	0	0	35.4	-
01:15	2	0	0	2	0	0	0	0	0	0	0	0	30.9	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	25.6	-
01:45	3	0	0	3	0	0	0	0	0	0	0	0	34.7	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	30.7	-
02:15	3	0	0	2	1	0	0	0	0	0	0	0	35.9	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	2	0	0	1	0	0	1	0	0	0	0	0	32.1	-
03:15	3	0	0	3	0	0	0	0	0	0	0	0	45.5	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	1	0	0	0	0	0	0	0	0	36.2	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	1	0	0	0	0	0	0	0	0	0	0	14.8	-
04:30	5	0	1	3	0	0	0	0	0	0	0	1	39.8	-
04:45	4	0	0	4	0	0	0	0	0	0	0	0	39.5	-
05:00	7	0	1	4	2	0	0	0	0	0	0	0	35.3	-
05:15	3	0	0	3	0	0	0	0	0	0	0	0	34.3	-
05:30	16	0	0	13	2	1	0	0	0	0	0	0	35.2	44.6
05:45	37	0	1	29	5	2	0	0	0	0	0	0	36.7	42.9
06:00	28	0	0	24	1	1	2	0	0	0	0	0	34.8	39.9
06:15	31	0	0	25	2	2	2	0	0	0	0	0	35	40.3
06:30	42	0	0	35	5	1	1	0	0	0	0	0	34.3	41.3
06:45	50	0	0	42	3	2	1	0	1	0	1	0	33.3	39.5
07:00	74	0	1	64	6	3	0	0	0	0	0	0	33.8	38.6
07:15	115	1	0	98	11	4	0	0	0	0	0	1	32.2	37.7
07:30	101	0	1	85	9	5	0	0	0	0	0	1	31.2	36.3
07:45	174	0	0	151	18	5	30	34	0	0	0	0	30.5	34.5
08:00	147	0	0	122	22	3	0	0	0	0	0	0	30.9	35.5
08:15	211	1	2	181	21	3	0	0	2	0	0	1	17.3	27.1
08:30	198	0	0	185	7	2	0	1	1	0	0	2	9.2	11.2
08:45	189	1	0	176	8	4	0	0	0	0	0	0	21.1	32.8
09:00	126	0	0	114	9	1	0	0	1	0	0	1	32.3	37.1
09:15	150	0	1	120	19	9	0	0	1	0	0	0	31.6	36.9
09:30	142	0	0	118	15	7	0	1	1	0	0	0	30.7	34.9
09:45	150	0	1	122	15	10	0	0	1	0	0	1	30.4	34.7
10:00	108	0	0	85	10	12	0	0	0	0	0	0	33.2	36.8
10:15	130	0	0	114	9	6	1	0	0	0	0	0	31.6	36.1
10:30	123	0	2	109	10	1	0	0	1	0	0	0	31.5	35.2
10:45	118	0	0	107	10	1	0	0	0	0	0	0	33.4	37
11:00	126	0	0	108	12	4	1	0	0	0	0	1	31	34.7
11:15	137	0	0	120	12	4	0	0	1	0	0	0	31.3	36.1
11:30	135	0	1	123	7	4	0	0	0	0	0	0	31.9	36
11:45	138	0	0	128	7	2	0	0	0	0	0	1	30.6	34.2
12:00	143	0	0	125	12	6	0	0	0	0	0	0	31.2	34.9
12:15	133	0	0	123	6	3	1	0	0	0	0	0	31.7	35.2
12:30	161	0	0	147	11	2	0	34	0	1	0	0	30	34.7
12:45	154	0	0	134	11	8	0	0	0	0	0	0	31.5	35.7
13:00	145	0	1	128	12	2	1	0	0	0	1	0	30.9	35.2
13:15	146	1	0	133	7	3	0	0	1	0	1	0	31.9	36.1
13:30	134	0	0	123	6	2	0	0	0	0	2	1	25.5	32.3
13:45	133	0	0	120	9	4	0	0	0	0	0	0	31.3	35.2
14:00	165	0	0	148	12	4	0	0	1	0	0	0	31.5	35.3
14:15	122	0	0	100	16	5	1	0	0	0	0	0	30.7	34.1
14:30	145	0	0	128	13	3	0	0	1	0	0	0	29.7	33.7
14:45	125	0	0	115	7	3	0	0	0	0	0	0	29.3	34.2
15:00	177	0	1	162	6	6	0	0	1	0	1	0	23	34.8
15:15	95	0	0	89	4	0	0	0	0	0	1	1	8.6	11.5
15:30	168	0	0	153	9	5	1	0	0	0	0	0	22.8	35
15:45	168	0	1	148	17	2	0	0	0	0	0	0	31.2	35.1
16:00	199	1	1	168	21	6	0	0	2	0	0	0	28	33.3
16:15	166	0	1	149	9	5	0	0	1	0	1	0	29.6	33.3
16:30	175	0	1	158	11	3	0	0	1	0	0	1	29.8	32.8
16:45	188	1	1	161	21	2	0	0	0	0	2	0	29	32
17:00	187	0	2	168	14	3	0	0	0	0	0	0	28.5	31.8
17:15	152	0	0	134	11	6	1	0	0	0	0	0	28.7	33.5
17:30	156	0	1	139	11	2	0	0	1	0	2	0	29.9	33.9
17:45	172	0	1	161	6	2	0	0	0	0	1	1	28.3	32.2
18:00	164	0	1	149	7	5	0	0	2	0	0	0	30.5	34.5
18:15	151	0	1	133	9	8	0	0	0	0	0	0	30.9	34.5
18:30	118	0	1	104	9	4	0	0	0	0	0	0	31.9	35.6
18:45	126	0	0	115	6	4	1	0	0	0	0	0	32.1	36.2
19:00	109	0	1	100	6	2	0	0	0	0	0	0	33.4	37.5
19:15	89	0	0	84	4	1	0	0	0	0	0	0	32.3	36.4
19:30	82	0	0	80	2	0	0	0	0	0	0	0	31.7	35.3
19:45	83	0	1	74	7	0	1	0	0	0	0	0	32.2	35.6
20:00	63	0	0	57	4	2	0	0	0	0	0	0	32.8	38.9
20:15	59	0	1	56	2	0	0	0	0	0	0	0	34.1	38.9
20:30	56	0	0	53	3	0	0	0	0	0	0	0	32.5	37.1
20:45	54	0	0	49	3	2	0	0	0	0	0	0	33.3	37.5
21:00	57	0	2	54	1	0	0	0	0	0	0	0	32.9	38.7
21:15	23	0	1	19	2	0	0	0	1	0	0	0	33.2	39
21:30	34	0	0	33	1	0	0	0	0	0	0	0	35.5	40.6
21:45	24	0	0	22	0	2	0	0	0	0	0	0	34.7	41.7
22:00	35	0	0	33	1	1	0	0	0	0	0	0	34.2	40
22:15	26	0	1	25	0	0	0	0	0	0	0	0	33.8	40.4
22:30	22	0	0	22	0	0	0	0	0	0	0	0	34.7	41.8
22:45	18	0	0	18	0	0	0	0	0	0	0	0	33.3	37.8
23:00	9	0	0	8	1	0	0	0	0	0	0	0	35	-
23:15	10	0	0	10	0	0	0	0	0	0	0	0	34.5	-
23:30	4	0	0	3	0	1	0	0	0	0	0	0	38.3	-
23:45	3	0	0	3	0	0	0	0	0	0	0	0	34.5	-
07:19	7060	6	23	6246	530	198	8	2	22	0	12	13	28.7	34.6
06:22	7944	6	29	7053	576	213	15	2	24	0	13	13	29.2	35.0
06:00	8071	6	30	7175	578	215	15	2	24	0	13	13	29.3	35.1
00:00	8176	7	34	7259	589	218	16	2	24	0	13	14	29.4	35.2

Date	Wednesday 08/12/2021													
	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	mean speed	OS rule speed
Time														
00:00	2	0	0	2	0	0	0	0	0	0	0	0	36.5	-
00:15	4	0	0	3	0	0	0	0	0	0	1	0	34.2	-
00:30	4	0	1	2	0	1	0	0	0	0	0	0	38	-
00:45	2	0	0	1	0	1	0	0	0	0	0	0	37.1	-
01:00	2	0	0	2	0	0	0	0	0	0	0	0	44.6	-
01:15	2	0	0	2	0	0	0	0	0	0	0	0	31	-
01:30	3	1	0	2	0	0	0	0	0	0	0	0	27.8	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	26.7	-
02:00	3	1	0	1	0	1	0	0	0	0	0	0	25.2	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	4	0	0	4	0	0	0	0	0	0	0	0	39.7	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	3	0	1	2	0	0	0	0	0	0	0	0	41.5	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	47.1	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	28.8	-
03:45	4	0	0	4	0	0	0	0	0	0	0	0	34.9	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	37.6	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	0	0	1	1	0	0	0	0	0	0	0	32.5	-
04:45	4	0	0	3	0	0	0	0	0	0	0	1	42	-
05:00	7	0	0	7	0	0	0	0	0	0	0	0	38.1	-
05:15	6	0	0	5	1	0	0	0	0	0	0	0	33.8	-
05:30	8	0	0	6	2	0	0	0	0	0	0	0	36.3	-
05:45	30	0	1	25	3	1	0	0	0	0	0	0	36	42.2
06:00	25	1	0	22	1	1	0	0	0	0	0	0	36.2	42.4
06:15	35	0	0	29	1	5	0	0	0	0	0	0	34.2	38.9
06:30	28	0	1	18	6	2	0	0	0	0	0	1	34	38.8
06:45	48	0	1	36	7	4	0	0	0	0	0	0	34.5	39.2
07:00	77	0	1	66	7	3	0	0	0	0	0	0	33	37.1
07:15	85	1	0	68	12	3	0	0	1	0	0	0	32.2	37.7
07:30	122	0	0	109	8	5	0	0	0	0	0	0	31.6	35.4
07:45	159	0	1	132	22	3	0	0	0	0	0	1	30.6	35.1
08:00	148	1	2	126	14	2	0	0	3	0	0	0	30.5	35.4
08:15	210	0	1	181	22	3	1	0	2	0	0	0	29	33.1
08:30	174	1	0	158	11	4	0	0	0	0	0	0	31.8	35.4
08:45	155	0	0	137	12	5	0	0	1	0	0	0	32.2	35.8
09:00	151	1	1	124	17	7	0	0	1	0	0	0	32.3	37.9
09:15	139	0	0	120	15	4	0	0	0	0	0	0	32.5	38.4
09:30	132	0	0	104	17	7	0	0	2	0	1	1	32	36.2
09:45	133	1	1	103	18	9	1	0	0	0	0	0	30.7	34.4
10:00	115	0	0	100	12	4	0	0	0	0	0	0	31.5	35
10:15	141	0	0	123	10	6	1	0	0	0	0	1	31.1	35
10:30	127	0	1	111	8	5	2	0	0	0	0	0	31.3	35
10:45	132	0	0	120	9	2	0	0	0	0	1	0	31.6	36
11:00	132	0	1	112	15	2	1	0	0	0	0	1	30.1	34.8
11:15	138	1	0	124	4	7	1	0	1	0	0	0	30.1	35
11:30	130	0	0	115	12	3	0	0	0	0	0	0	32.2	35.8
11:45	140	0	0	136	3	1	0	0	0	0	0	0	31.9	36.1
12:00	143	0	1	132	8	1	0	0	0	0	0	1	32	35.3
12:15	156	0	1	143	8	4	0	0	0	0	0	0	31.4	35.7
12:30	129	0	0	115	10	3	0	0	0	0	1	0	31.8	36.8
12:45	159	0	0	139	14	4	0	0	0	0	0	0	30.8	34.7
13:00	146	0	1	137	5	1	0	0	1	0	1	0	31.4	35.2
13:15	140	1	0	117	16	4	1	0	0	0	0	1	30	34.9
13:30	138	1	0	117	14	3	0	0	2	0	1	0	31.1	35.8
13:45	121	0	1	108	7	2	0	0	1	0	2	0	31.3	36
14:00	138	0	0	126	10	1	0	0	0	0	0	1	32.1	35.7
14:15	138	0	0	126	11	1	0	0	0	0	0	0	32	35.7
14:30	168	0	0	154	8	2	0	0	1	0	3	0	30.9	34.7
14:45	128	0	0	117	5	3	0	0	2	0	1	0	31.6	35.1
15:00	203	0	0	184	12	6	0	0	1	0	0	0	27.6	32.6
15:15	168	0	0	155	10	1	0	0	1	0	0	1	22.3	30.4
15:30	117	0	0	108	3	4	0	0	0	0	0	2	8.4	9.4
15:45	180	0	0	160	14	2	0	0	2	0	2	0	18.4	30.6
16:00	175	0	1	159	12	2	0	0	1	0	0	0	29.4	33
16:15	217	0	2	189	18	5	0	0	3	0	0	0	26.9	31.3
16:30	202	0	1	175	21	4	0	0	1	0	0	0	29.6	32.4
16:45	201	0	3	177	11	6	0	0	4	0	0	0	29.2	32.3
17:00	198	0	3	172	13	6	0	0	3	0	0	1	27.5	31.8
17:15	164	0	1	156	4	2	0	0	1	0	0	0	22.1	32
17:30	203	0	1	194	7	0	0	0	0	0	0	1	29.9	33.4
17:45	177	1	1	162	7	3	0	0	3	0	0	0	29.8	34.1
18:00	183	1	0	169	9	3	0	0	0	0	0	1	29.1	33
18:15	150	0	1	133	12	3	0	0	0	0	0	1	31.5	35.3
18:30	132	0	1	119	9	3	0	0	0	0	0	0	31.6	35.7
18:45	120	0	1	116	2	1	0	0	0	0	0	0	31.9	35.9
19:00	89	0	0	81	7	1	0	0	0	0	0	0	32.4	38
19:15	103	0	1	97	4	1	0	0	0	0	0	0	33.5	38.2
19:30	85	0	0	82	2	0	0	0	1	0	0	0	33.9	37.4
19:45	84	0	0	78	6	0	0	0	0	0	0	0	32.2	35.8
20:00	79	0	2	73	2	2	0	0	0	0	0	0	33.3	37.4
20:15	76	0	0	71	2	3	0	0	0	0	0	0	32.5	37.3
20:30	59	0	0	57	2	0	0	0	0	0	0	0	32.4	36.4
20:45	55	1	0	53	1	0	0	0	0	0	0	0	33.6	39.6
21:00	44	0	0	42	1	1	0	0	0	0	0	0	34.7	39.6
21:15	37	0	0	37	0	0	0	0	0	0	0	0	33	35.9
21:30	31	0	1	29	1	0	0	0	0	0	0	0	32.6	38.2
21:45	36	0	0	35	1	0	0	0	0	0	0	0	34.3	38.3
22:00	38	0	0	37	1	0	0	0	0	0	0	0	33.3	37.8
22:15	21	0	0	20	1	0	0	0	0	0	0	0	33.9	41.5
22:30	20	0	0	20	0	0	0	0	0	0	0	0	33.9	42.6
22:45	17	0	0	16	1	0	0	0	0	0	0	0	35.5	44
23:00	19	0	1	18	0	0	0	0	0	0	0	0	34.6	43.5
23:15	13	0	0	12	1	0	0	0	0	0	0	0	34.7	39.2
23:30	8	0	0	8	0	0	0	0	0	0	0	0	33.9	-
23:45	5	0	0	5	0	0	0	0	0	0	0	0	36.6	-
07:19	7235	10	29	6428	528	165	10	0	38	0	13	14	29.6	34.8
06:22	8149	12	35	7268	572	185	10	0	39	0	13	15	30.0	35.2
06:00	8290	12	36	7404	576	185	10	0	39	0	13	15	30.1	35.3
00:00	8384	14	39	7480	583	189	10	0	39	0	14	16	30.2	35.4

Date	Thursday 09/12/2021													
	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	mean speed	os-rte speed
Time														
00:00	3	0	0	3	0	0	0	0	0	0	0	0	35	-
00:15	6	0	1	5	0	0	0	0	0	0	0	0	35	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	43.4	-
00:45	2	0	0	2	0	0	0	0	0	0	0	0	36.6	-
01:00	5	0	0	4	1	0	0	0	0	0	0	0	39.5	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	2	1	0	1	0	0	0	0	0	0	0	0	21	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	35.1	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	37	-
02:30	2	0	0	2	0	0	0	0	0	0	0	0	35.7	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	46.6	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	4	0	1	2	0	1	0	0	0	0	0	0	33.5	-
04:00	4	0	0	2	0	1	1	0	0	0	0	0	36.3	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	3	0	1	2	0	0	0	0	0	0	0	0	52.3	-
04:45	8	0	0	5	2	0	0	0	0	0	0	1	35.5	-
05:00	6	0	0	5	1	0	0	0	0	0	0	0	36.4	-
05:15	8	1	0	6	1	0	0	0	0	0	0	0	31.5	-
05:30	8	0	0	8	0	0	0	0	0	0	0	0	38	-
05:45	31	0	1	25	3	1	0	0	0	0	1	0	34.7	41.9
06:00	29	0	1	23	1	4	0	0	0	0	0	0	35.8	41.5
06:15	35	0	0	30	4	1	0	0	0	0	0	0	35.5	39.8
06:30	30	0	0	25	1	4	0	0	0	0	0	0	35.9	39.8
06:45	56	0	0	50	2	4	0	0	0	0	0	0	33.8	41.7
07:00	74	0	0	64	7	3	0	0	0	0	0	0	33.1	37.5
07:15	97	0	1	82	12	2	0	0	0	0	0	0	32.2	36.1
07:30	119	0	0	102	11	4	0	0	0	0	0	1	31.6	36.6
07:45	157	0	0	139	14	4	0	0	0	0	0	0	30.5	34.4
08:00	181	0	0	170	10	1	0	0	0	0	0	0	28.5	32.4
08:15	240	1	0	215	20	3	1	0	0	0	0	0	26.4	31.1
08:30	211	1	0	174	27	6	1	0	2	0	0	0	26	31.7
08:45	219	0	0	205	8	2	1	0	3	0	0	0	15.1	25
09:00	206	0	0	181	13	9	0	0	3	0	0	0	18.8	31
09:15	164	0	0	135	21	6	0	0	2	0	0	0	31.5	35.7
09:30	134	0	1	108	16	7	1	0	0	1	0	0	31.8	35.2
09:45	144	1	0	125	12	6	0	0	0	0	0	0	30.8	35
10:00	124	0	0	106	11	5	0	0	1	0	0	1	31.6	35.2
10:15	115	0	0	98	13	3	0	0	0	0	1	0	31.7	36.2
10:30	129	0	1	116	9	3	0	0	0	0	0	0	31.8	36.3
10:45	119	0	0	107	11	1	0	0	0	0	0	0	31.1	34.7
11:00	128	1	0	114	7	3	0	0	0	0	2	1	31.4	36.7
11:15	143	0	0	129	12	2	0	0	0	0	0	0	32.6	37.2
11:30	144	0	0	128	10	5	0	0	1	0	0	0	32	36.3
11:45	139	0	1	129	5	3	1	0	0	0	0	0	31	34.1
12:00	144	1	0	132	8	2	0	0	0	0	0	1	31.6	36.1
12:15	142	0	0	126	12	3	0	0	1	0	0	0	32.4	36.2
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:19	3272	5	4	2885	269	83	5	0	13	1	3	4	28.9	34.7
06:22	3422	5	5	3013	277	96	5	0	13	1	3	4	29.1	35.0
06:00	3422	5	5	3013	277	96	5	0	13	1	3	4	29.1	35.0
00:00	3518	7	9	3089	285	99	6	0	13	1	4	5	29.3	35.2

Date	Friday	10/12/2021																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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[illegible]

Sunday 12/12/2021

[illegible]

Intelligent Data Collection Limited

Period Commencing: 15/11/2021
Road Name: 83035 Botley Road
Flow from: Shaw Road (W)
Vehicle Classification: All Vehicles
to: 83342 Tottus Way (E)
Prepared by: Gabriela Ielenkova
Checked by: Luke Morris



Hour Starting	Monday 15/11/2021	Tuesday 16/11/2021	Wednesday 17/11/2021	Thursday 18/11/2021	Friday 19/11/2021	Saturday 20/11/2021	Sunday 21/11/2021	Monday 22/11/2021	Tuesday 23/11/2021	Wednesday 24/11/2021	Thursday 25/11/2021	Friday 26/11/2021	Saturday 27/11/2021	Sunday 28/11/2021	Monday 29/11/2021	Tuesday 30/11/2021	Wednesday 01/12/2021	Thursday 02/12/2021	Friday 03/12/2021	Saturday 04/12/2021	Sunday 05/12/2021	Monday 06/12/2021	Tuesday 07/12/2021	Wednesday 08/12/2021	Thursday 09/12/2021	Friday 10/12/2021	Saturday 11/12/2021	Sunday 12/12/2021	3-day Average (Mon-Thu)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)		
00:00	*	11	15	13	28	55	35	9	13	*	*	*	*	*	*	*	*	21	31	64	89	12	29	29	43	*	*	*	22	21	11		
01:00	*	7	6	18	11	16	19	14	6	15	*	*	*	*	*	*	*	9	21	58	47	6	22	17	17	*	*	*	14	14	14		
02:00	*	8	14	12	15	11	11	4	8	*	*	*	*	*	*	*	*	5	11	18	10	4	14	12	26	*	*	*	12	11	11		
03:00	*	11	16	15	15	15	18	12	11	*	*	*	*	*	*	*	*	13	9	11	15	9	18	16	16	*	*	*	15	13	12		
04:00	*	19	21	23	13	16	20	24	22	*	*	*	*	*	*	*	*	19	23	14	21	19	29	26	31	*	*	*	24	23	22		
05:00	*	61	65	63	79	34	16	56	67	*	*	*	*	*	*	*	*	79	81	35	17	75	76	70	85	*	*	*	71	71	60		
06:00	*	233	219	236	198	175	40	208	209	*	*	*	*	*	*	*	*	238	200	48	24	211	206	228	213	*	*	*	216	211	179		
07:00	*	884	868	886	726	626	125	80	726	*	*	*	*	*	*	*	*	878	800	166	84	828	828	888	888	*	*	*	810	824	762		
08:00	*	727	552	704	657	353	156	660	*	*	*	*	*	*	*	*	*	711	686	336	154	650	634	739	693	*	*	*	680	674	561		
09:00	525	588	539	513	538	496	365	490	*	*	*	*	*	*	*	*	*	574	570	581	393	570	505	513	505	*	*	*	522	529	568		
10:00	588	632	529	567	588	624	612	532	582	*	*	*	*	*	*	*	*	586	586	540	648	584	584	588	588	*	*	*	570	572	588		
11:00	588	578	571	547	621	607	597	588	585	*	*	*	*	*	*	*	*	565	603	600	624	600	521	555	600	*	*	*	547	545	591		
12:00	557	559	562	581	664	613	660	558	*	*	*	*	*	*	*	*	*	577	534	557	690	611	599	574	544	*	*	*	562	564	578		
13:00	532	507	526	580	622	600	582	570	*	*	*	*	*	*	*	*	*	542	549	614	612	582	538	552	*	*	*	545	561	563			
14:00	515	606	588	595	620	623	492	554	*	*	*	*	*	*	*	*	*	588	485	632	487	538	510	523	505	*	*	*	507	610	554		
15:00	586	515	543	575	566	508	424	594	555	567	461	466	461	588	509	542	538	588	588	588	588	588	588	588	588	*	*	*	538	565	539		
16:00	476	484	488	543	543	488	424	594	555	567	461	466	461	588	509	542	538	588	588	588	588	588	588	588	588	*	*	*	538	565	539		
17:00	486	507	417	611	561	286	214	488	444	484	386	261	214	514	261	506	484	504	504	504	504	504	504	504	504	*	*	*	476	488	411		
18:00	586	527	416	588	588	426	356	588	588	588	588	588	588	588	588	588	588	588	588	588	588	588	588	588	588	*	*	*	588	588	588		
19:00	202	247	229	250	214	163	147	221	*	*	*	*	*	*	*	*	*	257	250	221	145	119	233	234	236	*	*	*	243	233	211		
20:00	175	243	147	216	214	107	56	212	*	*	*	*	*	*	*	*	*	166	159	175	126	106	256	249	270	*	*	*	207	207	182		
21:00	119	160	110	167	136	44	119	*	*	*	*	*	*	*	*	*	*	188	113	128	119	44	140	180	180	*	*	*	154	146	131		
22:00	50	61	37	70	114	75	22	44	*	*	*	*	*	*	*	*	*	46	60	113	87	28	52	54	64	*	*	*	56	64	62		
Summary Data																															Summary Data		
07:00-19:00	5434	6593	6481	6819	6916	5740	2729	6677	0	0	0	0	0	0	0	0	0	4839	6893	6823	5620	4984	6830	6136	6708	2956	0	0	0	6668	6709	6393	
08:00-22:00	6147	7633	7387	7818	7877	6340	3171	7538	209	0	0	0	0	0	0	0	0	1626	7846	7833	6227	5377	7860	7637	7850	3165	0	0	0	7956	7716	7217	
06:00-06:00	6316	7854	7634	8029	8158	6551	5237	7801	209	0	0	0	0	0	0	0	0	5860	8119	8074	6433	5449	8052	7829	8094	3169	0	0	0	7906	7926	7410	
06:00-06:00	6316	7854	7634	8029	8158	6551	5237	7801	209	0	0	0	0	0	0	0	0	5860	8119	8074	6433	5449	8052	7829	8094	3169	0	0	0	7906	7926	7410	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	336	154	650	634	739	693	0	0	0	0	680	674	561	
16:00-16:00	525	727	559	704	657	499																											

Intelligent Data Collection Limited

Period Commencing: 16/11/2021
Road Name: B3035 Bosley Road
Flow from: B3442 Tallow Way (E)
Vehicle Classification: All Vehicles
to: Shaw Road (W)
Prepared by: Gabriela Telenczuk
Checked by: Luke Martin



Hour Starting	Monday 16/11/2021	Tuesday 16/11/2021	Wednesday 17/11/2021	Thursday 18/11/2021	Friday 19/11/2021	Saturday 20/11/2021	Sunday 21/11/2021	Monday 22/11/2021	Tuesday 23/11/2021	Wednesday 24/11/2021	Thursday 25/11/2021	Friday 26/11/2021	Saturday 27/11/2021	Sunday 28/11/2021	Monday 29/11/2021	Tuesday 30/11/2021	Wednesday 01/12/2021	Thursday 02/12/2021	Friday 03/12/2021	Saturday 04/12/2021	Sunday 05/12/2021	Monday 06/12/2021	Tuesday 07/12/2021	Wednesday 08/12/2021	Thursday 09/12/2021	Friday 10/12/2021	Saturday 11/12/2021	Sunday 12/12/2021	3-day Average (Tue-Thu)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)		
00:00	*	23	25	15	27	83	68	10	13	*	*	*	*	*	*	*	*	16	26	64	81	15	13	12	12	*	*	*	16	17	11		
01:00	*	17	11	11	19	11	29	24	6	14	*	*	*	*	*	*	*	13	11	52	42	10	9	8	7	*	*	*	12	12	18		
02:00	*	11	7	12	6	16	23	3	2	*	*	*	*	*	*	*	*	2	3	9	21	17	4	4	7	*	*	*	6	6	9		
03:00	*	12	14	8	6	12	13	5	10	*	*	*	*	*	*	*	*	9	8	8	13	5	6	9	5	*	*	*	9	8	9		
04:00	*	12	9	9	9	9	19	12	12	*	*	*	*	*	*	*	*	14	10	14	13	16	10	7	15	*	*	*	11	11	12		
05:00	*	75	40	40	46	18	21	53	69	*	*	*	*	*	*	*	*	38	47	15	17	58	63	51	53	*	*	*	54	53	44		
06:00	*	151	146	137	128	75	94	149	149	*	*	*	*	*	*	*	*	143	166	71	90	140	151	136	140	*	*	*	145	140	130		
07:00	*	88	88	87	82	45	59	95	95	*	*	*	*	*	*	*	*	83	89	45	55	85	88	85	85	*	*	*	82	82	80		
08:00	*	841	521	812	675	346	180	694	*	*	*	*	*	*	*	*	*	794	685	368	208	667	745	667	661	*	*	*	607	762	632		
09:00	453	685	591	549	568	1451	124	512	*	*	*	*	*	*	*	*	*	629	586	494	251	535	568	555	648	*	*	*	575	552	511		
10:00	566	882	526	475	514	461	446	182	*	*	*	*	*	*	*	*	*	505	627	538	255	454	562	479	518	687	*	*	*	492	582	498	
11:00	546	581	563	516	586	569	580	534	*	*	*	*	*	*	*	*	*	606	590	643	625	582	606	536	540	584	*	*	*	541	570	574	
12:00	610	554	552	577	563	552	561	*	*	*	*	*	*	*	*	*	*	609	634	638	577	550	604	591	587	*	*	*	586	590	590		
13:00	577	522	564	565	642	584	593	624	*	*	*	*	*	*	*	*	*	593	587	582	546	546	558	545	545	*	*	*	559	586	596		
14:00	602	590	566	623	610	584	584	527	*	*	*	*	*	*	*	*	*	584	612	602	617	563	612	557	572	*	*	*	586	602	598		
15:00	585	595	715	65	555	510	535	525	*	*	*	*	*	*	*	*	*	56	516	534	601	548	585	595	595	595	*	*	*	595	595	595	
16:00	718	627	767	722	742	742	742	742	*	*	*	*	*	*	*	*	*	622	742	742	742	742	742	742	742	*	*	*	742	742	742		
17:00	732	700	776	814	693	423	303	750	*	*	*	*	*	*	*	*	*	543	785	727	489	257	697	667	742	*	*	*	718	719	631		
18:00	696	591	558	566	508	362	253	617	*	*	*	*	*	*	*	*	*	622	575	596	499	211	595	595	595	*	*	*	595	595	595		
19:00	858	591	591	591	591	591	591	591	*	*	*	*	*	*	*	*	*	591	591	591	591	591	591	591	591	*	*	*	591	591	591		
20:00	216	227	233	244	240	183	152	231	*	*	*	*	*	*	*	*	*	239	279	250	177	120	239	232	269	*	*	*	246	242	221		
21:00	139	152	189	212	197	138	96	150	*	*	*	*	*	*	*	*	*	146	156	160	137	83	155	138	148	*	*	*	169	165	152		
22:00	110	116	131	135	157	90	73	90	*	*	*	*	*	*	*	*	*	134	128	118	112	70	82	101	96	*	*	*	120	117	109		
23:00	49	55	98	57	108	107	36	33	*	*	*	*	*	*	*	*	*	46	63	87	38	28	43	26	45	*	*	*	50	44	59		
Summary Data																															Summary Data		
07:00-19:00	5919	7237	7621	7379	7289	5785	2904	7126	0	0	0	0	0	0	0	0	5555	7817	7383	6409	4798	7264	7050	7235	2988	0	0	0	7405	7334	6856		
08:00-22:00	6629	8165	8550	8364	8212	6487	3374	8077	143	0	0	0	0	0	0	0	6314	8788	8345	7113	5278	8156	7944	8149	3136	0	0	0	8337	8261	7895		
06:00-06:00	6787	8336	8747	8556	8477	6684	5483	8200	143	0	0	0	0	0	0	0	6493	8980	8550	7323	5336	8281	8071	8290	3136	0	0	0	8507	8434	7863		
05:00-05:00	6787	8486	8853	8659	8583	6851	5651	8289	263	0	0	0	0	0	0	0	6493	9073	8661	7497	5609	8389	8176	8384	3222	0	0	0	8616	8540	7986		
07:00-12:00	453	1316	1978	1863	1595	974	613	1643	0	0	0	0	0	0	0	0	1872	1061	845	1641	1777	1685	1945	1945	1945	*	*	*	1874	1778	1527		
16:00-19:00	1942	2908	2101	2103	1931	1387	989	2051	0	0	0	0	0	0	0	0	1890	2129	2052	1533	868	1928	1954	2122	0	0	0	0	2044	2018	1812		
Peak Hour Analysis																															Peak Hour Analysis		
07:30-10:30	453	841	521	812	675	414	324	694	0	0	0	0	0	0	0	0	0	794	685	494	321	687	745	667	661	0	0	0	607	762	632		
16:30-19:30	732	747	776	814	712	585	433	750	0	0	0	0	0	0	0	0	0	725	767	729	585	400	722	725	796	554	0	0	0	736	724	688	

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed

Intelligent Data Collection Limited

Period Commencing: 15/11/2021
Road Name: B3035 Botley Road
Flow from: Twynay T-junction
Vehicle Classification: All Vehicles

Prepared by: Gabriela Telenczuk
Checked by: Luke Martin



Hour Starting	Monday 15/11/2021	Tuesday 16/11/2021	Wednesday 17/11/2021	Thursday 18/11/2021	Friday 19/11/2021	Saturday 20/11/2021	Sunday 21/11/2021	Monday 22/11/2021	Tuesday 23/11/2021	Wednesday 24/11/2021	Thursday 25/11/2021	Friday 26/11/2021	Saturday 27/11/2021	Sunday 28/11/2021	Monday 29/11/2021	Tuesday 30/11/2021	Wednesday 01/12/2021	Thursday 02/12/2021	Friday 03/12/2021	Saturday 04/12/2021	Sunday 05/12/2021	Monday 06/12/2021	Tuesday 07/12/2021	Wednesday 08/12/2021	Thursday 09/12/2021	Friday 10/12/2021	Saturday 11/12/2021	Sunday 12/12/2021	3-day Average (Tue-Thu)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)		
00:00	*	34	40	28	58	138	103	19	26	*	*	*	*	*	*	*	*	37	37	108	168	27	42	41	55	*	*	*	38	38	62		
01:00	*	23	29	30	29	48	38	12	29	*	*	*	*	*	*	*	*	22	30	110	89	16	31	25	24	*	*	*	27	25	37		
02:00	*	19	21	24	21	27	34	7	10	*	*	*	*	*	*	*	*	8	20	39	27	8	18	19	29	*	*	*	19	17	21		
03:00	*	23	30	23	21	27	31	17	21	*	*	*	*	*	*	*	*	22	17	19	28	14	24	25	21	*	*	*	24	22	23		
04:00	*	30	30	32	29	25	39	36	34	*	*	*	*	*	*	*	*	33	33	28	34	35	39	33	46	*	*	*	35	34	51		
05:00	*	136	105	103	124	52	37	109	136	*	*	*	*	*	*	*	*	117	128	50	34	133	139	131	138	*	*	*	124	124	104		
06:00	*	284	267	247	301	148	74	148	262	*	*	*	*	*	*	*	*	269	293	146	89	355	287	264	263	*	*	*	249	251	292		
07:00	*	584	567	547	601	288	139	288	549	*	*	*	*	*	*	*	*	589	613	316	146	685	587	564	563	*	*	*	549	551	682		
08:00	*	1568	1473	1516	1552	699	336	1344	*	*	*	*	*	*	*	*	*	1505	1571	704	362	1337	1379	1426	1544	*	*	*	1487	1436	1593		
09:00	978	983	1130	1062	1046	741	406	1002	*	*	*	*	*	*	*	*	*	1156	1065	714	374	1105	1070	1068	1153	*	*	*	1097	1081	1018		
10:00	1848	1818	1858	1842	1802	1102	594	1384	*	*	*	*	*	*	*	*	*	1808	1675	1175	1148	1140	1141	1062	1068	*	*	*	1655	1675	1084		
11:00	1126	1159	1154	1063	1121	1176	1147	1162	*	*	*	*	*	*	*	*	*	1188	1165	1263	1297	1206	1205	1085	1050	*	*	*	1126	1155	1165		
12:00	1167	1113	1114	1158	1127	1157	1150	1119	*	*	*	*	*	*	*	*	*	1188	1195	1177	1201	1200	1165	1131	1131	*	*	*	1148	1154	1168		
13:00	1109	1029	1090	1145	1264	1184	1161	1194	*	*	*	*	*	*	*	*	*	1135	1138	1196	1156	1158	1096	1097	1097	*	*	*	1104	1141	1159		
14:00	1218	1136	1149	1219	1330	1207	1076	1081	*	*	*	*	*	*	*	*	*	1172	1256	1301	1104	1101	1222	1178	1178	*	*	*	1193	1212	1190		
15:00	1377	1245	1214	1245	1275	1079	963	1236	*	*	*	*	*	*	*	*	*	1345	1266	1015	1057	1009	1165	1117	1105	*	*	*	1245	1212	1159		
16:00	1364	1245	1289	1210	1248	1127	1015	1274	*	*	*	*	*	*	*	*	*	1145	1265	1045	1045	1045	1106	1076	1076	*	*	*	1245	1212	1159		
17:00	1202	1152	1256	1377	1255	850	569	1282	*	*	*	*	*	*	*	*	*	992	1354	1070	969	501	1201	1226	1275	*	*	*	1226	1229	1099		
18:00	938	1068	975	1077	1017	601	487	1197	*	*	*	*	*	*	*	*	*	1068	1068	827	428	1022	1010	1090	1090	*	*	*	1063	1028	861		
19:00	580	605	578	554	588	350	250	550	*	*	*	*	*	*	*	*	*	580	580	350	250	250	250	250	250	*	*	*	580	577	487		
20:00	418	474	462	484	454	344	299	452	*	*	*	*	*	*	*	*	*	496	529	471	322	239	472	466	505	*	*	*	489	474	411		
21:00	314	425	346	428	411	241	192	362	*	*	*	*	*	*	*	*	*	312	315	333	263	189	411	387	418	*	*	*	376	372	314		
22:00	229	276	241	276	324	226	117	209	*	*	*	*	*	*	*	*	*	322	241	246	231	114	222	278	244	*	*	*	274	263	240		
23:00	99	116	95	127	222	182	58	77	*	*	*	*	*	*	*	*	*	91	123	200	185	95	95	80	109	*	*	*	106	120	120		
Summary Data																															Summary Data		
07:00-19:00	11393	13829	14102	14188	14205	11525	8624	13803	0	0	0	0	0	0	0	0	0	10384	14719	14185	12029	9780	14094	13596	13943	6942	0	0	0	14073	14543	13188	
08:00-22:00	12775	11739	12045	16182	16089	12927	10548	13715	352	0	0	0	0	0	0	0	0	11940	18735	16175	13140	10605	16016	15531	13395	6305	0	0	0	13037	13978	14513	
06:00-06:00	13103	16190	16281	16585	16635	13235	10720	16001	352	0	0	0	0	0	0	0	0	12353	17099	16824	13756	10775	16333	15900	16384	6305	0	0	0	16414	16360	15272	
05:00-05:00	13103	16455	16536	16825	16913	13352	11002	16203	608	0	0	0	0	0	0	0	0	12353	17318	16911	14130	11153	16566	16193	16648	6618	0	0	0	16679	16620	15552	
07:00-12:00	978	1545	3528	3575	3266	2001	1201	3280	0	0	0	0	0	0	0	0	0	3316	3844	3428	2094	1271	3315	1389	3438	3685	0	0	0	3584	3483	2986	
16:00-19:00	3429	3463	3618	3764	3527	2507	1817	3645	0	0	0	0	0	0	0	0	0	3316	3730	3555	2825	1690	3494	3529	3728	0	0	0	0	3592	3566	3227	
Peak Hour Analysis																															Peak Hour Analysis		
07:30-10:30	978	1568	1473	1516	1392	913	676	1844	0	0	0	0	0	0	0	0	0	0	1505	1971	1025	714	1337	1379	1426	1544	0	0	0	1487	1436	1193	
16:30-19:30	1227	1243	1214	1226	1282	787	538	1228	0	0	0	0	0	0	0	0	0	0	1169	1367	1070	1054	764	1275	1293	1531	0	0	0	1297	1250	1129	
Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed																																	

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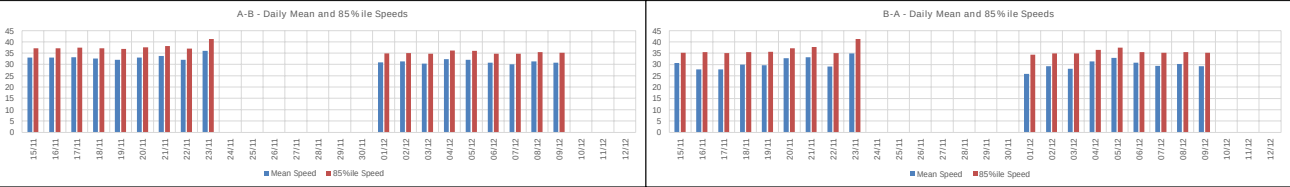
Client: WSP
Project Number: ID06034
Site Number: Site 3



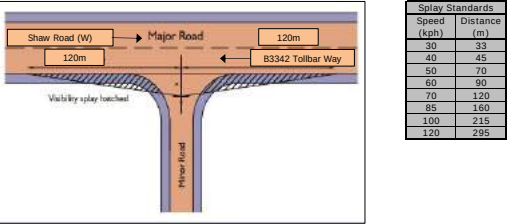
Mean and 85%ile Speed Summary

Direction A-B (Mph)																													
Date	15/11	16/11	17/11	18/11	19/11	20/11	21/11	22/11	23/11	24/11	25/11	26/11	27/11	28/11	29/11	30/11	01/12	02/12	03/12	04/12	05/12	06/12	07/12	08/12	09/12	10/12	11/12	12/12	
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Max
Mean Speed (mph)	33.0	33.1	33.2	32.7	32.0	33.0	33.8	32.0	36.0	-	-	-	-	-	-	-	-	30.9	31.3	30.3	32.3	32.0	30.8	30.1	31.4	30.8	-	-	36.0
85%ile Speed (mph)	37.2	37.2	37.4	37.1	36.9	37.6	38.2	37.0	41.3	-	-	-	-	-	-	-	-	34.9	35.0	34.7	36.2	36.0	34.7	34.8	35.5	35.1	-	-	41.3
85%ile Speed (kph)	59.5	59.5	59.8	59.4	59.0	60.2	61.1	59.2	66.08	-	-	-	-	-	-	-	-	55.8	56.0	55.5	57.9	57.6	55.5	55.7	56.8	56.2	-	-	66.1
Visibility Splay (m)	90	90	90	90	90	90	90	90	120	-	-	-	-	-	-	-	-	90	90	90	90	90	90	90	90	90	-	-	120

Direction B-A (Mph)																													
Date	15/11	16/11	17/11	18/11	19/11	20/11	21/11	22/11	23/11	24/11	25/11	26/11	27/11	28/11	29/11	30/11	01/12	02/12	03/12	04/12	05/12	06/12	07/12	08/12	09/12	10/12	11/12	12/12	
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Max
Mean Speed (mph)	30.6	27.8	27.8	29.9	29.6	32.8	33.2	29.1	34.9	-	-	-	-	-	-	-	25.9	29.3	28.1	31.3	32.9	30.8	29.4	30.2	29.3	-	-	-	34.9
85%ile Speed (mph)	35.2	35.4	35.1	35.5	35.6	37.1	37.7	35.0	41.3	-	-	-	-	-	-	-	34.3	34.9	34.9	36.4	37.4	35.4	35.2	35.4	35.2	-	-	-	41.3
85%ile Speed (kph)	56.3	56.6	56.2	56.8	57.0	59.4	60.3	56.0	66.1	-	-	-	-	-	-	-	54.9	55.8	55.8	58.2	59.8	56.6	56.3	56.6	56.3	-	-	-	66.1
Visibility Splay (m)	90	90	90	90	90	90	90	90	120	-	-	-	-	-	-	-	70	90	90	90	90	90	90	90	90	90	-	-	120



Visibility Splay



Splay Standards	
Speed (kph)	Distance (m)
30	33
40	45
50	70
60	90
70	120
85	160
100	215
120	285

Guidance Notes

The visibility splay is a line drawn from a point 2.4 metres back from a minor road stopline to the nearside kerb of the major road in both directions. This distance along the major road where the line intersects is based on the speed conditions of the major road. Any space within the resulting two triangles must remain free of any obstruction above 1.005 metres.

For our indicative illustration we have used the maximum 85th percentile speed for all of the days surveyed, and rounded it to the nearest speed given for required visibility distances.

These are for indicative purposes only and Intelligent Data are not liable for any losses from advice, or follow-on work, including design of infrastructure using this information.

Client: WSP
Project Number: ID06034
Site Number: Site 3
Flow from: Shaw Road (W) to: B3342 Tollbar Way (E)



Date		Monday	15/11/2021																Seconds (MnH)									
Time		Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Avgm	B5m run					
00:00	*																											
00:15	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
00:30	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
00:45	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
01:00	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
01:15	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
01:30	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
01:45	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
02:00	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
02:15	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
02:30	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
02:45	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
03:00	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
03:15	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
03:30	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
03:45	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
04:00	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
04:15	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
04:30	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
04:45	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
05:00	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
05:15	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
05:30	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
05:45	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
06:00	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
06:15	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
06:30	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
06:45	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
07:00	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
07:15	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
07:30	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
07:45	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
08:00	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
08:15	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
08:30	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
08:45	*		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
09:00	117	0	0	0	4	1	15	74	21	1	1	0	0	0	0	0	0	0	0	0	0	32.4	35.8					
09:15	142	0	0	0	3	44	58	11	31	5	1	0	0	0	0	0	0	0	0	0	0	32.4	35.9					
09:30	115	0	0	0	6	8	17	63	27	1	1	0	0	0	0	0	0	0	0	0	0	32.5	36.5					
09:45	151	0	0	0	0	33	84	29	4	0	0	1	0	0	0	0	0	0	0	0	0	32.8	36					
10:00	135	0	0	0	0	63	46	14	14	5	0	0	0	0	0	0	0	0	0	0	0	31.1	36.1					
10:15	115	0	0	0	0	22	71	18	4	0	0	0	0	0	0	0	0	0	0	0	0	32.7	36.2					
10:30	143	0	0	0	1	40	79	17	4	0	0	0	0	0	2	0	0	0	0	0	0	32.4	35.3					
10:45	142	0	0	1	5	7	32	76	27	5	0	0	0	0	0	0	0	0	0	0	0	32.3	36.9					
11:00	151	0	0	2	1	34	64	23	6	1	0	0	0	0	0	0	0	0	0	0	0	32.4	35.7					
11:15	144	0	0	6	11	42	67	14	4	0	0	0	0	0	0	0	0	0	0	0	0	30.6	34.6					
11:30	148	0	0	5	10	45	60	23	10	0	0	0	0	0	0	0	0	0	0	0	0	31.6	34.3					
11:45	163	0	0	0	0	31	94	36	2	0	0	0	0	0	0	0	0	0	0	0	0	32.8	36.8					
12:00	148	0	0	0	5	16	90	28	9	0	0	0	0	0	0	0	0	0	0	0	0	33.1	36.3					
12:15	160	0	0	1	2	39	26	39	35	5	0	2	0	0	0	0	0	0	0	0	0	33	36.1					
12:30	114	0	0	0	2	27	53	27	5	0	0	1	1	0	0	0	0	0	0	0	0	33.4	37.6					
12:45	135	0	0	0	0	15	68	40	8	2	1	0	0	1	0	0	0	0	0	0	0	34.9	39.3					
13:00	148	0	0	0	0	73	38	29	39	3	0	0	0	0	0	0	0	0	0	0	0	33.5	37.2					
13:15	120	0	0	0	0	15	50	41	10	4	0	0	0	0	0	0	0	0	0	0	0	35	39.1					
13:30	138	0	0	0	2	44	95	33	3	1	0	0	0	0	0	0	0	0	0	0	0	32.5	37.1					
13:45	126	0	0	0	0	57	67	28	3	0	0	0	0	0	0	0	0	0	0	0	0	32.6	36.3					
14:00	134	0	0	0	0	25	64	30	13	2	0	0	0	0	0	0	0	0	0	0	0	33.7	38.6					
14:15	146	0	0	1	0	41	67	30	7	0	0	0	0	0	0	0	0	0	0	0	0	32.7	37.2					
14:30	147	0	0	0	0	89	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	38.2					
14:45	189	0	0	0	3	48	100	35	3	0	0	0	0	0	0	0	0	0	0	0	0	32.3	35.8					
15:00	169	0	0	0	18	73	62	13	3	0	0	0	0	0	0	0	0	0	0	0	0	29.7	33.7					
15:15	165	0	0	1	6	86	69	28	6	2	0	0	0	0	0	0	0	0	0	0	0	31.8	36.4					
15:30	124	0	0	0	0	20	73	24	0	4	0	0	0	0	0	0	0	0	0	0	0	33	36.9					
15:45	138	0	0	1	0	25	65	40	6	0	0	0	1	0	0	0	0	0	0	0	0	33.5	36.6					
16:00	175	0	0	7	18	100	26	3	4	0	0	0	0	0	0	0	0	0	0	0	0	31.4	36.1					
16:15	115	0	0	1	0	12	62	34	6	0	0	0	0	0	0	0	0	0	0	0	0	33.8	37.7					
16:30	135	0	0	0	0	42	60	31	1	0	0	0	0	1	0	0	0	0	0	0	0	32.3	37.3					
16:45	162	0	0	4	4	60	23	23	2	0	0	0	0	0	0	0	0	0	0	0	0	31.7	36.6					
17:00	142	1	1	6	1	21	66	30	14	1	1	0	0	0	0	0	0	0	0	0	0	32.7	38.6					
17:15	150	0	0	0	1	25	40	29	3	1	1	0	0	0	0	0	0	0	0	0	0	33.2	37.4					
17:30	121	0	0	0	0	12	69	39	3	0	0	0	0	0	0	0	0	0	0	0	0	34.2	38.4					
17:45	107	0	0	0	4	23	41	33	6	0	0	0	0	0	0	0	0	0	0	0	0	33	37.6					
18:00	126	0	0	0	1	21	66	32	5	0	1	0	0	0	0	0	0	0	0	0	0	33.5	37.1					
18:15	105	0	0	1	1	19	52	23	7	1	0	0	0	0	0	0	0	0	0	0	0	33.6	37.8					
18:30	103	0	0	0	0	16	46	35	6	0	0	0	0	0	0	0	0	0	0	0	0	34.1	38.1					
18:45	106	0	0	0	0	24	36	28	15	3	0	0	0	0	0	0	0	0	0	0	0	34.7	40.9					
19:00	96	0	0	0	0	16	54	21	4	0	0	0	0	0	0	0	0	0	0	0	0	33.8	37.8					
19:15	103	0	0	0	0	21	44	27	9	1	0	1	0	0	0	0	0	0	0	0	0	34	38.3					
19:30	76	0	0	0	2	10	35	19	5	1	0	0	0	0	0	0	0	0	0	0	0	33.1	36.3					
19:45	61	0	0	0	10	23	24	24	3	0	0	0	0	0	0	0	0	0	0	0	0	34.2	38					
20:00	62	0	0	0	1	9	28	21	2	1	0	0	0	0	0	0	0	0	0	0	0	34.1	38.6					
20:15	45	0	0	0	1	5	14	21	2	2	0	0	0	0	0	0	0	0	0	0	0	35.2	39.5					
20:30	52	0	0	0	0	11	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	40.8					
20:45	43	0	0	0	0	3	14	8	14	2	0	0	0	0	0	1	0	0	0	0	0	37.7	44					
21:00	49	0	0	0	0	6	14	11	5	0	0	0	1	1	0	0	0	0	0	0	0	35.5	40.5					
21:15	60	0	0	0	1	1	25	11	2	0	0	0	0	0	0	0	0	0	0	0	0	35.8	42.5					
21:30	30	0	0	0	0	1	3	15	8	6	2	0	0	0	0	0	0	0	0	0	0	35	4					

Tuesday 16/11/2021

Time	Tallies										Speeds (km/h)																Mean	SD
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100								
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:05	4	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	
00:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
00:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
00:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
00:25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-	
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	-	
01:15	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-	
01:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-	
01:45	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	-	
02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	-	
02:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-	
02:30	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-	
02:45	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	62.6	-	
03:00	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-	
03:15	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	-	
03:30	3	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-	
03:45	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-	
04:00	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42	-	
04:15	7	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-	
04:30	5	0	1	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	
04:45	5	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	
05:00	10	0	0	0	0	2	4	5	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	34.7	-	
05:15	9	0	0	0	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-	
05:30	19	0	0	0	0	1	2	8	6	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.3	43.8	
05:45	23	0	0	0	0	1	7	7	7	2	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	38.3	38.3	
06:00	23	0	0	0	0	2	4	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	40.5	
06:15	39	0	1	0	0	3	6	3	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	45.6	
06:30	70	0	0	1	3	9	14	36	9	14	36	9	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	39.2	
06:45	101	0	0	1	3	12	26	46	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	39.5	
06:59	89	0	0	1	1	18	29	33	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	31.3	
07:15	116	0	0	1	1	11	63	28	9	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.2	37.7	
07:30	125	0	0	0	0	0	20	63	28	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	39.1	
07:45	164	0	0	0	0	21	93	44	12	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	37.6	
08:00	199	0	0	1	0	47	91	56	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	36.5	
08:15	213	0	0	1	0	34	125	52	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	35.8	
08:30	120	0	0	1	0	18	61	35	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	37.1	
08:45	195	0	0	0	1	24	118	45	7	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.5	36.5	
09:00	126	0	0	0	0	1	29	70	30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	37	
09:15	121	0	0	0	0	0	29	67	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	36.3	
09:30	143	0	0	0	0	1	46	51	39	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	37.1	
09:45	118	0	0	0	0	3	41	49	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	36	
10:00	144	0	0	0	0	1	20	93	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	35.9	
10:15	114	0	0	0	0	0	20	67	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	37	
10:30	145	0	0	0	0	3	27	60	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	37.2	
10:45	129	0	0	0	0	0	13	67	42	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	37.2	
11:00	151	0	0	0	0	0	19	91	38	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	37	
11:15	126	0	0	0	0	6	26	67	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	36.2	
11:30	149	0	0	0	0	17	54	57	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	34.9	
11:45	142	0	0	0	0	14	37	63	21	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	36.2	
12:00	131	0	0	0	0	13	75	33	23	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	31.3	
12:15	149	0	0	0	0	2	23	74	43	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	37.5	
12:30	134	0	0	0	0	0	25	65	41	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	37	
12:45	145	0	0	0	0	0	40	67	40	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	37.1	
13:00	127	0	0	0	0	0	27	66	23	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	37.4	
13:15	136	0	0	0	0	0	23	69	36	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	37.4	
13:30	129	0	0	0	0	0	6	54	60	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	36.2	
13:45	116	0	0	0	0	1	22	77	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	34.8	
14:00	139	0	0	0	0	0	38	45	45	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	36.8	
14:15	154	0	0	0	0	0	39	71	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	36.7	
14:30	141	0	0	0	0	1	28	80	28	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	36.6	
14:45	172	0	0	0	0	0	11	44	111	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	36.2	
15:00	159	0	0	0	0	1	6	37	75	35	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	36.3	
15:15	149	0	0	0	0	2	2	81	83	28	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.3	35.9	
15:30	135	0	0	0	0	1	5	53	59	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	37.2	
15:45	174	0	0	0	0	8	57	78	23	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	35.5	
16:00	147	0	0	0																								

Wednesday 17/11/2021

[illegible]

Date

Thursday 18/11/2021

Time	Speed (km/h)																	Mean	B5th %ile		
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-100		
00:00	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	38.5	-
00:15	6	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	34.2	-
00:30	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	39	-
00:45	3	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	46.7	-
01:00	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	38.2	-
01:15	3	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	42.7	-
01:30	4	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	40.4	-
01:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-
02:00	5	0	0	0	0	0	2	0	1	0	1	1	0	0	0	0	0	0	0	43.7	-
02:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	48.6	-
02:30	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	48.6	-
02:45	4	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	40.6	-
03:00	5	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	38	-
03:15	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	32.4	-
03:30	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	37.9	-
03:45	5	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	39.7	-
04:00	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	35.5	-
04:15	8	0	0	0	0	0	1	0	6	0	1	0	0	0	0	0	0	0	0	42.5	-
04:30	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	37.8	-
04:45	150	0	0	0	0	3	2	1	3	1	0	0	0	0	0	0	0	0	0	35.5	-
05:00	11	0	0	0	0	0	4	4	1	2	0	0	0	0	0	0	0	0	0	38	46.3
05:15	10	0	0	0	0	0	3	5	1	0	1	0	0	0	0	0	0	0	0	38	-
05:30	22	0	0	0	0	0	5	9	3	4	0	0	1	0	0	0	0	0	0	40.1	47.1
05:45	20	0	0	0	0	0	4	7	6	1	1	1	0	0	0	0	0	0	0	40.7	46.8
06:00	18	0	0	0	0	0	6	4	5	2	0	1	0	0	0	0	0	0	0	39.8	47.9
06:15	41	0	0	0	2	1	6	5	20	7	0	0	0	0	0	0	0	0	0	34.8	40.6
06:30	53	0	0	0	1	1	15	31	3	1	0	0	1	0	0	0	0	0	0	36.2	39.1
06:45	88	0	0	1	0	11	38	32	14	3	1	0	0	0	0	0	0	0	0	35.5	40.3
07:00	91	0	0	0	8	37	31	2	2	1	0	0	0	0	0	0	0	0	0	34.7	38.4
07:15	119	0	0	1	1	16	59	36	5	1	0	0	0	0	0	0	0	0	0	33.5	37.1
07:30	140	0	0	0	0	0	59	61	0	0	0	0	0	0	0	0	0	0	0	35.2	37.9
07:45	165	0	0	0	1	29	96	31	8	0	0	0	0	0	0	0	0	0	0	33.2	36.5
08:00	219	1	0	1	8	55	116	33	5	0	0	0	0	0	0	0	0	0	0	31.4	35.7
08:15	191	0	0	0	0	46	109	0	0	0	0	0	0	0	0	0	0	0	0	32.2	35.5
08:30	155	0	0	0	2	40	77	33	2	2	1	0	0	0	0	0	0	0	0	32.5	36.1
08:45	139	0	0	0	1	29	57	44	7	1	0	0	0	0	0	0	0	0	0	33.5	37.4
09:00	159	0	0	0	0	51	66	37	4	1	0	0	0	0	0	0	0	0	0	32.5	37
09:15	98	0	0	0	0	20	58	16	4	0	0	0	0	0	0	0	0	0	0	32.7	36
09:30	132	0	0	0	0	19	85	26	2	0	0	0	0	0	0	0	0	0	0	32.8	36.1
09:45	134	0	0	1	22	63	30	8	0	0	0	0	0	0	0	0	0	0	0	33.3	37.6
10:00	136	0	0	0	0	16	78	33	5	4	0	0	0	0	0	0	0	0	0	33.9	37.9
10:15	119	0	1	1	7	23	66	20	1	0	0	0	0	0	0	0	0	0	0	31.5	36.6
10:30	164	0	0	0	0	28	87	42	6	1	0	0	0	0	0	0	0	0	0	33.4	37.4
10:45	148	0	0	0	2	45	81	15	2	3	0	0	0	0	0	0	0	0	0	31.7	34.6
11:00	132	0	0	0	5	27	65	26	9	0	0	0	0	0	0	0	0	0	0	32.5	37
11:15	147	0	0	0	0	28	69	24	4	1	0	1	0	0	0	0	0	0	0	32.8	36.1
11:30	123	0	0	0	0	34	59	18	7	1	0	0	0	0	0	0	0	0	0	32.1	36.5
11:45	145	0	0	0	1	29	81	28	6	0	0	0	0	0	0	0	0	0	0	32.6	36.8
12:00	161	0	0	0	7	36	74	37	5	1	0	0	0	0	0	0	0	0	0	32.4	36.4
12:15	142	0	0	0	0	4	25	85	21	5	1	1	0	0	0	0	0	0	0	32.8	36.7
12:30	140	0	0	0	2	31	77	27	3	0	0	0	0	0	0	0	0	0	0	32.4	36.1
12:45	138	0	0	0	1	38	63	26	9	0	0	0	0	0	0	0	0	0	0	32.5	36.7
13:00	143	0	0	0	0	4	39	69	27	2	1	1	0	0	0	0	0	0	0	32.4	36.2
13:15	146	0	0	1	0	22	88	31	3	1	0	0	0	0	0	0	0	0	0	33	36
13:30	147	0	0	0	0	30	83	28	3	2	1	0	0	0	0	0	0	0	0	32.8	36.6
13:45	144	0	0	0	0	29	90	21	4	0	0	0	0	0	0	0	0	0	0	32.8	35.5
14:00	120	0	0	1	3	19	62	31	3	0	1	0	0	0	0	0	0	0	0	32.9	36.6
14:15	140	0	1	0	1	20	73	37	6	0	2	0	0	0	0	0	0	0	0	31.8	37.6
14:30	150	0	0	3	17	34	63	23	7	3	0	0	0	0	0	0	0	0	0	31.3	36.4
14:45	186	0	0	0	4	72	78	29	3	0	0	0	0	0	0	0	0	0	0	31.2	35.7
15:00	162	38	40	11	14	17	36	21	3	0	0	1	0	0	0	0	0	0	0	31.5	34.7
15:15	133	0	0	0	7	0	27	74	21	4	0	0	0	0	0	0	0	0	0	31.8	35.7
15:30	127	0	0	1	5	27	72	17	4	1	0	0	0	0	0	0	0	0	0	32.2	35.2
15:45	153	0	0	0	0	23	77	26	7	0	0	0	0	0	0	0	0	0	0	33.2	36.9
16:00	149	0	0	1	6	42	62	34	4	0	0	0	0	0	0	0	0	0	0	32	36.2
16:15	154	13	10	15	28	46	32	10	0	0	0	0	0	0	0	0	0	0	0	24.5	30.6
16:30	165	0	2	7	27	48	48	22	1	0	0	0	0	0	0	0	0	0	0	29.1	35.2
16:45	129	0	0	0	0	7	47	48	25	2	0	0	0	0	0	0	0	0	0	31.3	35.5
17:00	159	0	0	3	3	38	88	24	2	1	0	0	0	0	0	0	0	0	0	31.7	35.3
17:15	130	0	0	2	17	31	33	6	0	0	0	0	0	0	0	0	0	0	0	32.8	37.9
17:30	135	0	1	0	0	34	73	19	7	0	1	0	0	0	0	0	0	0	0	32.5	36.4
17:45	139	0	0	0	0	27	79	28	5	0	0	0	0	0	0	0	0	0	0	36.2	-
18:00	143	0	0	0	0	29	62	23	9	0	0	0	0	0	0	0	0	0	0	32.9	37
18:15	120	0	0	0	0	7	19	62	26	6	0	0	0	0	0	0	0	0	0	32.8	36.1
18:30	117	0	0	0	0	24	58	30	3	2	0	0	0	0	0	0	0	0	0	33.2	37.5
18:45	151	0	0	0	1	32	63	30	4	1	0	0	0	0	0	0	0	0	0	32.6	36.7
19:00	82	0	0	0	0	1	14	37	23	6	1	0	0	0	0	0	0	0	0	33.9	38.8
19:15	80	0	0	0	0	1	15	38	18	9	1	0	0	0	0	0	0	0	0	34.1	39.6
19:30	76	0	0	0	0	3	14	32	20	7	0	0	0	0	0	0	0	0	0	33.1	38.9
19:45	83	0	0	0	0	0	17	35	26	3	2	0	0	0	0	0	0	0	0	33.5	38
20:00	64	0																			

Date		Friday 19/11/2021																	Speed (km/h)											
Time	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th	90th	95th	100th	Mean	85th	90th	95th	100th
00:00	4	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7
00:15	11	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2
00:30	8	0	0	0	0	2	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5
00:45	5	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4
01:15	7	0	0	0	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8
01:30	5	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8
01:45	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8
02:00	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5
02:15	3	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7
02:30	2	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1
02:45	7	0	0	0	0	4	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3
03:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2
03:15	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5
03:30	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6
03:45	6	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8
04:00	4	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8
04:15	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.3
04:30	8	0	0	0	0	0	0	1	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5
04:45	6	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8
05:00	14	0	0	0	2	1	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6
05:15	13	0	0	0	0	0	2	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8
05:30	25	0	0	0	0	6	13	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5
05:45	27	0	0	0	1	4	2	7	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8
06:00	25	0	0	0	0	2	4	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5
06:15	34	0	0	0	2	5	18	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4
06:30	57	0	0	0	2	4	15	22	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4
06:45	79	0	0	0	1	9	32	22	10	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4
07:00	86	0	1	1	1	22	22	26	7	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2
07:15	106	0	0	1	0	11	35	43	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5
07:30	168	0	0	0	0	10	59	45	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1
07:45	159	0	0	0	4	30	80	36	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2
08:00	189	0	0	0	0	12	44	107	16	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
08:15	186	0	0	0	1	15	39	93	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8
08:30	148	0	0	3	3	0	4	18	86	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7
08:45	135	0	0	0	0	1	24	67	33	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6
09:00	148	0	0	0	1	15	67	55	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3
09:15	137	0	0	0	0	3	29	85	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
09:30	140	0	0	0	0	2	35	65	30	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9
09:45	143	0	0	0	0	2	36	69	30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7
10:00	148	0	0	0	0	9	37	84	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4
10:15	131	0	0	0	0	2	26	80	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3
10:30	173	0	0	0	0	8	57	82	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5
10:45	134	0	0	0	1	5	30	80	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6
11:00	180	0	0	1	2	58	84	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8
11:15	132	0	0	0	1	40	66	19	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5
11:30	139	0	0	0	1	3	54	73	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3
11:45	170	0	0	0	0	11	45	80	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
12:00	138	0	0	0	4	17	64	42	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
12:15	152	24	10	20	13	28	34	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4
12:30	135	31	16	11	23	27	23	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8
12:45	138	0	0	0	5	33	66	27	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3
13:00	167	0	2	1	5	67	51	37	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1
13:15	140	0	0	0	0	1	16	80	38	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8
13:30	164	0	0	1	2	53	79	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6
13:45	151	0	0	0	0	2	39	59	41	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
14:00	171	0	0	1	13	35	102	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3
14:15	143	0	0	0	0	31	75	29	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8
14:30	164	0	0	0	0	8	39	88	25	2	1	1	0	0	0	0														

Date

Saturday 20/11/2021

Time	Speed (km/h)																	Mean	B50th Value		
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-100		
00:00	9	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	35.4	-
00:15	22	0	0	0	0	1	5	10	2	2	0	0	0	0	0	0	0	0	0	37.5	42.2
00:30	11	0	0	0	0	1	3	4	1	1	0	0	1	0	0	0	0	0	0	39.8	50.4
00:45	13	0	0	0	0	1	2	4	3	2	0	0	0	0	1	0	0	0	0	41.1	48.8
01:00	6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.1	-
01:15	8	0	0	0	0	2	2	2	1	0	0	1	0	0	0	0	0	0	0	37.1	-
01:30	4	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	38.5	-
01:45	1	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	40.8	-
02:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	47.7	-
02:15	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	39.7	-
02:30	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-
02:45	4	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	37.2	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.0	-
03:15	7	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	36.7	-
03:30	4	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	48.3	-
03:45	4	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	33.8	-
04:00	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	39.8	-
04:15	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	39.7	-
04:30	7	0	0	0	0	0	2	3	0	1	1	0	0	0	0	0	0	0	0	39	-
04:45	4	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	43.9	-
05:00	7	0	0	0	0	1	2	2	0	2	0	0	0	0	0	0	0	0	0	37.4	-
05:15	6	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	42.1	-
05:30	30	0	0	0	0	10	2	4	3	1	0	0	0	0	0	0	0	0	0	39.3	-
05:45	11	0	0	0	0	1	1	4	4	0	1	0	0	0	0	0	0	0	0	40.1	45.7
06:00	21	0	0	0	0	3	7	5	4	1	0	0	0	1	0	0	0	0	0	37.5	42.3
06:15	12	0	0	0	0	2	4	3	0	1	1	0	0	1	0	0	0	0	0	38.4	51.1
06:30	17	0	0	0	0	1	2	6	3	4	0	1	0	0	0	0	0	0	0	41.1	47.3
06:45	23	0	0	0	0	0	5	10	6	1	0	0	0	0	0	0	0	0	0	37.2	45.3
07:00	30	0	0	0	0	5	12	8	3	0	2	0	0	0	0	0	0	0	0	35.1	40.4
07:15	48	0	0	0	0	4	21	13	3	5	1	1	0	0	0	0	0	0	0	36.5	44.2
07:30	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	45
07:45	65	0	0	0	1	0	3	17	31	9	4	1	0	0	0	0	0	0	0	36.7	41.3
08:00	71	0	0	0	0	10	34	18	6	2	1	0	0	0	0	0	0	0	0	34.6	39
08:15	90	0	0	0	0	12	31	26	10	1	0	0	0	0	0	0	0	0	0	35.1	38.6
08:30	86	0	0	0	1	7	7	39	35	3	3	0	0	0	0	0	0	0	0	34.1	37.6
08:45	106	0	0	2	0	15	43	37	6	2	0	1	0	0	0	0	0	0	0	34.2	38
09:00	103	0	0	0	0	13	45	28	15	1	0	0	0	0	0	0	0	0	0	35.1	40.6
09:15	116	0	0	0	0	11	50	44	9	1	1	0	0	0	0	0	0	0	0	35	38.5
09:30	125	0	0	1	0	14	56	46	7	1	0	0	0	0	0	0	0	0	0	34.4	37.6
09:45	156	0	0	2	19	30	36	36	6	0	0	0	0	0	0	0	0	0	0	33.4	35.7
10:00	154	0	0	0	0	37	78	36	2	1	0	0	0	0	0	0	0	0	0	32.6	36.2
10:15	166	0	0	0	0	29	84	44	9	0	0	0	0	0	0	0	0	0	0	33.4	37
10:30	155	0	0	1	3	41	75	32	1	0	0	0	0	0	0	0	0	0	0	32.5	37
10:45	149	2	2	2	19	50	63	9	2	0	0	0	0	0	0	0	0	0	0	29.4	34
11:00	153	1	0	0	0	30	86	31	5	0	0	0	0	0	0	0	0	0	0	32.8	37.1
11:15	146	0	0	1	24	88	29	3	0	0	0	0	0	0	0	0	0	0	0	32.7	36.1
11:30	164	0	0	1	0	54	86	21	2	0	0	0	0	0	0	0	0	0	0	31.5	34.8
11:45	145	0	0	1	0	22	68	43	8	3	0	0	0	0	0	0	0	0	0	33.8	37.7
12:00	168	0	0	0	0	48	97	20	3	0	0	0	0	0	0	0	0	0	0	31.9	34.8
12:15	173	0	0	1	1	42	99	27	3	0	0	0	0	0	0	0	0	0	0	32.3	35.3
12:30	153	0	5	13	27	55	44	8	1	0	0	0	0	0	0	0	0	0	0	27.2	32.6
12:45	137	0	0	0	0	14	74	41	7	0	0	0	0	0	0	0	0	0	0	34	37
13:00	149	0	0	0	0	20	75	46	7	0	0	1	0	0	0	0	0	0	0	34.2	38.1
13:15	156	0	0	2	18	63	58	11	4	0	0	0	0	0	0	0	0	0	0	29.7	33.7
13:30	135	22	63	20	12	13	3	2	0	0	0	0	0	0	0	0	0	0	0	35.5	22.2
13:45	160	0	0	2	7	88	69	11	3	0	0	0	0	0	0	0	0	0	0	30.2	33.6
14:00	139	0	0	0	2	25	61	47	2	2	0	0	0	0	0	0	0	0	0	33.6	37.7
14:15	163	0	0	0	0	32	90	36	5	0	0	0	0	0	0	0	0	0	0	32.9	36.6
14:30	160	0	0	0	0	43	90	20	7	0	0	0	0	0	0	0	0	0	0	32.2	35.6
14:45	161	0	0	0	12	35	71	35	7	0	1	0	0	0	0	0	0	0	0	32.2	36.5
15:00	137	0	0	0	0	34	69	27	6	1	0	0	0	0	0	0	0	0	0	32.8	36.4
15:15	124	0	1	0	0	12	83	25	3	0	0	0	0	0	0	0	0	0	0	32.8	36.2
15:30	134	0	0	0	0	20	74	32	6	1	1	0	0	0	0	0	0	0	0	33.7	37
15:45	113	0	0	0	0	14	50	40	8	1	0	0	0	0	0	0	0	0	0	34.6	38.8
16:00	124	0	0	0	1	20	60	35	3	3	1	1	0	0	0	0	0	0	0	33.9	37.4
16:15	111	0	0	0	0	28	56	22	4	1	0	0	0	0	0	0	0	0	0	32.8	36.2
16:30	107	0	0	0	1	25	50	24	7	0	0	0	0	0	0	0	0	0	0	32.9	37.2
16:45	111	0	0	0	0	30	52	26	3	0	0	0	0	0	0	0	0	0	0	32.7	36.5
17:00	113	0	0	0	0	24	51	27	7	4	0	0	0	0	0	0	0	0	0	33.8	38.1
17:15	106	0	0	0	0	19	55	23	4	4	0	0	0	0	0	0	0	0	0	33.5	38.1
17:30	85	0	0	0	0	12	45	25	3	0	0	0	0	0	0	0	0	0	0	33.7	37.8
17:45	79	0	0	0	2	12	38	19	5	1	2	0	0	0	0	0	0	0	0	34.3	39
18:00	84	0	0	0	0	12	46	18	5	2	1	0	0	0	0	0	0	0	0	34.3	39.2
18:15	66	0	0	0	0	8	23	25	7	3	0	0	0	0	0	0	0	0	0	35.7	41.1
18:30	70	1	0	0	0	11	23	17	5	3	0	0	0	0	0	0	0	0	0	34	38.8
18:45	65	0	0	0	1	9	36	13	6	0	0	0	0	0	0	0	0	0	0	33.5	36.8
19:00	75	0	0	0	0	16	34	16	6	3	0	0	0	0	0	0	0	0	0	33.9	39.3
19:15	78	0	0	0	0	19	24	22	9	4	0	0	0	0	0	0	0	0	0	34.5	40.9
19:30	56	0	0	0	0	14	24	15	2	0	0	0	0	1	0	0	0	0	0	33.6	38
19:45	48	0	0	0	0	10	12	17	7	2	0	0	0	0	0	0	0	0	0	36.2	41.7
20:00	53	0	0	0	1	7															

Date

Sunday 21/11/2021

Time	Speed (km/h)																	Mean	BSPH (km/h)		
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-100		
00:00	12	0	0	0	0	1	4	6	1	0	0	0	0	0	0	0	0	0	35	38.8	-
00:15	27	0	0	0	0	0	1	6	2	3	0	0	0	0	0	0	0	0	38.2	41.2	-
00:30	7	0	0	0	0	0	0	5	1	0	1	0	0	0	0	0	0	0	40.1	-	-
00:45	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	36.5	-	-
01:00	5	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	37.6	-	-
01:15	4	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	36.5	-	-
01:30	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	38.9	-	-
01:45	2	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	37.7	-	-
02:00	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	44.8	-	-
02:15	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	36.6	-	-
02:30	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	38.7	-	-
02:45	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	37.4	-	-
03:00	4	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	41.9	-	-
03:15	5	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	38.3	-	-
03:30	5	0	0	0	0	1	2	0	1	0	1	0	0	0	0	0	0	0	36.9	-	-
03:45	4	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	31.8	-	-
04:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-	-
04:15	5	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	38.7	-	-
04:30	4	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	35.3	-	-
04:45	10	0	0	0	0	2	0	3	3	1	1	0	0	0	0	0	0	0	40.3	-	-
05:00	5	0	0	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	39.6	-	-
05:15	6	0	0	0	0	0	1	2	0	1	0	0	0	2	0	0	0	0	47.9	-	-
05:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	52.9	-	-
05:45	4	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	41.2	-	-
06:00	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	37.6	-	-
06:15	6	0	0	1	0	0	1	3	1	0	0	0	0	0	0	0	0	0	33.3	-	-
06:30	8	0	0	0	0	2	1	5	0	0	0	0	0	0	0	0	0	0	34.7	-	-
06:45	22	0	0	0	0	1	8	6	5	2	0	0	0	0	0	0	0	0	37.2	43.4	-
07:00	14	0	0	1	1	4	2	2	3	1	0	0	0	0	0	0	0	0	37.4	46.6	-
07:15	15	0	0	0	1	1	2	4	6	0	1	0	0	0	0	0	0	0	38	42.9	-
07:30	27	0	0	0	0	5	8	4	5	0	0	0	0	0	0	0	0	0	36.2	42.3	-
07:45	24	0	0	0	1	1	3	12	7	0	0	0	0	0	0	0	0	0	37.5	42.9	-
08:00	28	0	0	1	0	3	10	11	1	2	0	0	0	0	0	0	0	0	34.7	39.8	-
08:15	39	0	0	0	0	1	18	12	1	0	0	0	0	0	0	0	0	0	35.7	41.1	-
08:30	37	0	0	0	1	6	14	13	2	0	1	0	0	0	0	0	0	0	34.1	37.9	-
08:45	52	0	0	0	1	2	13	23	11	2	0	0	0	0	0	0	0	0	37.3	41.6	-
09:00	25	0	0	0	1	4	18	22	7	0	0	0	0	0	0	0	0	0	35.9	40.5	-
09:15	80	0	0	0	0	10	40	22	6	2	0	0	0	0	0	0	0	0	34.4	38.8	-
09:30	91	0	0	0	0	9	38	32	12	0	0	0	0	0	0	0	0	0	35.2	39.7	-
09:45	126	0	0	0	0	20	62	37	6	1	0	0	0	0	0	0	0	0	33.8	37.3	-
10:00	149	0	0	1	0	23	68	37	17	2	0	0	0	0	0	0	0	0	34.1	39.4	-
10:15	145	0	0	0	2	23	76	33	9	0	0	0	0	0	0	0	2	0	34.1	36.9	-
10:30	151	0	0	0	0	32	78	40	2	0	0	0	0	0	0	0	0	0	33	34	-
10:45	169	0	0	0	0	3	85	24	4	1	0	0	0	0	0	0	0	0	31.9	35.4	-
11:00	138	0	0	0	0	23	85	27	3	0	0	0	0	0	0	0	0	0	32.9	35.9	-
11:15	129	0	0	1	4	24	75	22	5	2	0	0	0	0	0	0	0	0	32.8	36.2	-
11:30	144	0	0	0	0	17	77	46	5	0	0	0	0	0	0	0	0	0	33.8	37.2	-
11:45	156	1	1	0	1	45	75	30	3	0	0	0	0	0	0	0	0	0	32.2	36.2	-
12:00	178	0	0	1	4	73	80	18	1	0	0	0	0	0	0	0	0	0	33.9	34.5	-
12:15	140	0	0	0	0	12	83	41	4	0	0	0	0	0	0	0	0	0	33.9	37.5	-
12:30	178	0	0	0	18	60	67	30	3	2	0	0	0	0	0	0	0	0	31.1	36.1	-
12:45	150	0	0	0	0	18	62	38	11	11	0	0	0	0	0	0	0	0	34.1	-	-
13:00	157	0	0	0	0	1	21	82	42	11	0	0	0	0	0	0	0	0	33.6	38.3	-
13:15	137	1	11	8	5	39	63	9	1	0	0	0	0	0	0	0	0	0	28.4	32.6	-
13:30	132	0	0	0	3	0	28	63	32	6	0	0	0	0	0	0	0	0	32.9	36.8	-
13:45	136	0	0	0	0	0	18	70	38	9	1	0	0	0	0	0	0	0	33.8	37.5	-
14:00	137	0	0	0	1	20	78	30	7	1	0	0	0	0	0	0	0	0	33.6	37.2	-
14:15	120	0	0	0	5	25	50	30	9	0	1	0	0	0	0	0	0	0	33.2	37.2	-
14:30	131	0	0	0	0	1	19	71	35	5	0	0	0	0	0	0	0	0	33.5	38.1	-
14:45	104	0	0	0	1	21	52	21	8	1	0	0	0	0	0	0	0	0	32.3	38.5	-
15:00	123	0	0	0	0	7	66	35	14	1	0	0	0	0	0	0	0	0	34.8	39	-
15:15	115	0	1	0	0	19	39	49	7	0	0	0	0	0	0	0	0	0	34	38.3	-
15:30	91	0	0	0	0	10	36	34	9	1	1	0	0	0	0	0	0	0	35.2	38.8	-
15:45	95	0	0	0	2	7	32	37	13	2	0	2	0	0	0	0	0	0	36	40.4	-
16:00	101	0	0	0	0	1	16	35	37	11	1	0	0	0	0	0	0	0	34.7	39.5	-
16:15	87	0	1	0	2	23	29	21	1	0	0	0	0	0	0	0	0	0	31.4	36.6	-
16:30	86	0	0	0	0	13	44	22	6	0	1	0	0	0	0	0	0	0	33.7	37.3	-
16:45	74	0	0	0	1	18	27	23	5	0	0	0	0	0	0	0	0	0	33.4	37.4	-
17:00	77	0	0	0	1	15	28	19	4	0	0	0	0	0	0	0	0	0	33.4	36.5	-
17:15	64	0	0	0	0	5	26	26	6	1	0	0	0	0	0	0	0	0	35.2	38.1	-
17:30	57	0	0	2	0	10	25	17	3	0	0	0	0	0	0	0	0	0	33	37.1	-
17:45	68	0	0	0	0	6	30	26	5	1	0	0	0	0	0	0	0	0	35	38.9	-
18:00	68	0	0	0	0	9	31	22	4	1	0	0	0	0	1	0	0	0	34.8	38.5	-
18:15	53	0	0	0	0	6	27	14	5	0	1	0	0	0	0	0	0	0	34.5	38.4	-
18:30	49	0	1	0	1	10	21	12	2	1	0	0	1	0	0	0	0	0	33.6	37.9	-
18:45	44	0	0	0	0	9	19	11	4	0	0	0	0	0	0	0	0	0	33.7	37.6	-
19:00	51	0	0	0	0	2	15	21	10	1	1	1	0	0	0	0	0	0	37.3	41.4	-
19:15	38	0	0	0	1	2	17	13	4	1	0	0	0	0	0	0	0	0	34.9	39.9	-
19:30	45	0	0	0	0	4	21	15	5	0	0	0	0	0	0	0	0	0	34.7	38.2	-
19:45	34	0	0	0	2	5	5	14	4	2	1	0	0	0	1	0	0	0	37.3	44.2	-
20:00	54	0	0	0	1	8	19	19	6	1	0	0	0	0	0	0	0	0	34.6	39.5	-
20:15	39	0	0																		

Monday 22/11/2021

Time	Total	Speeds (kph)																Mean	SD	Unit
		0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:05	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
00:10	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
01:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:15	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
03:30	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	6	0	0	0	0	1	0	4	0	0	1	0	0	0	0	0	0	0	0	0
04:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
04:15	6	0	0	0	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0
04:30	6	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0
04:45	9	0	0	0	0	1	4	3	1	0	1	0	0	0	0	0	0	0	0	0
05:00	6	0	0	0	0	1	3	2	2	0	0	2	0	0	0	0	0	0	0	0
05:15	10	0	0	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0
05:30	19	0	0	1	0	0	5	9	4	0	0	0	0	0	0	0	0	0	0	0
05:45	21	0	0	0	0	2	6	5	2	0	0	0	0	0	0	0	0	0	0	0
06:00	18	0	0	0	0	2	5	6	2	2	0	0	0	0	0	0	0	0	0	0
06:15	38	0	0	0	1	7	9	12	4	0	0	0	0	0	0	0	0	0	0	0
06:30	72	0	0	0	0	5	24	30	11	1	1	0	0	0	0	0	0	0	0	0
06:45	79	0	0																	

Tuesday 23/11/2021

Turbine		Speedy (rpm)																			Mean	Std. Value
Time	0	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-
00:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36	-
00:45	4	0	0	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	48	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	5	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	39.4	-
01:30	4	0	0	0	0	0	1	2	0	1	0	0	0	1	0	0	0	0	0	0	33.7	-
01:45	6	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	35.6	-
02:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.9	-
02:15	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	36	-
02:30	3	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	38.3	-
02:45	7	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	27.1	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	39	-
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	48.8	-
03:45	8	0	0	0	0	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	37.2	-
04:00	6	0	0	0	0	0	0	4	0	0	2	0	0	0	0	0	0	0	0	0	39.2	-
04:15	4	0	0	0	0	0	0	2	1	1	0	0	0	0	0	1	0	0	0	0	35.3	-
04:30	6	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	38.4	-
04:45	6	0	0	0	0	0	0	2	2	0	1	1	0	0	0	0	0	0	0	0	38.6	-
05:00	0	13	0	0	1	2	2	6	3	1	0	0	0	0	0	6	3	1	0	0	38.2	-
05:15	9	0	0	0	0	0	0	3	1	2	2	1	0	0	0	0	0	0	0	0	40.7	-
05:30	23	0	0	0	0	0	0	6	11	5	1	0	0	0	0	0	0	0	0	0	37.8	41.2
05:45	0	22	0	0	0	0	1	11	11	1	0	0	0	0	0	21	0	0	0	0	34.8	42.5
06:00	17	0	0	0	0	0	0	3	7	6	1	0	0	0	0	0	0	0	0	0	39.1	44.2
06:15	37	0	0	0	0	0	5	8	15	6	3	0	0	0	0	15	0	0	0	0	37	43.3
06:30	62	0	0	2	3	11	17	19	6	1	0	0	0	0	0	0	0	0	0	0	33.9	40.6
06:45	93	0	0	0	0	0	24	24	35	8	2	0	0	0	0	0	0	0	0	0	34.4	39.5
07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-																				

Wednesday 24/11/2021

[illegible]

Thursday 25/11/2021

[illegible]

Friday 26/11/2021

[illegible]

Saturday 27/11/2021

[illegible]

Sunday 28/11/2021

[illegible]

Monday 29/11/2021

[illegible]

Tuesday 30/11/2021

Tabelle 1		Geschwindigkeit (km/h)																	Mean		SD	
Time	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	SD
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0																		

Date

Wednesday 01/12/2021

Time	Speed (Mph)																			Mean	B50th %ile
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95		
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	108	0	0	0	0	37	51	17	3	0	0	0	0	0	0	0	0	0	0	31.9	25.5
10:00	124	0	2	0	8	39	53	19	3	0	0	0	0	0	0	0	0	0	0	31.1	25.7
10:15	150	0	0	0	1	54	76	17	1	0	1	0	0	0	0	0	0	0	0	31.3	34.7
10:30	167	0	0	0	7	71	71	14	4	0	0	0	0	0	0	0	0	0	0	30.7	34.2
10:45	158	0	0	0	1	57	71	25	4	0	0	0	0	0	0	0	0	0	0	31.6	35.6
11:00	148	0	0	0	7	53	72	9	6	0	1	0	0	0	0	0	0	0	0	30.9	34.4
11:15	134	0	0	1	5	55	57	14	2	0	0	0	0	0	0	0	0	0	0	30.6	32.9
11:30	149	0	0	0	4	68	62	13	2	0	0	0	0	0	0	0	0	0	0	30.5	34
11:45	129	0	0	0	8	40	61	19	1	0	0	0	0	0	0	0	0	0	0	31.3	35.2
12:00	153	0	0	0	1	63	63	25	1	0	0	0	0	0	0	0	0	0	0	31.4	35.2
12:15	136	0	0	0	6	46	69	14	1	0	0	0	0	0	0	0	0	0	0	31.2	34.8
12:30	144	0	0	0	7	25	75	21	6	0	0	0	0	0	0	0	0	0	0	32	35.6
12:45	144	0	0	4	43	75	16	1	1	0	0	0	0	0	0	0	0	0	0	31.5	34.8
13:00	133	0	0	2	4	29	69	25	4	0	0	0	0	0	0	0	0	0	0	32.1	36
13:15	159	0	0	1	6	60	72	13	6	0	1	0	0	0	0	0	0	0	0	31.1	34.7
13:30	126	0	0	1	3	33	71	15	3	0	0	0	0	0	0	0	0	0	0	31.5	35
13:45	124	0	0	0	4	64	38	16	1	1	0	0	0	0	0	0	0	0	0	30.4	34.8
14:00	143	0	6	8	3	52	56	14	3	1	0	0	0	0	0	0	0	0	0	29.6	34.2
14:15	143	0	0	0	4	56	52	29	2	0	0	0	0	0	0	0	0	0	0	31.5	35.7
14:30	138	0	0	0	3	61	50	21	3	0	0	0	0	0	0	0	0	0	0	30.9	35.1
14:45	164	0	0	4	10	57	71	17	5	0	0	0	0	0	0	0	0	0	0	30.6	34.6
15:00	159	0	0	0	5	73	67	13	1	0	0	0	0	0	0	0	0	0	0	30.4	33.9
15:15	130	0	0	0	0	66	58	3	3	0	0	0	0	0	0	0	0	0	0	30.1	32.5
15:30	149	0	0	1	12	51	64	20	1	0	0	0	0	0	0	0	0	0	0	30.7	34.6
15:45	115	0	0	0	1	46	50	15	2	1	0	0	0	0	0	0	0	0	0	31.3	35.2
16:00	172	0	0	0	8	76	70	12	3	1	0	2	0	0	0	0	0	0	0	30.7	34.4
16:15	124	0	0	1	2	49	62	9	1	0	0	0	0	0	0	0	0	0	0	30.4	33.3
16:30	185	0	0	5	9	76	39	6	0	0	0	0	0	0	0	0	0	0	0	29.6	31.6
16:45	96	0	3	0	12	40	30	8	2	1	0	0	0	0	0	0	0	0	0	29.3	33.3
17:00	114	0	0	1	7	59	41	7	0	0	0	0	0	0	0	0	0	0	0	29.2	32.4
17:15	110	0	0	1	5	67	31	5	1	0	0	0	0	0	0	0	0	0	0	29.8	33
17:30	103	0	0	0	14	45	36	5	2	0	0	0	0	0	0	0	0	0	0	29.4	33.1
17:45	122	0	0	0	4	69	38	12	0	0	0	0	0	0	0	0	0	0	0	30	33.7
18:00	122	0	0	4	15	82	17	14	0	0	0	0	0	0	0	0	0	0	0	28.2	33.7
18:15	94	0	0	0	13	52	19	6	3	0	1	0	0	0	0	0	0	0	0	29.4	33.8
18:30	97	0	7	1	15	50	15	9	0	0	0	0	0	0	0	0	0	0	0	27.5	31.9
18:45	121	0	0	0	4	63	41	11	0	0	0	0	0	0	0	0	0	0	0	30.5	33.3
19:00	106	0	0	0	0	33	55	13	5	0	0	0	0	0	0	0	0	0	0	31.9	35.2
19:15	90	0	0	0	2	32	37	15	4	0	0	2	0	0	0	0	0	0	0	32.3	36
19:30	88	0	0	0	3	30	44	11	0	0	0	0	0	0	0	0	0	0	0	31.1	34.9
19:45	78	0	0	0	2	15	42	14	4	1	0	0	0	0	0	0	0	0	0	32.9	36.6
20:00	86	0	0	0	7	27	38	12	2	0	0	0	0	0	0	0	0	0	0	31.1	35.1
20:15	64	0	1	0	3	16	27	14	2	1	0	0	0	0	0	0	0	0	0	32.2	37.4
20:30	52	0	1	0	1	11	29	8	2	0	0	0	0	0	0	0	0	0	0	32.1	36.8
20:45	55	0	0	0	2	5	30	13	5	0	0	0	0	0	0	0	0	0	0	34.1	38.8
21:00	39	0	0	0	0	14	18	4	3	0	0	0	0	0	0	0	0	0	0	31.8	37.6
21:15	43	0	0	0	1	7	20	9	2	4	0	0	0	0	0	0	0	0	0	34.5	40
21:30	42	0	0	0	0	6	26	10	0	0	0	0	0	0	0	0	0	0	0	32.9	36.7
21:45	42	0	0	0	2	7	16	12	4	1	0	0	0	0	0	0	0	0	0	34	39
22:00	62	0	0	1	1	11	33	13	2	1	0	0	0	0	0	0	0	0	0	32.9	36.8
22:15	62	0	0	0	1	14	27	13	4	2	0	1	0	0	0	0	0	0	0	33.9	38.7
22:30	37	0	0	1	0	4	18	11	1	2	0	0	0	0	0	0	0	0	0	33.9	38.5
22:45	27	0	0	0	0	6	10	8	1	2	0	0	0	0	0	0	0	0	0	34.1	39.8
23:00	14	0	0	0	1	2	4	6	1	0	0	0									

Thursday 02/12/2021

Time	Total	Speeds (km/h)																Mean	Rise (m)	
		0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:05	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0
00:10	5	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0
00:15	5	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
01:45	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	3	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:00	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
03:15	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:45	6	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
04:30	6	0	0	0	0	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0
04:45	12	0	0	0	1	0	2	7	3	1	0	0	0	0	0	0	0	0	0	0
05:00	11	0	0	0	0	2	6	2	2	1	0	0	0	0	0	0	0	0	0	0
05:15	16	0	0	0	0	0	0	8	7	1	0	0	0	0	0	0	0	0	0	0
05:30	21	0	0	0	0	0	2	9	8	2	0	0	0	0	0	0	0	0	0	0
05:45	31	0	0	0	0	0	6	7	12	5	0	0	0	0	0	0	0	0	0	0
06:00	16	0	1	0	0	0	2	7	8	4	1	0	0	0	0	0	0	0	0	0
06:15	41	0	0	0	0	0	7	18	8	5	1	0	0	0	0	0	0	0	0	0
06:30	56	0	0	0	0	4	6	17	25	3	1	0	0	0	0	0	0	0	0	0
06:45	103	0	0	2	0</															

Date

Friday 03/12/2021

Time	Speed (km/h)																	Mean	BSPH (km/h)		
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-100		
00:00	14	0	0	0	0	6	5	3	0	0	0	0	0	0	0	0	0	0	0	31.5	36.5
00:15	4	0	0	0	0	4	2	1	1	1	0	0	0	0	0	0	0	0	0	31.6	-
00:30	7	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
00:45	6	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	31.8	-
01:00	8	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	36.2	-
01:15	7	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	33	-
01:30	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	36	-
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	-
02:00	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
02:15	4	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
02:30	2	0	0	0	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-
02:45	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	35.4	-
03:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
03:15	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
03:30	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	33.4	-
03:45	5	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	35.2	-
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36.3	-
04:15	5	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	38.1	-
04:30	7	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	33.9	-
04:45	10	0	0	0	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
05:00	10	0	0	0	1	2	6	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-
05:15	28	0	0	0	0	4	16	5	0	1	0	0	0	0	0	0	0	0	0	32.4	37.6
05:30	16	0	0	0	0	1	7	6	2	0	0	0	0	0	0	0	0	0	0	35.2	39.5
05:45	29	0	0	0	1	3	12	11	0	2	0	0	0	0	0	0	0	0	0	34.3	38.6
06:00	20	0	0	0	0	4	4	7	4	0	1	0	0	0	0	0	0	0	0	36.6	41.2
06:15	40	0	1	0	0	5	19	10	4	0	1	0	0	0	0	0	0	0	0	33.8	38.6
06:30	45	0	0	0	0	0	5	22	12	5	1	0	0	0	0	0	0	0	0	35.1	39.9
06:45	80	0	0	1	0	18	40	27	3	1	0	0	0	0	0	0	0	0	0	33.5	37.5
07:00	89	0	0	1	0	40	30	3	3	1	0	0	0	0	0	0	0	0	0	33.4	37.4
07:15	132	0	0	1	6	39	61	20	1	0	1	0	0	0	0	0	0	0	3	32.8	35.6
07:30	117	0	0	0	0	44	58	11	0	0	0	0	0	0	0	0	0	0	0	32.7	34
07:45	162	0	0	0	6	79	61	13	3	0	0	0	0	0	0	0	0	0	0	30.3	34.1
08:00	195	0	0	0	8	76	94	17	0	0	0	0	0	0	0	0	0	0	0	30.5	33.9
08:15	170	0	0	0	0	69	75	6	1	0	0	0	0	0	0	0	0	0	0	31.2	34.7
08:30	138	0	0	0	5	6	43	43	15	1	1	0	0	0	0	0	0	0	0	30.5	34.9
08:45	183	0	1	0	12	46	104	19	1	0	0	0	0	0	0	0	0	0	0	30.8	34.6
09:00	138	0	0	0	0	52	63	9	0	0	0	0	0	0	0	0	0	0	0	31.1	33.9
09:15	148	0	0	0	0	1	41	74	29	2	1	0	0	0	0	0	0	0	0	32.4	36.4
09:30	150	0	0	3	13	58	61	13	2	0	0	0	0	0	0	0	0	0	0	30	33.9
09:45	144	0	0	1	7	36	36	18	2	0	0	0	0	0	0	0	0	0	0	31.4	34.7
10:00	132	0	0	0	3	43	70	13	3	0	0	0	0	0	0	0	0	0	0	31.3	34.6
10:15	169	0	0	0	11	69	68	20	1	0	0	0	0	0	0	0	0	0	0	30.5	34.6
10:30	162	0	0	0	0	105	108	32	3	0	0	0	0	0	0	0	0	0	0	32	35
10:45	157	0	0	0	0	46	86	22	3	0	0	0	0	0	0	0	0	0	0	31.7	35.2
11:00	169	0	0	3	6	84	63	11	2	0	0	0	0	0	0	0	0	0	0	29.9	33
11:15	166	0	0	0	1	81	68	12	3	1	0	0	0	0	0	0	0	0	0	30.7	34.1
11:30	133	0	0	0	7	61	48	14	2	0	1	0	0	0	0	0	0	0	0	30.4	34.4
11:45	172	0	0	0	3	65	84	17	3	0	0	0	0	0	0	0	0	0	0	31.1	34.4
12:00	162	0	0	0	1	6	70	64	21	0	0	0	0	0	0	0	0	0	0	30.5	34.7
12:15	141	0	0	0	0	3	69	16	3	0	0	0	0	0	0	0	0	0	0	31.5	34.6
12:30	123	0	0	0	13	30	54	23	2	0	1	0	0	0	0	0	0	0	0	31.4	36.7
12:45	131	0	0	0	1	58	61	10	1	0	0	0	0	0	0	0	0	0	0	30.3	34.2
13:00	140	0	0	0	0	4	52	64	18	2	0	0	0	0	0	0	0	0	0	31.1	35
13:15	154	0	0	1	16	56	58	19	4	0	0	0	0	0	0	0	0	0	0	30.2	35
13:30	148	0	1	1	4	78	48	12	3	1	0	0	0	0	0	0	0	0	0	30.1	34.2
13:45	172	5	41	37	35	34	19	1	0	0	0	0	0	0	0	0	0	0	0	20.7	29
14:00	157	9	16	13	9	37	56	13	4	0	0	0	0	0	0	0	0	0	0	26.6	34.2
14:15	134	2	0	0	6	48	62	10	5	0	0	0	0	0	0	0	0	0	0	30.7	34.7
14:30	155	0	0	0	0	1	33	90	28	3	0	0	0	0	0	0	0	0	0	32.6	35.7
14:45	186	0	0	1	21	86	61	14	3	0	0	0	0	0	0	0	0	0	0	29.7	33.9
15:00	121	52	38	11	5	10	4	1	0	0	0	0	0	0	0	0	0	0	0	33.6	33.1
15:15	116	21	3	18	20	39	15	0	0	0	0	0	0	0	0	0	0	0	0	21.8	29.6
15:30	118	0	3	9	32	46	22	4	0	0	0	0	0	0	0	0	0	0	0	26.1	30.9
15:45	128	0	1	0	14	56	45	11	0	0	1	0	0	0	0	0	0	0	0	29.8	34.1
16:00	107	0	0	0	0	6	51	45	5	0	0	0	0	0	0	0	0	0	0	29.2	32.5
16:15	98	0	0	0	6	45	45	2	0	0	0	0	0	0	0	0	0	0	0	29.5	32.3
16:30	165	0	0	1	9	80	67	7	7	1	0	0	0	0	0	0	0	0	0	29.2	32.2
16:45	114	7	10	4	3	54	31	5	0	0	0	0	0	0	0	0	0	0	0	26.3	32.3
17:00	129	0	0	1	5	62	36	3	2	0	0	0	0	0	0	0	0	0	0	29.8	33.1
17:15	117	0	0	7	65	40	4	1	1	0	0	0	0	0	0	0	0	0	0	29.5	32.3
17:30	162	0	0	0	9	82	52	15	3	1	0	0	0	0	0	0	0	0	0	30.3	33.4
17:45	136	0	0	0	8	47	51	27	2	0	0	0	0	0	0	0	0	0	0	31.1	36
18:00	113	0	0	0	0	21	77	11	4	0	0	0	0	0	0	0	0	0	0	32.3	34.9
18:15	115	0	0	1	4	55	42	9	3	0	0	0	1	0	0	0	0	0	0	30.5	34.1
18:30	129	0	0	0	0	49	68	12	0	2	0	0	0	0	1	0	0	0	0	31.6	33.9
18:45	129	0	0	0	4	54	47	19	4	0	0	0	0	0	0	0	0	0	0	31	35.8
19:00	149	0	0	0	0	4	69	67	7	1	1	0	0	0	0	0	0	0	0	30.3	33.2
19:15	109	0	0	0	1	41	47	16	4	0	0	0	0	0	0	0	0	0	0	31.7	36.5
19:30	96	0	0	0	2	33	45	14	0	1	1	0	0	0	0	0	0	0	0	31.6	35.3
19:45	67	0	0	0	1	13	36	12	5	0	0	0	0	0	0	0	0	0	0	33	38.9
20:00	69</																				

Saturday 04/12/2021

[illegible]

Date

Sunday 05/12/2021

Date	Sunday 05/12/2021																					
Time	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	Speed (km/h)										Mean	50th Mile
00:00	25	0	0	0	1	6	14	3	1	0	0	0	0	0	0	0	0	0	0	32	35.7	
00:15	28	0	0	0	1	4	18	5	0	0	0	0	0	0	0	0	0	0	0	32.1	25.8	
00:30	17	0	0	0	0	8	8	4	1	0	0	0	0	0	0	0	0	0	0	37	44	
00:45	15	0	0	0	0	1	3	10	0	1	0	0	0	0	0	0	0	0	0	35.2	37.3	
01:00	12	0	0	0	0	1	6	4	1	0	0	0	0	0	0	0	0	0	0	34.6	39	
01:15	19	0	0	0	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	33.7	36.1	
01:30	10	0	1	0	0	2	2	2	3	0	0	0	0	0	0	0	0	0	0	33.3	-	
01:45	6	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	34.3	-	
02:00	5	0	0	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	38.1	-	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:30	5	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	34.1	-	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:00	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	39.9	-	
03:15	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-	
03:30	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	
03:45	5	0	0	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	31	-	
04:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-	
04:15	6	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-	
04:30	11	0	0	0	0	4	2	2	2	0	0	1	0	0	0	0	0	0	0	35.1	46.5	
04:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.2	-	
05:00	5	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	33.8	-	
05:15	6	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	35.5	-	
05:30	4	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	39.3	-	
05:45	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	36.9	-	
06:00	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	35.5	-	
06:15	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	36	-	
06:30	10	0	0	0	0	1	5	2	0	2	0	0	0	0	0	0	0	0	0	35.2	-	
06:45	16	0	0	0	0	6	8	1	1	0	0	0	0	0	0	0	0	0	0	31.7	36.1	
07:00	19	0	0	0	0	11	11	3	0	0	0	0	0	0	0	0	0	0	0	38.1	-	
07:15	17	0	0	0	0	1	9	5	1	0	0	0	0	0	0	0	0	0	0	36.6	39.1	
07:30	15	0	0	0	0	4	5	5	1	0	0	0	0	0	0	0	0	0	0	33.9	39.4	
07:45	28	0	0	0	0	15	7	0	0	0	0	0	0	0	0	0	0	0	0	32.7	36.3	
08:00	23	0	0	1	0	4	6	9	2	1	0	0	0	0	0	0	0	0	0	34.4	40.3	
08:15	34	0	0	0	0	3	18	7	4	2	0	0	0	0	0	0	0	0	0	34.9	41.7	
08:30	39	0	0	0	0	10	10	6	0	0	0	0	0	0	0	0	0	0	0	35.5	42.6	
08:45	64	0	0	0	0	14	35	13	2	0	0	0	0	0	0	0	0	0	0	32.6	36.6	
09:00	72	0	0	0	1	13	33	18	5	1	3	0	0	0	0	0	0	0	0	34	37.2	
09:15	64	0	0	0	0	3	37	15	1	0	0	0	0	0	0	0	0	0	0	31.6	35.4	
09:30	87	0	1	0	2	28	35	14	5	2	0	0	0	0	0	0	0	0	0	32.2	36.1	
09:45	160	0	0	0	0	1	45	79	24	0	1	0	0	0	0	0	0	0	0	31.7	35.3	
10:00	183	0	0	0	0	5	100	105	16	0	0	0	0	0	0	0	0	0	0	31.1	34.4	
10:15	145	0	0	0	1	43	75	23	1	2	0	0	0	0	0	0	0	0	0	31.9	35.7	
10:30	154	0	0	0	4	72	68	8	1	1	0	0	0	0	0	0	0	0	0	30.3	32.8	
10:45	164	0	0	0	0	24	55	68	14	0	0	0	0	0	0	0	0	0	0	30	34.2	
11:00	163	0	0	1	8	59	77	18	0	0	0	0	0	0	0	0	0	0	0	30.6	34.2	
11:15	158	0	0	0	0	40	60	15	0	0	0	0	0	0	0	0	0	0	0	31	34.4	
11:30	177	0	0	0	0	3	62	96	16	0	0	0	0	0	0	0	0	0	0	30.9	33.8	
11:45	150	0	0	0	0	0	55	81	14	0	0	0	0	0	0	0	0	0	0	31.2	34.2	
12:00	167	0	0	0	17	62	73	12	2	0	0	0	0	0	0	0	0	0	0	33.2	33.8	
12:15	138	0	0	0	9	48	60	16	3	1	0	0	0	0	1	0	0	0	0	31.5	35.5	
12:30	153	1	0	0	1	10	65	61	13	2	0	0	0	0	0	0	0	0	0	30.3	34.2	
12:45	153	0	0	0	0	4	65	81	10	0	0	0	0	0	0	0	0	0	0	31	35.1	
13:00	173	0	0	0	0	4	74	77	15	2	0	0	0	0	0	0	0	0	0	30.6	33.8	
13:15	124	0	1	0	12	61	36	11	3	0	0	0	0	0	0	0	0	0	0	29.7	33.7	
13:30	165	0	0	1	14	57	66	24	1	2	0	0	0	0	0	0	0	0	0	31.7	35.2	
13:45	150	0	0	0	0	2	51	78	15	3	1	0	0	0	0	0	0	0	0	31.7	34.7	
14:00	112	0	0	0	0	22	58	28	3	1	0	0	0	0	0	0	0	0	0	33.2	37.5	
14:15	153	0	0	0	1	61	79	11	1	0	0	0	0	0	0	0	0	0	0	29.6	33.2	
14:30	150	0	0	0	1	49	84	12	2	2	0	0	0	0	0	0	0	0	0	31.5	34.2	
14:45	123	0	0	0	0	35	56	27	3	1	1	0	0	0	0	0	0	0	0	32.8	36.6	
15:00	128	0	0	0	0	64	39	14	5	0	0	0	0	0	0	0	0	0	0	31	35.1	
15:15	127	0	0	0	0	2	29	58	36	2	0	0	0	0	0	0	0	0	0	32.8	36.4	
15:30	125	0	0	0	0	0	36	59	26	4	0	0	0	0	0	0	0	0	0	32.6	36.3	
15:45	81	0	0	0	0	1	28	28	19	2	0	0	0	0	0	0	0	0	0	32.7	37	
16:00	109	0	0	0	0	2	26	55	22	1	1	0	2	0	0	0	0	0	0	32.7	35.8	
16:15	82	0	0	0	0	1	30	34	8	5	4	0	0	0	0	0	0	0	0	32.5	36.4	
16:30	79	0	0	0	0	20	26	28	15	0	0	0	0	0	0	0	0	0	0	30.8	36	
16:45	94	0	0	0	0	1	21	53	14	4	1	0	0	0	0	0	0	0	0	32.5	35.5	
17:00	52	0	0	0	0	2	12	21	15	2	0	0	0	0	0	0	0	0	0	32.7	35.3	
17:15	56	0	0	0	0	18	27	11	2	0	0	0	0	0	0	0	0	0	0	32.2	36.5	
17:30	65	0	0	0	0	18	27	17	2	1	0	0	0	0	0	0	0	0	0	33.4	38.2	
17:45	72	0	0	0	0	1	19	29	18	3	1	1	0	0	0	0	0	0	0	33.1	36.9	
18:00	66	0	0	0	0	2	14	27	15	6	0	0	0	0	0	0	0	0	0	33	36.2	
18:15	52	0	0	0	0	1	8	27	11	0	2	1	1	0	0	0	0	0	0	34.8	39	
18:30	51	0	0	0	0	1	8	29	15	3	2	0	0	0	0	0	0	0	0	33.5	39	
18:45	46	0	0	0	0	3	10															

Monday 06/12/2021

[illegible]

Date

Tuesday 07/12/2021

Time	Total	Speed (Mph)																	Mean	B50th	W90th		
		5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90				90-95	95-100
00:00	9	0	0	0	0	0	1	4	3	4	0	1	0	0	0	0	0	0	0	0	36.2	-	-
00:15	9	0	0	0	0	0	1	4	3	0	0	1	0	0	0	0	0	0	0	0	35.5	-	-
00:30	8	0	0	0	0	0	1	6	0	1	0	0	0	0	0	0	0	0	0	0	32.3	-	-
00:45	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-	-
01:00	6	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	38.4	-	-
01:15	5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-	-
01:30	7	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	39	-	-
01:45	4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	39.5	-	-
02:00	5	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-	-
02:15	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	36.2	-	-
02:30	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	45.8	-	-
02:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-	-
03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-	-
03:15	5	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	32.3	-	-
03:30	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	34.4	-	-
03:45	9	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-	-
04:00	3	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	45.6	-	-
04:15	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	31.3	-	-
04:30	10	0	1	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-	-
04:45	13	0	0	0	0	6	3	6	3	1	0	0	0	0	0	0	0	0	0	0	33.7	37.8	-
05:00	13	0	0	1	3	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	29.9	36.7	-
05:15	14	0	0	0	1	1	7	3	1	1	0	0	0	0	0	0	0	0	0	0	34.2	40.1	-
05:30	22	0	0	1	4	4	4	8	1	0	0	0	0	0	0	0	0	0	0	0	35.8	42.2	-
05:45	27	0	0	0	0	0	1	7	14	3	2	0	0	0	0	0	0	0	0	0	37.4	41.7	-
06:00	20	0	1	0	0	0	1	6	10	1	1	0	0	0	0	0	0	0	0	0	34.5	39.3	-
06:15	29	0	0	0	0	15	5	15	6	3	0	0	0	0	0	0	0	0	0	0	34.1	38.8	-
06:30	63	0	0	1	0	4	29	21	7	1	0	0	0	0	0	0	0	0	0	0	34.7	38.8	-
06:45	84	0	0	0	3	14	44	23	8	2	0	0	0	0	0	0	0	0	0	0	33.7	36.7	-
07:00	80	1	3	0	1	3	23	37	20	5	0	0	0	0	0	0	0	0	0	0	32.5	37.3	-
07:15	103	0	0	0	0	2	23	55	22	1	0	0	0	0	0	0	0	0	0	0	32.6	35.6	-
07:30	118	0	0	0	0	2	38	79	11	3	0	0	0	0	0	0	0	0	0	0	30.7	33.9	-
07:45	105	0	1	0	5	5	63	81	10	4	0	0	0	0	0	0	0	0	0	0	30.8	34.4	-
08:00	204	1	3	20	37	70	60	10	2	1	0	0	0	0	0	0	0	0	0	0	27.5	32.7	-
08:15	166	0	0	2	13	62	77	11	0	0	0	0	0	0	0	0	0	0	0	0	30	33	-
08:30	109	0	0	2	10	57	32	8	0	0	0	0	0	0	0	0	0	0	0	0	29.1	32.6	-
08:45	155	0	0	0	0	3	47	80	22	3	0	0	0	0	0	0	0	0	0	0	31.6	36.2	-
09:00	127	0	0	0	0	0	34	66	23	1	0	0	0	0	0	0	0	0	0	0	32.4	35.1	-
09:15	116	0	0	0	0	10	35	45	24	2	0	0	0	0	0	0	0	0	0	0	31.7	35.3	-
09:30	126	0	0	0	0	6	37	65	15	2	1	0	0	0	0	0	0	0	0	0	31.7	34.9	-
09:45	133	0	0	2	0	38	79	11	3	0	0	0	0	0	0	0	0	0	0	0	31.7	34.7	-
10:00	137	0	0	0	0	5	52	52	17	9	1	0	0	0	0	0	0	0	0	0	31.9	36.9	-
10:15	150	0	0	0	3	49	73	23	2	0	0	0	0	0	0	0	0	0	0	0	31.6	36.3	-
10:30	152	0	0	0	4	68	63	15	1	0	0	0	0	0	0	0	0	0	0	0	30.4	36.4	-
10:45	145	0	0	1	6	54	73	10	1	0	0	0	0	0	0	0	0	0	0	0	30.5	33.6	-
11:00	132	0	0	0	0	41	74	14	3	0	0	0	0	0	0	0	0	0	0	0	31.6	34.7	-
11:15	129	0	0	0	4	62	53	9	1	0	0	0	0	0	0	0	0	0	0	0	30.4	33.9	-
11:30	110	0	0	0	1	56	48	5	0	0	0	0	0	0	0	0	0	0	0	0	30	33.1	-
11:45	150	0	0	8	16	65	48	13	0	0	0	0	0	0	0	0	0	0	0	0	28.9	33.8	-
12:00	144	0	1	11	11	64	67	9	2	0	0	0	0	0	0	0	0	0	0	0	31.1	33.4	-
12:15	149	0	0	0	8	55	68	16	2	0	0	0	0	0	0	0	0	0	0	0	31	34.6	-
12:30	144	0	0	0	0	62	53	62	13	1	0	0	0	0	0	0	0	0	0	0	30.1	34	-
12:45	157	0	0	0	0	4	53	63	15	2	0	0	0	0	0	0	0	0	0	0	31.1	34.6	-
13:00	153	0	0	0	0	3	84	51	12	2	1	0	0	0	0	0	0	0	0	0	30.3	33.4	-
13:15	111	0	0	0	0	1	39	49	18	2	0	0	0	0	0	0	0	0	0	0	32	35.9	-
13:30	135	0	0	0	2	11	51	60	10	1	0	0	0	0	0	0	0	0	0	0	29.7	33.4	-
13:45	139	0	0	0	0	3	56	65	15	0	0	0	0	0	0	0	0	0	0	0	31	34.3	-
14:00	148	0	0	3	7	8	51	73	11	2	0	0	0	0	0	0	0	0	0	0	30.4	33.8	-
14:15	153	0	0	1	21	80	46	5	0	0	0	0	0	0	0	0	0	0	0	0	28.6	32	-
14:30	138	7	40	35	39	11	5	0	1	0	0	0	0	0	0	0	0	0	0	0	18.3	23.8	-
14:45	184	4	30	93	44	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	22.6	-
15:00	145	0	19	56	52	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20.1	24.3	-
15:15	103	0	6	36	31	28	1	0	1	0	0	0	0	0	0	0	0	0	0	0	21.8	27.4	-
15:30	129	0	1	10	42	51	20	5	0	0	0	0	0	0	0	0	0	0	0	0	26.1	30.8	-
15:45	132	0	0	0	7	79	39	5	1	1	0	0	0	0	0	0	0	0	0	0	29.4	33	-
16:00	136	0	0	0	3	70	59	3	0	0	0	0	0	0	0	0	0	0	0	0	30	33.9	-
16:15	149	0	0	0	15	73	54	7	0	0	0	0	0	0	0	0	0	0	0	0	29.1	32.8	-
16:30	140	0	0	0	6	77	46	7	3	1	0	0	0	0	0	0	0	0	0	0	29.7	33.2	-
16:45	140	0	0	0	9	63	58	10	0	0	0	0	0	0	0	0	0	0	0	0	30	33.5	-
17:00	154	0	0	2	10	90	41	10	1	0	0	0	0	0	0	0	0	0	0	0	29.4	32.6	-
17:15	127	0	0	0	3	43	64	16	1	0													

Date Wednesday 08/12/2021

Time	Speed (km/h)																			Mean	B50th	B90th	
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100			
00:00	10	0	0	0	0	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-	-
00:15	117	0	0	0	0	0	5	15	1	3	0	0	0	0	0	0	0	0	0	0	36.4	43.1	-
00:30	4	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	41.8	-	-
00:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-	-
01:00	5	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-	-
01:15	8	0	0	0	0	1	1	3	2	0	1	0	0	0	0	0	0	0	0	0	37.9	-	-
01:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35.3	-	-
01:45	3	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	32	-	-
02:00	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	-
02:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-	-
02:30	5	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	34.6	-	-
02:45	3	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-	-
03:00	5	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-	-
03:15	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-	-
03:30	5	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	34.1	-	-
03:45	4	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-	-
04:00	4	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	35.8	-	-
04:15	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	-
04:30	8	0	1	0	0	1	2	1	3	0	0	0	0	0	0	0	0	0	0	0	34.2	-	-
04:45	9	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	-
05:00	11	0	0	0	0	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	33.3	36.5	-
05:15	15	0	0	0	0	0	8	5	4	0	0	0	0	0	0	0	0	0	0	0	36.7	42.1	-
05:30	21	0	0	0	0	2	8	7	3	1	0	0	0	0	0	0	0	0	0	0	35.5	41	-
05:45	23	0	1	0	0	2	7	7	2	4	0	0	0	0	0	0	0	0	0	0	35.9	45.4	-
06:00	20	0	0	0	2	2	5	7	3	0	0	0	1	0	0	0	0	0	0	0	35.9	42.3	-
06:15	43	0	0	0	0	4	12	19	5	3	0	0	0	0	0	0	0	0	0	0	36.3	45.6	-
06:30	64	0	0	0	0	1	10	20	24	5	3	1	0	0	0	0	0	0	0	0	35	40	-
06:45	101	0	0	0	2	23	48	23	4	1	0	0	0	0	0	0	0	0	0	0	32.9	36.6	-
07:00	89	0	1	2	2	23	36	21	4	1	0	0	0	0	0	0	0	0	0	0	32.3	37.1	-
07:15	131	0	0	1	3	30	71	22	3	1	0	0	0	0	0	0	0	0	0	0	32	35.9	-
07:30	117	0	0	0	0	0	60	11	0	0	0	0	0	0	0	0	0	0	0	0	32	35.8	-
07:45	164	0	0	0	3	78	69	11	3	0	0	0	0	0	0	0	0	0	0	0	30.3	33.4	-
08:00	187	0	0	0	2	79	92	13	1	0	0	0	0	0	0	0	0	0	0	0	30.5	33.4	-
08:15	180	0	0	0	11	42	83	26	8	0	0	0	0	0	0	0	0	0	0	0	32.4	36.5	-
08:30	169	0	0	1	2	62	80	23	1	1	0	0	0	0	0	0	0	0	0	0	31.1	34.9	-
08:45	203	0	0	0	3	81	101	18	0	0	0	0	0	0	0	0	0	0	0	0	30.7	34.2	-
09:00	133	0	0	0	0	0	36	20	0	0	0	0	0	0	0	0	0	0	0	0	32.1	35.4	-
09:15	130	0	0	0	0	2	32	59	24	9	4	0	0	0	0	0	0	0	0	0	33.3	37.4	-
09:30	106	0	0	0	0	0	34	44	23	5	0	0	0	0	0	0	0	0	0	0	32.3	36.2	-
09:45	144	0	0	0	4	69	64	7	0	0	0	0	0	0	0	0	0	0	0	0	30	33	-
10:00	122	0	0	0	0	7	29	60	24	1	1	0	0	0	0	0	0	0	0	0	31.7	35.6	-
10:15	140	0	0	0	5	41	72	18	4	0	0	0	0	0	0	0	0	0	0	0	31.5	35.1	-
10:30	149	0	0	0	7	1	59	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	36.8	-
10:45	139	0	0	0	0	4	36	72	24	1	2	0	0	0	0	0	0	0	0	0	32	35.6	-
11:00	139	0	0	1	3	48	61	22	2	0	0	0	0	0	2	0	0	0	0	0	32	36.5	-
11:15	135	0	0	0	2	7	64	48	14	0	0	0	0	0	0	0	0	0	0	0	30	34.2	-
11:30	148	0	0	0	1	6	53	69	15	4	0	0	0	0	0	0	0	0	0	0	31	34.6	-
11:45	133	0	0	0	0	0	42	62	24	3	1	0	0	0	0	1	0	0	0	0	32.1	36.5	-
12:00	134	0	0	0	0	0	30	68	28	6	0	0	0	0	0	0	0	0	0	0	32.9	36.8	-
12:15	128	0	0	0	0	3	30	57	34	4	0	0	0	0	0	0	0	0	0	0	32.6	36.4	-
12:30	138	0	0	0	0	2	35	72	24	3	0	0	0	0	0	0	0	0	0	0	32	35.7	-
12:45	146	0	0	0	0	5	48	70	22	2	0	0	1	0	0	0	0	0	0	0	31.5	35.2	-
13:00	135	0	0	0	0	0	47	66	20	1	0	1	0	0	0	0	0	0	0	0	31.7	35.1	-
13:15	143	0	0	0	0	0	66	62	13	2	0	0	0	0	0	0	0	0	0	0	30.9	34.3	-
13:30	119	0	0	0	0	5	34	57	19	3	1	0	0	0	0	0	0	0	0	0	32.2	37	-
13:45	155	0	0	0	1	8	62	50	13	1	0	0	0	0	0	0	0	0	0	0	29.8	33.6	-
14:00	135	0	1	6	12	33	57	24	2	0	0	0	0	0	0	0	0	0	0	0	30.7	35.9	-
14:15	132	0	0	0	0	2	43	68	19	0	0	0	0	0	0	0	0	0	0	0	31.4	35	-
14:30	140	0	0	0	0	6	57	63	12	1	1	0	0	0	0	0	0	0	0	0	30.6	33.9	-
14:45	199	0	0	1	7	80	95	15	1	0	0	0	0	0	0	0	0	0	0	0	30.6	33.7	-
15:00	162	0	0	0	0	5	72	63	20	2	0	0	0	0	0	0	0	0	0	0	30.6	34.7	-
15:15	143	0	0	0	0	8	71	56	8	0	0	0	0	0	0	0	0	0	0	0	29.6	32.8	-
15:30	107	0	0	0	0	8	63	34	2	0	0	0	0	0	0	0	0	0	0	0	28.9	32	-
15:45	130	0	0	0	0	4	82	32	12	0	0	0	0	0	0	0	0	0	0	0	29.6	33.2	-
16:00	149	0	0	0	0	6	80	49	12	2	0	0	0	0	0	0	0	0	0	0	29.9	34.2	-
16:15	133	0	0	1	10	63	49	9	0	0	1	0	0	0	0	0	0	0	0	0	29.6	33.5	-
16:30	145	0	0	0	0	8	57	60	18	2	0	0	0	0	0	0	0	0	0	0	30.8	34.9	-
16:45	141	0	0	0	0	18	59	44	19	1	0	0	0	0	0	0	0	0	0	0	30.1	34.9	-
17:00	153	0	0	2	10	78	48	14	1	0	0	0	0	0	0	0	0	0	0	0	29.5	33.4	-
17:15	123	0	0	0	4	56	49	14	0	0	0	0	0	0	0	0	0	0	0	0	30.5	34.1	-
17:30	129	0	0	0	0	5	56	48	17	3	0	0	0	0	0	0	0	0	0	0	30.9	35.2	-
17:45	128	0	0	0	0	2	41	65	16	4	0	0	0	0	0	0	0	0	0	0	31.4	35.1	-
18:00	142	0	0	0	0	9	39	66	21	7	0	0	0	0	0	0	0	0	0	0	31.7	35.1	-
18:15	127	0	0	3	6	42	59	13	3	0	1	0	0	0	0	0	0	0	0	0	30.9	34.8	-
18:30	118	0	0	0	1	3	37	52	20	3	0	0											

Thursday 09/12/2021

Time	Speeds (knot)																Mean	Bgn Wnd			
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80			80-85	85-90	90-95
00:00	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9
00:15	13	0	0	0	0	3	3	3	1	2	0	1	0	0	0	0	0	0	0	0	38.4
00:30	11	0	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	47.1
00:45	9	0	0	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0	0	34.2
01:00	9	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	34
01:15	7	0	0	0	0	0	3	1	1	1	1	0	0	0	0	0	0	0	0	0	39.6
01:30	1	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	33.9
01:45	4	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	34.1
02:00	7	0	0	0	0	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	29.3
02:15	7	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	30
02:30	10	0	0	0	0	0	6	1	3	0	0	0	0	0	0	0	0	0	0	0	34.9
02:45	5	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	35.5
03:00	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5
03:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29
03:30	4	1	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	35.4
03:45	9	0	0	0	0	1	0	4	3	1	0	0	0	0	0	0	0	0	0	0	35
04:00	5	0	0	0	0	0	1	2	1	3	0	0	0	0	0	0	0	0	0	0	35.4
04:15	3	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	31.7
04:30	14	0	1	0	0	3	3	4	2	1	0	0	0	0	0	0	0	0	0	0	28.8
04:45	9	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	33.2
05:00	22	0	0	0	12	2	12	2	2	0	0	0	0	0	0	0	0	0	12	0	34.4
05:15	10	0	0	0	0	0	1	4	2	3	0	0	0	0	0	0	0	0	0	0	36
05:30	20	0	0	0	0	0	4	3	5	6	0	2	0	0	0	0	0	0	0	0	31.8
05:45	33	0	0	0	0	15	13	13	2	0	0	0	0	0	0	0	0	0	0	0	36
06:00	20	0	0	0	0	0	10	7	3	0	0	0	0	0	0	0	0	0	0	0	35.9
06:15	33	0	0	0	0	8	8	15	1	0	0	0	0	0	0	0	0	0	0	0	34.9
06:30	62	0	1	0	0	3	13	18	25	2	0	0	0	0	0	0	0	0	0	0	33
06:45	98	0	0	0	1	1	23	49	22	2	0	0	0	0	0	0	0	0	0	0	32.5
07:00	102	0	0	0	1	1	22	44	25	3	0	0	0	0	0	0	0	0	0	0	33.8
07:15	107	0	0	0	0	1	27	57	20	2	0	0	0	0	0	0	0	0	0	0	32.3
07:30	148	0	0	0	0	4	46	85	10	3	0	0	0	0	0	0	0	0	0	0	31.2
07:45	185	0	0	0	0	6	1	110	11	1	0	0	0	0	0	0	0	0	0	0	30
08:00	195	0	0	0	0	4	105	74	9	1	0	0	0	0	0	0	0	0	0	0	30
08:15	189	2	24	49	35	55	24	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4
08:30	158	0	16	19	19	45	17	17	0	0	0	0	0	0	0	0	0	0	0	0	28.1
08:45	151	0	0	0	0	3	48	87	9	4	0	0	0	0	0	0	0	0	0	0	31.1
09:00	131	0	0	0	2	2	59	60	16	0	1	0	0	0	0	0	0	0	0	0	30.8
09:15	115	0	0	1	1	1	37	50	15	0	1	0	0	0	0	0	0	0	0	0	32
09:30	133	0	2	2	2	14	35	54	21	5	0	0	0	0	0	0	0	0	0	0	31
09:45	128	0	0	0	0	10	48	52	15	3	0	0	0	0	0	0	0	0	0	0	30.9
10:00	146	0	0	0	0	0	41	79	21	21	0	0	0	0	0	0	0	0	0	0	32.1
10:15	146	0	0	0	0	0	64	61	19	2	0	0	0	0	0	0	0	0	0	0	31.1
10:30	163	0	0	0	0	0	78	61	2	2	0	0	0	0	0	0	0	0	0	0	30.7
10:45	162	0	0	4	10	61	75	8	8	1	0	0	0	0	0	0	0	0	0	0	29.9
11:00	131	0	0	0	0	7	47	69	7	1	0	0	0	0	0	0	0	0	0	0	30.5
11:15	170	2	10	10	10	90	10	34	0	29	0	0	0	0	0	0	0	0	0	0	31.8
11:30	146	0	0	0	0	8	60	70	5	3	0	0	0	0	0	0	0	0	0	0	30.3
11:45	153	0	1	6	10	57	69	8	2	0	0	0	0	0	0	0	0	0	0	0	29.8
12:00	142	0	0	10	10	70	18	44	3	0	0	0	0	0	0	0	0	0	0	0	30.8
12:15	148	0	0	0	0	5	48	72	20	3	0	0	0	0	0	0	0	0	0	0	31.3
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00 - 19:00	3246	2	2	28	81	155	1174	1417	528	51	6	2	0	2	0	0	0	0	0	0	30.4
06:00 - 22:00	3459	2	29	82	159	1218	1502	397	59	7	2	0	2	0	0	0	0	0	0	0	30.5
06:00 - 00:00																					

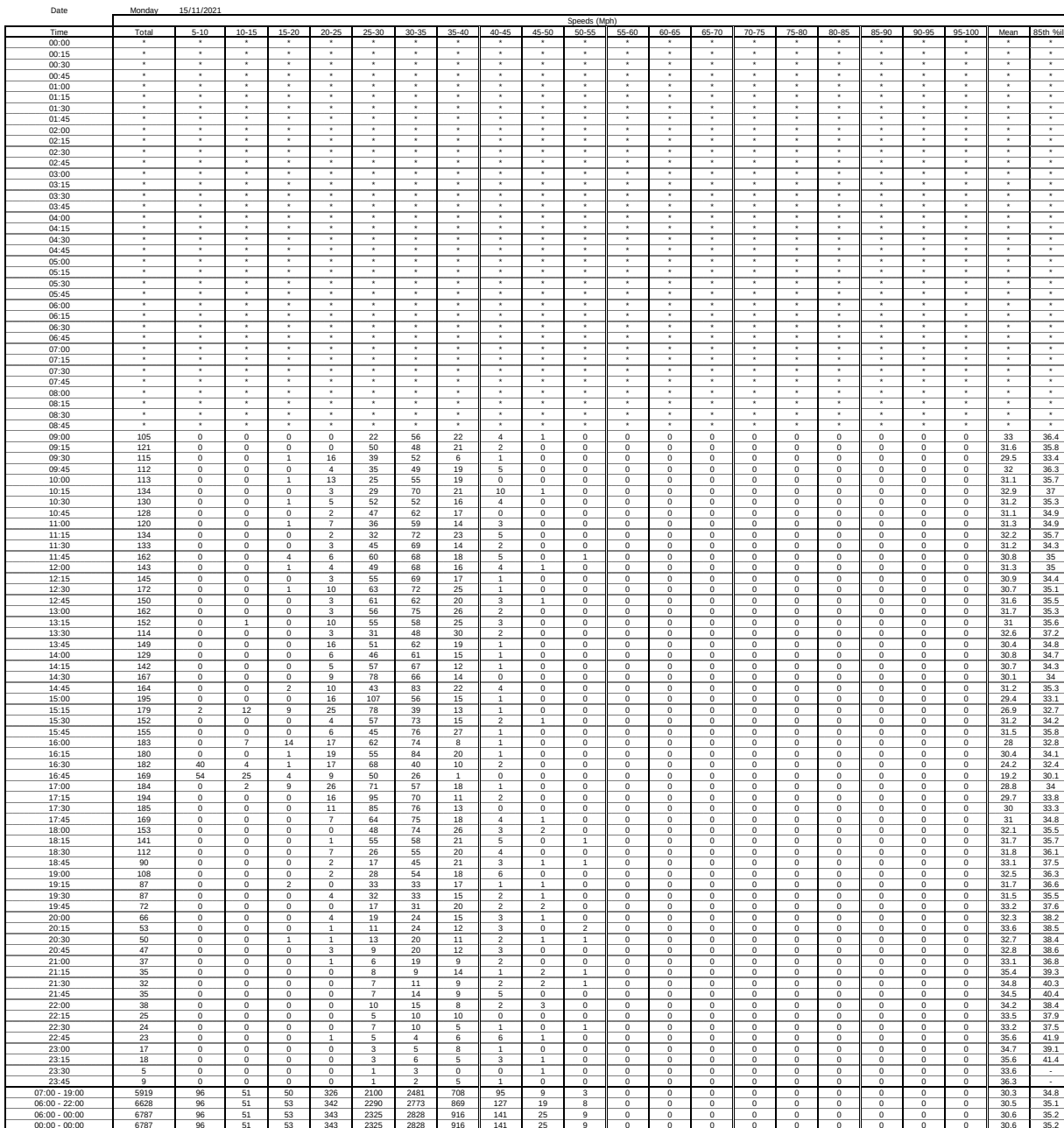
Date	Friday 10/12/2021																					Speeds (Mph)										Mean	B50th	B90th
Time	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100														
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*													
14:45	*	*	*	*	*	*	*	*	*	*	*	*																						

Saturday 11/12/2021

[illegible]

Date	Sunday 12/12/2021															Speeds (Mph)															Mean	B5th	75th
Time	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100													
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*												
14:45	*	*	*	*	*	*	*	*	*	*	*	*																					

Client: WSP
Project Number: ID06034
Site Number: Site 3
Flow from: B3342 Tollbar Way (E) to: Shaw Road (W)



Date	Tuesday 16/11/2021																					Speeds (Mph)											Mean	B5th Value
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100														
00:00	8	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	-				
00:15	9	0	0	0	0	0	0	0	4	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-				
00:30	3	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-				
00:45	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-				
01:00	5	0	0	0	0	1	0	2	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-				
01:15	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-				
01:30	8	0	1	0	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-				
01:45	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-				
02:00	5	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-				
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-				
02:30	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-				
02:45	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-				
03:00	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	-				
03:15	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-				
03:30	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-				
03:45	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-				
04:00	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-				
04:15	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	-				
04:30	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-				
04:45	5	0	0	0	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	44.7				
05:00	11	0	0	0	0	0	2	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-				
05:15	10	0	0	0	0	0	2	3	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	41.1				
05:30	16	0	0	0	0	1	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	42.4				
05:45	38	0	0	0	0	0	1	14	9	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	43.1				
06:00	28	0	0	0	0	0	7	6	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	40.4				
06:15	34	0	0	0	0	1	4	12	12	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35	39.2				
06:30	35	0	0	0	0	0	1	20	11	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	38.2				
06:45	54	0	0	0	0	0	1	15	22	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	38.9				
07:00	74	0	0	0	0	1	14	30	21	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	37				
07:15	103	0	0	1	1	38	37	22	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	35.5				
07:30	135	0	0	1	2	49	57	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	36.1				
07:45	178	0	0	0	8	65	73	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	32.5				
08:00	199	0	0	1	14	101	71	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	32.4				
08:15	227	0	0	0	1	22	124	68	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	33.7				
08:30	216	11	17	15	30	66	56	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	35.1				
08:45	199	0	0	0	0	11	64	93	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	35.8				
09:00	140	0	0	0	0	0	40	72	23	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	36.3				
09:15	123	0	0	0	0	5	39	48	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	35.9				
09:30	110	0	0	0	0	2	41	47	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	36.7				
09:45	112	0	0	0	0	4	31	49	21	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	36.6				
10:00	105	0	0	0	0	0	17	58	26	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	33.9				
10:15	132	0	3	3	13	54	46	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	35				
10:30	136	1	2	4	12	46	51	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	34.9				
10:45	113	0	0	0	0	1	51	45	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	36.7				
11:00	125	0	0	0	0	5	27	69	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	34.9				
11:15	151	0	0	0	0	5	59	65	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	34.6				
11:30	139	0	0	0	0	9	51	62	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	34.1				
11:45	166	0	0	3	27	50	69	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	36.6				
12:00	145	0	0	0	0	6	45	60	28	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	34.6				
12:15	141	0	1	0	6	56	59	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	35.7				
12:30	115	0	0	0	0	4	34	57	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	37.6				
12:45	153	0	0	0	0	2	45	60	29	9	1	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	31.9	35.4				
13:00	126	0	0	0	0	5	38	63	13	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	36.4				
13:15	1202</																																	

Date Wednesday 17/11/2021

Time	Speeds (Mph)																			Mean	B5th Value	
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	7	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
00:15	6	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-
00:30	7	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
00:45	5	0	0	0	0	1	0	3	0	0	1	0	0	0	0	0	0	0	0	0	36.1	-
01:00	4	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	31	-
01:15	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
01:30	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
01:45	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
02:00	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
02:15	3	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	36.8	-
02:30	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	40.7	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	5	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	34.4	-
03:15	6	0	0	0	0	2	0	0	0	0	1	1	1	0	0	0	0	0	0	0	42.1	-
03:30	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	41.6	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	37.9	-
04:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-
04:45	5	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	35.5	-
05:00	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
05:15	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
05:30	13	0	0	0	0	0	7	2	1	1	3	4	0	0	0	0	0	0	0	0	34.8	42
05:45	21	0	0	1	2	1	2	5	5	4	0	1	0	0	0	0	0	0	0	0	38.2	46.6
06:00	29	0	1	0	0	6	11	5	5	0	1	0	0	0	0	0	0	0	0	0	34.2	42.1
06:15	32	0	0	0	0	3	16	8	4	1	0	0	0	0	0	0	0	0	0	0	35	40.2
06:30	34	0	0	0	0	6	17	9	2	0	0	0	0	0	0	0	0	0	0	0	33.7	37.7
06:45	50	0	0	0	3	22	15	7	2	1	0	0	0	0	0	0	0	0	0	0	31.1	36.5
07:00	61	0	0	1	2	9	18	27	3	1	0	0	0	0	0	0	0	0	0	0	33.9	38.9
07:15	99	0	0	1	10	30	30	22	5	1	0	0	0	0	0	0	0	0	0	0	31.7	37.3
07:30	126	1	2	7	6	30	58	20	2	0	0	0	0	0	0	0	0	0	0	0	30.6	35.2
07:45	180	0	0	6	20	83	50	17	4	0	0	0	0	0	0	0	0	0	0	0	29.3	34
08:00	245	64	95	36	23	20	4	3	0	0	0	0	0	0	0	0	0	0	0	0	15	22.5
08:15	247	126	87	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	14.9
08:30	218	114	97	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.2
08:45	196	106	77	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	14.8
09:00	196	27	79	29	8	20	27	5	1	0	0	0	0	0	0	0	0	0	0	0	10.9	30.4
09:15	126	0	0	4	0	30	54	34	4	0	0	0	0	0	0	0	0	0	0	0	32.2	36.8
09:30	131	0	1	0	4	40	62	20	3	1	0	0	0	0	0	0	0	0	0	0	31.5	35.7
09:45	138	0	0	0	5	37	71	22	1	2	0	0	0	0	0	0	0	0	0	0	31.8	36
10:00	133	0	0	1	3	47	60	21	1	0	0	0	0	0	0	0	0	0	0	0	31.4	35.2
10:15	118	0	0	0	1	33	63	19	1	1	0	0	0	0	0	0	0	0	0	0	32	35.5
10:30	120	0	0	0	7	28	57	25	2	0	1	0	0	0	0	0	0	0	0	0	32.1	36.6
10:45	155	1	4	3	10	48	60	26	2	1	0	0	0	0	0	0	0	0	0	0	30.5	35.7
11:00	146	0	0	0	3	34	92	13	4	0	0	0	0	0	0	0	0	0	0	0	31.7	34.2
11:15	131	0	0	2	8	50	53	14	3	1	0	0	0	0	0	0	0	0	0	0	30.8	34.9
11:30	126	0	0	0	8	37	61	18	2	0	0	0	0	0	0	0	0	0	0	0	31.2	35
11:45	160	0	0	1	7	68	56	25	3	0	0	0	0	0	0	0	0	0	0	0	31.1	35.9
12:00	134	0	0	1	7	42	58	20	6	0	0	0	0	0	0	0	0	0	0	0	31.5	36.6
12:15	132	0	0	0	4	38	61	22	6	1	0	0	0	0	0	0	0	0	0	0	32.1	37.3
12:30	136	0	0	0	1	49	64	21	1	0	0	0	0	0	0	0	0	0	0	0	31.4	35.5
12:45	150	0	0	0	16	43	71	17	3	0	0	0	0	0	0	0	0	0	0	0	31	34.8
13:00	156	0	0	0	4	52	77	23	0	0	0	0	0	0	0	0	0	0	0	0	31.2	35.1
13:15	136	0	1	4	4	46	65	15	1	0	0	0	0	0	0	0	0	0	0	0	30.6	34.6
13:30	121	0	0	2	1	33	61	18	4	2	0	0	0	0	0	0	0	0	0	0	32.2	35.7
13:45	151	0	0	2	6	57	66	17	3	0	0	0	0	0	0	0	0	0	0	0	31	34.8
14:00	140	0	0	0	5	52	60	20	2	1	0	0	0	0	0	0	0	0	0	0	31.3	35.1
14:15	141	0	0	0	11	50	69	6	3	0	0	0	0	0	0	0	0	0	0	0	30.6	34
14:30	146	0	0	0	2	9	41	68	19	5	1	0	0	0	0	0	0	0	0	0	31.5	35.4
14:45	140	0	0	0	0	25	84	29	2	0	0	0	0	0	0	0	0	0	0	0	32.8	35.9
15:00	198	0	0	1	32	91	61	12	0	1	0	0	0	0	0	0	0	0	0	0	28.9	32.8
15:15	208	7	19	0	18	53	94	15	2	0	0	0	0	0	0	0	0	0	0	0	23.7	28.6
15:30	170	8	0	0	13	73	61	11	3	1	0	0	0	0	0	0	0	0	0	0	29.2	34.3
15:45	195	0	0	0	12	81	80	19	3	0	0	0	0	0	0	0	0	0	0	0	30.4	34.7
16:00	173	0	3	17	40	54	51	8	0	0	0	0	0	0	0	0	0	0	0	0	27.1	32.4
16:15	178	0	0	1	8	68	82	15	4	0	0	0	0	0	0	0	0	0	0	0	30.5	34
16:30	206	16	5	8	39	76	50	12	0	0	0	0	0	0	0	0	0	0	0	0	26.1	32.3
16:45	210	5	11	28	46	67	45	8	0	0	0	0	0	0	0	0	0	0	0	0	25.2	31.1
17:00	185	29	30	17	25	35	33	13	2	1	0	0	0	0	0	0	0	0	0	0	22.2	32.6
17:15	194	149	43	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	11.9
17:30	199	30	29	17	21	58	41	3	0	0	0	0	0	0	0	0	0	0	0	0	22.1	31.5
17:45	198	0	0	2	25	73	75	22	1	0	0	0	0	0	0	0	0	0	0	0	29.6	33.9
18:00	190	0	0	0	5	85	71	25	4	0	0	0	0	0	0	0	0	0	0	0	31.2	35.2
18:15	119	0	0	0	3	25	59	31	1	0	0	0	0	0	0	0	0	0	0	0	32.4	36
18:30	117	0	0	0	0	29	64	20	2	2	0	0	0	0	0	0	0	0	0	0	32.5	36
18:45	132	0	0	0	1	34	65	23	9	0	0	0	0	0	0	0	0	0	0	0	32.7	36.4
19:00	95	0	0	0	2	16	54	21	1	1	0	0	0	0	0	0	0	0	0	0	32.5	35.9
19:15	105																					

Date	Thursday 18/11/2021																	Speeds (Mph)																	Mean	85th %ile
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100																
00:00	6	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0															
00:15	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0															
00:30	3	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0															
00:45	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0															
01:00	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0															
01:15	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0															
01:30	6	0	1	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0															
01:45	3	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0															
02:00	6	0	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0															
02:15	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0															
02:30	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0															
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0															
03:00	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0															
03:15	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0															
03:30	3	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0															
03:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0															
04:00	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0															
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
04:30	3	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0															
04:45	4	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0															
05:00	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
05:15	7	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0															
05:30	7	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0															
05:45	24	0	0	0	0	3	8	8	5	0	0	0	0	0	0	0	0	0	0	0	0															
06:00	26	0	0	0	0	1	9	11	2	2	1	0	0	0	0	0	0	0	0	0	0															
06:15	27	0	0	0	0	2	14	7	4	0	0	0	0	0	0	0	0	0	0	0	0															
06:30	27	0	0	0	0	5	8	11	2	1	0	0	0	0	0	0	0	0	0	0	0															
06:45	57	0	3	2	10	15	18	8	1	0	0	0	0	0	0	0	0	0	0	0	0															
07:00	81	0	0	1	1	21	33	19	6	0	0	0	0	0	0	0	0	0	0	0	0															
07:15	105	0	0	1	6	26	40	25	7	0	0	0	0	0	0	0	0	0	0	0	0															
07:30	138	0	0	2	1	33	64	33	3	2	0	0	0	0	0	0	0	0	0	0	0															
07:45	178	0	0	6	19	69	70	14	0	0	0	0	0	0	0	0	0	0	0	0	0															
08:00	174	1	1	6	25	55	64	20	2	0	0	0	0	0	0	0	0	0	0	0	0															
08:15	211	35	31	11	30	72	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0															
08:30	207	58	29	10	4	26	60	15	4	0	1	0	0	0	0	0	0	0	0	0	0															
08:45	0	0	0	2	16	92	93	16	1	0	0	0	0	0	0	0	0	0	0	0	0															
09:00	163	0	0	0	7	44	70	36	5	1	0	0	0	0	0	0	0	0	0	0	0															
09:15	129	0	0	0	5	50	45	27	1	1	0	0	0	0	0	0	0	0	0	0	0															
09:30	131	0	0	0	6	49	42	31	3	0	0	0	0	0	0	0	0	0	0	0	0															
09:45	126	0	0	0	2	48	44	25	6	0	1	0	0	0	0	0	0	0	0	0	0															
10:00	106	0	0	0	6	27	38	28	7	0	0	0	0	0	0	0	0	0	0	0	0															
10:15	124	0	0	0	4	31	62	26	1	0	0	0	0	0	0	0	0	0	0	0	0															
10:30	121	0	0	0	5	43	51	16	6	0	0	0	0	0	0	0	0	0	0	0	0															
10:45	124	0	0	0	2	38	61	22	1	0	0	0	0	0	0	0	0	0	0	0	0															
11:00	139	0	0	0	6	47	73	13	0	0	0	0	0	0	0	0	0	0	0	0	0															
11:15	101	0	0	1	2	39	38	18	1	2	0	0	0	0	0	0	0	0	0	0	0															
11:30	128	0	0	0	1	43	59	17	6	1	1	0	0	0	0	0	0	0	0	0	0															
11:45	148	0	9	8	0	50	66	13	2	0	0	0	0	0	0	0	0	0	0	0	0															
12:00	133	10	17	4	2	30	52	15	1	2	0	0	0	0	0	0	0	0	0	0	0															
12:15	150	0	0	2	7	52	72	15	1	1	0	0	0	0	0	0	0	0	0	0	0															
12:30	149	0	0	0	4	51	66	26	1	1	0	0	0	0	0	0	0	0	0	0	0															
12:45	145	0	0	6	7	47	63	17	4	1	0	0	0	0	0	0	0	0	0	0	0															
13:00	157	0	0	0	11	70	60	15	0	1	0	0	0	0	0	0	0	0	0	0	0															
13:15	132	0	1	0	6	41	45	35	3	1	0	0	0	0	0	0	0	0	0	0	0															
13:30	129	0	0	0	0	29	64	34	2	0	0	0	0	0	0	0	0	0	0	0	0															
13:45	147	0	0	0	8	49	62	27	1	0	0	0	0	0	0	0	0	0	0	0	0															
14:00	176	1	2	3	7	57	71	31	4	0	0	0	0	0	0	0	0	0	0	0	0															
14:15	153	0	0	0	2	67	61	17	1	3	0	0	0	2	0	0	0	0	0	0	0															
14:30	148	0	0	0	9	74	47	16	2	0	0	0	0	0	0	0	0	0	0	0	0															
14:45	146	1	5	2	7	41	65	25	0	0	0	0	0	0	0	0	0	0	0	0	0															
15:00	181	0	2	11	33	74	49	10	1	1	0	0	0	0	0	0	0	0	0	0	0															
15:15	180	12	24	29	33	40	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0															
15:30	165	45	17	1	12	32	49	7	2	0	0	0	0	0	0	0	0	0	0	0	0															
15:45	151	0	0	0	3	50	67	27	4	0	0	0	0	0	0	0	0	0	0	0	0															
16:00	175	0	0	0	0	16	80	67	11	1	0	0	0	0	0	0	0	0	0	0	0															
16:15	153	22	3	26	34	52	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0															
16:30	183	0	2	12	17	100	47	5	0	0	0	0	0	0	0	0	0	0	0	0	0															
16:45	212	0	3	17	17	94	64	5	0	0	0	0	0	0	0	0	0	0	0	0	0															
17:00	201	2	15	9	50	93	29	2	1	0	0	0	0	0	0	0	0	0	0	0	0															
17:15	192	0	0	8	30	68	78	6	2	0	0	0	0	0	0	0	0	0	0	0	0															
17:30	221	0	4	10	63	125	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0															
17:45	200	0	0	4	4	6	116	67	7	0	0	0	0	0	0	0	0	0	0	0	0															
18:00	187	0	0	0	0	7	93	73	14	0	0	0	0	0	0	0	0	0	0	0	0															
18:15	130	0	0	2	24	44	29	22	6	2	0	0	1	0	0	0	0	0	0	0	0															
18:30	142	0	0	0	3	45	4																													

Date	Friday 19/11/2021																					Mean	85th %ile
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100			
00:00	12	0	0	0	0	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	35	-	
00:15	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-	
00:30	5	0	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	40.2	-	
00:45	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	
01:00	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-	
01:15	3	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	33.3	-	
01:30	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-	
01:45	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-	
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	
03:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.5	-	
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-	
03:45	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30	-	
04:00	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	39.1	-	
04:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	44	-	
04:30	3	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	33.5	-	
04:45	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	
05:00	6	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	
05:15	3	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	40.9	-	
05:30	17	0	1	1	0	3	7	1	4	0	0	0	0	0	0	0	0	0	0	0	32.8	44	
05:45	19	0	0	0	0	0	4	7	2	6	0	0	0	0	0	0	0	0	0	0	39.8	47.5	
06:00	19	0	2	0	1	3	2	5	5	1	0	0	0	0	0	0	0	0	0	0	34.3	43.9	
06:15	27	0	0	0	0	4	12	8	3	0	0	0	0	0	0	0	0	0	0	0	34.4	38.4	
06:30	27	0	0	0	0	4	10	8	4	1	0	0	0	0	0	0	0	0	0	0	35.8	41.4	
06:45	53	0	0	1	2	11	24	14	1	0	0	0	0	0	0	0	0	0	0	0	32.1	36.5	
07:00	63	0	0	0	0	0	14	20	7	1	1	0	0	0	0	0	0	0	0	0	34.7	39.5	
07:15	90	0	0	1	1	15	48	19	5	1	0	0	0	0	0	0	0	0	0	0	33.4	37.6	
07:30	115	0	0	2	2	31	52	24	3	1	0	0	0	0	0	0	0	0	0	0	32	37	
07:45	144	0	9	18	12	23	52	28	2	0	0	0	0	0	0	0	0	0	0	0	28.8	35.5	
08:00	139	0	0	0	0	1	43	73	20	1	1	0	0	0	0	0	0	0	0	0	31.4	35.2	
08:15	188	0	0	0	0	19	79	69	15	5	1	0	0	0	0	0	0	0	0	0	30	34	
08:30	165	0	0	1	5	49	79	29	2	0	0	0	0	0	0	0	0	0	0	0	31.6	35.4	
08:45	183	0	0	0	5	47	98	28	2	0	0	1	2	0	0	0	0	0	0	0	32.1	35.4	
09:00	119	0	0	1	11	48	38	15	5	1	0	0	0	0	0	0	0	0	0	0	30.6	36.5	
09:15	153	0	0	0	0	0	39	87	22	3	2	0	0	0	0	0	0	0	0	0	32.1	35.6	
09:30	122	1	1	1	2	29	65	21	2	0	0	0	0	0	0	0	0	0	0	0	31.7	35.9	
09:45	114	0	0	0	2	33	41	33	3	1	1	0	0	0	0	0	0	0	0	0	32.8	37.1	
10:00	105	0	0	0	0	2	23	44	27	5	4	0	0	0	0	0	0	0	0	0	33.7	37.8	
10:15	132	0	0	2	8	43	56	19	2	1	1	0	0	0	0	0	0	0	0	0	31.2	35.8	
10:30	144	0	0	0	0	5	71	49	18	1	0	0	0	0	0	0	0	0	0	0	30.2	34.2	
10:45	135	0	0	0	0	11	40	65	15	4	0	0	0	0	0	0	0	0	0	0	31.2	34.9	
11:00	144	0	0	7	7	20	40	60	16	1	0	0	0	0	0	0	0	0	0	0	29.5	34.1	
11:15	156	0	0	0	0	2	50	70	31	3	0	0	0	0	0	0	0	0	0	0	31.9	36.1	
11:30	152	0	0	3	6	48	70	19	6	0	0	0	0	0	0	0	0	0	0	0	31.4	35.2	
11:45	138	0	0	0	3	8	54	46	24	3	0	0	0	0	0	0	0	0	0	0	30.6	36.1	
12:00	153	0	0	0	0	7	68	44	27	5	2	0	0	0	0	0	0	0	0	0	31.3	36.5	
12:15	152	0	0	0	2	8	31	83	24	3	1	0	0	0	0	0	0	0	0	0	31.8	35.5	
12:30	122	0	0	0	0	6	44	54	12	5	0	0	1	0	0	0	0	0	0	0	31.2	35.4	
12:45	136	0	0	1	2	29	73	26	5	0	0	0	0	0	0	0	0	0	0	0	32.6	35.5	
13:00	136	0	2	0	1	31	70	29	3	0	0	0	0	0	0	0	0	0	0	0	32.2	37	
13:15	0	0	0	0	3	43	73	28	0	0	0	0	0	0	0	0	0	0	0	0	31.7	35.9	
13:30	168	0	0	1	16	58	75	15	3	0	0	0	0	0	0	0	0	0	0	0	30.2	33.5	
13:45	191	0	3	13	19	82	55	18	1	0	0	0	0	0	0	0	0	0	0	0	28.2	33.6	
14:00	163	0	0	0	0	12	77	53	17	3	1	0	0	0	0	0	0	0	0	0	30.1	34.6	
14:15	161	0	0	0	0	5	51	64	37	4	0	0	0	0	0	0	0	0	0	0	32.1	36.4	
14:30	165	0	0	1	11	52	87	13	0	1	0	0	0	0	0	0	0	0	0	0	30.5	34.1	
14:45	181	0	0	0	0	6	62	95	15	3	0	0	0	0	0	0	0	0	0	0	31	34.1	
15:00	208	15	11	11	35	74	51	11	0	0	0	0	0	0	0	0	0	0	0	0	25.7	31.7	
15:15	211	67	36	17	22	51	16	2	0	0	0	0	0	0	0	0	0	0	0	0	17.8	27.9	
15:30	162	110	45	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	12.3	
15:45	201	20	49	23	33	40	30	6	0	0	0	0	0	0	0	0	0	0	0	0	20.8	30.9	
16:00	187	17	7	11	49	86	13	4	0	0	0	0	0	0	0	0	0	0	0	0	23.8	29.4	
16:15	153	139	12	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	9.3	
16:30	197	20	35	21	27	66	23	3	2	0	0	0	0	0	0	0	0	0	0	0	22	29.7	
16:45	175	0	0	0	6	4	74	66	24	0	1	0	0	0	0	0	0	0	0	0	30.2	34.8	
17:00	178	0	0	0	0	2	62	89	18	5	2	0	0	0	0	0	0	0	0	0	31.5	34.1	
17:15	160	0	0	0	0	5	59	71	19	6	0	0	0	0	0	0	0	0	0	0	31.2	35.2	
17:30	177	0	0	0	0	9	89	61	17	1	0	0	0	0	0	0	0	0	0	0	29.7	33.4	
17:45	178	0	0	0	0	7	70	78	22	1	0	0	0	0	0	0	0	0	0	0	30.6	34.7	
18:00	153	0	1	0	0	5	49	56	39	3	0	0	0	0	0	0	0	0	0	0	31.7	36.2	
18:15	149	0	0	0	0	5	61	62	13	6	2	0	0	0	0	0	0	0	0	0	31	34.6	
18:30	108	0	1	0	0	31	45	19	9	1	2	0	0	0	0	0	0	0	0	0	32.9	37.3	
18:45	116	0	0	1	1	29	60	20	2	1	0	0	0	0	0	0	0	0	0	0	32.3	35.8	
19:00	103	0	0	6	7	33	33	30	23	3	1	0	0	0	0	0	0	0	0	0	30.8	36.9	
19:15	86	0	0	0	0	0	25	41	17	1	2	0	0	0	0	0	0	0	0	0	32.5	35.7	
19:30	84	0	0	0	0	0	11	35	34	3	1	0	0	0	0	0							

Date Saturday 20/11/2021

Time	Speeds (Mph)																	Mean	B5th Mile			
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	26	0	0	0	0	4	13	4	3	2	0	0	0	0	0	0	0	0	0	0	34.6	41.2
00:15	32	0	0	0	1	3	7	11	8	1	1	0	0	0	0	0	0	0	0	0	36.7	41.8
00:30	18	0	0	0	0	2	6	9	0	1	0	0	0	0	0	0	0	0	0	0	35	38.9
00:45	17	0	0	0	0	1	3	3	1	1	0	0	0	0	0	0	0	0	0	0	37.7	-
01:00	9	0	0	0	1	2	3	0	2	0	0	1	0	0	0	0	0	0	0	0	36	-
01:15	6	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	38.5	-
01:30	6	0	0	1	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	34.4	-
01:45	8	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	39.4	-
02:00	4	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	40.3	-
02:15	5	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-
02:30	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
02:45	4	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	44.8	-
03:00	3	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.4	-
03:15	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	39.5	-
03:30	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
03:45	4	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	36.2	-
04:00	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
04:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
04:30	4	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	40.8	-
04:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-
05:00	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
05:15	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
05:30	6	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	36	-
05:45	7	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	32.3	-
06:00	5	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	36.4	-
06:15	12	0	1	0	0	0	2	7	0	1	0	0	0	0	1	0	0	0	0	0	38.4	49
06:30	13	0	0	0	1	3	4	3	2	0	0	0	0	0	1	0	0	0	0	0	34.3	44.5
06:45	45	0	0	0	1	4	17	18	4	1	0	0	0	0	0	0	0	0	0	0	35.2	38.9
07:00	34	0	1	0	2	4	7	13	4	2	1	0	0	0	0	0	0	0	0	0	35.2	41.6
07:15	39	0	0	0	3	6	10	12	7	1	0	0	0	0	0	0	0	0	0	0	35	41.7
07:30	52	0	0	0	1	3	13	22	9	1	2	1	0	0	0	0	0	0	0	0	37.2	41.6
07:45	89	0	0	0	0	9	44	24	11	1	0	0	0	0	0	0	0	0	0	0	34.9	39.4
08:00	52	0	0	0	0	15	15	12	9	0	1	0	0	0	0	0	0	0	0	0	34	40.7
08:15	79	0	0	0	0	11	31	32	4	0	1	0	0	0	0	0	0	0	0	0	34.7	38.5
08:30	104	0	0	0	3	30	42	25	4	0	0	0	0	0	0	0	0	0	0	0	32.4	38.1
08:45	111	0	0	0	3	28	50	26	4	0	0	0	0	0	0	0	0	0	0	0	34.5	37.3
09:00	70	0	0	0	0	13	23	29	4	1	0	0	0	0	0	0	0	0	0	0	34.5	38.6
09:15	116	0	0	0	2	19	62	28	5	0	0	0	0	0	0	0	0	0	0	0	33.2	37
09:30	108	0	0	0	0	21	50	30	6	1	0	0	0	0	0	0	0	0	0	0	33.6	38
09:45	120	0	0	2	3	17	60	28	8	4	0	0	0	0	0	0	0	0	0	0	33.4	38.3
10:00	106	0	0	0	1	19	47	28	10	1	0	0	0	0	0	0	0	0	0	0	33.9	38.9
10:15	124	0	0	0	1	37	57	22	7	0	0	0	0	0	0	0	0	0	0	0	32.2	37.1
10:30	114	0	0	0	1	14	52	36	10	0	0	1	0	0	0	0	0	0	0	0	34.4	37.6
10:45	137	0	0	2	10	41	60	20	3	1	0	0	0	0	0	0	0	0	0	0	31	35.5
11:00	136	0	0	0	3	32	62	33	6	0	0	0	0	0	0	0	0	0	0	0	32.4	36.2
11:15	154	0	0	0	2	49	84	18	1	0	0	0	0	0	0	0	0	0	0	0	31.4	34.5
11:30	135	0	1	1	5	32	69	24	3	0	0	0	0	0	0	0	0	0	0	0	31.8	35.4
11:45	144	0	0	0	3	58	58	21	4	0	0	0	0	0	0	0	0	0	0	0	31	35.5
12:00	151	0	0	0	5	47	67	29	3	0	0	0	0	0	0	0	0	0	0	0	31.7	36.3
12:15	150	0	0	1	5	48	61	29	6	0	0	0	0	0	0	0	0	0	0	0	31.8	36.4
12:30	176	0	0	0	0	31	103	36	6	0	0	0	0	0	0	0	0	0	0	0	32.8	36.1
12:45	159	0	0	0	0	45	89	21	3	0	1	0	0	0	0	0	0	0	0	0	32.1	35.2
13:00	149	0	0	0	7	38	67	32	3	1	0	1	0	0	0	0	0	0	0	0	32.3	36.3
13:15	155	0	0	0	6	51	71	24	3	0	0	0	0	0	0	0	0	0	0	0	31.5	36.1
13:30	130	0	0	0	0	28	72	25	5	0	0	0	0	0	0	0	0	0	0	0	32.9	36.3
13:45	150	0	0	0	3	48	74	21	4	0	0	0	0	0	0	0	0	0	0	0	31.7	35.3
14:00	129	0	0	0	4	28	73	19	4	1	0	0	0	0	0	0	0	0	0	0	32.4	36.4
14:15	151	0	0	0	0	33	79	33	6	0	0	0	0	0	0	0	0	0	0	0	33	36.9
14:30	147	0	0	0	2	41	79	24	1	0	0	0	0	0	0	0	0	0	0	0	31.7	36
14:45	157	0	0	0	4	44	77	28	4	0	0	0	0	0	0	0	0	0	0	0	31.8	35.6
15:00	159	0	0	1	8	50	73	24	2	1	0	0	0	0	0	0	0	0	0	0	31.3	35.2
15:15	163	0	0	0	3	56	78	26	0	0	0	0	0	0	0	0	0	0	0	0	31.4	35.2
15:30	115	0	0	0	3	24	68	18	2	0	0	0	0	0	0	0	0	0	0	0	32.2	35.6
15:45	133	0	0	0	1	34	70	25	2	1	0	0	0	0	0	0	0	0	0	0	32.3	36.3
16:00	169	0	1	3	4	48	88	22	3	0	0	0	0	0	0	0	0	0	0	0	31.4	35
16:15	133	0	0	0	4	45	54	24	5	1	0	0	0	0	0	0	0	0	0	0	32	36.5
16:30	142	0	0	0	7	42	56	29	8	0	0	0	0	0	0	0	0	0	0	0	32.2	36.8
16:45	138	0	0	0	0	45	66	23	4	0	0	0	0	0	0	0	0	0	0	0	31.9	35.5
17:00	113	0	0	0	4	32	53	16	5	2	1	0	0	0	0	0	0	0	0	0	32.6	37.6
17:15	104	0	0	0	0	22	51	24	6	1	0	0	0	0	0	0	0	0	0	0	33.4	36.9
17:30	116	0	0	0	0	30	52	23	10	1	0	0	0	0	0	0	0	0	0	0	33.3	37.7
17:45	90	0	0	0	1	28	40	16	5	0	0	0	0	0	0	0	0	0	0	0	32.4	37
18:00	112	0	1	0	2	30	51	21	6	1	0	0	0	0	0	0	0	0	0	0	32.3	36.4
18:15	91	0	0	0	0	19	53	15	4	0	0	0	0	0	0	0	0	0	0	0	33.1	36.7
18:30	87	0	0	0	0	13	42	22	7	3	0	0	0	0	0	0	0	0	0	0	34.4	39.3
18:45	92	0	0	0	1	16	51	21	2	1	0	0	0	0	0	0	0	0	0	0	32.8	36.1
19:00	104	0	0	0	2	1	36	41	14	6	3	1	0	0	0	0	0	0	0	0	32.3	36.7
19:15	74	0	0	0	0	20	28	22														

Date Sunday 21/11/2021

Time	Speeds (Mph)																			Mean	B5th Mile	
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	33	0	0	0	0	0	15	7	3	1	0	0	0	0	0	0	0	0	0	0	33.9	39.8
00:15	14	0	1	0	0	5	3	5	0	0	0	0	0	0	0	0	0	0	0	0	31.5	37.1
00:30	11	0	0	0	0	0	4	3	2	1	1	0	0	0	0	0	0	0	0	0	38.4	47.7
00:45	10	0	0	0	0	0	2	3	1	2	0	1	0	0	0	0	0	0	1	0	46.3	-
01:00	5	0	0	0	0	0	4	0	0	2	1	1	0	0	0	0	0	0	0	0	46.7	-
01:15	6	0	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	31.3	-
01:30	6	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
01:45	7	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	36.9	-
02:00	4	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
02:15	7	0	0	0	0	0	2	1	3	0	0	0	1	0	0	0	0	0	0	0	37.7	-
02:30	9	0	0	0	0	0	3	2	1	2	0	1	0	0	0	0	0	0	0	0	36	-
02:45	3	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	39.6	-
03:00	3	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	32.4	-
03:15	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
03:30	4	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	38.2	-
03:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
04:00	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	38.4	-
04:15	8	0	0	0	0	0	3	3	0	2	0	0	0	0	0	0	0	0	0	0	37.6	-
04:30	4	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	37.1	-
04:45	5	0	0	0	0	0	1	1	2	0	0	0	0	0	0	1	0	0	0	0	42.2	-
05:00	8	0	0	0	0	0	2	3	2	0	0	1	0	0	0	0	0	0	0	0	34.8	-
05:15	4	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	40.5	-
05:30	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	39.1	-
05:45	6	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	31.2	-
06:00	5	0	1	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	35.1	-
06:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	31.7	-
06:30	11	0	0	0	0	0	2	4	4	1	0	0	0	0	0	1	0	0	0	0	35.2	42.1
06:45	14	0	0	0	0	0	3	3	6	2	0	0	0	0	0	0	0	0	0	0	35.3	41.3
07:00	14	0	1	1	0	0	7	3	2	0	0	0	0	0	0	0	0	0	0	0	32.8	43
07:15	34	0	0	0	0	10	8	12	3	0	1	0	0	0	0	0	0	0	0	0	34.1	39.3
07:30	31	0	1	0	0	0	2	17	6	3	1	0	0	0	0	0	0	0	0	0	38.8	45.4
07:45	30	0	0	0	0	0	4	10	9	5	2	0	0	0	0	0	0	0	0	0	35.5	41.4
08:00	37	0	0	0	1	2	5	9	12	6	1	1	0	0	0	0	0	0	0	0	34.9	40.9
08:15	28	0	0	0	0	0	1	9	11	5	2	0	0	0	0	0	0	0	0	0	37.4	43.9
08:30	43	0	0	0	0	0	6	22	10	4	1	0	0	0	0	0	0	0	0	0	34.3	38
08:45	72	0	0	1	4	2	20	27	13	4	1	0	0	0	0	0	0	0	0	0	36.4	43.4
09:00	65	0	0	0	0	0	7	20	27	9	1	1	0	0	0	0	0	0	0	0	35.8	40.4
09:15	73	0	0	0	0	0	9	25	31	5	2	1	0	0	0	0	0	0	0	0	35.5	39.8
09:30	81	0	0	0	0	0	18	38	15	6	4	0	0	0	0	0	0	0	0	0	34.1	39
09:45	105	0	0	0	1	12	43	45	4	0	0	0	0	0	0	0	0	0	0	0	34.4	38.3
10:00	100	0	0	0	0	2	25	52	18	2	1	0	0	0	0	0	0	0	0	0	32.2	37
10:15	119	0	0	0	0	1	41	53	22	2	0	0	0	0	0	0	0	0	0	0	31.9	35.7
10:30	106	0	0	0	2	7	28	55	11	1	2	0	0	0	0	0	0	0	0	0	31.1	34.9
10:45	123	0	0	0	0	1	35	69	16	2	0	0	0	0	0	0	0	0	0	0	31.8	35.1
11:00	133	0	0	0	0	1	43	63	23	2	1	0	0	0	0	0	0	0	0	0	31.9	36.2
11:15	141	0	0	0	0	0	34	78	19	9	1	0	0	0	0	0	0	0	0	0	32.6	35.8
11:30	145	0	0	0	1	0	37	73	30	4	0	0	0	0	0	0	0	0	0	0	32.5	36.3
11:45	161	0	0	0	1	7	74	55	21	2	1	0	0	0	0	0	0	0	0	0	30.4	35
12:00	118	0	0	0	0	0	22	54	35	7	0	0	0	0	0	0	0	0	0	0	33.7	37.8
12:15	154	0	0	0	0	1	35	82	41	3	0	0	0	0	0	0	0	0	0	0	33.2	37
12:30	154	0	0	0	0	3	34	84	29	3	1	0	0	0	0	0	0	0	0	0	32.4	35.7
12:45	126	0	0	0	0	0	34	47	38	7	0	0	0	0	0	0	0	0	0	0	33.3	38.2
13:00	142	0	0	0	0	3	45	68	21	4	1	0	0	0	0	0	0	0	0	0	31.7	35.4
13:15	157	0	0	1	6	40	86	22	2	0	0	0	0	0	0	0	0	0	0	0	31.7	36.2
13:30	148	0	0	0	0	3	23	71	40	8	0	3	0	0	0	0	0	0	0	0	33.6	37.7
13:45	152	0	0	0	0	2	34	70	39	6	1	0	0	0	0	0	0	0	0	0	33.3	38.3
14:00	153	0	0	0	0	4	46	65	37	1	0	0	0	0	0	0	0	0	0	0	32.1	36.3
14:15	143	0	0	0	1	16	35	51	36	3	1	0	0	0	0	0	0	0	0	0	31.6	36.9
14:30	162	0	0	0	0	1	35	82	38	3	0	0	0	0	0	0	0	0	0	0	32.8	36.9
14:45	126	0	0	0	1	2	30	56	30	5	2	0	0	0	0	0	0	0	0	0	32.9	37.1
15:00	153	0	1	0	1	38	86	25	2	0	0	0	0	0	0	0	0	0	0	0	31.9	35.6
15:15	128	0	0	0	0	0	17	73	29	6	2	1	0	0	0	0	0	0	0	0	33.9	37.9
15:30	120	0	0	0	0	1	43	44	26	5	0	1	0	0	0	0	0	0	0	0	32.3	37.3
15:45	138	0	0	0	0	3	40	54	27	12	1	0	1	0	0	0	0	0	0	0	32.9	38.3
16:00	134	0	0	0	0	5	34	65	24	6	0	0	0	0	0	0	0	0	0	0	32.2	36.5
16:15	107	0	0	0	0	8	34	33	29	2	1	0	0	0	0	0	0	0	0	0	31.8	36.9
16:30	94	0	0	0	0	1	17	47	21	7	0	1	0	0	0	0	0	0	0	0	33.8	38
16:45	98	0	0	0	0	4	30	35	22	5	0	2	0	0	0	0	0	0	0	0	32.6	37.6
17:00	92	0	1	0	0	3	20	44	18	6	0	0	0	0	0	0	0	0	0	0	32.5	37.3
17:15	71	0	0	0	0	5	18	24	14	8	1	1	0	0	0	0	0	0	0	0	33.6	40.2
17:30	81	0	0	0	0	1	25	34	15	4	1	1	0	0	0	0	0	0	0	0	32.5	36.3
17:45	59	0	0	0	0	2	14	23	16	4	0	0	0	0	0	0	0	0	0	0	33.2	38
18:00	75	0	0	0	0	0	4	42	21	6	2	0	0	0	0	0	0	0	0	0	34.7	39.2
18:15	62	0	0	0	0	1	14	26	10	9	2	0	0	0	0	0	0	0	0	0	34	40.5
18:30	58	0	0	0	0	1	11	24	17	4	0	1	0	0	0	0	0	0	0	0	33.7	37.9
18:45	58	0	0	0	0	2	11	26	14	3	1	1	0	0	0	0	0	0	0	0	33.4	36.8
19:00	60	0	0	0	0	0	14	24	14	4	2	1	1	0	0	0	0	0	0	0	34.3	39
19:15	55	0	0	0	0	1	7	23	17													

Date Monday 22/11/2021

Time	Date	Speeds (Mph)																				Mean	RSPN Value
		Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	44	-	
00:15	3	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	38.3	-	
00:30	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	28.6	-	
00:45	4	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	38.3	-	
01:00	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	36.4	-	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:30	3	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	-	
01:45	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	45.2	-	
02:00	3	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	27.8	-	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	
03:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31	-	
03:30	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	37.5	-	
03:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	-	
04:00	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	40.8	-	
04:15	4	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	36.7	-	
04:30	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	33.4	-	
04:45	4	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	33.8	-	
05:00	3	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	32.9	-	
05:15	6	0	0	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	37.8	-	
05:30	16	0	0	0	0	0	6	5	2	3	0	0	0	0	0	0	0	0	0	0	33.1	40.5	
05:45	28	0	0	0	0	0	5	11	8	3	1	0	0	0	0	0	0	0	0	0	34.9	40.4	
06:00	32	0	0	0	0	0	6	15	6	3	2	0	0	0	0	0	0	0	0	0	34.4	40.9	
06:15	0	0	0	0	0	0	3	14	7	1	0	0	0	0	0	0	0	0	0	0	33.4	36.1	
06:30	30	0	0	0	0	0	3	13	8	5	0	1	0	0	0	0	0	0	0	0	35.3	40.4	
06:45	53	0	0	0	3	17	17	14	2	0	0	0	0	0	0	0	0	0	0	0	32.2	37.7	
07:00	76	0	0	0	1	19	34	19	3	0	0	0	0	0	0	0	0	0	0	0	33.1	38	
07:15	86	0	1	0	22	41	19	3	0	0	0	0	0	0	0	0	0	0	0	0	32.5	36.5	
07:30	111	0	0	0	1	35	54	16	5	0	0	0	0	0	0	0	0	0	0	0	32.1	35.7	
07:45	174	0	1	4	14	62	71	21	1	0	0	0	0	0	0	0	0	0	0	0	30.1	34.4	
08:00	140	0	0	0	10	54	55	18	2	1	0	0	0	0	0	0	0	0	0	0	31	35.1	
08:15	190	0	0	8	20	99	57	6	0	0	0	0	0	0	0	0	0	0	0	0	28.7	32.3	
08:30	173	0	2	7	50	99	89	24	1	0	0	0	0	0	0	0	0	0	0	0	31.2	34.9	
08:45	181	0	0	2	4	70	85	17	3	0	0	0	0	0	0	0	0	0	0	0	30.9	34.7	
09:00	126	0	0	0	0	21	71	27	4	3	0	0	0	0	0	0	0	0	0	0	33.5	36.7	
09:15	134	0	0	0	7	24	73	25	3	2	0	0	0	0	0	0	0	0	0	0	32.4	36.3	
09:30	139	0	1	9	15	17	62	33	1	1	0	0	0	0	0	0	0	0	0	0	31	36.3	
09:45	113	0	0	0	0	29	55	22	5	1	0	0	0	0	0	0	0	0	0	0	32.8	36.3	
10:00	90	0	0	1	6	22	41	16	4	0	1	0	0	0	0	0	0	0	0	0	32.2	36.8	
10:15	120	0	0	0	7	44	56	13	0	0	0	0	0	0	0	0	0	0	0	0	30.8	34.5	
10:30	109	0	0	1	2	37	45	17	4	0	0	0	0	0	0	0	0	3	0	0	38	36.5	
10:45	143	0	0	7	7	4	52	59	20	1	0	0	0	0	0	0	0	0	0	0	30.3	34.9	
11:00	121	0	0	0	10	43	51	15	0	1	1	0	0	0	0	0	0	0	0	0	30.7	34.5	
11:15	140	0	0	0	3	38	81	17	1	0	0	0	0	0	0	0	0	0	0	0	31.5	34.7	
11:30	140	0	0	0	0	1	48	70	18	2	1	0	0	0	0	0	0	0	0	0	31.4	35.3	
11:45	133	0	0	0	4	49	50	24	6	0	0	0	0	0	0	0	0	0	0	0	31.7	36.1	
12:00	124	0	2	5	28	50	33	6	0	0	0	0	0	0	0	0	0	0	0	0	27.5	32.6	
12:15	139	0	0	1	12	41	61	22	1	1	0	0	0	0	0	0	0	0	0	0	30.8	35.3	
12:30	160	0	0	0	1	60	77	19	3	0	0	0	0	0	0	0	0	0	0	0	31.4	34.9	
12:45	138	0	0	0	0	38	64	30	6	0	0	0	0	0	0	0	0	0	0	0	32.5	36.7	
13:00	162	0	0	0	3	64	75	17	2	1	0	0	0	0	0	0	0	0	0	0	31.1	34.6	
13:15	145	1	0	0	8	58	64	12	12	0	0	0	0	0	0	0	0	0	0	0	30.2	33.9	
13:30	174	0	0	0	0	3	66	90	13	2	0	0	0	0	0	0	0	0	0	0	31.1	34.1	
13:45	143	0	0	0	0	5	59	60	18	1	0	0	0	0	0	0	0	0	0	0	30.7	34.9	
14:00	140	0	0	0	10	46	67	15	1	1	0	0	0	0	0	0	0	0	0	0	30.7	34.2	
14:15	123	0	2	0	5	42	61	13	2	0	0	0	0	0	0	0	0	0	0	0	31.2	34.6	
14:30	124	0	0	0	3	31	68	17	4	0	1	0	0	0	0	0	0	0	0	0	32.2	35.6	
14:45	140	0	0	0	1	49	74	14	2	0	0	0	0	0	0	0	0	0	0	0	31.4	34.7	
15:00	167	0	0	5	22	88	47	5	0	0	0	0	0	0	0	0	0	0	0	0	28.2	31.7	
15:15	199	0	9	19	72	88	10	1	3	0	0	0	0	0	0	0	0	0	0	0	24.2	28.4	
15:30	166	5	8	0	14	61	66	12	0	0	0	0	0	0	0	0	0	0	0	0	28.4	33.8	
15:45	192	0	0	2	14	77	81	16	2	0	0	0	0	0	0	0	0	0	0	0	30.1	33.7	
16:00	203	0	1	8	43	75	61	15	0	0	0	0	0	0	0	0	0	0	0	0	28.3	32.7	
16:15	158	24	15	7	20	66	19	5	2	0	0	0	0	0	0	0	0	0	0	0	22.8	30.4	
16:30	121	99	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	14.4	
16:45	182	154	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3	10.1	
17:00	171	132	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	10.8	
17:15	187	36	53	45	23	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	25.9	
17:30	210	0	8	40	40	107	46	7	0	0	0	0	0	0	0	0	0	0	0	0	27.4	31.3	
17:45	182	0	0	1	49	70	57	5	0	0	0	0	0	0	0	0	0	0	0	0	28.2	32.6	
18:00	166	0	0	0	19	57	74	16	0	0	0	0	0	0	0	0	0	0	0	0	30.2	34.2	
18:15	171	0	1	3	19	61	63	24	0	0	0	0	0	0	0	0	0	0	0	0	29.9	35	
18:30	133	0	0	0	1	26	83	22	1	0	0	0	0	0	0	0	0	0	0	0	32.2	35.3	
18:45	167	0	0	4	70	75	75	12	5	0	1	0	0	0	0	0	0	0	0	0	31	34.1	
19:00	146	0	0	0	8	52	61	22	2	1	0	0	0	0	0	0	0	0	0	0	31.1	35.3	
19:15	102	0	0	2	4	25	42	24	5	0	0	0	0	0	0	0	0	0	0	0	32.6	37.5	
19:30	100	0	0	0	0	24	35	34	4	3	0	0	0	0	0	0	0						

Date Tuesday 23/11/2021

[illegible]

Wednesday 24/11/2021

[illegible]

Thursday 25/11/2021

[illegible]

Friday 26/11/2021

[illegible]

Saturday 27/11/2021

[illegible]

Sunday 28/11/2021

[illegible]

Monday 29/11/2021

Date	Monday 29/11/2021																						
	Speeds (Mph)																						
Time	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile	
00:00	*	*																					
00:15	*	*	*																				
00:30	*	*	*	*																			
00:45	*	*	*	*	*																		
01:00	*	*	*	*	*	*																	
01:15	*	*	*	*	*	*	*																
01:30	*	*	*	*	*	*	*	*															
01:45	*	*	*	*	*	*	*	*	*														
02:00	*	*	*	*	*	*	*	*	*	*													
02:15	*	*	*	*	*	*	*	*	*	*	*												
02:30	*	*	*	*	*	*	*	*	*	*	*	*											
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*										
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*									
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*								
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*							
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*						
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*					
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
07:00 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:00 - 22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:00 - 00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
00:00 - 00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Date _____

Tuesday 30/11/2021

[illegible]

Date

Wednesday 01/12/2021

Time	Speeds (Mph)																	Mean	85th Mile			
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	144	0	0	2	9	57	57	18	1	0	0	0	0	0	0	0	0	0	0	0	30.3	34
10:00	127	0	0	0	1	46	48	27	3	2	0	0	0	0	0	0	0	0	0	0	32.2	36.2
10:15	110	0	0	0	0	30	62	17	0	1	0	0	0	0	0	0	0	0	0	0	32.1	35.3
10:30	134	1	4	6	12	52	50	8	1	0	0	0	0	0	0	0	0	0	0	0	28.9	33.8
10:45	132	0	4	8	37	39	31	10	2	1	0	0	0	0	0	0	0	0	0	0	27.2	33.5
11:00	134	0	2	3	9	61	48	10	1	0	0	0	0	0	0	0	0	0	0	0	29.5	34
11:15	135	1	0	5	17	45	47	19	1	0	0	0	0	0	0	0	0	0	0	0	29.5	35
11:30	160	0	0	0	5	75	59	19	2	0	0	0	0	0	0	0	0	0	0	0	30.6	34.5
11:45	179	0	0	2	9	94	60	10	4	0	0	0	0	0	0	0	0	0	0	0	29.7	33.1
12:00	137	0	0	0	4	39	67	24	2	0	1	0	0	0	0	0	0	0	0	0	31.9	36
12:15	164	0	0	0	12	73	61	18	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.9
12:30	147	0	0	0	0	25	99	22	1	0	0	0	0	0	0	0	0	0	0	0	32.3	35.1
12:45	161	0	0	0	21	73	54	11	2	0	0	0	0	0	0	0	0	0	0	0	29.4	32.8
13:00	160	0	2	2	5	55	62	32	2	0	0	0	0	0	0	0	0	0	0	0	31.2	36.6
13:15	138	0	0	3	6	49	59	18	2	1	0	0	0	0	0	0	0	0	0	0	30.9	35.1
13:30	132	0	0	0	0	33	69	29	1	0	0	0	0	0	0	0	0	0	0	0	32.1	36.2
13:45	163	0	0	0	0	53	80	26	4	0	0	0	0	0	0	0	0	0	0	0	31.9	35.4
14:00	148	0	0	0	7	51	67	19	4	0	0	0	0	0	0	0	0	0	0	0	31.3	35.4
14:15	137	0	0	0	5	46	63	22	1	0	0	0	0	0	0	0	0	0	0	0	31.3	35.2
14:30	165	0	0	0	13	68	60	19	4	1	0	0	0	0	0	0	0	0	0	0	30.6	34.9
14:45	134	0	0	0	3	40	51	35	2	3	0	0	0	0	0	0	0	0	0	0	32.7	37.1
15:00	195	0	0	1	6	104	70	13	1	0	0	0	0	0	0	0	0	0	0	0	29.8	33.4
15:15	182	0	2	2	37	73	59	9	0	0	0	0	0	0	0	0	0	0	0	0	28.4	32.9
15:30	188	2	11	6	9	67	79	12	1	1	0	0	0	0	0	0	0	0	0	0	28.9	33.8
15:45	203	0	0	2	36	89	64	12	0	0	0	0	0	0	0	0	0	0	0	0	28.8	33.1
16:00	194	5	8	14	36	97	30	3	1	0	0	0	0	0	0	0	0	0	0	0	25.6	30.4
16:15	165	83	15	16	22	21	8	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	26.2
16:30	132	95	33	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	12.2
16:45	131	62	33	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	17
17:00	80	56	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	13.3
17:15	74	70	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.7	8.4
17:30	189	139	48	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	11
17:45	200	85	94	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	14.5
18:00	183	78	69	25	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	17.3
18:15	218	106	105	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.7
18:30	155	112	19	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	15.3
18:45	169	13	10	3	6	54	59	24	0	0	0	0	0	0	0	0	0	0	0	0	27.8	34.6
19:00	128	0	2	3	0	40	62	17	4	0	0	0	0	0	0	0	0	0	0	0	31.3	35.5
19:15	84	0	0	0	0	5	29	39	10	1	0	0	0	0	0	0	0	0	0	0	30.8	34.8
19:30	81	0	0	0	1	23	39	12	4	2	0	0	0	0	0	0	0	0	0	0	32.6	36.2
19:45	81	0	0	0	1	23	30	20	6	1	0	0	0	0	0	0	0	0	0	0	33.2	38
20:00	73	0	1	0	0	17	37	13	4	1	0	0	0	0	0	0	0	0	0	0	32.5	36.3
20:15	59	0	0	0	1	11	28	15	2	2	0	0	0	0	0	0	0	0	0	0	33.4	36.1
20:30	66	0	0	0	2	19	32	11	1	1	0	0	0	0	0	0	0	0	0	0	31.8	36.2
20:45	41	0	0	0	0	8	13	17	1	2	0	0	0	0	0	0	0	0	0	0	34.7	39.4
21:00	33	0	0	0	0	0	13	14	4	1	1	0	0	0	0	0	0	0	0	0	36.5	40.7
21:15	38	0	0	0	2	4	21	6	4	1	0	0	0	0	0	0	0	0	0	0	33.7	39.5
21:30	42	0	0	0	1	10	17	10	3	1	0	0	0	0	0	0	0	0	0	0	33.2	39
21:45	33	0	0	0	0	9	13	6	3	2	0	0	0	0	0	0	0	0	0	0	34.1	40.7
22:00	35	0	0	0	0	7	20	8	0	0	0	0	0	0	0	0	0	0	0	0	32.6	36.6
22:15	42	0	0	0	0	5	18	17	2	0												

Thursday 02/12/2021

[illegible]

Date	Friday 03/12/2021																				Speeds (Mph)											Mean	B5th %ile
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100													
00:00	9	0	0	0	0	0	1	4	2	2	0	0	0	0	0	0	0	0	0	0	38.3	-											
00:15	5	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	44.3	-											
00:30	3	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	32.7	-											
00:45	9	0	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	36.9	-											
01:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-											
01:15	5	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	41.8	-											
01:30	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	36.7	-											
01:45	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	41.6	-											
02:00	4	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	0	0	1	31.9	-											
02:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-											
02:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	-											
02:45	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	28.1	-											
03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-											
03:15	4	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	0	0	0	2	-	-											
03:30	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-											
03:45	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	36.2	-											
04:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36.3	-											
04:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-											
04:30	2	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	36.7	-											
04:45	4	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	35	-											
05:00	6	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	36.7	-											
05:15	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-											
05:30	7	0	0	0	0	0	1	4	0	0	1	0	1	0	0	0	0	0	0	0	37.6	-											
05:45	30	0	0	0	0	0	4	6	14	4	2	0	0	0	0	0	0	0	0	0	36.8	43.5											
06:00	27	0	0	0	0	0	7	10	6	2	2	0	0	0	0	0	0	0	0	0	34.1	40.3											
06:15	22	0	0	0	1	0	1	9	7	2	2	0	0	0	0	0	0	0	0	0	35.1	42.5											
06:30	23	0	0	0	0	0	7	10	3	2	0	0	0	0	0	0	0	0	0	0	32.9	38.8											
06:45	36	0	0	0	0	0	10	9	12	4	1	0	0	0	0	0	0	0	0	0	34.4	40.2											
07:00	71	0	1	0	0	0	17	39	11	3	0	0	0	0	0	0	0	0	0	0	32.3	36.2											
07:15	94	0	0	0	0	6	31	32	21	2	2	0	0	0	0	0	0	0	0	0	32	36.8											
07:30	107	0	0	0	0	1	24	44	31	6	0	0	0	0	0	0	0	0	0	0	33.3	37.7											
07:45	129	0	1	1	6	42	52	25	2	0	0	0	0	0	0	0	0	0	0	0	31.2	35.8											
08:00	143	0	1	5	7	52	59	16	3	0	0	0	0	0	0	0	0	0	0	0	30.3	34.6											
08:15	192	0	0	0	7	17	67	80	18	2	1	0	0	0	0	0	0	0	0	0	29.8	33.8											
08:30	180	0	0	0	5	33	49	69	21	2	1	0	0	0	0	0	0	0	0	0	29.7	34.7											
08:45	170	0	0	0	0	3	47	98	21	1	0	0	0	0	0	0	0	0	0	0	31.5	34.6											
09:00	137	0	0	0	2	2	48	59	20	4	2	0	0	0	0	0	0	0	0	0	31.5	36											
09:15	149	0	0	0	1	1	42	73	27	4	1	0	0	0	0	0	0	0	0	0	32.3	36.1											
09:30	155	0	0	0	0	13	47	74	19	2	0	0	0	0	0	0	0	0	0	0	30.8	34.9											
09:45	145	0	0	0	0	3	40	73	26	2	0	1	0	0	0	0	0	0	0	0	32.1	35.8											
10:00	120	0	0	0	0	0	39	64	11	4	2	0	0	0	0	0	0	0	0	0	32.2	35											
10:15	139	0	0	0	0	6	44	68	21	0	0	0	0	0	0	0	0	0	0	0	31.3	35.1											
10:30	131	0	0	0	0	3	54	57	16	1	0	0	0	0	0	0	0	0	0	0	31	34.7											
10:45	143	0	0	0	0	3	44	58	26	12	0	0	0	0	0	0	0	0	0	0	32.3	36.9											
11:00	145	0	0	0	0	5	65	65	64	11	0	0	0	0	0	0	0	0	0	0	30.5	33.4											
11:15	173	0	0	0	0	1	65	82	22	3	0	0	0	0	0	0	0	0	0	0	31.4	34.9											
11:30	166	0	0	0	0	16	53	65	28	4	0	0	0	0	0	0	0	0	0	0	31	36											
11:45	159	0	0	0	0	0	4	57	66	25	5	0	2	0	0	0	0	0	0	0	31.7	35.7											
12:00	172	0	0	0	0	14	60	80	17	1	0	0	0	0	0	0	0	0	0	0	30.6	34.4											
12:15	140	0	0	0	0	8	49	51	28	4	0	0	0	0	0	0	0	0	0	0	31.6	36.5											
12:30	155	0	0	0	1	1	35	79	33	6	0	0	0	0	0	0	0	0	0	0	32.4	36											
12:45	171	0	2	7	13	53	83	13	0	0	0	0	0	0	0	0	0	0	0	0	29.5	33.7											
13:00	162	0	0	0	0	8	65	67	20	1	0	1	0	0	0	0	0	0	0	0	30.8	34.7											
13:15	132	0	0	0	0	5	30	64	27	5	1	0	0	0	0	0	0	0	0	0	32.4	36.1											
13:30	139	0	0	0	2	4	44	59	26	3	1	0	0	0	0	0	0	0	0	0	31.6	36.1											
13:45	149	0	1	5	10	37	78	15	2	0	1	0	0	0	0	0	0	0	0	0	30.9	34.7											
14:00	164	0	0	1	15	54	80	13	1	0	0	0	0	0	0	0	0	0	0	0	30.4	34											
14:15	178	0	0	0	0	5	78	72	20	3	0	0	0	0	0	0	0	0	0	0	30.8	34.6											
14:30	175	0	1	3	4	59	88	20	0	0	0	0	0	0	0	0	0	0	0	0	30.8	34.1											
14:45	192	0	8	10	28	63	60	21	2	0	0	0	0	0	0	0	0	0	0	0	28.5	34.2											
15:00	138	0	0	10	26	63	34	4	0	1	0	0	0	0	0	0	0	0	0	0	27.5	31.5											
15:15	117	77	18	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	16.1											
15:30	103	38	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	11.3											
15:45	135	100	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	10.6											
16:00	171	128	41	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9.1	11											
16:15	170	128	40	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	10.8											
16:30	211	29	15	18	46	66	35	2	0	0	0	0	0	0	0	0	0	0	0	0	22.8	30.9											
16:45	177	38	39	63	16	11	8	0	0	0	0	0	0	2	0	0	0	0	0	0	16.5	23.2											
17:00	137	75	43	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	14.8											
17:15	206	87	60	17	19	16	6	1	0	0	0	0	0	0	0	0	0	0															

Date Saturday 04/12/2021

Time	Speeds (Mph)																	Mean	85th Value			
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	11	0	0	0	0	0	1	4	0	2	0	0	0	0	0	0	0	0	0	0	36.9	46.4
00:15	23	0	0	0	1	3	9	5	5	0	0	0	0	0	0	0	0	0	0	0	34.9	42
00:30	13	0	0	0	0	0	7	4	2	0	0	0	0	0	0	0	0	0	0	0	35	41.4
00:45	17	0	0	0	1	2	5	6	2	0	1	0	0	0	0	0	0	0	0	0	35.5	44.5
01:00	17	0	0	0	0	3	6	6	2	0	0	0	0	0	0	0	0	0	0	0	34.5	39.5
01:15	11	0	0	0	0	2	4	2	2	0	0	1	0	0	0	0	0	0	0	0	36.5	44.6
01:30	10	0	0	1	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
01:45	14	0	0	0	1	1	3	7	1	1	0	0	0	0	0	0	0	0	0	0	35.5	40.6
02:00	7	0	0	0	0	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	34.4	-
02:15	4	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	34.2	-
02:30	6	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
02:45	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-
03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
03:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
03:30	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	40.3	-
03:45	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	41.7	-
04:00	7	0	0	0	0	2	1	1	1	0	2	0	0	0	0	0	0	0	0	0	39.1	-
04:15	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-
04:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
04:45	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	36.7	-
05:00	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
05:15	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
05:30	4	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	42	-
05:45	5	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	35.3	-
06:00	9	0	0	0	0	4	1	0	3	1	0	0	0	0	0	0	0	0	0	0	35.2	-
06:15	18	2	1	0	0	4	4	5	1	0	0	0	1	0	0	0	0	0	0	0	31.2	39.7
06:30	0	0	0	1	0	1	10	3	0	0	0	0	0	0	0	0	0	0	0	0	32.5	37.2
06:45	36	0	0	0	0	4	16	8	6	1	0	1	0	0	0	0	0	0	0	0	35.8	41.3
07:00	42	0	0	0	0	8	22	8	4	0	0	0	0	0	0	0	0	0	0	0	33.6	39.2
07:15	45	0	0	0	0	6	19	13	6	0	1	0	0	0	0	0	0	0	0	0	35.2	41.6
07:30	42	0	0	0	0	9	10	14	6	1	1	0	0	0	0	0	0	0	0	0	36.1	41.1
07:45	70	0	0	0	0	18	21	23	7	0	0	1	0	0	0	0	0	0	0	0	34.6	39.3
08:00	62	0	0	0	2	8	23	19	9	1	0	0	0	0	0	0	0	0	0	0	34.7	40.2
08:15	92	0	0	0	2	19	37	28	5	1	0	0	0	0	0	0	0	0	0	0	33.6	38.2
08:30	104	0	1	0	3	20	41	32	7	0	0	0	0	0	0	0	0	0	0	0	33.4	37.4
08:45	110	0	0	0	3	27	53	21	4	2	0	0	0	0	0	0	0	0	0	0	32.5	37
09:00	111	0	0	0	3	31	42	25	9	1	0	0	0	0	0	0	0	0	0	0	32.9	37.4
09:15	111	0	0	0	11	27	42	25	5	1	0	0	0	0	0	0	0	0	0	0	32.1	37.9
09:30	115	0	0	0	2	51	41	15	6	0	0	0	0	0	0	0	0	0	0	0	31.6	36.3
09:45	157	0	0	0	1	54	63	31	7	1	0	0	0	0	0	0	0	0	0	0	32.3	36.4
10:00	129	0	0	0	2	38	60	26	3	0	0	0	0	0	0	0	0	0	0	0	32.1	36.9
10:15	126	0	0	0	0	28	67	27	4	0	0	0	0	0	0	0	0	0	0	0	32.8	36.4
10:30	130	0	0	2	4	37	70	16	0	1	0	0	0	0	0	0	0	0	0	0	31.3	34.8
10:45	170	0	0	0	4	50	93	18	3	1	1	0	0	0	0	0	0	0	0	0	31.6	35
11:00	146	0	0	0	3	60	61	26	2	0	0	0	0	0	0	0	0	0	0	0	31.2	35.2
11:15	155	0	0	0	1	51	74	24	5	0	0	0	0	0	0	0	0	0	0	0	31.8	35.5
11:30	143	0	0	0	2	41	69	29	2	0	0	0	0	0	0	0	0	0	0	0	32.2	36.3
11:45	173	0	0	0	10	56	84	21	2	0	0	0	0	0	0	0	0	0	0	0	30.9	34.4
12:00	171	0	3	7	18	64	65	12	2	0	0	0	0	0	0	0	0	0	0	0	29.3	34.1
12:15	146	0	0	0	2	46	67	26	5	0	0	0	0	0	0	0	0	0	0	0	32.1	36.9
12:30	120	0	0	0	0	39	48	26	6	1	0	0	0	0	0	0	0	0	0	0	32.8	37.5
12:45	140	0	0	0	7	24	68	34	6	1	0	0	0	0	0	0	0	0	0	0	32.7	36.6
13:00	162	0	0	0	5	47	71	33	4	2	0	0	0	0	0	0	0	0	0	0	32.3	35.9
13:15	215	0	0	0	17	101	75	22	0	0	0	0	0	0	0	0	0	0	0	0	29.9	33.9
13:30	234	1	5	12	40	67	85	23	1	0	0	0	0	0	0	0	0	0	0	0	28.5	33.6
13:45	231	0	1	11	48	98	65	8	0	0	0	0	0	0	0	0	0	0	0	0	27.5	31.5
14:00	179	75	78	17	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	14.7
14:15	171	40	35	17	8	25	28	16	2	0	0	0	0	0	0	0	0	0	0	0	20.4	33
14:30	142	0	0	0	15	40	56	28	3	0	0	0	0	0	0	0	0	0	0	0	31.3	36.3
14:45	125	0	0	0	3	36	56	26	2	2	0	0	0	0	0	0	0	0	0	0	32.2	36.2
15:00	159	0	0	0	17	51	56	30	3	2	0	0	0	0	0	0	0	0	0	0	31.1	35.8
15:15	136	0	0	0	1	31	65	29	8	2	0	0	0	0	0	0	0	0	0	0	33.1	37.7
15:30	149	0	0	0	3	54	64	23	4	1	0	0	0	0	0	0	0	0	0	0	31.7	35.6
15:45	157	0	0	0	2	64	66	23	2	0	0	0	0	0	0	0	0	0	0	0	31	35.3
16:00	152	3	5	7	8	48	59	21	1	0	0	0	0	0	0	0	0	0	0	0	29.3	35
16:15	148	0	0	0	4	38	65	33	7	1	0	0	0	0	0	0	0	0	0	0	32.7	37
16:30	144	0	0	0	1	47	70	21	4	1	0	0	0	0	0	0	0	0	0	0	31.9	36
16:45	141	0	0	0	2	50	72	13	4	0	0	0	0	0	0	0	0	0	0	0	31.2	34.5
17:00	137	0	0	0	3	47	62	22	3	0	0	0	0	0	0	0	0	0	0	0	31.6	35.8
17:15	121	0	0	0	3	34	55	22	7	0	0	0	0	0	0	0	0	0	0	0	32.3	36.7
17:30	120	0	0	0	2	48	41	23	5	0	0	1	0	0	0	0	0	0	0	0	31.8	36.3
17:45	111	0	0	0	3	38	51	17	2	0	0	0	0	0	0	0	0	0	0	0	31.3	35.4
18:00	135	0	0	0	1	44	68	17	4	1	0	0	0	0	0	0	0	0	0	0	32.1	35.2
18:15	102	0	0	0	0	31	42	27	0	2	0	0	0	0	0	0	0	0	0	0	32.7	36.7
18:30	103	0	0	0	1	21	60	14	7	0	0	0	0	0	0	0	0	0	0	0	32.7	36.1
18:45	119	0	0	0	4	32	56	20	4	1	0	2	0	0	0	0	0	0	0	0	32.8	36.9
19:00	115	0	0	0	8	37	49	18	2	1	0	0	0	0	0	0	0	0	0	0	31.2	35.6
19:15	73																					

Date Sunday 05/12/2021

Time	Speeds (Mph)																	Mean	B5th Value			
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	21	0	0	0	1	2	8	7	2	1	0	0	0	0	0	0	0	0	0	0	35	40.7
00:15	20	0	0	0	0	3	9	5	2	0	0	1	0	0	0	0	0	0	0	0	35.1	41.4
00:30	23	0	0	0	0	1	13	9	0	0	0	0	0	0	0	0	0	0	0	0	34.5	37.9
00:45	17	0	0	0	0	1	8	8	1	0	0	0	0	0	0	0	0	0	0	0	35.2	39
01:00	20	0	0	0	0	5	6	8	1	0	0	0	0	0	0	0	0	0	1	0	33.9	38.9
01:15	8	0	0	0	0	1	1	4	1	1	0	0	0	0	0	0	0	0	0	0	37	-
01:30	7	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	33.8	-
01:45	7	0	0	0	0	1	1	4	0	1	0	0	0	0	0	0	0	0	0	0	37.8	-
02:00	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
02:15	8	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	35.9	-
02:30	4	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	40.8	-
02:45	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
03:00	3	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-
03:15	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	47.5	-
03:30	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
03:45	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	36.1	-
04:00	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	38.3	-
04:15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	4	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	39.6	-
05:00	3	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	37.4	-
05:15	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	57.2	-
05:30	5	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	3	0	0	35.1	-
05:45	7	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	33	-
06:00	7	0	1	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	31.7	-
06:15	11	0	0	0	0	2	1	2	2	3	0	1	0	0	0	0	0	0	0	0	40.2	49
06:30	10	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	35.7	-
06:45	28	0	0	0	1	12	6	7	2	0	0	0	0	0	0	0	0	0	0	0	32.4	39
07:00	30	0	1	0	1	9	16	3	0	0	0	0	0	0	0	0	0	0	0	0	30.7	34.5
07:15	20	0	0	0	0	4	8	6	0	0	2	0	0	0	0	0	0	0	0	0	35.4	39.6
07:30	32	0	0	0	0	6	12	10	3	1	0	0	0	0	0	0	0	0	0	0	34.4	39.9
07:45	34	0	0	0	1	11	9	12	1	0	0	0	0	0	0	0	0	0	0	0	33.2	38.5
08:00	38	0	0	0	1	4	14	18	1	0	0	0	0	0	0	0	0	0	0	0	34.3	37.7
08:15	48	0	0	0	0	9	28	8	3	0	0	0	0	0	0	0	0	0	0	0	33.5	37.8
08:30	57	0	0	0	0	15	23	12	5	1	0	0	1	0	0	0	0	0	0	0	33.8	38.7
08:45	65	0	0	0	1	16	19	24	5	0	0	0	0	0	0	0	0	0	0	0	33.5	38.3
09:00	77	0	0	0	1	20	31	20	4	1	0	0	0	0	0	0	0	0	0	0	33	38.3
09:15	50	0	0	0	0	15	15	11	7	1	1	0	0	0	0	0	0	0	0	0	34	41
09:30	73	0	0	0	0	18	32	21	2	0	0	0	0	0	0	0	0	0	0	0	33.1	37.5
09:45	121	0	0	1	2	35	53	25	5	0	0	0	0	0	0	0	0	0	0	0	32.2	37.1
10:00	105	0	0	0	0	15	61	22	7	0	0	0	0	0	0	0	0	0	0	0	33.3	37.5
10:15	112	0	0	0	2	34	54	17	4	1	0	0	0	0	0	0	0	0	0	0	32.3	35.8
10:30	109	0	0	0	0	18	50	36	4	1	0	0	0	0	0	0	0	0	0	0	33.9	37.7
10:45	128	0	0	0	0	31	72	23	2	0	0	0	0	0	0	0	0	0	0	0	32.1	35.9
11:00	141	0	0	1	4	61	51	20	4	0	0	0	0	0	0	0	0	0	0	0	31	35.2
11:15	140	0	0	0	2	41	69	26	2	0	0	0	0	0	0	0	0	0	0	0	31.8	35.9
11:30	153	0	0	0	5	44	67	29	6	2	0	0	0	0	0	0	0	0	0	0	32.2	36.8
11:45	148	0	0	0	2	65	51	28	2	0	0	0	0	0	0	0	0	0	0	0	31.2	35.6
12:00	152	0	0	0	3	51	71	24	3	0	0	0	0	0	0	0	0	0	0	0	31.7	35.2
12:15	142	0	0	0	1	30	75	30	5	1	0	0	0	0	0	0	0	0	0	0	33	36.7
12:30	129	0	0	0	8	43	56	20	2	0	0	0	0	0	0	0	0	0	0	0	31.3	35.7
12:45	167	0	0	0	2	59	81	21	4	0	0	0	0	0	0	0	0	0	0	0	31.4	35.1
13:00	130	0	0	0	1	39	62	24	2	1	1	0	0	0	0	0	0	0	0	0	32.4	36.8
13:15	154	0	0	0	0	58	57	32	7	0	0	0	0	0	0	0	0	0	0	0	32.2	36.1
13:30	119	0	0	1	1	28	56	24	6	3	0	0	0	0	0	0	0	0	0	0	33.1	38
13:45	143	0	0	0	5	38	61	36	3	0	0	0	0	0	0	0	0	0	0	0	31.9	36.3
14:00	144	0	0	0	1	31	71	34	7	0	0	0	0	0	0	0	0	0	0	0	32.9	37.1
14:15	141	0	0	0	0	1	45	61	31	2	1	0	0	0	0	0	0	0	0	0	32.3	36.6
14:30	129	0	0	0	2	51	50	21	4	1	0	0	0	0	0	0	0	0	0	0	31.7	35.8
14:45	149	0	0	0	3	42	65	33	3	3	0	0	0	0	0	0	0	0	0	0	32.7	37.3
15:00	132	0	0	0	1	30	64	31	5	1	0	0	0	0	0	0	0	0	0	0	32.8	36.5
15:15	150	0	0	0	8	33	77	27	4	1	0	0	0	0	0	0	0	0	0	0	32.2	36
15:30	135	0	0	0	3	33	65	27	6	1	0	0	0	0	0	0	0	0	0	0	32.6	36.1
15:45	131	0	0	0	4	53	39	26	9	0	0	0	0	0	0	0	0	0	0	0	31.7	37.7
16:00	143	0	0	0	11	37	69	21	4	1	0	0	0	0	0	0	0	0	0	0	31.4	35.3
16:15	96	0	0	0	0	31	42	18	5	0	0	0	0	0	0	0	0	0	0	0	32.1	37.6
16:30	76	0	0	0	5	25	24	18	2	2	0	0	0	0	0	0	0	0	0	0	32.1	37.2
16:45	85	0	0	0	0	19	38	20	7	1	0	0	0	0	0	0	0	0	0	0	33.6	37.6
17:00	77	0	0	0	0	10	43	16	7	0	0	0	0	1	0	0	0	0	0	0	34.3	38.3
17:15	60	0	0	0	0	15	25	15	4	1	0	0	0	0	0	0	0	0	0	0	33.6	37.8
17:30	67	0	0	0	5	16	21	17	6	2	0	0	0	0	0	0	0	0	0	0	33.3	39.5
17:45	53	0	1	0	2	10	22	15	3	0	0	0	0	0	0	0	0	0	0	0	32.9	37.3
18:00	62	0	0	0	0	13	19	20	7	1	2	0	0	0	0	0	0	0	0	0	34.8	40.7
18:15	52	0	0	0	0	8	19	15	7	2	1	0	0	0	0	0	0	0	0	0	35.5	41.2
18:30	48	0	0	0	0	10	13	18	6	0	0	0	0	1	0	0	0	0	0	0	35.1	40
18:45	49	0	0	0	3	8	14	14	3	5	0	2	0	0	0	0	0	0	0	0	35.2	43.9
19:00	46	0	0	0	1	8	13	19	5	0	0	0	0	0	0	0	0	0	0	0	34.2	37.9
19:15	55	0	0	0	0	10	29	10	4	1	0											

Date Monday 06/12/2021

Time	military						civilian																	
	US 422024						Speeds (Mph)																	
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	B5th Mile		
00:00	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-		
00:15	4	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	37.8	-		
00:30	4	0	0	0	0	0	1	2	0	0	1	2	1	1	0	0	1	0	0	0	38.8	-		
00:45	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-		
01:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	46.8	-		
01:15	3	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	37	-		
01:30	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-		
01:45	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-		
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-		
02:15	3	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	45.1	-		
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
03:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	44.4	-		
03:15	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	40.7	-		
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
03:45	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	41	-		
04:00	6	0	0	0	0	1	3	1	0	3	1	0	0	0	0	0	1	0	0	0	35.2	-		
04:15	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	38.6	-		
04:30	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	40.3	-		
04:45	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	39.5	-		
05:00	8	0	0	0	0	3	2	3	0	3	0	0	0	0	0	0	3	0	0	0	32.6	-		
05:15	7	0	0	0	0	1	0	3	1	0	1	1	0	0	0	0	0	0	0	0	42.3	-		
05:30	9	0	0	0	0	3	4	1	0	1	0	0	0	0	0	0	0	0	0	0	33.9	-		
05:45	34	0	0	0	0	3	6	13	9	1	2	0	0	0	0	0	0	0	0	0	38.1	42.8		
06:00	23	0	0	1	0	0	5	11	2	4	0	0	0	0	0	0	0	0	0	0	37.9	46.3		
06:15	31	0	0	1	0	0	10	17	0	2	1	0	0	0	0	0	2	1	0	0	38.1	-		
06:30	33	0	0	0	0	6	18	7	1	0	1	0	0	0	0	0	0	0	0	0	33.7	36.4		
06:45	60	0	0	0	2	22	21	8	5	2	0	0	0	0	0	0	0	0	0	0	32.8	37.8		
07:00	61	0	0	0	0	11	26	18	4	1	1	0	0	0	0	0	0	0	0	0	34.2	38.5		
07:15	92	0	0	0	4	26	49	11	2	0	0	0	0	0	0	0	0	0	0	0	31.4	34.5		
07:30	104	0	0	0	1	27	49	19	8	0	0	0	0	0	0	0	0	0	0	0	33	37.4		
07:45	162	0	0	0	1	53	80	24	4	0	0	0	0	0	0	0	0	0	0	0	31.6	35.5		
08:00	131	0	0	0	2	31	75	19	4	0	0	0	0	0	0	0	0	0	0	0	32.2	35.5		
08:15	214	27	25	23	19	66	44	9	1	0	0	0	0	0	0	0	0	0	0	0	23.1	31.8		
08:30	179	5	10	4	9	51	66	30	4	0	0	0	0	0	0	0	0	0	0	0	29.4	36.1		
08:45	163	0	0	0	12	60	74	14	3	0	0	0	0	0	0	0	0	0	0	0	30.5	34.1		
09:00	128	0	0	1	5	34	60	25	3	0	0	0	0	0	0	0	0	0	0	0	31.7	36.7		
09:15	141	0	0	0	6	39	62	29	5	0	0	0	0	0	0	0	0	0	0	0	32.2	36.8		
09:30	124	0	0	0	0	34	61	23	5	1	0	0	0	0	0	0	0	0	0	0	32.5	36.3		
09:45	142	0	0	0	6	38	64	33	3	0	0	0	0	0	0	0	0	0	0	0	32.3	36.3		
10:00	129	0	0	1	5	51	49	23	0	0	0	0	0	0	0	0	0	0	0	0	31.1	35.4		
10:15	129	0	0	0	0	5	37	71	15	1	0	0	0	0	0	0	0	0	0	0	31.3	34.8		
10:30	153	0	0	0	0	5	56	64	25	3	0	0	0	0	0	0	0	0	0	0	31.1	35.7		
10:45	149	0	0	1	1	15	56	62	12	3	0	0	0	0	0	0	0	0	0	0	30.2	34.3		
11:00	158	0	0	0	3	59	83	13	0	0	0	0	0	0	0	0	0	0	0	0	30.7	33.9		
11:15	149	0	1	5	10	58	50	24	1	0	0	0	0	0	0	0	0	0	0	0	30	36.2		
11:30	145	0	0	0	7	42	65	23	7	1	0	0	0	0	0	0	0	0	0	0	31.8	36.4		
11:45	154	0	0	0	3	49	80	19	3	0	0	0	0	0	0	0	0	0	0	0	31.6	35		
12:00	156	0	0	9	9	14	51	57	17	6	2	0	0	0	0	0	0	0	0	0	30.3	36		
12:15	148	0	0	0	2	67	55	22	2	0	0	0	0	0	0	0	0	0	0	0	31	35.3		
12:30	155	0	0	2	10	69	63	7	2	0	2	0	0	0	0	0	0	0	0	0	30.2	33.6		
12:45	145	0	0	2	9	58	60	14	2	0	0	0	0	0	0	0	0	0	0	0	30.6	34.7		
13:00	157	0	0	0	0	3	53	80	21	0	0	0	0	0	0	0	0	0	0	0	31.1	34.6		
13:15	149	0	0	0	0	8	41	78	21	0	0	0	0	0	0	0	0	0	0	0	31.6	35.3		
13:30	155	0	1	4	23	54	53	16	3	1	0	0	0	0	0	0	0	0	0	0	29.5	34.2		
13:45	163	0	0	0	0	5	73	64	18	3	0	0	0	0	0	0	0	0	0	0	30.7	34.8		
14:00	171	0	0	0	15	59	69	28	0	0	0	0	0	0	0	0	0	0	0	0	30.8	35.2		
14:15	156	0	0	1	41	77	77	35	2	0	0	0	0	0	0	0	0	0	0	0	32.3	35.8		
14:30	153	0	0	0	0	4	50	77	19	3	0	0	0	0	0	0	0	0	0	0	31.1	34.8		
14:45	132	0	0	0	1	43	63	21	3	1	0	0	0	0	0	0	0	0	0	0	31.8	36.1		
15:00	179	0	0	5	18	71	62	21	2	0	0	0	0	0	0	0	0	0	0	0	29.6	34.7		
15:15	180	0	7	9	21	91	42	10	3	0	0	0	0	0	0	0	0	0	0	0	27.5	32.1		
15:30	161	0	0	0	0	6	60	78	17	0	0	0	0	0	0	0	0	0	0	0	30.9	34.5		
15:45	169	0	0	0	2	70	72	23	2	0	0	0	0	0	0	0	0	0	0	0	31.1	35		
16:00	183	0	0	0	13	68	85	13	3	1	0	0	0	0	0	0	0	0	0	0	30.5	34.1		
16:15	163	0	0	1	14	55	74	19	0	0	0	0	0	0	0	0	0	0	0	0	30.5	34.3		
16:30	191	0	0	0	0	50	85	39	8	0	1	3	0	0	0	0	0	0	0	0	27.1	31.9		
16:45	185	0	0	0	13	103	58	11	0	0	0	0	0	0	0	0	0	0	0	0	29.2	32.8		
17:00	159	0	0	6	8	60	69	14	2	0	0	0	0	0	0	0	0	0	0	0	30.1	34.5		
17:15	187	2	3	6	43	82	43	7	1	0	0	0	0	0	0	0	0	0	0	0	27.1	32.7		
17:30	165	0	0	3	15	76	53	11	2	0	0	0	0	0	0	0	0	0	0	0	27.5	32		
17:45	155	0	0	0	13	81	55	17	0	0	0	0	0	0	0	0	0	0	0	0	29.7	33.9		
18:00	156	0	0	0	0	14	66	63	12	0	1	0	0	0	0	0	0	0	0	0	29.9	33.2		
18:15	123	0	0	0	0	1	40	55	25	2	0	0	0	0	0	0	0	0	0	0	31.9	36.3		
18:30	117	0	0	2	10	35	46	22	1	1	0	0	0	0	0	0	0	0	0	0	31.3	36.1		
18:45	113	0	0	1	9	41	41	18	3	0	0	0	0	0	0	0	0	0	0	0	30.3	35.0		
19:00	98	0	0	0	0	0	18	42	19	6	2	1	0	0	0	0	0	0	0	0	33.8	38.7		
19:15	85	0	0	0	0	7	19	35	22	1	1	0	0	0	0	0	0	0	0	0	32.1	36.5		
19:30	91	0	0	0	0	0	32	39	19	0	1	0	0</											

Date Tuesday 07/12/2021

Time	Speeds (Mph)																		Mean	B5th Value		
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
00:15	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	-
00:30	5	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-
00:45	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	40.6	-
01:00	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-
01:15	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
01:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
01:45	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	34.7	-
02:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
02:15	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	35.9	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
03:15	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	45.5	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
04:30	5	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	39.8	-
04:45	4	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	39.5	-
05:00	7	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	35.3	-
05:15	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
05:30	16	0	0	0	0	0	7	3	2	2	0	0	0	0	0	0	0	0	0	0	35.2	44.6
05:45	37	0	0	0	0	0	5	13	11	4	2	1	1	0	0	0	0	0	0	0	36.7	42.9
06:00	28	0	0	0	1	3	11	9	3	0	1	0	0	0	0	0	0	0	0	0	34.8	39.9
06:15	31	0	0	0	1	5	8	12	4	0	1	0	0	0	0	0	0	0	0	0	35	40.3
06:30	42	0	0	0	0	5	13	11	5	1	1	1	0	0	0	0	0	0	0	0	34.3	41.3
06:45	50	0	0	0	1	16	15	11	6	1	0	0	0	0	0	0	0	0	0	0	33.3	39.5
07:00	74	0	0	0	1	13	30	25	4	1	0	0	0	0	0	0	0	0	0	0	33.8	38.6
07:15	115	0	0	0	9	25	52	23	6	0	0	0	0	0	0	0	0	0	0	0	32.2	37.7
07:30	101	0	2	8	29	36	17	6	1	0	0	0	0	0	0	0	0	0	0	0	31.2	36.3
07:45	174	0	0	3	13	59	77	18	4	0	0	0	0	0	0	0	0	0	0	0	30.5	34.9
08:00	147	0	0	0	11	58	54	20	4	0	0	0	0	0	0	0	0	0	0	0	30.9	35.5
08:15	211	55	46	32	31	30	14	2	1	0	0	0	0	0	0	0	0	0	0	0	17.3	27.1
08:30	198	147	45	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	11.2
08:45	189	47	32	10	11	40	30	14	4	1	0	0	0	0	0	0	0	0	0	0	21.1	32.8
09:00	126	0	0	0	4	35	47	35	5	0	0	0	0	0	0	0	0	0	0	0	32.3	37.1
09:15	150	0	0	0	11	56	45	28	8	2	0	0	0	0	0	0	0	0	0	0	31.6	36.9
09:30	142	0	0	0	9	55	57	17	4	0	0	0	0	0	0	0	0	0	0	0	30.7	34.9
09:45	150	0	0	0	11	64	55	18	1	1	0	0	0	0	0	0	0	0	0	0	30.4	34.7
10:00	108	0	0	0	5	27	36	31	8	1	0	0	0	0	0	0	0	0	0	0	33.2	38.8
10:15	130	0	0	2	4	41	58	20	5	0	0	0	0	0	0	0	0	0	0	0	31.6	36.1
10:30	123	0	0	0	6	38	57	19	3	0	0	0	0	0	0	0	0	0	0	0	31.5	35.2
10:45	118	0	0	0	0	21	65	26	6	0	0	0	0	0	0	0	0	0	0	0	33.4	37
11:00	126	0	0	0	0	56	55	14	1	0	0	0	0	0	0	0	0	0	0	0	31	34.7
11:15	137	0	0	0	7	48	57	23	2	0	0	0	0	0	0	0	0	0	0	0	31.3	36.1
11:30	135	0	0	0	4	44	57	23	5	2	0	0	0	0	0	0	0	0	0	0	31.9	36
11:45	138	0	0	0	8	50	63	13	4	0	0	0	0	0	0	0	0	0	0	0	30.6	34.2
12:00	143	0	0	0	9	46	67	19	2	0	0	0	0	0	0	0	0	0	0	0	31.2	34.9
12:15	133	0	0	0	3	41	67	21	1	0	0	0	0	0	0	0	0	0	0	0	31.7	35.2
12:30	161	0	0	1	16	67	56	15	5	1	0	0	0	0	0	0	0	0	0	0	30	34.7
12:45	154	0	0	0	10	48	65	29	2	0	0	0	0	0	0	0	0	0	0	0	31.5	35.7
13:00	145	0	0	0	5	59	58	21	2	0	0	0	0	0	0	0	0	0	0	0	30.9	35.2
13:15	146	0	1	0	1	48	66	26	4	0	0	0	0	0	0	0	0	0	0	0	31.9	36.1
13:30	134	0	12	10	42	33	31	6	0	0	0	0	0	0	0	0	0	0	0	0	25.5	32.3
13:45	133	0	0	0	4	48	58	23	0	0	0	0	0	0	0	0	0	0	0	0	31.3	35.2
14:00	165	0	0	0	3	65	69	22	5	1	0	0	0	0	0	0	0	0	0	0	31.5	35.3
14:15	122	0	0	0	0	53	53	9	2	0	0	0	0	0	0	0	0	0	0	0	30.7	34.1
14:30	145	0	0	2	18	54	63	7	1	0	0	0	0	0	0	0	0	0	0	0	29.7	33.7
14:45	125	0	0	0	28	39	46	11	1	0	0	0	0	0	0	0	0	0	0	0	29.3	34.2
15:00	177	22	17	8	39	58	29	4	0	0	0	0	0	0	0	0	0	0	0	0	23	30.8
15:15	95	74	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	11.5
15:30	168	22	27	29	16	15	34	22	3	0	0	0	0	0	0	0	0	0	0	0	22.8	35
15:45	168	0	0	0	4	66	70	27	1	0	0	0	0	0	0	0	0	0	0	0	31.2	35.1
16:00	199	1	9	13	13	78	77	7	1	0	0	0	0	0	0	0	0	0	0	0	28	33.3
16:15	166	0	0	2	10	90	53	10	1	0	0	0	0	0	0	0	0	0	0	0	29.6	33.3
16:30	175	0	0	0	11	84	72	6	2	0	0	0	0	0	0	0	0	0	0	0	29.8	32.8
16:45	188	0	0	0	13	110	59	6	0	0	0	0	0	0	0	0	0	0	0	0	29	32
17:00	187	0	4	0	26	85	70	2	0	0	0	0	0	0	0	0	0	0	0	0	28.5	31.8
17:15	152	0	0	3	18	57	57	13	4	0	0	0	0	0	0	0	0	0	0	0	29.7	33.5
17:30	156	0	0	0	15	71	55	13	2	0	0	0	0	0	0	0	0	0	0	0	29.9	33.9
17:45	172	0	0	1	35	82	47	5	2	0	0	0	0	0	0	0	0	0	0	0	28.3	32.2
18:00	164	0	0	0	12	59	77	16	0	0	0	0	0	0	0	0	0	0	0	0	30.5	34.5
18:15	151	0	0	0	9	62	66	12	1	1	0	0	0	0	0	0	0	0	0	0	30.9	34.5
18:30	118	0	0	0	4	38	55	18	1	2	0	0	0	0	0	0	0	0	0	0	31.9	35.6
18:45	126	0	0	0	1	38	54	32	0	1	0	0	0	0	0	0	0	0	0	0	32.1	36.2
19:00	109	0	0	0	1	27	43	32	5	0	1	0	0	0	0	0	0	0	0	0	33.4	37.5
19:15	89																					

Date Wednesday 08/12/2021

Time	Speeds (Mph)																	Mean	85th Value			
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	36.5	-
00:15	4	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
00:30	4	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	38	-
00:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
01:00	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	44.6	-
01:15	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	31	-
01:30	3	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
01:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
02:00	3	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	4	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	39.7	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	41.5	-
03:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	47.1	-
03:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
03:45	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
04:45	4	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	42	-
05:00	7	0	0	0	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	38.1	-
05:15	6	0	0	0	1	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	33.8	-
05:30	8	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	3	2	36.3	-
05:45	30	0	0	0	0	0	6	9	5	9	0	1	0	0	0	0	0	0	0	0	36	42.2
06:00	25	0	1	0	0	6	3	8	5	1	0	1	0	0	0	0	0	0	0	0	36.2	42.4
06:15	35	0	0	0	0	4	19	8	4	0	0	0	0	0	0	0	0	0	0	0	34.2	38.9
06:30	28	0	0	0	1	7	15	7	2	1	0	0	0	0	0	0	0	0	0	0	34	39.3
06:45	48	0	0	0	1	11	13	17	6	0	0	0	0	0	0	0	0	0	0	0	34.5	39.2
07:00	77	0	0	0	1	16	40	16	4	0	0	0	0	0	0	0	0	0	0	0	33	37.1
07:15	85	0	0	1	3	28	28	19	5	1	0	0	0	0	0	0	0	0	0	0	32.2	37.7
07:30	122	0	0	0	1	37	62	20	2	0	0	0	0	0	0	0	0	0	0	0	31.6	35.4
07:45	159	0	1	3	9	54	67	22	3	0	0	0	0	0	0	0	0	0	0	0	30.6	35.1
08:00	148	0	0	0	10	63	51	22	2	0	0	0	0	0	0	0	0	0	0	0	30.5	35.4
08:15	210	0	0	0	37	87	76	9	1	0	0	0	0	0	0	0	0	0	0	0	29	33.1
08:30	174	0	0	1	2	51	89	29	2	0	0	0	0	0	0	0	0	0	0	0	31.8	35.4
08:45	155	0	0	0	0	41	84	28	2	0	0	0	0	0	0	0	0	0	0	0	32.2	35.8
09:00	151	0	0	1	11	40	54	31	14	0	0	0	0	0	0	0	0	0	0	0	32.3	37.9
09:15	139	0	0	0	12	36	51	28	9	2	1	0	0	0	0	0	0	0	0	0	32.5	38.4
09:30	132	0	0	0	2	46	54	25	4	0	1	0	0	0	0	0	0	0	0	0	32	36.2
09:45	133	1	0	0	5	44	66	15	1	1	0	0	0	0	0	0	0	0	0	0	30.7	34.4
10:00	116	0	0	0	2	47	50	12	5	0	0	0	0	0	0	0	0	0	0	0	31.5	35
10:15	141	0	0	0	5	59	57	16	4	0	0	0	0	0	0	0	0	0	0	0	31.1	35
10:30	127	0	0	0	3	44	59	21	0	0	0	0	0	0	0	0	0	0	0	0	31.3	35
10:45	132	0	0	0	2	45	54	27	4	0	0	0	0	0	0	0	0	0	0	0	31.6	36
11:00	130	0	0	0	18	53	43	14	4	0	0	0	0	0	0	0	0	0	0	0	30.1	34.9
11:15	138	0	0	1	6	72	40	16	3	0	0	0	0	0	0	0	0	0	0	0	30.1	35
11:30	130	0	0	1	1	29	74	20	5	0	0	0	0	0	0	0	0	0	0	0	32.2	35.8
11:45	140	0	0	0	1	49	56	29	5	0	0	0	0	0	0	0	0	0	0	0	31.9	36.1
12:00	143	0	0	0	0	65	76	20	1	1	0	0	0	0	0	0	0	0	0	0	32	35.3
12:15	156	0	0	0	5	58	66	25	2	0	0	0	0	0	0	0	0	0	2	0	31.4	35.7
12:30	129	0	0	0	9	37	49	27	6	1	0	0	0	0	0	0	0	0	0	0	31.8	36.8
12:45	159	0	0	0	3	72	61	18	4	1	0	0	0	0	0	0	0	0	0	0	30.8	34.7
13:00	146	0	0	0	1	56	66	21	2	0	0	0	0	0	0	0	0	0	0	0	31.4	35.2
13:15	140	0	1	1	15	62	41	18	1	0	0	0	0	0	0	0	0	0	0	0	30	34.9
13:30	138	0	0	2	12	40	58	20	6	0	0	0	0	0	0	0	0	0	0	0	31.1	35.8
13:45	121	0	0	0	7	44	47	20	3	0	0	0	0	0	0	0	0	0	0	0	31.3	36
14:00	138	0	0	0	1	40	66	28	2	1	0	0	0	0	0	0	0	0	0	0	32.1	35.7
14:15	138	0	0	0	0	29	70	23	5	1	0	0	0	0	0	0	0	0	0	0	32	35.7
14:30	168	0	0	0	12	55	79	22	0	0	0	0	0	0	0	0	0	0	0	0	30.9	34.5
14:45	128	0	0	0	3	45	58	19	3	0	0	0	0	0	0	0	0	0	0	0	31.6	35.1
15:00	203	0	5	3	50	86	49	10	0	0	0	0	0	0	0	0	0	0	0	0	27.6	32.6
15:15	168	26	20	9	28	54	24	7	0	0	0	0	0	0	0	0	0	0	0	0	22.3	30.4
15:30	117	104	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	9.4
15:45	180	56	39	6	12	30	32	5	0	0	0	0	0	0	0	0	0	0	0	0	18.4	30.6
16:00	175	0	0	1	23	74	64	12	0	1	0	0	0	0	0	0	0	0	0	0	29.4	33
16:15	217	0	4	18	37	109	40	9	0	0	0	0	0	0	0	0	0	0	0	0	26.9	31.3
16:30	202	0	0	11	109	71	9	2	0	0	0	0	0	0	0	0	0	0	0	0	29.6	32.4
16:45	201	0	0	0	18	110	61	11	1	0	0	0	0	0	0	0	0	0	0	0	29.2	32.3
17:00	198	1	2	10	45	92	35	8	2	1	0	0	0	2	0	0	0	0	0	0	27.5	31.8
17:15	164	33	16	7	24	52	24	7	1	0	0	0	0	0	0	0	0	0	0	0	22.1	32
17:30	203	0	0	0	6	103	78	15	1	0	0	0	0	0	0	0	0	0	0	0	29.9	33.4
17:45	177	0	1	1	25	60	71	18	1	0	0	0	0	0	0	0	0	0	0	0	29.8	34.1
18:00	183	0	1	8	18	76	66	12	2	0	0	0	0	0	0	0	0	0	0	0	29.1	33
18:15	150	0	0	1	4	55	66	20	1	1	2	0	0	0	0	0	0	0	0	0	31.5	35.3
18:30	132	0	0	0	4	54	45	23	5	1	0	0	0	0	0	0	0	0	0	0	31.6	35.7
18:45	120	0	0	0	8	30	58	22	0	2	0	0	0	0	0	0	0	0	0	0	31.9	35.9
19:00	89	0	0	1	8	17	37	19	7	0	0	0	0	0	0	0	0	0	0	0	32.4	38
19:15	103	0	0	0	1	20	49															

Date Thursday 09/12/2021

Date	Thursday 09/12/2021		Speeds (Mph)																			Mean	85th Mile
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100			
00:00	3	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	35	-	
00:15	6	0	0	0	0	1	1	1	1	2	0	0	0	0	0	0	0	0	0	0	35	-	
00:30	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.4	-	
00:45	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	36.6	-	
01:00	5	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0	39.5	-	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:30	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-	
02:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37	-	
02:30	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	35.7	-	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:15	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	46.6	-	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:45	4	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	33.5	-	
04:00	4	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	2	0	0	36.3	-	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:30	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	52.3	-	
04:45	8	0	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	35.5	-	
05:00	6	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	36.4	-	
05:15	8	0	1	0	0	0	2	3	3	1	1	0	0	0	0	2	0	1	1	0	31.5	-	
05:30	8	0	0	0	0	0	1	3	0	2	2	0	0	0	0	0	0	0	0	0	38	-	
05:45	31	0	0	0	0	0	10	6	10	3	2	0	0	0	0	0	0	0	0	0	34.7	41.9	
06:00	29	0	1	0	0	0	4	7	11	6	0	0	0	0	0	0	0	0	0	0	35.8	41.5	
06:15	35	0	0	0	0	0	8	8	14	8	3	1	0	0	0	1	0	0	0	0	35.5	39.8	
06:30	30	0	0	0	0	0	4	12	10	2	0	0	1	0	1	0	0	0	0	0	35.9	39.8	
06:45	56	0	0	0	0	1	14	22	8	11	0	0	0	0	0	0	0	0	0	0	33.8	41.7	
07:00	74	0	0	0	0	1	16	32	22	3	0	0	0	0	0	0	0	0	0	0	33.1	37.5	
07:15	97	0	0	0	1	4	17	53	18	4	0	0	0	0	0	0	0	0	0	0	32.2	36.1	
07:30	118	0	0	0	4	42	47	47	18	7	0	0	0	0	0	0	0	0	0	0	31.6	36.5	
07:45	157	0	0	1	21	46	70	16	3	0	0	0	0	0	0	0	0	0	0	0	30.5	34.4	
08:00	181	0	1	6	33	75	58	8	0	0	0	0	0	0	0	0	0	0	0	0	28.5	32.4	
08:15	240	0	1	34	45	98	58	4	0	0	0	0	0	0	0	0	0	0	0	0	26.4	31.1	
08:30	211	4	7	16	57	79	35	12	1	0	0	0	0	0	0	0	0	0	0	0	26	31.7	
08:45	219	51	94	22	20	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	25	
09:00	206	46	59	14	16	35	33	3	0	0	0	0	0	0	0	0	0	0	0	0	18.8	31	
09:15	164	0	0	0	0	6	62	65	22	7	2	0	0	0	0	0	0	0	0	0	31.5	35.7	
09:30	134	0	0	0	2	41	69	20	2	0	0	0	0	0	0	0	0	0	0	0	31.8	35.2	
09:45	144	0	0	0	6	54	63	20	1	0	0	0	0	0	0	0	0	0	0	0	30.8	35	
10:00	124	0	0	0	0	2	40	61	19	2	0	0	0	0	0	0	0	0	0	0	31.6	35.2	
10:15	115	0	0	0	0	5	34	55	20	1	0	0	0	0	0	0	0	0	0	0	31.7	36.2	
10:30	129	0	0	0	0	9	39	52	24	5	0	0	0	0	0	0	0	0	0	0	31.8	36.3	
10:45	119	0	0	0	2	39	62	14	2	0	0	0	0	0	0	0	0	0	0	0	31.1	34.7	
11:00	128	0	1	1	7	44	47	20	7	1	0	0	0	0	0	0	0	0	0	0	31.4	36.7	
11:15	143	0	0	0	0	0	42	69	25	7	0	0	0	0	0	0	0	0	0	0	32.6	37.2	
11:30	144	0	0	0	4	1	39	67	28	5	0	0	0	0	0	0	0	0	0	0	32	36.3	
11:45	139	0	0	0	0	6	52	66	11	3	1	0	0	0	0	0	0	0	0	0	31	34.1	
12:00	144	0	0	1	3	48	65	22	4	1	0	0	0	0	0	0	0	0	0	0	31.8	36.1	
12:15	142	0	0	0	0	2	42	64	30	3	1	0	0	0	0	0	0	0	0	0	32.4	36.2	
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:30	*	*	*	*	*																		

Friday 10/12/2021

[illegible]

Saturday 11/12/2021

[illegible]

Sunday 12/12/2021

[illegible]

Intelligent Data Collection Limited

Client: WSP
 Project Number: ID06034
 Site Number: Site 3
 Flow from: Shaw Road (W) to: B3342 Tollbar Way (E)



5-day Summary

Time	Speeds (Mph)																			Mean	85th %ile
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	2	1	42	89	72	23	19	4	0	0	1	0	0	0	0	0	0	35.96	41.04
01:00	0	0	1	0	16	55	41	30	13	8	0	0	0	0	0	0	0	0	0	37.24	-
02:00	0	2	1	6	17	35	34	21	7	5	1	1	0	0	2	0	0	0	0	38.70	-
03:00	0	0	2	4	19	49	55	20	6	2	3	1	0	0	0	0	0	0	0	35.68	-
04:00	0	4	1	6	32	111	69	34	12	5	0	0	0	0	0	0	0	0	0	35.98	36.77
05:00	0	1	4	11	62	281	296	135	48	15	2	1	1	0	0	0	0	0	0	36.44	41.90
06:00	0	7	17	43	348	913	869	269	52	10	4	4	0	0	0	0	0	0	0	35.19	40.31
07:00	0	6	13	106	1288	2635	1153	236	44	14	3	1	0	2	0	0	0	5	0	33.00	36.78
08:00	4	36	105	284	2162	3508	1141	136	27	5	0	2	0	3	0	0	0	0	0	31.42	35.16
09:00	3	5	18	133	1761	3248	1077	173	29	5	3	0	0	0	0	0	0	0	0	32.15	35.79
10:00	1	3	17	191	2221	3698	1102	169	33	2	0	1	2	0	0	0	0	0	0	31.80	35.44
11:00	2	9	61	264	2448	3594	1020	185	18	5	1	0	0	3	0	0	0	0	0	31.38	35.25
12:00	145	96	79	290	1851	3199	1170	190	16	13	3	1	0	0	0	0	0	0	0	31.05	35.22
13:00	6	54	55	216	2065	3031	1093	165	37	6	5	0	1	0	0	0	0	0	0	31.64	35.53
14:00	30	100	179	374	2157	3227	1043	181	24	5	0	0	0	0	0	0	0	0	0	30.88	35.02
15:00	222	160	205	432	2253	2662	727	101	13	2	2	2	0	0	0	0	0	0	0	29.13	33.36
16:00	128	55	93	388	2549	2611	720	83	10	4	2	1	0	0	0	0	1	0	0	29.75	33.82
17:00	3	17	23	209	2151	2664	889	133	17	10	0	0	0	0	0	0	0	0	0	31.31	35.12
18:00	0	7	12	196	1723	2625	1033	185	23	10	2	3	0	1	0	0	0	0	0	32.01	35.92
19:00	0	0	0	67	1127	2003	845	186	36	6	3	1	1	0	0	0	0	0	0	32.78	36.91
20:00	0	8	5	67	517	1205	702	206	61	16	4	1	0	1	1	0	0	0	0	33.94	38.84
21:00	0	1	5	40	534	1023	634	162	52	19	9	0	0	1	0	0	0	0	0	33.94	38.76
22:00	0	1	12	20	310	710	494	137	37	19	5	4	3	1	0	0	0	0	0	34.48	39.58
23:00	0	8	11	17	146	275	204	71	17	6	6	1	2	0	1	0	0	0	0	34.30	40.85
07:00 - 19:00	544	548	860	3063	24629	36702	12168	1937	291	81	21	11	3	9	0	0	1	5	0	31.40	35.66
06:00 - 22:00	544	564	887	3300	27155	41846	15218	2760	482	132	41	17	5	10	1	0	1	5	0	31.72	36.06
06:00 - 00:00	544	573	910	3337	27611	42831	15916	2968	546	157	52	22	10	11	2	0	1	5	0	31.80	36.14
00:00 - 00:00	544	580	921	3365	27799	43451	16483	3231	651	196	59	25	12	11	4	0	1	5	0	31.96	36.34

7-day Summary

Time	Speeds (Mph)																			Mean	85th %ile
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	2	4	77	187	145	42	25	7	1	1	0	1	0	0	0	0	0	35.83	40.66
01:00	0	1	3	0	35	119	74	43	17	9	1	0	0	0	0	0	0	0	0	36.83	40.13
02:00	0	2	1	6	22	54	45	33	10	5	1	1	0	0	2	0	0	0	0	38.32	-
03:00	0	1	4	8	28	65	70	24	9	6	4	1	0	0	0	0	0	0	0	35.56	-
04:00	0	4	1	9	45	129	82	49	15	9	1	1	0	0	0	0	0	0	0	36.20	39.34
05:00	0	1	4	11	72	309	326	151	59	20	2	1	3	0	0	0	0	0	0	37.27	41.92
06:00	0	9	19	46	380	982	929	297	64	13	5	4	2	0	0	0	0	0	0	35.27	40.80
07:00	0	6	14	114	1349	2814	1316	289	68	21	4	4	0	2	0	0	0	5	0	33.70	37.95
08:00	4	36	109	292	2327	3917	1450	215	46	8	2	2	0	4	0	0	0	0	0	32.24	36.25
09:00	3	6	21	148	2119	4127	1477	270	46	9	4	0	0	0	0	0	0	0	0	32.47	36.16
10:00	3	5	21	264	2901	4935	1535	245	41	2	0	1	2	0	0	0	2	0	0	31.85	35.50
11:00	4	10	65	289	3123	4895	1422	232	26	6	1	0	0	3	0	0	0	0	0	31.55	35.32
12:00	146	101	95	386	2566	4408	1547	249	23	15	3	1	0	1	0	0	0	0	0	31.21	35.27
13:00	29	129	92	299	2706	4039	1429	230	45	6	6	1	1	0	0	0	0	0	0	31.38	35.31
14:00	30	100	180	417	2673	4303	1459	257	33	8	0	0	0	0	0	0	0	0	0	31.29	35.36
15:00	222	162	205	450	2648	3566	1145	197	25	4	4	2	0	0	0	0	0	0	0	30.13	34.24
16:00	128	56	95	417	2980	3351	1052	144	23	6	5	1	0	0	0	0	1	0	0	30.44	34.48
17:00	3	17	27	224	2469	3316	1200	189	30	13	0	0	0	0	0	0	0	0	0	31.76	35.62
18:00	1	8	12	212	1935	3130	1279	249	43	15	3	4	4	1	0	0	0	0	0	32.46	36.50
19:00	0	0	1	73	1281	2332	1099	259	57	12	4	2	2	1	0	0	0	0	0	33.25	37.61
20:00	0	10	8	72	598	1440	875	261	70	22	4	2	4	1	1	0	0	0	0	34.13	39.04
21:00	0	1	8	46	625	1202	727	202	65	25	10	2	1	1	0	0	0	0	0	34.09	39.33
22:00	0	1	15	31	371	627	594	169	47	23	7	7	3	1	0	0	0	0	0	34.74	39.82
23:00	0	8	14	18	186	262	261	87	22	8	7	1	2	0	1	0	0	0	0	34.26	40.52
07:00 - 19:00	573	636	936	3512	29796	46771	16311	2766	448	113	32	16	7	11	0	0	3	5	0	31.64	35.84
06:00 - 22:00	573	666	972	3749	32680	52727	19941	3785	705	185	55	26	16	14	1	0	3	5	0	31.93	36.22
06:00 - 00:00	573	665	1001	3798	33237	53916	20796	4041	774	216	69	34	21	15	2	0	3	5	0	32.00	36.29
00:00 - 00:00	573	674	1016	3836	33516	54779	21538	4383	909	272	79	39	25	16	4	0	3	5	0	32.14	36.49

Intelligent Data Collection Limited

Client: WSP
Project Number: ID06034
Site Number: Site 3
Flow from: 83342 Tollbar Way (E) to: Shaw Road (W)



5-day Summary

Time	Speeds (Mph)																	Mean	85th %ile		
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90			90-95	95-100
00:00	0	0	0	6	35	51	65	27	14	6	1	1	1	0	0	0	0	0	0	36.64	41.50
01:00	0	6	2	3	31	38	38	11	6	2	0	0	0	0	0	0	0	0	0	33.78	-
02:00	0	2	0	3	10	19	26	5	4	0	1	1	1	0	0	0	0	0	0	35.85	-
03:00	0	1	0	2	15	21	21	23	9	3	1	1	0	0	0	0	0	0	0	37.14	-
04:00	0	1	0	1	11	41	39	25	9	7	1	0	0	0	0	0	0	0	0	37.00	-
05:00	0	5	3	6	99	192	170	106	37	8	6	0	0	0	0	0	0	0	0	35.30	43.44
06:00	0	6	8	28	326	614	473	185	42	10	3	1	0	1	0	0	0	0	0	34.50	39.94
07:00	1	17	70	282	1542	2128	893	170	18	3	0	0	0	0	0	0	0	0	0	31.85	36.38
08:00	860	714	351	721	2509	2521	618	76	8	1	1	2	0	0	0	0	0	0	0	26.37	31.39
09:00	75	141	73	267	2006	2845	1132	181	37	6	0	0	0	0	0	0	0	0	0	31.20	35.81
10:00	3	17	43	285	2152	2877	987	148	18	2	0	0	0	0	0	0	3	0	0	31.40	35.53
11:00	1	14	60	324	2638	3248	948	158	14	5	0	0	0	0	0	0	0	0	0	31.02	35.09
12:00	15	44	61	361	2501	3178	1021	147	27	7	1	0	0	3	0	0	0	0	0	31.04	35.28
13:00	1	30	57	335	2350	2999	1057	113	18	2	0	0	0	0	0	0	1	0	0	31.12	35.36
14:00	4	20	36	384	2520	3174	945	118	17	4	0	2	0	0	0	0	0	0	0	31.01	35.01
15:00	534	321	911	2816	2164	490	38	6	0	0	0	0	0	0	0	0	0	0	0	24.60	29.81
16:00	1510	596	454	949	2914	1919	317	26	4	1	2	0	0	0	0	0	0	0	0	23.07	27.91
17:00	1605	889	338	858	2601	1893	383	51	6	0	0	2	0	0	0	0	0	0	0	22.65	27.21
18:00	318	214	84	301	2107	2727	965	140	27	9	1	0	0	0	0	0	0	0	0	30.07	34.25
19:00	0	2	14	106	1210	2082	944	165	37	9	2	0	0	0	0	0	0	0	0	32.49	36.71
20:00	0	11	6	44	686	1223	694	169	47	16	3	0	0	0	0	0	0	0	0	33.33	38.28
21:00	0	2	1	33	409	814	511	147	47	10	4	2	1	1	0	0	0	0	0	33.90	38.93
22:00	0	1	1	8	279	541	395	120	36	9	2	4	0	1	1	0	0	0	0	34.56	39.97
23:00	0	0	2	6	133	236	173	70	39	7	2	1	0	0	0	0	0	0	0	35.21	41.16
07:00 - 19:00	5416	3230	1948	5978	28656	31673	9756	1366	200	40	5	6	0	3	0	1	3	0	0	28.64	34.96
06:00 - 22:00	5416	3251	1977	6189	31287	36406	12378	2012	373	85	17	9	9	5	0	1	3	0	0	29.24	35.27
06:00 - 00:00	5416	3252	1980	6203	31699	37183	12946	2202	448	101	21	14	1	6	1	1	3	0	0	29.34	35.38
00:00 - 00:00	5416	3267	1985	6224	31900	37545	13305	2399	527	127	31	17	4	6	1	1	3	0	0	29.48	35.60

7-day Summary

Time	Speeds (Mph)																	Mean	85th %ile			
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90			90-95	95-100	
00:00	0	1	0	10	70	164	158	59	26	9	3	1	1	0	0	0	0	1	0	36.48	41.43	
01:00	0	6	4	5	52	81	87	29	14	3	52	3	0	1	0	0	0	0	0	34.42	41.47	
02:00	0	2	0	4	26	39	49	15	7	2	2	2	1	0	0	0	0	0	0	35.83	-	
03:00	0	2	0	2	21	37	30	30	15	4	1	1	0	0	0	0	0	0	0	37.03	-	
04:00	0	1	0	1	18	58	56	30	12	12	1	0	0	0	1	0	0	0	0	37.00	-	
05:00	0	5	3	6	116	216	186	113	39	10	8	1	0	0	0	0	0	0	0	35.66	43.44	
06:00	2	10	10	31	370	687	547	191	52	10	6	2	0	2	0	0	0	0	0	34.57	40.44	
07:00	1	21	71	290	1650	2346	1094	244	30	12	3	0	0	0	0	0	0	0	0	32.64	37.47	
08:00	860	715	353	745	2725	2957	935	164	21	5	1	3	0	0	0	0	0	0	0	28.44	33.45	
09:00	75	141	76	293	2373	3485	1536	273	55	9	0	0	0	0	0	0	0	0	0	31.76	36.40	
10:00	3	17	49	321	2643	3849	1345	212	27	3	1	0	0	0	0	0	3	0	0	31.64	35.73	
11:00	1	15	64	374	3416	4316	1340	214	19	5	0	0	0	0	0	0	0	0	0	31.16	35.22	
12:00	15	47	69	415	3145	4296	1472	218	31	8	2	0	0	0	0	0	0	0	0	31.32	35.51	
13:00	2	36	82	482	3133	4110	1483	171	27	6	1	0	0	0	0	1	0	0	0	31.25	35.45	
14:00	119	133	72	454	3087	4123	1379	168	31	4	0	2	0	0	0	0	0	0	0	30.80	35.00	
15:00	1023	535	322	970	3467	3206	906	110	19	2	1	0	0	0	0	0	0	0	0	26.48	31.45	
16:00	1516	602	464	1013	3504	2802	676	100	12	4	2	0	0	0	0	0	0	0	0	25.31	30.04	
17:00	1605	891	338	892	3008	2534	672	136	15	3	1	2	1	0	0	0	0	0	0	25.19	29.75	
18:00	318	215	84	317	2392	3333	1251	219	49	14	5	0	1	0	0	0	0	0	0	30.98	35.27	
19:00	0	2	16	120	1433	2483	1197	231	53	16	5	0	0	0	0	0	0	0	0	32.85	37.19	
20:00	0	11	8	52	804	1444	881	232	65	25	6	0	0	1	0	0	0	0	0	33.71	38.79	
21:00	0	2	1	35	485	973	660	195	57	15	4	3	1	1	0	0	0	0	0	34.16	39.30	
22:00	0	1	1	10	328	681	492	161	47	10	3	6	1	1	1	0	0	0	0	34.77	40.17	
23:00	0	1	2	11	186	336	246	92	46	10	2	5	0	0	0	0	1	0	0	35.04	40.95	
07:00 - 19:00	5535	3368	2044	6566	34543	41357	14089	2229	336	75	17	7	2	3	0	0	1	3	0	0	29.43	35.35
06:00 - 22:00	5537	3393	2079	6804	37635	46944	17374	3078	563	141	38	12	3	7	0	1	3	0	0	29.93	35.64	
06:00 - 00:00	5537	3395	2082	6825	38149	47961	18112	3331	656	161	43	23	4	8	1	1	4	0	0	30.03	35.75	
00:00 - 00:00	5537	3412	2089	6853	38452	48556	18678	3607	769	201	61	28	7	8	2	1	4	1	0	30.16	35.94	

Intelligent Data Collection Limited

Client: WSP
Project Number: ID06034
Site Number: Site 3
Flow from: Two-way Total



5-day Summary

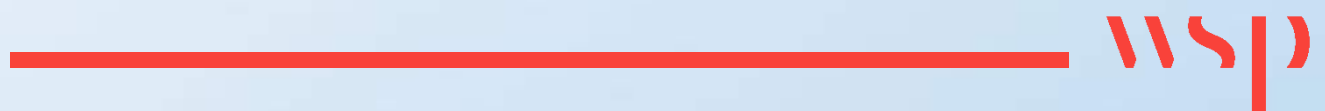
Time	Speeds (Mph)																			Mean	85th %ile
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	2	7	77	140	137	50	33	10	2	1	2	0	0	0	0	0	0	36.31	41.41
01:00	0	6	3	3	47	93	79	41	19	10	0	0	1	0	0	0	0	0	0	35.54	-
02:00	0	4	1	9	27	54	60	26	11	5	2	2	1	0	2	0	0	0	0	37.58	-
03:00	0	1	2	6	34	70	76	43	15	5	4	2	0	0	0	0	0	0	0	36.40	-
04:00	0	5	1	7	43	152	108	59	21	12	1	0	0	0	0	0	0	0	0	36.49	36.77
05:00	0	6	7	17	161	473	466	241	85	23	9	1	1	0	0	0	0	0	0	35.87	42.03
06:00	0	13	29	71	674	1527	1342	434	94	20	7	7	5	0	1	0	0	0	0	34.84	40.13
07:00	1	23	83	388	2830	4763	2046	406	62	17	3	1	0	2	0	0	0	5	0	32.43	36.58
08:00	864	750	456	1005	4671	6029	1759	212	35	6	1	4	0	3	0	0	0	0	0	28.89	33.27
09:00	78	146	91	400	3767	6093	2209	354	66	11	3	0	0	0	0	0	0	0	0	31.67	35.80
10:00	4	20	60	476	4373	6575	2089	317	51	4	0	1	2	0	0	0	3	0	0	31.60	35.48
11:00	3	23	121	588	5086	6842	1968	343	32	10	1	0	0	3	0	0	0	0	0	31.20	35.17
12:00	160	140	140	651	4352	6377	2191	337	43	20	4	1	0	3	0	0	0	0	0	31.04	35.25
13:00	7	84	112	551	4415	6030	2150	278	55	8	5	0	1	0	0	1	0	0	0	31.38	35.44
14:00	34	120	215	758	4677	6401	1988	299	41	9	0	2	0	0	0	0	0	0	0	30.94	35.02
15:00	1245	694	526	1343	5069	4826	1217	139	19	2	2	2	0	0	0	0	0	0	0	26.86	31.58
16:00	1638	651	547	1337	5463	4530	1037	109	14	5	4	1	0	0	0	0	1	0	0	26.41	30.86
17:00	1608	906	361	1067	4752	4557	1272	184	23	10	0	2	0	0	0	0	0	0	0	26.98	31.16
18:00	318	221	96	497	3830	5352	1998	325	50	19	3	3	0	1	0	0	0	0	0	31.04	35.09
19:00	0	2	14	173	2337	4085	1789	351	73	15	5	1	1	0	0	0	0	0	0	32.64	36.81
20:00	0	19	11	111	1203	2428	1396	375	108	32	7	1	0	1	1	0	0	0	0	33.63	38.56
21:00	0	3	6	73	943	1837	1145	309	99	29	13	2	2	1	0	0	0	0	0	33.92	38.84
22:00	0	2	13	28	589	1251	889	257	73	28	7	8	3	2	1	0	0	0	0	34.52	39.78
23:00	0	8	13	23	279	511	377	141	56	13	8	2	2	0	1	0	0	0	0	34.75	40.96
07:00 - 19:00	5960	3778	2808	9061	53285	68375	21924	3303	491	121	26	17	3	12	0	1	4	5	0	30.02	35.31
06:00 - 22:00	5960	3815	2864	9489	58442	78252	27596	4772	865	217	58	26	6	15	1	1	4	5	0	30.48	35.67
06:00 - 00:00	5960	3825	2890	9540	59310	80014	28862	5170	994	258	73	36	11	17	3	1	4	5	0	30.57	35.76
00:00 - 00:00	5960	3847	2906	9589	59699	80996	29788	5630	1178	323	90	42	16	17	5	1	4	5	0	30.72	35.97

7-day Summary

Time	Speeds (Mph)																			Mean	85th %ile
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	1	2	14	147	351	303	101	51	16	4	2	2	1	0	0	0	1	0	36.16	41.09
01:00	0	7	7	5	87	200	161	72	31	12	4	0	1	0	0	0	0	0	0	35.64	41.05
02:00	0	4	1	10	48	93	94	48	17	7	3	3	1	0	2	0	0	0	0	37.23	-
03:00	0	3	4	10	49	102	100	54	24	10	5	2	0	0	0	0	0	0	0	36.28	-
04:00	0	5	1	10	63	187	138	79	27	21	2	1	0	0	1	0	0	0	0	36.59	39.34
05:00	0	6	7	17	188	525	512	264	98	30	10	2	3	0	0	0	0	0	0	36.47	42.04
06:00	2	19	29	77	750	1669	1476	488	116	23	11	6	2	2	0	0	0	0	0	34.92	40.62
07:00	1	27	85	404	2999	5160	2410	533	98	33	7	4	0	2	0	0	0	5	0	33.17	37.71
08:00	864	751	462	1037	5052	6874	2385	379	67	13	3	5	0	4	0	0	0	0	0	30.34	34.85
09:00	78	147	97	441	4492	7612	3013	543	101	18	4	0	0	0	0	0	0	0	0	32.12	36.28
10:00	6	22	70	585	5944	8784	2880	457	68	5	1	1	2	0	0	0	5	0	0	31.74	35.61
11:00	5	25	129	663	6539	9181	2762	446	45	11	1	0	0	3	0	0	0	0	0	31.36	35.27
12:00	161	148	164	801	5711	8704	3019	467	54	23	5	1	0	4	0	0	0	0	0	31.26	35.39
13:00	31	165	174	781	5839	8149	2912	401	72	12	7	1	1	0	0	1	0	0	0	31.32	35.38
14:00	149	233	252	871	5760	8426	2838	425	64	12	0	2	0	0	0	0	0	0	0	31.05	35.18
15:00	1245	697	527	1420	6115	6772	2051	307	44	6	5	2	0	0	0	0	0	0	0	28.31	32.85
16:00	1641	658	559	1430	6484	6153	1728	244	35	10	7	1	0	0	0	0	1	0	0	27.87	32.26
17:00	1608	908	365	1116	5477	5850	1872	325	45	16	1	2	1	0	0	0	0	0	0	28.47	32.69
18:00	319	223	96	529	4327	6463	2530	468	92	29	8	4	5	1	0	0	0	0	0	31.72	35.89
19:00	0	2	17	193	2714	4815	2296	490	110	28	9	2	2	1	0	0	0	0	0	33.05	37.40
20:00	0	21	16	124	1402	2884	1756	493	135	47	10	2	4	2	1	0	0	0	0	33.92	38.91
21:00	0	3	9	81	1110	2175	1387	397	122	40	14	5	2	2	1	0	0	0	0	34.13	39.31
22:00	0	2	16	41	699	1508	1086	330	94	33	10	13	4	2	1	0	0	0	0	34.76	40.00
23:00	0	9	16	29	372	698	507	179	68	18	9	6	2	0	1	0	1	0	0	34.65	40.72
07:00 - 19:00	6108	4004	2980	10078	64339	88128	30400	4995	785	188	49	23	9	14	0	1	6	5	0	30.53	35.60
06:00 - 22:00	6110	4049	3051	10553	70315	99671	37315	6863	1268	326	93	38	19	21	1	1	6	5	0	30.93	35.93
06:00 - 00:00	6110	4060	3083	10623	71386	101877	38908	7372	1430	377	112	57	25	23	3	1	7	5	0	31.02	36.02
00:00 - 00:00	6110	4086	3105	10689	71968	103335	40216	7990	1678	473	140	67	32	24	6	1	7	6	0	31.15	36.22

Appendix D

A3035 BOTLEY ROAD / MARSHALL DRIVE SIGNAL SPECIFICATION



SIG161 Botley Road/Marshall Drive - West End (Sept 2021)

Staging

	A	B	C	D	E	F	G	H	I	J
0										x
1	x					x				
2	x	x	x				x			
3							x	x	x	
4			x	x	x					

X = Phase appears in stage (no.)

Phases

1) $\Delta \ln T_{max} = \Delta \ln \Delta t_{wave} + \Delta \ln \Delta t_{meas}$ 1 = $\Delta \ln \Delta t_{meas}$ if dom't move to intercepts 2 = If dom't 3 = If dom't halves and ref window time

SIG161 Botley Road/Marshall Drive - West End (Sept 2021)

Phases Minimum greens, Maximum greens, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

☒ Phases A to P
 ☐

Phase	Min Green	Min Ped Cl	Extensions	Maximums								Pretimed
				A	B	C	D	E	F	G	H	
A	7	0	1.6	25	35	35	15	0	0	0	0	☐
B	7	0	1.6	12	8	20	12	0	0	0	0	☐
C	7	0	1.6	12	8	12	8	0	0	0	0	☐
D	7	0	1.6	12	8	30	8	0	0	0	0	☐
E	4	0	1.6	0	0	0	0	0	0	0	0	☐
F	7	0	1.6	25	35	35	15	0	0	0	0	☐
G	6	3	0.0	0	0	0	0	0	0	0	0	☐
H	6	3	0.0	0	0	0	0	0	0	0	0	☐
I	8	6	0.0	0	0	0	0	0	0	0	0	☐
J	1	0	0.0	0	0	0	0	0	0	0	0	☐
												☐
												☐
												☐
												☐
												☐
												☐

Note: For Standalone Streams see Help for use of Max Sets.

SIG161 Botley Road/Marshall Drive - West End (Sept 2021)

Phase Intergreen Times

<u>Select Streams to Configure</u>									
☐ All	☐ 0	☐ 0	☐ 0	☐ 0	☐ 0	☐ 0	☐ 0	☐ 0	☐ 0

Note: On a stand alone Pelican/ Toucan/ Puffin stream the inter-greens between Pedestrian and traffic Phases are controlled by the timings (PBT,PIT, CMX, CDY, CRD and PAR) the reform 0 should be entered for the appropriate inter-green times in grid below.

		To Phase									
		A	B	C	D	E	F	G	H	I	J
From Phase	A				5				8		
	B				5	6	6			8	
	C						6			5	
	D	6	6				6		8	5	
	E		6					6		6	
	F		5	7	7			5		8	
	G					6	6				2
	H	6			6						2
	I		12	10	10	12	12				2
	J							5	5	5	

SIG161 Botley Road/Marshall Drive - West End (Sept 2021)

Phase Clearance Maximums after ped green

A	0
B	0
C	0
D	0
E	0
F	0
G	6
H	6
I	0
J	0

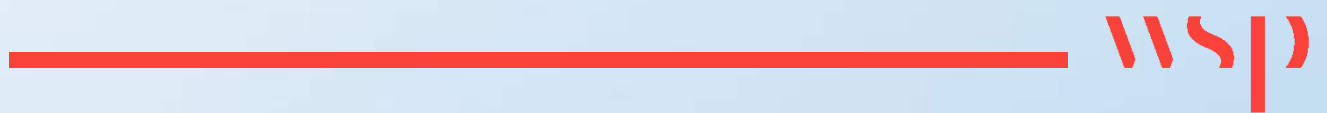
MOVA average stage length data (secs)

Tues 12/10/2021	Stage 1	Stage 2	Stage 3	Stage 4
0700-0800	23	9	8	8
0800-0900	24	9	8	7
1600-1700	30	9	8	8
1700-1800	26	9	8	8
1800-1900	16	9	8	8

Weds 13/10/2021	Stage 1	Stage 2	Stage 3	Stage 4
0700-0800	21	10	8	8
0800-0900	25	9	8	8
1600-1700	29	10	8	12
1700-1800	28	9	8	8
1800-1900	17	10	-	9

Appendix E

LINSIG OUTPUTS

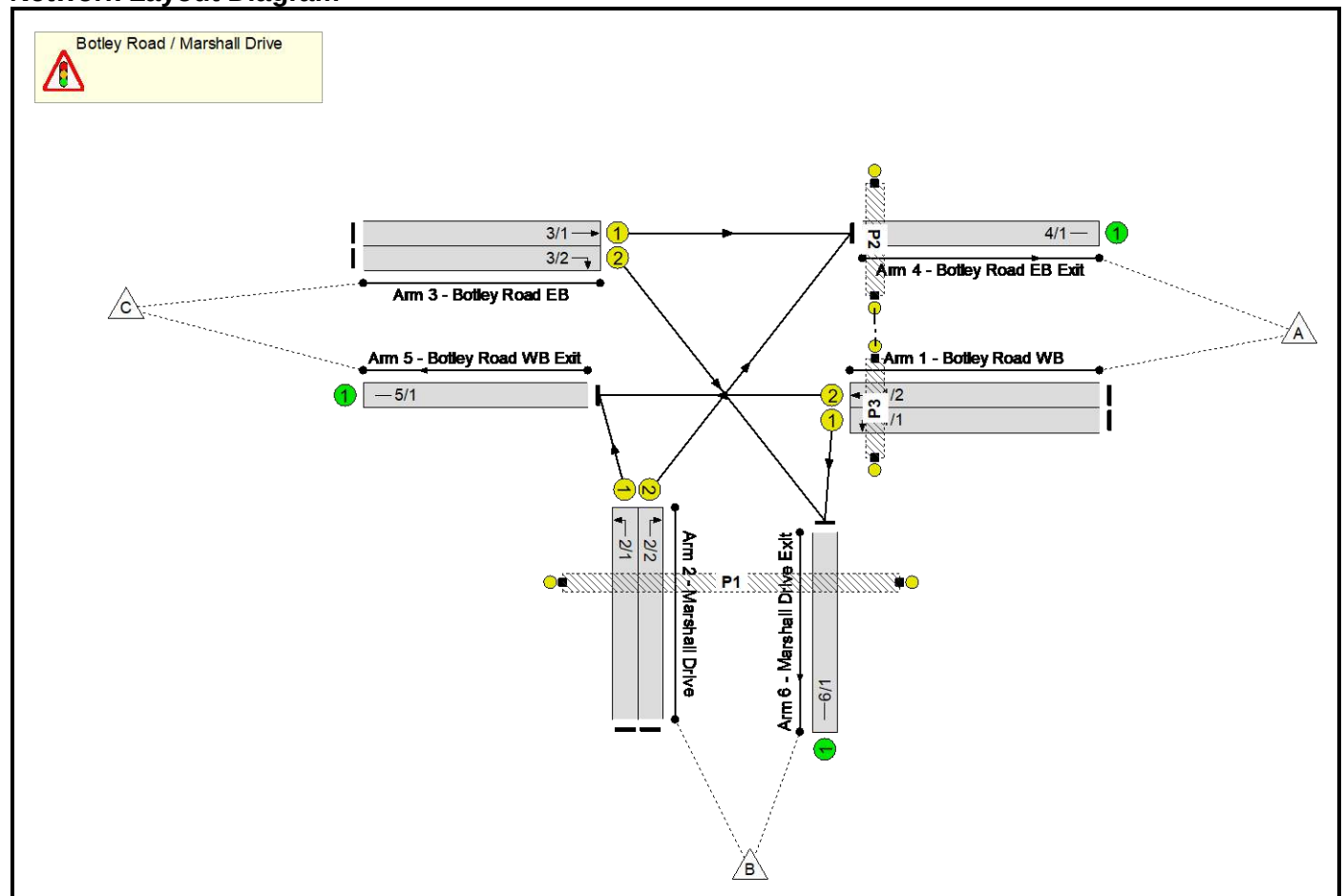


Full Input Data And Results
Full Input Data And Results

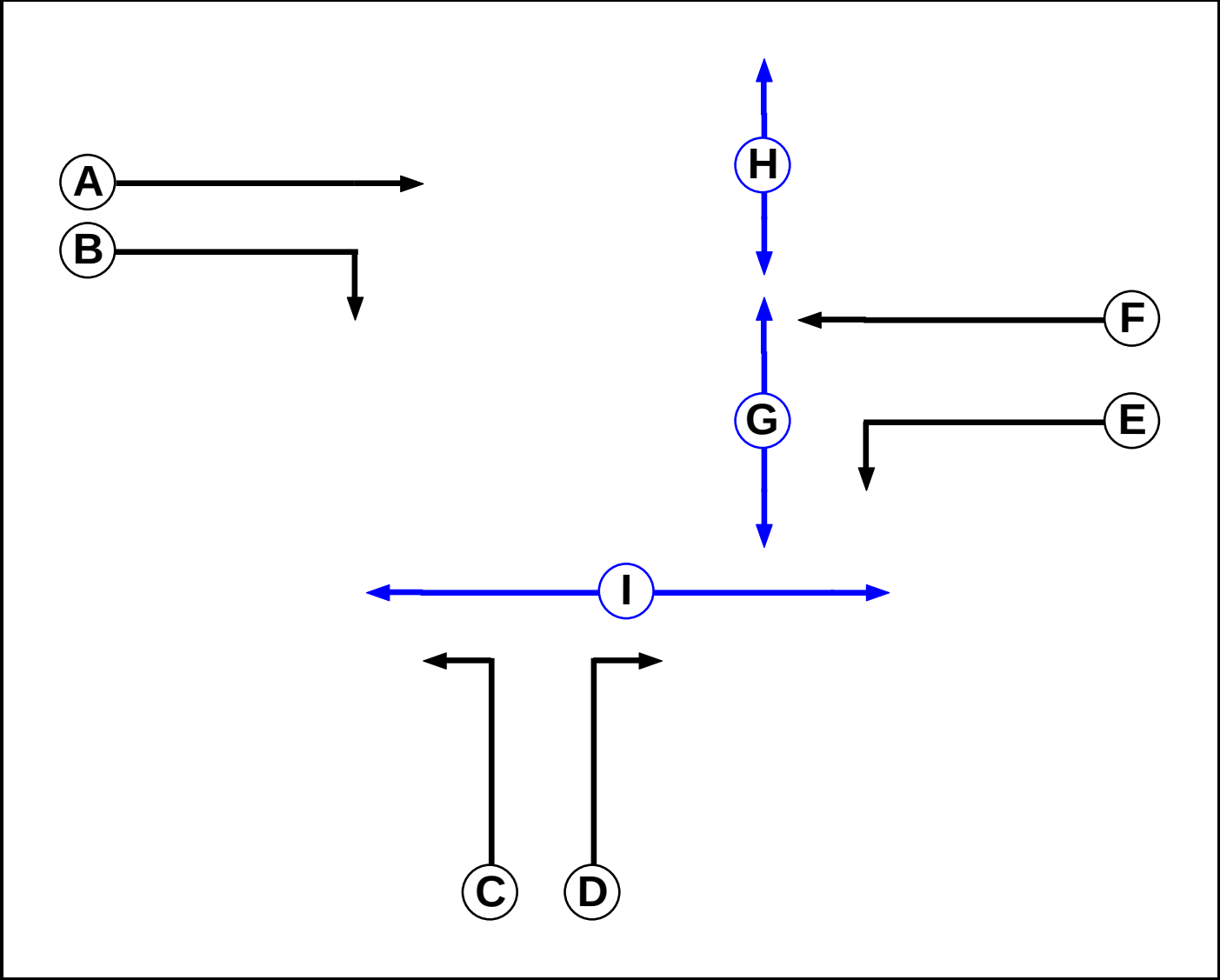
User and Project Details

Project:	Ageas Bowl Masterplan
Title:	Marshall Drive / Botley Road
Location:	
Additional detail:	
File name:	Marshall Drive_Botley Road.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

Full Input Data And Results

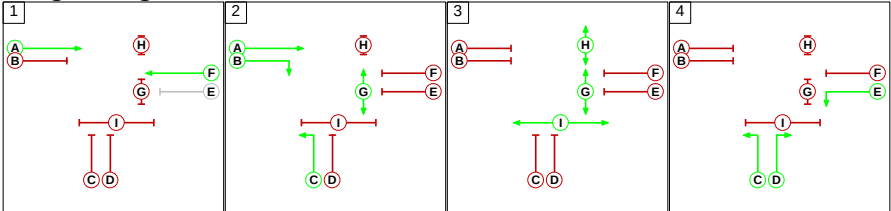
Phase Intergreens Matrix

		Starting Phase								
Terminating Phase		A	B	C	D	E	F	G	H	I
	A		-	-	5	-	-	-	8	-
	B	-		-	5	6	6	-	-	8
	C	-	-		-	-	6	-	-	5
	D	6	6	-		-	6	-	8	5
	E	-	6	-	-		-	6	-	6
	F	-	5	7	7	-		5	-	8
	G	-	-	-	-	6	6		-	-
	H	6	-	10	6	-	-	-		-
	I	-	12	10	10	12	12	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A F
2	A B C G
3	G H I
4	C D E

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1		7	8	7
	2	6		8	6
	3	12	12		12
	4	6	6	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Botley Road / Marshall Drive
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Botley Road / Marshall Drive												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Botley Road WB)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	5.00
1/2 (Botley Road WB)	U	F	2	3	60.0	Geom	-	3.25	0.00	N	Arm 5 Ahead	Inf
2/1 (Marshall Drive)	U	C	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 5 Left	5.00
2/2 (Marshall Drive)	U	D	2	3	60.0	Geom	-	3.60	0.00	N	Arm 4 Right	10.00
3/1 (Botley Road EB)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
3/2 (Botley Road EB)	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Right	10.00
4/1 (Botley Road EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Botley Road WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Marshall Drive Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Baseline AM'	08:00	09:00	01:00	
2: '2021 Baseline PM'	17:00	18:00	01:00	
3: '2021 Baseline AM + Dev'	08:00	09:00	01:00	
4: '2021 Baseline PM + Dev'	17:00	18:00	01:00	
5: '2027 Baseline AM'	08:00	09:00	01:00	
6: '2027 Baseline PM'	17:00	18:00	01:00	
7: '2027 Baseline AM + Dev'	08:00	09:00	01:00	
8: '2027 Baseline PM + Dev'	17:00	18:00	01:00	

Scenario 1: '2021 Baseline AM' (FG1: '2021 Baseline AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	128	712	840
	B	60	0	54	114
	C	696	83	0	779
	Tot.	756	211	766	1733

Traffic Lane Flows

Lane	Scenario 1: 2021 Baseline AM
Junction: Botley Road / Marshall Drive	
1/1	128
1/2	712
2/1	54
2/2	60
3/1	696
3/2	83
4/1	756
5/1	766
6/1	211

Lane Saturation Flows

Junction: Botley Road / Marshall Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Botley Road WB)	3.00	0.00	Y	Arm 6 Left	5.00	100.0 %	1473	1473
1/2 (Botley Road WB)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/1 (Marshall Drive)	3.60	0.00	Y	Arm 5 Left	5.00	100.0 %	1519	1519
2/2 (Marshall Drive)	3.60	0.00	N	Arm 4 Right	10.00	100.0 %	1839	1839
3/1 (Botley Road EB)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Botley Road EB)	3.50	0.00	N	Arm 6 Right	10.00	100.0 %	1830	1830
4/1 (Botley Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Botley Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marshall Drive Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2021 Baseline PM' (FG2: '2021 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	126	723	849
	B	100	0	83	183
	C	470	77	0	547
	Tot.	570	203	806	1579

Traffic Lane Flows

Lane	Scenario 2: 2021 Baseline PM
Junction: Botley Road / Marshall Drive	
1/1	126
1/2	723
2/1	83
2/2	100
3/1	470
3/2	77
4/1	570
5/1	806
6/1	203

Lane Saturation Flows

Junction: Botley Road / Marshall Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Botley Road WB)	3.00	0.00	Y	Arm 6 Left	5.00	100.0 %	1473	1473
1/2 (Botley Road WB)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/1 (Marshall Drive)	3.60	0.00	Y	Arm 5 Left	5.00	100.0 %	1519	1519
2/2 (Marshall Drive)	3.60	0.00	N	Arm 4 Right	10.00	100.0 %	1839	1839
3/1 (Botley Road EB)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Botley Road EB)	3.50	0.00	N	Arm 6 Right	10.00	100.0 %	1830	1830
4/1 (Botley Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Botley Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marshall Drive Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2021 Baseline AM + Dev' (FG3: '2021 Baseline AM + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	156	712	868
	B	107	0	105	212
	C	696	113	0	809
	Tot.	803	269	817	1889

Traffic Lane Flows

Lane	Scenario 3: 2021 Baseline AM + Dev
Junction: Botley Road / Marshall Drive	
1/1	156
1/2	712
2/1	105
2/2	107
3/1	696
3/2	113
4/1	803
5/1	817
6/1	269

Lane Saturation Flows

Junction: Botley Road / Marshall Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Botley Road WB)	3.00	0.00	Y	Arm 6 Left	5.00	100.0 %	1473	1473
1/2 (Botley Road WB)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/1 (Marshall Drive)	3.60	0.00	Y	Arm 5 Left	5.00	100.0 %	1519	1519
2/2 (Marshall Drive)	3.60	0.00	N	Arm 4 Right	10.00	100.0 %	1839	1839
3/1 (Botley Road EB)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Botley Road EB)	3.50	0.00	N	Arm 6 Right	10.00	100.0 %	1830	1830
4/1 (Botley Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Botley Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marshall Drive Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2021 Baseline PM + Dev' (FG4: '2021 Baseline PM + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	166	723	889
	B	127	0	112	239
	C	470	121	0	591
	Tot.	597	287	835	1719

Traffic Lane Flows

Lane	Scenario 4: 2021 Baseline PM + Dev
Junction: Botley Road / Marshall Drive	
1/1	166
1/2	723
2/1	112
2/2	127
3/1	470
3/2	121
4/1	597
5/1	835
6/1	287

Lane Saturation Flows

Junction: Botley Road / Marshall Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Botley Road WB)	3.00	0.00	Y	Arm 6 Left	5.00	100.0 %	1473	1473
1/2 (Botley Road WB)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/1 (Marshall Drive)	3.60	0.00	Y	Arm 5 Left	5.00	100.0 %	1519	1519
2/2 (Marshall Drive)	3.60	0.00	N	Arm 4 Right	10.00	100.0 %	1839	1839
3/1 (Botley Road EB)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Botley Road EB)	3.50	0.00	N	Arm 6 Right	10.00	100.0 %	1830	1830
4/1 (Botley Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Botley Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marshall Drive Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2027 Baseline AM' (FG5: '2027 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	138	798	936
	B	65	0	58	123
	C	767	90	0	857
	Tot.	832	228	856	1916

Traffic Lane Flows

Lane	Scenario 5: 2027 Baseline AM
Junction: Botley Road / Marshall Drive	
1/1	138
1/2	798
2/1	58
2/2	65
3/1	767
3/2	90
4/1	832
5/1	856
6/1	228

Lane Saturation Flows

Junction: Botley Road / Marshall Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Botley Road WB)	3.00	0.00	Y	Arm 6 Left	5.00	100.0 %	1473	1473
1/2 (Botley Road WB)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/1 (Marshall Drive)	3.60	0.00	Y	Arm 5 Left	5.00	100.0 %	1519	1519
2/2 (Marshall Drive)	3.60	0.00	N	Arm 4 Right	10.00	100.0 %	1839	1839
3/1 (Botley Road EB)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Botley Road EB)	3.50	0.00	N	Arm 6 Right	10.00	100.0 %	1830	1830
4/1 (Botley Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Botley Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marshall Drive Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2027 Baseline PM' (FG6: '2027 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	137	793	930
	B	108	0	90	198
	C	525	84	0	609
Origin	Tot.	633	221	883	1737

Traffic Lane Flows

Lane	Scenario 6: 2027 Baseline PM
Junction: Botley Road / Marshall Drive	
1/1	137
1/2	793
2/1	90
2/2	108
3/1	525
3/2	84
4/1	633
5/1	883
6/1	221

Lane Saturation Flows

Junction: Botley Road / Marshall Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Botley Road WB)	3.00	0.00	Y	Arm 6 Left	5.00	100.0 %	1473	1473
1/2 (Botley Road WB)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/1 (Marshall Drive)	3.60	0.00	Y	Arm 5 Left	5.00	100.0 %	1519	1519
2/2 (Marshall Drive)	3.60	0.00	N	Arm 4 Right	10.00	100.0 %	1839	1839
3/1 (Botley Road EB)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Botley Road EB)	3.50	0.00	N	Arm 6 Right	10.00	100.0 %	1830	1830
4/1 (Botley Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Botley Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marshall Drive Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2027 Baseline AM + Dev' (FG7: '2027 Baseline AM + Dev', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	166	825	991
	B	112	0	110	222
	C	780	120	0	900
	Tot.	892	286	935	2113

Traffic Lane Flows

Lane	Scenario 7: 2027 Baseline AM + Dev
Junction: Botley Road / Marshall Drive	
1/1	166
1/2	825
2/1	110
2/2	112
3/1	780
3/2	120
4/1	892
5/1	935
6/1	286

Lane Saturation Flows

Junction: Botley Road / Marshall Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Botley Road WB)	3.00	0.00	Y	Arm 6 Left	5.00	100.0 %	1473	1473
1/2 (Botley Road WB)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/1 (Marshall Drive)	3.60	0.00	Y	Arm 5 Left	5.00	100.0 %	1519	1519
2/2 (Marshall Drive)	3.60	0.00	N	Arm 4 Right	10.00	100.0 %	1839	1839
3/1 (Botley Road EB)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Botley Road EB)	3.50	0.00	N	Arm 6 Right	10.00	100.0 %	1830	1830
4/1 (Botley Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Botley Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marshall Drive Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2027 Baseline PM + Dev' (FG8: '2027 Baseline PM + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
	A	0	177	804	981
	B	135	0	119	254
	C	541	128	0	669
	Tot.	676	305	923	1904

Traffic Lane Flows

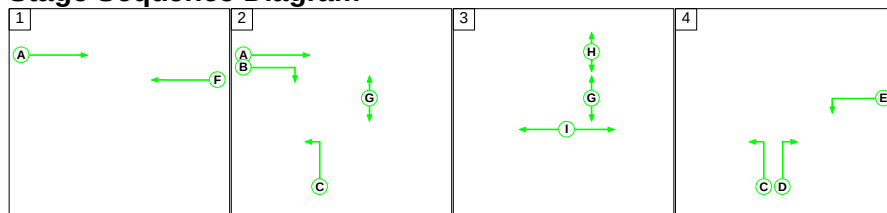
Lane	Scenario 8: 2027 Baseline PM + Dev
Junction: Botley Road / Marshall Drive	
1/1	177
1/2	804
2/1	119
2/2	135
3/1	541
3/2	128
4/1	676
5/1	923
6/1	305

Lane Saturation Flows

Junction: Botley Road / Marshall Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Botley Road WB)	3.00	0.00	Y	Arm 6 Left	5.00	100.0 %	1473	1473
1/2 (Botley Road WB)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/1 (Marshall Drive)	3.60	0.00	Y	Arm 5 Left	5.00	100.0 %	1519	1519
2/2 (Marshall Drive)	3.60	0.00	N	Arm 4 Right	10.00	100.0 %	1839	1839
3/1 (Botley Road EB)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Botley Road EB)	3.50	0.00	N	Arm 6 Right	10.00	100.0 %	1830	1830
4/1 (Botley Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Botley Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marshall Drive Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2021 Baseline AM' (FG1: '2021 Baseline AM', Plan 1: 'Network Control Plan 1')

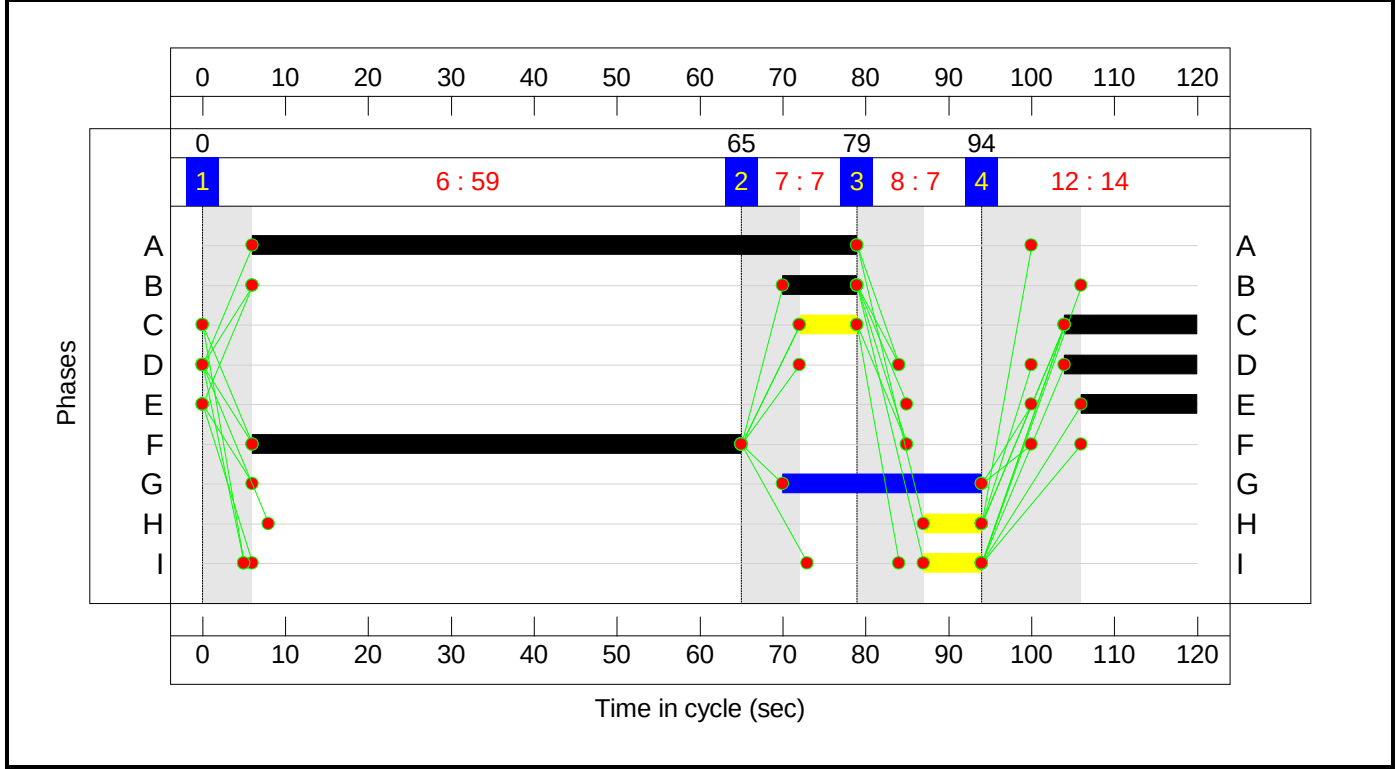
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	59	7	7	14
Change Point	0	65	79	94

Signal Timings Diagram

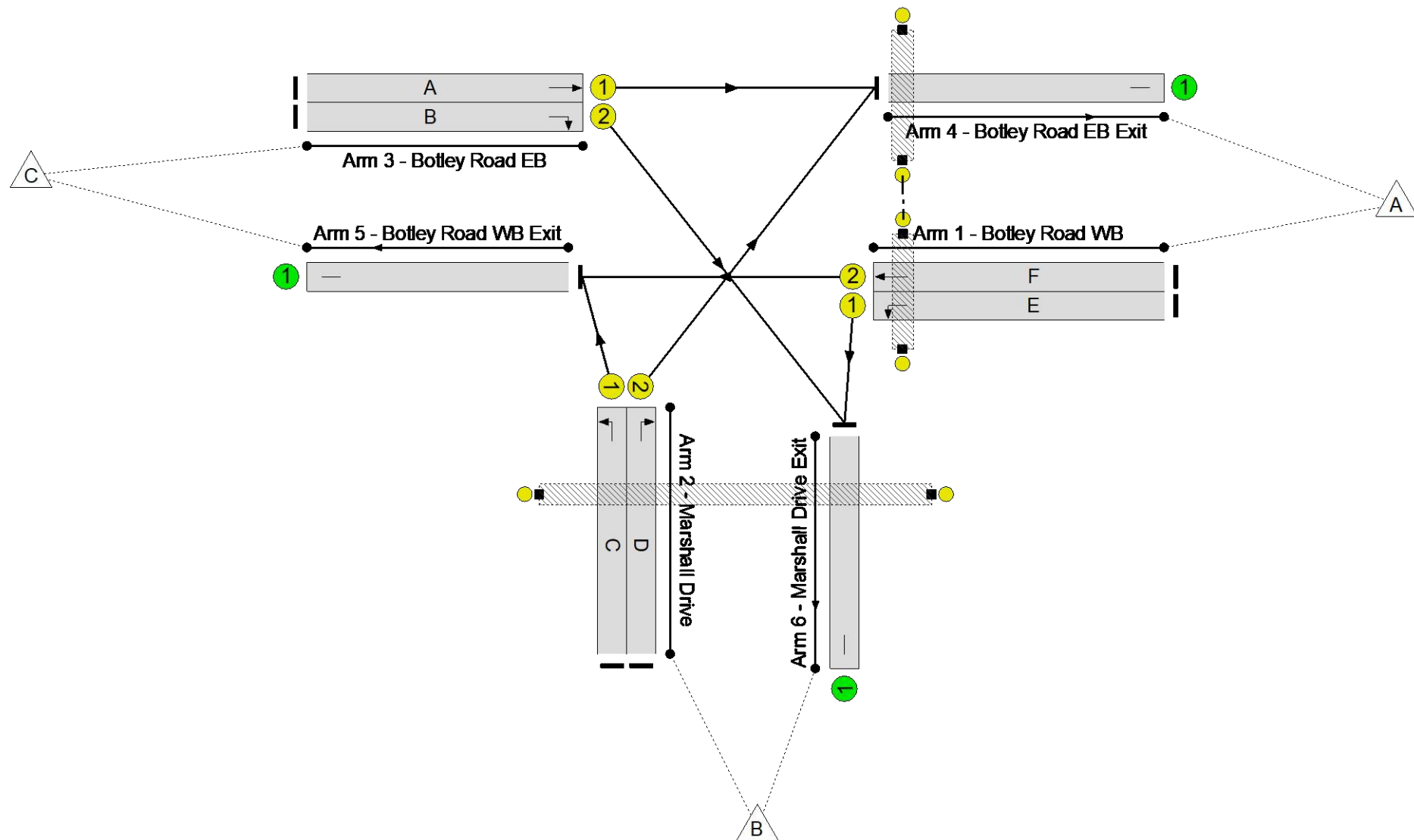


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results


Botley Road / Marshall Drive
 PRC: 29.5 %
 Total Traffic Delay: 15.0 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Marshall Drive / Botley Road	-	-	N/A	-	-		-	-	-	-	-	-	69.5%
Botley Road / Marshall Drive	-	-	N/A	-	-		-	-	-	-	-	-	69.5%
1/1	Botley Road WB Left	U	N/A	N/A	E		1	14	-	128	1473	184	69.5%
1/2	Botley Road WB Ahead	U	N/A	N/A	F		1	59	-	712	2080	1040	68.5%
2/1	Marshall Drive Left	U	N/A	N/A	C		2	23	-	54	1519	316	17.1%
2/2	Marshall Drive Right	U	N/A	N/A	D		1	16	-	60	1839	261	23.0%
3/1	Botley Road EB Ahead	U	N/A	N/A	A		1	73	-	696	1965	1212	57.4%
3/2	Botley Road EB Right	U	N/A	N/A	B		1	9	-	83	1830	152	54.4%
4/1	Botley Road EB Exit	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
5/1	Botley Road WB Exit	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
6/1	Marshall Drive Exit	U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
Ped Link: P1	Marshall Drive	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P2	Botley Road	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Botley Road	-	N/A	-	G		1	24	-	0	-	0	0.0%

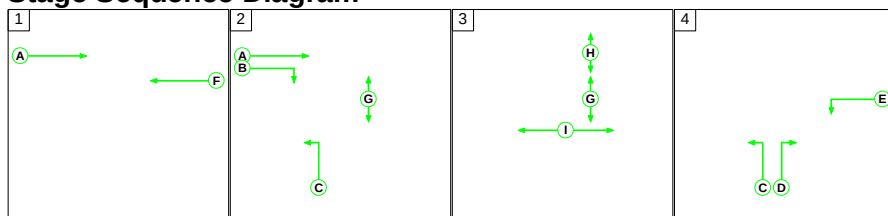
Full Input Data And Results

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Full Input Data And Results

Scenario 2: '2021 Baseline PM' (FG2: '2021 Baseline PM', Plan 1: 'Network Control Plan 1')

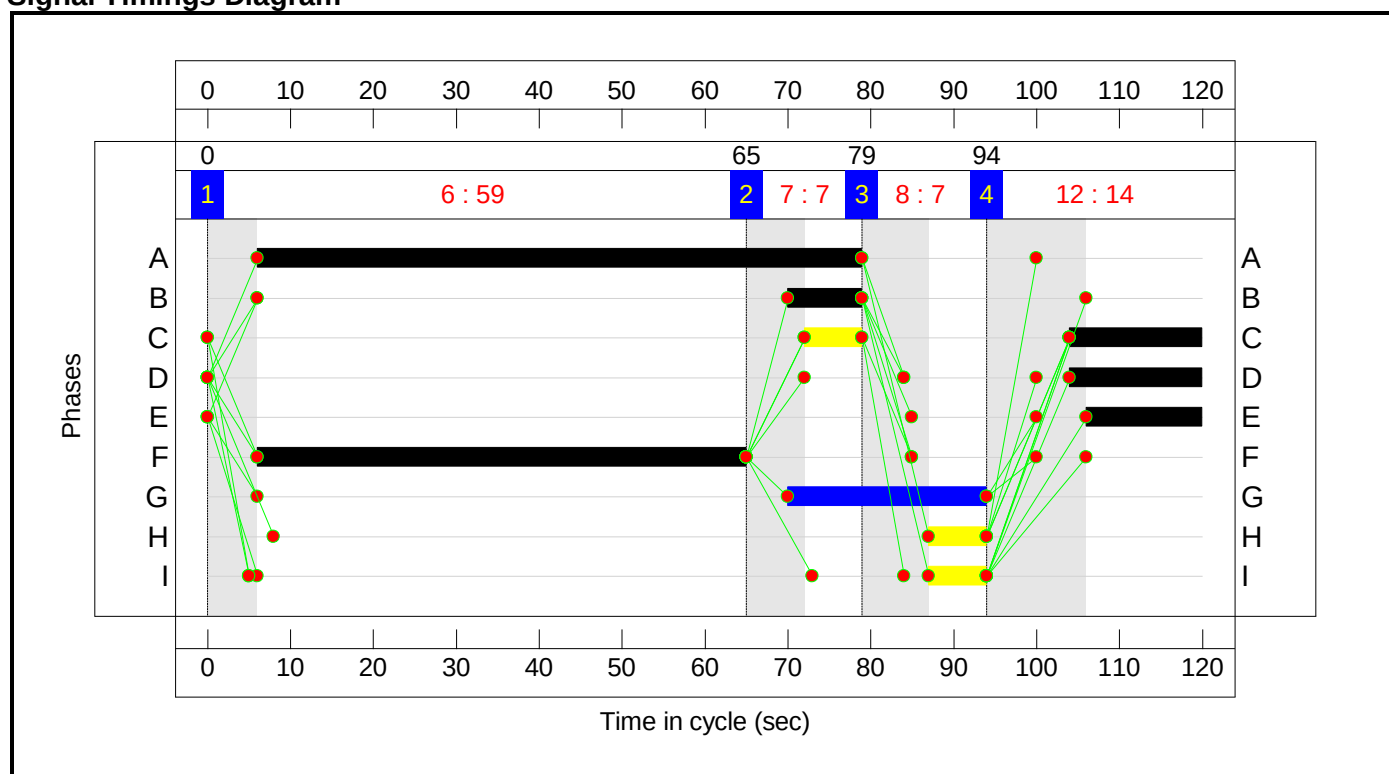
Stage Sequence Diagram



Stage Timings

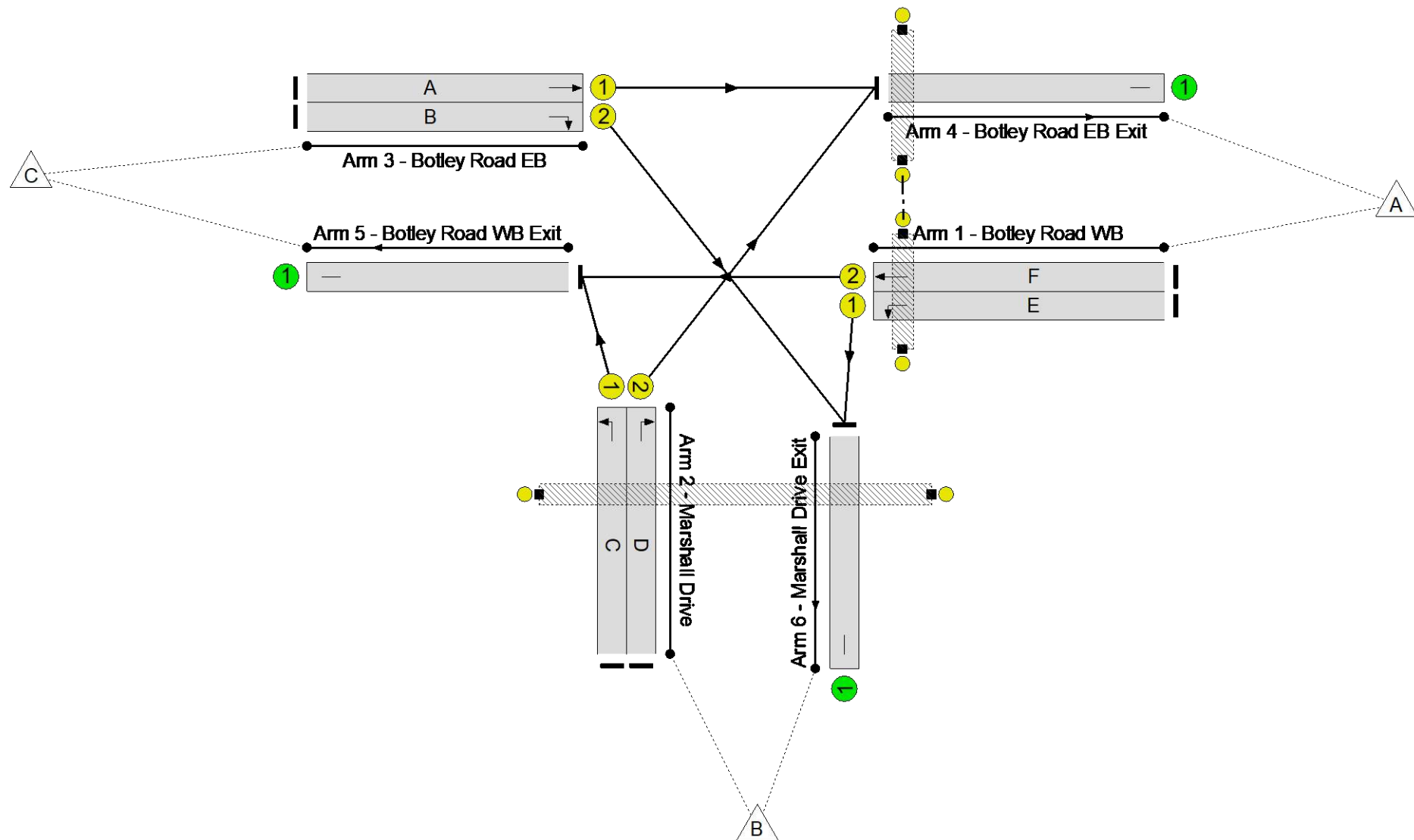
Stage	1	2	3	4
Duration	59	7	7	14
Change Point	0	65	79	94

Signal Timings Diagram



Full Input Data And Results


Botley Road / Marshall Drive
 PRC: 29.5 %
 Total Traffic Delay: 14.4 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Marshall Drive / Botley Road	-	-	N/A	-	-		-	-	-	-	-	-	69.5%
Botley Road / Marshall Drive	-	-	N/A	-	-		-	-	-	-	-	-	69.5%
1/1	Botley Road WB Left	U	N/A	N/A	E		1	14	-	126	1473	184	68.4%
1/2	Botley Road WB Ahead	U	N/A	N/A	F		1	59	-	723	2080	1040	69.5%
2/1	Marshall Drive Left	U	N/A	N/A	C		2	23	-	83	1519	316	26.2%
2/2	Marshall Drive Right	U	N/A	N/A	D		1	16	-	100	1839	261	38.4%
3/1	Botley Road EB Ahead	U	N/A	N/A	A		1	73	-	470	1965	1212	38.8%
3/2	Botley Road EB Right	U	N/A	N/A	B		1	9	-	77	1830	152	50.5%
4/1	Botley Road EB Exit	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
5/1	Botley Road WB Exit	U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
6/1	Marshall Drive Exit	U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
Ped Link: P1	Marshall Drive	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P2	Botley Road	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Botley Road	-	N/A	-	G		1	24	-	0	-	0	0.0%

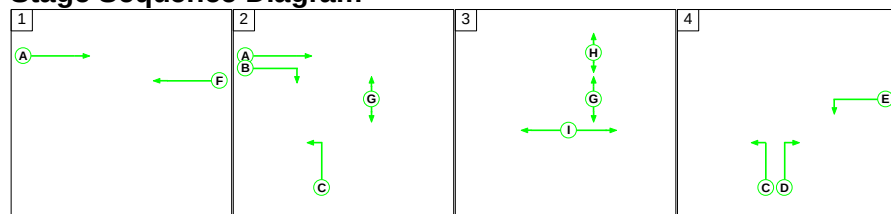
Full Input Data And Results

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Full Input Data And Results

Scenario 3: '2021 Baseline AM + Dev' (FG3: '2021 Baseline AM + Dev', Plan 1: 'Network Control Plan 1')

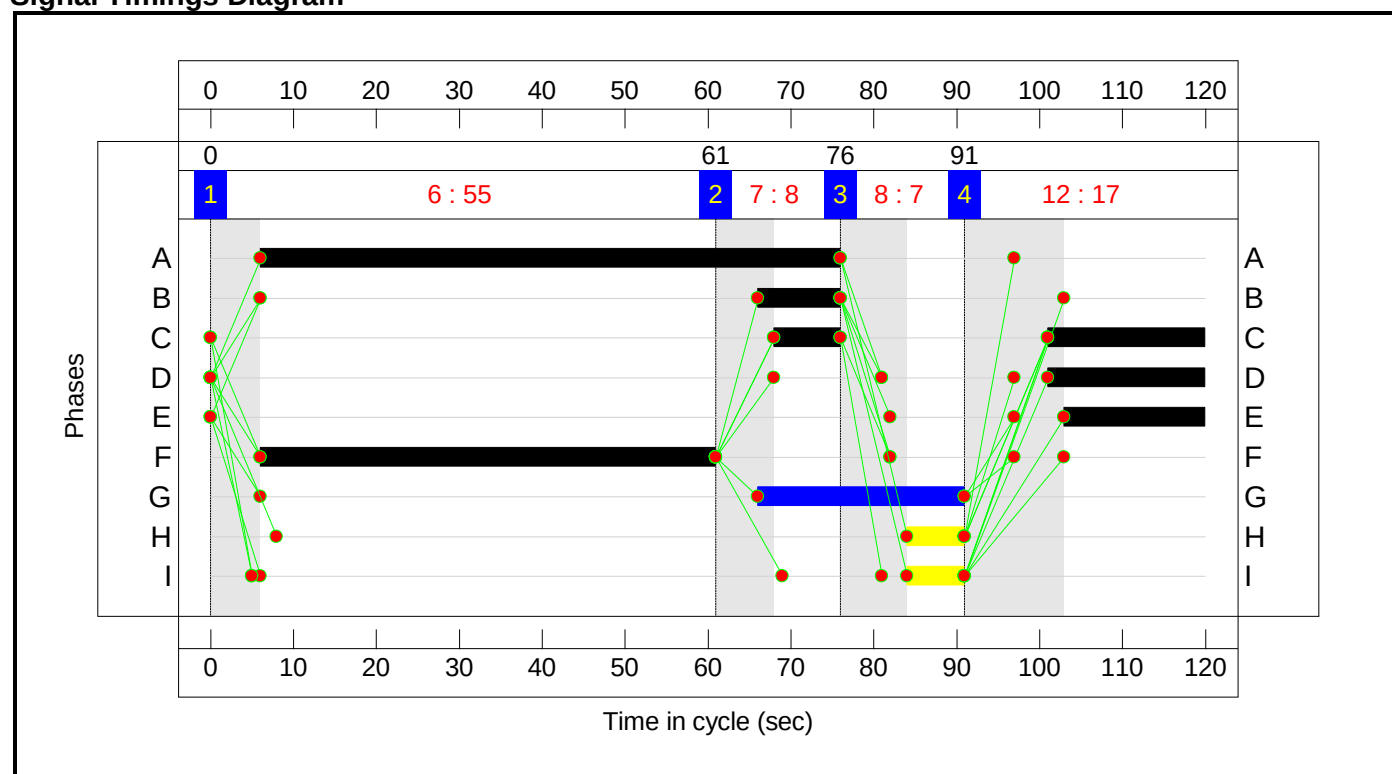
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	55	8	7	17
Change Point	0	61	76	91

Signal Timings Diagram

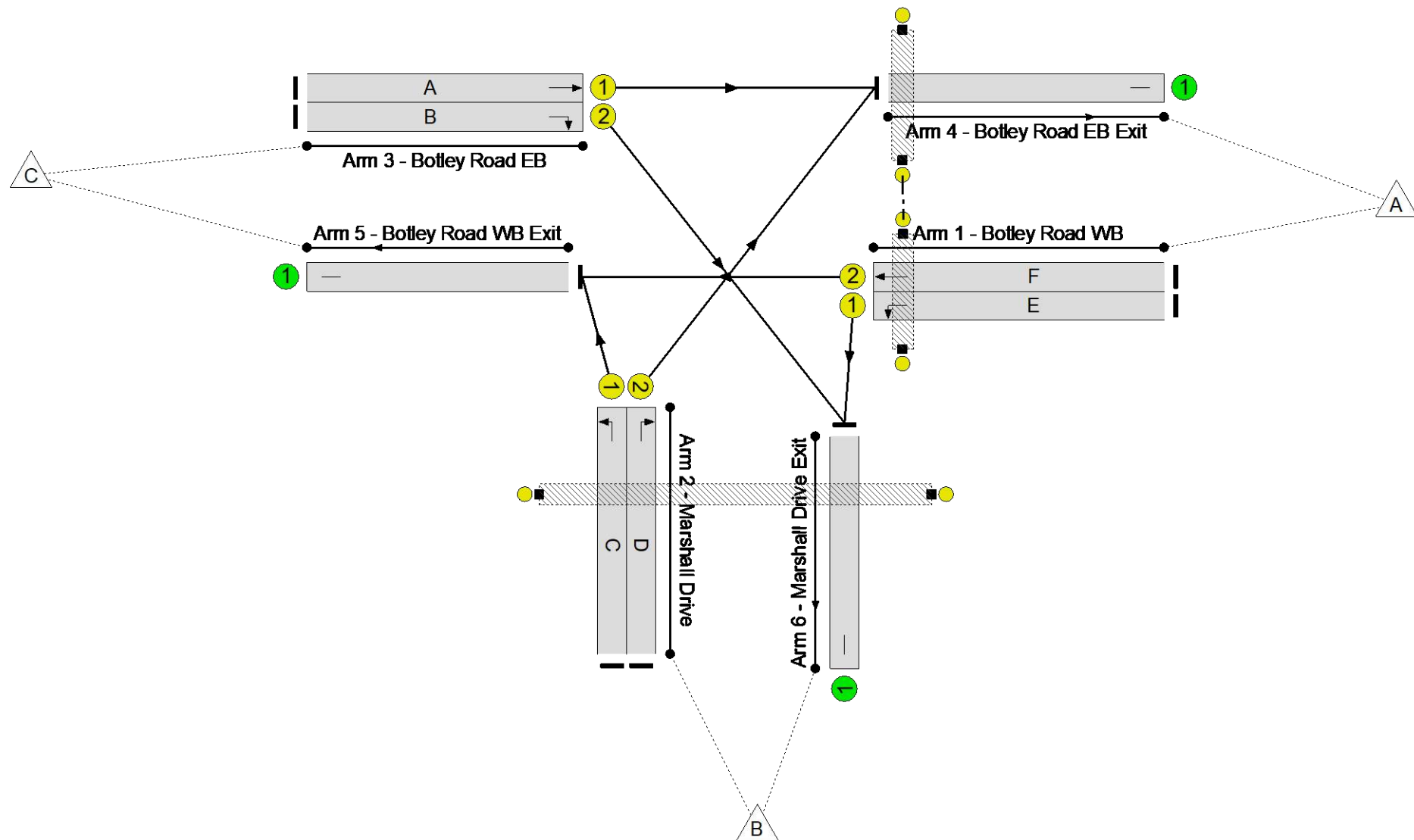


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Botley Road / Marshall Drive
 PRC: 22.7 %
 Total Traffic Delay: 18.6 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Marshall Drive / Botley Road	-	-	N/A	-	-		-	-	-	-	-	-	73.4%
Botley Road / Marshall Drive	-	-	N/A	-	-		-	-	-	-	-	-	73.4%
1/1	Botley Road WB Left	U	N/A	N/A	E		1	17	-	156	1473	221	70.6%
1/2	Botley Road WB Ahead	U	N/A	N/A	F		1	55	-	712	2080	971	73.4%
2/1	Marshall Drive Left	U	N/A	N/A	C		2	27	-	105	1519	367	28.6%
2/2	Marshall Drive Right	U	N/A	N/A	D		1	19	-	107	1839	307	34.9%
3/1	Botley Road EB Ahead	U	N/A	N/A	A		1	70	-	696	1965	1163	59.9%
3/2	Botley Road EB Right	U	N/A	N/A	B		1	10	-	113	1830	168	67.4%
4/1	Botley Road EB Exit	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
5/1	Botley Road WB Exit	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
6/1	Marshall Drive Exit	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
Ped Link: P1	Marshall Drive	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P2	Botley Road	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Botley Road	-	N/A	-	G		1	25	-	0	-	0	0.0%

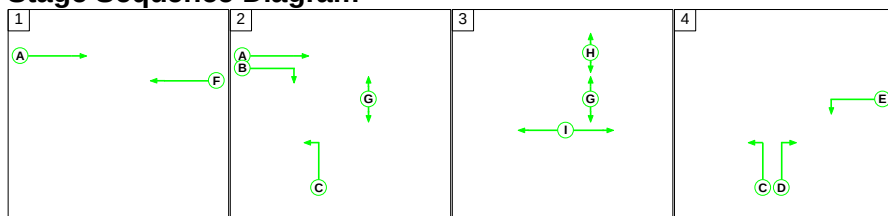
Full Input Data And Results

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Full Input Data And Results

Scenario 4: '2021 Baseline PM + Dev' (FG4: '2021 Baseline PM + Dev', Plan 1: 'Network Control Plan 1')

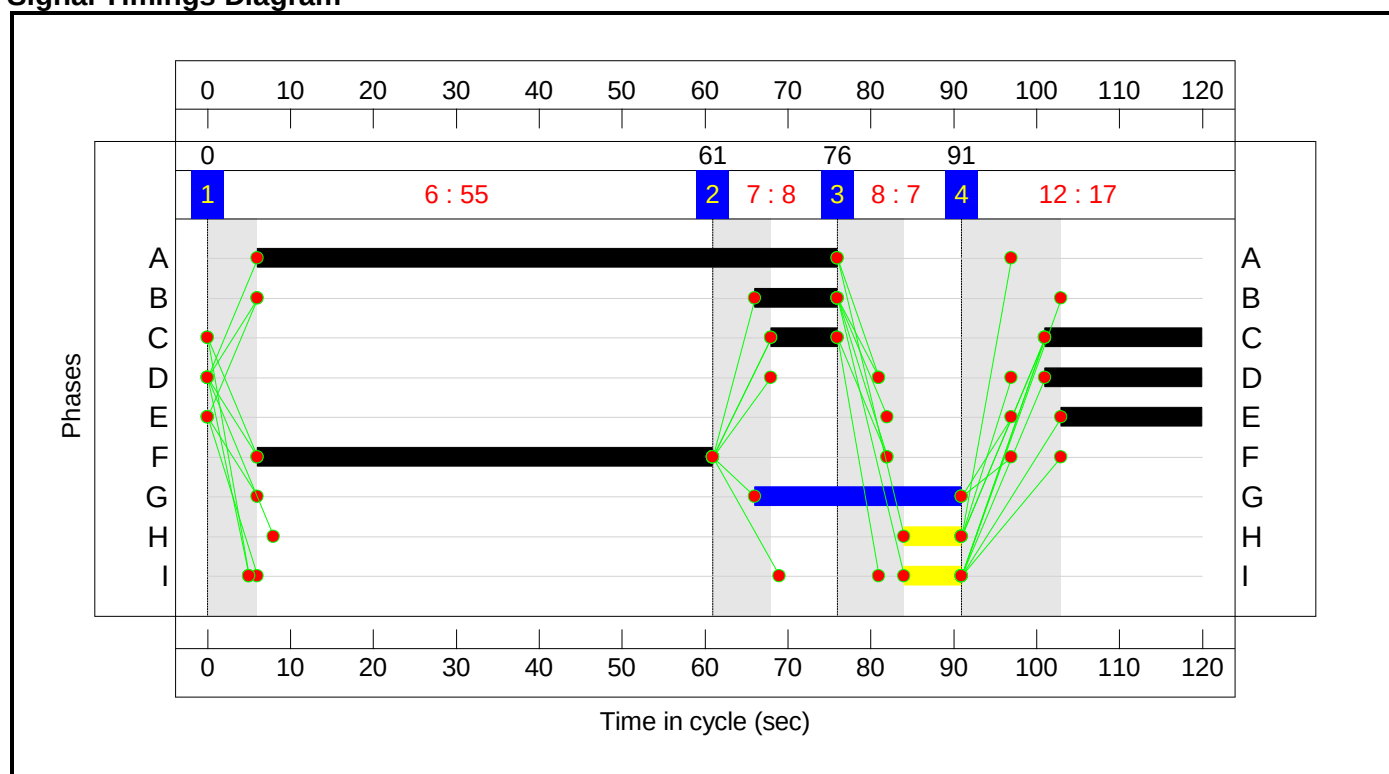
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	55	8	7	17
Change Point	0	61	76	91

Signal Timings Diagram

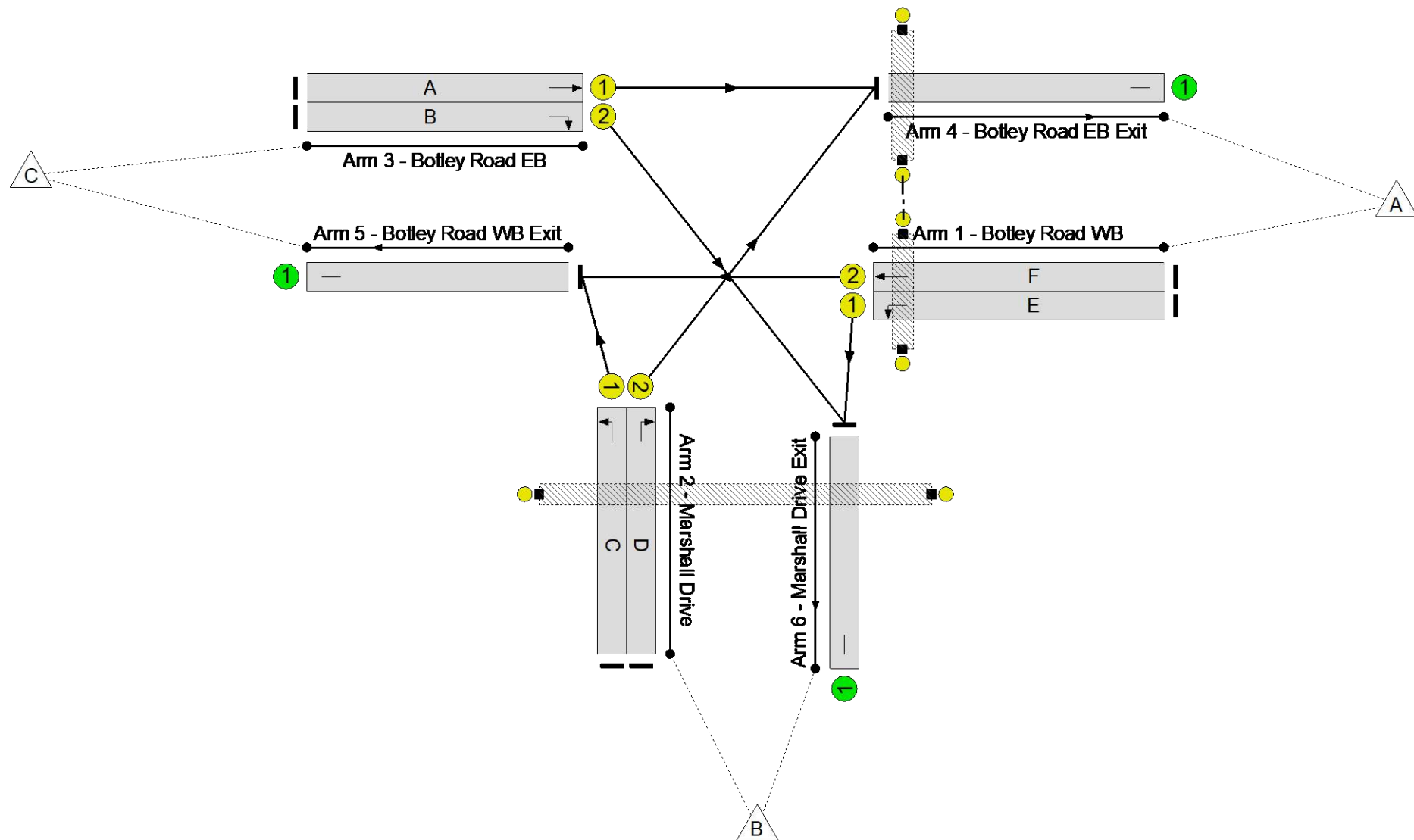


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results


Botley Road / Marshall Drive
 PRC: 19.8 %
 Total Traffic Delay: 18.3 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Marshall Drive / Botley Road	-	-	N/A	-	-		-	-	-	-	-	-	75.1%
Botley Road / Marshall Drive	-	-	N/A	-	-		-	-	-	-	-	-	75.1%
1/1	Botley Road WB Left	U	N/A	N/A	E		1	17	-	166	1473	221	75.1%
1/2	Botley Road WB Ahead	U	N/A	N/A	F		1	55	-	723	2080	971	74.5%
2/1	Marshall Drive Left	U	N/A	N/A	C		2	27	-	112	1519	367	30.5%
2/2	Marshall Drive Right	U	N/A	N/A	D		1	19	-	127	1839	307	41.4%
3/1	Botley Road EB Ahead	U	N/A	N/A	A		1	70	-	470	1965	1163	40.4%
3/2	Botley Road EB Right	U	N/A	N/A	B		1	10	-	121	1830	168	72.1%
4/1	Botley Road EB Exit	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
5/1	Botley Road WB Exit	U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
6/1	Marshall Drive Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
Ped Link: P1	Marshall Drive	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P2	Botley Road	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Botley Road	-	N/A	-	G		1	25	-	0	-	0	0.0%

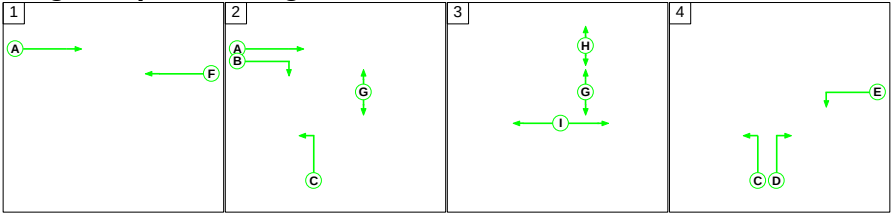
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 5: '2027 Baseline AM' (FG5: '2027 Baseline AM', Plan 1: 'Network Control Plan 1')

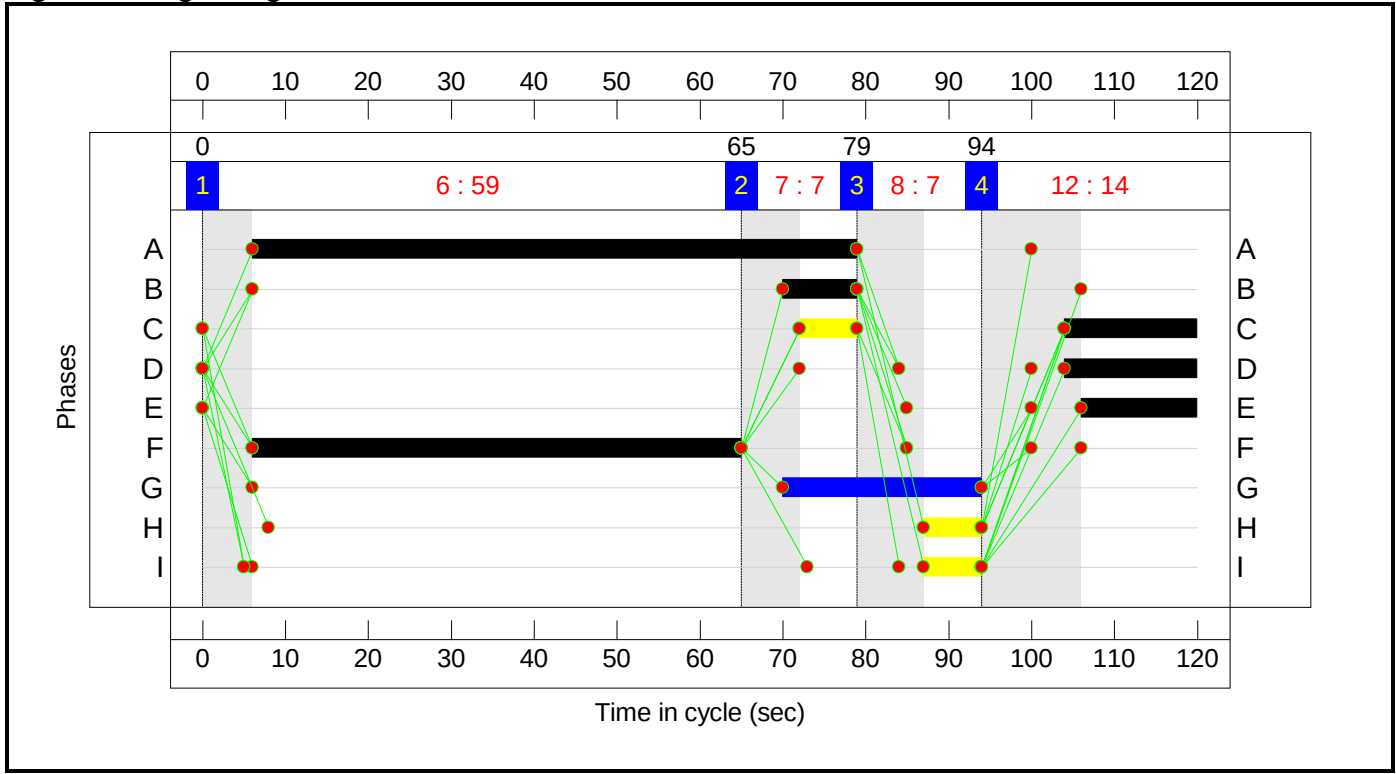
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	59	7	7	14
Change Point	0	65	79	94

Signal Timings Diagram

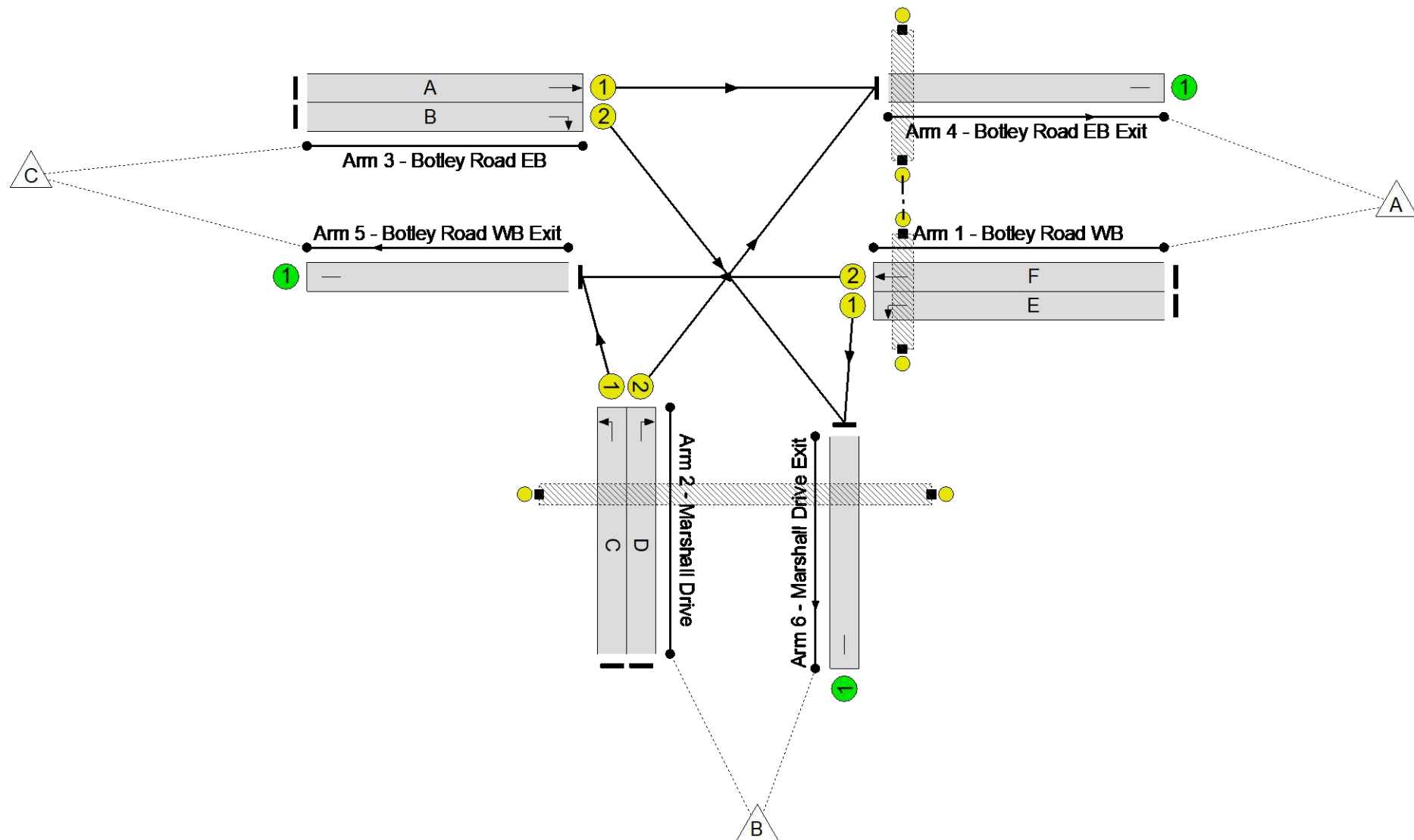


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results


Botley Road / Marshall Drive
 PRC: 17.3 %
 Total Traffic Delay: 17.8 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Marshall Drive / Botley Road	-	-	N/A	-	-		-	-	-	-	-	-	76.7%
Botley Road / Marshall Drive	-	-	N/A	-	-		-	-	-	-	-	-	76.7%
1/1	Botley Road WB Left	U	N/A	N/A	E		1	14	-	138	1473	184	74.9%
1/2	Botley Road WB Ahead	U	N/A	N/A	F		1	59	-	798	2080	1040	76.7%
2/1	Marshall Drive Left	U	N/A	N/A	C		2	23	-	58	1519	316	18.3%
2/2	Marshall Drive Right	U	N/A	N/A	D		1	16	-	65	1839	261	24.9%
3/1	Botley Road EB Ahead	U	N/A	N/A	A		1	73	-	767	1965	1212	63.3%
3/2	Botley Road EB Right	U	N/A	N/A	B		1	9	-	90	1830	152	59.0%
4/1	Botley Road EB Exit	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
5/1	Botley Road WB Exit	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
6/1	Marshall Drive Exit	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
Ped Link: P1	Marshall Drive	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P2	Botley Road	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Botley Road	-	N/A	-	G		1	24	-	0	-	0	0.0%

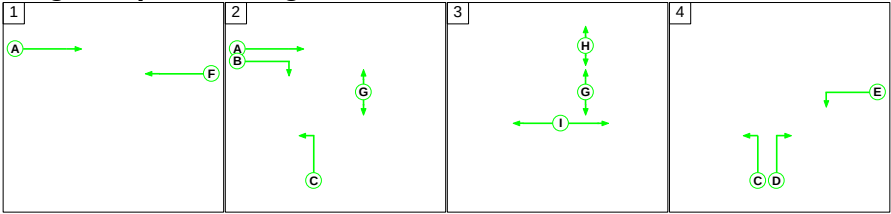
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 6: '2027 Baseline PM' (FG6: '2027 Baseline PM', Plan 1: 'Network Control Plan 1')

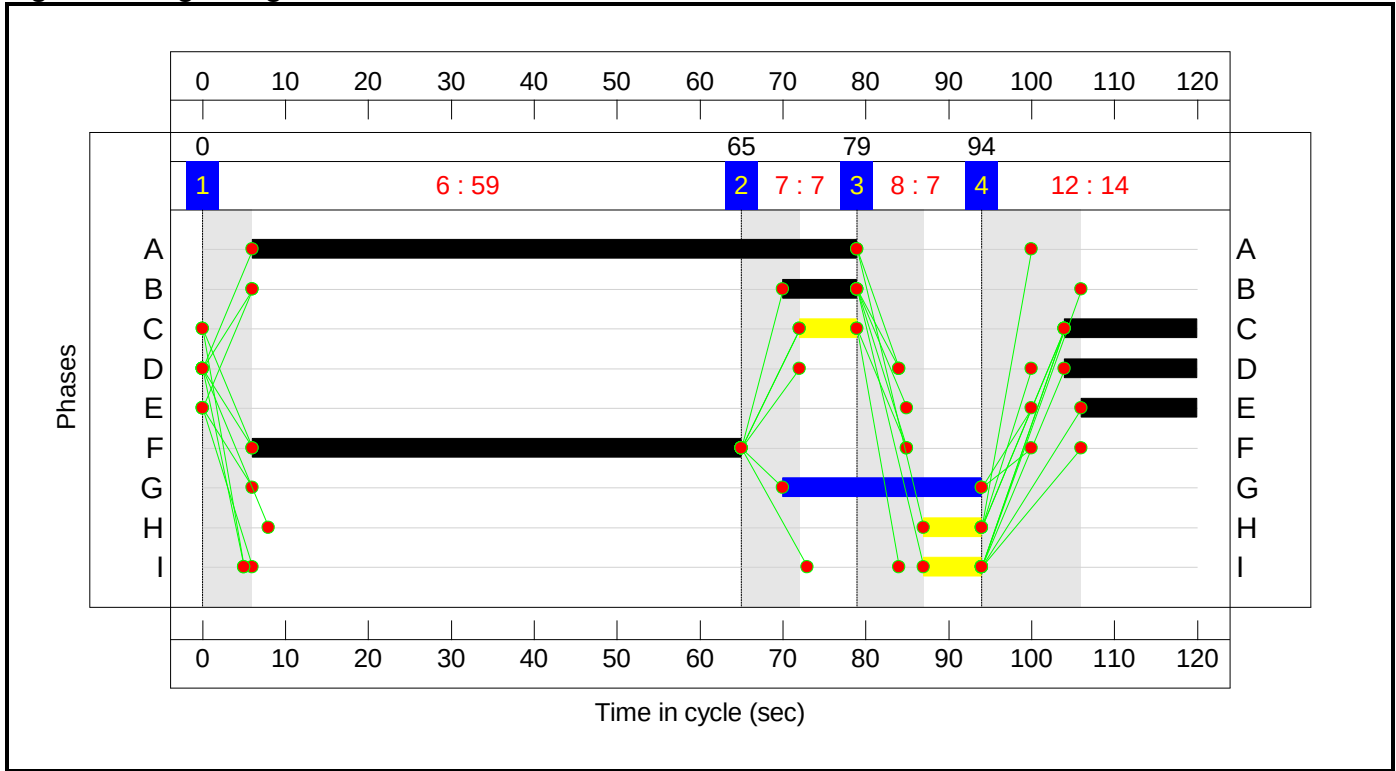
Stage Sequence Diagram



Stage Timings

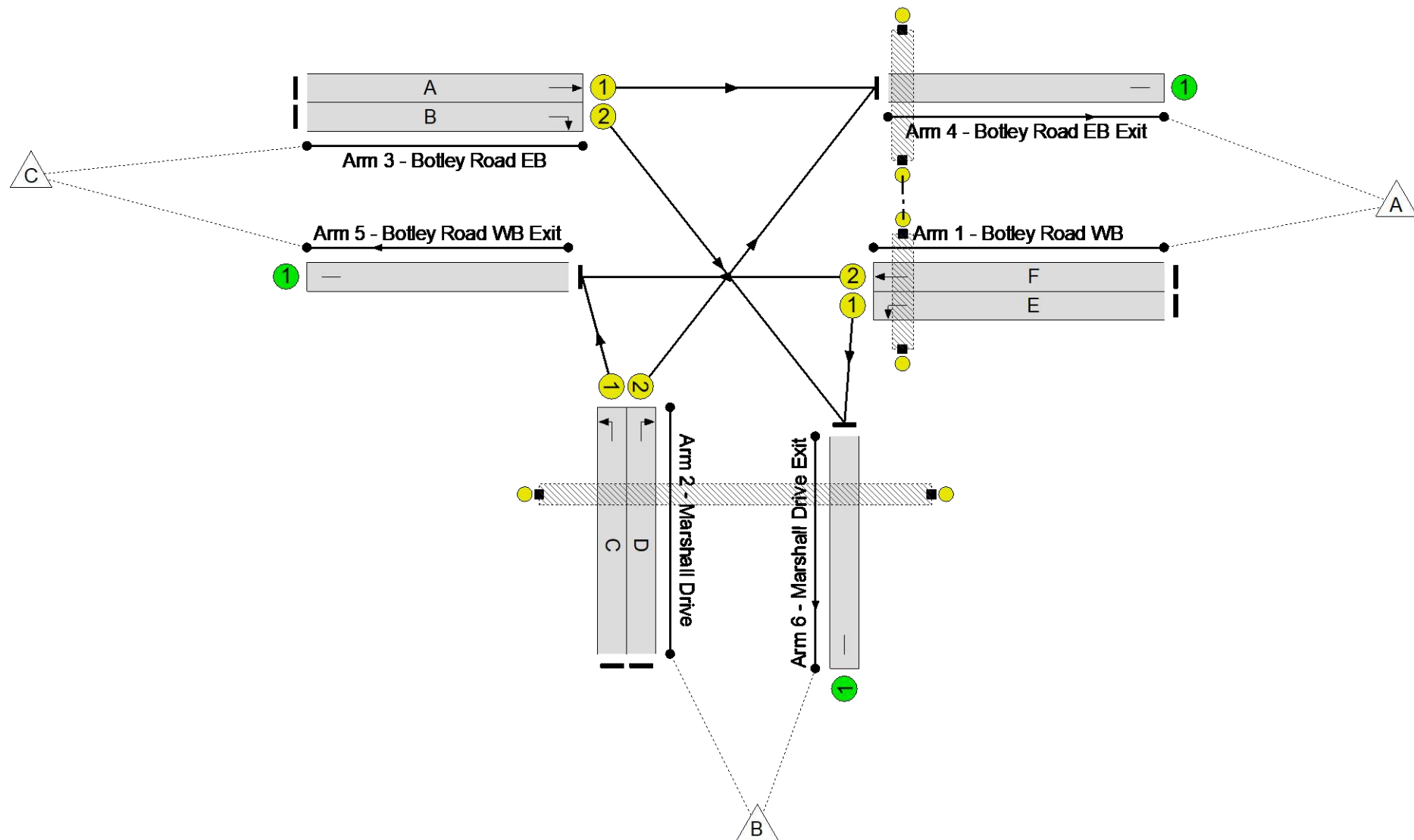
Stage	1	2	3	4
Duration	59	7	7	14
Change Point	0	65	79	94

Signal Timings Diagram



Full Input Data And Results


Botley Road / Marshall Drive
 PRC: 18.0 %
 Total Traffic Delay: 16.8 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Marshall Drive / Botley Road	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
Botley Road / Marshall Drive	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
1/1	Botley Road WB Left	U	N/A	N/A	E		1	14	-	137	1473	184	74.4%
1/2	Botley Road WB Ahead	U	N/A	N/A	F		1	59	-	793	2080	1040	76.3%
2/1	Marshall Drive Left	U	N/A	N/A	C		2	23	-	90	1519	316	28.4%
2/2	Marshall Drive Right	U	N/A	N/A	D		1	16	-	108	1839	261	41.5%
3/1	Botley Road EB Ahead	U	N/A	N/A	A		1	73	-	525	1965	1212	43.3%
3/2	Botley Road EB Right	U	N/A	N/A	B		1	9	-	84	1830	152	55.1%
4/1	Botley Road EB Exit	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
5/1	Botley Road WB Exit	U	N/A	N/A	-		-	-	-	883	Inf	Inf	0.0%
6/1	Marshall Drive Exit	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
Ped Link: P1	Marshall Drive	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P2	Botley Road	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Botley Road	-	N/A	-	G		1	24	-	0	-	0	0.0%

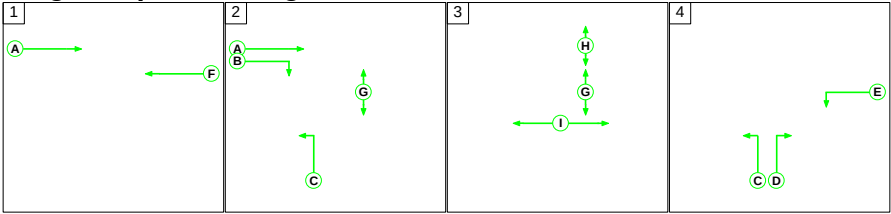
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 7: '2027 Baseline AM + Dev' (FG7: '2027 Baseline AM + Dev', Plan 1: 'Network Control Plan 1')

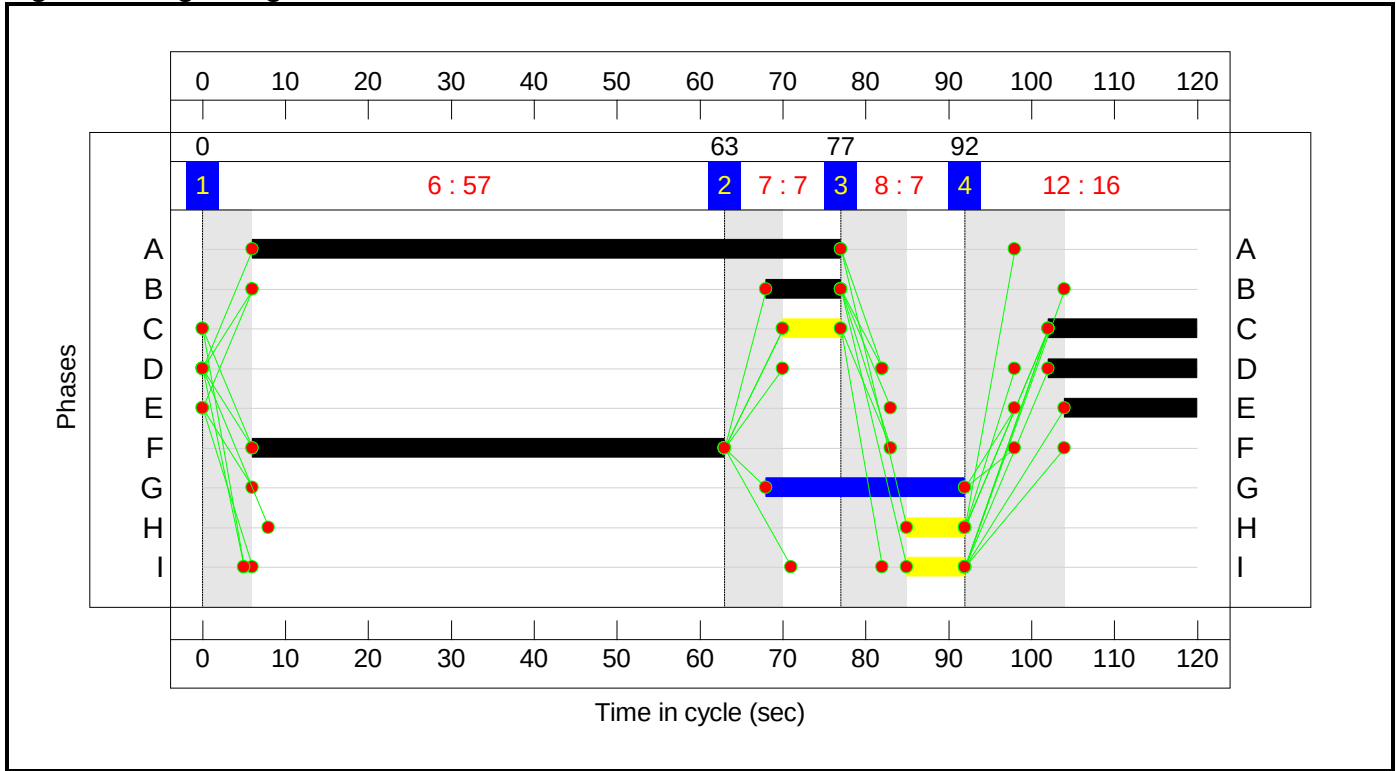
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	57	7	7	16
Change Point	0	63	77	92

Signal Timings Diagram

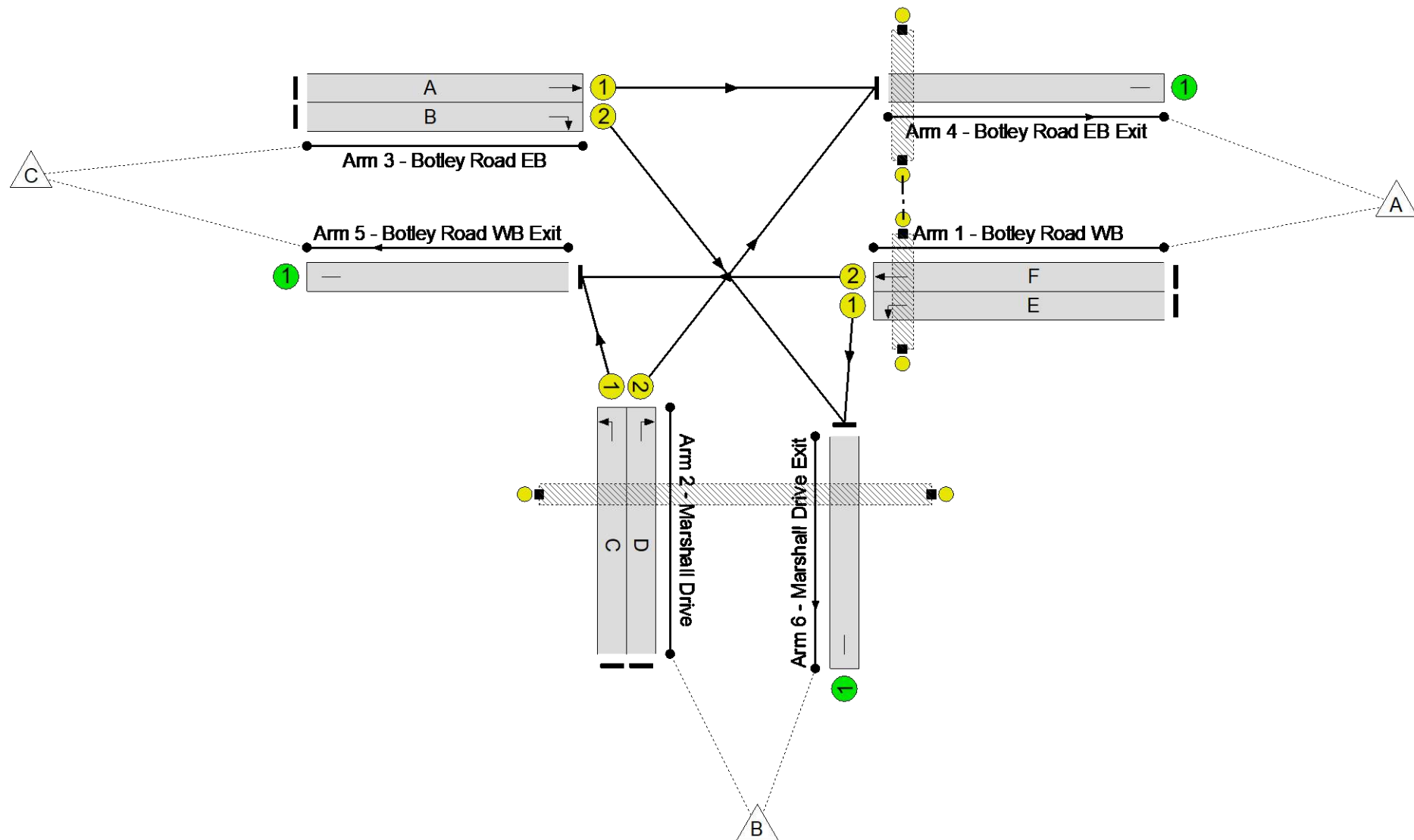


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results


Botley Road / Marshall Drive
 PRC: 9.7 %
 Total Traffic Delay: 23.0 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Marshall Drive / Botley Road	-	-	N/A	-	-		-	-	-	-	-	-	82.1%
Botley Road / Marshall Drive	-	-	N/A	-	-		-	-	-	-	-	-	82.1%
1/1	Botley Road WB Left	U	N/A	N/A	E		1	16	-	166	1473	209	79.5%
1/2	Botley Road WB Ahead	U	N/A	N/A	F		1	57	-	825	2080	1005	82.1%
2/1	Marshall Drive Left	U	N/A	N/A	C		2	25	-	110	1519	342	32.2%
2/2	Marshall Drive Right	U	N/A	N/A	D		1	18	-	112	1839	291	38.5%
3/1	Botley Road EB Ahead	U	N/A	N/A	A		1	71	-	780	1965	1179	66.2%
3/2	Botley Road EB Right	U	N/A	N/A	B		1	9	-	120	1830	152	78.7%
4/1	Botley Road EB Exit	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
5/1	Botley Road WB Exit	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
6/1	Marshall Drive Exit	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
Ped Link: P1	Marshall Drive	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P2	Botley Road	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Botley Road	-	N/A	-	G		1	24	-	0	-	0	0.0%

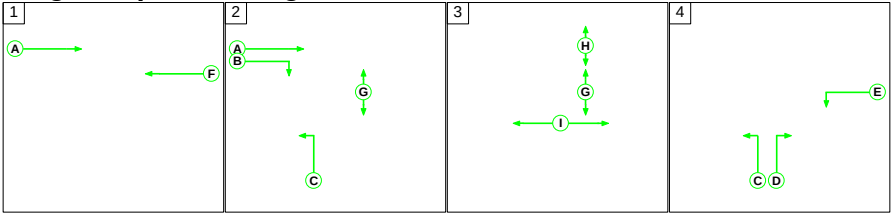
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 8: '2027 Baseline PM + Dev' (FG8: '2027 Baseline PM + Dev', Plan 1: 'Network Control Plan 1')

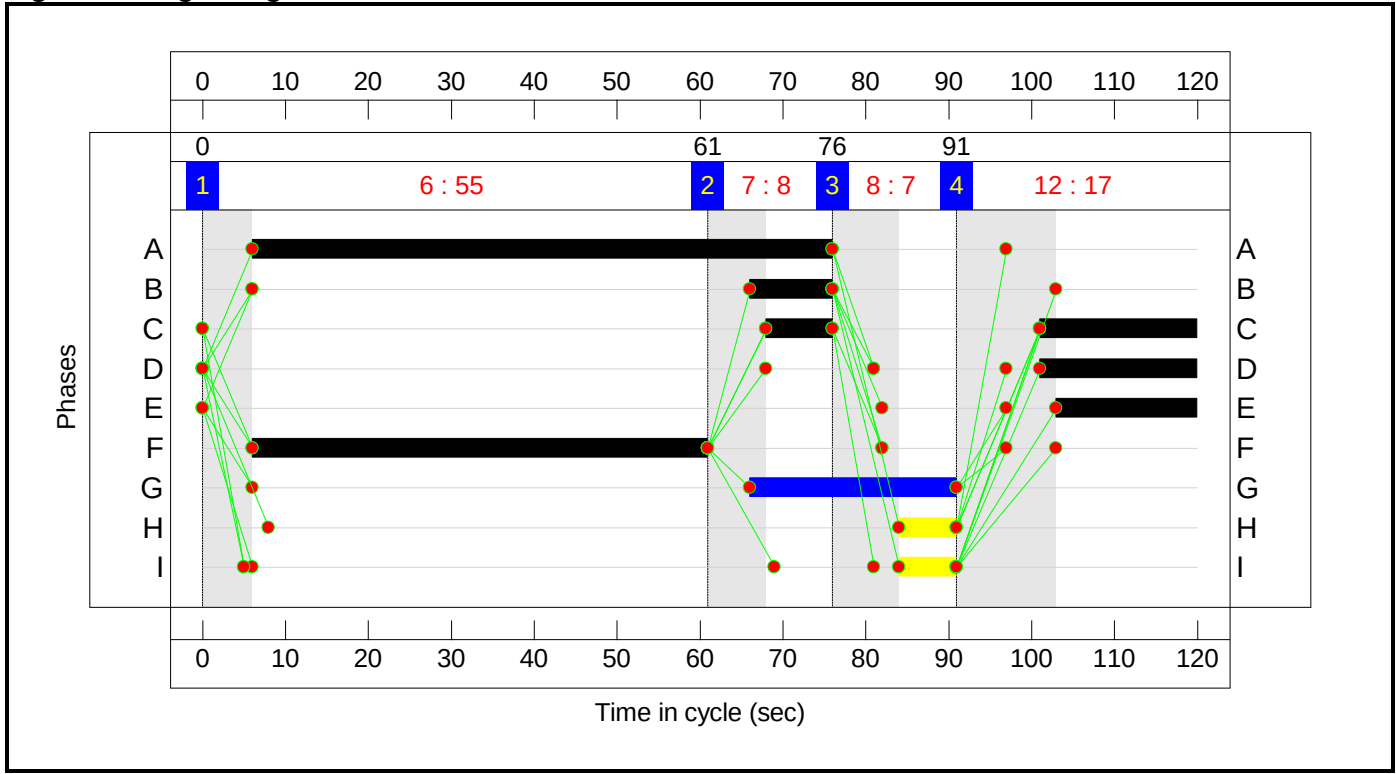
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	55	8	7	17
Change Point	0	61	76	91

Signal Timings Diagram

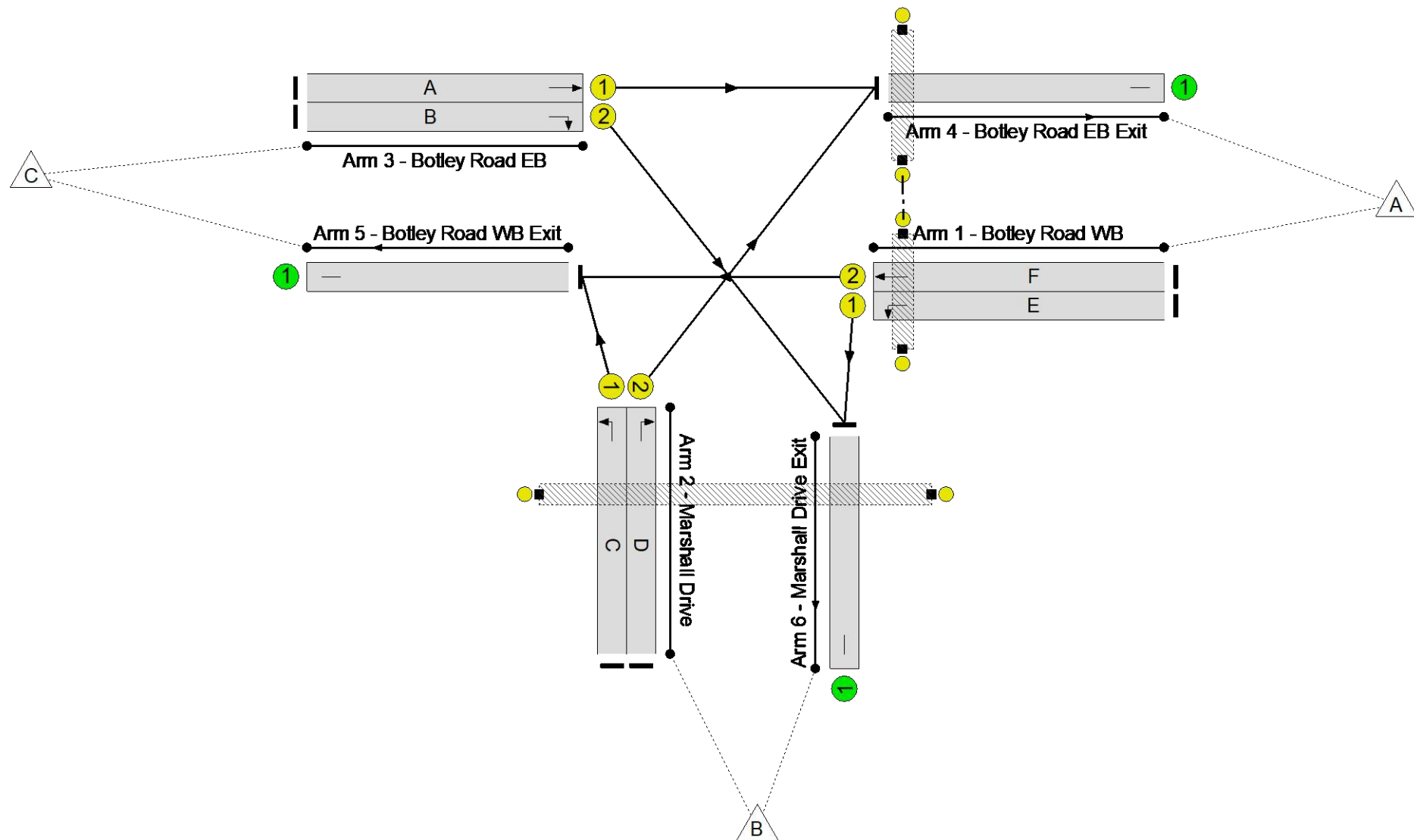


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Botley Road / Marshall Drive
 PRC: 8.7 %
 Total Traffic Delay: 21.8 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

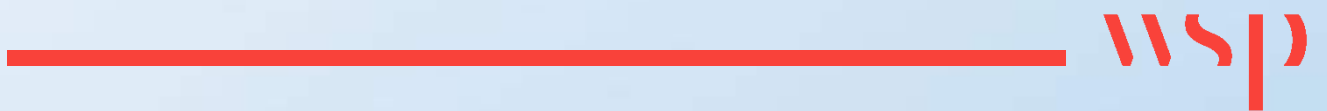
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Marshall Drive / Botley Road	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
Botley Road / Marshall Drive	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
1/1	Botley Road WB Left	U	N/A	N/A	E		1	17	-	177	1473	221	80.1%
1/2	Botley Road WB Ahead	U	N/A	N/A	F		1	55	-	804	2080	971	82.8%
2/1	Marshall Drive Left	U	N/A	N/A	C		2	27	-	119	1519	367	32.4%
2/2	Marshall Drive Right	U	N/A	N/A	D		1	19	-	135	1839	307	44.0%
3/1	Botley Road EB Ahead	U	N/A	N/A	A		1	70	-	541	1965	1163	46.5%
3/2	Botley Road EB Right	U	N/A	N/A	B		1	10	-	128	1830	168	76.3%
4/1	Botley Road EB Exit	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
5/1	Botley Road WB Exit	U	N/A	N/A	-		-	-	-	923	Inf	Inf	0.0%
6/1	Marshall Drive Exit	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
Ped Link: P1	Marshall Drive	-	N/A	-	I		1	7	-	0	-	0	0.0%
Ped Link: P2	Botley Road	-	N/A	-	H		1	7	-	0	-	0	0.0%
Ped Link: P3	Botley Road	-	N/A	-	G		1	25	-	0	-	0	0.0%

Full Input Data And Results

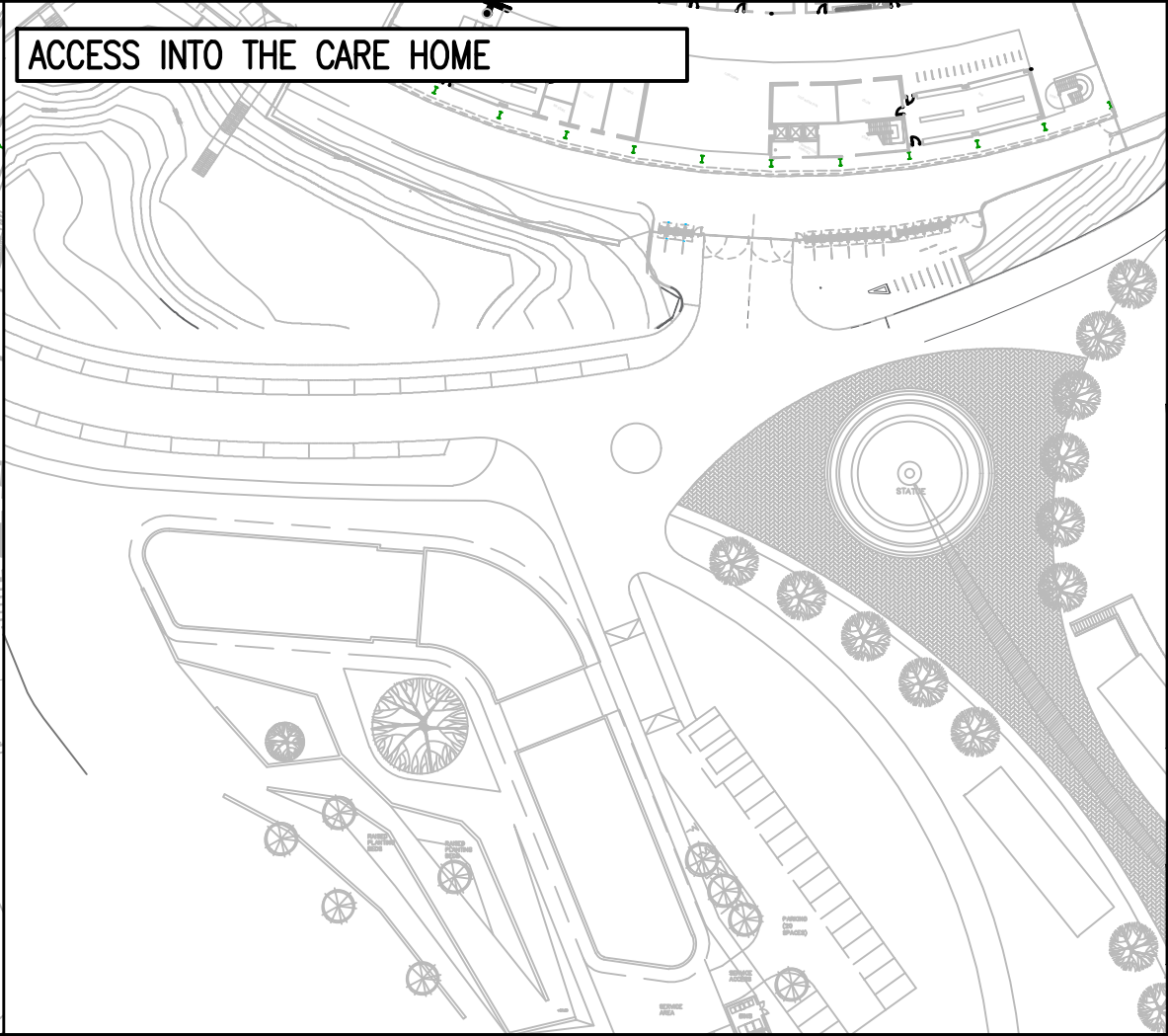
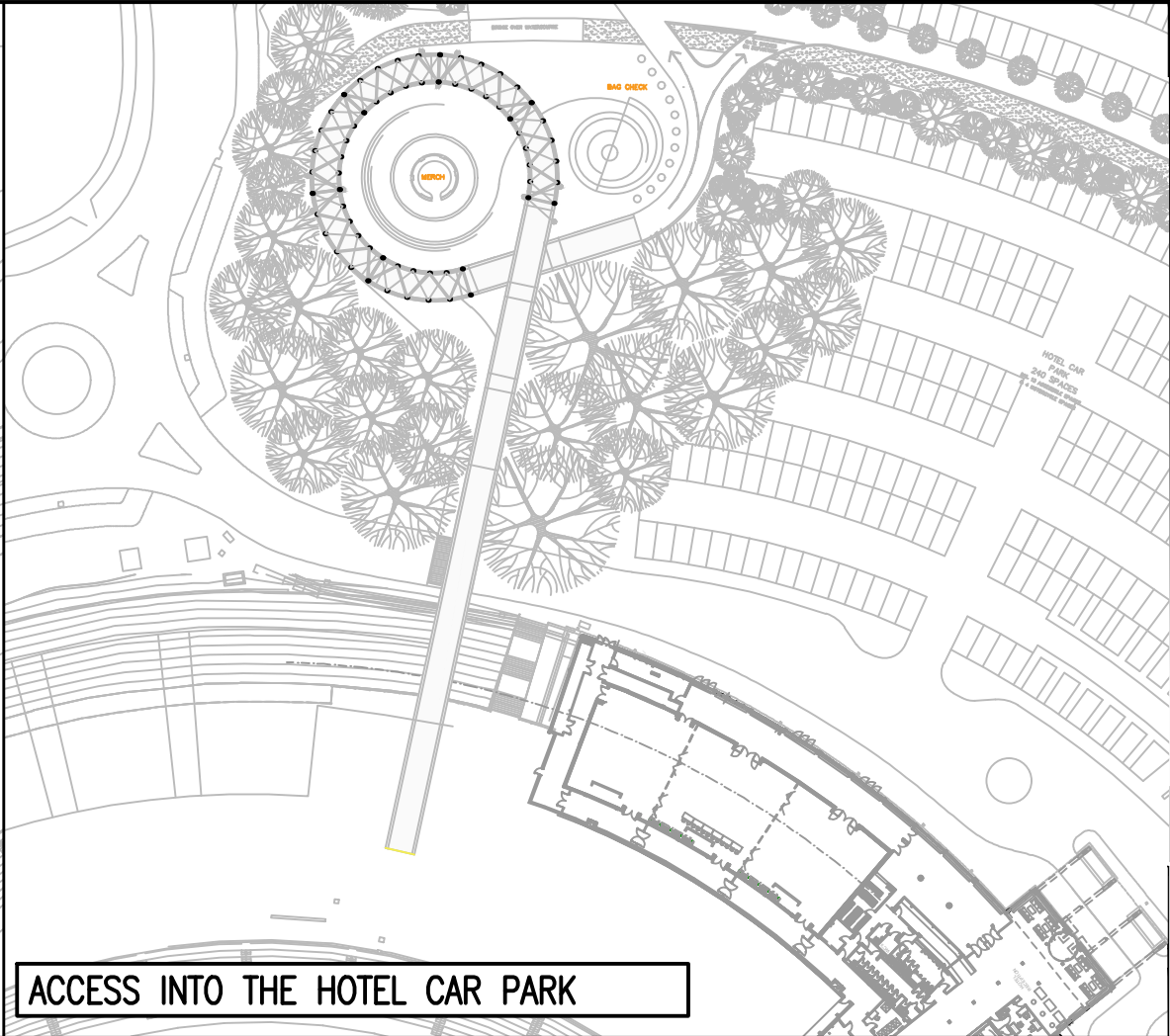
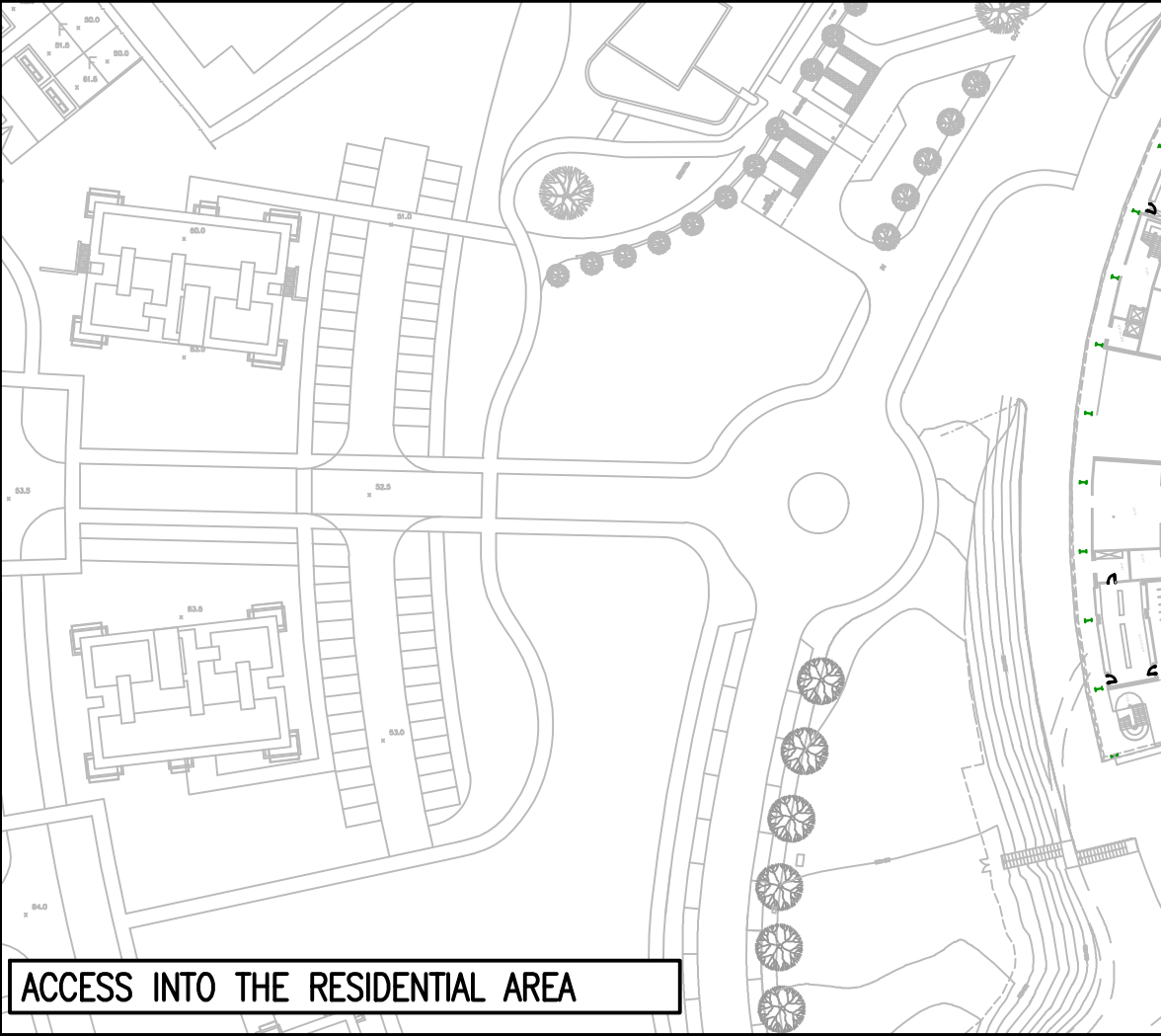
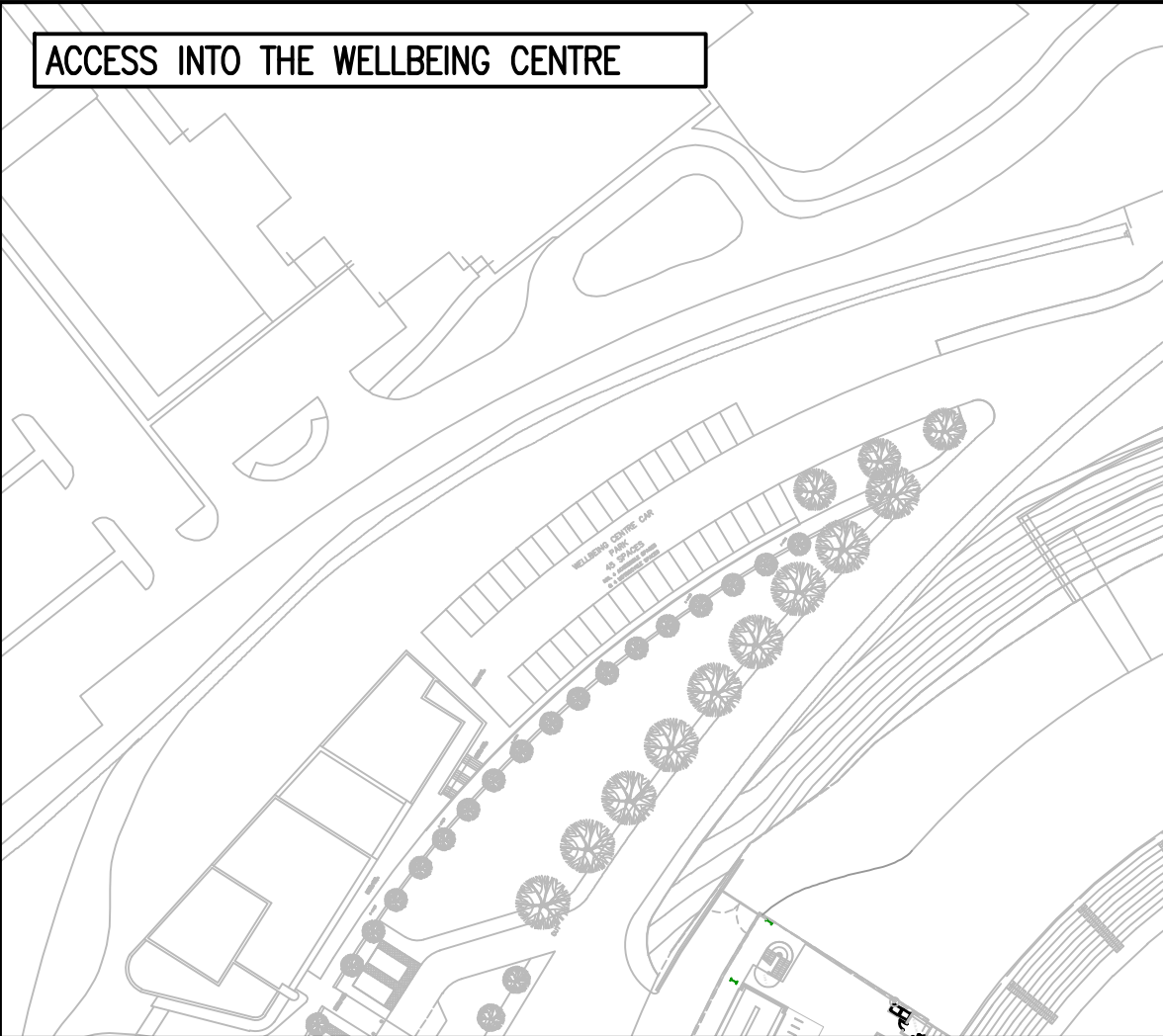
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Appendix F

DRAWINGS



File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\700735XX\70073579 - AGEAS BOWL MASTERPLAN\03 WIP\TP TRANSPORT PLANNING\02 CAD BIM MODELS\3579-GA-101.DWG, printed on 27 January 2022 21:18:33, by Moss, Philip



DO NOT SCALE

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A	27/01/2022	PM	FIRST ISSUE	CW	CW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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CLIENT: LAND AND DEVELOPMENT ADVISORY

ARCHITECT: CALDERPEEL ARCHITECTS

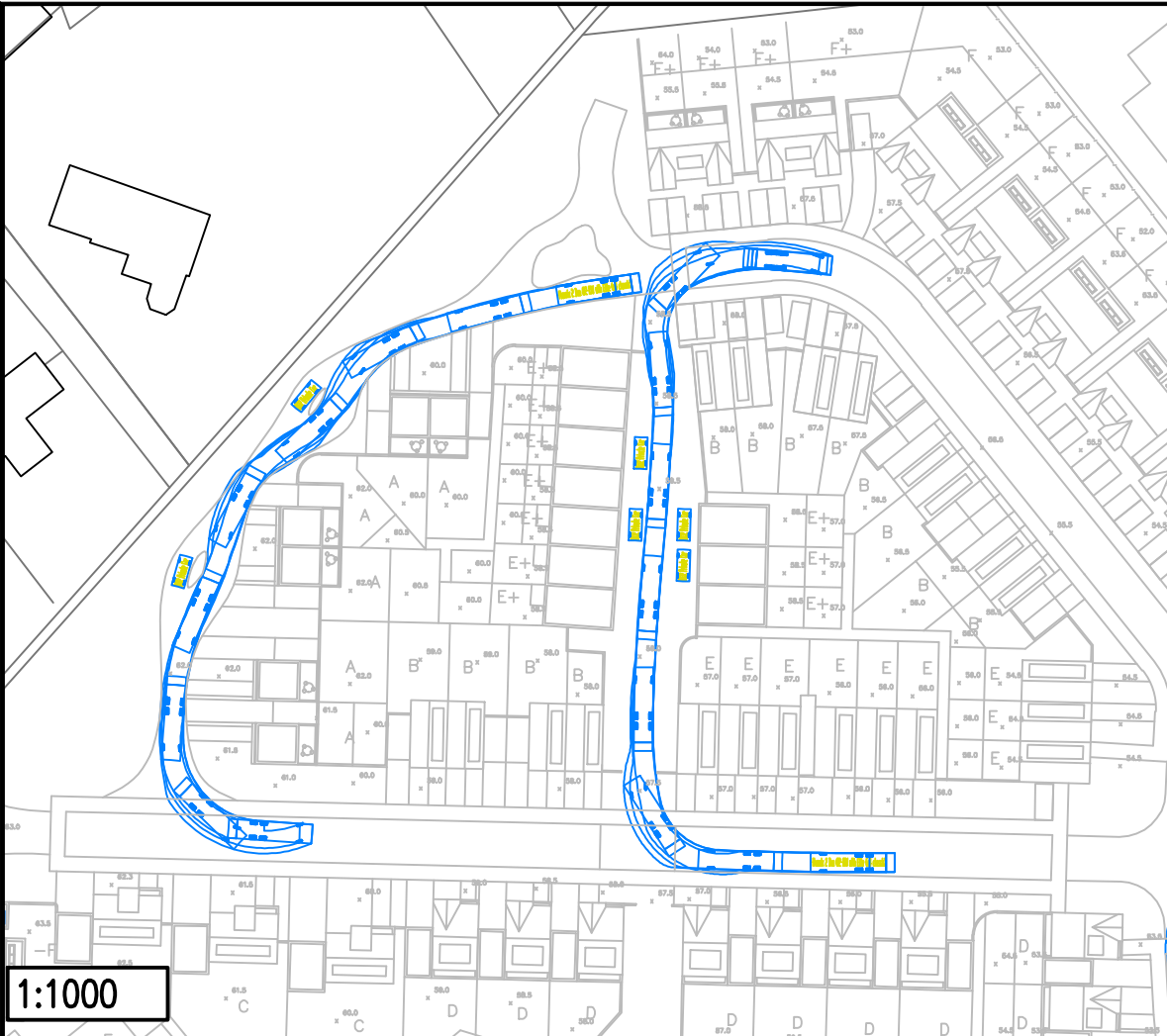
PROJECT: AGEAS BOWL MASTERPLAN

TITLE: ACCESS INTO EACH OF ELEMENT OF THE DEVELOPMENT PROPOSALS

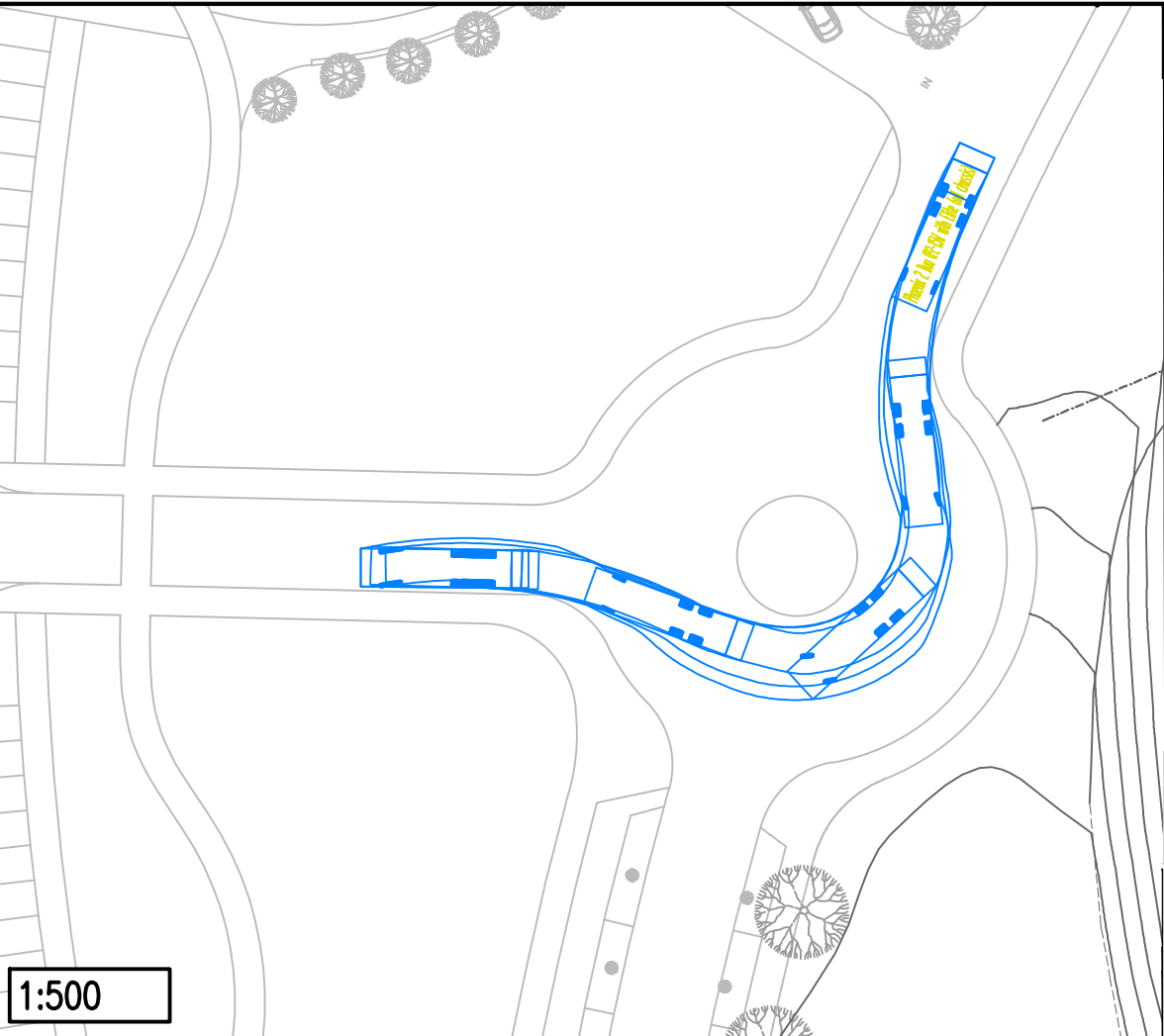
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1:1000	CW	CW
PROJECT No:	DESIGNED:	DRAWN:
70073579	PM	PM
DRAWING No:	DATE:	REV:
3579-GA-101	January 22	A

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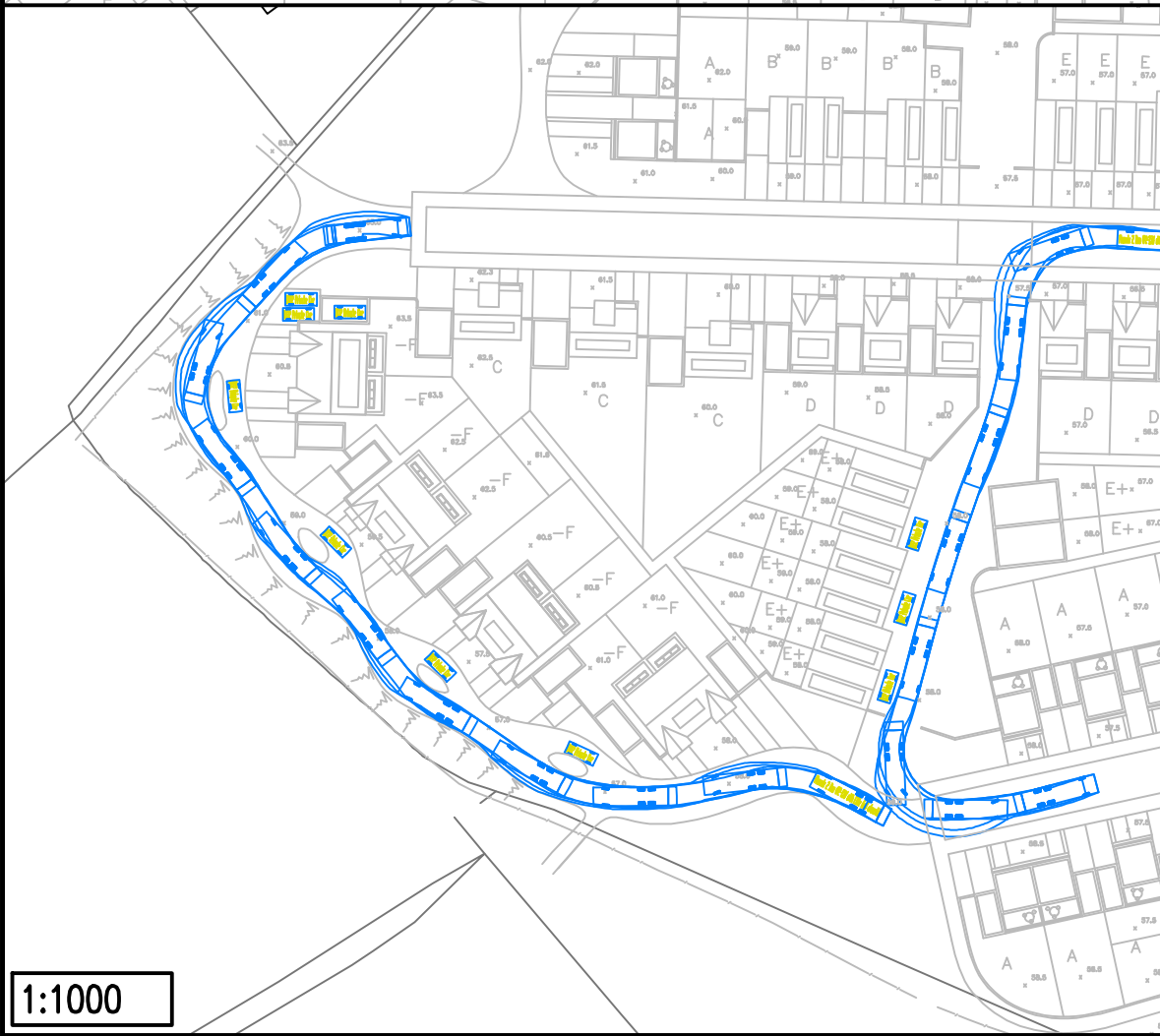
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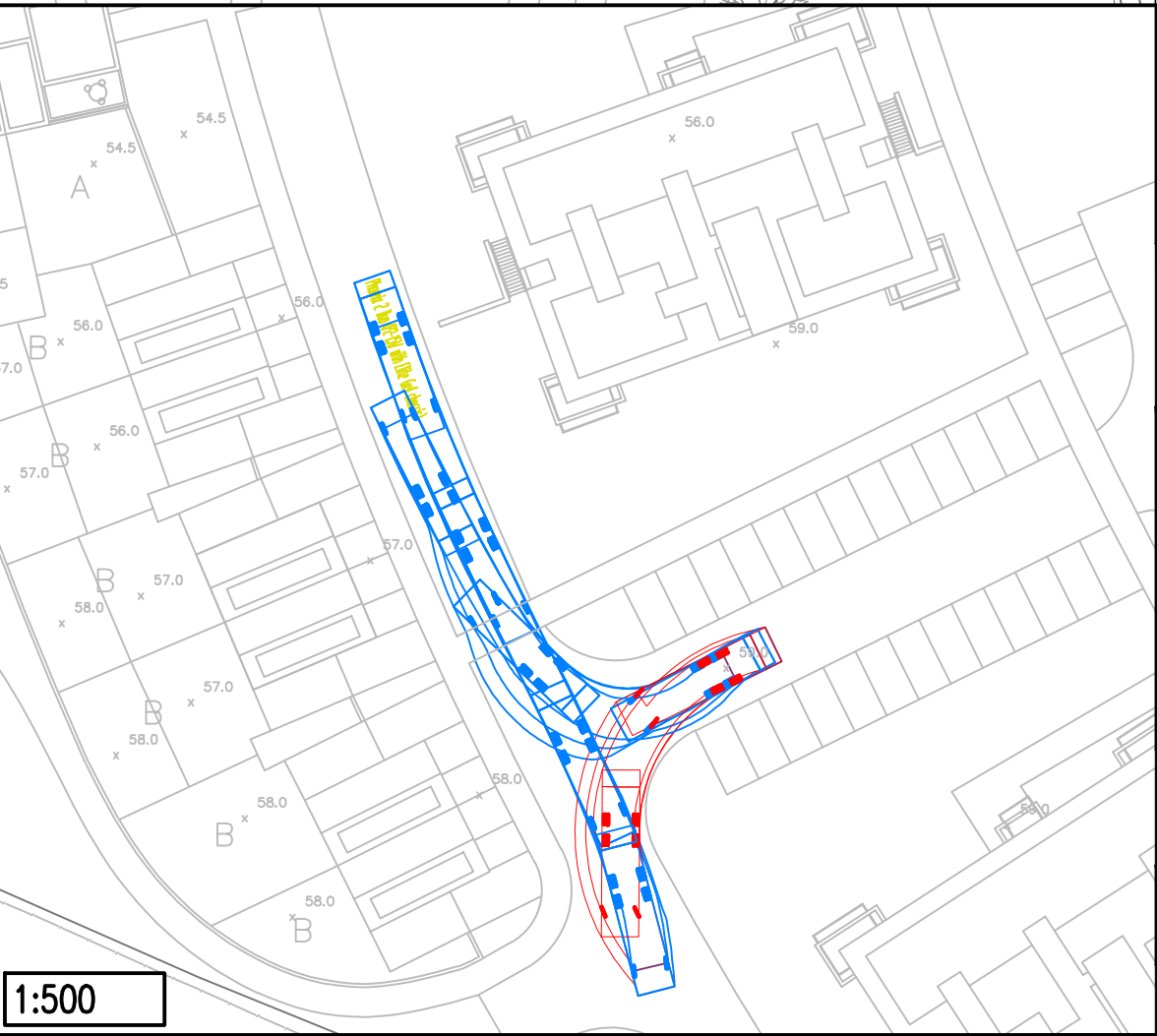
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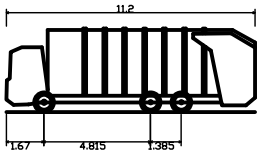


1:1000



1:500

DO NOT SCALE



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

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

B	27/01/2022	PM	SECOND ISSUE	CW	CW
A	21/12/2021	PM	FIRST ISSUE	CW	CW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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CLIENT: LAND AND DEVELOPMENT ADVISORY

ARCHITECT: CALDERPEEL ARCHITECTS

PROJECT: AGEAS BOWL MASTERPLAN

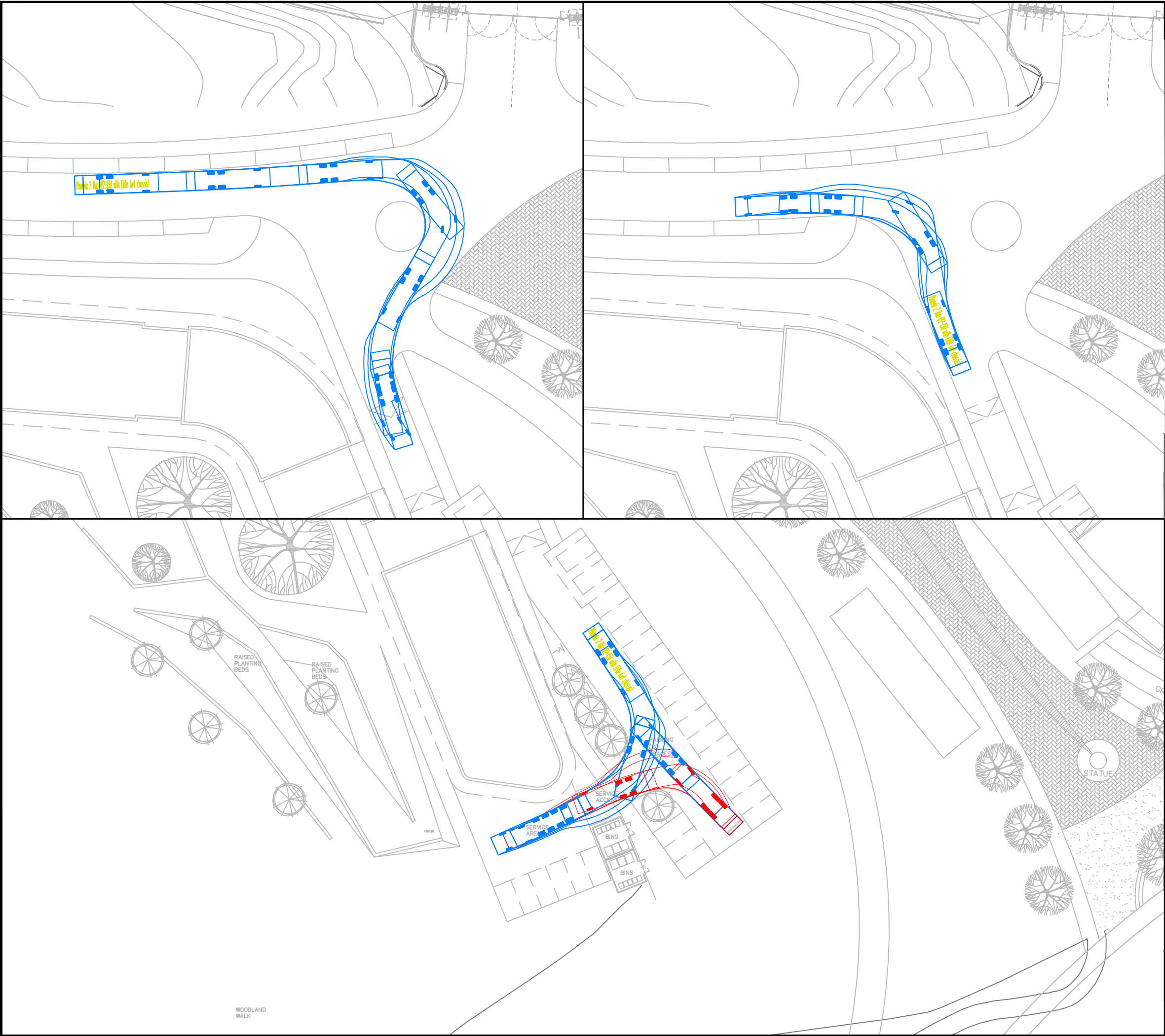
TITLE: SERVICE VEHICLE ACCESS AND EGRESS INTO RESIDENTIAL DEVELOPMENT

SCALE @ A3: SEE VIEWPOINTS	CHECKED: CW	APPROVED: CW
PROJECT No: 70073579	DESIGNED: PM	DRAWN: PM
		DATE: January 22

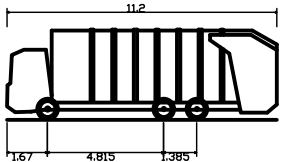
DRAWING No: 3579-ATR-101	REV: B
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File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\700735XX\70073579 - AGEAS BOWL MASTERPLAN\03 WIP\TP TRANSPORT PLANNING\02 CAD BIM MODELS\3579-ATR-102.DWG, printed on 27 January 2022 21:27:50, by Moss, Philip



DO NOT SCALE



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

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

A	27/01/2022	PM	FIRST ISSUE	CW	CW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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ARCHITECT: CALDERPEEL ARCHITECTS

PROJECT: AGEAS BOWL MASTERPLAN

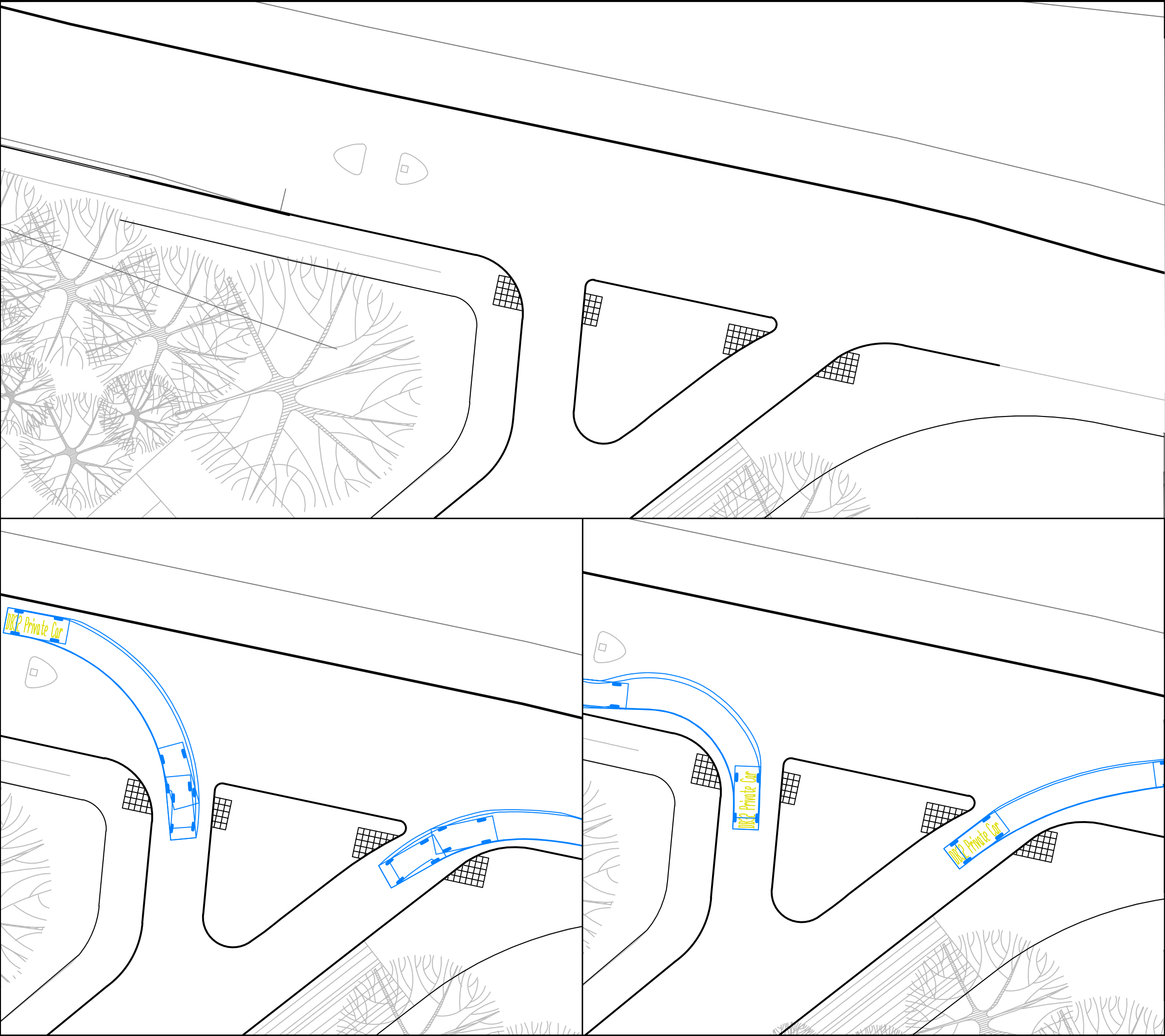
TITLE: SERVICE VEHICLE ACCESS AND EGRESS INTO THE CARE-HOME

SCALE @ A3: 1:500	CHECKED: CW	APPROVED: CW
PROJECT No: 70073579	DESIGNED: PM	DRAWN: PM
		DATE: January 22

DRAWING No: 3579-ATR-102	REV: A
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DO NOT SCALE

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

A	27/01/2022	PM	FIRST ISSUE	CW	CW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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CLIENT: LAND AND DEVELOPMENT ADVISORY

ARCHITECT: CALDERPEEL ARCHITECTS

PROJECT: AGEAS BOWL MASTERPLAN

TITLE: ACCESS AND EGRESS FROM THE EVENT DAY CAR PARK

SCALE @ A3:	CHECKED:	APPROVED:
1:250	CW	CW

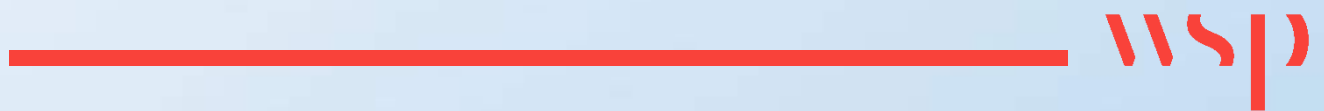
PROJECT No:	DESIGNED:	DRAWN:	DATE:
70073579	PM	PM	January 22

DRAWING No:	REV:
3579-SK-101	A

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Appendix G

RESIDENTIAL TRAVEL PLAN





Land and Development Advisory Ltd

AGEAS BOWL MASTERPLAN

Residential Travel Plan





Land and Development Advisory Ltd

AGEAS BOWL MASTERPLAN

Residential Travel Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

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1 BACKGROUND

1.1 TRAVEL PLAN

- 1.1.1. WSP has been appointed by Land and Development Advisory Limited to prepare a residential Travel Plan in support of the planning application for the development of land at the Ageas Bowl in West End, Hampshire.
- 1.1.2. This Travel Plan relates to the proposed residential development at the Ageas Bowl and is specifically designed to promote a variety of transport options for residents and visitors. The focus is on minimising any perceived reliance on single occupant car journeys by maximising awareness of sustainable forms of transport and supporting their use.
- 1.1.3. A Travel Plan is a long-term management approach and investment programme to encourage travel by sustainable transport options and reduce people's reliance on the private car. This involves looking at how a development is planned to function, the travel issues and opportunities apparent, and then introducing a package of measures aimed at promoting sustainable travel. A Travel Plan should be a living document which is reviewed on a regular basis and modified if progress toward desired outcomes is not being achieved.
- 1.1.4. In this instance, a Travel Plan can offer a number of benefits to residents and visitors. These might include:

Ageas Bowl Residential Development	The Environment and Local Community	Residents and Visitors
•Enhanced site access for residents and visitors •Effective parking management	•Improved air quality •Reduced congestion •Better use of existing facilities •Improved accessibility	•Reduced journey times •More travel options •Potential financial benefits •Improved quality of life through adopting healthier travel habits

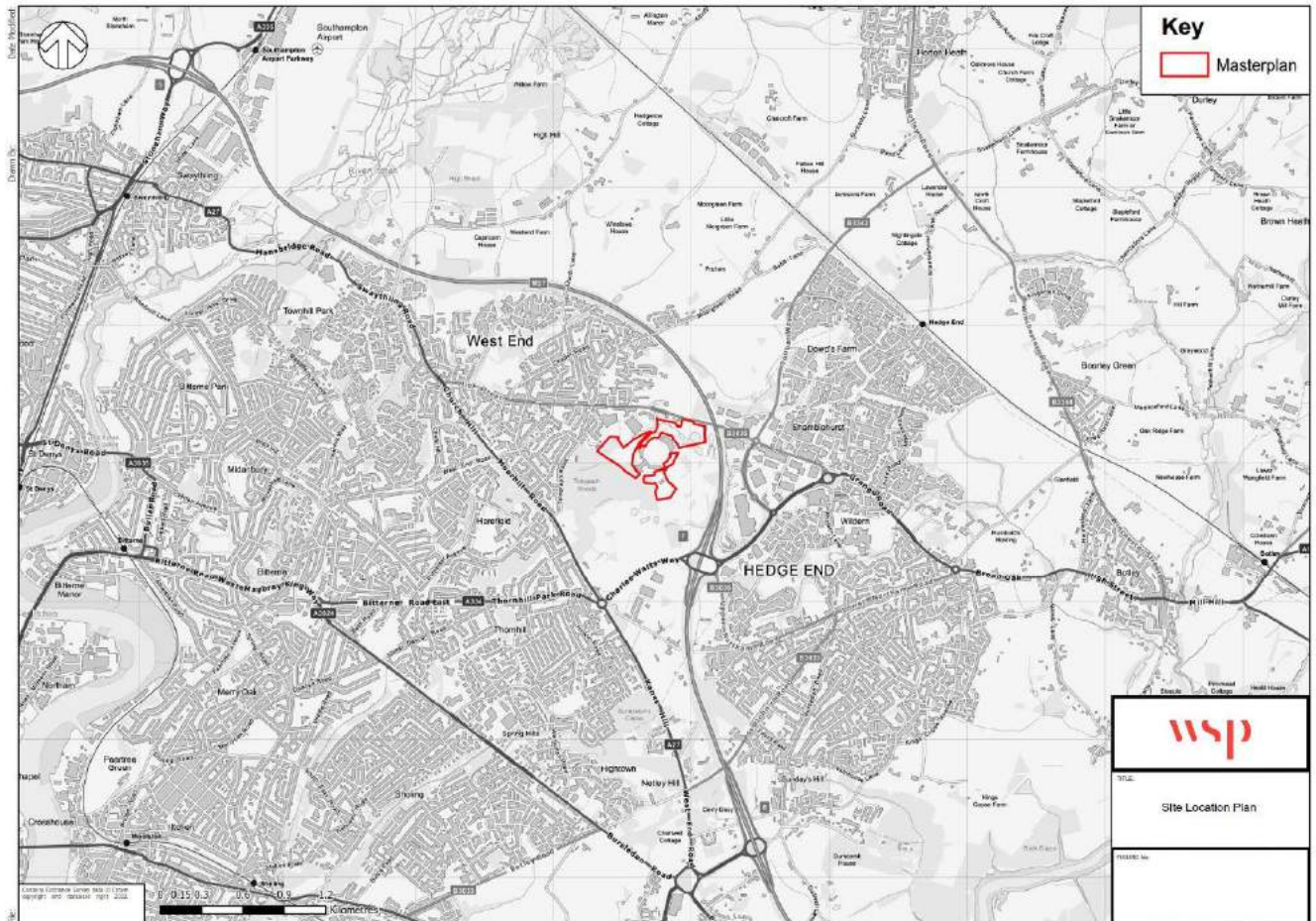
- 1.1.5. This document has been prepared in accordance with the National Planning Policy Framework, updated in 2021. Paragraph 113 states that:
“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

1.2 SITE LOCATION

- 1.2.1. The Site is situated on the eastern boundary of West End village and lies approximately 6km north-east from Southampton City Centre. The site is bordered to the north by Botley Road, the M27 and Charles Watts Way to the east, A27 Moorhill Road to the south and Telegraph Road and Telegraph Woods to the west. Access is achieved via Marshall Dive, which serves as a spine road for the site onto Botley Road.

Figure 1-1 below presents the site location.

Figure 1-1 - Site Location Plan



1.3 TRAVEL PLAN DOCUMENT STRUCTURE

1.3.1. This Travel Plan is set out in a further seven chapters.

- Chapter 2 outlines the site access opportunities including current walking, cycling and public transport links, and the development proposals;
- Chapter 3 sets out the Travel Plan vision and objectives;
- Chapter 4 sets out the Travel Plan management strategy;
- Chapter 5 outlines the Travel Plan measures;
- Chapter 6 details the Travel Plan implementation action plan; and
- Chapter 7 concludes the Travel Plan.

2 DEVELOPMENT PROPOSALS AND ACCESSIBILITY

2.1 INTRODUCTION

2.1.1. This chapter outlines the development proposals and reviews the existing transport conditions in the vicinity of the Ageas Bowl and surrounding area. Details on existing walking and cycling networks, and public transport services are presented, along with a description of the existing local highway network.

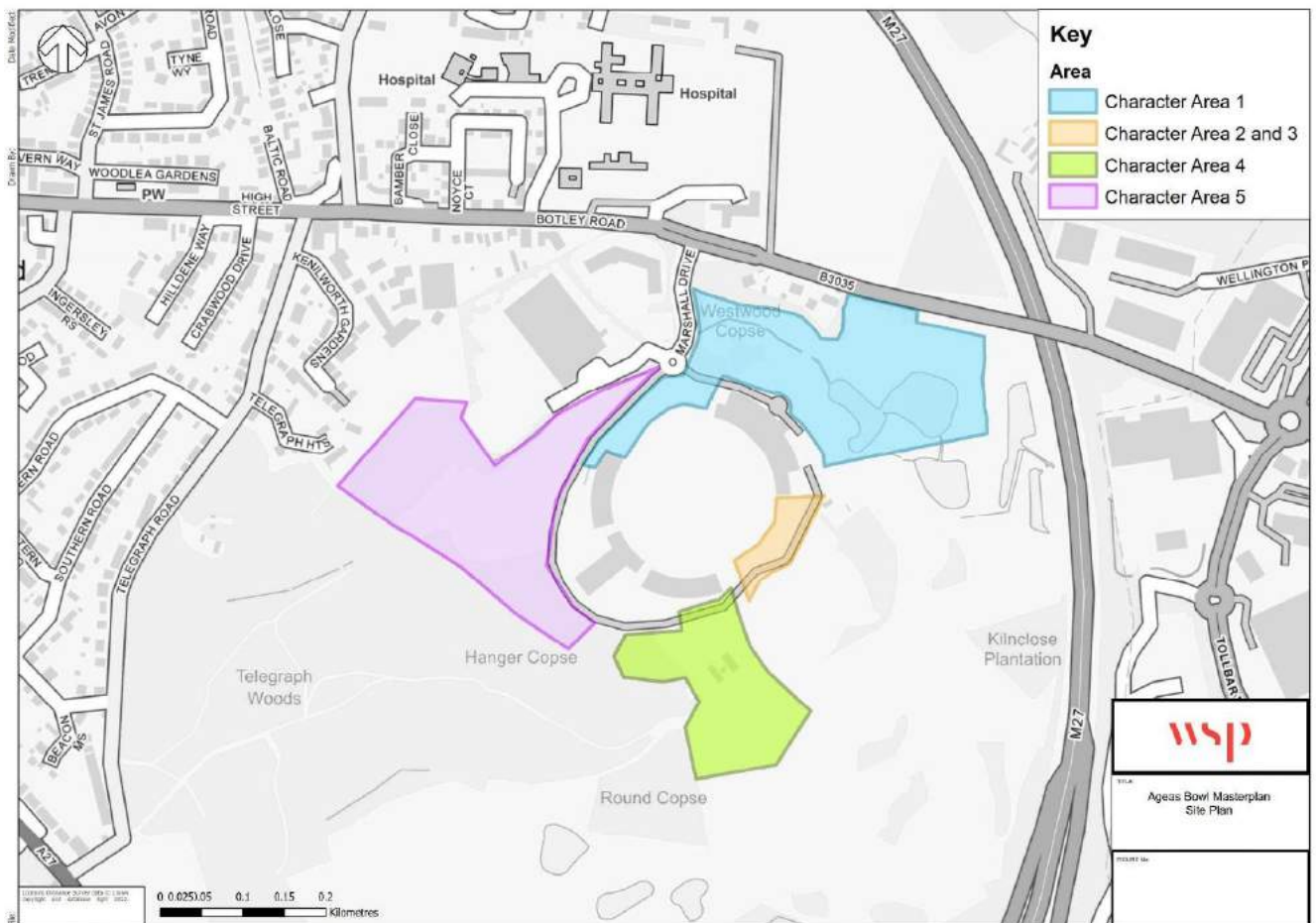
2.2 DEVELOPMENT PROPOSALS

2.2.1. The development proposals comprise of five character areas:

- Character area 1: Car Park and Spectator Ramp;
- Character area 2: 142-bed budget hotel and car park;
- Character area 3: Pavilion and Maintenance Store;
- Character area 4: 71 bedroom (+ Concierge) Care Home; and
- Character area 5: Residential area made up of 103 dwellings and 82 apartments

2.2.2. **Figure 2-1** below presents the masterplan development. The residential aspect of the development is situated in character area 5.

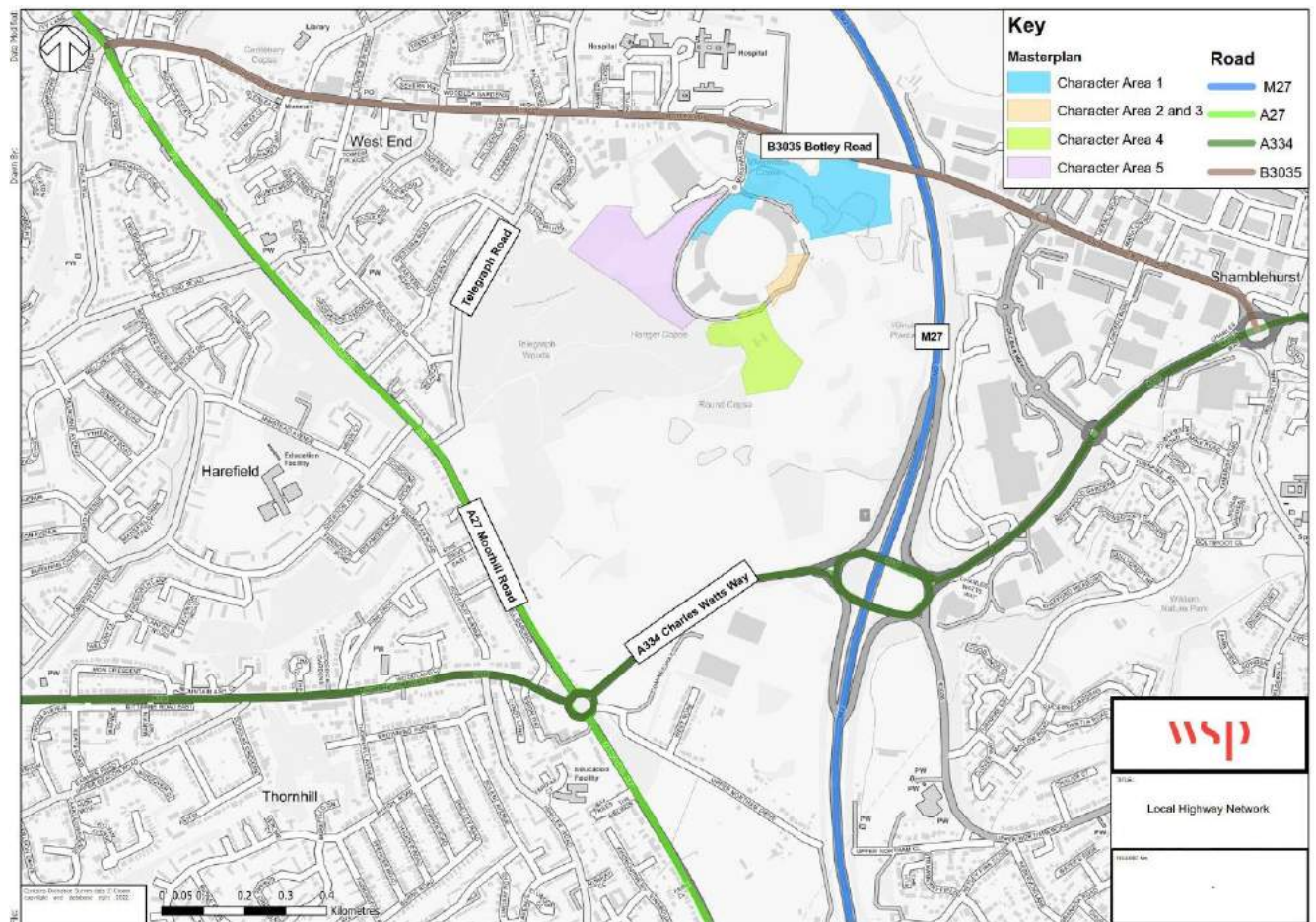
Figure 2-1 - Ageas Bowl Masterplan



2.3 LOCAL HIGHWAY NETWORK

- 2.3.1. The existing access to the site is via B3035 Botley Road and Marshall Drive, this is a three-arm signalised junction with right turn phasing. Internally the site is serviced by a 'ring road' which provides access to the Ageas Bowl's onsite facilities and parking, as well as the David Lloyd Gym and Holiday Inn Express. It is understood that Marshall Drive is not maintained by the highway authority and that the highway boundary stops upon access into Marshall Drive.
- 2.3.2. The road network offers good connections to Southampton City Centre, via the A334, and to other areas in wider Southampton. The M27 is located adjacent to the site and runs between Cadnam to the west and Portsmouth to the east. It also provides access to the M3, which provides connections to key inland destinations, including Winchester and Basingstoke, and further afield to the M25 and London.
- 2.3.3. The figure below highlights the local highway network surrounding the Site.

Figure 2-2 - Local Highway Network



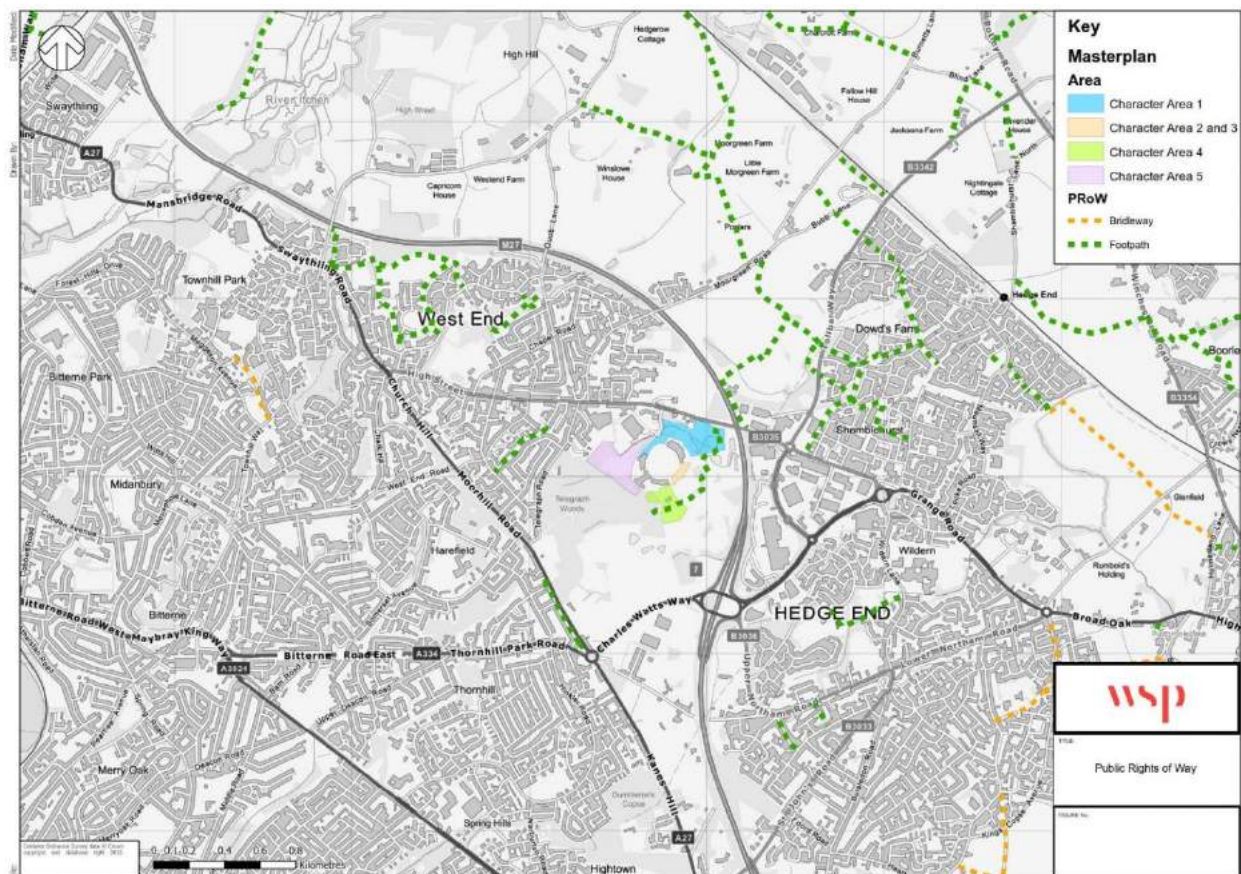
2.4 PEDESTRIAN / CYCLE INFRASTRUCTURE AND PUBLIC RIGHTS OF WAY

- 2.4.1. The site benefits from high quality pedestrian infrastructure suitable for accommodating large volumes of pedestrians on event days. A 2m wide footway flanks the south eastern side of the

Ageas Bowl's internal road. A 2-3m wide shared foot/cycle way is available on the eastern side of the carriageway between the internal roundabout and Botley Road.

- 2.4.2. On B3035 Botley Road, a footway 2m in width is provided on the southern side of the carriageway whilst a 2-3m wide shared cycle/footway is provided on the northern side of the carriageway, accessible via a Toucan crossing at the B3035 Botley Road / Marshall Drive junction. Local amenities in West End and Hedge End are accessible via these footways.
- 2.4.3. Public Footpath 509 lies within the wider Ageas Bowl site. This forms a gravel path through the Boundary Lakes Golf Course from Botley Road through to Telegraph Woods. Public Footpath 10 is located 1.5km to the west of the site and provided access from Botley Road to Tollbar Way and Moorgreen Road. **Figure 2-3** shows the Public Rights of Way in the vicinity of the site.
- 2.4.4. Locally, there is mixture of cycle and shared use infrastructure on the network around the Ageas Bowl Site. As mentioned above there is a shared use facility leading up Marshall Drive from B3035 Botley Road, as well as a Toucan crossing. The shared facility continues both west into West End Village centre, and east into Hedge End, towards the retail park and village centre area. However to the south of the Site, beyond Telegraph Woods, there is no cycle specific infrastructure. A27 Moorhill Road does not have any dedicated facility for either cyclists or pedestrians.
- 2.4.5. Within the Ageas Bowl Site itself, cyclists are required to cycle on the internal access road. There is no structured cycling facility beyond the entrance to the cricket ground, however there are 28 bicycle parking racks within the southern boundary of the Site.

Figure 2-3 - Public Rights of Way



2.5 LOCAL AMENITIES

- 2.5.1. Located on the outskirts of West End Village, the proposed development site is just over a mile away from the amenities of the village centre, which has a range of convenience shops and facilities and Hedge End retail park, which has several larger supermarkets and retail stores. **Table 2-1** below summarises the amenities in the vicinity of the site, as well as an estimated journey time for both pedestrians and cyclists. A walk speed of 5kph (1.4m/s) and cycle speed of 15kph (4.16m/s) has been assumed:

Table 2-1 – Amenities in the Vicinity of the Site

Amenity	Distance	Walk time	Cycle time
Gym	250m	3 minutes	1 minute
West End Surgery	900m	11 minutes	3 ½ minutes
St James' Primary School	950m	1 minutes	4 minutes
Hilldene Centre and Pre-School	1000m	12 minutes	4 minutes
Hedge End Retail Centre	1.1km	13 minutes	4 ½ minutes
Convenience Shop	1.2km	14 minutes	5 minutes
Pharmacy	1.2km	14 minutes	5 minutes
Post Office	1.3km	15 minutes	5 minutes
Supermarket	1.3km	15 minutes	5 minutes
Wildern Secondary School	2.3km	27 minutes	9 minutes
Woodlands Community College	2.3km	27 minutes	9 minutes

- 2.5.2. **Figures 2-4 and 2-5** below present walking and cycling isochrones from the development.

Figure 2-4 - Walking Isochrone

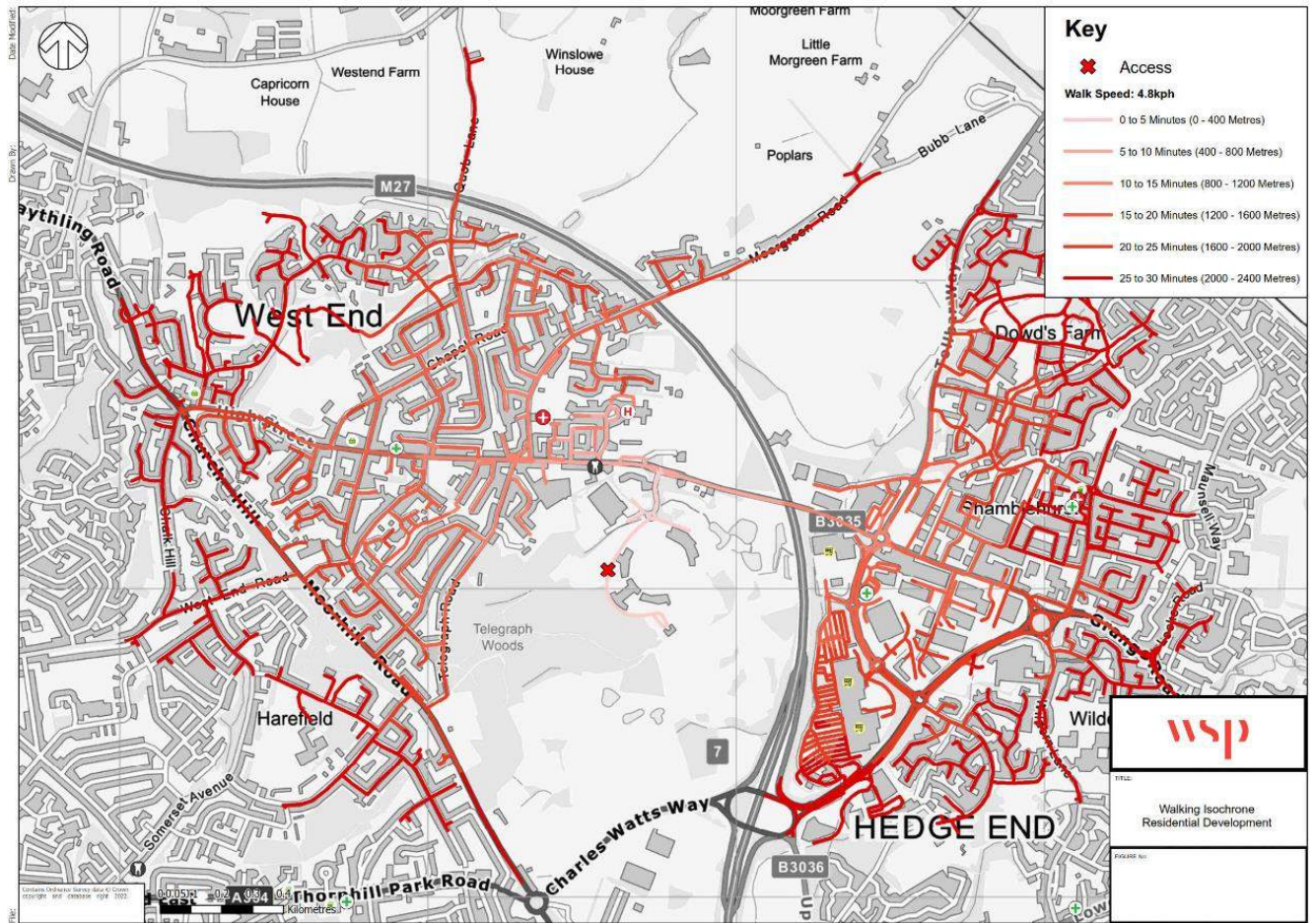
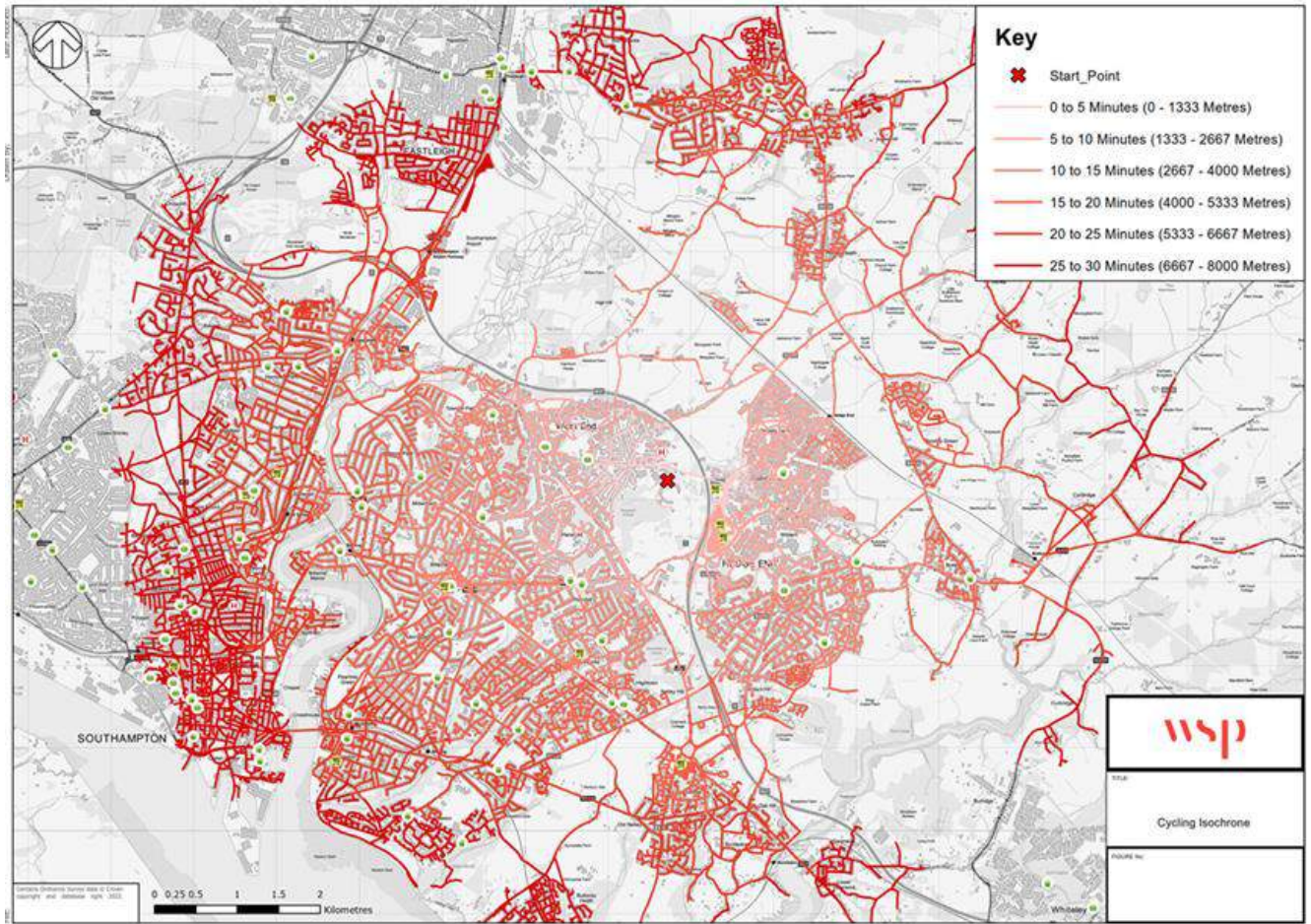


Figure 2-5 - Cycling Isochrone



2.6 PUBLIC TRANSPORT CONNECTIONS

BUS ACCESSIBILITY

- 2.6.1. The closest bus stops are Moorgreen Hospital and Dawson Lodge, which are on B3035 Botley Road immediately before and after the Marshall Drive junction, 400m (or a 5-minute walk) to the north of the access to the development. These are both served by the First bus number 8 service and Xelabus X4 service. The X10 and First 13 also stops within the vicinity of the site, on Moorgreen Road. A summary of accessible bus services is presented below.

Table 2-2 – Local Bus Services

Service	Destinations	Frequency	
		Weekday & Saturday	Sundays
Xelabus X4	Eastleigh – West End – Hedge End	~ Hourly on Weekdays ~ Every 2 hours on Saturdays	No Service

First 8	Southampton City Centre – Bitterne – West End – Hedge End Rail Station	~ Every 30 Minutes	~ Hourly
Xelabus X10	Southampton – Bishops Waltham – Waltham Chase	~ Hourly	No Service
First 13	Southampton City Centre – City College – Woolston - Harefield	~ Every 30 Minutes on Weekdays ~ Hourly on Saturdays	No Service

RAIL ACCESSIBILITY

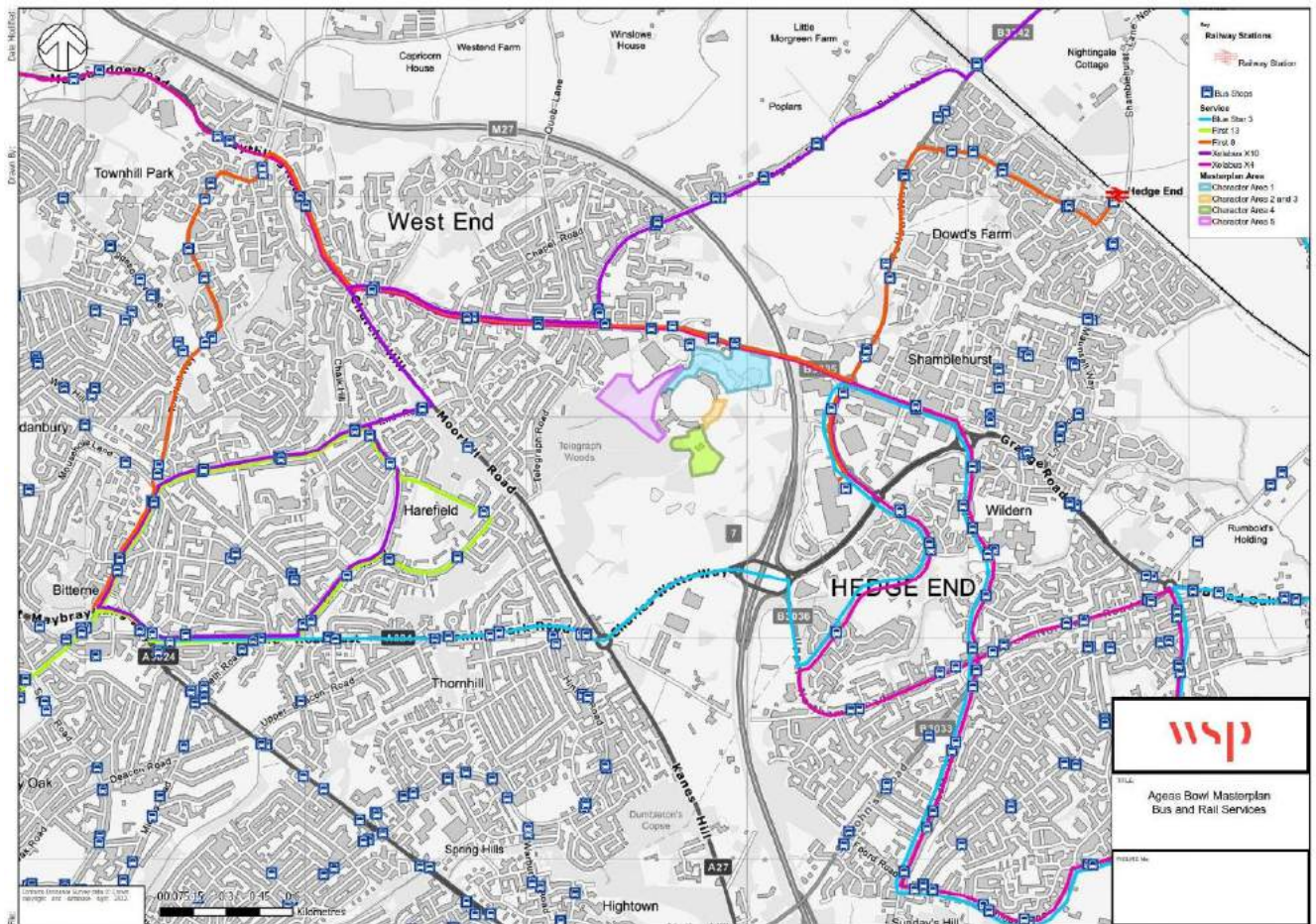
The closest train station is Hedge End, which 2.6km to the north east of the site. Hedge End station is a small station with two platforms, operated by South Western Railway. Table 2-3 summarises the train service from Hedge End Station.

Table 2-3 – Summary of Rail Services from Hedge End

Destination	Frequency	Journey time
Portsmouth Harbour via Fareham, Cosham, and Portsmouth and Southsea	Hourly	45 minutes
London Waterloo via Eastleigh, Winchester, and Basingstoke	Hourly	1 hour 35 minutes

2.6.2. **Figure 2-6** below summarises the local bus services, bus stop and railway station locations.

Figure 2-6 - Local Public Transport Services



2.7 SUMMARY

- 2.7.1. In summary, there are good pedestrian and cycle links between the Ageas Bowl development and the surrounding local area, which provide good opportunity for the promotion of sustainable modes of travel to and from the site for both residents and visitors.

3 TRAVEL PLAN VISION, OBJECTIVES AND TARGETS

3.1 TRAVEL PLAN VISION

- 3.1.1. Having an overarching vision is useful to determine what kind of residential development it would be desirable to achieve from a sustainable mobility perspective. Therefore, the overarching vision statement for the Travel Plan is:

‘The residential development at the Ageas Bowl will accommodate residential and visitor journeys through a variety of integrated and sustainable transport options, with people able to access travel information on demand to make informed travel choices.’

- 3.1.2. This vision will assist in guiding the development, implementation, and evolution of this Travel Plan, helping to ensure residential and visitor journeys can be undertaken through a variety of integrated and sustainable travel options and thereby minimising the volume of single-occupancy car trips to and from the area. This will in turn alleviate traffic impacts on the surrounding highway network, reduce traffic congestion, improve air quality, and enhance the road safety characteristics of the local area.

3.2 TRAVEL PLAN OBJECTIVES

- 3.2.1. In pursuit of this vision, the Travel Plan for the Ageas Bowl residential development will be guided by specific objectives as set out below:

- To raise occupants’ awareness of the sustainable modes of travel available for travel to and from the development;
- To raise occupants’ awareness of the health, fitness and wellbeing benefits of walking and cycling for short journeys; and
- To facilitate travel by sustainable modes. These objectives will help define and shape investment decisions and the package of measures to be introduced, collectively helping to achieve the vision statement.

3.3 TARGETS

- 3.3.1. The targets of this Travel Plan have been tailored to deliver its objectives. In order to successfully implement modal shift, Travel Plan targets must be Specific, Measurable, Achievable, Realistic and Timed (SMART).
- 3.3.2. There are two types of targets that could be considered to aid the Travel Plan in delivering its objectives, ‘Action’ targets and ‘Aim’ targets. ‘Action’ type targets are physical actions that can be achieved by specified date, for example the appointment of a Travel Plan Co-Ordinator (TPC). ‘Aim’ type targets are those which relate to outcomes achieved through the implementation of measures, for example, achieving a change in modal split from that noted in the baseline analysis.

BASELINE MODE SHARE

- 3.3.3. In order to set a baseline to measure the progress of targets against, a baseline indicative mode share has been derived for the development. The baseline indicative mode share has been derived using ‘Method of travel to work’ (QS701EW) data from the 2011 Census for the Eastleigh 009 (E02004720) locale, in which the proposed development site is located.
- 3.3.4. The baseline indicative mode share is included in Table 3-1.

Table 3-1 – Baseline mode share

Method of travel to work	Mode Share (%)
Underground, metro, light rail or tram	0.1
Train	1.7
Bus, minibus, or coach	4.2
Taxi	0.3
Motorcycle, scooter or moped	1.6
Car (driver)	79.4
Car (passenger)	5.6
Bicycle	1.8
On foot	4.5
Other	0.7

- 3.3.5. The baseline mode share included in Table 3-1 is included to give an indication of where improvements can be targeted and acts as a specific metric to set targets against. However, this mode share is for indicative purposes only and will therefore be confirmed by surveys of residents which shall be undertaken post-occupation. The proposed surveys are further detailed in the 'Monitoring' section of the Travel Plan.

AIM TARGETS

- 3.3.6. The following 'Aim' target is set for the Travel Plan:
- A 10% reduction in the mode share held by 'Car (driver)' compared to that found in the initial survey post-occupation.
- 3.3.7. In line with Hampshire County Council Travel Planning guidance, this target aims to reduced single occupancy car use and will in turn aid progress towards a reduction in single occupancy car use in the area local to the proposals.
- 3.3.8. Targets relating to the increases in travel on foot, via bicycle and via public transport will not be set until the initial travel survey has been undertaken.

ACTION TARGETS

- 3.3.9. Due to the modest scale of the development in question, it is proposed that the following 'Action' targets are:
- To appoint a TPC prior to the occupation of the development; and
 - To prepare and distribute Sustainable Travel Welcome Park detailing the sustainable travel opportunities to residents upon occupation.

4 TRAVEL PLAN MANAGEMENT

4.1 MANAGEMENT ARRANGEMENTS

TRAVEL PLAN CO-ORDINATOR

- 4.1.1. A TPC will be appointed to take responsibility for the development and management of the plan. The roles and responsibilities of the TPC are set out below:
- Implementation and management of the Travel Plan;
 - Awareness-building and engagement with occupants;
 - Strategic marketing and communication;
 - Implementing and management measures;
 - Measuring success and monitoring change;
 - Giving a 'human face' to the travel plan – explaining its purpose and the opportunities on offer. This includes offering personalised journey planning advice;
 - Helping establish and promote the individual measures in the plan; and
 - Overseeing and monitoring regular travel surveys and questionnaires, which will help to inform the development of the Travel Plan.
- 4.1.2. A TPC will be appointed prior to occupation.

4.2 MARKETING STRATEGY

- 4.2.1. It is recognised that a marketing and communication strategy is key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan, disseminate travel plan information and notification of facilities provided.
- 4.2.2. Occupants will be made aware of the Travel Plan, including its purpose and objectives, along with specific measures to be implemented. Marketing will be undertaken between the point of sale and first occupation of each dwelling. Sales staff in the Marketing Suite will be fully briefed on the Travel Plan.

4.3 SECURING THE TRAVEL PLAN AND THE FUNDING

- 4.3.1. This Travel Plan would be secure by planning conditions or s106 agreements and is to be funded by the Developer.

5 TRAVEL PLAN MEASURES

5.1 INTRODUCTION

- 5.1.1. The following outlines a selection of measures that will be implemented at the Ageas Bowl development, ensuring a variety of appropriate and easily accessible alternatives to the single-occupancy vehicle journey are available and attractive to residents and visitors. With the proposed measures in place, the development will contribute to both national and local sustainability measures.
- 5.1.2. Proposed measures are considered relevant and appropriate given the scale and nature of the development at present. The Travel Plan will also evolve in response to new travel and transport issues that arise locally. Therefore a review of the proposals will be necessary at a future date to ensure that the Travel Plan continues to be relevant and achievable.
- 5.1.3. Many physical aspects of the development will influence the travel patterns of the residents. Elements of the design of the development that will impact upon this include:
- Upgrading links between Telegraph Road and the development via Telegraph Wood;
 - All Dwellings at the development will have bike storage solutions; and
 - A high quality pedestrian and cycle link through the development onto A3035 Botley Road.
- 5.1.4. This section presents the travel planning measures proposed for the residential development at The Ageas Bowl in four specific areas. The four areas are summarised in **Figure 5-1** below and presented in further detail throughout this section.

Figure 5-1 - Travel Planning Approach for The Ageas Bowl



5.2 PROVISION OF TRAVEL INFORMATION

PERSONAL TRAVEL PLANNING SERVICE AND SALES STAFF TRAINING

- 5.2.1. The TPC will be available to provide personalised travel planning advice to occupants of the development. The TPC can identify routes to public transport services to best meet journey requirements of occupants travelling to work, schools, and other key facilities.
- 5.2.2. The personalised journey planning service detailed above will also accommodate the specific journey planning requirements of mobility impaired occupants of the site.
- 5.2.3. Training will also be provided to sales staff that will be responsible for meeting with prospective residents. The training will ensure that sales staff are familiar with the vision and objectives of the Travel Plan and are able to communicate the sustainable travel opportunities to prospective buyers. Sales and marketing literature will also highlight the sustainable nature of the development, in terms of location and connectivity to local amenities.

TRAVEL INFORMATION WEBSITE

- 5.2.4. The TPC will develop a dedicated website for residents containing up-to-date and clear information regarding the sustainable travel options for access to and from the development. The website will include information about local public transport routes, local amenities and facilities, walking and cycling maps and additional links to car sharing opportunities, such as 'Co-Wheels' in Eastleigh who have agreed to provide an on-site vehicle.
- 5.2.5. Links to other travel information portals can also be provided on the website, including the 'My Journey Hampshire' website.
- 5.2.6. Apps that provide relevant on-to-go travel information will also be promoted to residents.

ON SITE PROMOTION AND MARKETING

- 5.2.7. Travel planning information boards will be located within the main sales office and in central areas of the development. This will raise awareness amongst residents of available transport choices, highlighting the benefits of sustainable travel associated with the location of the development.
- 5.2.8. Furthermore, a newsletter will be issued to residents bi-annually to inform about upcoming events, walking and cycling routes and updates regarding public transport links.

TRAVEL INFORMATION PACKS

- 5.2.9. Upon first occupation, residents will be provided with a Travel Information Pack (TIP). The information provided in the Pack will allow residents to make informed choices about how they choose to travel to and from the development. Contents of the Pack will include:
 - An introduction and overview of the Travel Plan, it's vision, objectives and why it is necessary in terms of sustainability;
 - The benefits a Travel Plan brings to individuals, the wider community, and the local environment;
 - Incentives available to residents to encourage sustainable travel;
 - Contact details of the TPC should residents have any travel or transport related queries or ideas they would like to share;
 - Information on how to access public transport information, such as timetables and maps;

- Walking and cycling maps around the development and the wider local area, including local amenities and facilities and the nearest bus stops and railways stations;
- Information on adult cycle training;
- Local EV charging point locations;
- Details of the Co-Wheels Car Share in Eastleigh and Enterprise Car Club in Southampton; and
- Information about local taxi companies.

PROMOTIONAL EVENTS

5.2.10. Use of sustainable modes of transport will be promoted all year round and will be further encouraged through involvement in national promotional events. Some of these are:

- National Bike Week;
- Walk to Work Week;
- National Liftshare Day; and
- Challenges run through workplaces and local communities.

5.2.11. Information about these events will be included in the TIPS, as well as on the on-site information boards. Coordination of the events will be facilitated by the TPC.

5.3 PROMOTING WALKING AND CYCLING

5.3.1. The following schemes can be adopted by the TPC to promote walking and cycling to residents of the development:

- Provision of walking and cycle route maps, including information about the Sustrans National Cycle Network, which locally runs through Southampton, Eastleigh and up to Winchester and beyond;
- The offer of a cycle purchase voucher, per household upon first occupation;
- If the resident surveys show a demand then a Bike User Group can be established, creating a community within the development for those who are interested to discuss best practice, cycle safety, routes etc;
- 'Bike Surgeries' or 'Bike Doctors' will be asked to attend sustainable travel events at the development, where those who cycle can have their bikes serviced and repaired;
- A bike hire / share scheme;
- Provision of cycle confidence training information, which is currently available for free to both adults and children and run by 'My Journey Hampshire';
- Information about cycle safety, security and best practice for winter cycling;
- Promotion of the free 'Go Jauntly' app, which provides information about walking, wayfinding and nature in and around Southampton;
- Information about other community walking and cycling opportunities, such as:
 - British Cycling – organised women only and tour guided bike rides;
 - Bike2Basics – a volunteer community bike project in Southampton;
 - BPB – mountain biking group based in Bishopstoke;
 - Brake the Cycle – offer daily activities to support recovery as well as leisure rides weekly;
 - Southampton Ramblers;
 - Southampton Orienteers; and
 - Walking for Health;

5.4 PROMOTING PUBLIC TRANSPORT USE

5.4.1. The TPC will provide all residents with public transport timetables and maps for the local area. These will be provided in the TIPs and will include:

- Journey timetables for Hedge End Railway Station and the wider rail network;
- Journey timetables for the bus services specified in Table 2-2; and
- Other methods of public transport available in the local area.

5.4.2. As an incentive for residents to use public transport, the TPC will offer taster vouchers for each household upon first occupation. Residents will need to complete and return a form to obtain the vouchers so that the uptake of the travel offer can be recorded and monitored.

5.5 PROMOTING EFFICIENT CAR USE

CAR PARKING MANAGEMENT

5.5.1. The development will provide 2 car parking spaces per dwelling and 92 car parking spaces for the flats. On-street parking will be available at the development for visitors.

ELECTRIC VEHICLES

5.5.2. Electric vehicle charging points will be available within the development. This will encourage the uptake of electric vehicles which do not emit harmful emissions.

CAR SHARING

5.5.3. In order to ensure the most efficient levels of car usage, car sharing will be encouraged wherever possible. This will help to reduce the total number of journeys made by car in the first instance, whilst encouraging a pattern of more efficient car use.

CAR CLUB

5.5.4. Co-Wheels have agreed will provide one on-site car club vehicle for the three years of occupation, funded by the developer, which will be further promoted to residents by the TPC. Residents will be granted the first year of membership for free and provided with an amount of driving credit at no charge. The TPC will monitor the use and demand of the car club to determine whether the scheme requires more promotion or if additional cars could be added to the scheme.

5.5.5. Co-Wheels offer marketing material for on-site promotion of the car club. As a membership incentive, Co-Wheels can market free membership to residents as a benefit paid for by the developer to encourage scheme take-up upon first occupation. This entitles the occupier to a free £25 membership with no monthly fees, and £25 driving credit.

5.5.6. The overall aim is for the car club to become self-financing, which will benefit residents of the Ageas Bowl and wider local community.

HOME WORKING AND SHOPPING

5.5.7. All dwellings will be fitted with broadband facilities providing the opportunity for residents to work and shop from home, therefore reducing the need for car-based travel to be undertaken.

5.6 MONITORING

- 5.6.1. Monitoring will include reporting the implementation of the Travel Plan Measures to Hampshire Highway Authority. This is proportionate to the nature of the development and the objectives and targets of the Travel Plan. It will be the developer's responsibility to report the following to Hampshire County Council within three months of completion of each item or on an annual basis where completion is phased:
- The completion and availability of the secured cycle parking provision;
 - The completion and availability of the secured car parking provision;
 - The completion and availability of broadband access in homes;
 - The availability of a personalised journey planning service;
 - The availability of a car club scheme;
 - The dissemination of the Sustainable Travel Welcome Pack to occupants of each dwelling; and
 - The provision and population of a Sustainable Travel Information Notice Board.
- 5.6.2. Travel surveys of residents are proposed to monitor progress against the mode share targets which have been set for the development. The scope of the surveys to be undertaken are as follows:
- Initial surveys to be undertaken one year after first occupation; and
 - Surveys will then be undertaken every other year until the fifth year following first occupation or longer if the development is not fully complete in that time-frame.
- 5.6.3. The results of the travel surveys shall be reported to Hampshire County Council. Should the results demonstrate that adequate progress is not being made towards meeting the agreed targets, further measures will be considered to ensure that the targets are appropriately satisfied.

6 ACTION PLAN

6.1.1. The programme for the implementation of the Travel Plan measures is set out in the table below. The table also sets out tasks, intended implementation dates and responsibilities.

Table 6-1 – Action Plan

Action	Target (Values)	Target Date	Funding	Indicator / Measured By	Responsible	Progress
Appointment of TPC	N/A	Within three months of the commencement of the first phase of development	Developer	Appointment of TPC	Developer	N/A
Agree Travel Plan Objectives with Eastleigh Borough Council	N/A	Within three months of the commencement of the first phase of development	Developer	Agreement being reached with Eastleigh Borough Council	TPC	In hand through this document
Agree Travel Plan Measures and Sustainable Travel Welcome Pack with Eastleigh Borough Council	N/A	Within three months of the commencement of the first phase of development	Developer	Agreement being reached with Eastleigh Borough Council	TPC	In hand through this document
Provisions of cycle parking secured through planning	Space phased with progress of the development and as agreed with Eastleigh Borough Council	Prior to first occupation or phased with progress of the development and as agreed with Eastleigh Borough Council	Developer	Completion of cycle parking and it being made available for resident use	Developer	Appropriate cycle parking proposed as detailed within the Transport Assessment
Provision of car parking secured through planning	Space phased with progress of the development and as	Prior to first occupation or phased with progress of the development and as agreed	Developer	Completion of car parking and it being made	Developer	Appropriate car parking proposed as detailed within the

	agreed with Eastleigh Borough Council	with Eastleigh Borough Council		available for resident use		Transport Assessment
Availability of a car club / hiring scheme	The availability of one car club vehicle for use by residents	Prior to first occupation of each dwelling	Developer	The availability of one car club vehicle for use by residents	Developer	Co-wheels have agreed to provide a car club vehicle on-site
Availability of broadband access in homes	N/A	Prior to first occupation of each dwelling	Developer	Availability of broadband access in homes	Developer	N/A
Availability of a personalised journey planning service	N/A	Within three months of the commencement of the first phase of development	Developer	Availability of a personalised journey planning service	Developer	N/A
Dissemination of the Sustainable Travel Welcome Pack to each dwelling	One Sustainable Travel Welcome Pack per dwelling	At first occupation of each dwelling or within three months of the commencement of the first phase of development	Developer	Dissemination of the Sustainable Travel Welcome Pack to each dwelling	Developer	N/A
Promoting and issuing Co-wheels Car club incentives	One lifetime membership per dwelling + £25 introductory credit	At first occupation of each dwelling or within three months of the commencement of the first phase of development	Developer	Distribution of Car Club memberships + credit to each dwelling	TPC	Co-wheels have agreed to provide a car club vehicle on-site
Provision and population of Sustainable Travel Notice Board	One Sustainable Travel Information Notice Board presenting	Within three months of the commencement of the first phase of development	Developer	Provision and population of Sustainable Travel Information Notice Board	Developer	N/A

Monitoring and reporting to Eastleigh Borough Council	N/A	Within three months of completion of each item in the Action Plan or on an annual basis where completion is phased	Developer	Receipt of reports by Eastleigh Borough Council	Developer	-
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7 SUMMARY

7.1.1. To summarise, the overarching vision of the Residential Travel Plan is:

'The residential development at the Ageas Bowl will accommodate residential and visitor journeys through a variety of integrated and sustainable transport options, with people able to access travel information on demand to make informed travel choices.'

7.1.2. The vision is supported by the following specific objectives:

- To raise occupants' awareness of the sustainable modes of travel available for travel to and from the development;
- To raise occupants' awareness of the health, fitness and wellbeing benefits of walking and cycling for short journeys; and
- To facilitate travel by sustainable modes. These objectives will help define and shape investment decisions and the package of measures to be introduced, collectively helping to achieve the vision statement.

7.1.3. The following SMART targets will be used to measure the success of the Travel Plan in meeting the objectives and the overarching vision:

Aim Target:

- A 10% reduction in the mode share held by 'Car (driver)' compared to that found in the initial survey post-occupation.

Action Targets:

- To appoint a Travel Plan Coordinator prior to the occupation of the development; and
- To prepare and distribute Sustainable Travel Welcome Pack detailing the sustainable travel opportunities to residents upon occupation.

7.1.4. In order to achieve these targets, the following measures will be implemented in the development:

- Provision of travel information, via a website, travel information packs and a board on-site;
- A personal travel planning service;
- On-site promotion and marketing;
- Promotional events;
- Various schemes to promote walking, cycling and public transport use;
- Promoting efficient car use via car parking management, EV charging, promoting car sharing and a car club; and
- Enabling home working and shopping via the installation of broadband within the development.

7.1.5. Monitoring will take place to assess the effectiveness of the schemes promoted in the TP. Travel surveys of residents are proposed to monitor progress against the mode share targets which have been set for the development and the results will be reported to EBC.

7.1.6. The Travel Plan is a live document that will evolve over time and adapt in response to new issues and opportunities that may arise at the development.



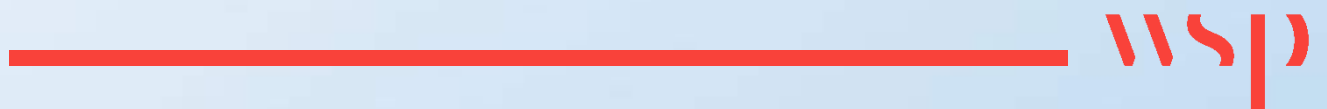
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PUBLIC

Appendix H

WORKPLACE TRAVEL PLAN





Land and Development Advisory

AGEAS BOWL MASTERPLAN

Framework Workplace Travel Plan





Land and Development Advisory

AGEAS BOWL MASTERPLAN

Framework Workplace Travel Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70073579

OUR REF. NO. 3579-WTP-001

DATE: MAY 2022

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APPENDICES

APPENDIX A

WORKPLACE TRAVEL SURVEY

1 BACKGROUND

1.1 WORKPLACE TRAVEL PLAN

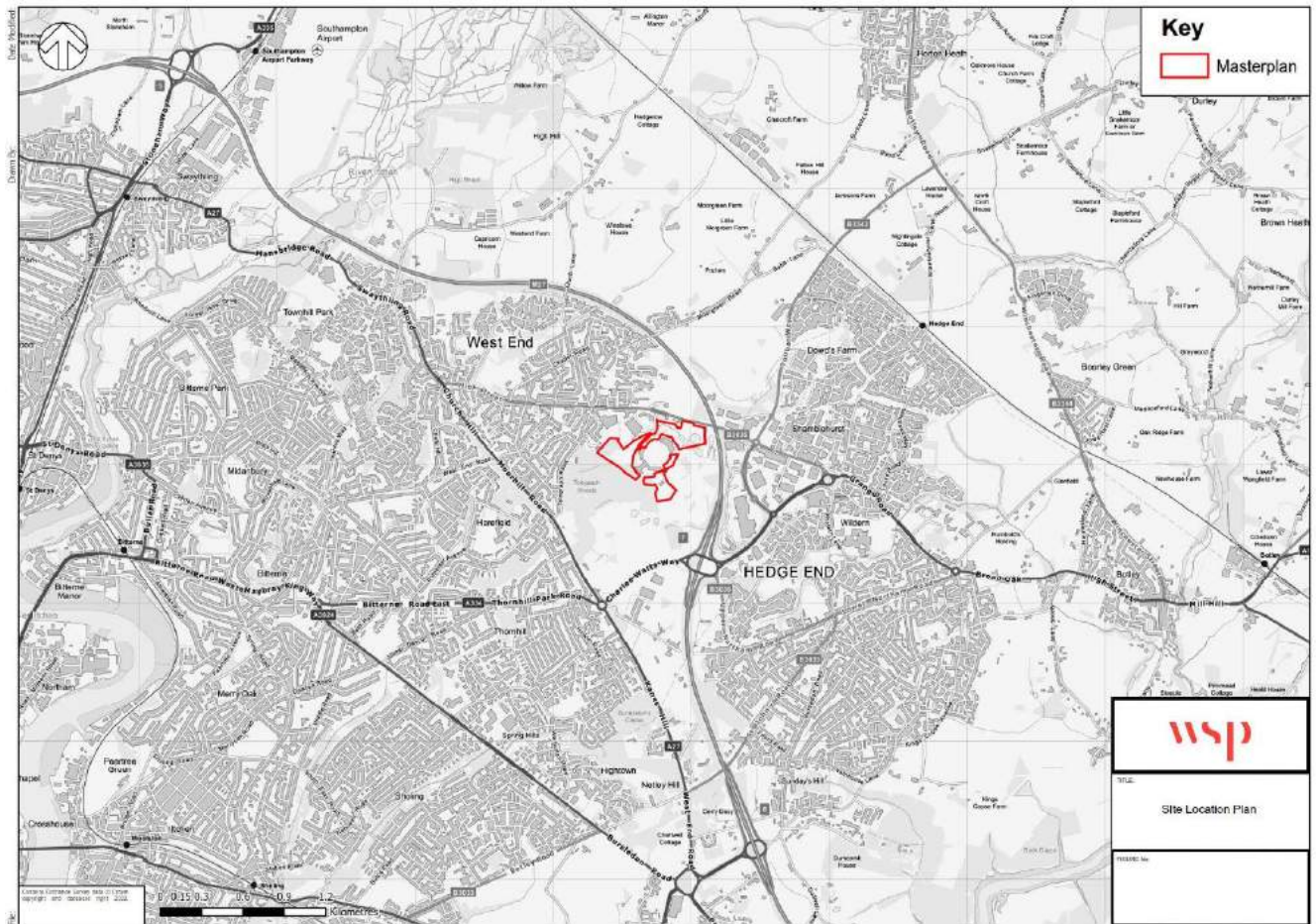
- 1.1.1. WSP has been appointed by Land and Development Advisory Limited to prepare a Travel Plan in support of the planning application for the Ageas Bowl Masterplan development located in West End, Hampshire.
- 1.1.2. This Travel Plan relates to the proposed development of a hotel, well-being centre and a care home at the Ageas Bowl Site, whereby the document provides a framework for individual operators to build upon and develop their own Travel Plans once their end users are known. This will allow the end users to develop their own Travel Plans to reflect their own staff origins, travel patterns, plus any bespoke measures they would like to implement.
- 1.1.3. The focus is on minimising any perceived reliance of single-occupant car journeys by maximising awareness of sustainable forms transport and supporting their use for travel to / from work.
- 1.1.4. A Travel Plan is a long-term management approach and investment programme to encourage travel by sustainable transport options and reduce people's reliance on the private car. This involves looking at how a development is planned to function, the travel issues and opportunities apparent, and then introducing a package of measures aimed at promoting sustainable travel. A Travel Plan should be a living document which is reviewed on a regular basis and modified if progress toward desired outcomes is not being achieved.
- 1.1.5. In this instance, a Travel Plan can offer a number of benefits to employers, employees, visitors and the local community. These might include:

Ageas Bowl	The Environment and Local Community	Employees and Visitors
•Enhanced site access for visitors and employees •Effective parking management	•Improved air quality •Reduced congestion •Better use of existing facilities	•Reduced journey times •More travel options •Potential financial benefits

1.2 SITE LOCATION

- 1.2.1. The Site is situated on the eastern boundary of West End village and lies approximately 6km north-east from Southampton City Centre. The site is bordered to the north Botley Road, the M27 and Charles Watts Way to the east, A27 Moorhill Road to the south and Telegraph Road and Telegraph Woods to the west. Access is achieved via Marshall Dive, which serves as a spine road for the site onto Botley Road.
- 1.2.2. Figure 1-1 below presents the site location.

Figure 1-1 - Site Location Plan



1.3 TRAVEL PLAN DOCUMENT STRUCTURE

1.3.1. This Framework Travel Plan is set out in a further seven chapters.

- Chapter 2 outlines the site access opportunities including current walking, cycling and public transport links, and the development proposals;
- Chapter 3 sets out the Travel Plan vision and objectives;
- Chapter 4 sets out the Travel Plan management strategy;
- Chapter 5 outlines the Travel Plan measures;
- Chapter 6 details the Travel Plan implementation action plan;
- Chapter 7 presents targets and monitoring; and
- Chapter 8 concludes the Travel Plan.

2 DEVELOPMENT PROPOSALS AND ACCESSIBILITY

2.1 INTRODUCTION

2.1.1. This chapter outlines the development proposals and reviews the existing transport conditions in the vicinity of the Ageas Bowl Site and surrounding area. Details on existing walking and cycling networks and public transport services are presented, along with a description of the existing local highway network.

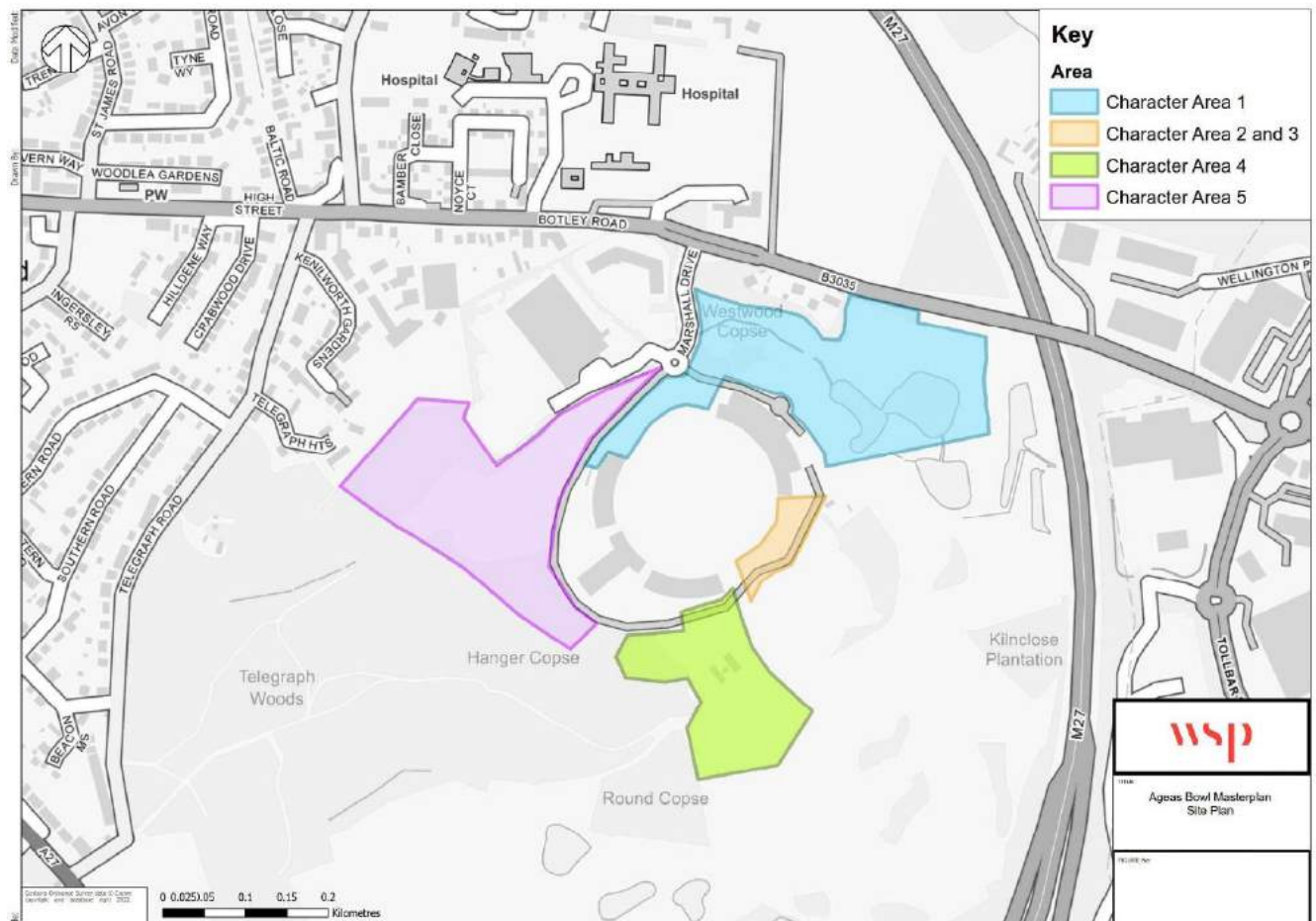
2.2 DEVELOPMENT PROPOSALS

2.2.1. The development proposals comprise of five character areas:

- Character area 1: Car Park and Spectator Ramp;
- Character area 2: 146-bed hotel and car park;
- Character area 3: Pavilion and Maintenance Store;
- Character area 4: 71 bedroom (+ Concierge) Care Home; and
- Character area 5: Residential area made up of 103 dwellings and 82 apartments

2.2.2. **Figure 2-1** below presents the masterplan development. The budget hotel is situated in character area 1, the new pavilion is situated in character areas 2 and 3, the care home is situated in character area 4 and the residential area and wellbeing centre are situated in character area 5.

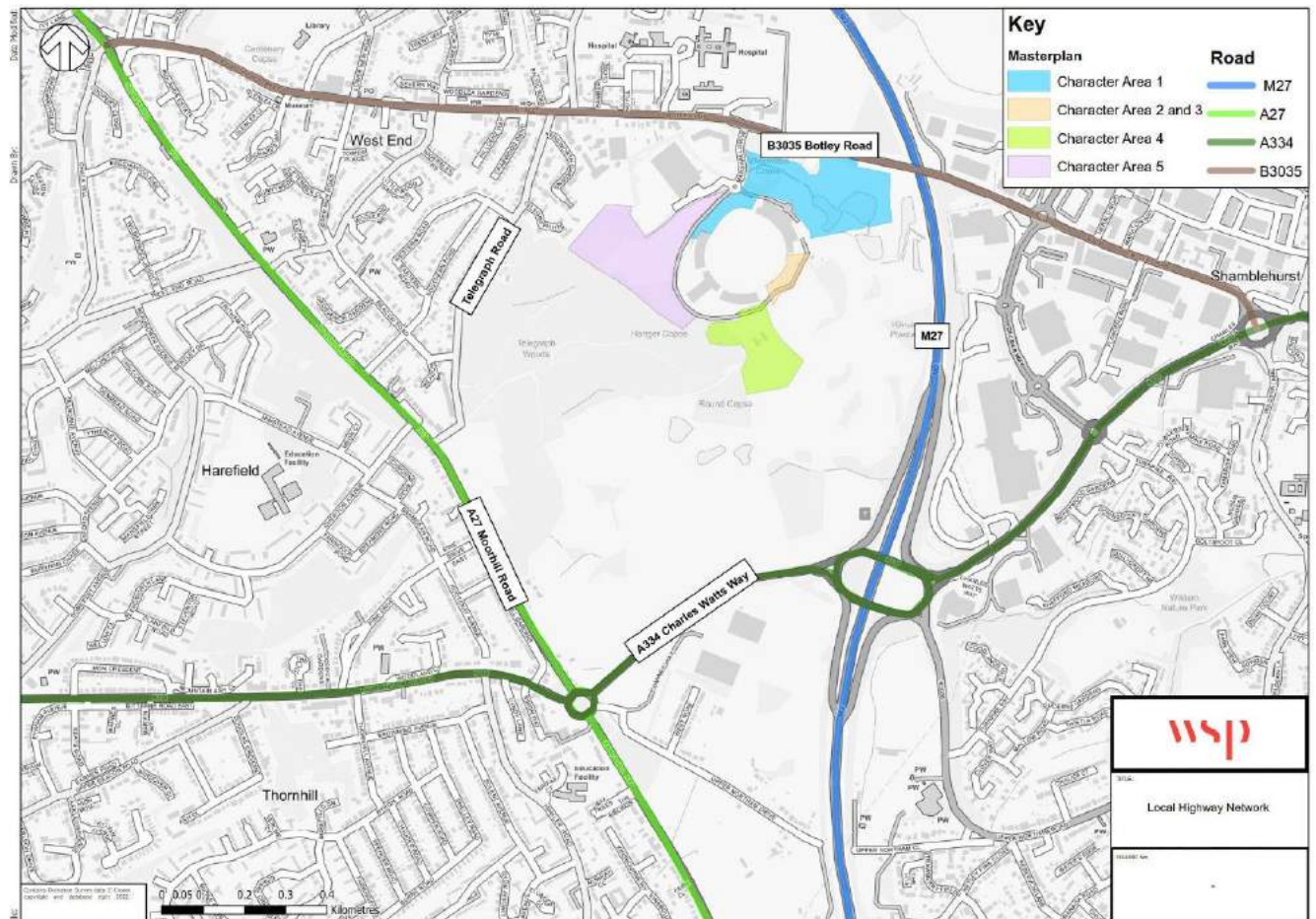
Figure 2-1 - Ageas Bowl Masterplan



2.3 LOCAL HIGHWAY NETWORK

- 2.3.1. The existing access to the site is via B3035 Botley Road and Marshall Drive, this is a three-arm signalised junction with right turn phasing. Internally the site is serviced by a 'ring road' which provides access to the Ageas Bowl's onsite facilities and parking, as well as the David Lloyd Gym and Holiday Inn Express. It is understood that Marshall Drive is not maintained by the highway authority and that the highway boundary stops upon access into Marshall Drive.
- 2.3.2. The road network offers good connections to Southampton City Centre, via the A334, and to other areas in wider Southampton. The M27 is located adjacent to the site and runs between Cadnam to the west and Portsmouth to the east. It also provides access to the M3, which provides connections to key inland destinations, including Winchester and Basingstoke, and further afield to the M25 and London.
- 2.3.3. **Figure 2-2** below highlights the local highway network surrounding the Site.

Figure 2-2 - Local Highway Network



2.4 PEDESTRIAN / CYCLE INFRASTRUCTURE AND PUBLIC RIGHTS OF WAY

- 2.4.1. The site benefits from high quality pedestrian infrastructure suitable for accommodating large volumes of pedestrians on event days. A 2m wide footway flanks the south eastern side of the

Ageas Bowl's internal road. A 2-3m wide shared foot/cycle way is available on the eastern side of the carriageway between the internal roundabout and Botley Road.

- 2.4.2. On B3035 Botley Road, a footway 2m in width is provided on the southern side of the carriageway whilst a 2-3m wide shared cycle/footway is provided on the northern side of the carriageway, accessible via a Toucan crossing at the B3035 Botley Road / Marshall Drive junction. Local amenities in West End and Hedge End are accessible via these footways.
- 2.4.3. Public Footpath 509 lies within the wider Ageas Bowl site. This forms a gravel path through the Boundary Lakes Golf Course from Botley Road through to Telegraph Woods. Public Footpath 10 is located 1.5km to the west of the site and provided access from Botley Road to Tollbar Way and Moorgreen Road. **Figure 2-3** shows the Public Rights of Way in the vicinity of the site.
- 2.4.4. Locally, there is mixture of cycle and shared use infrastructure on the network around the Ageas Bowl Site. As mentioned above there is a shared use facility leading up Marshall Drive from B3035 Botley Road, as well as a Toucan crossing. The shared facility continues both west into West End Village centre, and east into Hedge End, towards the retail park and village centre area. However to the south of the Site, beyond Telegraph Woods, there is no cycle specific infrastructure. A27 Moorhill Road does not have any dedicated facility for either cyclists or pedestrians.
- 2.4.5. Within the Ageas Bowl Site itself, cyclists are required to cycle on the internal access road. There is no structured cycling facility beyond the entrance to the cricket ground, however there are 28 bicycle parking racks within the southern boundary of the Site.

Figure 2-3 - Public Rights of Way

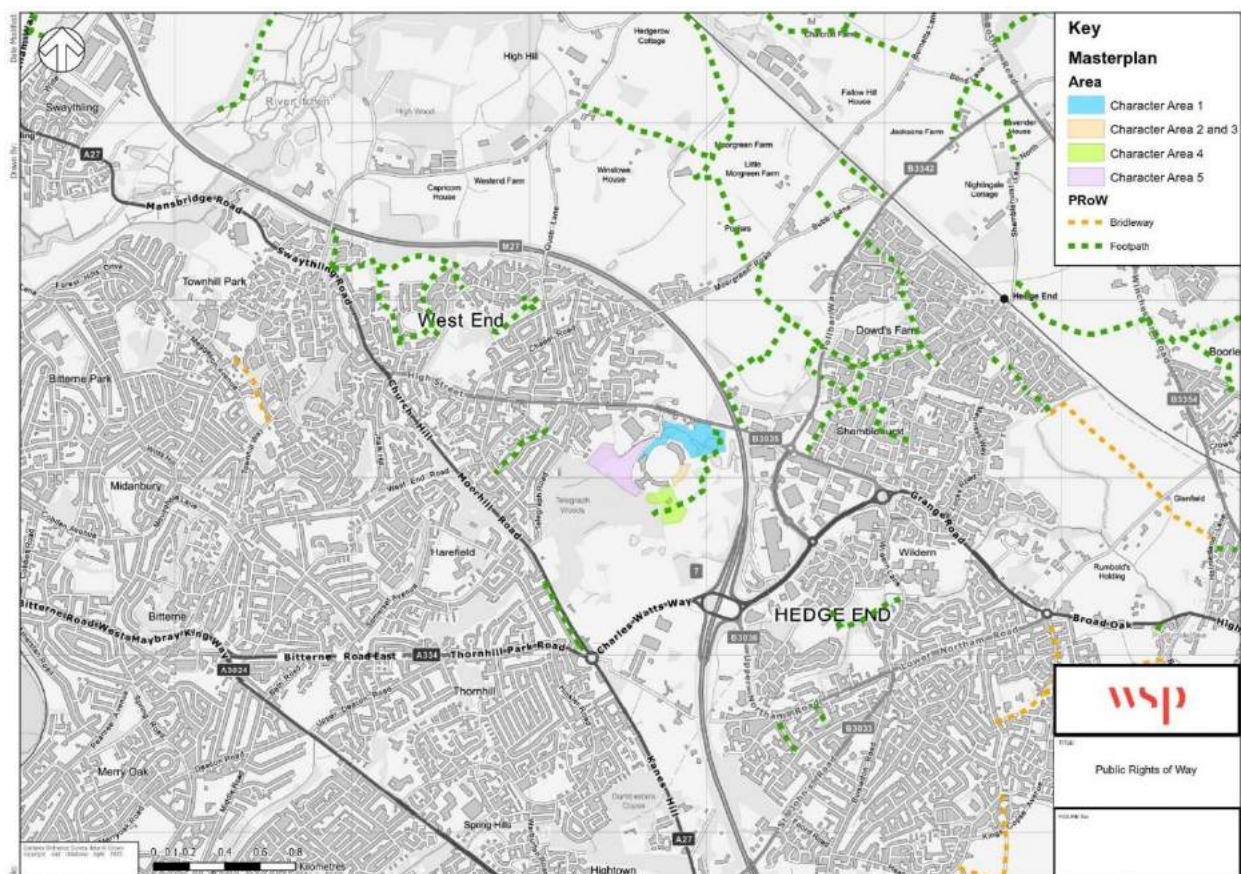
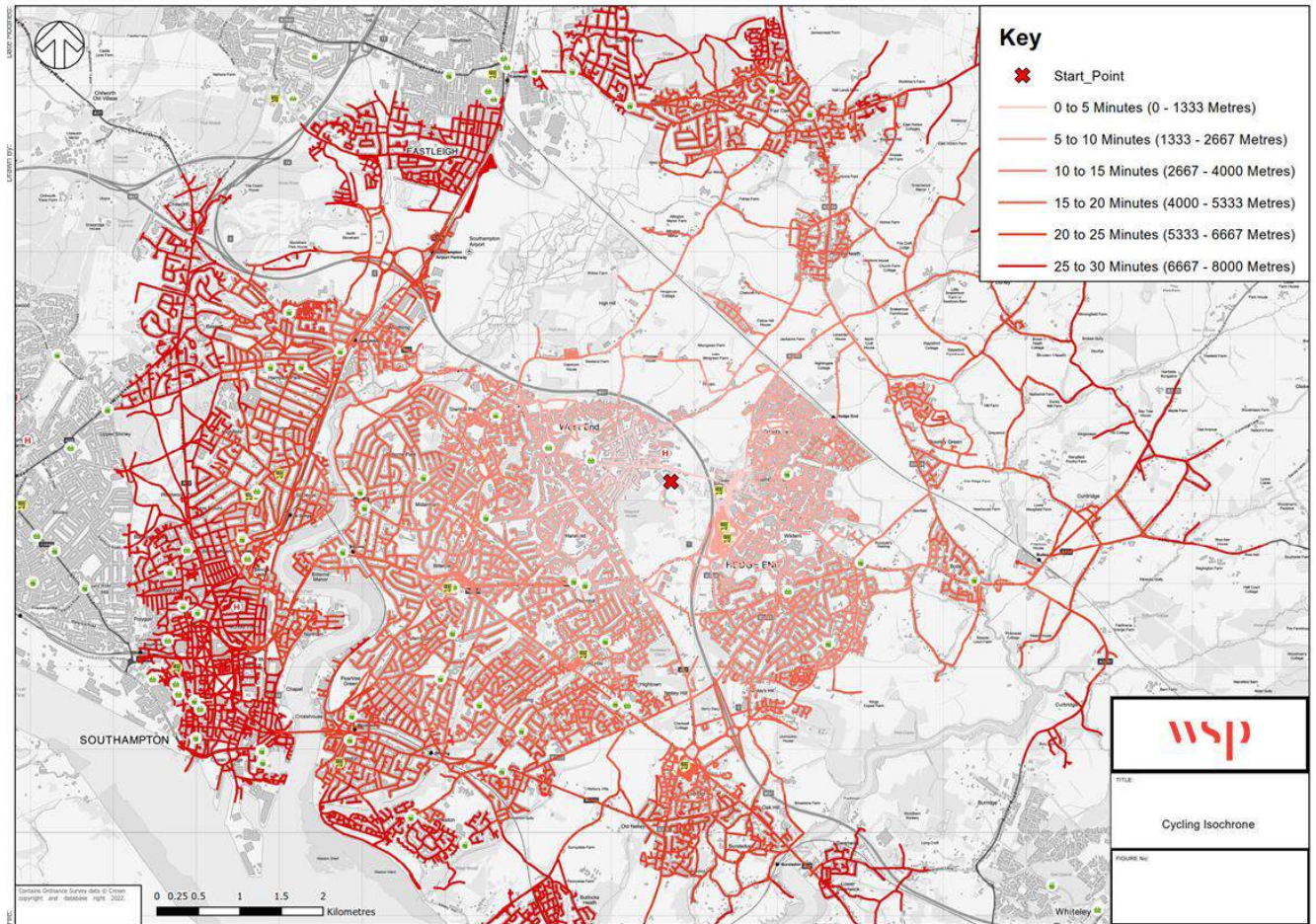


Figure 2-5 - Cycling Isochrone



2.5 PUBLIC TRANSPORT CONNECTIONS

BUS ACCESSIBILITY

- 2.5.1. The closest bus stops are Moorgreen Hospital and Dawson Lodge, which are on B3035 Botley Road immediately before and after the Marshall Drive junction, 400m (or a 5-minute walk) from the Marshall Drive roundabout. These are both served by the First bus number 8 service and Xelabus X4 service. The X10 and First 13 also stops within the vicinity of the site, on Moorgreen Road. A summary of accessible bus services is presented below.

Table 2-1 – Local buses near the development site

Service	Destinations	Frequency	
		Weekday & Saturday	Sundays
Xelabus X4	Eastleigh – West End – Hedge End	~ Hourly on Weekdays ~ Every 2 hours on Saturdays	No Service
First 8	Southampton City Centre – Bitterne – West End – Hedge End Rail Station	~ Every 30 Minutes	~ Hourly
Xelabus X10	Southampton – Bishops Waltham – Waltham Chase	~ Hourly	No Service
First 13	Southampton City Centre – City College – Woolston - Harefield	~ Every 30 Minutes on Weekdays ~ Hourly on Saturdays	No Service

RAIL ACCESSIBILITY

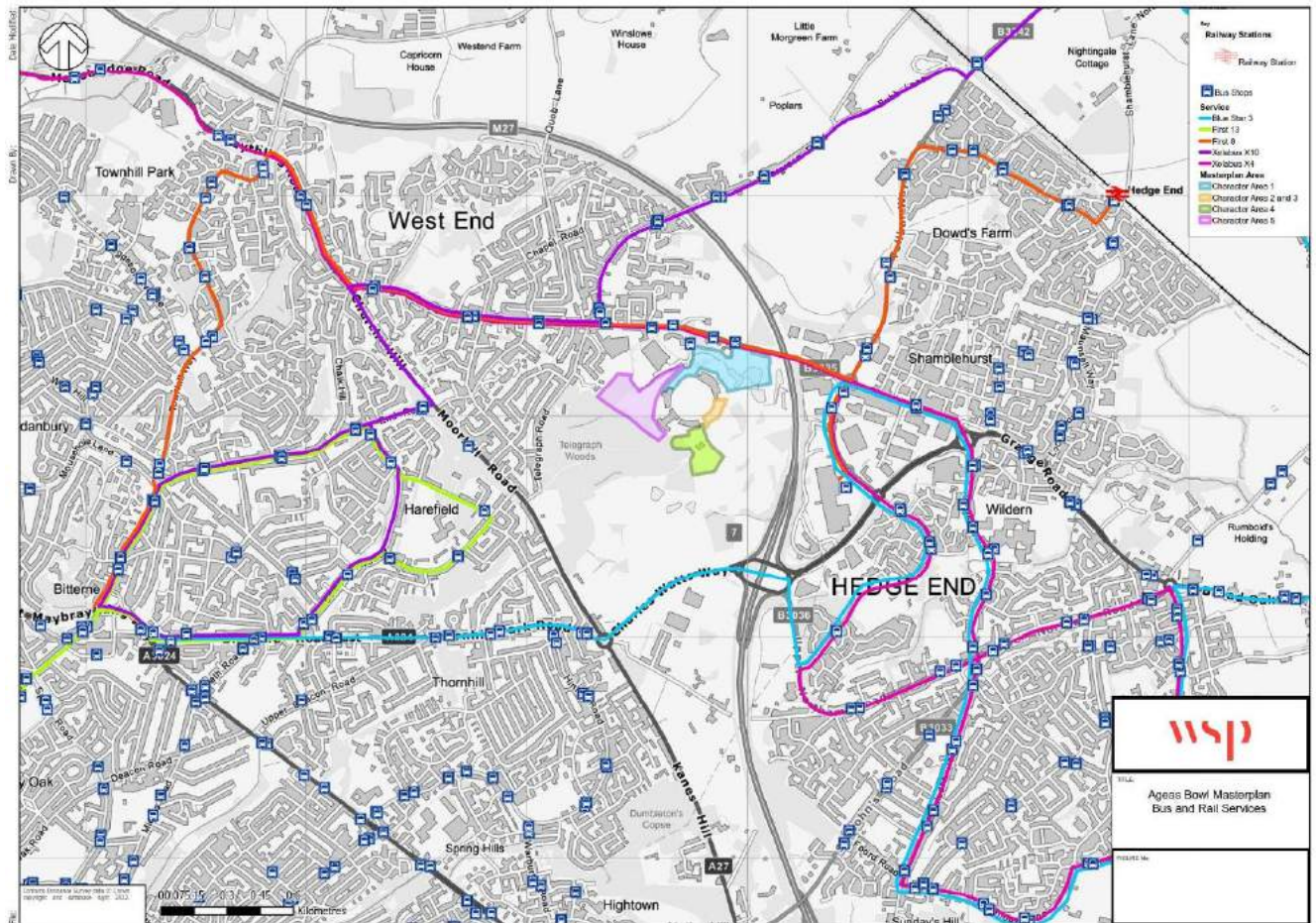
The closest train station is Hedge End, which 2.6km to the north east of the site. Hedge End station is a small station with two platforms, operated by South Western Railway. Table 2-3 summarises the train service from Hedge End Station.

Table 2-2 – Summary of rail services from Hedge End

Destination	Frequency	Journey time
Portsmouth Harbour via Fareham, Cosham, and Portsmouth and Southsea	Hourly	45 minutes
London Waterloo via Eastleigh, Winchester, and Basingstoke	Hourly	1 hour 35 minutes

2.5.2. **Figure 2-6** below summarises the local bus services, bus stop and railways locations.

Figure 2-6 - Local Public Transport Services



2.6 SUMMARY

- 2.6.1. In summary, there are good pedestrian and cycle links between the Ageas Bowl development and the surrounding local area, which provide good opportunity for the promotion of sustainable modes of travel to and from the site for both employees and visitors.

3 TRAVEL PLAN VISION AND OBJECTIVES

3.1 TRAVEL PLAN VISION

- 3.1.1. Having an overarching vision is useful to determine what kind of development it would be desirable to achieve from a sustainable mobility perspective. Therefore, the overarching vision statement for the Framework Travel Plan is:

‘The development at the Ageas Bowl will accommodate employees and visitor journeys through a variety of integrated and sustainable transport options, with people able to access travel information on demand to make informed travel choices.’

- 3.1.2. This vision will assist in guiding the development, implementation, and evolution of this Framework Travel Plan, helping to ensure workplace journeys can be undertaken through a variety of integrated and sustainable travel options and thereby minimising the volume of single-occupancy car trips to and from the area. This will in turn alleviate traffic impacts on the surrounding highway network, reduce traffic congestion, improve air quality, and enhance the road safety characteristics of the local area.

3.2 TRAVEL PLAN OBJECTIVES

- 3.2.1. In pursuit of this vision, the workplace Framework Travel Plan for the development will be guided through specific objectives as set out below:

- To manage the volume of single-occupancy car travel and the impact on local roads and communities;
- To ensure the development is accessible by sustainable transport options; including public transport, on foot or bicycle, or shared car journeys where possible;
- To facilitate informed travel choices, by ensuring both employees and visitors have access to real-time on demand travel information; and
- To work in partnership with Eastleigh Borough Council, transport service providers, and other major employers locally to deliver area-wide travel and transport improvements.

- 3.2.2. These objectives will help define and shape investment decisions and the package of measures to be introduced, collectively helping to achieve the vision statement.

4 TRAVEL PLAN MANAGEMENT

4.1 INTRODUCTION

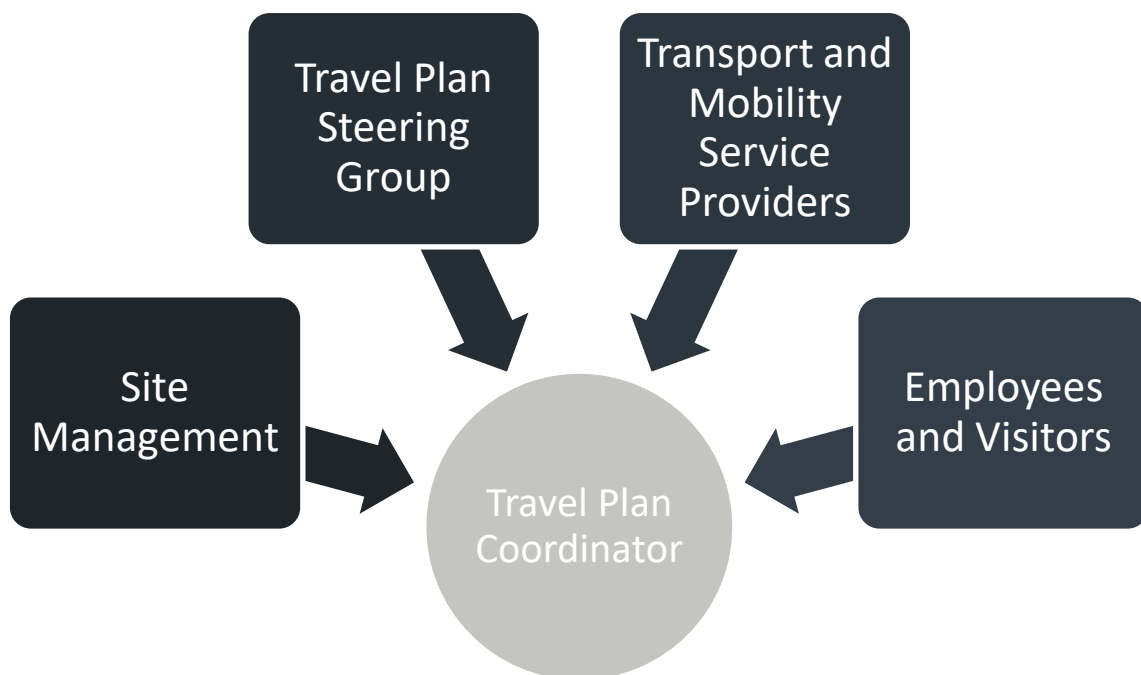
- 4.1.1. Considering the number of journeys to and from the development annually, the management of the workplace Travel Plan must be robust and effective to successfully achieve the plan's vision and desired outcomes. This section explains the overall management strategy for the Travel Plan, detailing the structure of management, responsibility and how all parties will come together to shape, oversee and monitor its delivery.

4.2 MANAGEMENT STRUCTURE

The figure below presents the general management structure and the key stakeholders that will oversee the successful funding and delivery of the Travel Plan.

The roles of Travel Plan Coordinator (TPC) and Travel Plan Steering Group are detailed in section 4.3 to section 4.5.

Figure 4-1 - Travel Plan Management Structure



4.3 TRAVEL PLAN COORDINATOR (TPC)

- 4.3.1. The appointed TPC will act as the principal point of contact for the workplace Travel Plan queries and will coordinate delivery of the Travel Plan at a site-wide level. The role will initially mean planning for all agreed deliverables to be established, integrated and available for use by employees and visitors as intended. More generally the role of TPC will encompass:

- Maintaining day-to-day responsibility for delivering the plan, including the agreed programme of measures;

- Acting as the main point of contact for queries relating to visitor and employee travel and liaising with transport service providers as required;
- Monitoring the plan to determine progress against the objectives, and preparing a concise annual monitoring report summarising modal outcomes for employee and visitor travel; and
- Working in partnership with Eastleigh Borough Council and other local employers to explore area-wide travel planning opportunities.

4.3.2. The TPC will be a part-time position, supported by senior management over time and subject to requirements.

4.4 SITE OCCUPIER TRAVEL PLAN REPRESENTATIVES

4.4.1. Each new organisation at the development will be required to appoint a Travel Plan Representative. This will ensure that each occupier is able to take ownership of their own organisation's travel issues and seek to implement specific measures that are most relevant to their own operations.

4.4.2. Individual occupier representatives will be identified and appointed by their respective organisations no later than three months of their occupation of premises at the development.

4.4.3. The Travel Plan representative role will include:

- First point of contact for employees of their specific organisation regarding travel issues;
- Coordinating and analysing employee travel surveys within the organisation;
- Disseminating results of the employee travel surveys to their organisation's staff; and
- Disseminating results of the employee travel surveys to the TPC to enable for site-wide summary feedback to Eastleigh Borough Council.

4.4.4. Individual occupier representatives will assist the TPC by facilitating travel surveys and aiding in the rolling out of site-wide measures and their coordinated implementation. If the appointed Travel Plan representative leaves the company, a replacement will be appointed.

4.5 TRAVEL PLAN STEERING GROUP

4.5.1. A Travel Plan Steering Group will be convened within six months of the businesses opening. The group will be Chaired by the TPC and is anticipated to include representation from the following parties:

- Site Occupier Travel Plan Representatives;
- Hampshire County Council;
- Transport operators (by invitation), e.g. Stagecoach; and
- Local large employers (by invitation) e.g. Surrounding businesses.

4.5.2. The role of the Steering Group will be to maintain strategic oversight of the travel planning process at the development, and provide guidance and advise to the TPC on matters including, but not limited to:

- The composition and specification of the planned measures;
- Programme management and continuity;
- Monitoring processes and progress against objectives;
- Area-wide opportunities to progress sustainable travel in partnership with other employers; and
- Discussing new innovations in the industry and potential new service providers.

- 4.5.3. The TPC will draft a 'Terms of Reference' for the group to review and approve following the initial meeting. This will formalise composition of the group and detail how decisions are taken and the frequency of meetings, which are anticipated to occur at least annually.

4.6 AREA-WIDE TRAVEL PLANNING OPPORTUNITIES

- 4.6.1. There is evidently an opportunity to not only deliver travel planning measures at the development, but to also work in partnership with other local businesses, employment hubs and industrial parks to determine what area-wide opportunities could be pursued collectively.
- 4.6.2. There is an opportunity for the TPC to work with the wider management of and the Ageas Bowl, The Hilton Hotel and other employers located locally to jointly develop and deliver travel planning measures. This has the potential to leverage greater overall sustainable transport benefits for the local area, and potentially more cost-effective approaches through economies of scale in application.
- 4.6.3. The TPC will therefore consider these opportunities, including extended membership to the steering group by invitation, to identify opportunities for a collaborative approach to travel planning locally.

5 TRAVEL PLAN MEASURES

5.1 INTRODUCTION

- 5.1.1. This Framework Travel Plan has been developed to provide a wide range of site-wide measures to facilitate and encourage sustainable travel at the development. As noted in Section 1 this document provides a framework for individual operators to build upon and develop their own Travel Plans once their end users are known. This will allow the end users to develop their own Travel Plans to reflect their own staff origins, travel patterns, plus any bespoke measures they would like to implement. Following development completion and occupation, further surveys and monitoring will present a clearer understanding of the occupier-specific measures that may be introduced.
- 5.1.2. Promoting car sharing, public transport, walking and cycling will play a vital role in achieving a desirable outcome. Whilst many employees and visitors are likely to access the centre using their own private vehicles there remains opportunities to support higher-occupancy and promote the use of cleaner fuel vehicles.
- 5.1.3. Proposed measures are considered relevant and appropriate given the scale and nature of the development at present. The TP will also evolve in response to new travel and transport issues that arise locally. Therefore a review of the proposals will be necessary at a future date to ensure that the Plan continues to be relevant and achievable.
- 5.1.4. Many physical aspects of the development will influence the travel patterns of the employees and visitors. Elements of the design of the development that will impact upon this include:
- Upgrading links between Telegraph Road and the development via Telegraph Wood;
 - Provision of high quality, covered and secure cycle parking located in convenient locations for the new employment uses;
 - Provision of showers and changing facilities within the hotel, care home and well-being centre for staff to use when traveling site by bike or scooter;
 - A high quality pedestrian and cycle link through the development onto A3035 Botley Road.
- 5.1.5. This section presents the travel planning measures proposed for the development in five specific areas and concludes by summarising how each element directly supports the TP objectives. The five areas are summarised in **Figure 5-1** below and presented in further detail throughout this section.

Figure 5-1 - Travel Planning Approach



5.2 TRAVEL INFORMATION AND ADVICE

TRAVEL INFORMATION WEBPAGE

- 5.2.1. A travel information webpage will be created for the development that draws together multi-modal travel information into a single place for employees and visitors to access online. The webpage can then be used as a source of up-to-date information on how to access the development by a variety of transport options. This will include bus service and rail connections, car sharing opportunities and parking information.
- 5.2.2. This will represent a primary means of promoting sustainable travel options to all site users at an early stage. The travel information webpage will be signposted from the main Ageas Bowl website and will be designed so as to be conducive to viewing content on smartphone devices.
- 5.2.3. The TPC and the development marketing and communications teams will maintain and oversee the website content and provide amended, additional, or enhanced content where appropriate; for example, to advertise a new travel initiative, transport service improvement and timetable updates.

TRAVEL INFORMATION PACKS

- 5.2.4. Upon occupation, tenants will be encouraged to supply all new staff with a Travel Information Pack (TIP). Through the information provided in the Pack, staff will be in a better position to make informed choices about how they choose to travel to and from work. Packs will include:
 - An overview of the objectives and structure of the Travel Plan, why the Travel Plan is in place and what advice is available with regards to sustainable travel options;
 - The benefits that having a Travel Plan brings, to individuals, to the wider community and to the local environment;

- What incentives are being offered through the individual TPCs to encourage sustainable travel;
- Contact details of their TPC should staff have any transport or travel queries, or ideas they wish to share;
- Information on access by public transport including maps, journey times and timetables;
- How to access the 'My Journey Hampshire' tool and cycle journey planner;
- Pedestrian and cycle route maps from the development to and from the surrounding area, including access to the nearest facilities (such as schools, doctors) the bus and rail stations;
- Information on adult cycle training;
- Location of local EV charging points;
- Details of the local Co-Wheels car share scheme, and
- Details of local taxi companies.

PROMOTIONAL EVENTS

- 5.2.5. The promotion of sustainable way of travel throughout the year will be undertaken through involvement in national activities such as 'Walk to Work Week' or 'Ride to Work Week' and car sharing awareness lunchtime events. Employees located at all occupying organisations will receive publicity of these events via the website or posters to actively encourage their participation. The coordination of these events will be facilitated by the TPC.

5.3 MANAGING CAR-BASED TRAVEL

CAR SHARING PLATFORM

- 5.3.1. Promoting and managing shared car journeys can be facilitated through dedicated car sharing platforms such as 'Liftshare', which many other employees of local businesses make use of.
- 5.3.2. Such platforms have been successfully used by other large employment sites in the UK where sufficiently high volumes of visitors to a single common destination make the possibility of finding matches possible. The TPC will promote car sharing platforms such as 'Liftshare' to allow employees to identify opportunities for shared car journeys, reducing private car single occupancy trips.
- 5.3.3. Employees will be made aware of the opportunity in one of two principal ways:
- When contracts of employment are issued to new employees, details will be distributed of the car sharing platform, 'Liftshare', including information on how to register and find a potential car sharing arrangement; and
 - Following commencement of their employment, car sharing will again be promoted to new employees by management as part of their induction process.
- 5.3.4. For visitors the travel information webpage will provide information and a link to register and find potential matches for shared car journeys. Printed publicity will be made available at the business park to highlight the scheme.

GUARANTEED RIDE HOME

- 5.3.5. Tenants of the development will be encouraged to introduce a 'guaranteed ride home' policy for car sharers. This policy means a business agrees to pay for an employee's journey home, either by taxi or public transport if appropriate, in the event a car sharing arrangement breaks down on a given day. This can alleviate concerns amongst potential car sharers worried they would otherwise be left stranded in such situations.

5.4 PARKING PROVISION AND MANAGEMENT

CYCLE PARKING PROVISIONS

- 5.4.1. Cycle parking will be available at the development. The cycle parking will be situated close to units to make this a secure attractive option for cyclists accessing workplaces. The TPC will monitor usage and demand for cycle parking over time and liaise with the on-site facilities management team should additional cycle parking be required over time.

5.5 PROMOTING ACTIVE TRAVEL

- 5.5.1. As outlined in Section 2, a wide range of information on how to access the development on foot or by bicycle will be disseminated through various means to ensure employees and visitors are made aware of the options. In addition, to help actively promote active travel modes amongst employees in particular, the following measures will be considered:

POOL BIKE HIRE (E-BIKES)

- 5.5.2. Pool bikes represent a means for employees to loan or borrow bicycle for a fixed period, should they not have access to their own, and be able to cycle to and from work, or for local journeys. The availability of pool bikes can therefore support sustainable commuting directly or reduce the need for employees to drive their car to work on the premise they need to undertake local journeys beyond walking distance during the working day.
- 5.5.3. A selection of pool bikes could therefore be purchased and made available for employees to use.

ADULT CYCLE TRAINING

- 5.5.4. Specific initiatives could be delivered at the development to educate cyclists in maintaining their bikes and becoming more confident when cycling on the road. Hampshire County Council offer training with nationally accredited instructors, which may be useful for those who are new or returning to cycling. The aim of the training is to improve confidence and skills for riding on the road, helping the rider to manage all traffic conditions. The TPC will explore the demand for these services amongst employees at the development and will arrange periodic training and maintenance sessions to be held on-site.

CYCLE TO WORK SCHEME

- 5.5.5. 'Cycle2work' schemes are a popular means for employees to source a bicycle and cycling equipment as a tax-free benefit. Cyclescheme is one such provider in the UK. The scheme is based on a tax-efficient salary-sacrifice arrangement and allows employees to be loaned bikes and accessories through their employer, with costs typically over 12-18 months, before purchasing the bike for a small sum at the end of the hire period. The scheme allows employees to spend up to £1000 on bikes and equipment, tax-free, potentially saving a significant proportion of the overall value. Tenants will be encouraged by the TPC to offer staff membership to the Cycle to Work scheme.

CYCLE JOURNEY PLANNER

- 5.5.6. Information on the best routes to take to and from work can be found on the 'My Journey' Hampshire Journey Planner. This tool can be used to find the fastest, quietest and most balanced routes to help members of staff get to and from work safely and efficiently. The tool also provides information on

journey times, distances and how many calories will be burned, as well as the elevation profile of the selected route.

CHANGING FACILITIES / LOCKERS

- 5.5.7. The development will incorporate changing facilities and lockers for staff that cycle and walk to work and need to either change or securely store belongings. These facilities will be well maintained, and the demand for additional lockers will be monitored and reviewed by the TPC.

BIKE DOCTOR

- 5.5.8. The TPC will organise a 'Bike Doctor' to service bicycles belonging to staff working at the development. The Bike Doctor will provide advice on cycle maintenance and repairs.

BICYCLE USER GROUP (BUG)

The TPC will investigate the establishment of a Bicycle User Group (BUG) for the development. The group will comprise of staff who are interested in taking forward initiatives to promote and facilitate cycling to and from work. An online forum will be created for sharing information on cycle routes, cycling best practice and to cover issues relating to cycling and cycle safety. The BUG will also enable less experienced cyclists to interact with established cyclists and obtain information, guidance and potentially a cycling buddy to accompany them on their journey to or from the development.

EMPLOYEE CHALLENGE EVENTS

- 5.5.9. The TPC will facilitate an annual travel challenge event to promote sustainable commuting amongst employees. The exact nature of the event will be determined based on demand from employees and service providers available locally. Any event might include, for example, a specific 'cycle to work' aspect to actively encourage cycling over a set period, with some form of reward or gamification aspect to incentivise participation.

5.6 PUBLIC TRANSPORT

- 5.6.1. As outlined in Chapter 2, the development can be accessed by 'First in Hampshire and Dorset' and 'Xelabus' bus services, which provide frequent connections to key local destinations, including Southampton City Centre, Hedge End, West End and Eastleigh. The closest bus stop is currently on B3035 Botley Road, approximately 400m from the Marshall Drive roundabout.
- 5.6.2. The closest railway station is Hedge End, which is approximately 2.6km north-east of the site. This provides connections to key locations such as Portsmouth, Winchester, and London Waterloo.

FREE TASTER TICKETS FOR LOCAL BUS SERVICES

- 5.6.3. To support an initial uptake in employees using local bus services to commute to and from the development, the TPC will explore the potential with local bus operators for the distribution of a fixed number of free weekly tickets to new employees. This will mean employees can experience commuting by bus at no cost from early in their employment to support initial uptake and patronage on existing services.

ANNUAL TICKET PURCHASE SCHEME

- 5.6.4. The TPC will explore the potential to purchase annual tickets for local public transport services on behalf of staff and then be reimbursed by participating staff over time. This can essentially be

administered through an interest-free loan which is then deducted from participating staff salaries, e.g. over the course of the year.

- 5.6.5. This will allow staff to realise the discounts available from annual tickets over daily or weekly tickets without the need to provide a significant financial outlay up front. Such schemes then also safeguard users over the course of the year from any potential rises in public transport fares.

5.7 SUMMARY

- 5.7.1. This chapter has highlighted a variety of travel planning measures to be introduced at the development to encourage the use of sustainable transport options by employees and visitors. Some measures focus on raising awareness and providing travel information and advice so individuals can make informed choices on how to access the industrial park and not otherwise assume car-based travel is the only viable option.
- 5.7.2. Other measures are designed to then actively encourage individuals to use these modes, ensuring the Travel Plan remains proactive in achieving its stated objectives over time. This includes investing in supporting infrastructure and services, rewarding sustainable travel patterns and managing parking demands.

6 IMPLEMENTATION ACTION PLAN

- 6.1.1. The site management will ultimately be responsible for implementing the measures set out within this Framework Travel Plan. The measures will be implemented by the appointed TPC, who will assume day-to-day responsibility and continue to oversee progress.
- 6.1.2. **Table 6-1** presents a summary implementation action plan for the measures outlined in **Section 5**. This specifies individual measures, the trigger point, or a specified timeframe for implementation, and who will have responsibility for delivery. This information provides a transparent understanding of what will be delivered, when and by whom and can serve as the basis to guide discussion amongst Steering Group representatives as the Travel Plan evolves over time.

Table 6-1 – Implementation Action Plan

Travel Plan Measure	Delivery Trigger / Timeframe	Delivery Responsibility
Overall Management		
Appoint TP Representatives	Upon occupation for each individual unit	Occupier
Travel Plan Survey	Six months after first occupation or at 75% occupancy, and annually thereafter	Travel Plan Coordinator
Monitoring Report	Annually, six months after travel surveys	Travel Plan Coordinator
Travel Information and Advice		
Travel Information Webpage	Available on development opening	Travel Plan Coordinator
Travel Information Packs	Available on opening	
Promotional Events	Six months after first occupation or at 75% occupancy, and annually thereafter	
Managing Car-Based Travel		
Car Sharing Promotion	From first occupation, upon new employee induction and included in promotional material	Travel Plan Coordinator
Guaranteed Ride Home	From first occupation, upon new employee induction and included in promotional material	Travel Plan Coordinator

Electric Vehicle Points	Included within development	Site Management
Parking Provision and Management		
Cycle Parking Provision	Included within development	Site Management
Promoting Active Travel		
Pool Bike Hire (inc. e-Bikes)	Within six months of development opening	Travel Plan Coordinator
Adult Cycle Training	Within one year of development opening, annually thereafter	
Cycle2Work Scheme	From occupation	Occupier
Changing Facilities & Lockers	Included within development proposals	
Bike Doctor	Within one year of development opening, annually thereafter	Travel Plan Coordinator
Bike User Group (BUG)	Within six months of development opening	Travel Plan Coordinator
Employee Challenge Events	Within one year of development opening, annually thereafter	Travel Plan Coordinator
Public Transport and Modal Interchange		
Free Taster Tickets for Bus Services	Within six months of development opening	Travel Plan Coordinator
Annual Ticket Purchase Scheme	Within one year of development opening	Occupier

- 6.1.3. The managing agency for the development and its operations will facilitate delivery of the travel planning measures presented in **Section 5** which are to be funded by the occupiers.

7 TARGETS AND MONITORING

7.1 TRAVEL PLAN TARGETS

- 7.1.1. The measures proposed by this Framework Travel Plan will ensure both employees and visitors are made aware of different travel options to access the development, and that sustainable transport options are actively promoted.
- 7.1.2. Following the opening of new business at the development, it will be possible to conduct a baseline travel survey of both employees and visitors to observe initial travel patterns. The travel survey with employees will be conducted by distributing a questionnaire internally to each employee to gather information on their initial commuting patterns, working arrangements and views on transport options. Information on visitor travel patterns will be collated through short interviews conducted on site with a sample of visitors. All surveys will be conducted by the TPC.
- 7.1.3. This baseline information can then be used to derive aspirational modal share outcomes for monitoring purposes and guiding future travel plan decision making.
- 7.1.4. The measures proposed by this Framework Travel Plan are intended to bring about a change in the way staff commute to work. Therefore, a SMART target has been derived to help measure quantifiable progress against the objectives of the Travel Plan.
- 7.1.5. In order to set a baseline to measure the progress of targets against, a baseline indicative mode share has been derived for the development. The baseline indicative mode share has been derived using 'Method of travel to work' (QS701EW) data from the 2011 Census for the Eastleigh 009 (E02004720) locale, in which the proposed development site is located. This will be adjusted to match the mode share data reported by the first travel survey following occupation, and targets will also be adjusted accordingly with the same proportion of reduction. These initial targets are presented in Table 7-1 and total at a 15% reduction in car (driver) mode share over a five year period. This target can be adjusted by the TPC and Steering Group to ensure that it is SMART.

Table 7-1 – Initial Car Driver Mode Share and Associated Targets

Baseline Car (Driver) Mode Share (%)	Year 1	Year 2	Year 3	Year 4	Year 5
79%*	76%	73%	70%	67%	64%

**Initial Car Model Share to be confirmed following the first travel survey*

- 7.1.6. Five years has been assigned as the horizon period for the Travel Plan as several measures outlined in this Framework Travel Plan will take a period of time to introduce, and importantly, to bring about a positive and sustained change in staff travel patterns.

7.2 TRAVEL PLAN MONITORING

- 7.2.1. The baseline survey will be undertaken by the TPC within six months of occupation. A survey template has been included within Appendix A as an example of the likely contents of the survey. Subsequent full staff travel surveys will be then undertaken annually for a five-year period from first

occupation to provide a comprehensive understanding of mode shares and ensure progress is being achieved and reasons incentivising (or not) modal shift to inform the Travel Plan measures review.

- 7.2.2. This information will be central to establishing how effective the measures have been in meeting the objectives and SMART targets of this Framework Travel Plan.
- 7.2.3. Monitoring reports will be generated three months after the annual travel surveys and provided by the TPC to Hampshire County Council.

7.3 TRAVEL PLAN REVIEW

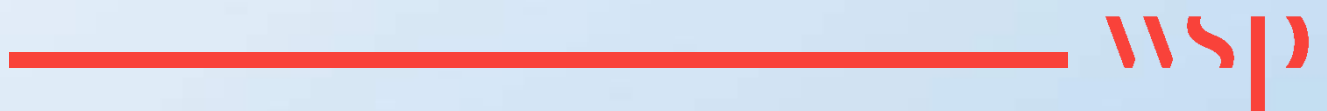
- 7.3.1. The Travel Plan will be reviewed annually by the TPC following analysis of staff and visitor travel patterns, with recommendations made to the Steering Group for any new measures, or variations to existing measures, to be taken forward in light of the travel survey findings and any new evidence of demand from employees and visitors.
- 7.3.2. This approach will allow for evidence-based decision making on how the plan should be implemented, ensuring it remains responsive over time, while also providing an opportunity for any new measures to be evaluated fully and a fresh approach to be adopted if required.

8 SUMMARY

- 8.1.1. In summary, the overarching vision of this Workplace Framework Travel Plan is:
- ‘The development at the Ageas Bowl will accommodate employees and visitor journeys through a variety of integrated and sustainable transport options, with people able to access travel information on demand to make informed travel choices.’*
- 8.1.2. The vision is supported by the following, specific objectives:
- To manage the volume of single-occupancy car travel and the impact on local roads and communities;
 - To ensure the development is accessible by sustainable transport options; including public transport, on foot or bicycle, or shared car journeys where possible;
 - To facilitate informed travel choices, by ensuring both employees and visitors have access to real-time on demand travel information; and
 - To work in partnership with Eastleigh Borough Council, transport service providers, and other major employers locally to deliver area-wide travel and transport improvements.
- 8.1.3. Following the opening of new business at the development, it will be possible to conduct a baseline travel survey of both employees and visitors to observe initial travel patterns. A baseline indicative mode share has been derived for the development using the ‘Method of travel to work’ dataset from the 2011 census for Eastleigh. This will be adjusted to match the mode share data reported by the first travel survey following occupation, and targets will also be adjusted accordingly with the same proportion of reduction. The target is a 15% reduction in car mode share over a five year period. This target can be adjusted by the TPC and Steering Group to ensure that it is SMART.
- 8.1.4. In order to achieve these targets, the following measures will be implemented at the development:
- Provision of travel information, via a website and Travel Information Packs;
 - Promotional events;
 - Promotion of car sharing platforms;
 - A guaranteed ride home scheme;
 - EV charging points;
 - Available cycle parking and monitored demand for it;
 - Promotion of Active Travel, including pool bike hire, adult cycle training and available changing facilities; and
 - Public transport promotion, including free taster tickets and an annual ticket purchase scheme.
- 8.1.5. A clear management structure has also been determined to ensure ownership and delivery of the plan, including regular engagement with Hampshire County Council, transport service providers and other local employers.
- 8.1.6. The Workplace Travel Plan will be a living document which is reviewed on a regular basis and modified if progress toward desired outcomes is not being achieved.

Appendix A

WORKPLACE TRAVEL SURVEY



Employee Travel Survey

1. About You

This travel survey is designed to help us understand how you travel to work and your reasons for travelling in this way. This information can then be used to hopefully improve your journey to work.

The data that you submit in the following sections will only be used for this travel survey. Data will only be published in aggregated form, therefore no individual will be identifiable. No data will be kept for longer than is necessary for these purposes and none will be passed to third parties.

Please remember to press SUBMIT once you have completed the online survey.

1. Which organisation do you work for?

2. Gender

☐ Male

☐ Female

3. Age

☐ 16-19

☐ 20-29

☐ 30-39

☐ 40-49

☐ 50-59

☐ 60+

4. Home postcode (optional - only the first half of your postcode is required)

5. Do you consider yourself to have a disability which affects the way in which you can travel to work?

☐ No

☐ Yes (please give details)

Employee Travel Survey

2. Your Travel Choices

6. Which of the following options best describes your working hours?

- ☐ Full time
- ☐ Part time (less than 37 hours per week)
- ☐ Part time (less than 3 days per week)
- ☐ Shift work
- ☐ School term time only
- ☐ Weekend working
- ☐ Night working

7. What is your main mode of travel to work? (If you use more than one of the below options indicate which mode you spend the most time/furthest distance on)

- ☐ Walk
- ☐ Car alone
- ☐ Car share (as a passenger)
- ☐ Car share (as the driver)
- ☐ Cycle
- ☐ Bus
- ☐ Staff Minibus
- ☐ Train
- ☐ Walk then Train
- ☐ Cycle then Train
- ☐ Drive then Train
- ☐ Lift then Train
- ☐ Motorcycle
- ☐ Ferry
- ☐ Taxi
- ☐ Work from home
- ☐ Other

Employee Travel Survey

8. How often do you travel this way? (If 'every day' only tick one mode)

	Every day	2-3 times a week	At least once a week
Walk	☐	☐	☐
Car Alone	☐	☐	☐
Car Share (as a passenger)	☐	☐	☐
Car Share (as a driver)	☐	☐	☐
Cycle	☐	☐	☐
Bus	☐	☐	☐
Staff Minibus	☐	☐	☐
Train	☐	☐	☐
Motorcycle	☐	☐	☐
Ferry	☐	☐	☐
Taxi	☐	☐	☐
Work from home	☐	☐	☐
Other	☐	☐	☐

9. What influences your travel choice? (please enter an answer for each statement)

	Very important	Important	Not important
Lack of alternatives	☐	☐	☐
Cost	☐	☐	☐
Convenience and Comfort	☐	☐	☐
Personal Safety	☐	☐	☐
Environmental Concerns	☐	☐	☐
Health and fitness	☐	☐	☐
Parking issues	☐	☐	☐
Avoiding congestion	☐	☐	☐
Need car for my work	☐	☐	☐
Additional journeys before/after work	☐	☐	☐

Employee Travel Survey

10. How far is your place of work from your home?

- ☐ Less than a mile
- ☐ 1-2 miles
- ☐ 3-5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ More than 20 miles

11. How long does your journey from home to your place of work usually take?

- ☐ Less than 15 minutes
- ☐ 15-30 minutes
- ☐ 30-45 minutes
- ☐ 45-60 minutes
- ☐ Over an hour

12. What time do you usually arrive at your place of work?

- ☐ Before 8am
- ☐ 8am - 9am
- ☐ After 9am
- ☐ Work from home

13. What time do you usually leave your place of work?

- ☐ Before 5pm
- ☐ 5pm - 6pm
- ☐ After 6pm
- ☐ Work from home

Employee Travel Survey

3. Car drivers

14. If you travel by car to your place of work, where do you usually park?

- ☐ At your place of work
- ☐ Public car park
- ☐ On street (another location)
- ☐ Park and Ride
- ☐ Other (please specify)

15. If you were unable to drive to work on a given day, what would you do?

1st choice	
2nd choice	
3rd choice	

Employee Travel Survey

4. Business travel and incentives

16. When you make a business journey (i.e. attending a meeting in another location or any journey for which you claim travel expenses) how do you usually travel? (If always only tick one mode)

	Always	Very often	Occasionally
Bicycle	☐	☐	☐
Bus	☐	☐	☐
Train	☐	☐	☐
Car (own)	☐	☐	☐
Car (lease/hire)	☐	☐	☐
Car share	☐	☐	☐
Motorcycle	☐	☐	☐
Taxi	☐	☐	☐
Walk	☐	☐	☐

Other (please specify)

17. Please indicate the extent to which you have used each of the following

	Always	Sometimes	Never	Option not available to me
Working from home	☐	☐	☐	☐
Flexi time	☐	☐	☐	☐
Flexi leave	☐	☐	☐	☐
Compressed hours (e.g. 9 day fortnight)	☐	☐	☐	☐
Video/tele conferencing	☐	☐	☐	☐

18. Are you aware of any incentives or discounts offered through your employer to help with your travel to work?

☐ Yes

☐ No

Employee Travel Survey

19. If yes, do you make use of any of them?

☐ No

☐ Yes (please specify)

If you have any questions regarding your journey to work please contact the Workplace Travel Plan team at Hampshire County Council at workplace.travelplans@hants.gov.uk



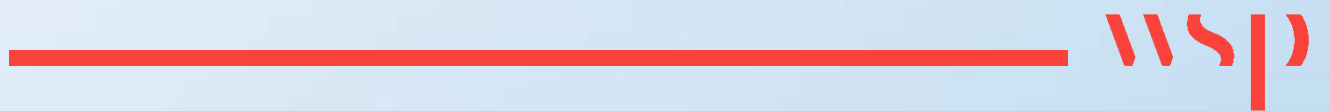
Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

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PUBLIC

Appendix I

TRICS OUTPUTS



Calculation Reference: AUDIT-100319-210721-0711

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

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

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:	No of Dwellings
Actual Range:	135 to 184 (units:)
Range Selected by User:	100 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range: 01/01/13 to 13/11/18

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
------------------------------------	---

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:

Development Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3

2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000

1 days

20,001 to 25,000

1 days

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

Population within 5 miles:

250.001 to 500.000

1 days

500.001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

1.1 to 1.5

1 days

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

Travel Plan:

No

2 days

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

PTAL Rating:

No PTAL Present

2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	MS-03-C-02	BLOCKS OF FLATS	MERSEYSIDE
	SOUTH FERRY QUAY		
	LIVERPOOL		
	BRUNSWICK DOCK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
2	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	160	0.038	2	160	0.138	2	160	0.176
08:00 - 09:00	2	160	0.038	2	160	0.157	2	160	0.195
09:00 - 10:00	2	160	0.060	2	160	0.056	2	160	0.116
10:00 - 11:00	2	160	0.053	2	160	0.060	2	160	0.113
11:00 - 12:00	2	160	0.041	2	160	0.060	2	160	0.101
12:00 - 13:00	2	160	0.066	2	160	0.091	2	160	0.157
13:00 - 14:00	2	160	0.044	2	160	0.063	2	160	0.107
14:00 - 15:00	2	160	0.038	2	160	0.066	2	160	0.104
15:00 - 16:00	2	160	0.088	2	160	0.038	2	160	0.126
16:00 - 17:00	2	160	0.097	2	160	0.038	2	160	0.135
17:00 - 18:00	2	160	0.119	2	160	0.060	2	160	0.179
18:00 - 19:00	2	160	0.119	2	160	0.078	2	160	0.197
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.801			0.905			1.706

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

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

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Parameter summary

Trip rate parameter range selected: 135 - 184 (units:)
 Survey date range: 01/01/13 - 13/11/18
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	160	0.003	2	160	0.009	2	160	0.012
08:00 - 09:00	2	160	0.003	2	160	0.022	2	160	0.025
09:00 - 10:00	2	160	0.003	2	160	0.000	2	160	0.003
10:00 - 11:00	2	160	0.003	2	160	0.003	2	160	0.006
11:00 - 12:00	2	160	0.003	2	160	0.003	2	160	0.006
12:00 - 13:00	2	160	0.003	2	160	0.000	2	160	0.003
13:00 - 14:00	2	160	0.006	2	160	0.003	2	160	0.009
14:00 - 15:00	2	160	0.006	2	160	0.003	2	160	0.009
15:00 - 16:00	2	160	0.006	2	160	0.003	2	160	0.009
16:00 - 17:00	2	160	0.003	2	160	0.000	2	160	0.003
17:00 - 18:00	2	160	0.003	2	160	0.003	2	160	0.006
18:00 - 19:00	2	160	0.009	2	160	0.006	2	160	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.055			0.106

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	160	0.016	2	160	0.041	2	160	0.057
08:00 - 09:00	2	160	0.013	2	160	0.056	2	160	0.069
09:00 - 10:00	2	160	0.022	2	160	0.044	2	160	0.066
10:00 - 11:00	2	160	0.019	2	160	0.025	2	160	0.044
11:00 - 12:00	2	160	0.009	2	160	0.019	2	160	0.028
12:00 - 13:00	2	160	0.016	2	160	0.009	2	160	0.025
13:00 - 14:00	2	160	0.009	2	160	0.013	2	160	0.022
14:00 - 15:00	2	160	0.022	2	160	0.019	2	160	0.041
15:00 - 16:00	2	160	0.025	2	160	0.019	2	160	0.044
16:00 - 17:00	2	160	0.044	2	160	0.013	2	160	0.057
17:00 - 18:00	2	160	0.044	2	160	0.016	2	160	0.060
18:00 - 19:00	2	160	0.056	2	160	0.019	2	160	0.075
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.295			0.293			0.588

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	160	0.000	2	160	0.022	2	160	0.022
08:00 - 09:00	2	160	0.000	2	160	0.025	2	160	0.025
09:00 - 10:00	2	160	0.003	2	160	0.016	2	160	0.019
10:00 - 11:00	2	160	0.003	2	160	0.009	2	160	0.012
11:00 - 12:00	2	160	0.000	2	160	0.013	2	160	0.013
12:00 - 13:00	2	160	0.013	2	160	0.003	2	160	0.016
13:00 - 14:00	2	160	0.006	2	160	0.016	2	160	0.022
14:00 - 15:00	2	160	0.013	2	160	0.019	2	160	0.032
15:00 - 16:00	2	160	0.013	2	160	0.009	2	160	0.022
16:00 - 17:00	2	160	0.025	2	160	0.009	2	160	0.034
17:00 - 18:00	2	160	0.022	2	160	0.000	2	160	0.022
18:00 - 19:00	2	160	0.038	2	160	0.009	2	160	0.047
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.150			0.286

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	160	0.031	2	160	0.129	2	160	0.160
08:00 - 09:00	2	160	0.034	2	160	0.150	2	160	0.184
09:00 - 10:00	2	160	0.047	2	160	0.050	2	160	0.097
10:00 - 11:00	2	160	0.044	2	160	0.053	2	160	0.097
11:00 - 12:00	2	160	0.038	2	160	0.053	2	160	0.091
12:00 - 13:00	2	160	0.053	2	160	0.085	2	160	0.138
13:00 - 14:00	2	160	0.041	2	160	0.050	2	160	0.091
14:00 - 15:00	2	160	0.031	2	160	0.060	2	160	0.091
15:00 - 16:00	2	160	0.082	2	160	0.031	2	160	0.113
16:00 - 17:00	2	160	0.091	2	160	0.034	2	160	0.125
17:00 - 18:00	2	160	0.116	2	160	0.050	2	160	0.166
18:00 - 19:00	2	160	0.100	2	160	0.066	2	160	0.166
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.708			0.811			1.519

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	4 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

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

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: No of Dwellings
Actual Range: 33 to 79 (units:)
Range Selected by User: 30 to 80 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 19/11/19

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

Selected survey days:

Tuesday	5 days
Wednesday	5 days
Thursday	6 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	9

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

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

Secondary Filtering selection:

Use Class:

C3 16 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	15 days

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

Travel Plan:

Yes	9 days
No	7 days

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

PTAL Rating:

No PTAL Present	16 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 04/06/19	SEMI-DETACHED & TERRACED	CHESHIRE	Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17	SEMI DETACHED	DURHAM	Survey Type: MANUAL
3	DV-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15	TERRACED HOUSES	DEVON	Survey Type: MANUAL
4	HC-03-A-18 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 29/11/16	HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
5	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18	TERRACED & SEMI-DETACHED	HAMPSHIRE	Survey Type: MANUAL
6	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18	MIXED HOUSES	HAMPSHIRE	Survey Type: MANUAL
7	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19	HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
9	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM Edge of Town Residential Zone Total No of Dwellings: 70 Survey date: WEDNESDAY 18/09/19	MIXED HOUSES	NORFOLK	Survey Type: MANUAL
10	NF-03-A-05 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 19/09/19	MIXED HOUSES	NORFOLK	Survey Type: MANUAL
11	SC-03-A-04 HIGH ROAD BYFLEET Edge of Town Residential Zone Total No of Dwellings: 71 Survey date: THURSDAY 23/01/14	DETACHED & TERRACED	SURREY	Survey Type: MANUAL
12	SF-03-A-07 FOXHALL ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 Survey date: THURSDAY 09/05/19	MIXED HOUSES	SUFFOLK	Survey Type: MANUAL
13	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total No of Dwellings: 54 Survey date: THURSDAY 24/10/13	SEMI-DETACHED / TERRACED	SHROPSHIRE	Survey Type: MANUAL
14	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: 33 Survey date: THURSDAY 24/09/15	DETACHED & SEMI	SOMERSET	Survey Type: MANUAL
15	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 Survey date: WEDNESDAY 18/09/13	SEMI DETACHED HOUSES	SOUTH YORKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES 79	WEST SUSSEX Survey date: WEDNESDAY 07/11/18	Survey Type: MANUAL
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This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	53	0.071	16	53	0.347	16	53	0.418
08:00 - 09:00	16	53	0.113	16	53	0.349	16	53	0.462
09:00 - 10:00	16	53	0.150	16	53	0.174	16	53	0.324
10:00 - 11:00	16	53	0.136	16	53	0.173	16	53	0.309
11:00 - 12:00	16	53	0.144	16	53	0.185	16	53	0.329
12:00 - 13:00	16	53	0.150	16	53	0.151	16	53	0.301
13:00 - 14:00	16	53	0.166	16	53	0.168	16	53	0.334
14:00 - 15:00	16	53	0.151	16	53	0.193	16	53	0.344
15:00 - 16:00	16	53	0.256	16	53	0.166	16	53	0.422
16:00 - 17:00	16	53	0.291	16	53	0.137	16	53	0.428
17:00 - 18:00	16	53	0.344	16	53	0.151	16	53	0.495
18:00 - 19:00	16	53	0.280	16	53	0.124	16	53	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.252			2.318			4.570

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

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

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Parameter summary

Trip rate parameter range selected:	33 - 79 (units:)
Survey date range:	01/01/13 - 19/11/19
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	53	0.005	16	53	0.016	16	53	0.021
08:00 - 09:00	16	53	0.000	16	53	0.025	16	53	0.025
09:00 - 10:00	16	53	0.000	16	53	0.008	16	53	0.008
10:00 - 11:00	16	53	0.005	16	53	0.002	16	53	0.007
11:00 - 12:00	16	53	0.005	16	53	0.004	16	53	0.009
12:00 - 13:00	16	53	0.005	16	53	0.007	16	53	0.012
13:00 - 14:00	16	53	0.005	16	53	0.000	16	53	0.005
14:00 - 15:00	16	53	0.005	16	53	0.001	16	53	0.006
15:00 - 16:00	16	53	0.019	16	53	0.002	16	53	0.021
16:00 - 17:00	16	53	0.009	16	53	0.002	16	53	0.011
17:00 - 18:00	16	53	0.005	16	53	0.004	16	53	0.009
18:00 - 19:00	16	53	0.011	16	53	0.002	16	53	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.073			0.147

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.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	53	0.011	16	53	0.060	16	53	0.071
08:00 - 09:00	16	53	0.040	16	53	0.135	16	53	0.175
09:00 - 10:00	16	53	0.050	16	53	0.048	16	53	0.098
10:00 - 11:00	16	53	0.027	16	53	0.043	16	53	0.070
11:00 - 12:00	16	53	0.040	16	53	0.028	16	53	0.068
12:00 - 13:00	16	53	0.041	16	53	0.041	16	53	0.082
13:00 - 14:00	16	53	0.049	16	53	0.036	16	53	0.085
14:00 - 15:00	16	53	0.042	16	53	0.044	16	53	0.086
15:00 - 16:00	16	53	0.109	16	53	0.040	16	53	0.149
16:00 - 17:00	16	53	0.075	16	53	0.037	16	53	0.112
17:00 - 18:00	16	53	0.042	16	53	0.060	16	53	0.102
18:00 - 19:00	16	53	0.051	16	53	0.036	16	53	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.577			0.608			1.185

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	53	0.000	16	53	0.041	16	53	0.041
08:00 - 09:00	16	53	0.001	16	53	0.054	16	53	0.055
09:00 - 10:00	16	53	0.005	16	53	0.019	16	53	0.024
10:00 - 11:00	16	53	0.008	16	53	0.014	16	53	0.022
11:00 - 12:00	16	53	0.006	16	53	0.004	16	53	0.010
12:00 - 13:00	16	53	0.008	16	53	0.012	16	53	0.020
13:00 - 14:00	16	53	0.005	16	53	0.002	16	53	0.007
14:00 - 15:00	16	53	0.008	16	53	0.007	16	53	0.015
15:00 - 16:00	16	53	0.019	16	53	0.009	16	53	0.028
16:00 - 17:00	16	53	0.030	16	53	0.000	16	53	0.030
17:00 - 18:00	16	53	0.028	16	53	0.004	16	53	0.032
18:00 - 19:00	16	53	0.046	16	53	0.006	16	53	0.052
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.164			0.172			0.336

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.

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	53	0.047	16	53	0.289	16	53	0.336
08:00 - 09:00	16	53	0.080	16	53	0.280	16	53	0.360
09:00 - 10:00	16	53	0.099	16	53	0.136	16	53	0.235
10:00 - 11:00	16	53	0.094	16	53	0.126	16	53	0.220
11:00 - 12:00	16	53	0.101	16	53	0.132	16	53	0.233
12:00 - 13:00	16	53	0.111	16	53	0.117	16	53	0.228
13:00 - 14:00	16	53	0.116	16	53	0.118	16	53	0.234
14:00 - 15:00	16	53	0.111	16	53	0.147	16	53	0.258
15:00 - 16:00	16	53	0.207	16	53	0.129	16	53	0.336
16:00 - 17:00	16	53	0.236	16	53	0.103	16	53	0.339
17:00 - 18:00	16	53	0.281	16	53	0.118	16	53	0.399
18:00 - 19:00	16	53	0.240	16	53	0.105	16	53	0.345
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.723			1.800			3.523

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.

Calculation Reference: AUDIT-100319-210722-0715

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days

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

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: Number of bedrooms
 Actual Range: 67 to 227 (units:)
 Range Selected by User: 50 to 227 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 16/10/19

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:

Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3

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:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Out of Town	1

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

Secondary Filtering selection:

Use Class:

C1 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 3 days

100,001 or More 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days

100,001 to 125,000 1 days

250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 3 days

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

Travel Plan:

No 4 days

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

PTAL Rating:

No PTAL Present 4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BU-06-A-02	HOLIDAY INN		BUCKINGHAMSHIRE
	NEW ROAD			
	AYLESBURY			
	WESTON TURVILLE			
	Edge of Town			
	Out of Town			
	Total Number of bedrooms:	139		
	Survey date: WEDNESDAY	01/10/14	Survey Type: MANUAL	
2	DV-06-A-03	FUTURE INN		DEVON
	WILLIAM PRANCE ROAD			
	PLYMOUTH			
	Edge of Town			
	Industrial Zone			
	Total Number of bedrooms:	110		
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL	
3	GS-06-A-02	PREMIER INN		GLOUCESTERSHIRE
	GLOUCESTER ROAD			
	CHELTENHAM SPA			
	SAINT MARKS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of bedrooms:	67		
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL	
4	LE-06-A-01	MARRIOTT		LEICESTERSHIRE
	SMITH WAY			
	LEICESTER			
	ENDERBY			
	Edge of Town			
	Commercial Zone			
	Total Number of bedrooms:	227		
	Survey date: THURSDAY	12/07/18	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	136	0.127	4	136	0.249	4	136	0.376
08:00 - 09:00	4	136	0.247	4	136	0.300	4	136	0.547
09:00 - 10:00	4	136	0.304	4	136	0.160	4	136	0.464
10:00 - 11:00	4	136	0.201	4	136	0.134	4	136	0.335
11:00 - 12:00	4	136	0.083	4	136	0.149	4	136	0.232
12:00 - 13:00	4	136	0.203	4	136	0.129	4	136	0.332
13:00 - 14:00	4	136	0.206	4	136	0.182	4	136	0.388
14:00 - 15:00	4	136	0.133	4	136	0.151	4	136	0.284
15:00 - 16:00	4	136	0.166	4	136	0.236	4	136	0.402
16:00 - 17:00	4	136	0.171	4	136	0.230	4	136	0.401
17:00 - 18:00	4	136	0.204	4	136	0.197	4	136	0.401
18:00 - 19:00	4	136	0.230	4	136	0.197	4	136	0.427
19:00 - 20:00	4	136	0.179	4	136	0.166	4	136	0.345
20:00 - 21:00	4	136	0.131	4	136	0.090	4	136	0.221
21:00 - 22:00	4	136	0.083	4	136	0.105	4	136	0.188
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.668			2.675			5.343

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

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

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Parameter summary

Trip rate parameter range selected: 67 - 227 (units:)
 Survey date range: 01/01/11 - 16/10/19
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TAXIS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	136	0.013	4	136	0.013	4	136	0.026
08:00 - 09:00	4	136	0.028	4	136	0.022	4	136	0.050
09:00 - 10:00	4	136	0.009	4	136	0.013	4	136	0.022
10:00 - 11:00	4	136	0.011	4	136	0.015	4	136	0.026
11:00 - 12:00	4	136	0.004	4	136	0.007	4	136	0.011
12:00 - 13:00	4	136	0.000	4	136	0.000	4	136	0.000
13:00 - 14:00	4	136	0.011	4	136	0.009	4	136	0.020
14:00 - 15:00	4	136	0.017	4	136	0.013	4	136	0.030
15:00 - 16:00	4	136	0.009	4	136	0.009	4	136	0.018
16:00 - 17:00	4	136	0.004	4	136	0.006	4	136	0.010
17:00 - 18:00	4	136	0.017	4	136	0.017	4	136	0.034
18:00 - 19:00	4	136	0.018	4	136	0.018	4	136	0.036
19:00 - 20:00	4	136	0.017	4	136	0.013	4	136	0.030
20:00 - 21:00	4	136	0.009	4	136	0.007	4	136	0.016
21:00 - 22:00	4	136	0.009	4	136	0.009	4	136	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.176			0.171			0.347

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	136	0.004	4	136	0.000	4	136	0.004
08:00 - 09:00	4	136	0.006	4	136	0.000	4	136	0.006
09:00 - 10:00	4	136	0.002	4	136	0.000	4	136	0.002
10:00 - 11:00	4	136	0.004	4	136	0.002	4	136	0.006
11:00 - 12:00	4	136	0.002	4	136	0.002	4	136	0.004
12:00 - 13:00	4	136	0.002	4	136	0.000	4	136	0.002
13:00 - 14:00	4	136	0.002	4	136	0.002	4	136	0.004
14:00 - 15:00	4	136	0.002	4	136	0.009	4	136	0.011
15:00 - 16:00	4	136	0.000	4	136	0.006	4	136	0.006
16:00 - 17:00	4	136	0.004	4	136	0.007	4	136	0.011
17:00 - 18:00	4	136	0.002	4	136	0.004	4	136	0.006
18:00 - 19:00	4	136	0.000	4	136	0.000	4	136	0.000
19:00 - 20:00	4	136	0.000	4	136	0.000	4	136	0.000
20:00 - 21:00	4	136	0.002	4	136	0.002	4	136	0.004
21:00 - 22:00	4	136	0.002	4	136	0.000	4	136	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	136	0.009	4	136	0.018	4	136	0.027
08:00 - 09:00	4	136	0.009	4	136	0.009	4	136	0.018
09:00 - 10:00	4	136	0.007	4	136	0.018	4	136	0.025
10:00 - 11:00	4	136	0.000	4	136	0.007	4	136	0.007
11:00 - 12:00	4	136	0.002	4	136	0.020	4	136	0.022
12:00 - 13:00	4	136	0.018	4	136	0.018	4	136	0.036
13:00 - 14:00	4	136	0.024	4	136	0.029	4	136	0.053
14:00 - 15:00	4	136	0.041	4	136	0.018	4	136	0.059
15:00 - 16:00	4	136	0.015	4	136	0.017	4	136	0.032
16:00 - 17:00	4	136	0.020	4	136	0.013	4	136	0.033
17:00 - 18:00	4	136	0.024	4	136	0.029	4	136	0.053
18:00 - 19:00	4	136	0.028	4	136	0.026	4	136	0.054
19:00 - 20:00	4	136	0.009	4	136	0.020	4	136	0.029
20:00 - 21:00	4	136	0.018	4	136	0.013	4	136	0.031
21:00 - 22:00	4	136	0.015	4	136	0.002	4	136	0.017
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.239			0.257			0.496

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	136	0.018	4	136	0.037	4	136	0.055
08:00 - 09:00	4	136	0.022	4	136	0.206	4	136	0.228
09:00 - 10:00	4	136	0.011	4	136	0.009	4	136	0.020
10:00 - 11:00	4	136	0.029	4	136	0.015	4	136	0.044
11:00 - 12:00	4	136	0.007	4	136	0.002	4	136	0.009
12:00 - 13:00	4	136	0.015	4	136	0.013	4	136	0.028
13:00 - 14:00	4	136	0.007	4	136	0.013	4	136	0.020
14:00 - 15:00	4	136	0.017	4	136	0.002	4	136	0.019
15:00 - 16:00	4	136	0.015	4	136	0.007	4	136	0.022
16:00 - 17:00	4	136	0.031	4	136	0.006	4	136	0.037
17:00 - 18:00	4	136	0.046	4	136	0.039	4	136	0.085
18:00 - 19:00	4	136	0.190	4	136	0.004	4	136	0.194
19:00 - 20:00	4	136	0.002	4	136	0.006	4	136	0.008
20:00 - 21:00	4	136	0.007	4	136	0.002	4	136	0.009
21:00 - 22:00	4	136	0.000	4	136	0.000	4	136	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.417			0.361			0.778

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.

Calculation Reference: AUDIT-100319-220112-0143

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

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

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:	No of Dwellings
Actual Range:	34 to 48 (units:)
Range Selected by User:	17 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 31/12/11 to 20/11/19

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

10,001 to 15,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days

100,001 to 125,000 1 days

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

1.6 to 2.0 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	IW-03-N-01	RETIREMENT FLATS	ISLE OF WIGHT
	CHURCH ROAD		
	BEMBRIDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	27/06/19	Survey Type: MANUAL
2	NF-03-N-02	RETIREMENT FLATS	NORFOLK
	YARMOUTH ROAD		
	NORWICH		
	THORPE SAINT ANDREW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	48	
	Survey date: WEDNESDAY	20/11/19	Survey Type: MANUAL
3	WY-03-N-01	RETIREMENT BUNGALOWS	WEST YORKSHIRE
	GROVE AVENUE		
	HALIFAX		
	WHEATLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	23/10/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	41	0.033	3	41	0.033	3	41	0.066
08:00 - 09:00	3	41	0.074	3	41	0.090	3	41	0.164
09:00 - 10:00	3	41	0.139	3	41	0.172	3	41	0.311
10:00 - 11:00	3	41	0.180	3	41	0.189	3	41	0.369
11:00 - 12:00	3	41	0.123	3	41	0.123	3	41	0.246
12:00 - 13:00	3	41	0.131	3	41	0.107	3	41	0.238
13:00 - 14:00	3	41	0.139	3	41	0.131	3	41	0.270
14:00 - 15:00	3	41	0.213	3	41	0.230	3	41	0.443
15:00 - 16:00	3	41	0.123	3	41	0.123	3	41	0.246
16:00 - 17:00	3	41	0.098	3	41	0.074	3	41	0.172
17:00 - 18:00	3	41	0.107	3	41	0.066	3	41	0.173
18:00 - 19:00	3	41	0.049	3	41	0.090	3	41	0.139
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.409			1.428			2.837

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

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

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Parameter summary

Trip rate parameter range selected: 34 - 48 (units:)
Survey date range: 31/12/11 - 20/11/19
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	41	0.000	3	41	0.000	3	41	0.000
08:00 - 09:00	3	41	0.000	3	41	0.000	3	41	0.000
09:00 - 10:00	3	41	0.000	3	41	0.000	3	41	0.000
10:00 - 11:00	3	41	0.000	3	41	0.000	3	41	0.000
11:00 - 12:00	3	41	0.000	3	41	0.000	3	41	0.000
12:00 - 13:00	3	41	0.000	3	41	0.008	3	41	0.008
13:00 - 14:00	3	41	0.000	3	41	0.000	3	41	0.000
14:00 - 15:00	3	41	0.008	3	41	0.000	3	41	0.008
15:00 - 16:00	3	41	0.000	3	41	0.000	3	41	0.000
16:00 - 17:00	3	41	0.000	3	41	0.000	3	41	0.000
17:00 - 18:00	3	41	0.000	3	41	0.000	3	41	0.000
18:00 - 19:00	3	41	0.000	3	41	0.000	3	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	41	0.033	3	41	0.025	3	41	0.058
08:00 - 09:00	3	41	0.041	3	41	0.016	3	41	0.057
09:00 - 10:00	3	41	0.025	3	41	0.016	3	41	0.041
10:00 - 11:00	3	41	0.074	3	41	0.066	3	41	0.140
11:00 - 12:00	3	41	0.123	3	41	0.107	3	41	0.230
12:00 - 13:00	3	41	0.082	3	41	0.066	3	41	0.148
13:00 - 14:00	3	41	0.066	3	41	0.016	3	41	0.082
14:00 - 15:00	3	41	0.041	3	41	0.033	3	41	0.074
15:00 - 16:00	3	41	0.016	3	41	0.008	3	41	0.024
16:00 - 17:00	3	41	0.025	3	41	0.033	3	41	0.058
17:00 - 18:00	3	41	0.016	3	41	0.082	3	41	0.098
18:00 - 19:00	3	41	0.008	3	41	0.033	3	41	0.041
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.550			0.501			1.051

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	41	0.000	3	41	0.000	3	41	0.000
08:00 - 09:00	3	41	0.000	3	41	0.000	3	41	0.000
09:00 - 10:00	3	41	0.000	3	41	0.008	3	41	0.008
10:00 - 11:00	3	41	0.008	3	41	0.033	3	41	0.041
11:00 - 12:00	3	41	0.025	3	41	0.008	3	41	0.033
12:00 - 13:00	3	41	0.033	3	41	0.000	3	41	0.033
13:00 - 14:00	3	41	0.025	3	41	0.033	3	41	0.058
14:00 - 15:00	3	41	0.033	3	41	0.016	3	41	0.049
15:00 - 16:00	3	41	0.000	3	41	0.000	3	41	0.000
16:00 - 17:00	3	41	0.016	3	41	0.025	3	41	0.041
17:00 - 18:00	3	41	0.008	3	41	0.008	3	41	0.016
18:00 - 19:00	3	41	0.000	3	41	0.000	3	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.148			0.131			0.279

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	41	0.025	3	41	0.025	3	41	0.050
08:00 - 09:00	3	41	0.066	3	41	0.082	3	41	0.148
09:00 - 10:00	3	41	0.098	3	41	0.139	3	41	0.237
10:00 - 11:00	3	41	0.156	3	41	0.172	3	41	0.328
11:00 - 12:00	3	41	0.090	3	41	0.098	3	41	0.188
12:00 - 13:00	3	41	0.107	3	41	0.082	3	41	0.189
13:00 - 14:00	3	41	0.131	3	41	0.123	3	41	0.254
14:00 - 15:00	3	41	0.180	3	41	0.197	3	41	0.377
15:00 - 16:00	3	41	0.098	3	41	0.098	3	41	0.196
16:00 - 17:00	3	41	0.098	3	41	0.074	3	41	0.172
17:00 - 18:00	3	41	0.082	3	41	0.041	3	41	0.123
18:00 - 19:00	3	41	0.041	3	41	0.090	3	41	0.131
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.172			1.221			2.393

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.

Calculation Reference: AUDIT-100319-210721-0701

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : Q - COMMUNITY CENTRE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

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

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: Gross floor area
 Actual Range: 100 to 1486 (units: sqm)
 Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 07/06/18

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	1
Village	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

F2(b) 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-07-Q-01	COMMUNITY CENTRE	CHESHIRE
	WARRINGTON ROAD		
	MERE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	100 sqm	
	Survey date: TUESDAY	07/11/17	Survey Type: MANUAL
2	NY-07-Q-01	COMMUNITY CENTRE	NORTH YORKSHIRE
	SHUTE ROAD		
	CATTERRICK GARRISON		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	316 sqm	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
3	SH-07-Q-01	COMMUNITY CENTRE	SHROPSHIRE
	SOUTHGATE		
	TELFORD		
	SUTTON HILL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1486 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	208	0.481	2	208	0.000	2	208	0.481
08:00 - 09:00	3	634	0.315	3	634	0.105	3	634	0.420
09:00 - 10:00	3	634	0.368	3	634	0.158	3	634	0.526
10:00 - 11:00	3	634	0.105	3	634	0.526	3	634	0.631
11:00 - 12:00	3	634	0.210	3	634	0.158	3	634	0.368
12:00 - 13:00	3	634	0.263	3	634	0.631	3	634	0.894
13:00 - 14:00	3	634	0.263	3	634	0.473	3	634	0.736
14:00 - 15:00	3	634	0.368	3	634	0.105	3	634	0.473
15:00 - 16:00	3	634	0.263	3	634	0.263	3	634	0.526
16:00 - 17:00	2	793	0.189	2	793	0.063	2	793	0.252
17:00 - 18:00	2	793	0.189	2	793	0.315	2	793	0.504
18:00 - 19:00	2	793	0.820	2	793	0.126	2	793	0.946
19:00 - 20:00	2	793	1.513	2	793	0.000	2	793	1.513
20:00 - 21:00	2	793	0.000	2	793	0.000	2	793	0.000
21:00 - 22:00	2	793	0.000	2	793	1.324	2	793	1.324
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.347			4.247			9.594

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

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

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Parameter summary

Trip rate parameter range selected: 100 - 1486 (units: sqm)
 Survey date range: 01/01/13 - 07/06/18
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	208	0.000	2	208	0.000	2	208	0.000
08:00 - 09:00	3	634	0.210	3	634	0.000	3	634	0.210
09:00 - 10:00	3	634	0.210	3	634	0.473	3	634	0.683
10:00 - 11:00	3	634	0.105	3	634	0.263	3	634	0.368
11:00 - 12:00	3	634	0.210	3	634	0.053	3	634	0.263
12:00 - 13:00	3	634	0.263	3	634	0.368	3	634	0.631
13:00 - 14:00	3	634	0.158	3	634	0.368	3	634	0.526
14:00 - 15:00	3	634	0.210	3	634	0.105	3	634	0.315
15:00 - 16:00	3	634	0.315	3	634	0.210	3	634	0.525
16:00 - 17:00	2	793	0.567	2	793	0.883	2	793	1.450
17:00 - 18:00	2	793	1.135	2	793	0.441	2	793	1.576
18:00 - 19:00	2	793	2.081	2	793	0.757	2	793	2.838
19:00 - 20:00	2	793	0.000	2	793	1.576	2	793	1.576
20:00 - 21:00	2	793	0.000	2	793	0.126	2	793	0.126
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		5.464			5.623				11.087

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	208	0.000	2	208	0.000	2	208	0.000
08:00 - 09:00	3	634	0.000	3	634	0.000	3	634	0.000
09:00 - 10:00	3	634	0.105	3	634	0.000	3	634	0.105
10:00 - 11:00	3	634	1.209	3	634	0.105	3	634	1.314
11:00 - 12:00	3	634	0.368	3	634	0.210	3	634	0.578
12:00 - 13:00	3	634	0.053	3	634	0.210	3	634	0.263
13:00 - 14:00	3	634	0.105	3	634	0.421	3	634	0.526
14:00 - 15:00	3	634	0.000	3	634	0.053	3	634	0.053
15:00 - 16:00	3	634	0.000	3	634	0.841	3	634	0.841
16:00 - 17:00	2	793	0.000	2	793	0.000	2	793	0.000
17:00 - 18:00	2	793	0.000	2	793	0.000	2	793	0.000
18:00 - 19:00	2	793	0.000	2	793	0.000	2	793	0.000
19:00 - 20:00	2	793	0.000	2	793	0.000	2	793	0.000
20:00 - 21:00	2	793	0.000	2	793	0.000	2	793	0.000
21:00 - 22:00	2	793	0.000	2	793	0.000	2	793	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.840			1.840			3.680

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

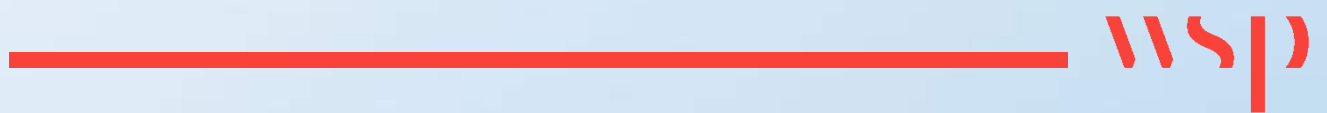
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	208	0.481	2	208	0.000	2	208	0.481
08:00 - 09:00	3	634	0.105	3	634	0.105	3	634	0.210
09:00 - 10:00	3	634	0.000	3	634	0.000	3	634	0.000
10:00 - 11:00	3	634	0.053	3	634	0.053	3	634	0.106
11:00 - 12:00	3	634	0.053	3	634	0.053	3	634	0.106
12:00 - 13:00	3	634	0.000	3	634	0.000	3	634	0.000
13:00 - 14:00	3	634	0.053	3	634	0.053	3	634	0.106
14:00 - 15:00	3	634	0.053	3	634	0.053	3	634	0.106
15:00 - 16:00	3	634	0.053	3	634	0.210	3	634	0.263
16:00 - 17:00	2	793	0.000	2	793	0.000	2	793	0.000
17:00 - 18:00	2	793	0.000	2	793	0.000	2	793	0.000
18:00 - 19:00	2	793	0.504	2	793	0.000	2	793	0.504
19:00 - 20:00	2	793	1.513	2	793	0.000	2	793	1.513
20:00 - 21:00	2	793	0.000	2	793	0.000	2	793	0.000
21:00 - 22:00	2	793	0.000	2	793	1.324	2	793	1.324
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.868			1.851			4.719

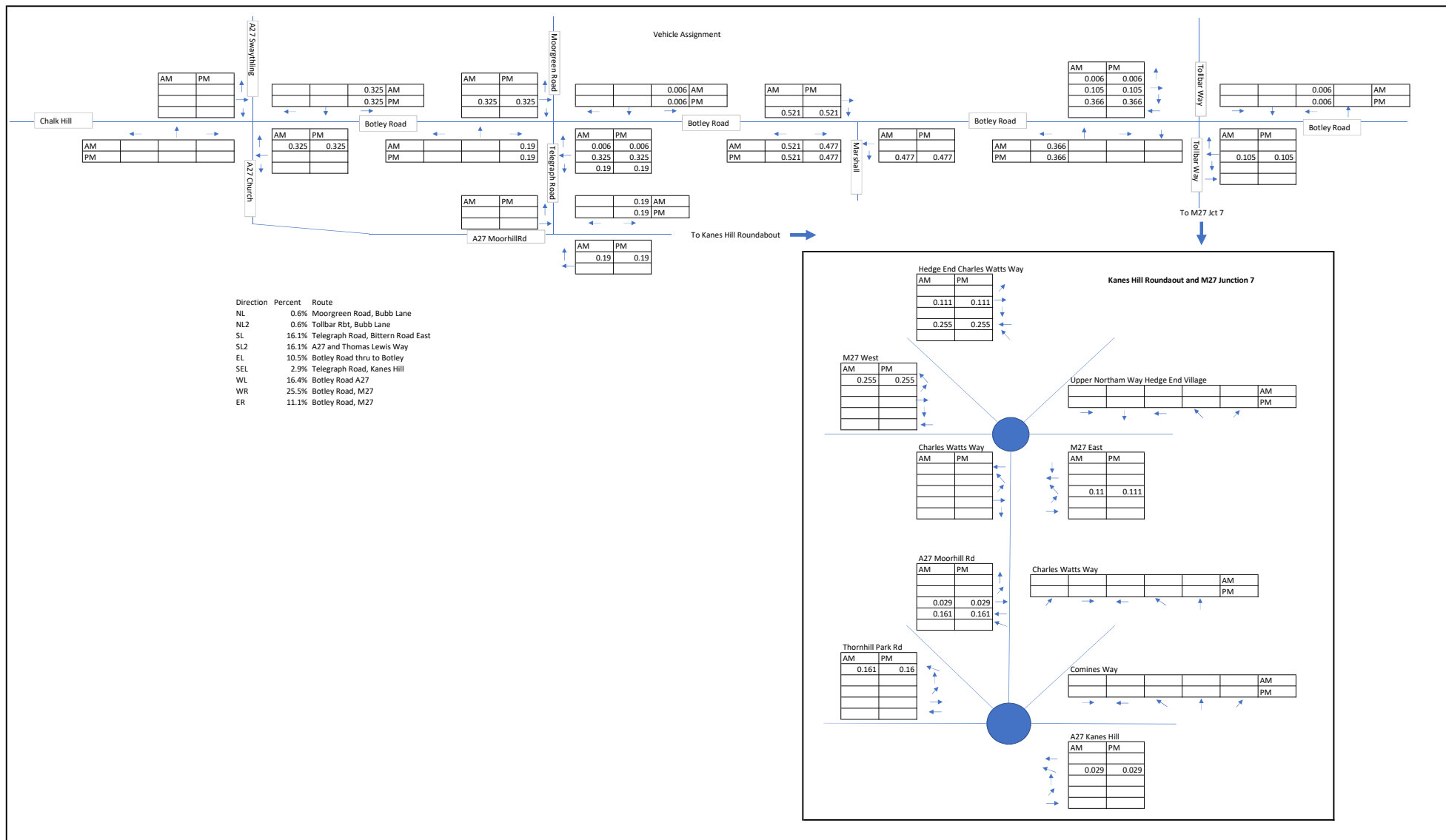
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

Appendix J

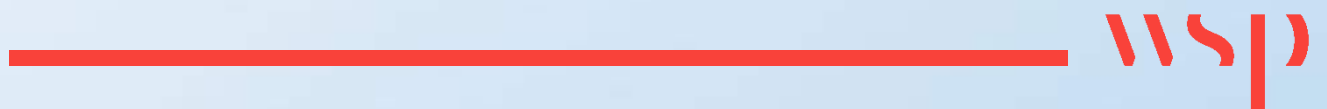
TRIP DISTRIBUTION

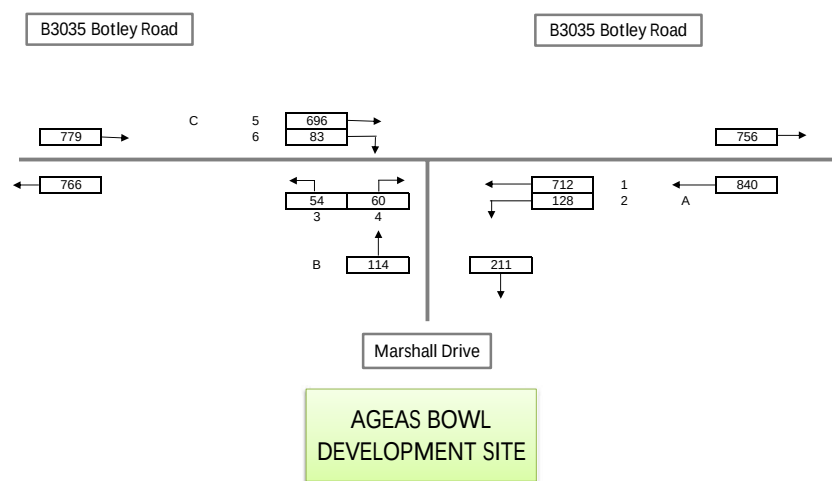




Appendix K

TRAFFIC FLOW DIAGRAMS

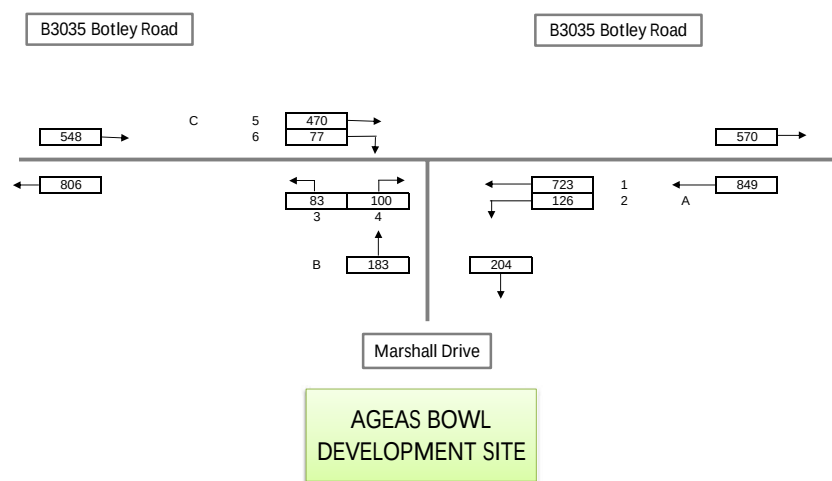




2021 Baseline Traffic Flows
AM Peak

TITLE
Ageas Bowl
Traffic Flow Diagram

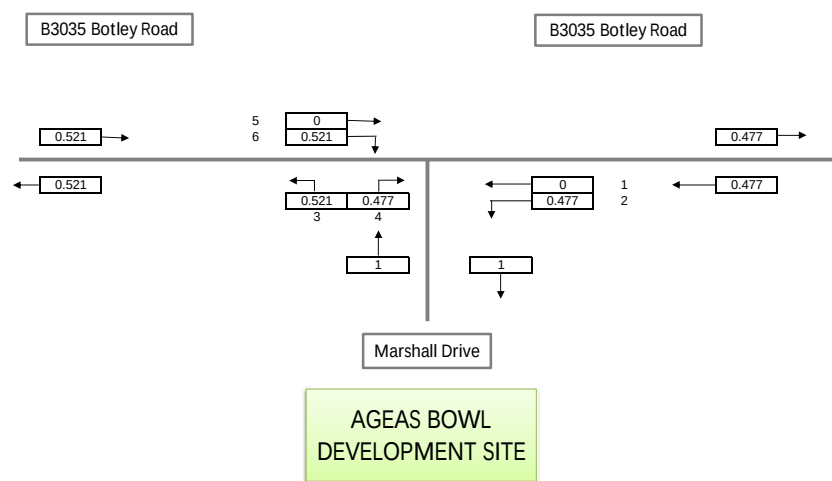
FIGURE No
FIGURE No



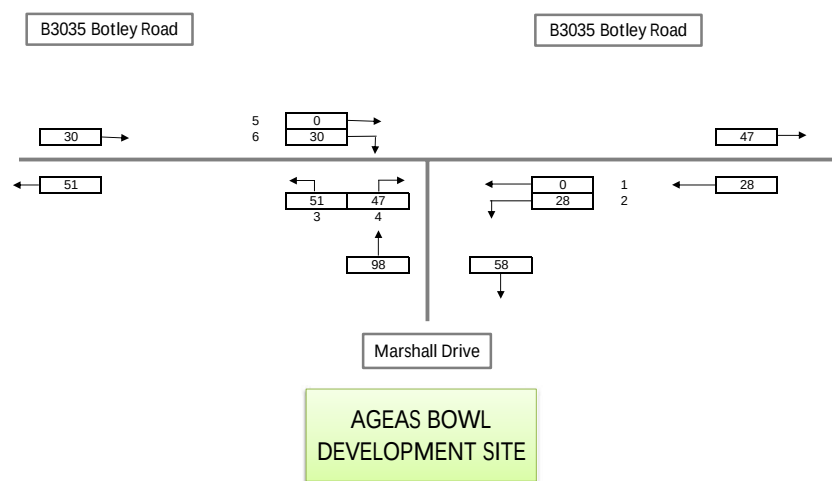
2021 Baseline Traffic Flows
PM Peak

TITLE
Ageas Bowl
Traffic Flow Diagram

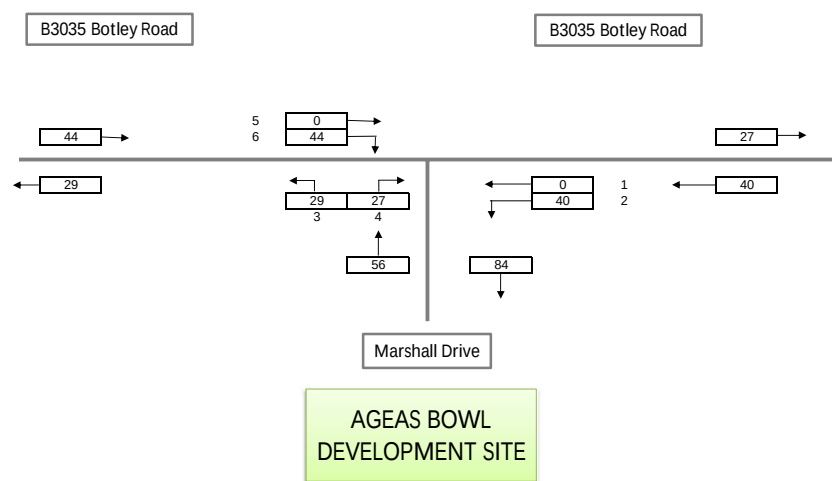
FIGURE No
FIGURE No



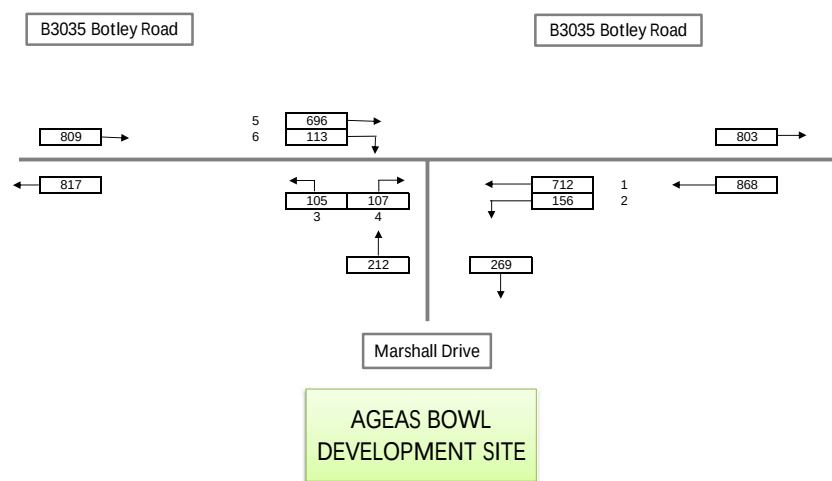
	Development Traffic AM Peak
TITLE:	Ageas Bowl Traffic Flow Diagram
FIGURE No:	FIGURE No



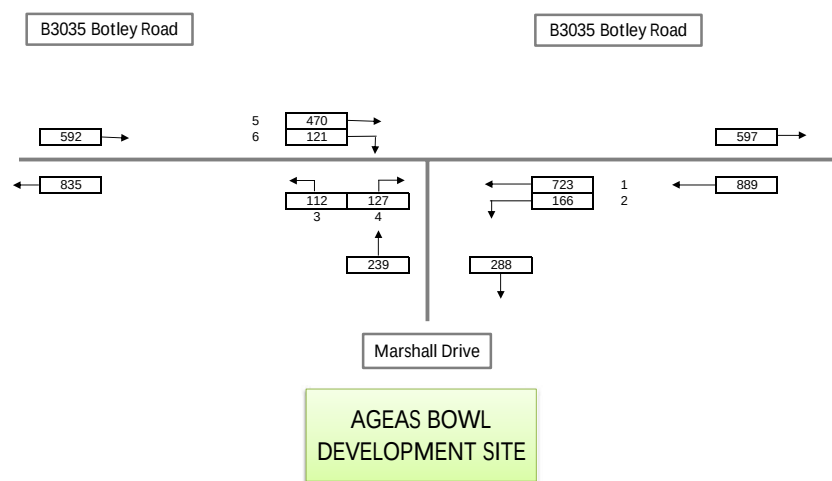
	Development Traffic AM Peak
TITLE	Ageas Bowl Traffic Flow Diagram
FIGURE No	FIGURE No



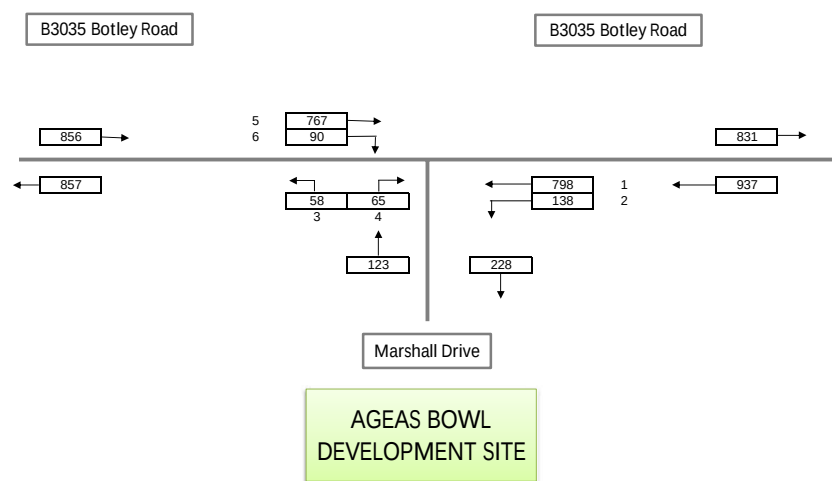
	Development Traffic PM Peak
TITLE:	Ageas Bowl Traffic Flow Diagram
FIGURE No:	FIGURE No



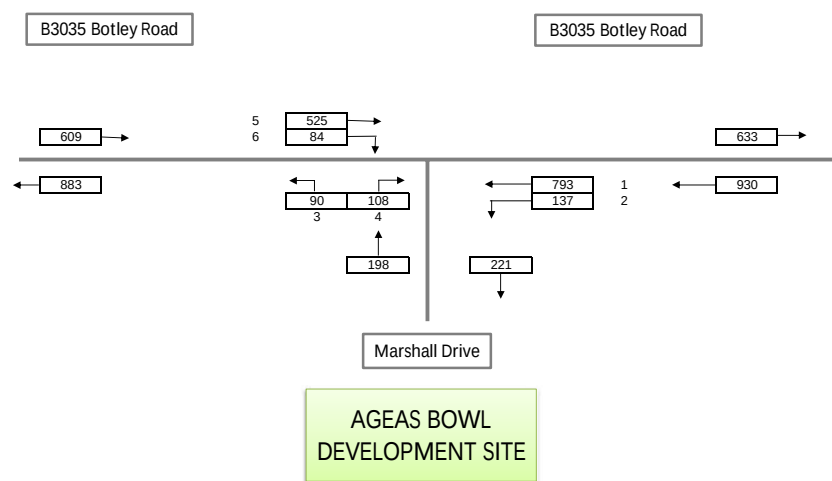
2021 Baseline + Development Traffic AM Peak	
TITLE	Ageas Bowl Traffic Flow Diagram
FIGURE No.	FIGURE No



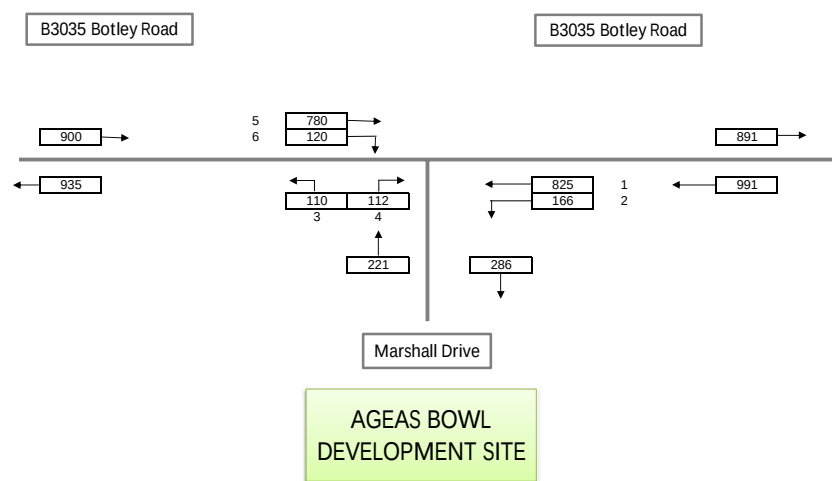
2021 Baseline + Development Traffic PM Peak
TITLE Ageas Bowl Traffic Flow Diagram
FIGURE No FIGURE No



2027 Traffic Flows AM Peak	
TITLE	Ageas Bowl Traffic Flow Diagram
FIGURE No.	FIGURE No



2027 Traffic Flows PM Peak	
TITLE	Ageas Bowl Traffic Flow Diagram
FIGURE No.	FIGURE No



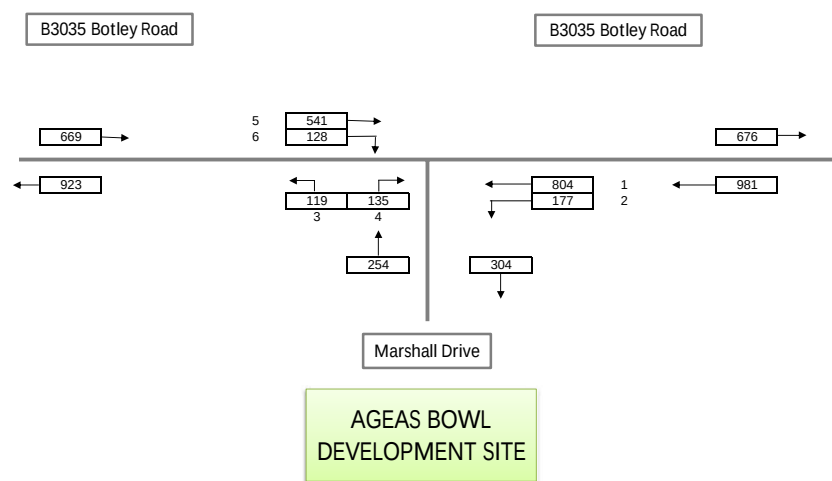
2027 Traffic Flows +
Development
AM Peak

TITLE

Ageas Bowl
Traffic Flow Diagram

FIGURE No

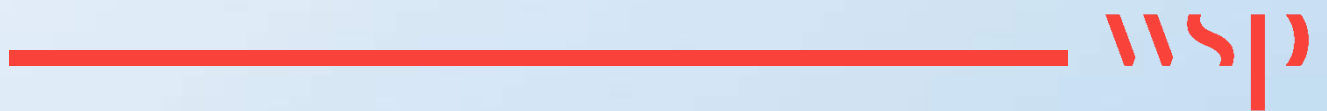
FIGURE No



2027 Traffic Flows + Development PM Peak	
TITLE	Ageas Bowl Traffic Flow Diagram
FIGURE No.	FIGURE No

Appendix L

JUNCTIONS 9 OUTPUT



Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: New Car Park Access Junction backup.j9

Path: \\uk.wspgroup.com\central data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\New Access J9

Report generation date: 25/01/2022 14:05:56

«2027 Event Day, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2027 Event Day									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		1.5	7.99	0.44	A		0.9	8.71	0.37	A
	2027 Non-Event Day									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	21/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKMXB100
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2027 Event Day	PM	ONE HOUR	17:00	18:30	15

2027 Event Day, 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		1.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A3035 Botley Road E		Major
B	Ageas Bowl New Car Park Access		Minor
C	A3035 Botley Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00			210.0	✓	1.00

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	4.40	190	160

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	712	0.118	0.299	0.188	0.428
B-C	826	0.118	0.292	-	-
C-B	896	0.246	0.246	-	-

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

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	988	100.000
B		✓	0	100.000
C		✓	712	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	144	844
	B	0	0	0
	C	568	144	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 (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.37	8.71	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	475	0.000	0	0.0	0.000	A
C-AB	128	603	0.212	126	0.3	7.538	A
C-A	408			408			
A-B	108			108			
A-C	635			635			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	413	0.000	0	0.0	0.000	A
C-AB	167	616	0.271	166	0.5	8.017	A
C-A	473			473			
A-B	129			129			
A-C	759			759			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	321	0.000	0	0.0	0.000	A
C-AB	244	660	0.371	243	0.9	8.650	A
C-A	540			540			
A-B	159			159			
A-C	929			929			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	320	0.000	0	0.0	0.000	A
C-AB	244	660	0.371	244	0.9	8.714	A
C-A	540			540			
A-B	159			159			
A-C	929			929			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	412	0.000	0	0.0	0.000	A
C-AB	167	616	0.271	169	0.5	8.097	A
C-A	473			473			
A-B	129			129			
A-C	759			759			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	475	0.000	0	0.0	0.000	A
C-AB	128	603	0.212	128	0.3	7.598	A
C-A	408			408			
A-B	108			108			
A-C	635			635			



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