Appendix E

Road Safety Audit and Road Safety Response

Public

Appendix C. Road safety audit brief template

Table C.1 Project Summary

Date:	06/01/23
Document reference:	70073579_RSA
Prepared by:	WSP
On behalf of:	Land and Development Advisory Ltd.
AUTHORISATION SHEET	
Project:	Ageas Bowl Masterplan
Report title:	RSA Stage 1 Brief
PREPARED BY:	
Name:	S.Gander
Signed:	
Organisation:	WSP
Date:	06/01/23
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	The Design Team shall be responsible for ensuring that a Safety Audit Brief is prepared and issued to the RSA Team as per HCC Technical Guidance Note TG18.
Signed:	
Organisation:	Hampshire County Council (HCC)
Date:	N/A

Table C.2 General Details

General details		
Highway scheme name and road number:		Ageas Bowl, Eastleigh
Type of scheme:	The erection of 185 new homes, a 71-bedroom care home (Use Class C2), a 142-bedroom hotel (Use Class C1), a well-being centre (Use Class E / F2), a new pavilion building and improvements to existing stadium, new vehicular access, car parking, pedestrian circulation and processional ramp, together with tree planting, landscaping, SuDs and biodiversity enhancements.	
RSA stage	Stage 1	
Overseeing Organisation details		**Design Organisation details**
Hampshire County Council The Castle Upper High Street Winchester SO23 8UJ		WSP Suite 1, Grosvenor House Grosvenor Square Southampton Hampshire SO15 2BE
Police contact details		**Maintaining agent contact details**
(N/A as Required for Stage 3 RSAs).		Hampshire County Council
RSA team membership		
Adriano Cappella – Acorns Project Limited.		
Terms of reference		
The Audit shall be undertaken in accordance with GG119.		

Table C.3 Scheme Details

Scheme description/objective
General
The works that form the main element of this Stage 1 RSA comprises of the proposed event-day access junction, which is a bellmouth priority junction with the B3035 Botley Road, and internal layout proposals. The RSA should consider both event days and non-event days.
Design standards applied to the scheme design
Manual for Streets (DfT, 2007) Manual for Streets 2 (CIHT, 2010)
Design speeds
Internal road network - 20mph between Marshall Drive and Care Home on the western side of the Ageas Bowl (passing proposed Wellbeing Centre and residential area), 5mph retained between Marshall Drive and South Gate on the eastern side of the Ageas Bowl (passing the Practice Pitch and Hilton Hotel).
Speed limits
Marshall Drive – 30mph Existing Internal Ring Road at the Ageas Bowl – 5mph
Existing traffic flows/queues
• Marshall Drive: AM Peak – 352 vehicles, PM Peak – 419 vehicles • Botley Road (east of Marshall Drive): AM Peak – 1,768 vehicles, PM Peak – 1,563 vehicles • Botley Road (west of Marshall Drive): AM Peak – 1,713 vehicles, PM Peak – 1,492 vehicles
Forecast traffic flows
Development (Non-Event Days) • Marshall Drive: AM Peak – 510 vehicles, PM Peak – 560 vehicles • Botley Road (east of Marshall Drive): AM Peak – 1,843 vehicles, PM Peak – 1,631 vehicles • Botley Road (west of Marshall Drive): AM Peak – 1,795 vehicles, PM Peak – 1,565 vehicles Event Day Traffic (PM peak hour): • A3035 Botley Road (east of proposed car park access): 1,412 vehicles • Proposed car park access: 288 vehicles • A3035 Botley Road (west of proposed car park access): 1,412 vehicles The RSA should consider scenarios for both event days and non-event days.
Pedestrian, cyclist and equestrian desire lines

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. 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. 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. The main pedestrian and cyclist access is also via main vehicular to the Site at the Marshall Drive traffic signal junction. There is an existing shared use path leading to the roundabout on Marshall Drive and footways on both sides of the carriageway, which will continue around the internal access road, leading into the Well-Being centre, the residential development and the care home. The Ageas Bowl internal road network promotes slow moving private vehicle movement, which in turn promotes active travel throughout the site. The residential development has an additional access point in the form of an offline path through Telegraph Woods connecting to Telegraph Road, which will provide a shorter route to the West End local centre. This will be a recreational route which is signposted from the development – no formal surfacing will be provided. The residential development will also link into the existing footpaths within Telegraph Woods which would provide leisure activities for those living on site.
Environmental constraints
None identified.

Table C.4 Locality

Description of locality
The site located in Eastleigh, Hampshire and 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 into the site from Botley Road.
General description
The existing access to the site is via B3035 Botley Road and Marshall Drive, this is a three-arm signalised junction including a right turn lane serving traffic approaching from the west. The junction also provides signal controlled pedestrian/cycle crossing facilities. 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. Marshall Drive is not maintained by the highway authority and that the highway boundary stops upon access into Marshall Drive.
Relevant factors which may affect road safety
Shared use path adjacent to carriageway on Marshall Drive and Botley Road. Event day traffic volume fluctuations for all users, and the requirement for ticket checks to be undertaken on vehicles entering the event day car park. This ticket check will take place approximately 20m within the site to avoid blocking back onto the public highway with access and will be controlled by traffic marshals. Traffic marshals involved with the access and egress of car parks

will be accredited under Chapter 8 or Community Safety Accreditation Schemes to ensure the safe and efficient management of traffic. Prior to an event, the proposed access junction will operate only as an entry into the site with the two lanes providing separate access from the eastern and western directions. After an event this will be reversed with both lanes providing exit from the site.

Note event specific Traffic Management Plans will continue to be implemented which includes the following measures:

Use of temporary event signage installed by the AA;

-Manual monitoring and operation of the B3035 Botley Road / Marshall Drive traffic signal junction by Hampshire County Council's Intelligent Traffic Systems Group before and after an event;

-Temporary closure of the B3035 Botley Road between the roundabout junction with Tollbar Way and mini-roundabout junction with Moorgreen Road immediately after an event has finished. During this period, access is maintained for public bus services, taxis, residents and non-through traffic attempting to pick-up from the Ageas Bowl.

A summary of the wider Traffic Management Plan implemented at the Ageas Bowl is provided in Appendix E for reference.

Table C.5 Analysis

Collision data analysis
See section 3.7 of attached Ageas Bowl Transport Assessment.
Departures from standards
No departures from standards.
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions
No RSA undertaken previously.
Strategic decisions
N / A
List of included documents and drawings **Appendix A:** Landscape Masterplan Character Areas 1-5 (Drawing No. MP-007) **Appendix B:** Access and Egress from the Event Day Car Park (Drawing No. 3579-SK-101) **Appendix C:** Ageas Bowl Masterplan Transport Assessment and Appendices (Report No. 3579-TA-001) **Appendix D:** A3035 Botley Road / Marshall Drive Signal Specification **Appendix E:** Summary of the wider Traffic Management Plan implemented at the Ageas Bowl

Table C.6 Checklist

Tick all that are included and provide reasons for those that are not included			
Site location plan (Appendix A)	✓	Scale layout plans (Appendix A)	✓
Departures and relaxations from standards (No departures or relaxation from standards included in design)	(N/A)	Construction/ typical details (not available at this time)	(N/A)
Previous RSA reports (No previous RSA undertaken)	(N/A)	Previous RSA response reports and evidence of agreed actions (No previous RSA undertaken)	(N/A)
Collision data and collision data analysis (Appendix C - See section 3.7)	✓	Road traffic collision plot (Appendix C - See section 3.7)	✓
Traffic signal staging (Appendix D)	✓	Traffic counts (Appendix C – See Appendix C of Transport Assessment for Traffic Survey Data)	✓
Speed surveys (Appendix C – See Appendix C of Transport Assessment for Speed Survey Data)	✓	Pedestrian, cyclist and horse riding desire lines and volumes (details of ped / cycle desire lines are included within brief and further information included in the Transport Assessment included in Appendix C).	✓
Walking, cycling and horse ridingassessment and reviews (has not yet been undertaken)	(N/A)	Items outside the scope of the RSA/ strategic decisions	(N/A)
Other factors that may impact on roadsafety (see summary of event Traffic Management Plan included in Appendix E)	✓	Design speeds/ speed limits (included within brief)	✓
Design standards used	✓	Adjacent land uses (included within brief)	✓

West End

Holiday Inn Express

David Lloyd Tennis Centre

Pitter Commercials

M27

Botley Road (B3035)

Marshall Drive

Bus/coach dropoff

FRN Zone E

James Mills (Wholesaler)

Properties south of Botley Rd

New access from Botley Road

Proposed Car Park

Realigned Channel

Proposed Car Park

Proposed Car Park

Pool

Proposed Hotel

Lake

Lake

Possible future vehicular and cycle / pedestrian access

Westgate Mews

Possible future footpath / cycle link

Royal Heights

Enhanced Fanzone Area

New Ramp

Hilton Hotel

Proposed Wellbeing Centre

Play Zone

Basin

New Roundabout Junction

Ageas Bowl

Approx Strategic Gap Boundary (Policy WE4)

Ex. PRoW Route 241:509

Boundary Lakes Golf Course

West Gate

Enhanced Fanzone Area

Ex. PRoW Route 241:509

New Pavilion

Improved Access to Telegraph Woods

South Gate

Practice Pitch

Approx Strategic Gap Boundary (Policy WE4)

Telegraph Woods

Proposed Care Home

FaN Zone E

Terraced Gardens

Service Area and Bin Store

Ex. PRoW Route 241:509

Boundary Lakes Golf Course

Telegraph Woods

N

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1:1250	M	20	30	50	75

Issue	Description	By	Date
06	Minor adjustments to layout to accommodate Tree RPAs in line with Mulberry Tree Consultants comments 2022-06-05	JH	18.07.22
05	Rear gardens to Care Home adjusted to accommodate Monkey Puzzle RPA. Service yard levels amended and retaining wall and steps added. Tree planting strategy to main car park zones revised to client comments 2022-04-19. Residential layout updated to include current drainage strategy recommendations to residential area	JH	28.04.22
04	Updated to revised layout (Budget Hotel) and Mulberry Tree Survey information added	JH	09.03.22
03	Draft Planning Issue for approval	CP	09.02.22
02	Draft Planning Issue for approval	CP	01.02.22

Client
LAND AND DEVELOPMENT ADVISORY LIMITED

Project
AGEAS BOWL MASTERPLAN

Drawing Title
LANDSCAPE MASTERPLAN CHARACTER AREAS 1-5

Date	01.2022	By	CP	Ck	JH
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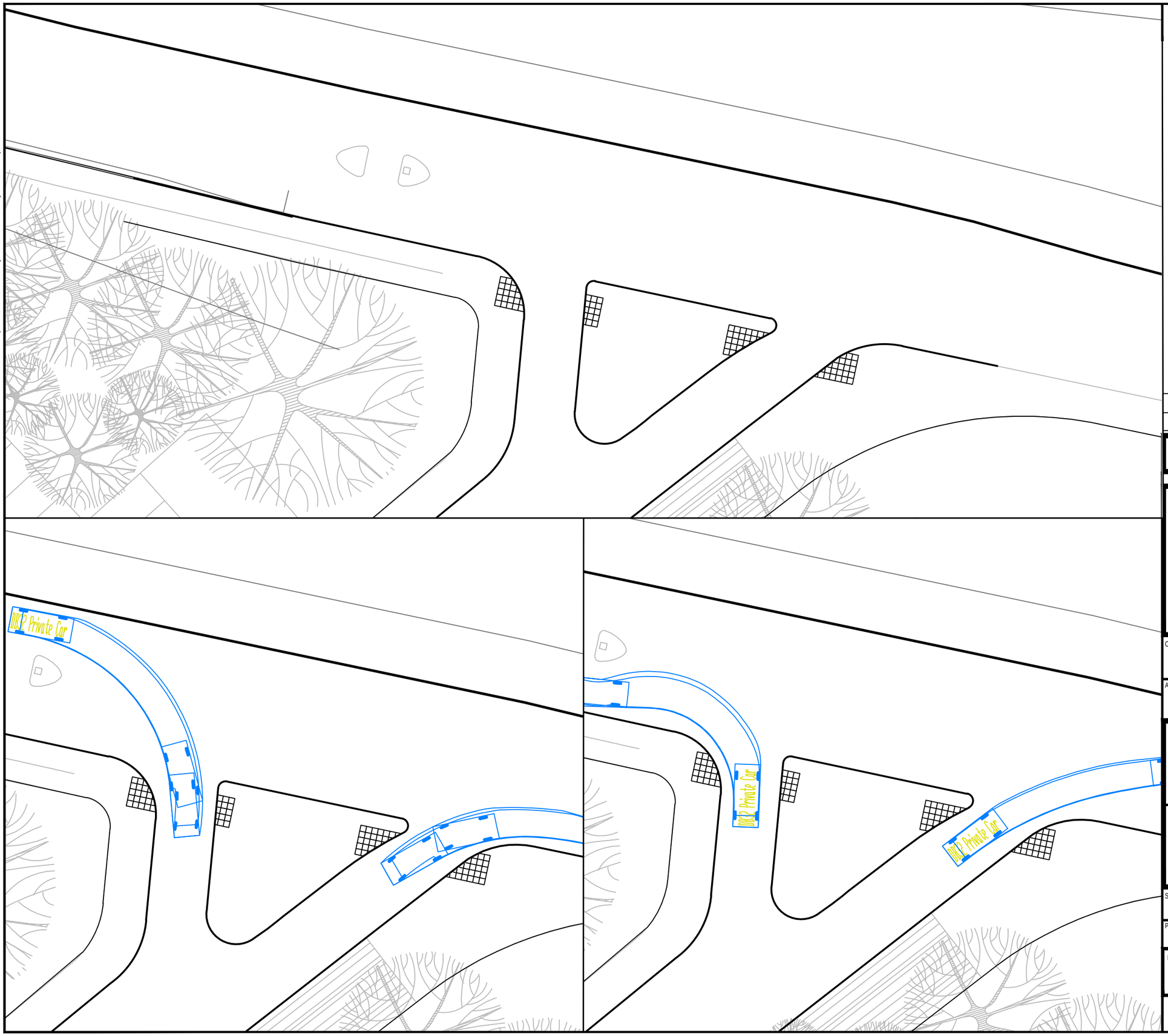
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REV	DATE	BY	DESCRIPTION	CHK	APP
A	27/01/2022	PM	FIRST ISSUE	CW	CW

DRAWING STATUS:
S2 - FOR INFORMATION

wsp

Grosvenor House, 2 Grosvenor Square, Southampton, SO15 2BE, UK
T+ 44 (0) 2380 101 700
wsp.com

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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Land and Development Advisory Ltd

AGEAS BOWL MASTERPLAN

TRANSPORT ASSESSMENT



MAY 2022

PUBLIC

Land and Development Advisory Ltd

AGEAS BOWL MASTERPLAN

TRANSPORT ASSESSMENT

PUBLIC

PROJECT NO. 70073579

DATE: MAY 2022

WSP

Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

Phone: +44 238 030 2529

Fax: +44 238 030 2001

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	First Issue	Second Issue	Final Issue	
Date	28/01/2022	10/03/2022	26/05/2022	
Prepared by	Milly Bagshaw Stacey Gander	Milly Bagshaw Stacey Gander	Milly Bagshaw Stacey Gander	
Signature				
Checked by	Philip Moss	Philip Moss	Philip Moss	
Signature				
Authorised by	Chris Williams	Chris Williams	Chris Williams	
Signature				
Project number	70073579	70073579	70073579	
Report number	3579-TA-001	3579-TA-001	3579-TA-001	
File reference	\\uk.wspgroup.com\central data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\05 Reports\Transport Assessment\3579-TA-001 Transport Assessment.docx			

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1 INTRODUCTION

1.1 BACKGROUND

1.1.1. WSP has been commissioned by Land & Development Advisory Ltd to provide transport planning support for a detailed planning application at the Ageas Bowl, Eastleigh. The development proposals are located on the non-operational areas of the existing Ageas Bowl site which consists of the areas to the west, north-east and south of the stadium itself accessed via B3035 Botley Road and Marshall Drive.

1.1.2. The Ageas Bowl site covers an area of approximately 0.9km² and currently comprises the following land uses:

- Ageas Bowl Stadium;
- Hilton Hotel;
- Poseidon Boxing Club;
- Hampshire Wellbeing Centre;
- Golf driving range;
- Boundary Lakes 18-hole golf course;
- Metalled and un-metalled car parks; and
- Thorneydown event car park (under construction).

1.1.3. 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 into the site from Botley Road. Marshall Road forms a three-arm signalised junction with Botley Road and allows for separate ahead and right turn phasing.

1.1.4. The development proposals comprise of the following:

'The erection of 185 new homes, a 71-bedroom care home (Use Class C2), a 142-bedroom hotel (Use Class C1), a well-being centre (Use Class E / F2), a new pavilion building and improvements to existing stadium, new vehicular access, car parking, pedestrian circulation and processional ramp, together with tree planting, landscaping, SuDs and biodiversity enhancements'

1.1.5. The Boundary Lakes golf-course is currently accessed via B3035 Botley Drive and Marshall Drive, with the clubhouse located adjacent to the Hilton Hotel and part of the Ageas Bowl Stadium building. However, as part of the previously submitted planning application F/20/88655, consent has been granted to relocate the existing clubhouse to the south-west of the Ageas Bowl site where it will be accessed via A27 Moorhill Road.

1.1.6. Following an initial meeting held on 27th November 2020, a Transport Assessment Scoping Note was submitted to Hampshire County Council and National Highways in August 2021, as local and strategic highway authority for the local area. A written response to the Scoping Note was provided by Hampshire County Council and National Highways on the 1st September 2021. The Scoping Note and written responses have defined the scope the methodology of this TA and are included in **Appendix A** for reference.

1.1.7. The proposals have come forward as part of a detailed planning application. The land for which permission is sought is shown in **Figure 1-1** overleaf.

Date Modified:

Drawn By:

File:

Key

Masterplan

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0 0.15 0.3 0.6 0.9 1.2 Kilometres

wsp

TITLE:

SIte Location Plan

FIGURE No:

1-1

1.2 REPORT STRUCTURE

1.2.1. The remainder of the report is structured as follows:

- Chapter 2: outlines the planning and transport policies on a national and local level which are relevant to the Ageas Bowl development;
- Chapter 3: provides an overview of the existing conditions of the Ageas Bowl and the surrounding area. This section provides information on the existing highways, pedestrian and cycling infrastructure, details the accident history around the site;
- Chapter 4: outlines the existing event day operation at the Ageas Bowl;
- Chapter 5: provides information on the development proposals;
- Chapter 6: provides a summary of the residential and workplace Travel Plan;
- Chapter 7: presents the forecast trip generation, trip distribution and assignment on the highway network;
- Chapter 8: provides a highway impact assessment; and
- Chapter 9: summarises and concludes the TA.

2 POLICY REVIEW

2.1 INTRODUCTION

2.1.1. This section will summarise key policies that relate to the development site.

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. A revised version of National Planning Policy Framework (NPPF) was published in July 2021. NPPF sets out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a greater choice about how they travel.

2.2.2. NPPF states in Chapter 9 'Promoting Sustainable Transport' at paragraph 104 that:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'

2.2.3. Paragraphs 105 and 106 explain that:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

and

'Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; [and]

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)'.

2.2.4. In respect of considering development proposals, the NPPF states at paragraph 110 that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.2.5. At paragraph 111 NPPF states that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

2.2.6. Paragraph 112 elaborates on the above, stating that applications for development should:

'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2.7. At paragraph 113 NPPF 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*'.

2.3 LOCAL POLICY

2.3.1. Local policy in Eastleigh has been undergoing reforms for several years. The last adopted plan covered the years 2001-2011 and is technically still adopted. The emerging Local Plan (2016-2036)

has been published for public consultation and will soon be submitted to the planning inspector. This section will solely look at relevant points from the emerging local plan as relevant policy from the 2001-2011 has now been declared invalid.

EASTLEIGH BOROUGH LOCAL PLAN 2016-2036

Key Issues

2.3.2. The emerging local plan has a large emphasis on the local environment, recognising air, water and noise pollution as a key issue derived from the location of roads such as the M27 and M3. This has been designated as Issue G8 – Climate change and natural resources and Issue G9 – Air quality and other forms of pollution. Congestion has also been recognised as a key issue in the area: Issue G11 – Congestion on major roads through the borough. Suggestions to tackle this specific issue have been outlined as:

- *"Improving the performance of key junctions across the road network, including better provision for the movement of public transport, pedestrians and cyclists;*
- *Decreasing road congestion and the idling of cars;*
- *Enhancing the attractiveness and efficiency of public transport to make it more competitive with car use on many journeys and using Travel Plans to publicise these options to businesses and developers;*
- *Providing public transport, footpath and cycleway links between homes and employment, retail, community and leisure facilities;*
- *Improving the quality of jobs within the Borough to reduce levels of long distance out-commuting by residents;*
- *Enabling more flexible ways of working including working from home, for example by encouraging the roll-out of high-speed broadband facilities in the Borough; and*
- *Providing enhanced verges to absorb the pollutants from the road and also provide natural habitat to provide foraging and commuting routes for wildlife."*

2.3.3. Other relevant issues and areas of improvement outlined in this section include;

- Issue G12 – Access to new development sites;
- Issue G13 – Accessibility to public transport and integration of public transport and other non-motorised transport networks;
- Issue G16 – Footpath/Cycleway/Bridleway network; and
- Issue G17 – Parking.

Vision and Objectives

2.3.4. Chapter 3 of the local plan details the vision for Eastleigh Borough. The following are relevant objectives towards achieving the vision:

- *"Tackling congestion - Tackle local traffic congestion and associated pollution by reducing car usage and improving transport infrastructure;*
- *Developing green infrastructure – Provide green links to and between local facilities and open space and a linked habitat network to safeguard wildlife and natural resources;*
- *Encouraging a sustainable community - Ensure future development contributes to the Borough's sustainability and resilience through effective low carbon and water efficient planning and design; and*

- *Enabling healthier lifestyles / wellbeing - Facilitate better physical and mental health and wellbeing by improving the places people live, work, learn and play, meeting the challenge of the ageing population, and promoting cultural and physical activity."*

Policy WE4, Land at Ageas Bowl and Tennis Centre, Botley Road, West End

2.3.5. The following is a series of criteria that will need to be met for development of further sports and recreational facilities to be permitted at Ageas Bowl, although it is acknowledged that given the emerging nature of the Local Plan, these criteria are subject to change:

- *"Development must be for outdoor sport or recreational purposes, or for buildings strictly ancillary to such uses;*
- *Any buildings or structures must be appropriate in scale, form and location to the predominantly green and open character of the area and should only be visible from the surrounding area in the context of the wider landscape setting;*
- *Development must be of a high-quality layout and design, with careful attention to detailing, hard landscaping and planting;*
- *Proposals for floodlighting on any part of the site (excluding cricket) must be of a scale, form, location and luminosity that would not affect the predominantly open character of the area. The hours of use of any floodlighting may be limited in order to minimise its impact on nearby residential property;*
- *Proposals must be accompanied by satisfactory arrangements for vehicular access from Botley Road and must include provision for improved facilities for pedestrians, cyclists and public transport;*
- *Any areas of the site to be used for occasional or short-term car parking must be provided with an appropriate soft surface, be well landscaped and not be used for any purposes other than car parking;*
- *Any proposal must ensure that surface water drainage will not increase flood risks downstream and within the river corridor; and*
- *That there will be no adverse impact on the adjacent Telegraph Woods SINC where contributions will be required towards its maintenance."*

Policy DM1, General Criteria for New Development

2.3.6. This policy details the general criteria for all new development. The follow relates to transport:

- *"Provide fully connected green infrastructure that interlaces the development and connects into the wider network; and*
- *Incorporate provision for disabled people."*

Policy DM13, General Development Criteria – Transport

2.3.7. This policy outlines some key criteria that must be considered in regard to the transport aspect of all new developments.

- *"All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:*
    - *Meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;*

- *Not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and*
- *Be provided without unacceptable environmental impact."*

"All new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with Hampshire County Council's Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.

"Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:

- *Provision of / contribution towards on and off-site highway improvements such as junction improvements and potentially new road links;*
- *On-site pedestrian, cycle and public transport infrastructure;*
- *Contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate; and*
- *On-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans) to reduce car use."*

2.3.8. This policy also emphasises that new developments that will accommodate larger numbers of people must have adequate road access or be served by good public transport and active travel options. It also asserts that Transport Assessments should be undertaken for development proposals.

EASTLEIGH RESIDENTIAL PARKING STANDARDS (ADOPTED 2009)

2.3.9. This document sets out the standards and guidelines for parking provision and the factors that determine the amount of garage, off-street, on-street and visitor parking that should be included as part of the development. An extract of the parking standards is shown in **Figure 2-1**.

Figure 2-1 - Table of Residential Parking Standards (2009)

Property Size	Car Ownership		Car Parking Standard			Long Term Cycle Storage	
	2001 (Census)	2026 (TEMPRO growth)	with 50% or more unallocated spaces	with <50% unallocated spaces	Individual/ 'on-plot' allocation	Individual storage	Communal storage
	cars per household		parking spaces per dwelling				
GENERAL RESIDENTIAL							
1 bed	0.96	1.00	1.00	1.25	2	1	1
2/3 bed	1.37	1.44	1.50	1.75	2	2	1
4+ bed	1.69	1.77	2.00	2.25	3	2	1
OLDER PEOPLE'S HOUSING							
Active elderly with Warden Control	0.39	0.41	0.50	0.60	1	1	1
Nursing and rest homes	1 space per 6 bedrooms plus 1 space per staff member					1 per 6 staff	

Notes

1. A minimum of 20% unallocated parking is required to provide for casual and overspill parking.
2. All proportions to be rounded up to the next whole number.
3. Garages less than 6m x 3m internally will not count towards parking provision.
4. A minimum of 5% of residential spaces should be designated for use by disabled people.

2.3.10. It is detailed that a minimum of 20% unallocated parking is required to take account of overspill and visitor parking. This can either be in the form of on-road provision or in secure private parking areas.

2.3.11. Moreover, the carriageway width should be appropriate for the use of the street and whether parking will occur on the carriageway. This is further guided in paragraph 6.1:

"In such situations, and in any other places where parking will normally occur on the carriageway, a minimum carriageway width of 5.5m should be provided to allow one service vehicle to pass another that is parked. Unallocated casual parallel parking spaces that are contiguous with the carriageway may be within the minimum width of 5.5m provided such spaces are located to allow a clear route and passing places for service vehicles. If less than 5.5m carriageway width is available, separate parking lay-bys or other forms of parking provision will be required."

2.3.12. Residential Parking Standards also states that there should be sufficient space available for cycle parking, this should generally be at the quantity of one per household but more can be provided if deemed necessary by the developer.

EMERGING LOCAL PLAN PARKING STANDARDS

2.3.13. It is understood that more up to date parking standards will be calculated through the emerging Local Plan process however these are not yet available.

3 EXISTING CONDITIONS

3.1 INTRODUCTION

3.1.1. This section provides a review of the existing conditions at the Ageas Bowl site along with the highways and transport network in the vicinity of the site. Included is an assessment of the local highway, walking and cycling and public transport network, an assessment of local facilities that can be accessed from the site, a review of recent Personal Injury Accident (PIA) data and junction capacity assessments.

3.1.2. This section considers non-event day conditions at and in the vicinity of the site only. A review of event-day conditions is provided in Section 4.

3.2 SURROUNDING HIGHWAY NETWORK

3.2.1. The existing access to the site is via B3035 Botley Road and Marshall Drive, this is a three-arm signalised junction including a right turn lane serving traffic approaching from the west. The junction also provides signal controlled pedestrian/cycle crossing facilities. 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. Marshall Drive is not maintained by the highway authority and that the highway boundary stops upon access into Marshall Drive.

3.2.2. The road network offers good connections to Southampton City Centre, via the A334 Charles Watts Way, 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.

3.2.3. **Figure 3-1** highlights the local highway network surrounding the Site.

Date Modified:

Drawn By:

File:

Key

Masterplan

- Character Area 1
- Character Area 2 and 3
- Character Area 4
- Character Area 5

Road

- M27
- A27
- A334
- B3035

B3035 Botley Road

Telegraph Road

A27 Moorhill Road

A334 Charles Watts Way

M27

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0 0.05 0.1 0.2 0.3 0.4 Kilometres

wsp

TITLE:

Local Highway Network

FIGURE No:

3-1

3.3 PEDESTRIAN / CYCLE INFRASTRUCTURE AND PUBLIC RIGHTS OF WAY

3.3.1. 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.

3.3.2. 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.

3.3.3. 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.

3.3.4. 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.

3.3.5. **Figure 3-2** shows the Public Rights of Way in the vicinity of the site.

3.3.6. 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.

3.3.7. 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.

3.3.8. 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.

Date Modified:

Drawn By:

File:

Key

Masterplan

Area

- Character Area 1
- Character Area 2 and 3
- Character Area 4
- Character Area 5

PRoW

- Bridleway
- Footpath

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0 0.1 0.2 0.4 0.6 0.8 Kilometres

wsp

TITLE:

Public Rights of Way

FIGURE No:

3-2

3.4 EXISTING PUBLIC TRANSPORT SERVICES

3.4.1. The closest bus stops are Moorgreen Hospital and Dawson Lodge, which are on B3035 Botley Road immediately east and west of 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 (600m). A summary of accessible bus services is shown in **Table 3-1**, and **Figure 3-3** shows the accessible Public Transport Routes graphically.

Table 3-1 – 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

3.5 EXISTING RAIL ACCESSIBILITY

3.5.1. The closest train station is Hedge End, which is 2.6km to the north east of the site. Hedge End station has two platforms, operated by South Western Railway. **Table 3-2** summarises the train service from Hedge End Station, and **Figure 3-3** shows the accessible Public Transport Routes graphically.

Table 3-2 – 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

Date Modified:

Drawn By:

File:

Key

Railway Stations

Railway Station

Bus Stops

Service

Blue Star 3

First 13

First 8

Xelabus X10

Xelabus X4

Masterplan Area

Character Area 1

Character Area 2 and 3

Character Area 4

Character Area 5

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0 0.075 0.15 0.3 0.45 0.6 Kilometres

wsp

TITLE:

Ageas Bowl Masterplan
Bus and Rail Services

FIGURE No:

3-3

3.6 LOCAL AMENITIES

3.6.1. 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. **Table 3-3** summarises the amenities in the vicinity of the site as well as an estimated journey time for both pedestrians and cyclists. An industry standard walk speed of 5kph (1.4m/s) and cycle speed of 15kph (4.16m/s) has been assumed with distances measured from Marshall Drive roundabout.

Table 3-3 – Local Amenities in the Vicinity of the Site

Amenity	Distance	Approximate Walk time	Cycle time
Gym	250m	3 minutes	1 minute
West End Surgery	900m	11 minutes	3 ½ minutes
St James' Primary School	950m	12 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

3.6.2. With a range of facilities within walking and cycle distance, the site is considered to be sustainably located where it would not be necessary to use the private car in order to reach everyday shops, services, and amenities.

3.6.3. It should be noted that there are footways available through Telegraph Woods, which will be accessible from the residential development, that may, during certain times of the year during daylight, provide an alternative route towards West End village centre and associated amenities.

3.6.4. **Figures 3-4** and **3-5** below show walking and cycling isochrones that geographically presents accessibility to local amenities from the development.

Date Modified:

Drawn By:

File:

Key

- Start_Point
- 0 to 5 Minutes (0 - 400 Metres)
- 5 to 10 Minutes (400 - 800 Metres)
- 10 to 15 Minutes (800 - 1200 Metres)
- 15 to 20 Minutes (1200 - 1600 Metres)
- 20 to 25 Minutes (1600 - 2000 Metres)
- 25 to 30 Minutes (2000 - 2400 Metres)
- Retail Areas

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0 0.075 0.15 0.3 0.45 0.6 Kilometres

wsp

TITLE:

Walking Isochrone
Residential Development

FIGURE No:

3-4

Date Modified:

Drawn By:

File:

Key

- Start_Point
- 0 to 5 Minutes (0 - 1333 Metres)
- 5 to 10 Minutes (1333 - 2667 Metres)
- 10 to 15 Minutes (2667 - 4000 Metres)
- 15 to 20 Minutes (4000 - 5333 Metres)
- 20 to 25 Minutes (5333 - 6667 Metres)
- 25 to 30 Minutes (6667 - 8000 Metres)

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0 0.25 0.5 1 1.5 2 Kilometres

wsp

TITLE:

Cycling Isochrone

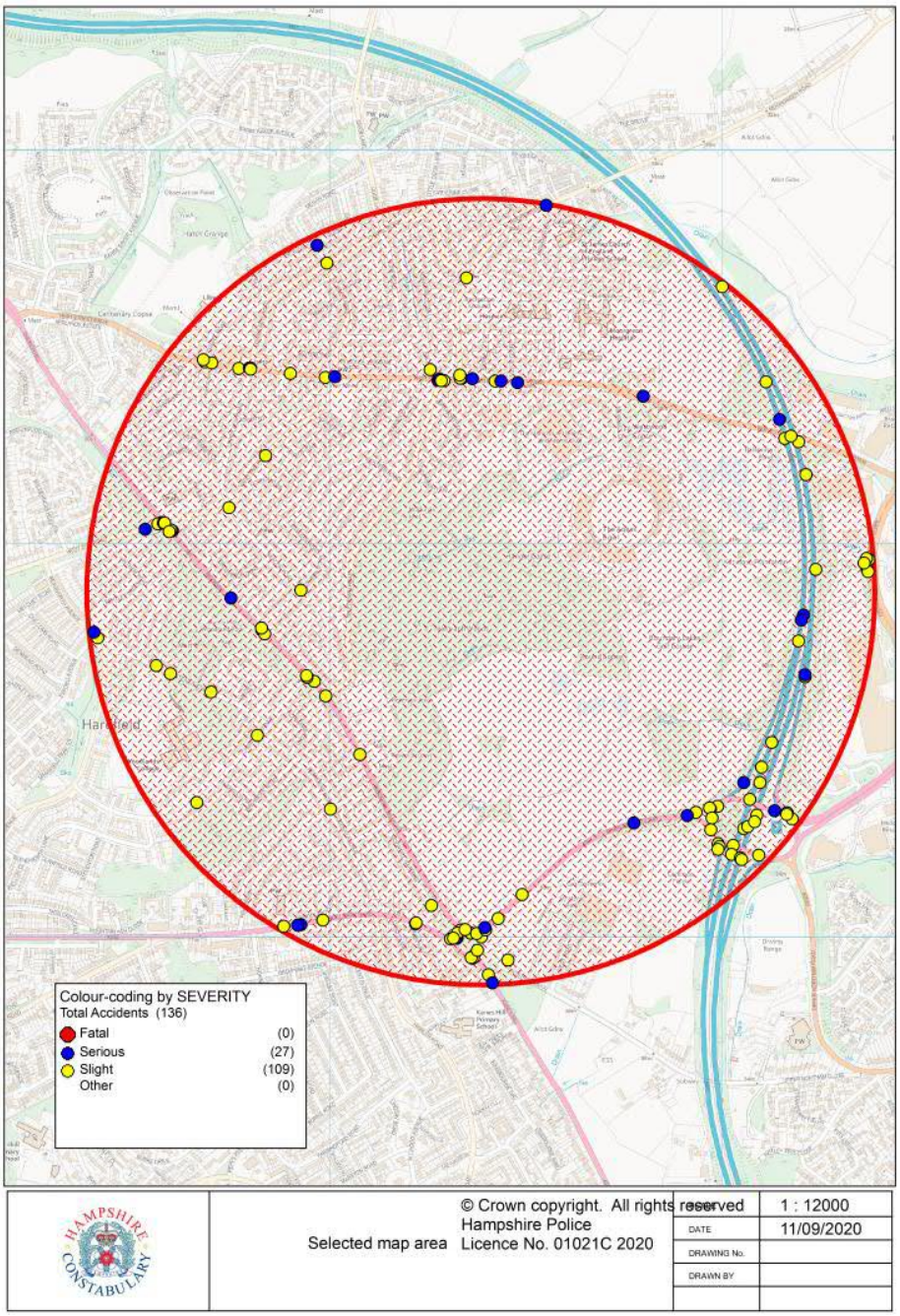
FIGURE No:

3-5

3.7 HIGHWAY SAFETY

3.7.1. Personal Injury Accident (PIA) data has been collected from Hampshire Constabulary for the period 01/05/2015 to 30/04/2020. The full report is included in **Appendix B.** It should be noted that WSP also requested more recent accident data in November 2021 but it was confirmed by Hampshire Constabulary that the data used within the TA was still the most recent dataset. The study area used for the PIA analysis is shown in **Figure 3-6**.

Figure 3-6 - PIA Boundary and Collision Data



3.7.2. A PIA is defined as an accident occurring on a public highway or footway, involving at least one vehicle which results in an injury and which the police become aware of within 30 days. Damage only accidents with no causalities are not included. Injuries are classified as slight, serious and fatal. Slight injuries include minor cuts, bruises, a sprain or injuries which do not require medical treatment.

3.7.3. It is industry standard practice to only consider the latest available three or five years of accident data and it should be recognised that Local Highway Authorities have a programme for investigating accident cluster sites and remediating any perceived issues meaning that evaluating older data could be misleading or not relevant. In the interests of undertaking a robust assessment, in this instance a five year evaluation period was selected.

3.7.4. An initial review of the data has identified that a total of 137 PIAs that occurred within the study period, with 28 being classified as 'Serious' and 109 classified as 'Slight'. No fatal accidents occurred within this period. **Tables 3-4** and **3-5** summarise the vehicles and casualties involved by accident classification.

Table 3-4 – PIA Vehicles by Accident Classification

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	14	79	93
2-wheeled motor vehicles	0	10	19	29
Pedal cycles	0	3	11	14
Horses & other	0	1	0	1
Total	**0**	**28**	**109**	**137**

Table 3-5 – PIA Casualties

	Fatal	Serious	Slight	Total
Vehicle Driver	0	8	79	87
Passenger	0	1	29	30
Motorcycle rider	0	8	18	26
Cyclist	0	3	11	14
Pedestrian	0	6	6	12
Other	0	0	0	0
Total	**0**	**26**	**143**	**169**

3.7.5. A review of the data within **Tables 3-4** and **3-5** has identified that, of the 169 causalities generated from the 136 accidents, 26 of these involved vulnerable road users (cyclists/pedestrians). This accounts for 15% of the recorded causalities.

3.7.6. A total of 17 vulnerable road user causalities were recorded as 'Slight' with a total of nine being recorded as 'Serious'. No fatal causalities were recorded.

PIA CLUSTERS

3.7.7. Reviewing the data within **Figure 3-4** has identified 3 main clusters of accidents at the following locations:

- M27 – Junction 7;
- A27 – Kanes Hill Roundabout; and
- Botley Road/B3035 Mini-Roundabouts

3.7.8. **Table 3-6** summaries the accidents that have occurred at each of the cluster locations by accident severity.

Table 3-6 – PIA clusters and severity

	Fatal	Serious	Slight	Total	% Serious	% Slight
M27 – Junction 7	0	4	25	29	14	86
A27 Kanes Hill Roundabout	0	3	20	23	13	87
Botley Road/B3035 Mini-Roundabouts	0	5	6	11	45	55
Total	**0**	**12**	**51**	**63**	**19**	**81**

3.7.9. A review of each of the identified cluster sites has shown that at each site the majority of accidents were classified as 'Slight' representing 86% and 87% at the M27 – Junction 7 and A27 Kanes Hill Roundabout respectively. The Botley Road / B3035 Mini-Roundabouts had a lower percentage of 'Slight' accidents with 55%. Analysis of the Hampshire Constabulary report has identified these PIA to have been caused by human error, such as by not looking properly or failing to judge another driver's speed, as opposed to any operational issues with the local highway network.

3.7.10. It should be noted that the M27 junction 7 roundabout accommodates a very large volume of traffic and the development is unlikely to have a significant increase in number of vehicles or percentage increase in traffic at this junction. Furthermore, this junction is already signalised and monitored by CCTV, without pedestrian access to minimise risk of conflict. It is therefore considered unlikely that the traffic associated with development proposals will have a detrimental impact on highway safety at this junction.

3.7.11. The A27 Kanes Hill Roundabout is a large roundabout with five arms. In particular, the Thornhill Park Road is located in proximity to the A27 Moorhill Road arm (where the majority of the cluster of

accidents are located) giving limited time for drivers to judge oncoming vehicle speeds and intentions. The development is unlikely to result in a significant increase in the number of vehicles using either arm and the junction has been in the same configuration since 1999 suggesting that safety improvements have not been deemed necessary over this time frame.

3.7.12. The Botley Road / Telegraph Road / Moorgreen Road mini-roundabouts experience high levels of vehicle / pedestrian conflict due to various side roads and pedestrian crossings. The junctions and crossings have been in their current configuration since at least 1999 (according to historic Google Earth imagery) and as such, given no changes have been implemented in this timeframe (noting in particular the recent Moorgreen Hospital redevelopment). The development is unlikely to have a significant impact on the safety of this junction.

EXISTING BOTLEY ROAD / MARSHALL DRIVE JUNCTION

3.7.13. This junction forms the connection between the Ageas site (comprising private roads) in which the development is located and the public highway network. A review of PIA at the proposed site access at the signalised B3035 Botley Road/Marshall Drive has identified one serious accident within proximity of this junction which occurred at 17:07 on 23/12/2015 and involved 3 vehicles with one resultant casualty. The PIA occurred when vehicle 1 (car) travelled NW along the wrong side of Botley Road thinking that it was a dual carriageway and hit a central island. Vehicle 1 then became airborne and hit vehicle 2 (car) and vehicle 3 (car) travelling NW on Botley Road correctly. The causation factor for the PIA was listed as the driver of vehicle 1 driving careless/reckless/in a hurry with a confidence factor being very likely. This PIA data does not suggest that traffic associated within the development proposals will have a detrimental impact on highway safety at this junction.

PIA SUMMARY AND CONCLUSION

3.7.14. Based upon the analysis of PIA data received from Hampshire Constabulary for the latest available 5-year period (01/05/2015 - 30/04/2020) a total of 137 PIAs occurred with 28 being classified as ‘Serious’ and 109 classified as ‘Slight’. No fatal accidents were recorded within the study period. A total of 15% of the recorded PIAs included vulnerable road users.

3.7.15. Three cluster sites of accidents were identified at the following locations with a review of the data identifying the majority of the recorded accidents as being ‘Slight’:

- M27 – Junction 7;
- A27 – Kanes Hill Roundabout; and
- Botley Road/B3035 Mini-Roundabouts.

3.7.16. A review of the causation factors at these cluster sites identified that the PIAs were caused by human error, with factors such as ‘failing to look’ and ‘careless/reckless/in a hurry’ being listed as opposed to errors within the operation/design of the highway network.

3.7.17. One serious PIA was recorded within proximity of the proposed site access junction at the signalised B3035 Botley Road/Marshall Drive junction. The causation factor for this accident was listed as the driver being ‘careless/reckless/in a hurry’. No vulnerable road users were recorded as being involved.

3.7.18. In conclusion, it can be determined that there are no operational issues within the local highway network within proximity of the proposed development, with previous PIAs occurring due to human/driver error. Given the limited level of traffic associated with the development proposals, it

can be determined that the operation of the proposed development would not have an adverse impact upon the Highway Network from the highway safety perspective.

3.8 BASELINE TRAFFIC CONDITIONS

3.8.1. To determine traffic flows at the Site access junction, B3035 Botley Road / Marshall Drive, WSP commissioned Manual Classified Count (MCC) and queue length surveys. These were undertaken on Thursday 2nd December 2021, between 07:00-12:00 and 16:00-23:00. It should be noted that this date was outside of any Covid-19 travel restrictions.

3.8.2. The full traffic survey data set is available in **Appendix C** and will be used as the baseline traffic flows**.**

3.8.3. Results from the 2021 traffic survey were input into LinSig V3 traffic capacity model in order to identify how the B3035 Botley Road / Marshall Drive operates under existing traffic conditions. The model provides the following outputs:

- Degree of Saturation (DoS) expressed as a percentage identifying the capacity of an individual link/approach of a junction;
- Vehicle queue lengths, including Mean Maximum Queue (MMQ) in Passenger Car Units (PCU)s for each junction approach;
- Average delay per vehicle on each approach recorded in seconds; and
- Practical Reserve Capacity (PRC), which is a measure of the junction's total capacity (as a percentage).

3.8.4. For DoS, the thresholds can be categorised as follows:

- Less than 90%: Any queues that have built up will be able to disperse during the dedicated green time in each cycle;
- 90-100%: Indicates that an arm is close to its theoretical capacity and any queue that has built up does not fully clear within each cycle, becoming more congested; and
- More than 100%: Indicates that the demand on an arm has met its theoretical capacity and theoretically no further traffic can be accommodated, resulting in increasing queues.

3.8.5. The MMQ refers to the maximum length of a queue within a typical cycle of the traffic signals, averaged over all the cycles within the modelled time period. Where a lane is oversaturated with traffic, the maximum queue within each cycle will grow progressively over the modelled time period. It includes traffic joining the back of a queue as the signals turn green and therefore includes an element of 'rolling queue' that may partially or fully disperse from the traffic signal during that signal stage.

3.8.6. When reviewing the PRC of a junction the following is considered:

- A positive figure indicates the junction operates with spare capacity;
- A figure between 0 and -10% indicates that the junction is operating at or slightly over capacity; and
- A negative figure below -10% indicates that the junction cannot accommodate demand.

3.8.7. Traffic flows that were used in the LinSig model were derived from the MCC data obtained in the traffic survey.

3.8.8. The MCC surveys showed that the AM and PM peak hours were found to be as follows:

- AM Peak: 07:45 – 08:45; and
- PM Peak: 17:00 – 18:00.

3.8.9. **Table 3-7** presents the baseline modelling results for the B3035 Botley Road/ Marshall Drive access junction in 2021 in both the AM and PM peak.

3.8.10. The LinSig model is based on a traffic signal specification provided by Hampshire County Council, which is available to view in **Appendix D.** It should be noted that pedestrian crossings and phases are included within all baseline and forecast models. Full LinSig outputs are provided in **Appendix E.**

Table 3-7 – 2021 Baseline Modelling Results – B3035 Botley Road / Marshall Drive

		AM Peak (07:45-08:45)			PM Peak (17:00 – 18:00)		
Arm	Movement	Degree of Saturation (%)	Mean Max Queue	Delay (s)	Degree of Saturation (%)	Mean Max Queue	Delay (s)
2021 Baseline Results							
1/1	Botley Road WB Left Turn	70	6	81	68	5	80
1/2	Botley Road WB Ahead	69	20	28	70	20	29
2/1	Marshall Drive Right Turn	17	2	31	26	2	33
2/2	Marshall Drive Left Turn	23	2	55	38	4	58
3/1	Botley Road EB Ahead	57	15	17	39	9	14
3/2	Botley Road EB Right Turn	54	4	78	51	3	76
Overall Junction		PRC: 30% Cycle time: 120s			PRC: 30% Cycle time: 120s		

3.8.11. The baseline modelling shows that the junction is currently operating well within capacity in both peak periods. B3035 Botley Road Westbound has the highest DoS in both peaks, reaching 70% on both the left turn and ahead lanes. The MMQ is also highest on the west bound B3035 Botley Road ahead lane, reaching 20 PCUs in both peaks. The delay is highest on the Botley Road Westbound

left turn lane, reaching 81 seconds in the AM peak. The Botley Road Eastbound lanes have a lower DoS, peaking at 57% on the ahead lane in the AM peak. The right turn lane has a delay of 78 seconds, similar to the left turn lane into Marshall Drive. Marshall Drive itself also operates well within capacity, with the left turn lane having the highest DoS in the PM peak at just 38%, with an associated MMQ of 4 PCUs and a delay of 58 seconds. The MMQ on the right turn is just 2 PCUs in both peaks.

3.8.12. Overall, the whole junction has a Practical Reserve Capacity of 30% in both peaks. In the event that a shorter cycle time were utilised, it would be expected that the junction would continue to operate within capacity, but with a lower level of vehicle queue lengths and delay. The positive PRC figure demonstrates that the junction is operating within capacity, with a figure over 10% showing a significant amount of capacity within the baseline scenario.

3.9 SUMMARY

3.9.1. This section outlines the existing conditions in around the Ageas Bowl in terms of the local highway network and public transport network, presenting the baseline conditions. There is a high quality footway provision on the site access to the Ageas Bowl site, whilst on the B3035 Botley Road there are footways on both sides, with a shared use path on the northern side connecting to the local shopping facilities in West End and Hedge End retail park.

3.9.2. The nearest bus stop is located on the B3035 Botley Road and provides a half hourly service to Southampton city centre. The closest train station is Hedge End, approximately 2.6 km of the scheme and it provides hourly train to London Waterloo and Portsmouth. A review of the PIA data for the latest available five-year period was undertaken using data obtained from Hampshire Constabulary which recorded a total of 26 ‘Serious’ and 143 ‘Slight’ collisions. No fatal collisions were recorded in the study area, with a single collision occurring at the Marshall Drive/ Botley Road signal junction.

3.9.3. The LinSig model completed for the Botley Road / Marshall Drive traffic signal junction showed that the junction is presently operating well within capacity. Traffic is able to move through the junction with negligible queuing and delay. In particular, the Marshall Drive arm is operating with a significant amount of spare capacity.

4 EXISTING EVENT DAY CONDITIONS

4.1 INTRODUCTION

4.1.1. This section provides a review of the existing event-day operation at the Ageas Bowl with regards to the management of visitor arrival / departures by all modes of transport before and after an event and on-site car parking. The majority of this information has been taken from Traffic Management Plans (TMP) completed by the Ageas Bowl and submitted to Eastleigh Borough Council for approval prior to each event. These TMPs have to be approved in writing by the Local Planning Authority as stipulated in the original planning consent for the Ageas Bowl.

4.2 OVERALL TRAFFIC MANAGEMENT METHODOLOGY

4.2.1. Each bespoke TMP outlines the strategy that will be employed to minimise the impact of the event in question on both the local and strategic road network, as well as ensuring that spectators are able to travel to and from the event in a safe and efficient manner. The operation of these TMPs has been considered to be a success in the past, with the Ageas Bowl team minimising traffic congestion on the surrounding highway network prior to events and ensuring the swift and safe exit of spectators after each event which maintains the integrity of the operation of the local highway network. Overall, it is the aim of the traffic management team is to have the local highway network operating as normal within two hours of the end of an event.

4.2.2. Clearly, the need to continue to prepare bespoke TMP's for approval before each event will remain in the event that this planning application is permitted and will therefore ensure that movement by the travelling public during event days is not compromised.

4.2.3. Outlined within each TMP is the typical mode share for events held at the Ageas Bowl, this typical mode share is included in **Table 4-1**.

Table 4-1 - Typical event mode share

Mode of travel	Approximate average percentage of demand (%)*	Average occupancy per car*
Offsite Car Park (s)	8 – 13	3
Onsite Car Park (s)	3 – 8	3
Bus Service (Park and Ride)	13 – 32	3
Park and Stride	2 – 5	3
Bus Service (Rail and Ride)	13 – 23	N/A
Other**	30 – 35	N/A

**Average mode share and typical occupancy per car can vary by event type and dependent upon specific TMP measures implemented*

*** Includes walk-ups, taxis, public bus services, bicycle, motorcycle and private drop off at the venue*

4.3 CAR PARKING

4.3.1. Parking on events days takes place both on-site and at off site at dedicated park and ride facilities.. Accessible parking, VIP and Debentures parking for events is generally located on-site. The majority

of on-site parking on event days is accessible via the signal-controlled junction on B3035 Botley Road and is managed by traffic marshals. Parking at Thorneydown Farm is accessed via A27 Moordown Road

4.3.2. The way individual car park is utilised varies dependent upon the needs of a specific events and the profile of its attendees. A summary of the existing event day car parks and their typical use is set out in **Table 4-2**.

Table 4-2 – Summary of Existing Event Day Parking Arrangements

Name	Location	Typical Use*	Approximate Maximum Capacity	Admission Type
CP1	On-site	VIP	70	Pre-booked
CP2	On-site	Members	750	Pre-booked
CP3a	On-site	Hospitality / Media	50	Pre-booked
CP3b	On-site	Staff / Hospitality	150	Pre-booked
CP4a/b	On-site	Hospitality / Accessible Parking	65	Pre-booked
CP5	On-site	Media / VIP	90	Pre-booked
CP6	On-site	VIP / Accessible Parking	45	Pre-booked
CP7	On-site	Staff / Media	210	Pre-booked
CP8	On-site	Media / VIP	175	Pre-booked
CP9	On-site	Media / Overflow	80	Pre-booked
CP10	On-site Golf Course (Thorneydown Farm)	Staff / Guests	530**	Pre-booked
Park and Ride A	University of Southampton Sports Ground	Guests	1,500	General Admission

**Use of onsite car parks varies depending on individual event type / requirements*

***Currently under construction*

4.3.3. **Table 4-2** shows that up to 1,685 spaces are currently provided on-site on event-days with another 530 spaces to be provided at Thorneydown Farm in the future when construction is complete. In addition to the onsite provision, 1,500 spaces available at the University of Southampton Sports Ground on Wide Lane.

4.3.4. Within each TMP it is stated that onsite parking will be strictly governed by a pass system and as such there will be no 'Pay-on-the-day' parking permitted on site at the Ageas Bowl. For past events, both 'Pay-on-the-day' and pre-booked parking has typically been made available at the Park and Ride site at the University of Southampton Sports Ground.

4.3.5. All car parks, including off site park and ride / park facilities, are managed by third party traffic management marshals. As stated within each TMP, all traffic car park management staff have received basic traffic marshal skill training as well as health and safety training. Furthermore, all traffic marshals specifically involved with the access or egress points of car parks will be accredited

under either Chapter 8 or Community Safety Accreditation Schemes (CSAS) as to ensure the safe and efficient management of traffic.

4.3.6. TMPs often provide mitigation measures to be implemented to prevent congestion in the immediate vicinity of the Ageas Bowl caused by egressing vehicles. In the past, all vehicles parked on-site have been required to wait approximately 30 minutes after the end of an event before exiting, as to allow spectator traffic to subside. In the past traffic management marshals have been implemented and are always in place to manage on-site ingress and egress.

4.3.7. Historically, TMPs have submitted Portable Traffic Signal applications to gain approval from HCC for traffic marshals to utilise STOP/GO boards at the following locations:

- B3305 Botley Road / B3342 Tollbar Way Roundabout;
- A27 Moorhill Road exit; and
- The entrance to the park and walk car park on B3035 Botley Road.

4.3.8. The purpose of the STOP/GO boards is to improve traffic flow along both B3305 Botley Road itself and across the wider area. This method of traffic management has been implemented in the past by the Ageas Bowl and has found to be successful in minimising delay on both the internal and external road networks. Traffic marshals have also used STOP/GO boards in the past to manage traffic leaving the park and ride site at the University of Southampton Sport Ground on Wide Lane.

4.3.9. **Figure 4-1** presents the existing parking arrangements at The Ageas Bowl.

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Key

- North Entrance (Marshall Drive)
- West Entrance (A27 Moorhill Road)
- Emergency Access
- Internal Access and Servicing Road
- Internal Footpath
- Internal Haulage Road
- Marshall Drive
- Accessible Parking
- Event Day Parking
- Existing Hotel and Golf Course Parking
- Thorneydown Events Car Park

Entry point for vehicles on Marshall Drive

CP1

CP2

CP3a / 3b

CP4a/4b

CP5

CP6

CP7

CP8

CP9

CP10

Pedestrian Access Route

Access and egress for buses, coaches and emergency vehicles

Entry and exit to Thorneydown Car Park

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0 0.03 0.06 0.12 0.18 0.24 Kilometres

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/A the GIS User Community

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TITLE:

Existing Event Day Parking Arrangements at The Ageas Bowl

FIGURE No:

4-1

File: \\uk.wspgroup.com\central data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\03 Drawings\GIS\MXD\Existing Parking Arrangements.mxd

4.4 MANAGEMENT OF LOCAL JUNCTIONS

4.4.1. Each TMP contains details about the approach taken to the management of local traffic signals. The Ageas Bowl work closely with Hampshire County Council's Intelligent Traffic Systems Group (ITS Group) to develop a strategic approach to local traffic signalling. The purpose of this approach is to minimise the disruption event traffic may cause to the wider road network. Previous TMP's have included mitigation measures such as the live monitoring and / or management of traffic lights by an ITS engineer at the following locations prior to an event:

- Junction 5, M27;
- Eastbound Slip Road, Junction 7, M27;
- Windhover Roundabout; and
- B3035 Botley Road / Marshall Drive.

4.4.2. The purpose of intervention by the ITS team is to improve the flow of traffic into the Park and Ride site at the University of Southampton Sports Ground at Wide Lane and to the Ageas Bowl site itself, while also ensuring that queuing traffic does not lead to safety concerns such as blocking back of queues onto the M27. This is assisted further by the ITS team being in direct communication with police motorbike riders who monitor traffic condition at critical locations.

4.4.3. Each TMP also outlines ITS measures put in place to ensure the egress of traffic from the event is safe and efficient. An ITS engineer is typically positioned at the junction of B3035 High Street / A27 Church Hill during the egress of spectators, to ensure priority is given to traffic exiting the ground, with particular consideration being given to Park and Ride Buses returning for multiple pickups.

4.5 TEMPORARY EVENT SIGNAGE

4.5.1. The Ageas Bowl frequently liaises with National Highways and the National Traffic Operations Centre (NTOC) in the lead up to events. This collaboration helps to ensure that variable messaging signs (VMS) situated on the M27 can be used in conjunction with temporary signage to direct visitors to the appropriate motorway exit, and relevant park and ride locations.

4.5.2. All temporary event signage used at the Ageas Bowl is supplied and installed by AA signs. The Ageas Bowl has worked with AA signs for multiple years and as such have been able to compile comprehensive and detailed signage schemes. AA signs have an established history of producing signage schedules for large event in the area local to the Ageas Bowl. The continuity of this collaborative arrangement has allowed an understanding of the operational characteristics of events to be established in order to ensure their smooth running from a transport and access perspective.

4.6 TEMPORARY ROAD CLOSURES

4.6.1. Previous TMPs have included the temporary closure of B3035 Botley Road between the roundabout junction with B3342 Tollbar Way and the mini-roundabout junction with Moorgreen Road during the period of peak demand after events at the Ageas Bowl. In the past this measure has shown to facilitate the safe and efficient dispersal of both pedestrian and vehicular traffic.

4.6.2. Access through the road closure at the mini-roundabout at Moorgreen Road is typically given to public bus services, taxis, residents / non-through traffic and cars attempting to pick up from the Ageas Bowl. Access through the road closure At the Tollbar Way roundabout is typically restricted to only taxis and the First Bus number 8 services.

4.7 RAIL SERVICES

4.7.1. Each TMP outlines the provision of rail services to both Southampton Airport Parkway and Hedge End Railway Stations, these being the two closest stations to the venue.

4.7.2. For major events, The Ageas Bowl operates a rail shuttle service from Southampton Airport Parkway and / or Hedge End stations. In the event rail shuttles are in place, stewards are in place at the station to manage the arrival and dispersal of visitors. The Ageas Bowl works collaboratively with train operators to ensure the safe and efficient management of rail passengers. Rail services are promoted to spectators when they purchase tickets for an event.

4.8 PUBLIC BUS SERVICES

4.8.1. The Ageas Bowl liaises with local public transport operators and EBC to encourage visitors to use public transport to attend events. Dependent upon the needs of individual events, collaboration with local bus operators in the past has led to the provision of additional late running services, increased service frequency and / or the provision of free bus travel to spectators.

4.8.2. Incentivising the use of public bus services reduces the strain events put upon the local and extended road network as it reduces the number of vehicles travelling to and from the event. The incentives put in place to encourage travel by public bus services are advertised to spectators when they purchase tickets for an event.

4.9 SUMMARY OF EXISTING TRAFFIC MANAGEMENT PLANS

4.9.1. In summary, TMPs have been used in the past to effectively and safely manage both pedestrian and vehicular traffic travelling to and from the Ageas Bowl on event days. The implementation of various traffic and parking management schemes has been successful in minimising the delay caused by event traffic arriving and leaving the venue.

5 DEVELOPMENT PROPOSALS

5.1 INTRODUCTION

5.1.1. This section details the development proposals, including information on the following:

- Details of proposed land-uses;
- A description of how access will be achieved by all modes of transport;
- Details of how servicing and deliveries will take place;
- A review of proposed car parking and cycle parking both in terms of how these align with local policy requirements and general accessibility; and
- How future event-days will operate at the Ageas Bowl, including a description of how access to development proposals will be affected during such periods.

5.2 DEVELOPMENT PROPOSALS

5.2.1. The development proposals from the Ageas Bowl masterplan comprise of the following

'The erection of 185 new homes, a 71-bedroom care home (Use Class C2), a 142-bedroom hotel (Use Class C1), a well-being centre (Use Class E / F2), a new pavilion building and improvements to existing stadium, new vehicular access, car parking, pedestrian circulation and processional ramp, together with tree planting, landscaping, SuDs and biodiversity enhancements.'

5.2.2. The **Table 5-1** below summarises the development proposals at The Ageas Bowl site, these have been broken down into Character Areas.

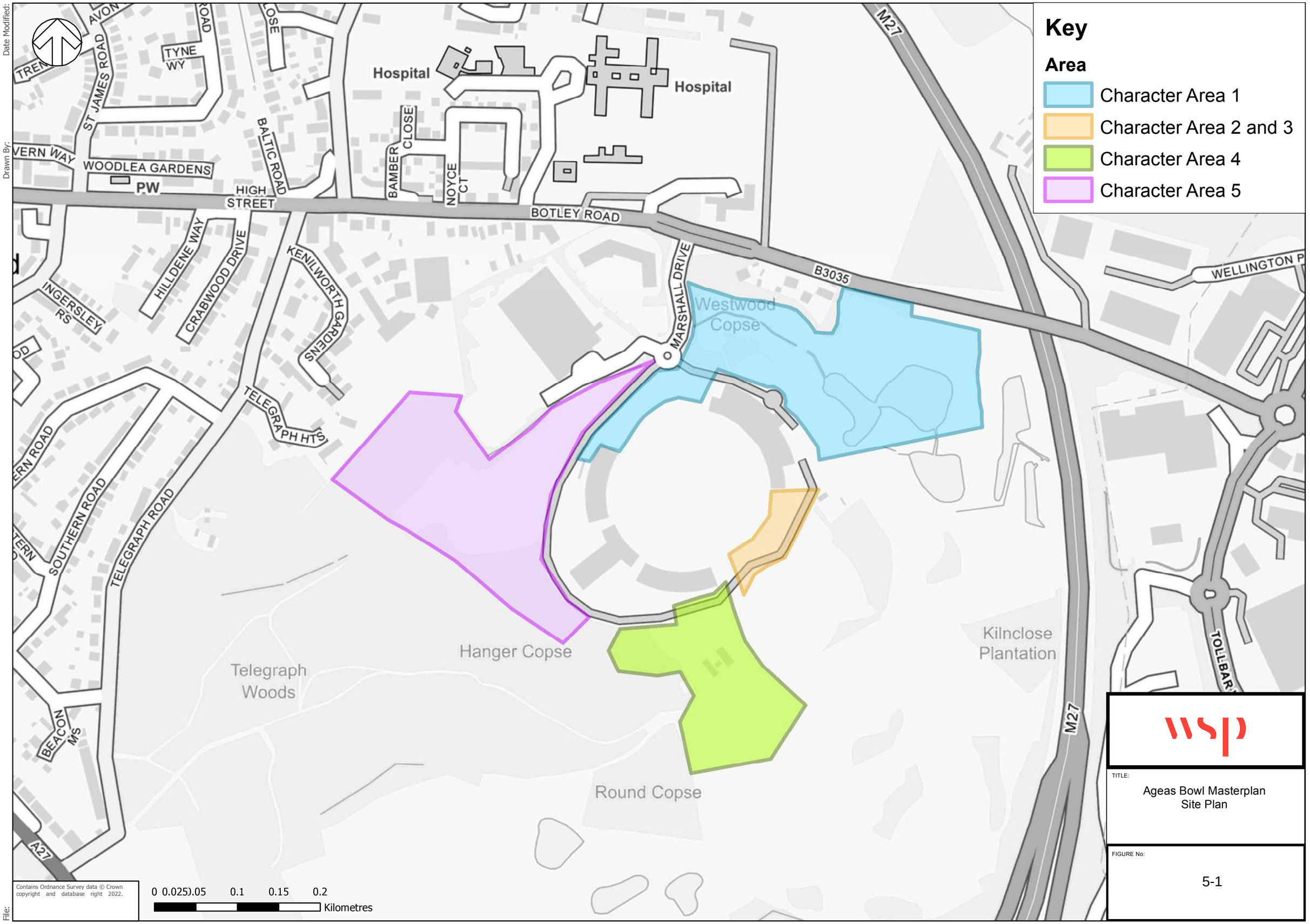
Table 5-1 - Breakdown of Development Proposals

Character Area	Land Use	Land-Use Quantum / Quantity
1 (north of site)	Car Park Spectator Ramp and Merchandise shop	717 event day parking spaces 25 sqm
2 (centre / east of site)	Budget Hotel Hotel Car Park	142 bedrooms 213 parking spaces (Combined with existing Hotel Car Park)
3 (centre / east of site)	Pavilion and Maintenance	3,640 sqm
4 (south of site)	Care home	71 bedrooms (+ Concierge)
5 (west of site)	Residential Well-Being Centre	103 houses and 82 flats 1,237 sqm

5.2.3. The development has been split into five different Character Areas all providing an individual and unique enhancement to the Ageas Bowl site. These are presented in Figure 5-1.

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Ageas Bowl Masterplan
Site Plan

FIGURE No:

5-1

5.3 ACCESS ARRANGEMENTS

VEHICULAR

5.3.1. Access for vehicles into the Ageas Bowl site is currently achieved via the B3035 Botley / Marshall Drive signal junction. There is then a roundabout which will via its eastern arm direct visitors to the existing and proposed hotels and associated car park, grounds entrance and pavilion. The southern arm of the junction leads towards the proposed well-being centre, residential development and care home via an existing internal access road. The western exit of the roundabout provides access to an existing hotel facility (Holiday Inn Express) and David Lloyd gym complex.

5.3.2. The proposed access into the residential area consists of a three arm compact roundabout to the west of the stadium on the existing internal road. Vehicular access and parking can be achieved around the entire residential development through the internal access road, though the masterplan is focused on active-travel movements. The width of the main residential access road is 6m, with footways either side which will be 2m wide. In areas of shared space the carriageway width is between 4-6m to encourage slow moving vehicles with the priority given to pedestrians and cyclists. The residential development includes a number of footpath providing more direct access to properties than the internal road network. WSP drawing 3579-GA-101 included in Appendix F presents vehicular access into the residential development.

5.3.3. The internal access road continues south-east from the residential development access roundabout towards the proposed Care Home and associated car park. WSP drawing 3579-GA-101 also presents a swept path analysis of the vehicular access into the Care Home car park.

5.3.4. Access to the main car park for the Well-Being centre will be via a priority junction to the south of the Marshall Drive roundabout which provides access to the expanded Hotel car park. A secondary car park has been provided for the Well-Being centre providing space for four disabled parking bays this will enable access into the centre to be step free. This car park will also be accessed via the internal road. WSP drawing 3579-GA-101 presents a swept path analysis of the vehicular access into the Well-Being car parks and access into the proposed hotel car park which will still be accessed via eastern arm of the roundabout.

5.3.5. The new pavilion and maintenance area will be accessed via the internal ring-road as per the existing situation.

PEDESTRIAN AND CYCLIST

5.3.6. The main pedestrian and cyclist access is also via main vehicular to the Site at the Marshall Drive traffic signal junction. There is an existing shared use path leading to the roundabout on Marshall Drive and footways on both sides of the carriageway, which will continue around the internal access road, leading into the Well-Being centre, the residential development and the care home. The Ageas Bowl internal road network promotes slow moving private vehicle movement, which in turn promotes active travel throughout the site.

5.3.7. The residential development has an additional access point in the form of an offline path through Telegraph Woods connecting to Telegraph Road, which will provide a shorter route to the West End local centre. The residential development will also link into the existing footpaths within Telegraph Woods which would provide leisure activities for those living on site.

5.3.8. Cycle stores are proposed on the lower ground floor of the Wellbeing centre and the apartment blocks of the residential development. Bike storage will be provided within the curtilage of each residential property.

5.3.9. Bicycle parking will be provided in accordance with Eastleigh Borough Council's adopted standards and is discussed later within this section.

5.4 SERVICING AND DELIVERIES

5.4.1. The servicing and deliveries for the residential area of the development will be split by Houses and Flats. Each house will have accessible frontages for deliveries and servicing. For the apartment blocks there will be bin stores that are accessible by servicing vehicles, whilst for deliveries a space will be provided for vehicles to park and load or unload by each block of flats. Swept path analysis of this servicing strategy is presented within **Appendix F** in drawings 3579-ATR-101

5.4.2. The Care Home has a servicing yard at the rear of the site containing a bin store, swept path analysis has been undertaken and presented in Drawing 3579-ATR-102 to ensure a servicing vehicle can arrive and depart the car park in a forward gear.

5.4.3. The Wellbeing centre has a bin store on the ground floor. Servicing from the Wellbeing centre will be taken from the secondary accessible car park located to the east of the Wellbeing centre.

5.4.4. The proposed hotel will follow the existing on-site hotel delivery and servicing arrangements. These will take place using the internal road network between the proposed hotel and the current hotel car park. This arrangement will continue to ensure a servicing vehicle can arrive and depart the hotel in a forward gear.

5.5 VEHICULAR AND CYCLE PARKING REVIEW

RESIDENTIAL

5.5.1. The Eastleigh Borough Council Residential Parking Standards have been reviewed to calculate if the development has sufficient amount of parking based on the forecast demand. The standards provide a different parking ratio based on the type of parking provided; more than 50% unallocated spaces, less than 50% unallocated and individual/ on plot allocation. The residential area is split between houses and flats and as such, the assessment has been split between houses and flats.

5.5.2. **Table 5-2** presents the amount of car parking required for the housing element of the development to be in line with the Eastleigh Borough Council Parking Standards.

Table 5-2 - Houses Car Parking Assessment (Based on Eastleigh Borough Council Parking)

House Size	Number of Houses	Individual/ 'on-plot' allocation	Spaces Required
2-Bedroom	18	2	36
3-Bedroom	64	2	128
4-Bedroom	21	3	63
Total Spaces Required		227	

5.5.3. The site is to provide two or three car parking spaces for each house which equates to 214 parking spaces, in comparison with 227 spaces required by Eastleigh Borough Council parking standards. The amount of parking for the housing is deemed appropriate especially as the development is well connected to local amenities via walking, cycling and public transport facilities. Moreover, proposing to provide a car club space which will reduce the overall demand for car ownership. Furthermore, parking for visitors will be on-street in the vicinity of each of the units.

5.5.4. The cycling parking for each of the houses will be located within in either garage or a shed within the curtilage of each property and will be in line with the Eastleigh Borough Council Parking Standards.

5.5.5. **Table 5-3** presents the amount of car parking required for the Flats element of the development to be in line with the Eastleigh Borough Council Parking Standards.

Table 5-3 - Flats Car Parking Assessment

Flat Size	Number of Flats	With 50% or more unallocated spaces	Spaces Required	With less than 50% unallocated spaces	Spaces Required
1 Bedroom	66	1.00	66	1.25	83
2 Bedroom	16	1.50	24	1.75	28
Total Spaces Required			90	-	111

5.5.6. The development will provide 92 car parking spaces for the flats which is slightly above the required number of spaces required for unallocated parking less than 50% and less than the number of spaces for unallocated parking more than 50%. As the spaces for the flats proposed as unallocated spaces the amount provided is deemed appropriate.

5.5.7. The cycling parking for each of the flats will be located within each individual block of flats either on the lower ground floor or ground floor. The amount of cycle parking will be in line with the Eastleigh Borough Council Parking Standards with 80 cycle spaces provided.

CARE HOME

5.5.8. The Care Home aspect of the development is proposed to include 20 car parking spaces, which includes two disabled bays. There is also a ‘drop off’ point near the entrance. Eastleigh Residential Parking Standards for nursing and rest homes is “1 space per 6 bedrooms plus 1 space per staff member”. There are 71 bedrooms proposed, which would require 12 parking spaces. The number of staff members is unknown, but the remaining eight spaces (considering disabled provision) is considered sufficient.

5.5.9. The number of cycle parking spaces will be in line with the requirements from the Eastleigh Borough Council residential parking standards which requires one cycle space per six members of staff.

HOTEL

5.5.10. The Hotel car park will provide 219 permanent spaces, which include 11 disabled bays and four Motorcyclist spaces. This car park replaces the existing 175 space car park that currently serves the Hilton Hotel and Boundary Lakes Golf Course.

5.5.11. The car park will cater both the existing Hilton Hotel and the new on-site Hotel and is considered appropriate without the likelihood of causing potential congestion issues. This is considered sufficient as The Ageas Bowl has always operated without car parking capacity issues on non-event days even though the car park is also used by golf club visitors. However, the demand associated with the golf course will be removed in the future as part of the consented planning application F/20/88655 which will relocate the golf course clubhouse and associated 60 space car park to the southern corner of the site (accessed via A27 Moorhill Road).

5.5.12. The cycle parking at the proposed Hotel will be provided at the same ratio as cycle parking currently in operation at the existing Hilton Hotel. Currently the Hilton Hotel provides 10 cycle racks which are located in front of the Hilton Hotel. These will be re-provided as part of the car park reconfiguration with a further 10 cycle racks installed for the proposed hotel, thereby providing a total of 20 cycle racks and 40 spaces overall.

WELL-BEING CENTRE

5.5.13. The Well-Being Centre proposals include 39 parking spaces, 4 of which are marked disabled bays. Whilst there is no specific parking guidance for well-being facilities, this is considered sufficient for the quantum of development.

5.6 FUTURE EVENT DAYS

5.6.1. As a result of the proposed development the way in which event day access and parking operates will change in comparison with the existing situation. The new layout is designed to streamline travel and improve the event day experience for all those attending, regardless of mode of transport used. The focus is on removing conflict between active travel, sustainable travel modes and private vehicles so as to improve safety, reduce delays as well as enhancing user experience.

5.6.2. On event days, those wishing to use the car park must pre-book their spaces. 'Pay on the day' parking will not be available on event days within the Ageas Bowl site. Those without pre-booked car parking spaces will be encouraged to travel to the Ageas Bowl by other modes of transport, through publicity of alternative travel arrangements advised at time of booking tickets, as is required as part of current event day Traffic Management Plans. These Traffic Management Plans are already well established, proving successful in mitigating traffic disruption associated with major events at the Ageas Bowl and will ensure that displaced parking does not occur on residential streets surrounding the Ageas Bowl.

5.6.3. Access to the residential development, well-being centre and care home will remain unaffected by event days, with consistent access maintained via Marshall Drive. A Traffic Management Plan around the residential development will be developed and implemented on Event Days to stop visitors of the Stadium being able to park on-street. This could otherwise lead to excessive use of Marshall Drive and causes issues to the residents. This will be secured as part of any planning consent in the same way as existing Traffic Management Plans. This will be an extension of the existing Temporary Traffic Regulation Order and 'High Capacity Coning Plan' which is implemented on the residential roads in the vicinity of the Ageas Bowl on event days.

CAR PARKING

5.6.4. On event days, private vehicles accessing the proposed event day Car Park in Character Area 1 will do so via the new priority junction on B3035 Botley Road to the east of Marshall Drive. This access junction, visibility splays and swept path analysis is shown in Drawing 3579-SK-101 included in

Appendix F. The priority junction will operate as one-way into the site before an event and as one-way out after an event. This removes vehicles from Marshall Drive and existing conflicts between vehicles and pedestrians at this location.

5.6.5. Traffic Marshals will manage the flow of vehicles as necessary on event days, both prior and following the end of an event. Ticket checks will be undertaken from within the car park to avoid vehicles queuing on Botley Road.

5.6.6. Traffic Management Plans would continue to include the temporary closure of B3035 Botley Road between the roundabout junction with B3342 Tollbar Way and the mini-roundabout junction with Moorgreen Road during the period of peak demand after events at the Ageas Bowl. In the past this measure has shown to facilitate the safe and efficient dispersal of both pedestrian and vehicular traffic. This will allow the new event car park to operate in an efficient manner.

5.6.7. Once parked, pedestrians can make their way to the bag check area and new access ramp leading into the grounds situated to the west of the car park. The car park will provide event parking for up to 717 vehicles which includes 10 spaces for motorcyclists. Accessible bays will continue to be provided on the internal ring-road on the south western perimeter of the stadium, there will be a small increase in the number of spaces from 65 to 73.

5.6.8. Table 5-4 below replicates Table 4-2 presenting the proposed amount of event day car parking at the Ageas Bowl. The development proposals increase on-site car parking in comparison with the existing situation from 1,685 spaces to 1,770 spaces, when taking into account the proposed event car park and Thorneydown Farm car park. In addition, 1,500 spaces will continue to be provided at the University of Southampton Sports Ground as a park and ride facility.

Table 5-4 - Proposed Event Day Car Parking

Name	Location	Typical Use*	Approximate Maximum Capacity	Admission Type
CP4a/b	On-site	Accessible Parking	73	Pre-booked
CP7	On-site	Staff / Media	210	Pre-booked
CP8	On-site	Media / VIP / Hotel	240	Pre-booked
CP9	On-site	Member / Guests	717	Pre-booked
CP10	On-site Golf Course (Thorneydown Farm)	Staff / Guests	530	Pre-booked
Park and Ride A	University of Southampton Sports Ground	Guests	1,500	General Admission
Total			3,270	

PUBLIC TRANSPORT

5.6.9. As part of the Section 73 application for Thorneydown Farm submitted in December 2021 (X/21/92054), it is proposed to amend the consented car park layout to allow this to operate as a bus / coach drop-off and pick-up location on event days. Should this be approved, all bus / coach

activity will be removed from Botley Road and Marshall Drive on event days, thereby removing conflicts with the high pedestrians flows that occur at this location during these periods.

5.6.10. The amended proposals for Thorneydown Farm bring coaches and buses through the new access on the A334 Charles Watts Way. The access on the A334 Charles Watts Way will operate on a left in left out basis, with buses and coaches performing a U-turn at Kanes Hill Roundabout where necessary. These movements will take place with event day traffic management and traffic marshals located at the Charles Watts Way access junction to manage vehicle into and out of the site.

PEDESTRIANS

5.6.11. Pedestrians will be able to enter and exit the site via a pedestrianised arrival area to the east of Marshall Drive. In addition, a 3m wide footway will be provided new junction on B3035 Botley Road, through the car park. This also directs pedestrians to a new, grade separated access ramp that provides access into the stadium itself. This will remove the conflict between pedestrians and vehicles which currently occurs around the Ageas Bowl when pedestrians cross between car parks and the existing turnstile access on the western side of the stadium.

5.6.12. Visitors who either arrived at Thorneydown Farm car park by public transport or by private vehicle will access the main Ageas Bowl site via the pedestrian access route proposed within the consented application (F/18/83908). The route will pass through between the proposed Care Home park and the statue adjacent to the nursery ground. This will provide access into the southern turnstiles.

5.6.13. **Figure 5-2** summarises the proposed parking and access arrangements on event days at The Ageas Bowl.

Date Modified: 27/01/2022

Drawn By: uksxg008

Key

- Proposed pedestrian access
- Proposed vehicular access
- New Access Points
- Accessible Event Day Parking
- Car Park 7
- Character Area 1
- Character Area 4
- Character Area 5
- New, Relocated Event Day Car Park
- Thorneydown Events Car Park

Entry point to Event Car Park

Pedestrian Access Route

Access and egress for buses, coaches and emergency vehicles

Entry and exit to Thorneydown Car Park

0 0.03 0.06 0.12 0.18 0.24 Kilometres

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TITLE:

Proposed Event Day Parking Arrangements at The Ageas Bowl

FIGURE No:

5-2

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6 TRAVEL PLAN

6.1 INTRODUCTION

6.1.1. This section provides a summary of the Residential and Staff Travel Plans included as part of this application within **Appendix G** and **H**, respectively.

6.2 TRAVEL PLAN VISION, OBJECTIVES AND TARGETS

6.2.1. A Residential and Staff Travel Plan has been prepared as part of the Ageas Bowl masterplan to encourage the use of sustainable transport. The aim of each Travel Plan is to reduce private car journeys and increase active travel opportunities and sustainable travel modes, through a range of incentives and information. Therefore, the overarching vision statement for the Travel Plan's is:

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

6.2.2. In pursuit of this vision, the Travel Plan for proposed residential and commercial 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.

6.2.3. The overall Aim is to reduce private vehicle mode share by 10% over the lifecycle of the Travel Plan, based on the initial travel survey. Targets to relating to increase in active travel or sustainable transport will not be set until the initial travel survey is undertaken.

6.3 TRAVEL PLAN MANAGEMENT

6.3.1. The Travel Plan Co-ordinator (TPC) will oversee the implementation of each of the Residential and Staff Travel Plans. Their role will include liaising directly with the businesses and residents and the TPC will be appointed prior to occupation of either the first unit or the commercial elements on site. The TPC role will include the following:

- Implementation and management of the Travel Plans;
- 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.

6.4 TRAVEL PLAN MEASURES

6.4.1. The Travel Plan measures will focus around the following areas:

- Provision of Travel Information – to provide personal travel planning service, travel information website, on site promotion and marketing, travel information packs and promotional events;
- Promoting Walking and Cycling – through the provisions of suitable route maps around the local and beyond;
- Promoting Public Transport Use – through the provision of journey timetables for local bus and train services and taster vouchers;
- Promoting Efficient Car Use – car parking management, car sharing, electric vehicles, provision for residents to work from home and an on-site car club provided through Co-Wheels; and
- Monitoring – This will include reporting to following the implementation of the Travel Plan measures to EBC.

6.5 ACTION PLAN

6.5.1. The **Table 6-1** below outlines Action Plan for the implementation on the Residential Travel Plans

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	-
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 Hampshire County 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	-
Provision of car 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 car parking and it being made available for resident use	Developer	-
Availability of broadband access in homes	N/A	Prior to first occupation of each dwelling	Developer	Availability of broadband access in homes	Developer	-
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	-

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	-
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	-
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	-

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	-

7 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

7.1 INTRODUCTION

7.1.1. This section will look at the total travel demand for the proposed Development at The Ageas Bowl, including trip generation and distribution.

7.2 TRIP GENERATION

DEVELOPMENT PROPOSALS

7.2.1. The proposed development consists of the following land-uses:

- Residential development: 103 houses and 82 flats;
- Budget Hotel: 142 rooms;
- Care home: 71 rooms; and
- Well-being centre: 1,237 sqm.

7.2.2. The proposals also include a new 3,640 sqm Pavilion and improved maintenance area on the southern side of the Ageas Bowl. These land users are not forecast to generate additional trips beyond that already associated with event days and day-to-day maintenance of the site.

7.2.3. For all aspects of the site, a multi-modal TRICS assessment has been undertaken to identify the total trip generation of the redevelopment.

RESIDENTIAL DEVELOPMENT

7.2.4. As the breakdown of residence type is known, trip rates for the houses and apartments were obtained separately. The following criteria were entered into the TRICs database:

- Flats (privately owned), 100 – 184 dwellings;
- Sites in England (excluding Greater London);
- Tuesday to Thursday site surveys, between 2013 and 2018;
- Selected Locations: “Suburban Area”; and
- Without Travel Plan.

And

- Houses (privately owned), 30 – 80 dwellings;
- Sites in England (excluding Greater London);
- Tuesday to Thursday site surveys, between 2013 and 2019;
- Selected Locations: “Suburban Area” and “Edge of Town”;
- With and without Travel Plan (no significant difference between trip rates was identified for sites with and without a Travel Plan).

7.2.5. The following trip rates were identified for Flats (**Table 7-1**) and Houses (**Table 7-2**), with the full TRICs output available in **Appendix I**

Table 7-1 – Flats Two-Way Trip Rates (per dwelling)

Residential Trip Rates	AM Peak	PM Peak	Daily (07:00 – 19:00)
Total Vehicles	0.195	0.179	1.706
Pedestrian	0.069	0.060	0.588
Cycle	0.025	0.006	0.115
Public Transport	0.022	0.038	0.286

Table 7-2 – Houses Two-Way Trip Rates (per dwelling)

Residential Trip Rates	AM Peak	PM Peak	Daily (07:00 – 19:00)
Total Vehicles	0.462	0.495	4.57
Pedestrian	0.175	0.102	1.838
Cycle	0.025	0.009	0.147
Public Transport	0.055	0.032	0.336

BUDGET HOTEL

7.2.6. Trip rates for the budget hotel have been obtained using the following parameters on TRICS:

- Land Use: Hotel, 50 to 227 units;
- Sites in England (excluding Greater London);
- Wednesday and Thursday site surveys, between 2011 and 2019;
- Selected locations: 'Edge of Town' and 'Suburban Area'; and
- Without travel plan.

7.2.7. These criteria returned four surveys, producing the following trip rates (per room):

Table 7-3 – Hotel Two-Way Trip Rates (per bedroom)

Hotel Trip Rates	AM Peak	PM Peak	Daily (07:00 – 22:00)
Total Vehicles	0.547	0.401	5.313
Pedestrian	0.018	0.053	0.496
Cycle	0.006	0.006	0.07
Public Transport	0.228	0.085	0.778

CARE HOME

7.2.8. Trip rates for the care home were obtained by entering the following criteria into the TRICS database:

- Land use: Residential / Retirement Flats – 28 – 88 units;
- Sites in England (excluding Greater London);

- Tuesday - Thursday site surveys, between 2012 and 2019;
- Selected locations: 'Edge of Town', 'Suburban Area' and 'Neighbourhood Centre'; and
- Without travel plan.

Table 7-4 – Care Home Two-Way Trip Rates (per bedroom)

Care Home Trip Rates	AM Peak	PM Peak	Daily (07:00 – 19:00)
Total Vehicles	0.164	0.173	2.837
Pedestrian	0.057	0.098	1.051
Cycle	0	0	0.016
Public Transport	0	0.016	0.279

WELL-BEING CENTRE DEVELOPMENT

7.2.9. The following parameters were inputted into the TRICS database to obtain the trip rates in the table below:

- Land use: Leisure / Community Centre – 100 – 1,500 sqm;
- Sites in England (excluding Greater London);
- Tuesday to Thursday site surveys, between 2013 and 2018;
- Selected locations: 'Edge of Town' and 'Neighbourhood Centre'; and
- Without travel plan.

Table 7-5 – Well-being Centre Two-Way Trip Rates (per 100sqm)

Wellbeing Centre Trip Rates	AM Peak	PM Peak	Daily (07:00 – 20:00)
Total Vehicles	0.42	0.504	9.594
Car	0.481	1.513	4.719
Pedestrian	0.21	1.576	11.087
Public Transport	0	0	3.68

7.2.10. Trip rates for cyclists were not available in this search.

7.3 TRIP GENERATION

7.3.1. The vehicle trip rates in **Tables 7-1 – 7-5** result in the following vehicle trip generation, based on the quantum of development identified in paragraph 7.3.1:

Table 7-6 – Trip Generation – (Two-way Movements)

Part of Development	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)	Daily (07:00 – 19:00)
103 Houses	48	51	471
80 Apartments	16	15	140
Wellbeing Centre (1,237 sqm) *	5	6	84
Budget Hotel (142 rooms)	78	57	652
Care home (71 rooms)	12	12	201
Total Vehicle Generation	**158**	**141**	**1547**

* Whilst the existing well-being centre will be relocated and enlarged, the trip generation calculations are based on the total size of the new building.

7.4 TRIP DISTRIBUTION AND ASSIGNMENT

7.4.1. To identify the origin and destination of trips to and from the site respectively, Journey to Work census data has been used. Dataset WU03EW – Location of usual residence and place of work (OA Level) was analysed to determine the likely origin and destination of trips to and from the development site as requested by National Highways as part of the TA scoping exercise.

7.4.2. Destinations were identified on the Medium Super Output level to allow a higher-resolution assessment to be undertaken on local roads. The full distribution breakdown is included in **Appendix J.**

7.4.3. It is acknowledged that this methodology will distribute the entire site's trip generation utilising journey to work data, not just commuting trips but for all journey purposes. It is likely that the other site uses would have different distributions. However, given that the highway impact assessment will consider roads in the immediate vicinity of the site, it is anticipated that the proportions of traffic using each of these roads would not significantly vary even if the destination / origin is different.

7.4.4. The distribution has been assigned onto the road network in the vicinity of the site using Google Maps, which takes into account typical congestion to identify the fastest route for your journey. Seven main route corridors to and from the site have been identified to serve all of the destinations identified in the Journey to Work data, shown in **Table 7-7**.

Table 7-7 – Route Assignment

Route Category	Destination Examples	Route	Percentage of Trips
North – Local	Fair Oak, Bishopstoke, rural Eastleigh borough, Winchester Borough, Chandler's Ford	50% 50% split between Moorgreen Road and Tollbar Way to get to Bubb Lane	3.5% Moorgreen Road 3.5% Tollbar Way
East – Local	Botley, Hedge End	Botley Road	10.5%
South East – Local	Hamble, Swanwick	Telegraph Road and Kanes Hill	2.9%
South – Local	Southampton, Isle of Wight	50% Telegraph Road, Bitterne Road East; 50% West End, A27 Mansbridge Road	16.1% Bitterne Road East; 16.1% Mansbridge Road
West – Local	West End, Eastleigh High Street	Botley Road, A27	16.4%
West – Regional	Winchester, Chandler's Ford	A334, M27	19.9%
East – Regional	Portsmouth, Gosport	A334, M27	11.1%

7.4.5. Using the trip generation and route assignment table above, traffic flow diagrams for the B3035 Botley Road / Marshall Drive junction have been prepared and are available in **Appendix K.**

8 FUTURE YEAR TRAFFIC ASSESSMENTS

8.1 INTRODUCTION

This section will assess the future year operation of the highway network with and without the development in place. The assessment will comprise of both a non-event day assessment, using the trip generation and distribution from the previous section, and an event day assessment.

8.2 TRAFFIC GROWTH AND COMMITTED DEVELOPMENT

8.2.1. Baseline traffic flows, available in Section 3, were uplifted using industry standard software, TEMPro, which provides a growth factor to apply to the baseline traffic data. The forecast takes account of variable relating population, employment, household car ownership and trip ends for differing geographic areas down to a Middle Super Output Area (MSOA)level. The table below presents the factors taken from TEMPro to obtain traffic flows for 2027.

Table 8-1 – TemPRO Growth Rates – 2021 - 2027

Area	Period	Growth Factors	
		AM Peak	PM Peak
Eastleigh	2021 – 2027	1.083	1.083

8.2.2. To provide an accurate modelling assessment of the site access junction, a review was undertaken of planning applications in the near vicinity of the Ageas Bowl. This includes:

- Adjacent to the Ageas Bowl there is an existing planning approval by Foreman Homes for 30 dwellings at the 'Land north of Botley Road (Application F/19/85439)
- Land west of Uplands Farm, Botley (permission for 375 dwellings, employment land and open space, outline PP O/18/83698)
- Land north of Botley Road, West End – permission for 100 dwellings, outline PP ref. O/15/76418 and subsequent reserved matters in 2021, under construction)
- Land west and South of Horton Heath – proposed allocation for 950 dwellings, secondary and primary school, local centre and employment uses; and
- Southampton Airport runway extension and car parking (full pp F/19/86707).

8.2.3. The forecast traffic flows from the committed development will be manually assigned onto the junction as presented in the Traffic Flow Diagrams in **Appendix K**.

B3035 BOTLEY ROAD/ MARSHALL DRIVE SIGNAL JUNCTION

8.2.4. This section presents the B3035 Botley Road/ Marshall Drive Signal junction modelling in 2027 with and without the development, **Table 8-2** presents the baseline modelling results.

Table 8-2 – 2027 Base modelling results

		AM Peak (07:45-08:45)			PM Peak (17:00 – 18:00)		
Arm	Movement	Degree of Saturation (%)	Mean Max Queue	Delay (s)	Degree of Saturation (%)	Mean Max Queue	Delay (s)
2027 Base							
1/1	Botley Road WB Left Turn	75	6	88	74	6	87
1/2	Botley Road WB Ahead	77	24	32	76	23	31
2/1	Marshall Drive Right Turn	18	2	31	28	3	33
2/2	Marshall Drive Left Turn	25	3	55	42	4	89
3/1	Botley Road EB Ahead	63	17	19	43	10	15
3/2	Botley Road EB Right Turn	59	4	81	55	4	79
Overall Junction		PRC: 17.3% Cycle time: 120s			PRC: 18% Cycle time: 120s		

8.2.5. **Table 8.2** above demonstrates that the B3035 Botley Road/ Marshall Drive signal junction will operate within capacity across the AM and PM peaks. The 2027 forecast modelling shows that after applying the growth factor and the additional committed development flows, the DoS increases slightly on all arms in both peaks compared to the baseline assessment. However, the DoS does not exceed 90% on any of the approaches and as such still operate within capacity, and any queues that have built up with be able to disperse during the green time in each cycle. The DoS that sees the biggest increase is forecast on the ahead lane of Botley Road Westbound, which goes up by 7%. The highest MMQ is forecast to occur on the Botley Road westbound ahead movement in the AM Peak the forecast queue is 24 PCUs..

8.2.6. The overall junction PRC decreases from 30% in both peaks to 17.3% in the AM peak and 18% in the PM Peak, however in overall terms, the junction operation would be within capacity.

8.2.7. **Table 8-3** presents the 2027 Base + Development traffic flows at B3035 Botley Road/ Marshall Drive signal junction.

Table 8-3 – 2027 Base + Development flows modelling results

		AM Peak (07:45-08:45)			PM Peak (17:00 – 18:00)		
Arm	Movement	Degree of Saturation (%)	Mean Max Queue	Delay (s)	Degree of Saturation (%)	Mean Max Queue	Delay (s)
2027 Base + Development Flows Results							
1/1	Botley Road WB Left Turn	80	8	89	80	8	87
1/2	Botley Road WB Ahead	82	26	36	83	26	38
2/1	Marshall Drive Right Turn	32	3	32	32	3	30
2/2	Marshall Drive Left Turn	39	4	55	44	5	55
3/1	Botley Road EB Ahead	66	19	20	47	11	17
3/2	Botley Road EB Right Turn	79	6	104	76	6	95
Overall Junction		PRC: 9.7% Cycle time: 120s			PRC: 8.7% Cycle time: 120s		

8.2.8. **Table 8.3** shows that the B3035 Botley Road/ Marshall Drive signal junction will operate within capacity across the AM and PM peaks, even with the addition of development related traffic. The addition of the development flows sees another small reduction in available capacity according to the LinSig outputs. The DoS increases across all arms, with the highest being the ahead lane on Botley Road Westbound, reaching 82%, with an associated queue of 26 PCUs and a delay of 36 seconds. However, this queue length is extended by only three PCUs as a result of the development and any queue that builds on any arm will still be able to disperse in a green cycle. Marshall Drive also increases but still has a significant amount of spare capacity. The DoS is higher in the PM peak at 39% in the left turn lane onto Botley Road. The DoS of the right turn lane of Botley Road Eastbound increases from 59% and 55% in the AM and PM peak to 79% and 76% respectively, which is an increase of 20% in both scenarios. This is directly due to the additional flows placed on the network by the new development at the Ageas Bowl.

8.2.9. Overall, the junction is still operating with spare capacity, with a PRC of 9.7% in the AM peak and 8.7% in the PM peak. It is worth noting that the assessment assumes that the pedestrian phase will operate within each cycle of the signals; in reality the number of times the crossing is called will vary. If the pedestrian phase is called less frequently, then there will be a greater degree of capacity available than shown by the assessment presented in **Table 8-3**.

8.3 LINK FLOW ASSESSMENTS

8.3.1. A link flow assessment has been undertaken on the B3035 Botley Road / Marshall Drive junction to examine the percentage increase each arm of the junction will experience with the additional development traffic on the network. This is summarised in the table below.

Table 8-4 – Link flow assessment

	AM Peak			PM Peak		
	Baseline Flow	Development Flows	Development Impact (%)	Baseline Flow	Development Flows	Development Impact (%)
Marshall Drive	352	158	31%	419	141	33%
Botley Road (East of Marshall Drive)	1768	75	4%	1563	68	4%
Botley Road (West of Marshall Drive)	1713	82	5%	1492	73	5%

8.3.2. As presented in the table, Marshall Drive is forecast to experience a 31% increase in traffic flow in the AM peak and 33% in the PM peak with the addition of the development traffic. In absolute terms, this equates to in the order of around two – three additional vehicles using Marshall Drive during each peak hour. It is considered that this is unlikely to be perceptible to the travelling public.

8.3.3. The percentage increase on B3035 Botley Road is far less, with a 4% and 4% increase in the respective peaks to the east of Marshall Drive and a 5% and 5% increase respectively to the west of Marshall Drive.

8.4 EVENT-DAY JUNCTION CAPACITY ASSESSMENTS

8.4.1. An event-day capacity assessment has been undertaken for the new access junction on B3035 Botley Road. As the junction is non-signalised, industry standard modelling software ‘Junctions 9’ was used to create a model of the access junction. The full Junctions 9 output report is available in **Appendix L.**

JUNCTIONS 9

8.4.2. Junction capacity in Junctions 9 is measured with reference to the Ratio of Flow to Capacity (RFC). A value of 0.85 typically indicates the point at which congestion is likely to occur. The value of 1.00 typically indicates a forecast of regular congestion at the junction.

METHODOLOGY

8.4.3. An event-day assessment has previously been undertaken to support the planning application for event-day car parking at Thorneydown Farm (F/18/83908). In this instance, The Ageas Bowl supplied the distribution of spectator arrival times at past events based upon ticket entry times. Using the same methodology and noting the different types of event held at the Ageas Bowl, it has been assumed that:

- For One-Day International Matches occurring on a weekday up to 46.8% of event spectators are assumed to arrive in the AM peak period, and
- For Concerts or Twenty Twenty Cricket Matches up to 41% of event spectators are assumed to arrive in the PM peak period.

8.4.4. These percentages were used to determine the number of arrivals in each peak period. Assuming that the maximum car park capacity is 700, (the approximate total of car parking proposed) this totalled at 328 arrivals in the AM peak and 288 arrivals in the PM peak for use within the junction capacity model. It was subsequently assumed that 50% of arrivals came from the west on B3035 Botley Road and 50% came from the east.

8.4.5. The geometry of the access junction has been measured using AutoCAD.

8.4.6. The following scenario has been modelled at the junction:

- Event day scenario: Combining 2027 traffic flows on B3035 Botley Road (including the relevant development flows and committed development flows) and event day arrivals described above for both peaks periods.

8.4.7. An assessment of junction capacity at the end of an event has not been completed as B3035 Botley is closed to through traffic immediately after an event to assist with the safe and efficient egress of vehicles from the site.

RESULTS

8.4.8. Below are the Junctions 9 outputs for the junction for both AM and PM peaks in the event day scenario. This assessment was predominantly to determine the impact of event days upon Botley Road. No flows were applied to the movement from the access onto B3035 Botley Road so this will not be presented in the table below.

Table 8-5 – B3035 Botley Road / Event Day Car Park Access Junctions 9 Output

	AM Peak			PM Peak		
Arm	Queue (PCU)	Delay	RFC	Queue (PCU)	Delay	RFC
	2027 Event Day					
A3035 Botley Road (right turn in)	2	8	0.44	1	9	0.37

8.4.9. As presented in the table, the RFC is 0.44 in the AM peak and 0.37 in PM peak, which is well below 0.85, the figure that indicates when congestion starts to build up at a junction. The assessments shown that queues and associated delay on B3035 Botley Road is negligible in both peaks.

9 SUMMARY AND CONCLUSIONS

9.1 SUMMARY

9.1.1. WSP has been appointed by Land & Development Advisory Ltd to provide transportation and highways advice in support of planning application for the Ageas Bowl Masterplan development. The Transport Assessment is in support of a detailed planning application to provide 183 dwellings, Care Home, Well-Being Centre, Budget Hotel, new pavilion and relocated the event day car parking and enhanced event day experience with a new access and reduced conflict between vehicles and pedestrians.

9.1.2. The main access to the Ageas Bowl is through the B3035 Botley Road/ Marshall Drive signal junction. Marshall Drive the access road into the Ageas Bowl is subject to 30mph speed limit

9.1.3. There is high quality footway provision through the Ageas Bowl site on either side of the internal road network. Whitist on the B3035 Botley there are footways on both sides, with a shared use path on the northern side connecting to the local shopping facilities in West End and Hedge End retail park.

9.1.4. The nearest bus stop is located on the B3035 Botley Road and provides a half hourly service to Southampton city centre. The closest train station is Hedge End, approximately 2.6 km of the scheme and it provides hourly train to London Waterloo and Portsmouth. A baseline capacity assessment of the access junction shows that the junction is presently operating within capacity.

9.1.5. The Development will provide 214 car parking spaces for the residential development, 20 spaces for the Care Home, 39 spaces for the Well-Being Centre, 219 spaces for both Hotel's and to provide a new event car park to accommodate 717 vehicles in the north east corner of the site with an access via Botley Road.

9.1.6. On non-event days vehicular access to the Ageas Bowl Site is via the B3035 Botley Road/ Marshall Drive signal junction. The access to the different locations within the Site is described below:

- Access to the new residential area of the development will be via a new three arm roundabout on the internal road to the west of the stadium;
- The access to the care home will be via the internal access road where vehicles will pass through the new roundabout to the car park;
- Well-Being Centre access will be via a priority junction with the internal access road to the south of the 4-arm roundabout; and
- Vehicular Access the proposed Hotel will be via the existing access to the existing Hotel on-site utilising the eastern arm of the roundabout with Marshall Drive.

9.1.7. The event day vehicular access to the relocated car park will be via a new priority junction with the B3035 Botley Road. The junction will operate as one-way entry into the site prior to an event and a one-way exit from the site following the end of the event.

9.1.8. The pedestrian and cycle access will be via the B3035 Botley Road/ Marshall Drive signal junction. There will be a second pedestrian access on the B3035 Botley Road at the Event Car Park access which will direct visitors towards the new ramp to access stadium. Within the Ageas Bowl site there are footways on both sides of the carriageway on the internal road. There is a secondary pedestrian

and cycle access via a footpath connecting to Telegraph Road through the residential area of the development.

9.1.9. The Development is forecast to generate 158 two-way trips in the AM peak and 141 two-ways trips in the PM peak this is based on the TRICs outputs. The distribution of trips to the site using B3035 Botley Road is approximately 50:50 from the east and west.

9.1.10. To assess the impact of the development on a day to day basis a junction capacity assessment has been undertaken of the B3035 Botley Road/ Marshall Drive, the results forecast the junction to operate within capacity with and without development in 2027.

9.1.11. A junction assessment was undertaken at the new access to the car park from the B3035 Botley Road on an event day. The junction is forecast to operate within capacity prior to an event with the with minimal queueing shown to occur.

9.1.12. A Residential and Staff Travel Plan has been developed in order to promote and facilitate a shift away from vehicular based travel. The documents include a series of measures to reduce the amount of single occupancy private vehicle demand and promote active travel and sustainable transport modes. A Co-Wheels car share will be provided within the residential area of the development in order to provide access to a vehicle for those future residents who do not wish to own a car but may require to one from time to time.

9.2 CONCLUSIONS

9.2.1. Based on the information presented in this Transport Assessment and analysis provided throughout the report, the following can be concluded:

- That impact of the proposed development on the Local Highway Network can be accommodated without generating additional congestion;
- The location of proposed development will enable residents and employees access to the Ageas Bowl through a range of sustainable transport modes; and
- The proposed development will enhance the event experience at the Ageas Bowl.

9.2.2. Paragraph 111 of the National Planning Policy Framework states that, "*development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*". Taking this into account and the conclusions of this TA, there are no reasons why the planning application should be refused on highways and transport grounds.

Appendix A

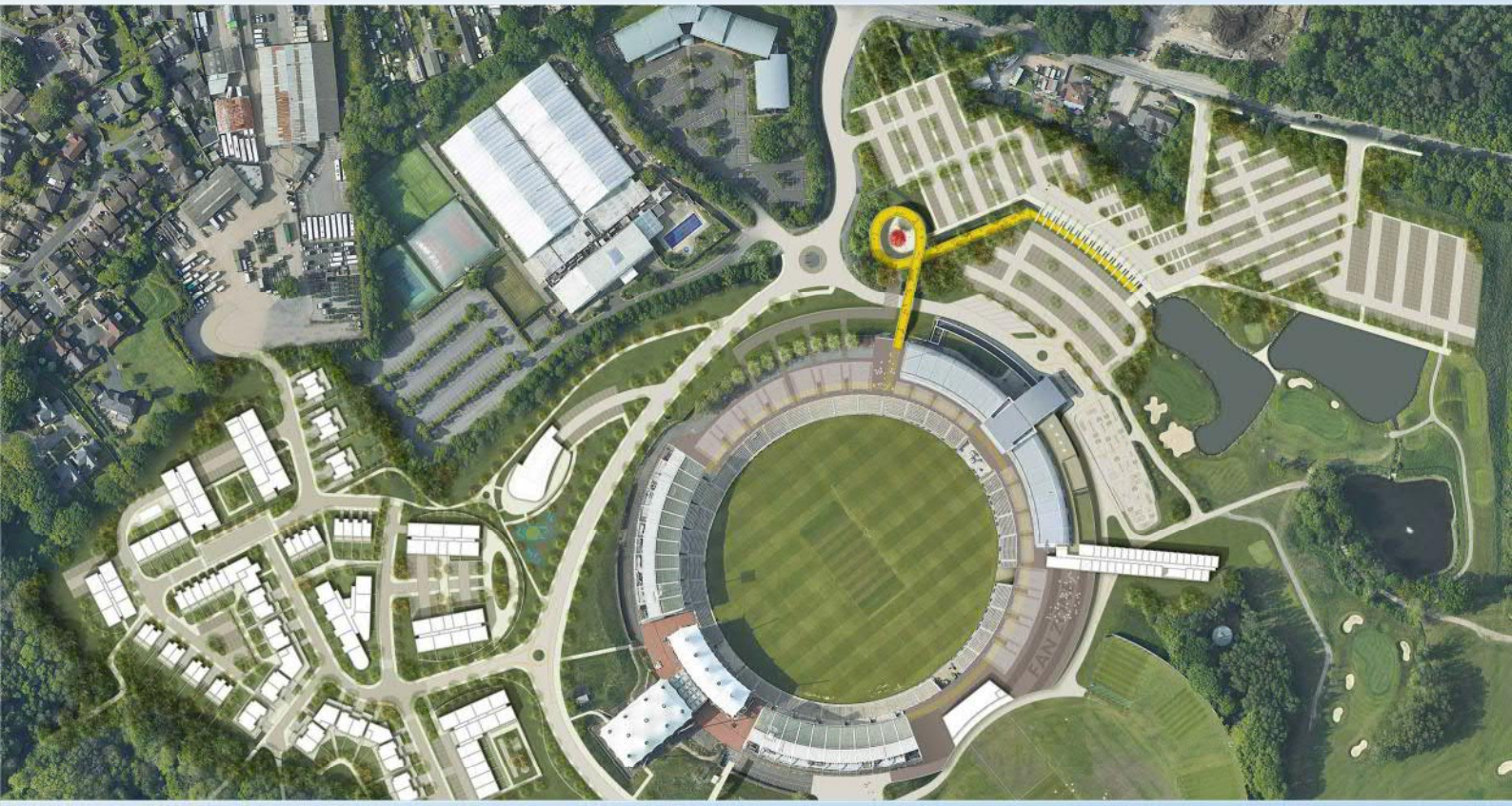
SCOPING NOTE

Public

Land & Development Advisory

AGEAS BOWL NON-OPERATIONAL MASTERPLAN

Transport Scoping Note



3579-SN-001-B
AUGUST 2021

PUBLIC

Land & Development Advisory

AGEAS BOWL NON-OPERATIONAL MASTERPLAN

Transport Scoping Note

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70073579

OUR REF. NO. 3579-SN-001-B

DATE: AUGUST 2021

Land & Development Advisory

AGEAS BOWL NON-OPERATIONAL MASTERPLAN

Transport Scoping Note

WSP

Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

Phone: +44 238 030 2529

Fax: +44 238 030 2001

WSP.com

PUBLIC

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	First Issue	Second Issue		
Date	October 2020	August 2021		
Prepared by	Stewart Rose	Milly Bagshaw		
Signature				
Checked by	Chris Williams	Philip Moss		
Signature				
Authorised by	Ian Fielding	Chris Williams		
Signature				
Project number	70073579	70073579		
Report number	3579-SN-001-A	3579-SN-001-B		
File reference	\\uk.wspgroup.com\central data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\05 Reports\3579-SN-001-B Scoping Note.docx			

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1 INTRODUCTION

1.1.1. WSP have been commissioned by Land & Development Advisory Ltd to provide transport planning support for development proposals at the Ageas Bowl, Eastleigh. The development proposals have been broken down into five character areas, which are as follows:

- Character area 1: Northern Gateway. A new parking area and pedestrian entrance arrangement into the Ageas Bowl;
- Character area 2: Budget Hotel;
- Character area 3: Pavilion and Maintenance;
- Character area 4: Southern Gateway; and
- Character area 5: Residential and Well-Being. A residential-led development on land within the Eastleigh urban boundary.

1.1.2. The land for which permission is sought for is shown in **Figures 1-1** respectively, overleaf.

1.1.3. This Scoping Note will seek to agree the scope of Transport Assessment required to support the above planning applications in turn.

1.2 UPDATED SCOPE

1.2.1. This Revision B of the scoping note reflects a change in both quantum, land-use and layout of the development, that changes the likely trip generation and distribution of the development traffic. This revision also reflects discussions held at a pre-application meeting on Friday 27 November 2020 between Hampshire County Council, Highways England and WSP. For reference, Highways England's Technical Note 03' response to the Revision A of the Scoping Note (dated 18/11/21) is included in **Appendix A**.

1.3 SITE CHARACTERISTICS

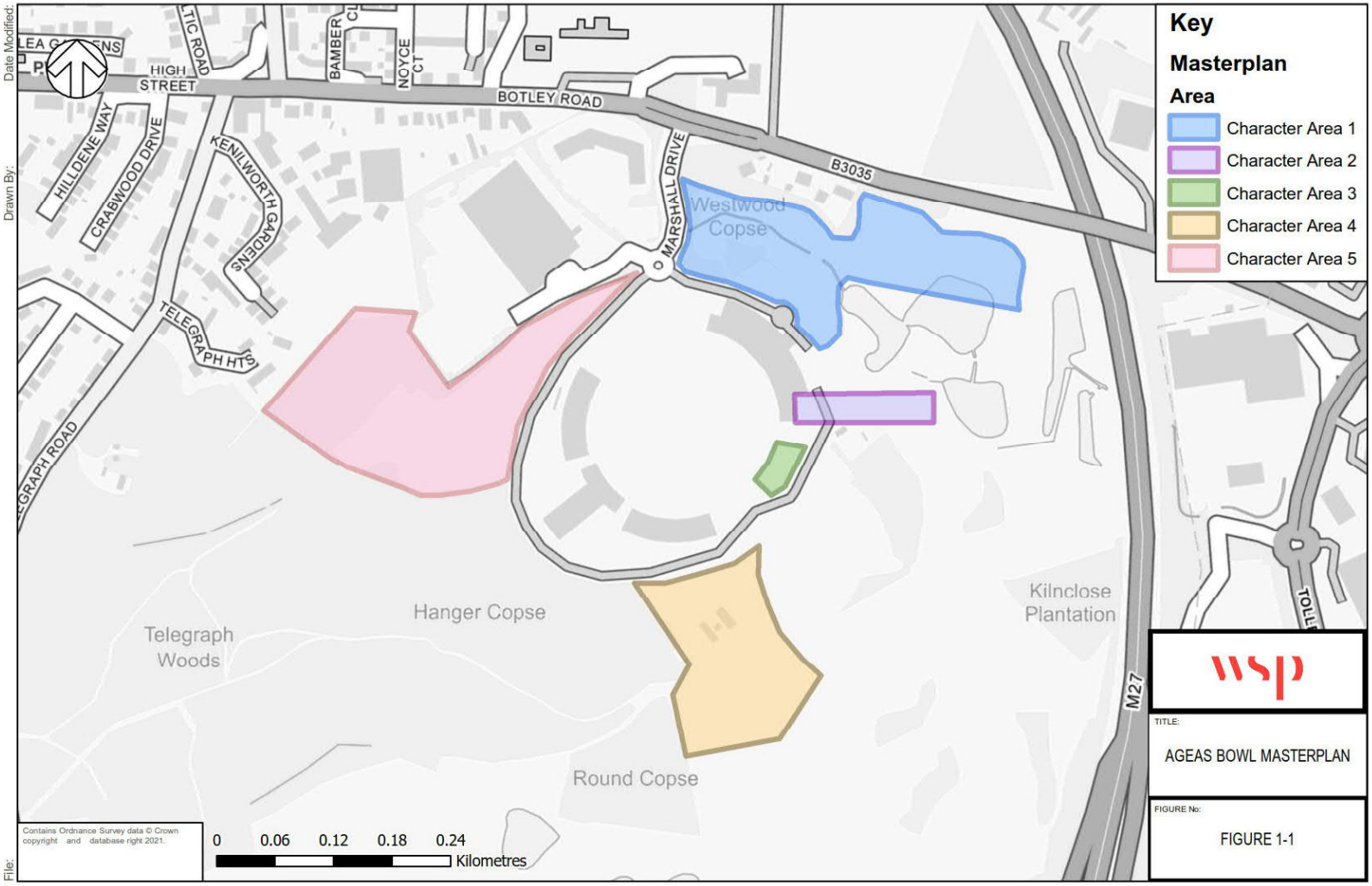
1.3.1. The Ageas Bowl site covers an area of approximately 65 hectares and comprises the following land uses:

- Ageas Bowl Cricket Ground;
- Hilton Hotel;
- Poseidon at the Ageas Bowl;
- Hampshire Wellbeing Centre;
- Golf driving range;
- 18-hole golf course;
- Metalled and un-metalled car parks; and
- Thorneydown event car park and expanded golf course (as per permitted application F/18/83908, which is under construction).

1.3.2. The site is bordered to the north by Botley Road, the M27 and Charles Watts Way to the east and A27 Moorhill Road to the south. Telegraph Road and Telegraph Woods form the boundary to the west.

1.3.3. Access is achieved via Marshall Dive, which serves as a spine road for the site onto Botley Road. Marshall Road forms a three-arm signalised junction with Botley Road and allows for separate ahead and right turn phasing.

Figure 1-1 **- Full Application Location Plan**



2 TRANSPORT ASSESSMENT SCOPE

2.1 INTRODUCTION

2.1.1. The primary development proposals comprise the construction of 55 houses, 220 apartments, a 116-bed budget hotel and a relocated wellbeing centre. The proposals also include a new 400 sqm Pavilion and improved maintenance area on the southern side of the Ageas Bowl (between main cricket pitch and nursery ground) but these will not generate additional trips beyond that already associated with event days and day-to-day maintenance of the site.

2.1.2. The majority of this development land is currently used for event parking, and as such the proposals also include the relocation of this event parking from the west of the Ageas Bowl site to the north-east.

Everyday site access will be via the existing Botley Road / Marshall Drive traffic signal junction and the unadopted internal 'ring-road' that runs around the perimeters of the Ageas Bowl. In addition to this, on event-days the proposed car-parking on the north-eastern side of the site will also be provided with two gated access junctions directly onto Botley Road utilising existing / historical temporary access locations. Use of these accesses be managed by suitable traffic management and supervised by traffic marshals.

2.2 EXISTING CONDITIONS

DEVELOPMENT AREA – EXISTING CHARACTERISTICS

2.2.1. The redevelopment of the site will take place around the whole site, with the residential development in the west, within the urban boundary for Eastleigh. The western boundary of the site features a grass embankment, lined with trees. This area of the site is accessed via the internal "ring road" around the Ageas Bowl. The developable area is shown in **Figure 1-2**.

SURROUNDING HIGHWAY NETWORK

2.2.2. Current access to the site is via B3035 Botley Road and Marshall Drive. This is a three-arm signalised junction with right turn phasing. The site internals are serviced by a 'ring road' which provides access to the Ageas Bowl's onsite facilities and parking. It is understood that Marshall Drive is not maintained by the highway authority and that the highway boundary terminates at, but includes, the Botley Road / Marshall Drive signalised junction.

2.2.3. 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.

LOCAL AMENITIES

2.2.4. 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. **Table 2-1** summarises the amenities in the vicinity of the site. 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
Primary School	950m	1 minutes	4 minutes
Hilldene Local Centre	1000m	12 minutes	4 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
Secondary School	2.3km	27 minutes	9 minutes

2.2.5. Whilst a detailed assessment of accessibility by sustainable modes will be completed within the Transport Assessment, with a range of facilities within walking and cycle distance, the site is considered to be sustainably located where it would not be necessary to use the private car in order to reach everyday shops, services and amenities.

2.3 ACCESSIBILITY

PEDESTRIAN INFRASTRUCTURE AND PUBLIC RIGHTS OF WAY

2.3.1. 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 3m wide shared foot/cycle way is available on both sides of the carriageway between the internal roundabout and Botley Road.

2.3.2. On Botley Road, a footway 2m in width is provided on the northern side of the carriageway whilst a 3m wide shared foot/cycleway is provided on the southern side of the carriageway, accessible via a Toucan crossing at the Botley Road / Marshall Drive junction. Local amenities in West End are accessible via these footways.

2.3.3. Public Footpath 509 lies within the wider Ageas site. This forms a gravel path through the Boundary Lakes Golf Course from Botley Road through to Telegraph Woods. This Footpath will be retained as part of the development proposals but is likely to require diverting around the proposed car park on the north-eastern side of the Ageas Bowl. Full details of this will be included within the Transport Assessment.

2.3.4. 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.

EXISTING PUBLIC TRANSPORT SERVICES

2.3.5. 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 likely 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.

Table 2-2 – Local Buses Near the Development Site

Service	Destinations	Frequency	
		Weekday & Saturday	Sundays
Xelabus X4	Eastleigh – West End – Hedge End	~ Every 2 hours	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	No Service
Coach Event Services	The Ageas Bowl – Southampton Airport Parkway	Event days only. Service runs every 30 minutes from 2 hours 10 minutes before start time until 30 minutes after match ends	

EXISTING RAIL ACCESSIBILITY

2.3.6. 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

2.4 HIGHWAY SAFETY

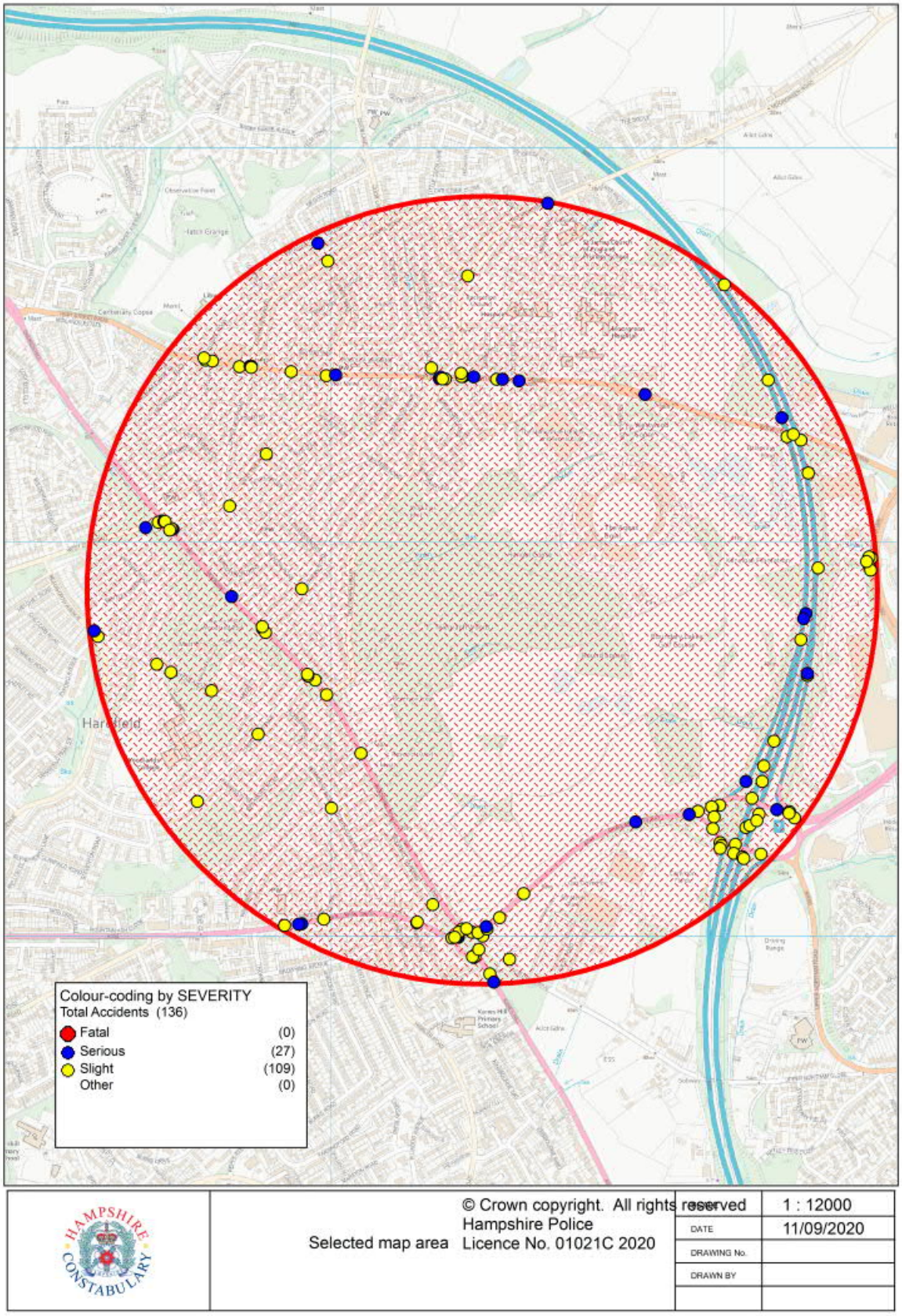
2.4.1. Personal Injury Accident (PIA) data has been collected from Hampshire Constabulary for the period 01/05/2015 to 30/04/2020. Given the Covid-19 pandemic and associated travel restrictions, this is considered to represent a robust assessment of existing road safety trends within the vicinity of the Ageas Bowl. The study area used for the PIA analysis is shown in **Figure 2-1** overleaf.

2.4.2. A PIA is defined as an accident occurring on a public highway or footway, involving at least one vehicle which results in an injury and which the police become aware of within 30 days. Damage only accidents with no causalities are not included. Injuries are classified as slight, serious and fatal.

Slight injuries include minor cuts, bruises, a sprain or injuries which do not require medical treatment.

2.4.3. It is industry standard practice to only consider the latest available 3 or 5 years of accident data and it should be recognised that Local Highway Authorities have a programme for investigating accident cluster sites and remediating any perceived issues meaning that evaluating older data could be misleading or not relevant. In the interests of undertaking a robust assessment, in this instance a 5-year evaluation period was selected.

Figure 2-1 – Hampshire Constabulary PIA Map



2.4.4. An initial review of the data has identified that a total of 137 PIAs that occurred within the study period, with 27 being classified as 'Serious' and 109 classified as 'Slight'. No fatal accidents occurred within this period. **Tables 2-4** and **2-5** summarise the vehicles and casualties involved by accident classification.

Table 2-4 – PIA vehicles by accident classification

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	14	79	93
2-wheeled motor vehicles	0	10	19	29
Pedal cycles	0	3	11	14
Horses & other	0	1	0	1
Total	0	28	109	137

Table 2-5 – PIA casualties

	Fatal	Serious	Slight	Total
Vehicle Driver	0	8	79	87
Passenger	0	1	29	30
Motorcycle rider	0	8	18	26
Cyclist	0	3	11	14
Pedestrian	0	6	6	12
Other	0	0	0	0
Total	0	26	143	169

2.4.5. A review of the data within **Tables 2-4** and **2-5** has identified that, of the 169 causalities generated from the 136 accidents, 26 of these involved vulnerable road users (cyclists/pedestrians). This accounts for 15% of the recorded causalities.

2.4.6. A total of 17 vulnerable road user causalities were recorded as 'Slight' with a total of 9 being recorded as 'Serious'. No fatal causalities were recorded.

PIA CLUSTERS

2.4.7. Reviewing the data within **Figure 2-1** has identified 3 main clusters of accidents at the following locations which are highlighted within **Figure 2-1**:

- M27 – Junction 7;
- A27 – Kanes Hill Roundabout; and

- Botley Road/B3035 Mini-Roundabouts.

2.4.8. **Table 2-6** summaries the accidents that have occurred at each of the cluster locations by accident severity.

Table 2-6 – PIA clusters and severity

	Fatal	Serious	Slight	Total	% Serious	% Slight
M27 – Junction 7	0	4	25	29	14	86
A27 Kanes Hill Roundabout	0	3	20	23	13	87
Botley Road/B3035 Mini-Roundabouts	0	5	6	11	45	55
Total	0	12	51	63	19	81

2.4.9. A review of each of the identified cluster sites has shown that at each site the majority of accidents were classified as 'Slight' representing 86% and 87% at the M27 – Junction 7 and A27 Kanes Hill Roundabout respectively. The Botley Road/B3035 Mini-Roundabouts had a lower percentage of 'Slight' accidents with 55%. Analysis of the Hampshire Constabulary report has identified these PIA to have been caused by human error, such as by not looking properly or failing to judge another drivers speed, as opposed to any operational issues with the local highway network.

2.4.10. It should be noted that the M27 junction 7 roundabout accommodates a very large volume of traffic and the development is unlikely to have a significant increase in number of vehicles or percentage increase at this junction. Furthermore, this junction is already signalised and monitored by CCTV, without pedestrian access to minimise risk of conflict.

2.4.11. The A27 Kanes Hill Roundabout is a large roundabout with five arms. In particular, the Thornhill Park Road is located very close to the A27 Moorhill Road arm (where the majority of the cluster of accidents are located) giving limited time for drivers to judge oncoming vehicle's speeds and intentions. The development is unlikely to result in a significant increase in the number of vehicles using either arm, and the junction has been in the same configuration since at least 1999 suggesting that safety improvements have not been deemed necessary over this time frame.

2.4.12. Similarly, the Botley Road / Telegraph Road / Moorgreen Road mini-roundabouts are a known accident area with an increased potential for conflict due to various side roads and pedestrian crossings. The junctions and crossings have been in their current configuration since at least 1999 (according to historic Google Earth imagery) and as such, given no changes have been implemented in this timeframe (noting in particular the recent Moorgreen Hospital redevelopment), the development is unlikely to have a significant impact on the safety of this junction.

PROPOSED SITE ACCESS

2.4.13. A review of PIA at the proposed site access at the signalised Botley Road/Marshall Drive has identified one serious accident within proximity of this junction which involved 3 vehicles with one resultant casualty. The PIA occurred when vehicle 1 (car) travelled NW along the wrong side of

Botley Road and hit a central island. Vehicle 1 then became airborne and hit vehicle 2 (car) and vehicle 3 (car) travelling NW on Botley Road correctly. The causation factor for the PIA was listed as the driver of vehicle 1 driving careless/reckless/in a hurryp

PIA SUMMARY AND CONCLUSION

2.4.14. Based upon the analysis of PIA data received from Hampshire Constabulary for the five-year period (01/05/2015 - 30/04/2020) a total of 136 PIAs occurred with 27 being classified as 'Serious' and 109 classified as 'Slight'. No fatal accidents were recorded within the study period. A total of 15% of the recorded PIAs included vulnerable road users.

2.4.15. Three cluster sites of accidents were identified at the following locations with a review of the data identifying the majority of the recorded accidents as being 'Slight':

- M27 – Junction 7;
- A27 – Kanes Hill Roundabout; and
- Botley Road/B3035 Mini-Roundabouts.

2.4.16. A review of the causation factors at these cluster sites identified that the PIAs were caused by human error, with factors such as 'failing to look' and 'careless/reckless/in a hurry' being listed as opposed to errors within the operation/design of the Highway Network.

2.4.17. One serious PIA was recorded within proximity of the proposed site access junction at the signalised Botley Road/Marshall Drive junction. The causation factor for this accident was listed as the driver being 'careless/reckless/in a hurry'. No vulnerable road users were recorded as being involved.

2.4.18. In conclusion, it can be determined that there are no operational issues within the local Highway Network within proximity of the proposed development, with previous PIAs occurring due to human/driver error. It can be determined that the operation of the proposed development would not have an adverse impact upon the Highway Network.

2.5 TRIP GENERATION METHODOLOGY

DEVELOPMENT PROPOSALS

2.5.1. The proposed development consists of the following main land-uses:

- Residential Development - 55 Houses and 220 Apartments;
- Budget Hotel – 116 Rooms; and
- A relocated and enlarged Wellbeing Centre – (approx. 930 sqm total size).

2.5.2. The proposals also include a new 400 sqm Pavilion and improved maintenance area on the southern side of the Ageas Bowl (between main cricket pitch and nursery ground) but these will not generate additional trips beyond that already associated with event days and day-to-day maintenance of the site.

2.5.3. The majority of this development land is currently used for event parking, and as such the proposals also include the relocation of this event parking from the west of the Ageas Bowl site to the north-east.

2.5.4. For all aspects of the site, a multi-modal TRICS assessment has been undertaken to identify the total trip generation of the development.

RESIDENTIAL DEVELOPMENT

2.5.5. As the breakdown of residence type is known, trip rates for the houses and apartments were obtained separately and added together. The following criteria were used:

- Flats (privately owned), 100 – 184 dwellings;
- Sites in England (excluding Greater London);
- Tuesday to Thursday site surveys, between 2013 and 2018;
- Selected Locations: “Suburban Area”; and
- Without Travel Plan.

And:

- Houses (privately owned), 30 – 80 dwellings;
- Sites in England (excluding Greater London);
- Tuesday to Thursday site surveys, between 2013 and 2019;
- Selected Locations: “Suburban Area” and “Edge of Town”;
- With and without Travel Plan (no significant difference between trip rates was identified for sites with and without a Travel Plan).

2.5.6. The following trip rates were identified for Flats (**Table 2-7**) and Houses (**Table 2-8**). These have been combined in **Table 2-9**, with the full TRICS output contained in **Appendix B**:

Table 2-7 – Flats Two-Way Trip Rates (per dwelling)

Residential Trip Rates	AM Peak	PM Peak	Daily
Total Vehicles	0.195	0.179	1.706

Pedestrian	0.069	0.060	0.588
Cycle	0.025	0.006	0.115
Public Transport	0.025	0.022	0.286

Table 2-8 – Houses Two-Way Trip Rates (per dwelling)

Residential Trip Rates	AM Peak	PM Peak	Daily
Total Vehicles	0.462	0.495	4.57
Pedestrian	0.175	0.102	1.838
Cycle	0.025	0.009	0.147
Public Transport	0.055	0.032	0.236

BUDGET HOTEL

2.5.7. The trip rates for the budget hotel have been obtained using the following parameters on TRICS:

- Land Use: Hotel, 50 to 227 units;
- Sites in England (excluding Greater London);
- Wednesday and Thursday site surveys, between 2011 and 2019;
- Selected locations: 'Edge of Town' and 'Suburban Area'; and
- Without travel plan.

2.5.8. These criteria returned four surveys, producing the following trip rates (per room), with the full TRICS output contained in **Appendix B**:

Table 2-9 – Hotel Two-Way Trip Rates (per bedroom)

Hotel Trip Rates	AM Peak	PM Peak	Daily
Vehicle	0.547	0.401	5.313
Pedestrian	0.018	0.053	0.496
Cycle	0.006	0.006	0.07
Public Transport	0.228	0.085	0.778

WELLBEING CENTRE DEVELOPMENT

2.5.9. The following parameters were inputted into the TRICS database to obtain the trip rates in Table 2-11:

- Land use: Leisure / Community Centre – 100 – 1,500 sqm;
- Sites in England (excluding Greater London);
- Tuesday to Thursday site surveys, between 2013 and 2018;
- Selected locations: 'Edge of Town' and 'Neighbourhood Centre'; and

- Without travel plan.

2.5.10. These parameters resulted in three surveys, providing the following trip rates (per 100 sqm):

Table 2-10 – Wellbeing Centre Two-Way Trip Rates (per 100 sqm)

Wellbeing Centre Trip Rates	AM Peak	PM Peak	Daily
Vehicle	0.420	1.513	8.27
Car	0.481	1.513	4.719
Pedestrian	0.210	1.576	11.087
Public Transport	0.105	0	3.67

2.5.11. Trip rates for cyclists were not available in this search.

2.6 TRIP GENERATION

2.6.1. The above trip rates in **Tables 2-7, to 3-11** result in the following vehicle trip generation, based on the quantum of development identified in paragraph 2.5.1:

Table 2-11 –Trip Generation

Part of Development	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)	Daily (07:00 – 19:00)
55 Houses	25	27	251
220 Apartments	43	39	375
Wellbeing Centre (929 sqm)*	4	5	63
Budget Hotel (116 Rooms)	63	47	532
Total Vehicle Generation	**135**	**118**	**1,221**

* Whilst the existing wellbeing centre will be relocated and enlarged the trip generation calculations are based on the total size of the new building

2.7 TRIP DISTRIBUTION AND ASSIGNMENT

2.7.1. To identify the origin and destination of trips to and from the site respectively, Journey to Work census data has been used. Dataset WU03EW – Location of usual residence and place of work (OA Level) was analysed to determine the likely origin and destination of trips to and from the development site. It should be noted that, using this dataset, the final distribution output is representative of 'vehicle trips' and has been updated from Dataset WF01BEW at the request of Highways England in their 'Technical Note 03' (18/11/20) response to the initial Scoping Note.

2.7.2. Destinations were identified on the Medium Super Output level to allow a higher-resolution assessment to be undertaken on local roads. The full distribution breakdown is included in **Appendix C.**

2.7.3. It is acknowledged that this methodology will distribute the entire site's trip generation on journey to work data, not just commuting trips and residential aspect of the site. It is likely that the other site uses would have different distributions. However, given that the highway impact assessment will consider roads in the immediate vicinity of the site, it is anticipated that the proportions of traffic using each of these roads would not significantly vary even if the destination / origin is different.

2.7.4. The distributions have been assigned onto the road network in the vicinity of the site using Google Maps, which takes into account typical congestion to identify the easiest route for your journey. Seven main route categories to and from the site have been identified to serve all of the destinations identified in the Journey to Work data, shown in **Table 2-13**:

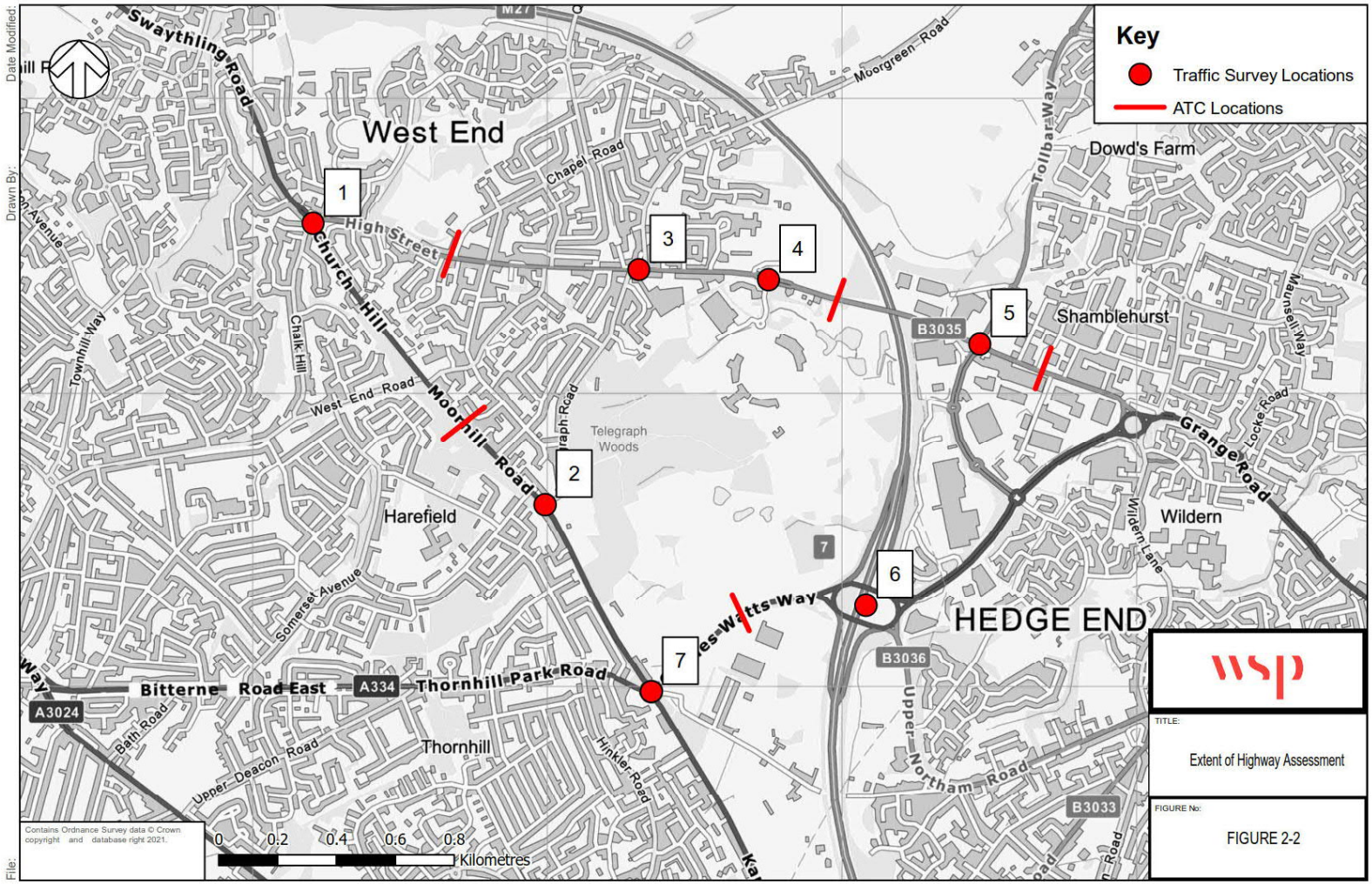
Table 2-12 – Route Assignment

Route Category	Destination Examples	Route	Percentage of Trips
North – Local	Fair Oak, Bishopstoke, rural Eastleigh borough, Winchester Borough, Chandler's Ford	50% 50% split between Moorgreen Road and Tollbar Way to get to Bubb Lane	3.5% Moorgreen Road 3.5% Tollbar Way
East – Local	Botley, Hedge End	Botley Road	10.5%
South East – Local	Hamble, Swanwick	Telegraph Road and Kanes Hill	2.9%
South – Local	Southampton, Isle of Wight	50% Telegraph Road, Bitterne Road East; 50% West End, A27 Mansbridge Road	16.1% Bitterne Road East; 16.1% Mansbridge Road
West – Local	West End, Eastleigh High Street	Botley Road, A27	16.4%
West – Regional	Winchester, Chandler's Ford	A334, M27	19.9%
East – Regional	Portsmouth, Gosport	A334, M27	11.1%

2.7.5. By identifying the roads that vehicles are likely to use to travel to and from the site, the study area for highway impact assessment can be established. The following links and junctions are therefore proposed to be assessed, and these are shown graphically in **Figure 2-2** overleaf:

1. A27 Swaythling Road / B3035 High Street signalised crossroad
2. A27 Moorhill Road / Telegraph Road priority junction
3. B3035 Botley Road / Telegraph Road / Moorgreen Road double mini roundabouts
4. Marshall Drive / B3035 Botley Road
5. B3035 Botley Road / Tollbar Way Roundabout
6. M27 Junction 7
7. Kanes Hill Roundabout

Figure 2-2 - Extent of Highway Assessment



2.8 HIGHWAY IMPACT

2.8.1. To give an understanding of the approximate scale of development impact and aid pre-application discussions. **Table 2-14** summarises this impact.

Table 2-13 – Indicative increase in vehicles

Junction	Percentage of trips	AM Vehicle Increase	PM Vehicle Increase
Botley Road / Marshall Drive	100%	136	118
Botley Road / Tollbar Way	48%	64	56
Botley Road / Moorgreen Road / Telegraph Road	52%	70	61
Telegraph Road / A27 Moorhill Road	19%	26	22
Botley Road / A27 Church Walk / Chalk Hill	28%	44	38
Kanes Hill Roundabout	19%	26	22
M27 Junction 7	34%	50	43

2.8.2. **Table 2-14** indicates that the junctions surrounding the site would see a moderate increase in vehicles. The flows above are two-directional and as such, junctions such as Botley Road / Tollbar Way and Botley Road / Moorgreen Road / Telegraph Road are unlikely to see greater than one additional vehicle each minute over the course of the peak hour.

2.8.3. Junction capacity assessments will be completed for the AM (08:00-09:00) and PM (17:00-18:00) peak periods. An assessment will also be undertaken of M27 J7 and Kanes Hill roundabout for an event day, as requested by Highways England.

2.9 TRAFFIC SURVEYS

2.9.1. Traffic surveys have been completed between the 8th and 21st of July 2021 at the junctions identified as requiring further assessment as above, taking account of the Covid-19 pandemic lockdown restriction and programmed planning application submission in early Autumn 2021. Manual Classified Counts (MCCs) were completed on 8th July 2021 and Automatic Traffic Counts (ATCs) were completed between 8th and 21st July 2021.

2.9.2. It is proposed that these traffic surveys are used for the calculation of baseline traffic flows within the TA, noting that further ATC surveys will be completed in September 2021 for comparative purposes should the planning application submission be delayed and no further lockdown restrictions be in place.

2.10 TRAFFIC GROWTH

2.10.1. To estimate future year traffic flows TEMPRO v7.2 has been used with Dataset Version 72. This has been completed for the following assessment years:

- 2026 (forecast completion year); and
- 2031 (for assessment of M27 J7 only).

2.10.2. Table 2-15 summarises the growth factors for each assessment year, for both the AM and PM peaks.

Table 2-14 – Ageas Bowl Development Growth Factors

Period	Growth Factors	
	AM Peak	PM Peak
2021 – 2026	1.074819	1.074664
2021 - 2031	1.11398	1.114806

TEMPro v7.2

2.11 MASTERPLAN OPERATION

The Transport Assessment will demonstrate how access can be safely achieved by all modes of transport, accompanied by swept path analysis where necessary to show access to car parking and by service / delivery vehicles. The proposed quantum of car and cycle parking for the residential, hotel and wellbeing centre land-uses will also be assessed against Eastleigh Borough Council's adopted car parking standards.

2.11.1. The proposed development is provided on land currently used for event day parking for the Ageas Bowl, including County / International cricket matches and music concerts. The proposed development would result in the loss of approximately 900 event day parking spaces, and these are to be re-accommodated on site through the reconfiguration of the existing golf course and provision of a car park on the north-eastern side of the Ageas Bowl. The operation and management of access during events will be demonstrated within the Transport Assessment, including the following:

- How the proposed residential development will be accessed by residents / visitors before, during and after events at the Ageas Bowl;
- How servicing / deliveries will be managed to the residential areas before, during and after events at the Ageas Bowl;
- How event-day parking within the residential area will be prohibited and such restrictions enforced;
- How access will be managed to the event-day car parking on the north-eastern side of the Ageas Bowl site; and
- How pedestrians / cyclists and public transport users will be managed in a safe manner that avoids user conflicts.

3 SUMMARY

3.1.1. This scoping note has been prepared by WSP to support a pre-application submission for a development at the Ageas Bowl, Eastleigh. The proposed development consists of the following main land-uses:

- Residential Development - 55 Houses and 220 Apartments;
- Budget Hotel – 116 Rooms; and
- A relocated and enlarged Wellbeing Centre – (approx. 930 sqm total size).

3.1.2. The Ageas Bowl is situated to the east of West End, Hampshire. The Site is approximately 65 hectares currently consists of the Ageas Bowl cricket grounds, Boundary Lakes Golf Course, Hilton Hotel, Hampshire Wellbeing Centre and car parking. The development site connects to the wider highway network via Marshall Drive and Botley Road. A range of facilities are within walking and cycling distance of the site in West End and the site is considered to be accessible.

3.1.3. A TRICS assessment has been undertaken for all the proposed land uses to identify the likely the trip generation of the proposals. The proposals are anticipated to generate 1222 vehicles onto the highway network on a typical day (07:00 – 19:00).

3.1.4. These trips have been distributed onto the highway network using Journey to Work census data and assigned onto the network using Google Maps routing, which takes account of local, typical congestion when finding the most appropriate route.

3.1.5. A PIA analysis has been undertaken using five years of Hampshire Constabulary Personal Injury Accident data. This has identified clusters of accidents that are not caused by a defect in highway design or maintenance and are unlikely to be made materially worse by the traffic generated by the development.

3.1.6. Using the distribution and assignment information, a scope of highway assessment has been identified, including a range of junction and links in the vicinity of the development. Across the wider highway network, excluding the site access, the development proposals generate approximately one vehicle per minutes or less through individual junctions.



Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

wsp.com

PUBLIC

Hampshire County Council

Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD

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

www.hants.gov.uk

Enquiries to Fraser Spinney
Direct Line 0370 7794089
Date 01/09/2021
My reference
Your reference
Email Fraser.spinney@hants.gov.uk

For attention of Chris Williams

Dear Sir/Madam,

Ageas Masterplan Pre-application

The following comments relate to Revision B of the Scoping Note for the Ageas Masterplan. Revision A was dated 18/11/2020 and was discussed in a pre-application meeting on 27/11/2020 between HCC, Highways England and WSP.

Existing Conditions
The current access to the Ageas site is via the B3035 Botley Road and Marshall Drive in the form of a three-arm signalised junction with right turn phasing. The site internals are serviced by a ring-road which provides access to the Ageas Bowl's onsite facilities and parking.

The surrounding road network offers good connections to Southampton, via the A334. The site is also in close proximity to both the M27 and M3, meaning that it is well connected in terms of strategic links.

Local Amenities
The site is located on the outskirts of West End Village and is just over a mile away from the amenities of the village centre, where a number of shops and facilities are located.

Table 2.1 of the Scoping Note Revision B shows the walking distance to a range of services and amenities, as well as education. A more detailed review of accessibility to local amenities will be presented in the Transport Assessment.

Pedestrian Connectivity
The Scoping Note sets out that the site benefits from high quality pedestrian infrastructure. It provides details of the footways internal to the site and how they connect to the wider highway network. Details of Public Footpaths 10 and 509 have also been provided and should also be included in the Transport Assessment.

Public Transport
The closest bus stops to the site are the Moorgreen Hospital and Dawson Lodge, which are on B3035 Botley Road immediately before and after the Marshall Drive junction. This is 400m to the north of the likely access development, however the walking distance should be measured from the centre of the proposed site.

These stops are served by the First 8 service and the Xelabus X4 service. The X10 and First 13 services also stop on Moorgreen Road. These services operate regular services to the likes of Southampton, Bishops Waltham, Hedge End and a number of other destinations. On event days there are also coaches that travel between The Ageas Bowl and Southampton Airport Parkway.

The closest train station to the site is Hedge End, which is 2.6km northeast of the site. This provides regular services to locations such as Portsmouth Harbour, London Waterloo, Winchester and Basingstoke.

Highway Safety
Personal Injury Accident data has been obtained from Hampshire Constabulary for a five-year period up until April 2020. This should be updated to reflect the most recently available data.

Development Proposals
The development proposal is comprised of 55 residential dwellings and 220 apartments, a 116-room budget hotel and a relocated and enlarged Wellbeing Centre which is proposed to be approximately 930sqm in total size. The proposals also include a new 400sqm Pavilion and improved maintenance area on the southern side of the Ageas Bowl.

The majority of the proposals are on land currently used for event parking. As a result of these proposals the event parking would be relocated of event parking from the west of the Ageas Bowl to the northeast.

Trip Generation
TRICS has been interrogated to obtain trip rates for the houses, apartments, budget hotel, and wellbeing centre. The inputs to gather these trip rates are accepted and, therefore, the trip rates are accepted as presented in the Scoping Note Revision B. When these are combined, these proposals would result in 135 two-way AM peak trips and 118 two-way PM peak trips, with a daily total of 1,221.

Traffic Distribution and Assignment
Census Journey to Work data has been used to ascertain the likely traffic distribution and assignment for the proposed development. This methodology is accepted, and the resultant proportion split of trips is therefore agreed.

As a result of this exercise the applicant has suggested that they will assess the impact on the following junctions:

- A27 Swaythling Road/B3035 High Street signalised crossroad
- A27 Moorhill Road/Telegraph Road priority junction
- B3035 Botley Road/Telegraph Road/Moorgreen Road double mini roundabouts
- Marshall Drive/B3035 Botley Road
- B3035 Botley Road/Tollbar Way roundabout
- M27 Junction 7
- Kanes Hill roundabout

The extent of this assessment is agreed considering the indicative increase in vehicles at each junction shown in Table 2-13 of the Scoping Note Revision B.

Traffic Surveys
Traffic surveys have been completed between the 8th and 21st July 2021 at the junctions identified as requiring further assessment. Manual Classified Counts (MCCs) were undertaken on 8th July and Automatic Traffic Counts (ATCs) were conducted between 8th and 21st July 2021.

It is proposed that these traffic surveys are used for the calculation of baseline flows within the TA. However, pre-COVID surveys/ traffic count data from these or nearby locations should be compared and present in the TA to ensure that the July 2021 flows are robust. HCC's Surveys Team may be able to help provide relevant historic data to complete this exercise.

Traffic Growth
TEMPRO has been used to estimate future year traffic flows. This has been used for the 2026 forecast completion year and the 2031 future year for assessment of the M27 Junction 7. The TEMPRO growth factors presented are acceptable.

Jacobs

Memorandum

www.jacobs.com

Subject	Ageas Bowl- Mixed use Development Jacobs Response	**Project Name**	South East SPA
Attention	Chris Williams (WSP)	**Project No.**	B2418400 / NSPC 2021 - SE
From	George Nock (Jacobs)		
Date	31st August 2021		
Copies to	Patrick Blake (Highways England)		

1. Introduction

1.1.1 Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. In the case of this development proposal, Highways England interest is in the M27, specifically J7.

1.1.2 Previously AECOM, acting on behalf of Highways England, issued a Technical Note 03 (dated 18th November 2020) in response to WSP's Transport Scoping Note (dated October 2020). Since this time, the WSP and the Applicant team have met with the Local Highway Authority, Hampshire County Council.

1.1.3 WSP have revised their Scoping Note taking into account changes to the development scope and quantum, as well as incorporating comments set out in AECOM TN (03).

1.1.4 Now Jacobs, acting on behalf of Highways England, have reviewed the latest version of the WSP Transport Scoping Note (dated August 2021). The purpose of this Memorandum is to comment on the suitability of the latest scope and methodology of the trip generation, traffic distributions and proposed traffic impact assessment.

1.1.5 Where key assumptions, parameters and inputs are agreed, this is highlighted as **Green**. Where the Applicant should note the advice, this is highlighted in **Amber**. Where it is recommended that there remain areas to agree prior to assessment being undertaken, this is highlighted in Red.

2. Revised Development Proposals

2.1.1 The most recent developed proposals (August 2021) consist of: -

- Residential Development - 55 Houses and 220 Apartments
- Budget Hotel - 116 Rooms; and
- A relocated and enlarged Wellbeing Centre (Approx. 930sqm total size).

2.1.2 In addition, the proposals also include a new 400sqm Pavilion and improved maintenance area on the southern side of the Ageas Bowl.

3. Development Trips

3.1.1 Trip generation analysis has been undertaken using TRICS derived trip rates for the proposed land uses. The following parameters have been used for the Residential Development components: -

3.1.2 <u>55 Dwellings: -</u>

- Houses (privately owned), 30 – 80 dwellings;
- Sites in England (excluding Greater London);
- Tuesday to Thursday site surveys, between 2013 and 2019;
- Selected Locations: "Suburban Area" and "Edge of Town";
- With and without Travel Plan (no significant difference between trip rates was identified for sites with and without a Travel Plan).

3.1.3 <u>220 Apartments: -</u>

- Flats (privately owned), 100 – 184 dwellings;
- Sites in England (excluding Greater London);
- Tuesday to Thursday site surveys, between 2013 and 2018;
- Selected Locations: "Suburban Area"; and
- Without Travel Plan.

3.1.4 <u>Budget Hotel</u>

- Land Use: Hotel, 50 to 227 units;
- Sites in England (excluding Greater London);
- Wednesday and Thursday site surveys, between 2011 and 2019;
- Selected locations: 'Edge of Town' and 'Suburban Area'; and
- Without travel plan

3.1.5 The proposed trip generation is tabulated below: -

Development Proposal	AM 0800-0900 two-way trips	PM 1700-1800 two-way trips	Daily 0700-1900 two-way trips
55 Houses	25	27	251
220 Apartments	43	39	375
Wellbeing Centre (929 sqm)	4	5	63
Budget Hotel (116 Rooms)	63	47	532
Total	**135**	**118**	**1,221**

3.1.6 We are satisfied with the proposed trip rates tabulated above. However, we note proposals included the provision of a new pavilion. Paragraph 2.5.2 of the supporting Transport Scoping Note states: -

The proposals also include a new 400 sqm Pavilion and improved maintenance area on the southern side of the Ageas Bowl (between main cricket pitch and nursery ground) but these will not generate additional trips beyond that already associated with event days and day-to-day maintenance of the site.

3.1.7 It is understood that the internal pavilion area will be an entirely internalised arrangement and, as such, the proposal generates no traffic demand. This is acceptable subject to no external vehicle trips impacting the SRN.

4. Development Traffic Distribution

4.1.1 Dataset WU03EW – Location of usual residence and place of work (OA Level) was analysed to determine the likely origin and destination of trips to and from the development site. This uses 2011 Census journey to work data to determine the likely origin and destination patterns. This is acceptable for the residential uses; however it is noted that this has been applied to the other proposed uses. Whilst this is not ideal, upon review of the trip distribution proposed, we are satisfied this methodology captures the impacts of all proposed land uses. The traffic distribution and net trip generation by junction is tabulated below, which is agreed: -

Junction	Percentage of Trips	AM Vehicle Increase	PM Vehicle Increase
Botley Road / Marshall Drive	100%	136	118
Botley Road / Tollbar Way	45%	64	56
Botley Road / Moorgreen Road / Telegraph Road	52%	70	61
Telegraph Road / A27 Moorhill Road	19%	26	22
Botley Road / A27 Church Walk / Chalk Hill	28%	44	38
Kanes Hill Roundabout	19%	26	22
M27 Junction 7	34%	50	43

5. Traffic Impact Assessment

Area of Interest (AOI)

5.1.1 The Applicant proposed to undertake traffic modelling to assess the impact of development traffic at the junctions listed in the above table. For the interests of Highways England, critically this includes M27 Junction 7.

5.1.2 M27 J7 consists of a fully signal controlled roundabout with five arms, serving the A334 Charles Watts Way, B3036 Upper Northam Road and the M27 slip roads. It is noted that the roundabout currently suffers from traffic congestion at peak hours. The AOI of the traffic modelling assessment is acceptable.

Traffic Data Collection

5.1.3 It is noted that traffic data collection has been completed between the 8th and 21st of July 2021. The Applicant proposes to use these traffic surveys for the calculation of baseline traffic flows within the Transport Assessment, noting that further ATC surveys will be completed in September 2021 for comparative purposes.

5.1.4 It is likely that the July surveys would be significantly affected by the on-going Covid pandemic and, whilst noting the Applicant's efforts to undertaken additional ATC surveys, the application of any adjustment factors need to be based upon observed data, applied in a bespoke way and should account for uncertainty of turning proportions at the junctions in addition to link flows.

In addition, queue surveys at the proposed locations will need to be provided for the validation of the traffic models .

Traffic Growth

5.1.5 To estimate future year traffic flows TEMPRO v7.2 has been used with Dataset Version 72. The growth factors presented in the scoping note are acceptable. In addition, it is noted the Applicant will undertake a DfT 02/013 circular compliant analysis with a 100% occupation opening year assessment of 2026 for both the AM and PM peaks. This is acceptable

Other Matters

5.1.6 The latest Transport Scoping Note advises that capacity assessment will be undertaken. It is understood that standalone junction models will be developed. For the SRN, this should be informed by accurate geometrical plans and traffic signal specification (this can be requested from Highways England).

5.1.7 It is understood that the proposed development will be located on land that is currently used for event day parking for the Ageas Bowl, including cricket matches and concerts. As such, the proposed development will result in the relocation of the 895 event day parking spaces within the site. In response to this, an *event day* assessment will be undertaken. The scope of this assessment should be agreed prior to the analysis.

6. Summary

6.1.1 We have undertaken a review of the revised WSP Transport Scoping Note. Our main comments are summarised below: -

Issue	Status	Action
Land Use Trip Rates for housing, hotel and Wellbeing Centre (see para 3.1.6)	Agreed with HE	None
Land Use Trip Rate for pavilion (see para 3.1.7)	Please Note	Applicant advised to clarify the status of the pavilion and confirm no impacts of SRN. We do not anticipate there would be any proposed impacts.
Traffic Distribution (see para 4.1.1)	Agreed with HE	None
Traffic Impact Assessment- Area of Interest (see para 5.1.2)	Agreed with HE	None
Traffic Impact Assessment - Traffic Data (see para 5.1.4)	Not Agreed	Please note, caution should be applied to July surveys, the application of adjustment factors

		should be agreed and necessity of queue survey data for validation.
Traffic Impact Assessment- Growth (see para 5.1.5)	Agreed with HE	We agree with the 2026 opening year assessment with 100% occupation and TEMPro growth factors.
Traffic Impact Assessment - Other Matters (see para 5.1.6)	Please Note	Please request traffic signal specification
Traffic Impact Assessment - Other Matters (see para 5.1.7)	Not Agreed	*event day* assessment specification should be agreed

Appendix B

ACCIDENT DATA REPORT

Public

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

Selected Polygon:SJ WEST END BACS/SR/0920/090

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

150182860 31/05/2015 Time 0147 Vehicles 3 Casualties 2 Slight
E: 448054 N: 113276 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present but unlit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV NE ALONG M27 WESTBOUND LOST CONTROL IN WET CONDITIONS, HIT CENTRAL BARRIER AND CAME TO REST BETWEEN LANES 2 / 3. VEH 2 (CAR) TRAV NE THEN COLLIDED WITH VEH 1 AND DEBRIS HIT VEH 3 (CAR) TRAVELLING SW ALONG M27 EASTBOUND.
Occurred on M27 WESTBOUND MARKER POST 25.1, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Cent crash barrier
O/S onto cent res & rebounded Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Casualty Reference: 2 Vehicle: 1 Age: 19 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Vehicle Reference 3 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Not requested
Left hand drive: No

150185092 02/06/2015 Time 0430 Vehicles 1 Casualties 1 Slight
E: 448027 N: 113233 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Rain, sleet, snow, or fog	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG M27 WESTBOUND LOST CONTROL AND SCRAPED ALONG THE NEARSIDE BARRIER.
Occurred on M27 WESTBOUND MARKER POST 25.1, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 42 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 42 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

150194209 09/06/2015 Time 0930 Vehicles 2 Casualties 1 Slight
E: 447386 N: 113000 First Road: A 334 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction restart	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A334 CHARLES WATTS WAY BEGINS TO MOVE ONTO RBT BUT THEN STOPS. FOLLOWING VEH 2 (CAR) MOVES FORWARDS AND COLLIDES WITH REAR OF VEH 1.
Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH A27 MOORHILL ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from NE to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 56 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting
Vehicle movement from NE to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

150207637 19/06/2015 Time 1102 Vehicles 2 Casualties 2 Slight
E: 446683 N: 114462 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG B3035 HIGH STREET, TURNS RIGHT INTO CHAPEL ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING E ALONG B3035 HIGH STREET AND COLLIDES.
Occurred on B3035 HIGH STREET AT JUNCTION WITH CHAPEL ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from E to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Not requested
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 67 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 67 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

150215684 25/06/2015 Time 1402 Vehicles 2 Casualties 1 Slight
E: 447364 N: 112946 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING NE ALONG A27 KANES HILL FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 1 (CAR) STATIONARY AT RBT. VEH 2 FAILED TO STOP.
Occurred on A27 KANES HILL AT JUNCTION WITH A334 THORNHILL PARK WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

150225412 02/07/2015 Time 1715 Vehicles 3 Casualties 1 Slight
E: 448210 N: 113662 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Slip Road Give way or controlled Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 3	Very Likely
2nd:	Following too close	Vehicle 3	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 3 (CAR) TRAVELLING SW ALONG M27 MOVES FROM LANE 1 ONTO SLIP ROAD FAILS TO SEE STATIONARY TRAFFIC AND COLLIDES WITH REAR OF VEH 2 (CAR) STATIONARY, SHUNTING VEH 2 INTO THE REAR OF VEH 1 (VAN) STATIONARY ON OFFSLIP.
Occurred on M27 EASTBOUND AT JUNCTION WITH JUNCTION 7 OFFSLIP, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

Vehicle Reference	3	Car		Going ahead other	
Vehicle movement from	NE to SW		No tow / articulation		Leaving the main road
On main carriageway			No skidding, jack-knifing or overturning		
Location at impact	Mid Junction - on roundabout or r		First impact	Front	Hit vehicle:
Hit object in road	None		Off road:	None	
Did not leave carr				Age of Driver	Male
Not hit and run		Breath test	Negative		
			Left hand drive:	No	

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

150234615 09/07/2015 Time 1230 Vehicles 2 Casualties 2 Slight
E: 446942 N: 113663 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Road layout (eg bend, hill etc.)	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG CHERITON AVENUE, FAILS TO STOP AT GIVE WAY LINE AND TURNS RIGHT ONTO A27 MOORHILL ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD AND COLLIDES.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH CHERITON AVENUE, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 69 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 69 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

150237362 11/07/2015 Time 1000 Vehicles 2 Casualties 1 Slight
E: 448125 N: 113495 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG M27 IN LANE 1 ATTEMPTS TO MOVE INTO LANE 2 BUT REALISES THERE IS A VEH ALREADY IN THE LANE. VEH 1 OVERREACTS AND LOSES CONTROL, COLLIDING WITH NEARSIDE BARRIER. FOLLOWING VEH 2 (CAR) IS DAMAGED BY DEBRIS.
Occurred on M27 WESTBOUND MARKER POST 24.8, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
Nearside Age of Driver 21 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 76 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

150238769 12/07/2015 Time 1405 Vehicles 1 Casualties 1 Slight
E: 446961 N: 113650 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SE ALONG A27 MOORHILL ROAD BRAKES DUE TO VEH IN FRONT SUDDENLY BRAKING DUE TO POLICE VEH ON AN EMERGENCY CALL, CAUSING THE RIDER TO FALL OFF.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH CHERITON AVENUE, WEST END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

150239395 13/07/2015 Time 0754 Vehicles 2 Casualties 1 Slight
E: 446700 N: 114460 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING E ALONG B3035 HIGH STREET BRAKED DUE TO A BUS STOPPING ON THE OPPOSITE SIDE OF THE ROAD WHERE THE CARRIAGEWAY NARROWS. VEH 1 (CAR) ATTEMPTED BRAKING BUT SKIDDED INTO THE REAR OF VEH 2.
Occurred on B3035 HIGH STREET AT JUNCTION WITH CHAPEL ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 30 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

150260480 29/07/2015 Time 0917 Vehicles 1 Casualties 1 Serious
E: 448206 N: 113819 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING N ALONG M27 AFTER ENTERING FROM JUNCTION 7 ONSLIP. VEH 1 TRAVELLED TOO WIDE AND LEFT THE CARRIAGEWAY TO THE OFFSIDE, COLLIDING WITH THE CENTRAL RESERVATION.
Occurred on M27 WESTBOUND MARKER POST 24.5, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Cent crash barrier
O/S onto cent res Age of Driver 42 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 42 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

150280413 14/08/2015 Time 0050 Vehicles 1 Casualties 1 Slight
E: 447359 N: 113010 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD ENTERED THE RBT AT A334 CHARLES WATTS WAY AND LOST CONTROL ON THE WET ROAD SURFACE, COLLIDING WITH A LAMP POST TO THE NEARSIDE.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from NW to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

150327998 21/09/2015 Time 1455 Vehicles 2 Casualties 1 Slight
E: 446595 N: 113670 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG MINSTEAD AVENUE FAILED TO REACT TO VEH 2 (CAR) STOPPED IN FRONT AND COLLIDED WITH REAR OF VEH 2. VEH 2 HAD STOPPED TO ALLOW AN ONCOMING VEH TO PASS.

Occurred on MINSTEAD AVENUE OUTSIDE WOODLANDS COLLEGE, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 30 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

150327801 21/09/2015 Time 1400 Vehicles 2 Casualties 2 Slight
E: 446983 N: 113043 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG A334 THORNHILL PARK ROAD COLLIDES WITH SLOW MOVING VEH 2 (CAR) TRAVELLING IN FRONT.

Occurred on A334 THORNHILL PARK ROAD OUTSIDE NUMBER 100, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 36 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 19 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

150329706 23/09/2015 Time 0640 Vehicles 2 Casualties 1 Slight
E: 446989 N: 114423 First Road: B 3035 Road Type 1
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (VAN) TRAVELLING N ALONG WEST END ROAD ENTERED RBT AND COLLIDED WITH VEH 1 (P/CYCLE) TRAVELLING W ALONG B3035 HIGH STREET AND OVER RBT. VEH 1 HAD LIGHTS ON DISPLAY.
Occurred on B3035 HIGH STREET AT JUNCTION WITH WEST END ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 32 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Starting
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

150336169 28/09/2015 Time 0730 Vehicles 2 Casualties 1 Slight
E: 447987 N: 113332 First Road: M 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:	Disobeyed automatic traffic signal	Vehicle 2	Possible
4th:	Uncorrected, defective eyesight	Vehicle 2	Possible
5th:	Impaired by alcohol	Vehicle 2	Possible
6th:			

VEH 1 (M/CYCLE) WAS TRAVELLING N AROUND THE RBT HAVING EXITED M27 WESTBOUND AT JUNCTION 7. VEH 2 (CAR) TRAVELLING E ALONG A334 CHARLES WATTS WAY ENTERED THE RBT AND COLLIDED WITH THE NEARSIDE OF VEH 1.

Occurred on M27 WESTBOUND JUNCTION 7 AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Going ahead right bend
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 50 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 66 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

150344312 04/10/2015 Time 1005 Vehicles 2 Casualties 1 Slight
E: 448110 N: 114412 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAV NW ALONG M27 WESTBOUND WENT TO CHANGE LANES FROM LANE 1 TO LANE 2. VEH 2 (CAR) WENT TO CHANGE FROM LANE 3 TO LANE 2 AT THE SAME TIME. VEH 1 TOOK AVOIDING ACTION AND LOST CONTROL, COLLIDING WITH THE CENTRAL RESERVATION.
Occurred on M27 WESTBOUND MARKER POST 23.9, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Cent crash barrier
O/S onto cent res Age of Driver 22 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

150407367 23/11/2015 Time 1652 Vehicles 2 Casualties 1 Slight
E: 448158 N: 114268 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (LORRY) TRAVELLING N ALONG M27 WESTBOUND IN LANE 2 MOVED INTO LANE 1 AND COLLIDED WITH THE NEARSIDE OF VEH 2 (CAR).
Occurred on M27 WESTBOUND MARKER POST 24.0, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 to Changing lane to left
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Casualty Reference: 1 Vehicle: 2 Age: 20 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

150428075 08/12/2015 Time 1430 Vehicles 3 Casualties 2 Slight
E: 446883 N: 113027 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG A334 THORNHILL PARK ROAD COLLIDED WITH THE REAR OF VEH 2 (VAN) WHICH WAS STOPPED IN TRAFFIC, PUSHING VEH 2 INTO THE REAR OF VEH 3 (VAN).
Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH WOODLAND CLOSE, THORNHILL PARK, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 3 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

Vehicle Reference	3	Car		Going ahead but held up	
Vehicle movement from	W	to E	No tow / articulation	Leaving the main road	
On main carriageway			No skidding, jack-knifing or overturning		
Location at impact	Jct Approach		First impact	Back	Hit vehicle:
Hit object in road	None		Off road:	None	
Did not leave carr			Age of Driver	39	Male
Not hit and run		Breath test	Driver not contacted		
			Left hand drive:	No	

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

150437140 14/12/2015 Time 1255 Vehicles 2 Casualties 1 Slight
E: 448177 N: 113300 First Road: A 334 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE IN LANE 1 ON THE M27 JUNCTION 7 RBT CONTNUED STRAIGHT ON CROSSING THE SOLID WHITE LINE, CAUSING VEH 2 (M/CYCLE) IN LANE 2 TO COLLIDE WITH THE OFFSIDE OF VEH 1.

Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH M27 EASTBOUND JUNCTION 7, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

150442981 17/12/2015 Time 1835 Vehicles 2 Casualties 2 Slight
E: 447969 N: 113326 First Road: M 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A 334
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG A334 CHARLES WATTS WAY WAS MOVING OFF AT THE RBT AT M27 JUNCTION 7 IN LANE 2 WHEN VEH 2 (CAR) IN LANE 1 COLLIDED WITH THE NEARSIDE OF VEH 1.
Occurred on M27 WESTBOUND JUNCTION 7 AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 62 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 62 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

150451300 23/12/2015 Time 1707 Vehicles 3 Casualties 1 Serious
E: 447798 N: 114375 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG B3035 BOTLEY ROAD ON WRONG SIDE OF ROAD THINKING IT WAS A DUAL CARRIAGEWAY, ATTEMPTED TO MOVE INTO LANE 1 BUT HIT CENTRAL ISLAND. VEH 1 BECAME AIRBORNE AND HIT VEHS 2 (CAR) AND 3 (CAR) TRAVELLING NW CORRECTLY.
Occurred on B3035 BOTLEY ROAD OUTSIDE DAWSON LODGE, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to left
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Bollard / Refuge Off road: None
Did not leave carr Age of Driver 79 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Starting
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

Vehicle Reference 3 Car Starting
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160040119 27/01/2016 Time 0720 Vehicles 2 Casualties 1 Slight
E:446828 N: 113780 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD, FAILS TO SEE UNTIL THE LAST MINUTE AND SWERVES TO AVOID BUT COLLIDES WITH THE REAR OF VEH 2 (CAR) STATIONARY, INDICATING AND WAITING TO TURN RIGHT ONTO SOUTHERN ROAD.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH SOUTHERN ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 63 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160053224 04/02/2016 Time 1409 Vehicles 2 Casualties 2 Serious
E: 447219 N: 113034 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG SIMON WAY, FAILS TO GIVE WAY AND TURNS RIGHT ONTO A334 THORNHILL PARK ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING W ALOG A334 THORNHILL PARK ROAD AND COLLIDES.
Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH SIMON WAY, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from S to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 62 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 33 Female Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160055647 06/02/2016 Time 0030 Vehicles 1 Casualties 1 Slight
E: 448099 N: 113432 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Tyres illegal, defective or under inflated	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG M27 LOSES CONTROL ON WET ROAD LEAVING THE CARRIAGEWAY TO THE NEARSIDE AND COLLIDES WITH CRASH BARRIER.
Occurred on M27 WESTBOUND MARKER POST 25.1, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
Nearside Age of Driver 27 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160087657 02/03/2016 Time 1000 Vehicles 2 Casualties 3 Slight
E: 447967 N: 113328 First Road: M 27 Road Type Single carriageway
Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING E ALONG A334 CHARLES WATTS WAY, FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 1 (CAR) STATIONARY AT RBT WAITING FOR A GAP TO ENTER AND PROCEED ONTO M27 EASTBOUND.
Occurred on M27 JUNCTION 7 AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 61 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Casualty Reference: 3 Vehicle: 1 Age: 3 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160088750 03/03/2016 Time 0830 Vehicles 2 Casualties 1 Slight
E: 446837 N: 114224 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG WEST END ROAD OVERTOOK VEH 2 (P/CYCLE) BUT CLIPPED VEH 2 CAUSING RIDER TO FALL OFF. VEH 1 FAILED TO STOP POSSIBLY UNAWARE OF COLLISION.
Occurred on WEST END ROAD OUTSIDE SARAMID, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Overtaking moving vehicle O/S
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160099594 11/03/2016 Time 1555 Vehicles 2 Casualties 1 Slight
E: 448164 N: 113316 First Road: M 27 Road Type Slip road
Speed limit: 70 Junction Detail: Slip Road Automatic traffic signal A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S EXITING M27 EASTBOUND WAS HIT ON THE NEARSIDE BY VEH 2 (CAR) IN LANE 1 AS THE SLIP ROAD MERGES INTO A334 CHARLES WATTS WAY.
Occurred on M27 EASTBOUND AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from N to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering from slip road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from N to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering from slip road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160118022 26/03/2016 Time 1330 Vehicles 2 Casualties 2 Slight
E: 447308 N: 112995 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD, DRIVERS FOOT SLIPS OFF THE ADAPTED PEDAL AND PUSHES ONTO THE ACCELERATOR CAUSING VEH 1 TO ACCELERATE HARD INTO THE REAR OF VEH 2 (VAN) SLOWING APPROACHING THE RBT.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH A27 MOORHILL ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 61 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 36 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160142647 15/04/2016 Time 1050 Vehicles 1 Casualties 1 Slight
E: 448372 N: 113960 First Road: B 3342 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG B3342 TOLLBAR WAY LOST CONTROL ON THE RBT AT THE ENTRANCE TO HEDGE END RETAIL PARK AND LEFT THE CARRIAGEWAY TO THE OFFSIDE AT THE EXIT, COLLIDING WITH A TREE.

Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH HEDGE END RETAIL PARK ENTRANCE, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: Tree
O/S Age of Driver 20 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160156211 25/04/2016 Time 1801 Vehicles 1 Casualties 1 Slight
E: 446769 N: 114446 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) ATTEMPTED REVERSING INTO A PARKING SPACE THAT WAS BOTH TOO NARROW AND HAD CAS 1 (PEDESTRIAN) STANDING IN IT. VEH 1 CLIPPED THE LEG OF CAS 1 WHILST MANOEUVRING.
Occurred on B3035 HIGH STREET OUTSIDE NUMBER 54, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Reversing
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 47 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr not crossing Standing still

In carr not crossing

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160188071 19/05/2016 Time 1808 Vehicles 2 Casualties 1 Slight
E: 446574 N: 114054 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE ALONG A27 CHURCH HILL TURNED RIGHT FOR WEST END ROAD. VEH 2 (CAR) TRAVELLING NE ALONG WEST END ROAD TURNED RIGHT INTO CHURCH HILL AND COLLIDED WITH THE OFFSIDE OF VEH 1 AS VEH 1 WAS TURNING.
Occurred on A27 CHURCH HILL AT JUNCTION WITH WEST END ROAD, WEST END, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 55 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160193038 23/05/2016 Time 1030 Vehicles 2 Casualties 1 Slight
E: 447336 N: 114421 First Road: B 3035 Road Type 1
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Inexperienced or learner driver/rider	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG MOORGREEN ROAD, TURNS RIGHT ONTO B3035 BOTLEY ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING E ALONG B3035 BOTLEY ROAD ON RBTAND COLLIDES.
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH MOOREGREEN RD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160209079 05/06/2016 Time 1025 Vehicles 2 Casualties 2 Slight
E: 447421 N: 114414 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG B3035 BOTLEY ROAD TURNS RIGHT INTO PITTER SELF DRIVE AS VEH 2 (P/CYCLE) TRAVELLING E ALONG B3035 BOTLEY ROAD OVERTAKING LINE OF STATIONARY TRAFFIC AND COLLIDES, CAUSING RIDER TO FALL OVER HANDLEBARS INTO SIDE WINDOW.
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH PITER SELF DRIVE, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 57 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Pedal Cycle Overtaking stat vehicle O/S
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160214599 08/06/2016 Time 1645 Vehicles 2 Casualties 1 Slight
E: 446993 N: 114714 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SE ALONG MEGAN ROAD, TURNS RIGHT ONTO CHAPEL ROAD ACROSS THE PATH OF VEH 1 (P/CYCLE) TRAVELLING NE ALONG CHAPEL ROAD AND COLLIDES.
Occurred on ST JAMES ROAD OUTSIDE OF NUMBER 3, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160214605 09/06/2016 Time 0700 Vehicles 2 Casualties 1 Serious
E: 447276 N: 114416 First Road: B 3035 Road Type 1
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING N ALONG TELEGRAPH ROAD ENTERED MINI RBT TO TURN LEFT ONTO B3035 BOTLEY ROAD AND COLLIDED WITH VEH 1 (P/CYCLE) TRAVELLING W ALONG B3035 BOTLEY ROAD AND AROUND RBT.
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 52 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

160245363 01/07/2016 Time 2306 Vehicles 2 Casualties 1 Slight
E: 447454 N: 112941 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SE ALONG UPPER NORTHAM DRIVE AND COLLIDES WITH THE REAR OF VEH 1 (M/CYCLE) TRAVELLING IN THE SAME DIRECTION.
Occurred on UPPER NORTHAM DRIVE AT JUNCTION WITHCOMINES WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle - unknown cc Going ahead other
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 25 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

160254759 08/07/2016 Time 2145 Vehicles 2 Casualties 1 Slight
E: 447366 N: 112948 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG A27 KANES HILL FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 2 (M/CYCLE) SLOWING APPROACHING RBT DUE TO VEH ON RBT. RIDER OF VEH 1 FELL TO THE FLOOR.
Occurred on A27 KANES HILL AT JUNCTION WITH A334 THORNHILL PARK WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160280753 27/07/2016 Time 1805 Vehicles 2 Casualties 1 Slight
E: 447932 N: 113317 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Automatic traffic signal Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING E ALONG A334 CHARLES WATTS WAY MOVED FORWARD TO REMONSTRATE WITH A DRIVER WHO HAD JUST CUT ACROSS HIS PATH AND JAMMED HIS FOOT BETWEEN VEH 1 AND THE OFFSIDE OF VEH 2 (CAR) IN LANE 1.
Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH M27 JUNCTION 7, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 25 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

160304869 14/08/2016 Time 2005 Vehicles 2 Casualties 1 Slight
E: 447077 N: 113464 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING ALONG NW A27 MOORHILL ROAD AND COLLIDES WITH THE REAR OF VEH 2 (CAR) AS BRAKES SUDDENLY.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH HASELFOOT GARDENS, WEST END, HAMPSHIRE

Vehicle Reference 1 Motorcycle - unknown cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

160306004 15/08/2016 Time 1540 Vehicles 2 Casualties 1 Slight
E: 447291 N: 114415 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Possible
2nd:	Sudden braking	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG B3035 BOTLEY ROAD STOPPED FOR TRAFFIC AT THE MINI-RBT AT TELEGRAPH ROAD. VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 35 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160309340 17/08/2016 Time 2141 Vehicles 2 Casualties 1 Slight
E: 447337 N: 114421 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG MOORGREEN ROAD TURNED RIGHT INTO B3035 HIGH STREET AND COLLIDED WITH THE NEARSIDE OF VEH 2 (CAR) TRAVELLING E.
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH MOORGREEN ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Casualty Reference: 1 Vehicle: 2 Age: 20 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

160342504 11/09/2016 Time 1042 Vehicles 1 Casualties 1 Serious
E: 448145 N: 114316 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Tyres illegal, defective or under inflated	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NW ALONG M27 WHEN REAR TYRE SUSTAINED A PUNCTURE CAUSING VEH TO LOSE CONTROL. VEH 1 VEERED TO HARD SHOULDER AND ENTERED A FRENCH DRAIN CAUSING VEH TO STOP ABRUPTLY AND RIDER TO GO OVER THE HANDLEBARS.
Occurred on M27 WESTBOUND MARKER POST 23.9, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from S to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: Entered ditch
Nearside Age of Driver 58 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 58 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160374760 03/10/2016 Time 1620 Vehicles 2 Casualties 2 Slight
E: 447360 N: 112948 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG A27 KANES HILL STOPPED FOR THE RBT AT A334 CHARLES WATTS WAY. VEH 2 (CAR) FAILED TO REACT IN TIME AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on A27 KANES HILL AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 47 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160391991 17/10/2016 Time 1054 Vehicles 2 Casualties 1 Slight
E: 446816 N: 113513 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (P/CYCLE) TRAVELLING NW ALONG BRAMDEAN ROAD, FAILS TO GIVE WAY ENTERING CHERITON AVENUE ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING NE ALONG CHERITON AVENUE CARRIAGEWAY AND COLLIDES.
Occurred on CHERITON AVENUE AT JUNCTION WITH BRAMDEAN ROAD, HAREFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Turning left
Vehicle movement from SE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

160412309 01/11/2016 Time 0538 Vehicles 2 Casualties 1 Slight
E: 447374 N: 113009 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Cyclist wearing dark clothing at night	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING SE ALONG A27 MOORHILL ROAD AROUND RBT AND IS HIT FROM BEHIND BY VEH 2 (CAR), CAUSING RIDER TO FALL OFF.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

160417901 04/11/2016 Time 1845 Vehicles 3 Casualties 1 Slight
E: 448193 N: 114259 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

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

Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Possible
2nd:	Sudden braking	Vehicle 1	Possible
3rd:	Distraction in vehicle	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) WAS TRAVELLING SE ALONG M27 EASTBOUND. VEH 2 (CAR) COLLIDED WITH THE REAR OF VEH 1, PUSHING VEH 1 INTO THE REAR OF VEH 3 (CAR).
Occurred on M27 EASTBOUND MARKER POST 24.0, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

Vehicle Reference 3 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160436912 19/11/2016 Time 0810 Vehicles 2 Casualties 2 Slight
E: 446572 N: 114054 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) WAS TRAVELLING NW ALONG A27 MOORHILL ROAD. VEH 2 (CAR) TRAVELLING NE ALONG WEST END ROAD TURNED RIGHT INTO MOORHILL ROAD INTO THE PATH OF VEH 1, CAUSING VEH 1 TO COLLIDE WITH THE OFFSIDE OF VEH 2.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH WEST END ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 60 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Casualty Reference: 2 Vehicle: 1 Age: 36 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Vehicle Reference 2 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160441708 23/11/2016 Time 0915 Vehicles 2 Casualties 1 Serious
E: 447478 N: 114410 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG B3035 BOTLEY ROAD STOPPED OUTSIDE NUMBER 2 IN ORDER TO REVERSE INTO DRIVEWAY. FOLLOWING VEH 2 (M/CYCLE) COLLIDED WITH REAR OF VEH 1.
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH 2 NORTH VIEW, BOTLEY, HAMPSHIRE

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

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160465901 11/12/2016 Time 0036 Vehicles 2 Casualties 1 Serious
E: 447551 N: 114861 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

INTOXICATED CAS 1 (PEDESTRIAN) LAID DOWN WITH LEGS IN THE ROAD AT PINCH POINT. VEH 1 (CAR) AND VEH 2 (CAR) BOTH TRAVELLING NE ALONG MOORGREEN ROAD SAW CAS 1 AT THE LAST MINUTE DUE TO DARKNESS AND BOTH VEHS RAN OVER LEGS OF CAS 1.
Occurred on MOORGREEN ROAD AT JUNCTION WITH MONARCH WAY, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 35 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr not crossing Standing still

In carr not crossing

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

160467947 12/12/2016 Time 1355 Vehicles 2 Casualties 1 Slight
E: 447973 N: 113303 First Road: A 334 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 334
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VH2 (HGV) TRAVELLING NW ON CHARLES WATTS WAY ROUNDABOUT WITH M27 COLLIDES FROM BEHIND WITH VH1 (CAR) STATIONARY AT TRAFFIC LIGHTS NW ON CHALES WATTS ROUNDABOUT WHEN THEY FAIL TO STOP IN TIME.

Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

160480962 21/12/2016 Time 2230 Vehicles 1 Casualties 1 Slight
E: 448095 N: 113393 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VH1 (CAR) TRAVELLING NE ON M27 IN LANE 3 HAS LOST CONTROL OF CAR AND COLLIDED WITH CENTRAL RESERVATION.
Occurred on M27 WESTBOUND MARKER POST 24.9, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Cent crash barrier
O/S onto cent res & rebounded Age of Driver 67 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 67 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170011852 10/01/2017 Time 1802 Vehicles 2 Casualties 1 Serious
E: 447013 N: 114425 First Road: A 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING S ALONG ST JAMES CLOSE, TURNS RIGHT ONTO B3035 HIGH STREET ACROSS THE PAH OF VEH 2 (M/CYCLE) TRAVELLING W ALONG B3035 HIGH STREET AND COLLIDES, CAUSING THE RIDER TO FALL OFF.
Occurred on B3035 HIGH STREET AT JUNCTION WITH ST JAMES CLOSE, WEST END, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170018551 16/01/2017 Time 0735 Vehicles 4 Casualties 1 Slight
E: 446942 N: 113662 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lighting unknown Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

V1 (M/CYCLE) TRAV SE ON A27 MOORHILL ROAD STOPS TO TURN RIGHT INTO CHERITON AVENUE. V2 (CAR) STOPPED BEHIND. V3 TRAV W ON MOORHILL ROAD. V4 TURNS RIGHT OUT OF CHERITON AVENUE ACROSS PATH OF V3. V3 HITS V4 THEN V3 HITS V1. V1 IS THEN PUSHED INTO V2.
Occurred on A27 MOORHILL ROAD JUNCTION WITH CHERITON AVENUE, WEST END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Waiting to turn right
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 36 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

Vehicle Reference 3 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 4 Car Turning right
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170030182 24/01/2017 Time 1638 Vehicles 1 Casualties 1 Serious
E: 448210 N: 113667 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Slip Road Give way or controlled Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING S ALONG M27 ATTEMPTS TO EXIT VIA THE SLIP ROAD TOO LATE CAUSING THE RIDER TO LOSE CONTROL AND FALLS OFF.

Occurred on M27 EASTBOUND AT JUNCTION WITH M27 EASTBOUND JUNCTION 7 OFFSLIP, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Changing lane to left
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170038508 30/01/2017 Time 2155 Vehicles 2 Casualties 2 Slight
E: 447335 N: 114423 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING EAST ON B3035 BOTLEY ROAD ENTERS MINI ROUNDABOUT INDICATING RIGHT. VEH 2 (CAR) TRAVELLING SOUTH ON MOORGREEN ROAD FAILS TO GIVE WAY AND COLLIDES WITH NEARSIDE OF VEH 1.
Occurred on B3035 BOTLEY ROAD JUNCTION WITH MOORGREEN ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 53 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Casualty Reference: 2 Vehicle: 1 Age: 50 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 70 Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170042615 02/02/2017 Time 2015 Vehicles 1 Casualties 1 Serious
E: 446968 N: 114759 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NE ALONG CHAPEL ROAD TURNED RIGHT INTO ST JAMES ROAD COLLIDING WITH CAS 1 (PEDESTRIAN) WHO STEPPED INTO ROAD TO TRAVEL E ACROSS IT.
Occurred on ST JAMES ROAD AT JUNCTION WITH CHAPEL ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 14 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere E bound

Driver's nearside

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44170075969 28/02/2017 Time 0720 Vehicles 3 Casualties 3 Slight
E:446942 N: 113660 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 3	Very Likely
2nd:	Poor turn or manoevre	Vehicle 3	Very Likely
3rd:	Failed to look properly	Vehicle 3	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 3	Very Likely
5th:	Careless/Reckless/In a hurry	Vehicle 3	Very Likely
6th:	Swerved	Vehicle 1	Very Likely

VEH 3 (CAR) TRAVELLING NE ALONG CHERITON AVENUE TURNS RIGHT ONTO A27 MOORHILL ROAD, VEH 1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD SWERVES AND COLLIDES WITH OFFSIDE OF VEH 2 (VAN) STATIONARY AT JUNCTION OF CHERITON AVENUE WAITING TO TURN LEFT.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH CHERITON AVENUE, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Front seat

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Waiting to turn left
Vehicle movement from SW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 3 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 3 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Non-stop, not hit Breath test Not requested
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44170092744 12/03/2017 Time 0922 Vehicles 2 Casualties 1 Slight
E: 448064 N: 113281 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SW ALONG M27 IN LANE 2 SWERVES INTO LANE 3 ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING IN THE SAME DIRECTION IN LANE 3 HAD NO WHERE TO GO AND NO GRIP CAUSING VEH 1 TO AQUAPLANE INTO THE CENTRAL RESERVATION.
Occurred on M27 EASTBOUND MARKER POST 25.1, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Cent crash barrier
O/S onto cent res & rebounded Age of Driver 23 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 23 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Changing lane to right
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Non-stop, not hit Breath test Not requested
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44170129015 06/04/2017 Time 2120 Vehicles 2 Casualties 1 Serious
E: 447774 N: 113290 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING NE ALONG A334 CHARLES WATTS WAY OVERTAKING QUEUE OF TRAFFIC STATIONARY AT ROADWORK TRAFFIC LIGHTS. DUE TO AN ONCOMING VEH, VEH 1 SWERVED TO NEARSIDE HITTING VEH 2 (CAR) WAITING IN QUEUE, CAUSING RIDER TO FALL OFF.

Occurred on A334 CHARLES WATTS WAY 200 METRES WEST OF M27 WESTBOUND JUNCTION 7 ONSLIP, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Overtaking stat vehicle O/S
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44170137722 13/04/2017 Time 0555 Vehicles 2 Casualties 1 Slight
E: 447324 N: 112997 First Road: A 334 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

V1 (MC) TRAVELLING WEST INTENDING TO EXIT ONTO MOORHILL ROAD, WHEN V2 PULLS OUT INTO THE SIDE OF V1
Occurred on KANES HILL ROUNDABOUT JUNCTION OF THORNHILL PARK ROAD AND MOORHILL ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170140040 14/04/2017 Time 2142 Vehicles 1 Casualties 1 Slight
E: 448023 N: 113210 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 TRAVELLING WESTBOUND ON THE M27 AT JUNCTION 7 FOR HEDGE END IN LANE 2 WHEN A VEHICLE IN FRONT ALSO IN LANE 2 BRAKED. VEH 1 WENT TO TURN INTO LANE 3 TO OVERTAKE BUT TURNED TO HARD CAUSING THE CAR TO LOOSE CONTROL. CAR THEN SPUN ACROSS THE CARRIA
Occurred on M27 JUNCTION 7, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
O/S onto cent res & rebounded Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44170172889 09/05/2017 Time 0810 Vehicles 3 Casualties 1 Slight
E: 448069 N: 113350 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (GOOD VEH) TRAVELLING NE ALONG M27 IN LANE 1 FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 2 (CAR) SLOWING, SHUNTING VEH 2 INTO THE REAR OF VEH 3 (VAN) SLOWING IN SLOW MOVING TRAFFIC
Occurred on M27 EASTBOUND MARKER POST 25.0, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 65 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Vehicle Reference 3 Van or Goods 3.5 tonnes mgw and under Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44170206369 31/05/2017 Time 0735 Vehicles 2 Casualties 1 Slight
E: 447220 N: 113036 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD COLLIDES WITH THE REAR OF VEH 1 (CAR) SLOWS FOR VEH TO PULL OUT OF SIMON WAY
Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH SIMON WAY, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170211444 04/06/2017 Time 1753 Vehicles 2 Casualties 1 Slight
E: 447332 N: 114421 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG B3035 BOTLEY ROAD, TURNS RIGHT INTO MOORGREEN ROAD ACROSS THE PATH OF VEH 2 (P/CYCLE) TRAVELLING IN THE OPPOSITE DIRECTION AND COLLIDES, CAUSING THE RIDER TO BE KNOCKED OFF.
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH MOORGREEN ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170248602 29/06/2017 Time 1830 Vehicles 2 Casualties 1 Slight
E:448367 N: 113938 First Road: B 3342 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (M/CYCLE) TRAVELLING N ALONG B3342 TOLLBAR WAY FILTERING BETWEEN TRAFFIC HAS ENTERED RBT TO THE NEARSIDE OF VEH 1 (BUS) TRAVELLING IN LANE 1 ALSO ENTERING RBT. VEH 1 HAS HIT VEH 2 KNOCKING RIDER OFF. VEH 2 WAS NOT USING A GOOD ROAD POSITION.
Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH SAINSBURYS, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Bus or coach Going ahead other
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 21 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170268033 13/07/2017 Time 0010 Vehicles 1 Casualties 1 Slight
E: 446410 N: 113761 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG BEAUWORTH AVENUE AROUND A LEFT HAND BEND, LEAVES THE CARRIAGEWAY TO THE OFFSIDE AND COLLIDES WITH RAILINGS.
Occurred on BEAUWORTH AVENUE AT JUNCTION WITH EXFORD AVENUE, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: Oth perm objects
O/S Age of Driver 22 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44170280974 21/07/2017 Time 1500 Vehicles 1 Casualties 1 Slight
E: 446900 N: 114433 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (VAN) REVERSING IN E DIRECTION ALONG B3035 HIGH STREET AND COLLIDES WITH CAS 1 (PEDESTRIAN) TRAVELLING N ACROSS B3035 HIGH STREET
Occurred on B3035 HIGH STREET OUTSIDE OF NUMBER 83, WEST END, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Reversing
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 49 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere N bound

Driver's nearside

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170280518 21/07/2017 Time 1247 Vehicles 2 Casualties 2 Slight
E: 448370 N: 113929 First Road: B 3342 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG B3342 TOLLBAR WAY PULLS AWAY TO ENTERS RBT BUT STOPS UNEXPECTEDLY CAUSING VEH 2 (CAR) TRAVELLING IN THE SAME DIRECTION TO COLLIDE WITH THE REAR OF VEH 1.
Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH SAINSBURYS, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Front seat

Vehicle Reference 2 Car Starting
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170307786 10/08/2017 Time 0910 Vehicles 3 Casualties 1 Serious
E: 446927 N: 113031 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) ECITS DOCTORS SURGERY CAR PARK ONTO A334 THORNHILL PARK ROAD TO TRAVEL NE ACROSS PATH OF VEH 2 (CAR) TRAVELLING W ALONG A334 THORNHILL PARK ROAD AND COLLIDES. VEH 1 ROLLS BACK INTO THE CAR PARK AND COLLIDES WITH VEH 3 (CAR) BEHIND.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH DOCTORS SURGERY, THORNHILL PARK, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 95 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 95 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

Vehicle Reference 3 Car Going ahead but held up
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 74 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44170331949 27/08/2017 Time 1318 Vehicles 2 Casualties 1 Slight
E: 447970 N: 113273 First Road: A 334 Road Type 1
Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING NW AROUND A334 CHARLES WATTS WAY RBT IN LANE 2 MOVES INTO LANE 1 COLLIDING WITH OFFSIDE VEH 1 (CAR) TRAVELLING NW IN LANE 1.
Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH M27 WESTBOUND JUNCTION 7 OFFSLIP, HEDGE END, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 51 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Changing lane to left
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 70 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170405822 18/10/2017 Time 2133 Vehicles 2 Casualties 1 Slight
E: 448045 N: 113201 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 2	Very Likely
2nd:	Sudden braking	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

V1 IN L3 ON M27 EASTBOUND J7 STATES THAT V2 CAME UP BEHIND V1 FLASHED HEAD LIGHTS. V1 MOVES IN TO L2. V2 PASSES BY. V1 THEN CAME UP BEHIND V2. V2 BRAKED CAUSING V1 TO TAKE EVASIVE ACTION, LOSES CONTROL HITS EMERGENCY PHONE AND BARRIER OF HARD SHOULDE
Occurred on M27 J7 HEDGE END HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
Nearside Age of Driver 25 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170414323 25/10/2017 Time 0705 Vehicles 2 Casualties 1 Serious
E: 446600 N: 114033 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG WEST END ROAD, FAILS TO GIVE WAY AND TURNS RIGHT ONTO A27 MOORHILL ROAD ACROSS THE PATH OF VEH 2 (M/CYCLE) TRAVELLING SE ON A27 MOORHILL ROAD AND COLLIDES

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH WEST END ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170427161 02/11/2017 Time 1500 Vehicles 2 Casualties 1 Slight
E: 447988 N: 113237 First Road: M 27 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 2	Very Likely
3rd:	Aggressive driving	Vehicle 1	Possible
4th:	Aggressive driving	Vehicle 2	Possible
5th:	Careless/Reckless/In a hurry	Vehicle 2	Possible
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG M27 OFFSLIP SUDDENLY BRAKES DUE TO VEH 2 (VAN) TRAVELLING IN FRONT BRAKING. THERE HAD BEEN AN EARLIER ALTERCATION AFTER VEH 2 HAD PULLED OUT IN FRONT OF VEH 1

Occurred on M27 WESTBOUND JUNCTION 7 OFFSLIP AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 28 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Non-stop, not hit Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170432752 06/11/2017 Time 1600 Vehicles 2 Casualties 3 Slight
E: 447259 N: 113080 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Impaired by alcohol	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING AROUND LEFT HAND BEND ON MOORHILL GARDENS COLLIDES WITH OFFSIDE OF VEH2 (CAR) TRAVELLING IN OPPOSITE DIRECTION CAUSING INJURIES IN BOTH VEHICLES.
Occurred on MOORHILL GARDENS, OUTSIDE NO. 24, THORNHILL, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from SW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 3 Vehicle: 1 Age: 45 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Vehicle Reference 2 Car Going ahead left bend
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside Age of Driver 55 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 83 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Casualty Reference: 2 Vehicle: 2 Age: 55 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170434589 08/11/2017 Time 0650 Vehicles 1 Casualties 1 Slight
E: 447404 N: 112904 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SE ALONG A27 KANES HILL, BRAKES FOR TRAFFIC STOPPED AT RED TRAFFIC LIGHTS VEH 1 TO LOW SIDES CAUSING THE RIDER TO HIT THE FLOOR
Occurred on A27 KANES HILL 59 METRES SOUTH EAST OF COMINES WAY, HEDGE END, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44170448663 17/11/2017 Time 1900 Vehicles 2 Casualties 1 Slight
E: 448174 N: 114274 First Road: B 3035 Road Type Single carriageway
Speed limit: 50 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Following too close	Vehicle 1	Possible
3rd:	Poor turn or manoevre	Vehicle 1	Possible
4th:	Failed to look properly	Vehicle 1	Possible
5th:	Failed to judge other persons path or speed	Vehicle 1	Possible
6th:	Loss of control	Vehicle 1	Possible

VEH1 (M/CYCLE) ATTEMPTED TO OVERTAKE VEH2 (VAN) BUT COLLIDED WITH THE REAR AND KNOCKED OFF RIDER CAUSING MINOR INJURIES.

Occurred on B3035 BOTLEY ROAD APPROX 55 METRES NW OF MOORLANDS FARM ENTRANCE, WEST END, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Overtaking moving vehicle O/S
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170466378 30/11/2017 Time 1200 Vehicles 2 Casualties 1 Slight
E: 446927 N: 113882 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 2	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ON SOUTHERN ROAD COLLIDES WITH VEH2 (CAR) WHO WAS PULLING OUT OF BEACON ROAD, TRAVELLING SE, INTO PATH OF VEH1. BOTH VEHICLES HIT FENCE OF NEARBY PROPERTY.
Occurred on SOUTHERN ROAD AT JUNCTION WITH BEACON ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside Age of Driver 55 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 55 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside Age of Driver Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44170484451 13/12/2017 Time 1900 Vehicles 2 Casualties 1 Slight
E: 447376 N: 112966 First Road: A 27 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SE AROUND RBT INTENDING TO EXIT ONTO A27 KANES HILL AND COLLIDES WITH THE REAR OF VEH 1 (CAR) TRAVELLING IN THE SAME DIRECTION HAVING ENTERED FROM THORNHILL PARK ROAD
Occurred on A27 KANES HILL AT JUNCTION WITH COMINES WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44180002478 03/01/2018 Time 0840 Vehicles 2 Casualties 1 Serious
E: 447280 N: 114419 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (M/CYCLE) TRAVELLING N ON TELEGRAPH ROAD GOES TO TURN RIGHT AT MINI-RBT ONTO B3035 HIGH STREET WHEN VEH2 (CAR) TRAVELLING E ON HIGH STREET FAILS TO GIVE WAY. RIDER OF VEH1 IS KNOCKED OFF.
Occurred on B3035 HIGH STREET AT JUNCTION WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Turning right
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44180034471 26/01/2018 Time 1934 Vehicles 2 Casualties 1 Slight
E: 446563 N: 114051 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NE ON WEST END ROAD STOPS FOR THE JUNCTION WITH CHURCH HILL AND IS REAR ENDED BY VEH2 (CAR) TRAVELLING IN SAME DIRECTION. VEH2 DRIVES OFF AND DOES NOT STOP. DRIVER OF VEH1 SUSTAINS MINOR INJURY.
Occurred on WEST END ROAD AT JUNCTION WITH A27 CHURCH HILL, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from SW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 42 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180083316 05/03/2018 Time 0206 Vehicles 3 Casualties 2 Slight
E: 448163 N: 113312 First Road: M 27 Road Type 1
Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: Other object in carriageway
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Stolen vehicle	Vehicle 1	Very Likely
2nd:	Animal or object in carriageway	Vehicle 2	Very Likely
3rd:	Animal or object in carriageway	Vehicle 3	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 3	Very Likely
5th:	Emergency vehicle on call	Vehicle 2	Very Likely
6th:	Emergency vehicle on call	Vehicle 3	Very Likely

VEH 1 (CAR) TRAVELLING SE ALONG M27 OFFSLIP IS STOLEN AND POLICE ATTEMPT TO STOP STICK VEH 1. VEH 2 (POLICE CAR) TRAVELLING SAME WAY SLOWS TO AVOID STOP STICK AND IS HIT IN THE REAR BY VEH 3 (POLICE CAR) TRAVELLING THE SAME WAY.

Occurred on M27 EASTBOUND OFF SLIP JUNCTION 7 AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

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

Vehicle Reference 2 Other Vehicle Stopping
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road Other object Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 43 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 51 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Not car passenger

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

Vehicle Reference	3	Other Vehicle		Going ahead left bend	
Vehicle movement from	N	to SE	No tow / articulation		Leaving the main road
On main carriageway			No skidding, jack-knifing or overturning		
Location at impact	Mid Junction - on roundabout or r		First impact	Front	Hit vehicle:
Hit object in road	Other object		Off road:	None	
Did not leave carr				Age of Driver	Male
Not hit and run		Breath test	Negative		
			Left hand drive:	No	

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180091314 10/03/2018 Time 1808 Vehicles 2 Casualties 1 Slight
E: 446559 N: 113690 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Distraction in vehicle	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG MINSTEAD ROAD AND COLLIDES WITH VEH 2 (CAR) PARKED IN A LINE OF VEH'S TO THE NEARSIDE.
Occurred on MINSTEAD ROAD OUTSIDE OF NUMBER 25, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180102372 19/03/2018 Time 0620 Vehicles 1 Casualties 1 Slight
E: 447490 N: 113108 First Road: A 334 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING NE ALONG A334 CHARLES WATTS WAY GOES OVE SOME BACK ICE CAUSING THE RIDER TO FALL OFF.

Occurred on A334 CHARLES WATTS WAY 150 METRES NORTH EAST OF KANES HILL, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not requested
Left hand drive: No

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180110799 25/03/2018 Time 1151 Vehicles 2 Casualties 1 Slight
E: 446662 N: 113342 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG CHERITON AVENUE AND COLLIDES WITH REAR NEARSIDE DOOR OF VEH 2 (CAR) PARKED CAUSING THE DOOR TO CLOSE ONTO LEGS OF CAS 1 (PEDESTRIAN) STANDING STILL PUTTING CHILD INTO REAR SEAT.

Occurred on CHERITON AVENUE OUTSIDE OF NUMBER 78, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 71 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 36 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr not crossing Standing still

Movement U/K

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180114017 27/03/2018 Time 1640 Vehicles 2 Casualties 1 Slight
E: 446796 N: 114447 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (MINI BUS) TRAVELLING NE ALONG UPPER NEW ROAD, FAILS TO LOOK PROPERLY AND ENTERS B3035 HIGH STREET ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING E ALONG B3035 HIGH STREET AND COLLIDES
Occurred on B3035 HIGH STREET A T JUNCTION WITH UPPER NEW ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Minibus Starting
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180124965 05/04/2018 Time 1535 Vehicles 2 Casualties 1 Slight
E: 447331 N: 114429 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Stationary or parked vehicle	Vehicle 1	Very Likely
4th:	Stationary or parked vehicle	Vehicle 2	Very Likely
5th:	Cyclist entering road from pavement	Vehicle 2	Very Likely
6th:			

VEH1 (CAR) TRAVELLING W ALONG BOTLEY ROAD TURNS RIGHT AT THE ROUNDABOUT ONTO MOORGREEN ROAD. VEH2 (P/CYCLE) CROSSING MOORGREEN ROAD E TO W BETWEEN STATIONARY TRAFFIC. NEITHER VEH SAW THE OTHER AND THEY COLLIDE.
Occurred on B3035, BOTLEY ROAD, AT JUNCTION WITH MOORGREEN ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 75 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180128762 07/04/2018 Time 2000 Vehicles 2 Casualties 1 Slight
E: 446799 N: 114447 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SW ALONG LOWER NEW ROAD TURNS LEFT ONTO B3035 HIGH STREET ACROSS THE PATH OF VEH 1 (M/CYCLE) TRAVELLING E ALONG B3035 HIGH STREET SWERVES TO AVOID CAUSING VEH 1 TO LOSE CONTROL AND THE RIDER FALLS OFF.
Occurred on B3035 HIGH STREET A T JUNCTION WITH LOWER NEW ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning left
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180144254 19/04/2018 Time 1532 Vehicles 1 Casualties 1 Slight
E:447348 N: 114676 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control School crossing pat Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Traffic calming (eg speed cushions etc.)	Vehicle 1	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ON MOORGREEN ROAD DRIFTS TOO CLOSE TO THE NEARSIDE AND CLIPS CAS1 (PEDESTRIAN) WHO IS A SCHOOL CROSSING PATROL STOOD AT THE SIDE OF THE ROAD. VEH1 DRIVES OFF AND CANNOT BE TRACED.
Occurred on MOORGREEN ROAD AT JUNCTION WITH CHAPEL ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 72 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

On footpath / verge Standing still

Movement U/K

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180177906 11/05/2018 Time 1450 Vehicles 2 Casualties 1 Slight
E: 447002 N: 113325 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 2	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 2	
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING SE ALONG BRAMDEAN ROAD TURNS RIGHT ONTO PINE DRIVE BUT CUTS THE CORNER AND GOES INTO THE PATH OF VEH1 (CAR) TRAVELLING NE ALONG PINE ROAD. VEH1 SWERVES TO AVOID A COLLISION BUT INJURES HIMSELF DOING SO.
Occurred on PINE DRIVE, AT JUNCTION WITH BRAMDEAN ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180209526 05/06/2018 Time 2221 Vehicles 2 Casualties 1 Serious
E: 446531 N: 114037 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING SW ALONG WEST END ROAD IS HIT IN THE REAR BY VEH2 (VAN) TRAVELLING SW ALONG WEST END ROAD, CAUSING RIDER OF VEH1 TO FALL OFF.

Occurred on WEST END ROAD, 40 METERS SW OF JUNCTION WITH CHURCH HILL, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 57 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180238585 26/06/2018 Time 0927 Vehicles 2 Casualties 1 Slight
E: 446577 N: 114053 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING E ALONG WEST END ROAD TURNS RIGHT ONTO A27 CHURCH HILL AND COLLIDES WITH VEH1 (CAR) TRAVELLING SE ALONG A27 CHURCH HILL, WAITING TO TURN RIGHT INTO WEST END ROAD.
Occurred on A27 CHURCH HILL, AT JUNCTION WITH WEST END ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 32 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44180248425 03/07/2018 Time 0905 Vehicles 1 Casualties 1 Slight
E: 446679 N: 114468 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 3035
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
3rd:	Failed to look properly	Casualty 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG B3035 HIGH STREET TURNS LEFT ONTO CHAPEL LANE AND CLIPS CAS1 (PEDESTRIAN) ABOUT TO CROSS CHAPEL LANE.
Occurred on CHAPEL ROAD, AT JUNCTION WITH B3035 HIGH STREET, WEST END, HAMPSHIRE.

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

Casualty Reference: 1 Vehicle: 1 Age: 74 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On footpath / verge Standing still
Movement U/K

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180286985 29/07/2018 Time 1700 Vehicles 1 Casualties 1 Slight
E: 448366 N: 113963 First Road: B 3342 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ON B3342 TOLLBAR WAY GOES OVER RBT AND SKIDS ON THE WET ROAD CAUSING THE VEH TO HIT THE KERB, LEAVE THE CARRIAGEWAY, AND COLLIDE WITH A LAMP POST.
Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH RETAIL PARK ENTRANCE, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road Kerb Off road: Lamp post
Nearside Age of Driver 29 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180358814 23/09/2018 Time 0025 Vehicles 2 Casualties 2 Serious
E: 447910 N: 113309 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW EXITING RBT ONTO A334 CHARLES WATTS WAY LOSES CONTROL ON A BEND GOING ONTO THE OPPOSITE CARRIAGEWAY ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING SE AND COLLIDES.

Occurred on A334 CHARLES WATTS WAY 50 METRES W FROM M27 JUNCTION 7 ROUNDABOUT, HEDGE END, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 19 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 36 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180361064 24/09/2018 Time 1741 Vehicles 2 Casualties 1 Slight
E: 448092 N: 113208 First Road: B 3036 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Very Likely
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING N ALONG B3036 UPPER NORTHAM ROAD JOINS THE ROUNDABOUT. VEH2 (CAR) TRAVELLING ON THE ROUNDABOUT COLLIDES WITH THE REAR OF VEH1, KNOCKING THE RIDER TO THE FLOO.

Occurred on B3036 UPPER NORTHAM ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180384366 12/10/2018 Time 1316 Vehicles 2 Casualties 1 Slight
E: 447397 N: 113018 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SW ALONG A334 CHARLES WATTS WAY FAILS TO SLOW IN TIME ON APPROACH TO THE ROUNDABOUT AND COLLIDES WITH VEH2 (CAR) TRAVELLING SW ALONG A334 CHARLES WATTS WAY IN FRONT.
Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH COMINES WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 36 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 72 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44180390425 17/10/2018 Time 0955 Vehicles 2 Casualties 1 Slight
E: 448048 N: 113197 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 2	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 2	Possible
3rd:	Sudden braking	Vehicle 2	
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING SW ALONG M27 COLLIDES WITH THE REAR OF VEH1 (CAR) TRAVELLING SW ALONG M27 IN FRONT.
Occurred on M27 WESTBOUND AT MARKER POST 25.1, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 41 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180411117 01/11/2018 Time 1955 Vehicles 2 Casualties 1 Slight
E: 446698 N: 113623 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG MINSTEAD AVENUE COLLIDES WITH VEH2 (CAR) TRAVELLING NW ALONG MINSTEAD AVENUE. VEH1 HAD BEEN SEEN TO BE DRIVING IN AN ERATIC MANNER.
Occurred on MINSTEAD AVENUE, OUTSIDE NO. 57, SOUTHAMPTON, HAMPSHIRE.

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

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Positive
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44180419286 07/11/2018 Time 2122 Vehicles 1 Casualties 2 Serious
E: 447363 N: 114420 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Failed to look properly	Casualty 1	Very Likely
4th:	Pedestrian wearing dark clothing at night	Casualty 1	Very Likely
5th:	Impaired by alcohol	Casualty 1	Possible
6th:			

VEH1 (M/CYCLE) TRAVELLING E ALONG B3035 BOTLEY ROAD CROSSES ROUNDABOUT AND COLLIDES WITH CAS1 (PEDESTRIAN) TRAVELLING S ACROSS BOTLEY ROAD, CAUSING CAS1 TO FALL.
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH MOORGREEN ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 1 Age: 45 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere S bound

Driver's nearside

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180444148 27/11/2018 Time 1618 Vehicles 2 Casualties 1 Slight
E: 448212 N: 114176 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING S ALONG M27 COLLIDES WITH THE REAR OF VEH2 (CAR) TRAVELLING S ALONG M27 IN FRONT.
Occurred on M27 SOUTHBOUND AT MARKER POST 24.1, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44180445553 28/11/2018 Time 1727 Vehicles 2 Casualties 1 Serious
E: 447321 N: 112997 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD ENTERS ROUNDABOUT WITHUOT GIVING WAY TO VEH2 (M/CYCLE) ALREADY ON THE ROUNDABOUT TRAVELLING NW.
Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH A27 KANES HILL, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Starting
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle - unknown cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 53 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44180454098 05/12/2018 Time 1401 Vehicles 2 Casualties 1 Slight
E: 447284 N: 114415 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING W ALONG B3035 ENTERS MINI ROUNDABOUT WITHOUT GIVING WAY TO VEH1 (CAR) ALREADY ON ROUNDABOUT TRAVELLING S.
Occurred on B3035 HIGH STREET AT JUNCTION WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE.

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

Casualty Reference: 1 Vehicle: 1 Age: 26 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190001714 02/01/2019 Time 1229 Vehicles 2 Casualties 1 Slight
E: 447339 N: 113018 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD COLLIDED WITH REAR OF VEH 2 (CAR) TRAVELLING IN FRONT AND WAITING TO ENTER RBT.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190014547 12/01/2019 Time 2345 Vehicles 1 Casualties 1 Slight
E: 447334 N: 113018 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present but unlit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD, FAILS TO GIVE WAY GOING ONTO RBT AND MOUNTS RBT COLLIDING WITH AND KNOCKING DOWN ROAD SIGNS AND A TREE BEFORE COMING TO REST.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Road sign / ATS
O/S Age of Driver 45 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190020406 17/01/2019 Time 1728 Vehicles 2 Casualties 2 Slight
E: 448087 N: 113310 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SW ALONG THE M27 FAILED TO NOTICE TRAFFIC STATIONARY AHEAD AND COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING SW ALONG THE M27 IN FRONT.
Occurred on M27 SOUTHBOUND AT MARKER POST 25.0, HEDGE END, HAMPSHIRE.

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

Casualty Reference: 2 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190043850 05/02/2019 Time 2011 Vehicles 2 Casualties 2 Serious
E:447395 N: 113024 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD TURNED LEFT ONTO A334 CHARLES WATTS WAY BUT SWUNG OUT TOO WIDE. VEH2 (CAR) TRAVELLING SW ALONG A334 HAS TO TAKE AVOIDING ACTION AND BUMPS ONTO THE KERB. VEH1 OVER CORRECTS & HITS LAMP POST.

Occurred on A334 CHARLES WATTS WAY AT JUNCTIONW ITH A27 MOORHILL ROAD, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 54 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Not requested
Left hand drive: No

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190045250 06/02/2019 Time 2112 Vehicles 2 Casualties 1 Serious
E: 446749 N: 113862 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD CROSSED OVER ONTO THE WRONG SIDE OF THE CARRIAGEWAY AND COLLIDES HEAD ON WITH VEH 2 (VAN) TRAVELLING IN THE OPPOSITE DIRECTION. DRIVER OF VEH 1 DECAMPS FROM VEH.

Occurred on A27 MOORHILL ROAD 26 METRES NORTH WEST OF ROSELANDS, WEST END, HAMPSHIRE

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 35 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190074419 02/03/2019 Time 1040 Vehicles 2 Casualties 1 Slight
E: 447992 N: 113230 First Road: M 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (VAN) TRAVELLING NE ALONG M27 NORTHBOUND OFF SLIP COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING NE IN FRONT, THAT WAS SLOWING ON APPROACH TO THE ROUNDABOUT.
Occurred on M27 NORTHBOUND OFFSLIP AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 63 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190079570 06/03/2019 Time 1545 Vehicles 2 Casualties 2 Serious
E: 448132 N: 113321 First Road: A 334 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING E ACROSS ROUNDABOUT TOWARDS A334 CHARLES WATTS WAY IN SLOW MOVING TRAFFIC. VEH1 ASSUMES VEH2 (CAR) IN FRONT HAS MOVED FORWARD, SO VEH1 MOVES OFF AND COLLIDES WITH THE REAR OF VEH2.

Occurred on A334 CHARLES WATTS WAY, AT JUNCTION WITH M27 SLIP ROADS, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 44 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44190096774 20/03/2019 Time 0705 Vehicles 2 Casualties 1 Slight
E: 448081 N: 113293 First Road: M 27 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING S ALONG M27 IN LANE 1 WAS UNDERTAKING VEH2 (GOODS VEH) IN LANE 2. VEH2 FAILED TO NOTICE THIS AND MOVED FROM LANE 2 INTO LANE 1 WHERE IT COLLIDED WITH THE OFFSIDE OF VEH1.
Occurred on M27 EASTBOUND AT MARKER POST 25.0, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Changing lane to left
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190102703 24/03/2019 Time 1910 Vehicles 2 Casualties 1 Slight
E: 447325 N: 113010 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD ENTERED RBT AIMING FOR CHARLES WATTS WAY. VEH2 (M/CYCLE) TRAVELLING N ON THE RBT WENT TO EXIT ONTO MOORHILL ROAD. VEH1 COLLIDED WITH VEH2 CAUSING RIDER OF VEH2 TO FALL.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 THORNHILL PARK ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190114545 02/04/2019 Time 2020 Vehicles 1 Casualties 2 Slight
E: 448360 N: 113951 First Road: B 3342 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING N ALONG B3342 TOLLBAR WAY FAILED TO SLOW ON APPROACH TO ROUNDABOUT AND COLLIDED WITH A LAMP POST.

Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH HEDGE END RETAIL PARK, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 17 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190164240 13/05/2019 Time 1215 Vehicles 2 Casualties 1 Slight
E: 446596 N: 114035 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NW ALONG A27 CHURCH HILL INTENDING TO TURN RIGHT INTO WEST END ROAD. VEH2 (CAR) TRAVELLING SW ALONG WEST END ROAD TURNED RIGHT ONTO A27 CHURCH HILL AND COLLIDED WITH OFFSIDE OF VEH1.
Occurred on A27 CHURCH HILL AT JUNCTION WITH WEST END ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 72 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 72 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190172191 19/05/2019 Time 1139 Vehicles 2 Casualties 2 Slight
E: 447315 N: 112997 First Road: A 334 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ON A334 THORNHILL PARK ROAD FAILS TO STOP FOR VEH2 (CAR) STATIONARY WAITING TO JOIN RBT AND COLLIDES WITH THE REAR.
Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH A27 MOORHILL ROAD, THORNHILL, HAMPSHIRE

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

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 43 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 8 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190186549 31/05/2019 Time 1028 Vehicles 1 Casualties 1 Slight
E:447999 N: 114654 First Road: M 27 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG M27, IT IS SUSPECTED THAT THE DRIVER HAD A MEDICAL EPISODE, LOSES CONTROL LEAVING THE CARRIAGEWAY TO THE OFFSIDE COLLIDING WITH THE CENTRAL CRASH BARRIER AND REBOUNDS COLLIDING WITH THE NEARSIDE BARRIER.
Occurred on M27 EASTBOUND MARKER POST 23.7, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Cent crash barrier
O/S onto cent res & rebounded Age of Driver 50 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 50 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190239731 09/07/2019 Time 1520 Vehicles 2 Casualties 1 Serious
E: 446919 N: 113030 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING N ALONG THORNHILL PARK ROAD PULLED OUT ONTO A334 THORNHILL PARK ROAD AND COLLIDED WITH VEH1 (P/CYCLE) TRAVELLING W ALONG A334 THORNHILL PARK ROAD, CAUSING RIDER OF VEH1 TO FALL TO THE FLOOR.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH THORNHILL PARK ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190239382 10/07/2019 Time 0943 Vehicles 2 Casualties 1 Slight
E: 446580 N: 114053 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (M/CYCLE) TRAVELLING E ALONG WEST END ROAD TURNED RIGHT ONTO A27 CHURCH HILL INDENDING TO TAKE AN IMMEDIATE LEFT ONTO WEST END ROAD AND WAS HIT BY VEH2 (CAR) TRAVELLING SE ALONG A27 CHURCH HILL.
Occurred on A27 CHURCH HILL AT JUNCTION WITH WEST END ROAD, EASTLEIGH, HAMPSHIRE.

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

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44190248528 16/07/2019 Time 0900 Vehicles 2 Casualties 1 Slight
E: 446744 N: 114092 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NE ALONG WEST END ROAD FAILED TO GIVE WAY AND ENTERED RBT COLLIDING WITH VEH 2 (P/CYCLE) TRAVELLING NW ALONG BEACON ROAD AND TRAVELLING AROUND RBT.
Occurred on BEACON ROAD AT JUNCTION WITH WEST END ROAD, WEST END, HAMPSHIRE

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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190281777 09/08/2019 Time 1534 Vehicles 1 Casualties 1 Serious
E: 446400 N: 113775 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (BUS) TRAVELLING SE ALONG BEAUWORTH AVENUE PULLS UP TO THE BUS STOP AND LOWERS THE DOORWAY USING THE HYDRAULIC SYSTEM TO LET A PASSNGER OFF AND TRAPS CAS1'S (PEDESTRIAN) FOOT UNDERNEATH THE DOOR.
Occurred on BEAUWORTH AVENUE AT JUNCTION WITH BENTLEY GREEN, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Bus or coach Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 4 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

On footpath / verge Standing still

In carr not crossing

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44190292845 18/08/2019 Time 1256 Vehicles 2 Casualties 1 Slight
E: 447345 N: 113019 First Road: A 27 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING SE ALONG MORRHILL ROAD WAITING BEHIND VEH 2 (M/CYCLE). VEH 1 THOUGHT VEH 2 HAD MOVED OFF SO BEGINS TO ACCELERATE BUT VEH 2 STILL WAITING AND COLLIDES INTO REAR OF VEH 2.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY (KANES HILL ROUNDABOUT) SOUTHAMPTON HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190316295 05/09/2019 Time 1120 Vehicles 2 Casualties 3 Slight
E: 446835 N: 113771 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD FAILED TO STOP IN TIME FOR TRAFFIC AHEAD AND COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING NW IN FRONT.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH SOUTHERN ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 23 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 45 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 3 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190333151 18/09/2019 Time 1038 Vehicles 2 Casualties 1 Slight
E: 448193 N: 113753 First Road: M 27 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Slip Road Give way or controlled Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Nervous/Uncertain/Panic	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG M27 WESTBOUND ON SLIP MOVES INTO LANE 1 OF M27 FAILING TO GIVE WAY TO VEH 2 (GOODS VEH) M27 WESTBOUND IN LANE 1 AND COLLIDES.
Occurred on M27 WESTBOUND ON SLIP AT JUNCTION WITH M27 WESTBOUND, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Entering from slip road First impact Offside Hit vehicle:
Hit object in road Road Works Off road: None
Did not leave carr Age of Driver 81 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 81 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190349363 30/09/2019 Time 1508 Vehicles 2 Casualties 2 Serious
E:448200 N: 113806 First Road: M 27 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Slip Road Give way or controlled Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Traffic calming (eg speed cushions etc.)	Vehicle 1	Very Likely
2nd:	Temporary road layout (eg contraflow)	Vehicle 1	Very Likely
3rd:	Poor turn or manoevre	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG M27 AFTER JOINING FROM JUNCTION 7 AT 70MPH. DRIVER REALISES ITS A 50MPH LIMIT AND PERFORMS AN EMERGENCY STOP AND FOLLOWING VEH 2 (VAN) COLLIDED WITH REAR OF VEH 1.

Occurred on M27 WESTBOUND AT JUNCTION WITH M27 WESTBOUND JUNCTION 7 ONSLIP, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 68 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 48 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190357680 07/10/2019 Time 0650 Vehicles 2 Casualties 1 Slight
E: 446941 N: 113665 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Cyclist wearing dark clothing at night	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG CHERITON AVENUE TURNED RIGHT ONTO A27 MOORHILL ROAD WITHOUT GIVING WAY TO VEH2 (P/CYCLE) TRAVELLING NW ALONG A27 MOORHILL ROAD.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH CHERITON AVENUE, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44190379888 23/10/2019 Time 1418 Vehicles 2 Casualties 1 Slight
E: 446592 N: 114031 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING SW ALONG WEST END ROAD TURNS RIGHT ONTO MORRHILL ROAD FAILING TO SEE VEH 2 (M/CYCLE) TRAVELLING NW ALONG MOORHILL ROAD AND COLLIDES
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH WEST END ROAD, SOUTHAMPTON, HAMPSHIRE

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

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

44190407285 12/11/2019 Time 2044 Vehicles 2 Casualties 1 Slight
E: 446827 N: 113786 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING NW ALONG MOORHILL ROAD TURNS RIGHT INTO SOUTHERN ROAD FAILING TO SEE/GIVEWAY TO VEHICLE 2 (M/CYCLE) TRAVELLING SE ALONG MOORHILL ROAD AND COLLIDES.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH SOUTHERN ROAD, SOUTHAMPTON HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190412571 16/11/2019 Time 2216 Vehicles 2 Casualties 1 Slight
E: 446799 N: 114444 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING S ALONG LOWER NEW ROAD TURNS RIGHT INTO B3035 HIGH STREET FAILING TO GIVE WAY TO VEH 1 (M/CYCLE) TRAVELLING W ALONG HIGH STREET AND COLLIDES.
Occurred on B3035 HIGH STREET AT JUNCTION WITH LOWER NEW ROAD, SOUTHAMPTON, HAMPSHIRE

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

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

Vehicle Reference 2 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190445518 11/12/2019 Time 1659 Vehicles 2 Casualties 1 Slight
E: 448237 N: 113935 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Illness or disability, mental or physical	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG M27 EASTBOUND WHEN DRIVER SUFFERS MEDICAL EPISODE CAUSING COLLISION WITH VEH 2 (VAN) ALSO TRAVELLING SW ALONG M27.
Occurred on M27 EASTBOUND, MARKER POST 24.3, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead right bend
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190468099 31/12/2019 Time 1809 Vehicles 2 Casualties 1 Slight
E:447429 N: 113047 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A334 CHARLES WATTS WAY HAS SLOWED APPROACHING STATIC TRAFFIC, VEH 2 (CAR) TRAVELLING SW BEHIND VEH 1, HAS FAILED TO STOP IN TIME AND COLLIDED WITH THEIR REAR.

Occurred on A334 CHARLES WATTS WAY, 53 METRES FROM THE KANES HILL RBT JUNCTION, HEDGE END, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44200008028 07/01/2020 Time 1645 Vehicles 1 Casualties 1 Serious
E: 447436 N: 114414 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS1 (PEDESTRIAN) CROSSES B3035 BOTLEY ROAD FROM THE OFFISDE TRAVELLING INTO THE PATH OF VEH1 (CAR) TRAVELLING E ALONG BOTLEY ROAD. CAS1 REALISES AND TRIES TO TAKE AVOIDING ACTION BUT SLIPS INTO VEH1.

Occurred on B3035 BOTLEY ROAD, 25 METRES W FROM NOYCE COURT, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 79 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere N bound

Driver's offside

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44200027423 22/01/2020 Time 2325 Vehicles 1 Casualties 1 Serious
E: 447414 N: 112883 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction

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

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
2nd:	Impaired by alcohol	Casualty 1	Possible
3rd:	Pedestrian wearing dark clothing at night	Casualty 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG A27 KANES HILL COLLIDES WITH CAS1 (PEDESTRIAN) WHO WAS CROSSING KANES HILL TRAVELLING SW.

Occurred on A27 KANES HILL, OUTSIDE WINDEMERE, THORNHILL, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Within 50m ped crossing SW bound

Driver's offside

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44190438516 06/02/2020 Time 0820 Vehicles 2 Casualties 5 Slight
E:446990 N: 113613 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD SLOWS AND STOPS WAITING TO TURN RIGHT AND TRAVEL NE ON TELEGRAPH ROAD AND IS STRUCK FROM BEHIND BY VEH2 (MINIBUS) THAT FAILS TO STOP FOR VEH1.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

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

Casualty Reference: 2 Vehicle: 2 Age: 15 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Casualty Reference: 3 Vehicle: 2 Age: 15 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Casualty Reference: 4 Vehicle: 2 Age: 15 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Casualty Reference: 5 Vehicle: 2 Age: 12 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44200049329 08/02/2020 Time 1438 Vehicles 1 Casualties 1 Slight
E: 447988 N: 113223 First Road: M 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING N ALONG M27 HAS TAKEN THE SLIP ROAD TO APPROACH THE RBT JUNCTION, LOST CONTROL, SKIDDED AND FALLEN FROM THEIR VEHICLE.
Occurred on M27 NORTHBOUND, JUNCTION 7, SLIP ROAD, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Did not impact Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
O/S Age of Driver 51 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44200099173 16/03/2020 Time 0920 Vehicles 1 Casualties 1 Slight
E: 447256 N: 114443 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (VAN) REVERSING S ALONG BALTIC ROAD COLLIDES INTO CAS1 (PEDESTRIAN) WHO WAS STATIONARY IN THE CARRIAGEWAY WAITING TO GET INTO THEIR PARKED VEH. VEH1 DROVE OFF AND DID NOT STOP.
Occurred on BALTIC ROAD, OUTSIDE NO.2, WEST END, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Reversing
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted
Left hand drive: No

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

In carr not crossing Standing still

In carr not crossing

Accidents between dates **01/05/2015 and 30/04/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ WEST END BACS/SR/0920/090")

Notes:

44200106756 22/03/2020 Time 1010 Vehicles 1 Casualties 1 Serious
E: 448054 N: 113393 First Road: M 27 Road Type Slip road
Speed limit: 70 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING NE ALONG THE M27 NORTHBOUND ONSLIP AT HEDGE END, CLIPPED THE KERB AND SUFFERED A LOSS OF CONTROL. RIDER FALLS FROM VEH.

Occurred on M27 NORTHBOUND ONSLIP, 57 METERS N OF JUNCTION WITH CHARLES WATTS WAY, HEDGE END, HAMPSHIRE.

Vehicle Reference
Vehicle movement from to

Location at impact First impact Hit vehicle:
Hit object in road Off road:

Age of Driver

Breath test

Left hand drive:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	14	79	93
2-wheeled motor vehicles	0	10	19	29
Pedal cycles	0	3	11	14
Horses & other	0	1	0	1
Total	0	27	109	136

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	8	79	87
Passenger	0	1	29	30
Motorcycle rider	0	8	18	26
Cyclist	0	3	11	14
Pedestrian	0	6	6	12
Other	0	0	0	0
Total	0	26	143	169

Appendix C

TRAFFIC SURVEY DATA

Public

Intelligent Data Collection Limited
West End, Hampshire

Client:	WSP
Project Number:	ID06034
Junction Number:	Site 4
Date of Survey:	02.12.2021
Junction Name:	B3035 Botley Road / Marshall Drive
Junction Type:	T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	17.12.2021			
Prepared by	Gabriela Zelenkova			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06034			
File Ref	ID06034 West End, Hampshire - MCC Site 4 - 02.12.2021			

Issue Record

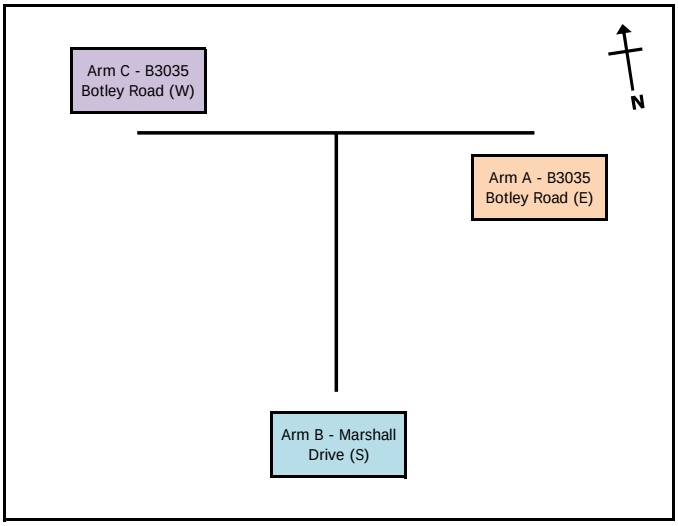
	Date			
Issued to	20.12.2021			
Milly Bagshaw	E-mail			

Intelligent Data Collection Limited

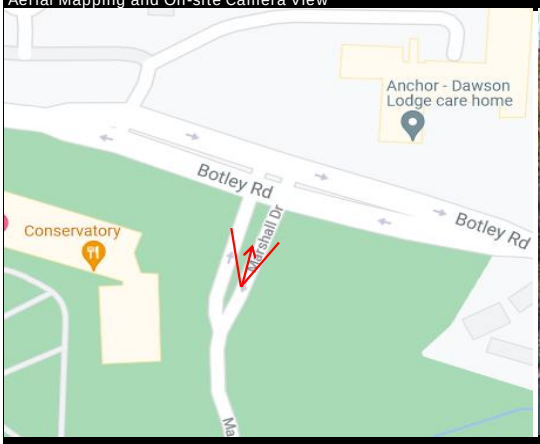
Client:	WSP	Date of Survey:	02.12.2021
Project Number:	ID06034	Junction Name:	B3035 Botley Road / Marshall Drive
Junction Number:	Site 4	Junction Type:	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
50.926941	-1.321978	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Clear	Clear		

Junction Layout

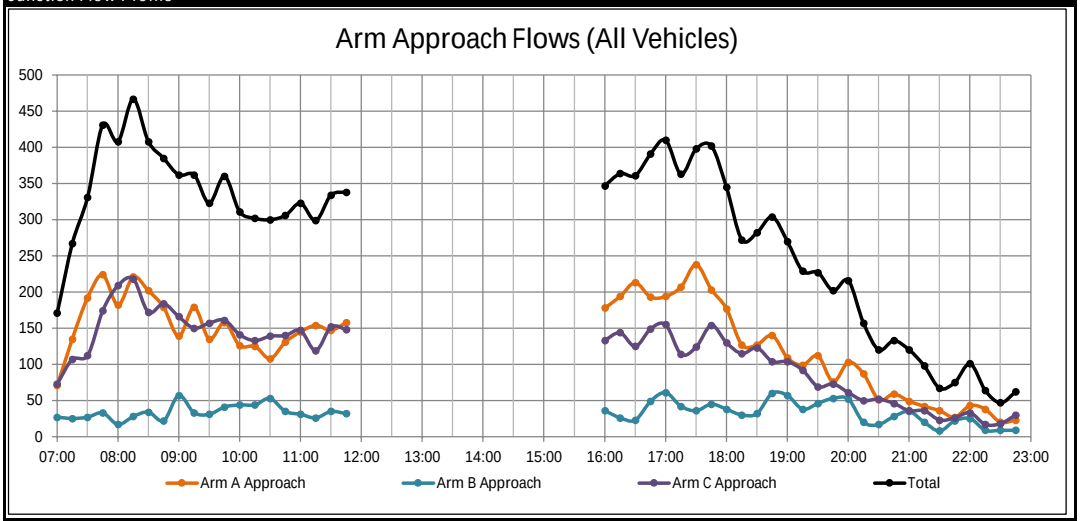


Aerial Mapping and On-site Camera View





Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: WSP
Project Number: ID06034
Junction Number: Site 4
Date of Survey: 02.12.2021
Junction Name: B3035 Botley Road / Marshall Drive
Junction Type: T-Junction
Arm A: B3035 Botley Road (E)
Arm B: Marshall Drive (S)
Arm C: B3035 Botley Road (W)

	A to A								A to C								A to B							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	48	14	1	0	1	0	0	64	7	0	0	0	0	0	0	7
07:15								0	92	28	1	0	1	0	0	122	12	0	1	0	0	0	0	13
07:30								0	147	34	2	1	2	0	0	186	6	0	0	0	0	0	0	6
07:45								0	157	31	2	0	2	0	1	193	28	3	0	0	0	0	0	31
08:00								0	136	22	1	0	1	0	0	160	15	6	0	1	0	0	0	22
08:15								0	167	21	0	0	0	1	0	189	20	12	0	0	0	0	0	32
08:30								0	137	20	1	1	1	0	1	161	28	13	0	0	0	0	0	41
08:45								0	101	17	1	1	0	0	0	120	49	9	1	0	0	0	0	59
09:00								0	73	15	2	0	1	0	0	91	35	13	0	0	0	0	0	48
09:15								0	84	26	3	0	2	0	1	116	50	12	0	1	0	0	0	63
09:30								0	81	12	1	0	1	0	0	95	30	10	0	0	0	0	0	40
09:45								0	98	19	2	0	1	0	0	120	29	9	0	0	0	0	0	38
10:00								0	78	20	1	0	1	1	0	101	15	8	0	0	2	0	0	25
10:15								0	75	17	1	1	1	0	1	96	23	5	0	1	0	0	0	29
10:30								0	82	13	0	0	0	0	0	95	11	2	0	0	0	0	0	13
10:45								0	103	19	0	1	1	0	0	124	6	1	0	0	0	0	0	7
11:00								0	102	23	0	0	0	0	0	125	17	2	1	0	0	0	0	20
11:15								0	119	19	0	0	2	0	0	140	11	1	1	1	0	0	0	14
11:30								0	106	20	1	0	0	1	0	128	17	2	0	0	0	0	0	19
11:45								0	107	16	1	0	1	0	0	125	29	4	0	0	0	0	0	33
16:00								0	126	36	1	0	2	0	0	165	9	4	0	0	0	0	0	13
16:15								0	152	22	0	0	1	1	1	177	17	0	0	0	0	0	0	17
16:30								0	156	34	3	1	0	0	0	194	18	1	0	0	0	0	0	19
16:45								0	135	30	0	0	0	0	0	165	24	4	0	0	0	0	0	28
17:00								0	141	29	0	0	2	1	0	173	18	3	0	0	0	0	0	21
17:15								0	154	29	1	0	0	1	0	185	20	2	0	0	0	0	0	22
17:30								0	170	24	0	0	3	2	1	200	35	2	0	0	0	1	0	38
17:45								0	133	21	0	0	2	1	0	157	43	3	0	0	0	0	0	46
18:00								0	140	12	3	1	0	1	0	157	17	3	0	0	0	0	0	20
18:15								0	96	5	1	0	1	1	1	105	19	3	0	0	0	0	0	22
18:30								0	76	7	0	0	1	0	0	84	40	3	0	0	0	0	0	43
18:45								0	94	6	0	0	1	0	0	101	38	1	0	0	0	0	0	39
19:00								0	82	6	0	0	0	1	0	89	18	2	0	0	0	0	0	20
19:15								0	79	4	0	0	1	0	0	84	13	2	0	0	0	0	0	15
19:30								0	68	9	0	0	0	0	0	77	33	2	0	0	0	0	0	35
19:45								0	52	3	0	0	0	0	0	55	20	1	0	0	0	0	0	21
20:00								0	80	8	0	0	0	1	0	89	14	0	0	0	0	0	0	14
20:15								0	72	6	0	0	0	2	1	81	6	0	0	0	0	0	0	6
20:30								0	39	3	0	0	0	0	0	42	8	1	0	0	0	0	0	9
20:45								0	46	5	0	0	0	1	0	52	7	0	0	0	0	0	0	7
21:00								0	43	3	0	0	0	0	0	46	3	0	0	0	0	0	0	3
21:15								0	31	6	0	0	0	0	0	37	5	0	0	0	0	0	0	5
21:30								0	33	0	0	0	0	0	0	33	3	0	0	0	0	0	0	3
21:45								0	20	3	1	0	0	0	0	24	1	2	0	0	0	0	0	3
22:00								0	39	2	0	0	0	0	0	41	1	1	0	0	0	0	0	2
22:15								0	36	1	0	0	0	0	0	37	1	0	0	0	0	0	0	1
22:30								0	14	1	1	0	0	0	0	16	3	1	0	0	0	0	0	4
22:45								0	18	1	0	0	0	0	0	19	4	0	0	0	0	0	0	4
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	444	107	6	1	6	0	1	565	53	3	1	0	0	0	0	57
07:15	0	0	0	0	0	0	0	0	532	115	6	1	6	0	1	661	61	9	1	1	0	0	0	72
07:30	0	0	0	0	0	0	0	0	607	108	5	1	5	1	1	728	69	21	0	1	0	0	0	91
07:45	0	0	0	0	0	0	0	0	597	94	4	1	4	1	2	703	91	34	0	1	0	0	0	126
08:00	0	0	0	0	0	0	0	0	541	80	3	2	2	1	1	630	112	40	1	1	0	0	0	154
08:15	0	0	0	0	0	0	0	0	478	73	4	2	2	1	1	561	132	47	1	0	0	0	0	180
08:30	0	0	0	0	0	0	0	0	395	78	7	2	4	0	2	488	162	47	1	1	0	0	0	211
08:45	0	0	0	0	0	0	0	0	339	70	7	1	4	0	1	422	164	44	1	1	0	0	0	210
09:00	0	0	0	0	0	0	0	0	336	72	8	0	5	0	1	422	144	44	0	1	0	0	0	189
09:15	0	0	0	0	0	0	0	0	341	77	7	0	5	1	1	432	124	39	0	1	2	0	0	166
09:30	0	0	0	0	0	0	0	0	332	68	5	1	4	1	1	412	97	32	0	1	2	0	0	132
09:45	0	0	0	0	0	0	0	0	333	69	4	1	3	1	1	412	78	24	0	1	2	0	0	105
10:00	0	0	0	0	0	0	0	0	338	69	2	2	3	1	1	416	55	16	0	1	2	0	0	74
10:15	0	0	0	0	0	0	0	0	362	72	1	2	2	0	1	440	57	10	1	1	0	0	0	69
10:30	0	0	0	0	0	0	0	0	406	74	0	1	3	0	0	484	45	6	2	1	0	0	0	54
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11:00	0	0	0	0	0	0	0	0	434	78	2	0	3	1	0	518	74	9	2	1	0	0	0	86
16:00	0	0	0	0	0	0	0	0	569	122	4	1	3	1	1	701	68	9	0	0	0	0	0	77
16:15	0	0	0	0	0	0	0	0	584	115	3	1	3	2	1	709	77	8	0	0	0	0	0	85
16:30	0	0	0	0	0	0	0	0	586	122	4	1	2	2	0	717	80	10	0	0	0	0	0	90
16:45	0	0	0	0	0	0	0	0	600	112	1	0	5	4	1	723	97	11	0	0	0	1	0	109
17:00	0	0	0	0	0	0	0	0	598	103	1	0	7	5	1	715	116	10	0	0	0	1	0	127
17:15	0	0	0	0	0	0	0	0	597	86	4	1	5	5	1	699	115	10	0	0	0	1	0	126
17:30	0	0	0	0	0	0	0	0	539	62	4	1	6	5	2	619	114	11	0	0	0	1	0	126
17:45	0	0	0	0	0	0	0	0	445	45	4	1	4	3	1	503	119	12	0	0	0	0	0	131
18:00	0	0	0	0	0	0	0	0	406	30	4	1	3	2	1	447	114	10	0	0	0	0	0	124
18:15	0	0	0	0	0	0	0	0	348	24	1	0	3	2	1	379	115	9	0	0	0	0	0	124
18:30	0	0	0	0	0	0	0	0	331	23	0	0	3	1	0	358	109	8	0	0	0	0	0	117
18:45	0	0	0	0	0	0	0	0	323	25	0	0	2	1	0	351	102	7	0	0	0	0	0	109
19:00	0	0	0	0	0	0	0	0	281	22	0	0	1	1	0	305	84	7	0	0	0	0	0	91
19:15	0	0	0	0	0	0	0	0	279	24	0	0	1	1	0	305	80	5	0	0	0	0	0	85
19:30	0	0	0	0	0	0	0	0	272	26	0	0	0	3	1	302	73	3	0	0	0	0	0	76
19:45	0	0	0	0	0	0	0	0	243	20	0	0	0	3	1	267	48	2	0	0	0	0	0	50
20:00	0	0	0	0	0	0	0	0	237	22	0	0	0	4	1	264	35	1	0	0	0	0	0	36
20:15	0	0	0	0	0	0	0	0	200	17	0	0	0	3	1	221	24	1	0	0	0	0	0	25
20:30	0	0	0	0	0	0	0	0	159	17	0	0	0	1	0	177	23	1	0	0	0	0	0	24
20:45	0	0	0	0	0	0	0	0	153	14	0	0	0	1	0	168	18	0	0	0	0	0	0	18
21:00	0	0	0	0	0	0	0	0	127	12	1	0	0	0	0	140	12	2	0	0	0	0	0	14
21:15	0	0	0	0	0	0	0	0	123	11	1	0	0	0	0	135	10	3	0	0	0	0	0	13
21:30	0	0	0	0	0	0	0	0	128	6	1	0	0	0	0	135	6	3	0	0	0	0	0	9
21:45	0	0	0	0	0	0	0	0	109	7	2	0	0	0	0	118	6	4	0	0	0	0	0	10
22:00	0	0	0	0	0	0	0	0	107	5	1	0	0	0	0	113	9	2	0	0	0	0	0	11

Intelligent Data Collection Limited

Client: WSP
Project Number: ID06034
Junction Number: Site 4
Date of Survey: 02.12.2021
Junction Name: B3035 Botley Road / Marshall Drive
Junction Type: T-Junction
Arm A: B3035 Botley Road (E)
Arm B: Marshall Drive (S)
Arm C: B3035 Botley Road (W)

	B to B								B to A								B to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	17	3	1	0	0	0	0	21	4	2	0	0	0	0	0	6
07:15								0	14	1	0	0	0	0	0	15	8	2	0	0	0	0	0	10
07:30								0	7	2	0	0	0	0	0	9	16	2	0	0	0	0	0	18
07:45								0	14	3	0	0	0	0	0	17	12	4	0	0	0	0	0	16
08:00								0	8	1	0	0	0	0	0	9	4	4	0	0	0	0	0	8
08:15								0	15	1	0	1	0	0	0	17	10	1	0	0	0	0	0	11
08:30								0	14	1	0	0	0	0	0	15	4	15	0	0	0	0	0	19
08:45								0	5	0	1	0	0	0	0	6	4	12	0	0	0	0	0	16
09:00								0	13	3	0	0	0	0	0	16	12	29	0	0	0	0	0	41
09:15								0	7	6	0	0	0	0	0	13	2	18	0	0	0	0	0	20
09:30								0	10	0	0	1	0	0	0	11	6	14	0	0	0	0	0	20
09:45								0	14	1	0	0	0	0	0	15	6	20	0	0	0	0	0	26
10:00								0	23	0	0	0	0	0	0	23	9	12	0	0	0	0	0	21
10:15								0	7	21	0	0	0	0	0	28	4	12	0	0	0	0	0	16
10:30								0	29	0	0	1	0	0	0	30	16	7	0	0	0	0	0	23
10:45								0	16	0	0	0	0	0	0	16	4	15	0	0	0	0	0	19
11:00								0	12	3	1	0	0	0	0	16	14	1	0	0	0	0	0	15
11:15								0	13	1	0	0	0	0	0	14	10	1	1	0	0	0	0	12
11:30								0	20	1	0	1	0	0	0	22	13	0	0	0	0	0	0	13
11:45								0	20	1	0	0	0	0	0	21	9	2	0	0	0	0	0	11
16:00								0	16	2	1	0	0	0	0	19	16	1	0	0	0	0	0	17
16:15								0	12	0	0	0	0	0	0	12	13	1	0	0	0	0	0	14
16:30								0	12	1	0	0	0	0	0	13	10	0	0	0	0	0	0	10
16:45								0	26	0	0	0	0	0	0	26	23	0	0	0	0	0	0	23
17:00								0	32	1	0	0	0	0	0	33	27	1	0	0	0	0	0	28
17:15								0	18	2	0	0	0	1	0	21	19	2	0	0	0	0	0	21
17:30								0	18	2	0	0	0	0	0	20	14	2	0	0	0	0	0	16
17:45								0	23	3	0	0	0	1	0	27	17	1	0	0	0	0	0	18
18:00								0	23	0	0	0	0	0	0	23	14	1	0	0	0	0	0	15
18:15								0	12	1	0	0	0	0	0	13	15	2	0	0	0	0	0	17
18:30								0	13	0	0	0	0	0	0	13	17	2	0	0	0	0	0	19
18:45								0	36	3	0	0	0	0	0	39	19	2	0	0	0	0	0	21
19:00								0	34	6	0	0	0	0	0	40	17	0	0	0	0	0	0	17
19:15								0	28	0	0	0	0	0	0	28	10	0	0	0	0	0	0	10
19:30								0	29	2	0	0	0	0	0	31	14	1	0	0	0	0	0	15
19:45								0	35	3	0	0	0	0	0	38	15	0	0	0	0	0	0	15
20:00								0	26	3	0	0	0	0	0	29	19	4	0	0	0	0	0	23
20:15								0	14	1	0	0	0	0	0	15	5	0	0	0	0	0	0	5
20:30								0	5	0	0	0	0	0	0	5	11	1	0	0	0	0	0	12
20:45								0	14	1	0	0	0	0	0	15	13	0	0	0	0	0	0	13
21:00								0	21	0	0	0	0	0	0	21	13	0	0	0	0	0	1	14
21:15								0	12	0	0	0	0	0	0	12	7	1	0	0	0	0	0	8
21:30								0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
21:45								0	9	2	0	0	0	0	0	11	9	2	0	0	0	0	0	11
22:00								0	11	2	0	0	0	0	0	13	12	0	0	0	0	0	0	12
22:15								0	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
22:30								0	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
22:45								0	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	52	9	1	0	0	0	0	62	40	10	0	0	0	0	0	50
07:15	0	0	0	0	0	0	0	0	43	7	0	0	0	0	0	50	40	12	0	0	0	0	0	52
07:30	0	0	0	0	0	0	0	0	44	7	0	1	0	0	0	52	42	11	0	0	0	0	0	53
07:45	0	0	0	0	0	0	0	0	51	6	0	1	0	0	0	58	30	24	0	0	0	0	0	54
08:00	0	0	0	0	0	0	0	0	42	3	1	1	0	0	0	47	22	32	0	0	0	0	0	54
08:15	0	0	0	0	0	0	0	0	47	5	1	1	0	0	0	54	30	57	0	0	0	0	0	87
08:30	0	0	0	0	0	0	0	0	39	10	1	0	0	0	0	50	22	74	0	0	0	0	0	96
08:45	0	0	0	0	0	0	0	0	35	9	1	1	0	0	0	46	24	73	0	0	0	0	0	97
09:00	0	0	0	0	0	0	0	0	44	10	0	1	0	0	0	55	26	81	0	0	0	0	0	107
09:15	0	0	0	0	0	0	0	0	54	7	0	1	0	0	0	62	23	64	0	0	0	0	0	87
09:30	0	0	0	0	0	0	0	0	54	22	0	1	0	0	0	77	25	58	0	0	0	0	0	83
09:45	0	0	0	0	0	0	0	0	73	22	0	1	0	0	0	96	35	51	0	0	0	0	0	86
10:00	0	0	0	0	0	0	0	0	75	21	0	1	0	0	0	97	33	46	0	0	0	0	0	79
10:15	0	0	0	0	0	0	0	0	64	24	1	1	0	0	0	90	38	35	0	0	0	0	0	73
10:30	0	0	0	0	0	0	0	0	70	4	1	1	0	0	0	76	44	24	1	0	0	0	0	69
10:45	0	0	0	0	0	0	0	0	61	5	1	1	0	0	0	68	41	17	1	0	0	0	0	59
11:00	0	0	0	0	0	0	0	0	65	6	1	1	0	0	0	73	46	4	1	0	0	0	0	51
16:00	0	0	0	0	0	0	0	0	66	3	1	0	0	0	0	70	62	2	0	0	0	0	0	64
16:15	0	0	0	0	0	0	0	0	82	2	0	0	0	0	0	84	73	2	0	0	0	0	0	75
16:30	0	0	0	0	0	0	0	0	88	4	0	0	0	1	0	93	79	3	0	0	0	0	0	82
16:45	0	0	0	0	0	0	0	0	94	5	0	0	0	1	0	100	83	5	0	0	0	0	0	88
17:00	0	0	0	0	0	0	0	0	91	8	0	0	0	2	0	101	77	6	0	0	0	0	0	83
17:15	0	0	0	0	0	0	0	0	82	7	0	0	0	2	0	91	64	6	0	0	0	0	0	70
17:30	0	0	0	0	0	0	0	0	76	6	0	0	0	1	0	83	60	6	0	0	0	0	0	66
17:45	0	0	0	0	0	0	0	0	71	4	0	0	0	1	0	76	63	6	0	0	0	0	0	69
18:00	0	0	0	0	0	0	0	0	84	4	0	0	0	0	0	88	65	7	0	0	0	0	0	72
18:15	0	0	0	0	0	0	0	0	95	10	0	0	0	0	0	105	68	6	0	0	0	0	0	74
18:30	0	0	0	0	0	0	0	0	111	9	0	0	0	0	0	120	63	4	0	0	0	0	0	67
18:45	0	0	0	0	0	0	0	0	127	11	0	0	0	0	0	138	60	3	0	0	0	0	0	63
19:00	0	0	0	0	0	0	0	0	126	11	0	0	0	0	0	137	56	1	0	0	0	0	0	57
19:15	0	0	0	0	0	0	0	0	118	8	0	0	0	0	0	126	58	5	0	0	0	0	0	63
19:30	0	0	0	0	0	0	0	0	104	9	0	0	0	0	0	113	53	5	0	0	0	0	0	58
19:45	0	0	0	0	0	0	0	0	80	7	0	0	0	0	0	87	50	5	0	0	0	0	0	55
20:00	0	0	0	0	0	0	0	0	59	5	0	0	0	0	0	64	48	5	0	0	0	0	0	53
20:15	0	0	0	0	0	0	0	0	54	2	0	0	0	0	0	56	42	1	0	0	0	0	1	44
20:30	0	0	0	0	0	0	0	0	52	1	0	0	0	0	0	53	44	2	0	0	0	0	1	47
20:45	0	0	0	0	0	0	0	0	51	1	0	0	0	0	0	52	37	1	0	0	0	0	1	39
21:00	0	0	0	0	0	0	0	0	46	2	0	0	0	0	0	48	33	3	0	0	0	0	1	37
21:15	0	0	0	0	0	0	0	0	36	4	0	0	0	0	0	40	32	3	0	0	0	0	0	35
21:30	0	0	0	0	0	0	0	0	31	4	0	0	0	0	0	35	27	2	0	0	0	0	0	29
21:45	0	0	0	0	0	0	0	0	31	4	0	0	0	0	0	35	28	2	0	0	0	0	0	30
22:00	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	25	0	0	0	0	0	0	25

Intelligent Data Collection Limited

Client: WSP
Project Number: ID06034
Junction Number: Site 4
Date of Survey: 02.12.2021
Junction Name: B3035 Botley Road / Marshall Drive
Junction Type: T-Junction
Arm A: B3035 Botley Road (E)
Arm B: Marshall Drive (S)
Arm C: B3035 Botley Road (W)

	C to C								C to B								C to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	2	0	0	0	0	0	0	2	49	21	0	1	0	1	0	71
07:15								0	7	2	0	0	0	0	0	9	71	21	1	2	1	1	1	98
07:30								0	8	0	0	0	0	0	0	8	86	14	1	0	1	1	1	104
07:45								0	9	0	0	0	0	0	0	9	126	37	1	0	0	1	0	165
08:00								0	12	5	0	0	0	0	0	17	153	36	1	0	1	0	1	192
08:15								0	17	14	0	0	0	0	0	31	171	14	0	0	1	1	0	187
08:30								0	18	8	0	0	0	0	0	26	124	19	2	0	1	0	0	146
08:45								0	22	10	0	0	0	0	0	32	133	15	1	0	2	0	1	152
09:00								0	21	11	0	0	0	0	0	32	112	21	0	0	1	0	0	134
09:15								0	27	8	0	0	0	0	0	35	98	16	0	1	0	0	0	115
09:30								0	18	9	0	0	0	0	0	27	109	16	2	0	3	0	0	130
09:45								0	12	6	0	0	0	0	0	18	127	14	1	0	1	0	0	143
10:00								0	9	8	0	0	0	0	1	18	100	19	3	0	0	0	1	123
10:15								0	12	11	0	0	0	0	0	23	94	14	2	0	0	0	0	110
10:30								0	9	4	0	0	0	0	0	13	102	20	2	0	2	0	0	126
10:45								0	9	3	0	0	0	0	0	12	107	18	2	1	0	0	0	128
11:00								0	12	0	0	0	0	0	0	12	117	16	1	0	0	1	0	135
11:15								0	7	2	0	0	0	0	0	9	96	11	2	0	0	0	1	110
11:30								0	5	2	0	0	0	0	0	7	129	13	0	1	2	0	0	145
11:45								0	21	1	0	0	0	0	0	22	109	14	0	1	0	2	0	126
16:00								0	3	0	0	0	0	0	0	3	105	22	1	0	1	0	1	130
16:15								0	11	0	0	0	0	0	0	11	108	22	0	0	0	2	1	133
16:30								0	11	2	0	0	0	0	0	13	92	18	1	0	1	0	0	112
16:45								0	16	1	0	0	0	0	0	17	116	11	1	0	3	1	0	132
17:00								0	16	0	0	0	0	1	0	17	120	17	1	0	0	0	0	138
17:15								0	10	2	0	0	0	0	0	12	88	12	0	0	0	2	0	102
17:30								0	17	3	0	0	0	0	0	20	88	13	0	0	1	1	1	104
17:45								0	29	0	0	0	0	0	0	29	115	7	1	0	1	0	1	125
18:00								0	12	1	0	0	0	0	0	13	105	10	0	0	2	0	0	117
18:15								0	14	2	0	0	0	0	0	16	89	9	0	0	1	0	0	99
18:30								0	22	3	0	0	0	0	0	25	91	5	0	1	0	1	0	98
18:45								0	16	4	0	0	0	0	0	20	79	4	0	0	1	0	0	84
19:00								0	11	0	0	0	0	0	0	11	89	4	0	0	0	0	0	93
19:15								0	9	0	0	0	0	0	0	9	75	7	0	0	0	1	0	83
19:30								0	11	1	0	0	0	0	0	12	52	5	0	0	0	0	0	57
19:45								0	16	0	0	0	0	0	0	16	51	3	0	0	1	1	1	57
20:00								0	2	1	0	0	0	0	0	3	54	3	0	0	0	1	0	58
20:15								0	6	0	0	0	0	0	0	6	40	3	0	0	0	1	0	44
20:30								0	3	1	0	0	0	0	0	4	40	7	0	0	0	0	1	48
20:45								0	3	0	0	0	0	0	0	3	39	4	0	0	0	0	0	43
21:00								0	1	1	0	0	0	0	0	2	31	2	0	0	0	0	1	34
21:15								0	2	1	0	0	0	0	0	3	27	3	0	0	0	1	2	33
21:30								0	2	0	0	0	0	0	0	2	19	2	0	0	0	0	0	21
21:45								0	1	0	0	0	0	0	0	1	22	1	0	0	0	1	1	25
22:00								0	4	1	0	0	0	0	0	5	26	1	1	0	0	0	0	28
22:15								0	1	0	0	0	0	0	0	1	16	0	0	0	0	0	0	16
22:30								0	2	0	0	0	0	0	0	2	14	1	0	0	0	0	1	16
22:45								0	6	0	0	0	0	0	0	6	21	2	0	0	0	0	1	24
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28	332	93	3	2	3	3	2	438
07:15	0	0	0	0	0	0	0	0	36	7	0	0	0	0	0	43	436	108	4	2	3	3	3	559
07:30	0	0	0	0	0	0	0	0	46	19	0	0	0	0	0	65	536	101	3	0	3	3	2	648
07:45	0	0	0	0	0	0	0	0	56	27	0	0	0	0	0	83	574	106	4	0	3	2	1	690
08:00	0	0	0	0	0	0	0	0	69	37	0	0	0	0	0	106	581	84	4	0	5	1	2	677
08:15	0	0	0	0	0	0	0	0	78	43	0	0	0	0	0	121	540	69	3	0	5	1	1	619
08:30	0	0	0	0	0	0	0	0	88	37	0	0	0	0	0	125	467	71	3	1	4	0	1	547
08:45	0	0	0	0	0	0	0	0	88	38	0	0	0	0	0	126	452	68	3	1	6	0	1	531
09:00	0	0	0	0	0	0	0	0	78	34	0	0	0	0	0	112	446	67	3	1	5	0	0	522
09:15	0	0	0	0	0	0	0	0	66	31	0	0	0	0	1	98	434	65	6	1	4	0	1	511
09:30	0	0	0	0	0	0	0	0	51	34	0	0	0	0	1	86	430	63	8	0	4	0	1	506
09:45	0	0	0	0	0	0	0	0	42	29	0	0	0	0	1	72	423	67	8	0	3	0	1	502
10:00	0	0	0	0	0	0	0	0	39	26	0	0	0	0	1	66	403	71	9	1	2	0	1	487
10:15	0	0	0	0	0	0	0	0	42	18	0	0	0	0	0	60	420	68	7	1	2	1	0	499
10:30	0	0	0	0	0	0	0	0	37	9	0	0	0	0	0	46	422	65	7	1	2	1	1	499
10:45	0	0	0	0	0	0	0	0	33	7	0	0	0	0	0	40	449	58	5	2	2	1	1	518
11:00	0	0	0	0	0	0	0	0	45	5	0	0	0	0	0	50	451	54	3	2	2	3	1	516
16:00	0	0	0	0	0	0	0	0	41	3	0	0	0	0	0	44	421	73	3	0	5	3	2	507
16:15	0	0	0	0	0	0	0	0	54	3	0	0	0	1	0	58	436	68	3	0	4	3	1	515
16:30	0	0	0	0	0	0	0	0	53	5	0	0	0	1	0	59	416	58	3	0	4	3	0	484
16:45	0	0	0	0	0	0	0	0	59	6	0	0	0	1	0	66	412	53	2	0	4	4	1	476
17:00	0	0	0	0	0	0	0	0	72	5	0	0	0	1	0	78	411	49	2	0	2	3	2	469
17:15	0	0	0	0	0	0	0	0	68	6	0	0	0	0	0	74	396	42	1	0	4	3	2	448
17:30	0	0	0	0	0	0	0	0	72	6	0	0	0	0	0	78	397	39	1	0	5	1	2	445
17:45	0	0	0	0	0	0	0	0	77	6	0	0	0	0	0	83	400	31	1	1	4	1	1	439
18:00	0	0	0	0	0	0	0	0	64	10	0	0	0	0	0	74	364	28	0	1	4	1	0	398
18:15	0	0	0	0	0	0	0	0	63	9	0	0	0	0	0	72	348	22	0	1	2	1	0	374
18:30	0	0	0	0	0	0	0	0	58	7	0	0	0	0	0	65	334	20	0	1	1	2	0	358
18:45	0	0	0	0	0	0	0	0	47	5	0	0	0	0	0	52	295	20	0	0	1	1	0	317
19:00	0	0	0	0	0	0	0	0	47	1	0	0	0	0	0	48	267	19	0	0	1	2	1	290
19:15	0	0	0	0	0	0	0	0	38	2	0	0	0	0	0	40	232	18	0	0	1	3	1	255
19:30	0	0	0	0	0	0	0	0	35	2	0	0	0	0	0	37	197	14	0	0	1	3	1	216
19:45	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29	185	16	0	0	1	3	2	207
20:00	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	173	17	0	0	0	2	1	193
20:15	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	150	16	0	0	0	1	2	169
20:30	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	137	16	0	0	0	1	4	158
20:45	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	116	11	0	0	0	1	3	131
21:00	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	99	8	0	0	0	2	4	113
21:15	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	94	7	1	0	0	2	3	107
21:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	83	4	1	0	0	1	1	90
21:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	78	3	1	0	0	1	2	85
22:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	77	4	1	0	0	0	2	84

Intelligent Data Collection Limited

Client: WSP
Project Number: ID06034
Junction Number: Site 4

Date of Survey: 02.12.2021
Junction Name: B3035 Botley Road / Marshall Drive
Junction Type: T-Junction

	Arm A Approach								Arm A Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	55	14	1	0	1	0	0	71	66	24	1	0	1	0	0	92
07:15	104	28	2	0	1	0	0	135	85	22	1	2	1	1	1	113
07:30	153	34	2	1	2	0	0	192	93	16	1	0	1	1	1	113
07:45	185	34	2	0	2	0	1	224	140	40	1	0	0	1	0	182
08:00	151	28	1	1	1	0	0	182	161	37	1	0	1	0	1	201
08:15	187	33	0	0	0	1	0	221	186	15	0	1	1	1	0	204
08:30	165	33	1	1	1	0	1	202	138	20	2	0	1	0	0	161
08:45	150	26	2	1	0	0	0	179	138	15	2	0	2	0	1	158
09:00	108	28	2	0	1	0	0	139	125	24	0	0	1	0	0	150
09:15	134	38	3	1	2	0	1	179	105	22	0	1	0	0	0	128
09:30	111	22	1	0	1	0	0	135	119	16	2	1	3	0	0	141
09:45	127	28	2	0	1	0	0	158	141	15	1	0	1	0	0	158
10:00	93	28	1	0	3	1	0	126	123	19	3	0	0	0	1	146
10:15	98	22	1	2	1	0	1	125	101	35	2	0	0	0	0	138
10:30	93	15	0	0	0	0	0	108	131	20	2	1	2	0	0	156
10:45	109	20	0	1	1	0	0	131	123	18	2	1	0	0	0	144
11:00	119	25	1	0	0	0	0	145	129	19	2	0	0	1	0	151
11:15	130	20	1	1	2	0	0	154	109	12	2	0	0	0	1	124
11:30	123	22	1	0	0	1	0	147	149	14	0	2	2	0	0	167
11:45	136	20	1	0	1	0	0	158	129	15	0	1	0	2	0	147
16:00	135	40	1	0	2	0	0	178	121	24	2	0	1	0	1	149
16:15	169	22	0	0	1	1	1	194	120	22	0	0	0	2	1	145
16:30	174	35	3	1	0	0	0	213	104	19	1	0	1	0	0	125
16:45	159	34	0	0	0	0	0	193	142	11	1	0	3	1	0	158
17:00	159	32	0	0	2	1	0	194	152	18	1	0	0	0	0	171
17:15	174	31	1	0	0	1	0	207	106	14	0	0	0	3	0	123
17:30	205	26	0	0	3	3	1	238	106	15	0	0	1	1	1	124
17:45	176	24	0	0	2	1	0	203	138	10	1	0	1	1	1	152
18:00	157	15	3	1	0	1	0	177	128	10	0	0	2	0	0	140
18:15	115	8	1	0	1	1	1	127	101	10	0	0	1	0	0	112
18:30	116	10	0	0	1	0	0	127	104	5	0	1	0	1	0	111
18:45	132	7	0	0	1	0	0	140	115	7	0	0	1	0	0	123
19:00	100	8	0	0	0	1	0	109	123	10	0	0	0	0	0	133
19:15	92	6	0	0	1	0	0	99	103	7	0	0	0	1	0	111
19:30	101	11	0	0	0	0	0	112	81	7	0	0	0	0	0	88
19:45	72	4	0	0	0	0	0	76	86	6	0	0	1	1	1	95
20:00	94	8	0	0	0	1	0	103	80	6	0	0	0	1	0	87
20:15	78	6	0	0	0	2	1	87	54	4	0	0	0	1	0	59
20:30	47	4	0	0	0	0	0	51	45	7	0	0	0	0	1	53
20:45	53	5	0	0	0	1	0	59	53	5	0	0	0	0	0	58
21:00	46	3	0	0	0	0	0	49	52	2	0	0	0	0	1	55
21:15	36	6	0	0	0	0	0	42	39	3	0	0	0	1	2	45
21:30	36	0	0	0	0	0	0	36	23	2	0	0	0	0	0	25
21:45	21	5	1	0	0	0	0	27	31	3	0	0	0	1	1	36
22:00	40	3	0	0	0	0	0	43	37	3	1	0	0	0	0	41
22:15	37	1	0	0	0	0	0	38	23	0	0	0	0	0	0	23
22:30	17	2	1	0	0	0	0	20	18	1	0	0	0	0	1	20
22:45	22	1	0	0	0	0	0	23	24	2	0	0	0	0	1	27
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	497	110	7	1	6	0	1	622	384	102	4	2	3	3	2	500
07:15	593	124	7	2	6	0	1	733	479	115	4	2	3	3	3	609
07:30	676	129	5	2	5	1	1	819	580	108	3	1	3	3	2	700
07:45	688	128	4	2	4	1	2	829	625	112	4	1	3	2	1	748
08:00	653	120	4	3	2	1	1	784	623	87	5	1	5	1	2	724
08:15	610	120	5	2	2	1	1	741	587	74	4	1	5	1	1	673
08:30	557	125	8	3	4	0	2	699	506	81	4	1	4	0	1	597
08:45	503	114	8	2	4	0	1	632	487	77	4	2	6	0	1	577
09:00	480	116	8	1	5	0	1	611	490	77	3	2	5	0	0	577
09:15	465	116	7	1	7	1	1	598	488	72	6	2	4	0	1	573
09:30	429	100	5	2	6	1	1	544	484	85	8	1	4	0	1	583
09:45	411	93	4	2	5	1	1	517	496	89	8	1	3	0	1	598
10:00	393	85	2	3	5	1	1	490	478	92	9	2	2	0	1	584
10:15	419	82	2	3	2	0	1	509	484	92	8	2	2	1	0	589
10:30	451	80	2	2	3	0	0	538	492	69	8	2	2	1	1	575
10:45	481	87	3	2	3	1	0	577	510	63	6	3	2	1	1	586
11:00	508	87	4	1	3	1	0	604	516	60	4	3	2	3	1	589
16:00	637	131	4	1	3	1	1	778	487	76	4	0	5	3	2	577
16:15	661	123	3	1	3	2	1	794	518	70	3	0	4	3	1	599
16:30	666	132	4	1	2	2	0	807	504	62	3	0	4	4	0	577
16:45	697	123	1	0	5	5	1	832	506	58	2	0	4	5	1	576
17:00	714	113	1	0	7	6	1	842	502	57	2	0	2	5	2	570
17:15	712	96	4	1	5	6	1	825	478	49	1	0	4	5	2	539
17:30	653	73	4	1	6	6	2	745	473	45	1	0	5	2	2	528
17:45	564	57	4	1	4	3	1	634	471	35	1	1	4	2	1	515
18:00	520	40	4	1	3	2	1	571	448	32	0	1	4	1	0	486
18:15	463	33	1	0	3	2	1	503	443	32	0	1	2	1	0	479
18:30	440	31	0	0	3	1	0	475	445	29	0	1	1	2	0	478
18:45	425	32	0	0	2	1	0	460	422	31	0	0	1	1	0	455
19:00	365	29	0	0	1	1	0	396	393	30	0	0	1	2	1	427
19:15	359	29	0	0	1	1	0	390	350	26	0	0	1	3	1	381
19:30	345	29	0	0	0	3	1	378	301	23	0	0	1	3	1	329
19:45	291	22	0	0	0	3	1	317	265	23	0	0	1	3	2	294
20:00	272	23	0	0	0	4	1	300	232	22	0	0	0	2	1	257
20:15	224	18	0	0	0	3	1	246	204	18	0	0	0	1	2	225
20:30	182	18	0	0	0	1	0	201	189	17	0	0	0	1	4	211
20:45	171	14	0	0	0	1	0	186	167	12	0	0	0	1	3	183
21:00	139	14	1	0	0	0	0	154	145	10	0	0	0	2	4	161
21:15	133	14	1	0	0	0	0	148	130	11	1	0	0	2	3	147
21:30	134	9	1	0	0	0	0	144	114	8	1	0	0	1	1	125
21:45	115	11	2	0	0	0	0	128	109	7	1	0	0	1	2	120
22:00	116	7	1	0	0	0	0	124	102	6	1	0	0	0	2	111

Intelligent Data Collection Limited

Client: WSP
Project Number: ID06034
Junction Number: Site 4

Date of Survey: 02.12.2021
Junction Name: B3035 Botley Road / Marshall Drive
Junction Type: T-Junction

	Arm B Approach								Arm B Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	21	5	1	0	0	0	0	27	9	0	0	0	0	0	0	9
07:15	22	3	0	0	0	0	0	25	19	2	1	0	0	0	0	22
07:30	23	4	0	0	0	0	0	27	14	0	0	0	0	0	0	14
07:45	26	7	0	0	0	0	0	33	37	3	0	0	0	0	0	40
08:00	12	5	0	0	0	0	0	17	27	11	0	1	0	0	0	39
08:15	25	2	0	1	0	0	0	28	37	26	0	0	0	0	0	63
08:30	18	16	0	0	0	0	0	34	46	21	0	0	0	0	0	67
08:45	9	12	1	0	0	0	0	22	71	19	1	0	0	0	0	91
09:00	25	32	0	0	0	0	0	57	56	24	0	0	0	0	0	80
09:15	9	24	0	0	0	0	0	33	77	20	0	1	0	0	0	98
09:30	16	14	0	1	0	0	0	31	48	19	0	0	0	0	0	67
09:45	20	21	0	0	0	0	0	41	41	15	0	0	0	0	0	56
10:00	32	12	0	0	0	0	0	44	24	16	0	0	2	0	1	43
10:15	11	33	0	0	0	0	0	44	35	16	0	1	0	0	0	52
10:30	45	7	0	1	0	0	0	53	20	6	0	0	0	0	0	26
10:45	20	15	0	0	0	0	0	35	15	4	0	0	0	0	0	19
11:00	26	4	1	0	0	0	0	31	29	2	1	0	0	0	0	32
11:15	23	2	1	0	0	0	0	26	18	3	1	1	0	0	0	23
11:30	33	1	0	1	0	0	0	35	22	4	0	0	0	0	0	26
11:45	29	3	0	0	0	0	0	32	50	5	0	0	0	0	0	55
16:00	32	3	1	0	0	0	0	36	12	4	0	0	0	0	0	16
16:15	25	1	0	0	0	0	0	26	28	0	0	0	0	0	0	28
16:30	22	1	0	0	0	0	0	23	29	3	0	0	0	0	0	32
16:45	49	0	0	0	0	0	0	49	40	5	0	0	0	0	0	45
17:00	59	2	0	0	0	0	0	61	34	3	0	0	0	1	0	38
17:15	37	4	0	0	0	1	0	42	30	4	0	0	0	0	0	34
17:30	32	4	0	0	0	0	0	36	52	5	0	0	0	1	0	58
17:45	40	4	0	0	0	1	0	45	72	3	0	0	0	0	0	75
18:00	37	1	0	0	0	0	0	38	29	4	0	0	0	0	0	33
18:15	27	3	0	0	0	0	0	30	33	5	0	0	0	0	0	38
18:30	30	2	0	0	0	0	0	32	62	6	0	0	0	0	0	68
18:45	55	5	0	0	0	0	0	60	54	5	0	0	0	0	0	59
19:00	51	6	0	0	0	0	0	57	29	2	0	0	0	0	0	31
19:15	38	0	0	0	0	0	0	38	22	2	0	0	0	0	0	24
19:30	43	3	0	0	0	0	0	46	44	3	0	0	0	0	0	47
19:45	50	3	0	0	0	0	0	53	36	1	0	0	0	0	0	37
20:00	45	7	0	0	0	0	0	52	16	1	0	0	0	0	0	17
20:15	19	1	0	0	0	0	0	20	12	0	0	0	0	0	0	12
20:30	16	1	0	0	0	0	0	17	11	2	0	0	0	0	0	13
20:45	27	1	0	0	0	0	0	28	10	0	0	0	0	0	0	10
21:00	34	0	0	0	0	0	1	35	4	1	0	0	0	0	0	5
21:15	19	1	0	0	0	0	0	20	7	1	0	0	0	0	0	8
21:30	8	0	0	0	0	0	0	8	5	0	0	0	0	0	0	5
21:45	18	4	0	0	0	0	0	22	2	2	0	0	0	0	0	4
22:00	23	2	0	0	0	0	0	25	5	2	0	0	0	0	0	7
22:15	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2
22:30	9	0	0	0	0	0	0	9	5	1	0	0	0	0	0	6
22:45	9	0	0	0	0	0	0	9	10	0	0	0	0	0	0	10
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	92	19	1	0	0	0	0	112	79	5	1	0	0	0	0	85
07:15	83	19	0	0	0	0	0	102	97	16	1	1	0	0	0	115
07:30	86	18	0	1	0	0	0	105	115	40	0	1	0	0	0	156
07:45	81	30	0	1	0	0	0	112	147	61	0	1	0	0	0	209
08:00	64	35	1	1	0	0	0	101	181	77	1	1	0	0	0	260
08:15	77	62	1	1	0	0	0	141	210	90	1	0	0	0	0	301
08:30	61	84	1	0	0	0	0	146	250	84	1	1	0	0	0	336
08:45	59	82	1	1	0	0	0	143	252	82	1	1	0	0	0	336
09:00	70	91	0	1	0	0	0	162	222	78	0	1	0	0	0	301
09:15	77	71	0	1	0	0	0	149	190	70	0	1	2	0	1	264
09:30	79	80	0	1	0	0	0	160	148	66	0	1	2	0	1	218
09:45	108	73	0	1	0	0	0	182	120	53	0	1	2	0	1	177
10:00	108	67	0	1	0	0	0	176	94	42	0	1	2	0	1	140
10:15	102	59	1	1	0	0	0	163	99	28	1	1	0	0	0	129
10:30	114	28	2	1	0	0	0	145	82	15	2	1	0	0	0	100
10:45	102	22	2	1	0	0	0	127	84	13	2	1	0	0	0	100
11:00	111	10	2	1	0	0	0	124	119	14	2	1	0	0	0	136
16:00	128	5	1	0	0	0	0	134	109	12	0	0	0	0	0	121
16:15	155	4	0	0	0	0	0	159	131	11	0	0	0	1	0	143
16:30	167	7	0	0	0	1	0	175	133	15	0	0	0	1	0	149
16:45	177	10	0	0	0	1	0	188	156	17	0	0	0	2	0	175
17:00	168	14	0	0	0	2	0	184	188	15	0	0	0	2	0	205
17:15	146	13	0	0	0	2	0	161	183	16	0	0	0	1	0	200
17:30	136	12	0	0	0	1	0	149	186	17	0	0	0	1	0	204
17:45	134	10	0	0	0	1	0	145	196	18	0	0	0	0	0	214
18:00	149	11	0	0	0	0	0	160	178	20	0	0	0	0	0	198
18:15	163	16	0	0	0	0	0	179	178	18	0	0	0	0	0	196
18:30	174	13	0	0	0	0	0	187	167	15	0	0	0	0	0	182
18:45	187	14	0	0	0	0	0	201	149	12	0	0	0	0	0	161
19:00	182	12	0	0	0	0	0	194	131	8	0	0	0	0	0	139
19:15	176	13	0	0	0	0	0	189	118	7	0	0	0	0	0	125
19:30	157	14	0	0	0	0	0	171	108	5	0	0	0	0	0	113
19:45	130	12	0	0	0	0	0	142	75	4	0	0	0	0	0	79
20:00	107	10	0	0	0	0	0	117	49	3	0	0	0	0	0	52
20:15	96	3	0	0	0	0	1	100	37	3	0	0	0	0	0	40
20:30	96	3	0	0	0	0	1	100	32	4	0	0	0	0	0	36
20:45	88	2	0	0	0	0	1	91	26	2	0	0	0	0	0	28
21:00	79	5	0	0	0	0	1	85	18	4	0	0	0	0	0	22
21:15	68	7	0	0	0	0	0	75	19	5	0	0	0	0	0	24
21:30	58	6	0	0	0	0	0	64	14	4	0	0	0	0	0	18
21:45	59	6	0	0	0	0	0	65	14	5	0	0	0	0	0	19
22:00	50	2	0	0	0	0	0	52	22	3	0	0	0	0	0	25

Intelligent Data Collection Limited

Client: WSP
Project Number: ID06034
Junction Number: Site 4

Date of Survey: 02.12.2021
Junction Name: B3035 Botley Road / Marshall Drive
Junction Type: T-Junction

	Arm C Approach								Arm C Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	51	21	0	0	1	0	0	73	52	16	1	0	1	0	0	70
07:15	78	23	1	2	1	1	1	107	100	30	1	0	1	0	0	132
07:30	94	14	1	0	1	1	1	112	163	36	2	1	2	0	0	204
07:45	135	37	1	0	0	1	0	174	169	35	2	0	2	0	1	209
08:00	165	41	1	0	1	0	1	209	140	26	1	0	1	0	0	168
08:15	188	28	0	0	1	1	0	218	177	22	0	0	0	1	0	200
08:30	142	27	2	0	1	0	0	172	141	35	1	1	1	0	1	180
08:45	155	25	1	0	2	0	1	184	105	29	1	1	0	0	0	136
09:00	133	32	0	0	1	0	0	166	85	44	2	0	1	0	0	132
09:15	125	24	0	1	0	0	0	150	86	44	3	0	2	0	1	136
09:30	127	25	2	0	3	0	0	157	87	26	1	0	1	0	0	115
09:45	139	20	1	0	1	0	0	161	104	39	2	0	1	0	0	146
10:00	109	27	3	0	0	0	2	141	87	32	1	0	1	1	0	122
10:15	106	25	2	0	0	0	0	133	79	29	1	1	1	0	1	112
10:30	111	24	2	0	2	0	0	139	98	20	0	0	0	0	0	118
10:45	116	21	2	1	0	0	0	140	107	34	0	1	1	0	0	143
11:00	129	16	1	0	0	1	0	147	116	24	0	0	0	0	0	140
11:15	103	13	2	0	0	0	1	119	129	20	1	0	2	0	0	152
11:30	134	15	0	1	2	0	0	152	119	20	1	0	0	1	0	141
11:45	130	15	0	1	0	2	0	148	116	18	1	0	1	0	0	136
16:00	108	22	1	0	1	0	1	133	142	37	1	0	2	0	0	182
16:15	119	22	0	0	0	2	1	144	165	23	0	0	1	1	1	191
16:30	103	20	1	0	1	0	0	125	166	34	3	1	0	0	0	204
16:45	132	12	1	0	3	1	0	149	158	30	0	0	0	0	0	188
17:00	136	17	1	0	0	1	0	155	168	30	0	0	2	1	0	201
17:15	98	14	0	0	0	2	0	114	173	31	1	0	0	1	0	206
17:30	105	16	0	0	1	1	1	124	184	26	0	0	3	2	1	216
17:45	144	7	1	0	1	0	1	154	150	22	0	0	2	1	0	175
18:00	117	11	0	0	2	0	0	130	154	13	3	1	0	1	0	172
18:15	103	11	0	0	1	0	0	115	111	7	1	0	1	1	1	122
18:30	113	8	0	1	0	1	0	123	93	9	0	0	1	0	0	103
18:45	95	8	0	0	1	0	0	104	113	8	0	0	1	0	0	122
19:00	100	4	0	0	0	0	0	104	99	6	0	0	0	1	0	106
19:15	84	7	0	0	0	1	0	92	89	4	0	0	1	0	0	94
19:30	63	6	0	0	0	0	0	69	82	10	0	0	0	0	0	92
19:45	67	3	0	0	1	1	1	73	67	3	0	0	0	0	0	70
20:00	56	4	0	0	0	1	0	61	99	12	0	0	0	1	0	112
20:15	46	3	0	0	0	1	0	50	77	6	0	0	0	2	1	86
20:30	43	8	0	0	0	0	1	52	50	4	0	0	0	0	0	54
20:45	42	4	0	0	0	0	0	46	59	5	0	0	0	1	0	65
21:00	32	3	0	0	0	0	1	36	56	3	0	0	0	0	1	60
21:15	29	4	0	0	0	1	2	36	38	7	0	0	0	0	0	45
21:30	21	2	0	0	0	0	0	23	37	0	0	0	0	0	0	37
21:45	23	1	0	0	0	1	1	26	29	5	1	0	0	0	0	35
22:00	30	2	1	0	0	0	0	33	51	2	0	0	0	0	0	53
22:15	17	0	0	0	0	0	0	17	38	1	0	0	0	0	0	39
22:30	16	1	0	0	0	0	1	18	19	1	1	0	0	0	0	21
22:45	27	2	0	0	0	0	1	30	24	1	0	0	0	0	0	25
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	358	95	3	2	3	3	2	466	484	117	6	1	6	0	1	615
07:15	472	115	4	2	3	3	3	602	572	127	6	1	6	0	1	713
07:30	582	120	3	0	3	3	2	713	649	119	5	1	5	1	1	781
07:45	630	133	4	0	3	2	1	773	627	118	4	1	4	1	2	757
08:00	650	121	4	0	5	1	2	783	563	112	3	2	2	1	1	684
08:15	618	112	3	0	5	1	1	740	508	130	4	2	2	1	1	648
08:30	555	108	3	1	4	0	1	672	417	152	7	2	4	0	2	584
08:45	540	106	3	1	6	0	1	657	363	143	7	1	4	0	1	519
09:00	524	101	3	1	5	0	0	634	362	153	8	0	5	0	1	529
09:15	500	96	6	1	4	0	2	609	364	141	7	0	5	1	1	519
09:30	481	97	8	0	4	0	2	592	357	126	5	1	4	1	1	495
09:45	465	96	8	0	3	0	2	574	368	120	4	1	3	1	1	498
10:00	442	97	9	1	2	0	2	553	371	115	2	2	3	1	1	495
10:15	462	86	7	1	2	1	0	559	400	107	1	2	2	0	1	513
10:30	459	74	7	1	2	1	1	545	450	98	1	1	3	0	0	553
10:45	482	65	5	2	2	1	1	558	471	98	2	1	3	1	0	576
11:00	496	59	3	2	2	3	1	566	480	82	3	0	3	1	0	569
16:00	462	76	3	0	5	3	2	551	631	124	4	1	3	1	1	765
16:15	490	71	3	0	4	4	1	573	657	117	3	1	3	2	1	784
16:30	469	63	3	0	4	4	0	543	665	125	4	1	2	2	0	799
16:45	471	59	2	0	4	5	1	542	683	117	1	0	5	4	1	811
17:00	483	54	2	0	2	4	2	547	675	109	1	0	7	5	1	798
17:15	464	48	1	0	4	3	2	522	661	92	4	1	5	5	1	769
17:30	469	45	1	0	5	1	2	523	599	68	4	1	6	5	2	685
17:45	477	37	1	1	4	1	1	522	508	51	4	1	4	3	1	572
18:00	428	38	0	1	4	1	0	472	471	37	4	1	3	2	1	519
18:15	411	31	0	1	2	1	0	446	416	30	1	0	3	2	1	453
18:30	392	27	0	1	1	2	0	423	394	27	0	0	3	1	0	425
18:45	342	25	0	0	1	1	0	369	383	28	0	0	2	1	0	414
19:00	314	20	0	0	1	2	1	338	337	23	0	0	1	1	0	362
19:15	270	20	0	0	1	3	1	295	337	29	0	0	1	1	0	368
19:30	232	16	0	0	1	3	1	253	325	31	0	0	0	3	1	360
19:45	212	18	0	0	1	3	2	236	293	25	0	0	0	3	1	322
20:00	187	19	0	0	0	2	1	209	285	27	0	0	0	4	1	317
20:15	163	18	0	0	0	1	2	184	242	18	0	0	0	3	2	265
20:30	146	19	0	0	0	1	4	170	203	19	0	0	0	1	1	224
20:45	124	13	0	0	0	1	3	141	190	15	0	0	0	1	1	207
21:00	105	10	0	0	0	2	4	121	160	15	1	0	0	0	1	177
21:15	103	9	1	0	0	2	3	118	155	14	1	0	0	0	0	170
21:30	91	5	1	0	0	1	1	99	155	8	1	0	0	0	0	164
21:45	86	4	1	0	0	1	2	94	137	9	2	0	0	0	0	148
22:00	90	5	1	0	0	0	2	98	132	5	1	0	0	0	0	138

Intelligent Data Collection Limited

Client: WSP
Project Number: ID06034
Junction Number: Site 4

Date of Survey: 02.12.2021
Junction Name: B3035 Botley Road / Marshall Drive
Junction Type: T-Junction

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	127	40	2	0	2	0	0	171
07:15	204	54	3	2	2	1	1	267
07:30	270	52	3	1	3	1	1	331
07:45	346	78	3	0	2	1	1	431
08:00	328	74	2	1	2	0	1	408
08:15	400	63	0	1	1	2	0	467
08:30	325	76	3	1	2	0	1	408
08:45	314	63	4	1	2	0	1	385
09:00	266	92	2	0	2	0	0	362
09:15	268	86	3	2	2	0	1	362
09:30	254	61	3	1	4	0	0	323
09:45	286	69	3	0	2	0	0	360
10:00	234	67	4	0	3	1	2	311
10:15	215	80	3	2	1	0	1	302
10:30	249	46	2	1	2	0	0	300
10:45	245	56	2	2	1	0	0	306
11:00	274	45	3	0	0	1	0	323
11:15	256	35	4	1	2	0	1	299
11:30	290	38	1	2	2	1	0	334
11:45	295	38	1	1	1	2	0	338
16:00	275	65	3	0	3	0	1	347
16:15	313	45	0	0	1	3	2	364
16:30	299	56	4	1	1	0	0	361
16:45	340	46	1	0	3	1	0	391
17:00	354	51	1	0	2	2	0	410
17:15	309	49	1	0	0	4	0	363
17:30	342	46	0	0	4	4	2	398
17:45	360	35	1	0	3	2	1	402
18:00	311	27	3	1	2	1	0	345
18:15	245	22	1	0	2	1	1	272
18:30	259	20	0	1	1	1	0	282
18:45	282	20	0	0	2	0	0	304
19:00	251	18	0	0	0	1	0	270
19:15	214	13	0	0	1	1	0	229
19:30	207	20	0	0	0	0	0	227
19:45	189	10	0	0	1	1	1	202
20:00	195	19	0	0	0	2	0	216
20:15	143	10	0	0	0	3	1	157
20:30	106	13	0	0	0	0	1	120
20:45	122	10	0	0	0	1	0	133
21:00	112	6	0	0	0	0	2	120
21:15	84	11	0	0	0	1	2	98
21:30	65	2	0	0	0	0	0	67
21:45	62	10	1	0	0	1	1	75
22:00	93	7	1	0	0	0	0	101
22:15	63	1	0	0	0	0	0	64
22:30	42	3	1	0	0	0	1	47
22:45	58	3	0	0	0	0	1	62
Start Time	Rolling Hour							Total
07:00	947	224	11	3	9	3	3	1200
07:15	1148	258	11	4	9	3	4	1437
07:30	1344	267	8	3	8	4	3	1637
07:45	1399	291	8	3	7	3	3	1714
08:00	1367	276	9	4	7	2	3	1668
08:15	1305	294	9	3	7	2	2	1622
08:30	1173	317	12	4	8	0	3	1517
08:45	1102	302	12	4	10	0	2	1432
09:00	1074	308	11	3	10	0	1	1407
09:15	1042	283	13	3	11	1	3	1356
09:30	989	277	13	3	10	1	3	1296
09:45	984	262	12	3	8	1	3	1273
10:00	943	249	11	5	7	1	3	1219
10:15	983	227	10	5	4	1	1	1231
10:30	1024	182	11	4	5	1	1	1228
10:45	1065	174	10	5	5	2	1	1262
11:00	1115	156	9	4	5	4	1	1294
16:00	1227	212	8	1	8	4	3	1463
16:15	1306	198	6	1	7	6	2	1526
16:30	1302	202	7	1	6	7	0	1525
16:45	1345	192	3	0	9	11	2	1562
17:00	1365	181	3	0	9	12	3	1573
17:15	1322	157	5	1	9	11	3	1508
17:30	1258	130	5	1	11	8	4	1417
17:45	1175	104	5	2	8	5	2	1301
18:00	1097	89	4	2	7	3	1	1203
18:15	1037	80	1	1	5	3	1	1128
18:30	1006	71	0	1	4	3	0	1085
18:45	954	71	0	0	3	2	0	1030
19:00	861	61	0	0	2	3	1	928
19:15	805	62	0	0	2	4	1	874
19:30	734	59	0	0	1	6	2	802
19:45	633	52	0	0	1	6	3	695
20:00	566	52	0	0	0	6	2	626
20:15	483	39	0	0	0	4	4	530
20:30	424	40	0	0	0	2	5	471
20:45	383	29	0	0	0	2	4	418
21:00	323	29	1	0	0	2	5	360
21:15	304	30	2	0	0	2	3	341
21:30	283	20	2	0	0	1	1	307
21:45	260	21	3	0	0	1	2	287
22:00	256	14	2	0	0	0	2	274

Intelligent Data Collection Limited

Client:	WSP	Date of Survey:	02.12.2021	Arm A:	B3035 Botley Road (E)
Project Number:	ID06034	Junction Name:	B3035 Botley Road / Marshall Drive	Arm B:	Marshall Drive (S)
Junction Number:	Site 4	Junction Type:	T-Junction	Arm C:	B3035 Botley Road (W)

	PCU Summary								
Time	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
07:00	0	66	7	0	22	6	0	2	73
07:15	0	124	14	0	15	10	0	9	103
07:30	0	193	6	0	9	18	0	8	105
07:45	0	197	31	0	17	16	0	9	165
08:00	0	162	24	0	9	8	0	17	194
08:15	0	188	32	0	19	11	0	31	188
08:30	0	165	41	0	15	19	0	26	149
08:45	0	123	60	0	7	16	0	32	155
09:00	0	94	48	0	16	41	0	32	136
09:15	0	121	65	0	13	20	0	35	117
09:30	0	97	40	0	13	20	0	27	136
09:45	0	123	38	0	15	26	0	18	145
10:00	0	103	28	0	23	21	0	17	125
10:15	0	100	31	0	28	16	0	23	112
10:30	0	95	13	0	32	23	0	13	131
10:45	0	127	7	0	16	19	0	12	132
11:00	0	125	21	0	17	15	0	12	135
11:15	0	143	17	0	14	13	0	9	111
11:30	0	128	19	0	24	13	0	7	150
11:45	0	127	33	0	21	11	0	22	127
16:00	0	169	13	0	20	17	0	3	132
16:15	0	177	17	0	12	14	0	11	131
16:30	0	199	19	0	13	10	0	13	114
16:45	0	165	28	0	26	23	0	17	137
17:00	0	175	21	0	33	28	0	16	139
17:15	0	185	22	0	20	21	0	12	101
17:30	0	203	37	0	20	16	0	20	104
17:45	0	159	46	0	26	18	0	29	127
18:00	0	161	20	0	23	15	0	13	120
18:15	0	106	22	0	13	17	0	16	101
18:30	0	86	43	0	13	19	0	25	99
18:45	0	103	39	0	39	21	0	20	86
19:00	0	88	20	0	40	17	0	11	93
19:15	0	86	15	0	28	10	0	9	82
19:30	0	77	35	0	31	15	0	12	57
19:45	0	55	21	0	38	15	0	16	57
20:00	0	88	14	0	29	23	0	3	57
20:15	0	79	6	0	15	5	0	6	43
20:30	0	42	9	0	5	12	0	4	47
20:45	0	51	7	0	15	13	0	3	43
21:00	0	46	3	0	21	13	0	2	33
21:15	0	37	5	0	12	8	0	3	31
21:30	0	33	3	0	4	4	0	2	21
21:45	0	25	3	0	11	11	0	1	24
22:00	0	41	2	0	13	12	0	5	29
22:15	0	37	1	0	7	2	0	1	16
22:30	0	17	4	0	4	5	0	2	15
22:45	0	19	4	0	3	6	0	6	23
Start Time	Rolling Hour								
07:00	0	581	58	0	63	50	0	28	446
07:15	0	677	75	0	50	52	0	43	567
07:30	0	741	93	0	54	53	0	65	652
07:45	0	712	128	0	60	54	0	83	696
08:00	0	638	157	0	50	54	0	106	686
08:15	0	570	181	0	57	87	0	121	628
08:30	0	503	214	0	51	96	0	125	557
08:45	0	435	213	0	49	97	0	126	544
09:00	0	436	191	0	57	107	0	112	534
09:15	0	444	171	0	64	87	0	97	524
09:30	0	423	137	0	79	83	0	85	518
09:45	0	421	110	0	98	86	0	71	513
10:00	0	425	79	0	99	79	0	65	499
10:15	0	447	72	0	93	73	0	60	510
10:30	0	490	58	0	79	70	0	46	509
10:45	0	524	64	0	71	60	0	40	528
11:00	0	524	90	0	76	52	0	50	523
16:00	0	710	77	0	71	64	0	44	514
16:15	0	716	85	0	84	75	0	57	521
16:30	0	724	90	0	92	82	0	58	491
16:45	0	728	108	0	99	88	0	65	481
17:00	0	723	126	0	100	83	0	77	470
17:15	0	708	125	0	90	70	0	74	452
17:30	0	629	125	0	82	66	0	78	451
17:45	0	512	131	0	75	69	0	83	446
18:00	0	455	124	0	88	72	0	74	405
18:15	0	382	124	0	105	74	0	72	378
18:30	0	362	117	0	120	67	0	65	360
18:45	0	353	109	0	138	63	0	52	318
19:00	0	306	91	0	137	57	0	48	290
19:15	0	306	85	0	126	63	0	40	254
19:30	0	299	76	0	113	58	0	37	215
19:45	0	264	50	0	87	55	0	29	205
20:00	0	261	36	0	64	53	0	16	191
20:15	0	218	25	0	56	43	0	15	167
20:30	0	176	24	0	53	46	0	12	154
20:45	0	167	18	0	52	38	0	10	128
21:00	0	141	14	0	48	36	0	8	109
21:15	0	136	13	0	40	35	0	11	104
21:30	0	136	9	0	35	29	0	9	90
21:45	0	120	10	0	35	30	0	9	84
22:00	0	114	11	0	27	25	0	14	83

Intelligent Data Collection Limited

Client:	WSP	Date of Survey:	02.12.2021	Arm A:	B3035 Botley Road (E)
Project Number:	ID06034	Junction Name:	B3035 Botley Road / Marshall Drive	Arm B:	Marshall Drive (S)
Junction Number:	Site 4	Junction Type:	T-Junction	Arm C:	B3035 Botley Road (W)

Count Method: Vehicles Classes Included: All Classes *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

Maximum 15-minute Junction Flow:

AM Peak	from:	08:15	until:	08:30	flow:	467
PM Peak	from:	17:00	until:	17:15	flow:	410

Period Starting: 07:00 *Select the time from the drop-down in cell D15 to show the 15-minute data for that period*

Movement Counts

From \ To	A	B	C	Total
A	0	7	64	71
B	21	0	6	27
C	71	2	0	73
Total	92	9	70	171

HGV Proportions

From \ To	A	B	C	Total
A	0.0%	0.0%	3.1%	2.8%
B	4.8%	0.0%	0.0%	3.7%
C	1.4%	0.0%	0.0%	1.4%
Total	2.2%	0.0%	2.9%	2.3%

Maximum Hourly Junction Flow:

AM Peak	from:	07:45	until:	08:45	flow:	1714
PM Peak	from:	17:00	until:	18:00	flow:	1573

Period Starting: 07:00 *Select the time from the drop-down in cell D30 to show the hourly data for that period*

Movement Counts

From \ To	A	B	C	Total
A	0	57	565	622
B	62	0	50	112
C	438	28	0	466
Total	500	85	615	1200

HGV Proportions

From \ To	A	B	C	Total
A	0.0%	1.8%	2.3%	2.3%
B	1.6%	0.0%	0.0%	0.9%
C	1.8%	0.0%	0.0%	1.7%
Total	1.8%	1.2%	2.1%	1.9%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

Intelligent Data Collection Limited
West End, Hampshire

Client:	WSP
Project Number:	ID06034
Site Number:	Site 4
Date of Survey:	02.12.2021
Junction Name:	B3035 Botley Road / Marshall Drive
Survey Type:	Queue Length Survey

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	17.12.2021			
Prepared by	Gabriela Zelenkova			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06034			
File Ref	ID06034 West End, Hampshire - Queue Site 4 - 02.12.2021			

Issue Record

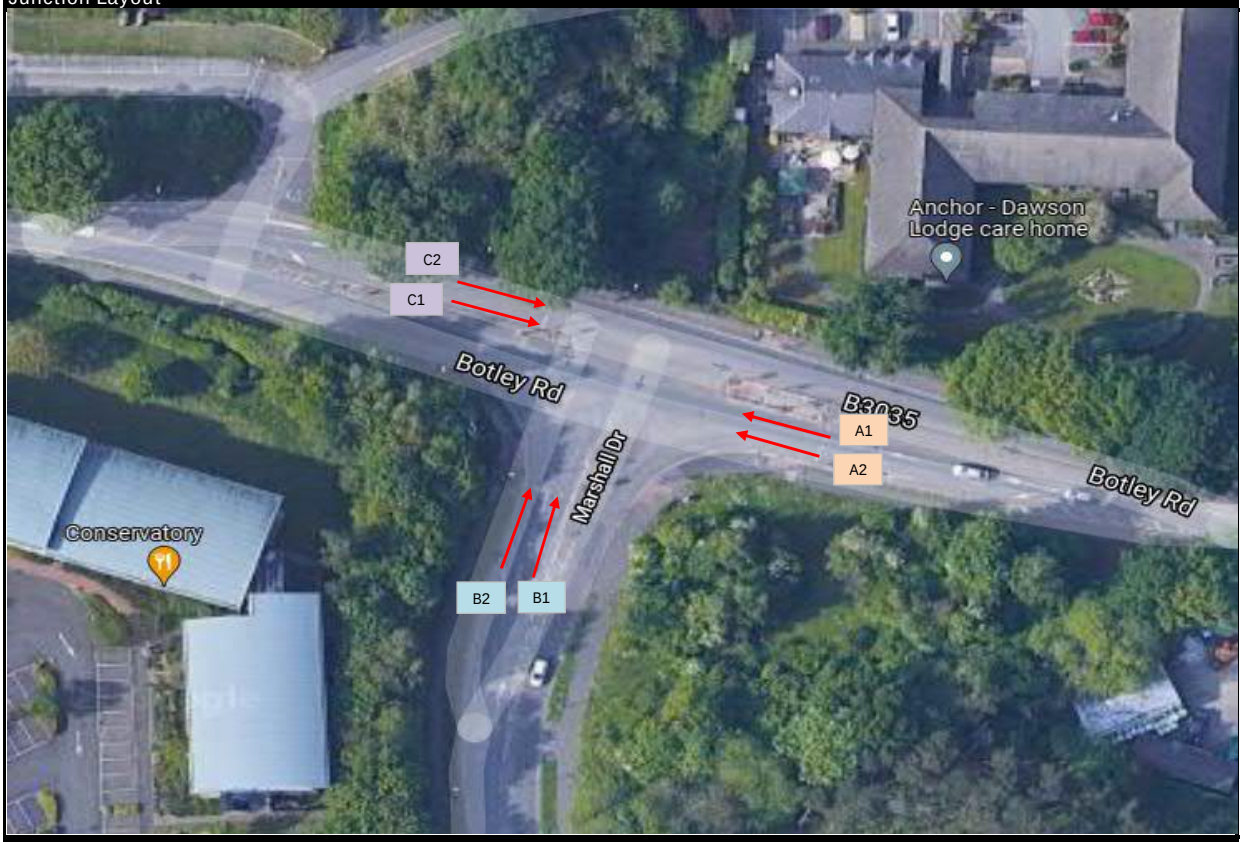
	Date			
Issued to	17.12.2021			
Milly Bagshaw	E-mail			

Intelligent Data Collection Limited

Client:	WSP
Project Number:	ID06034
Site Number:	Site 4
Date of Survey:	02.12.2021
Junction Name:	B3035 Botley Road / Marshall Drive
Survey Type:	Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
50.926941	-1.321978	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Clear	

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each one-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data Collection Limited

Client: WSP
Project Number: ID06034
Site Number: Site 4
Date of Survey: 02.12.2021
Junction Name: B3035 Botley Road / Marshall Drive
Survey Type: Queue Length Survey

AM Peak Period:

	Lane A1				Lane A2				Lane B1				Lane B2				Lane C1				Lane C2			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
07:00	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:01	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:02	1	0	1	6	1	0	1	6	1	1	2	21	0	0	0	0	0	0	0	0	2	0	2	12
07:03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
07:04	0	0	0	0	0	0	0	0	3	0	3	18	0	0	0	0	0	0	0	0	1	0	1	6
07:05	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
07:06	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	2	0	2	12
07:07	4	0	4	24	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	1	0	1	6
07:08	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6
07:09	6	0	6	36	0	0	0	0	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0
07:10	3	0	3	18	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	2	0	2	12
07:11	3	0	3	18	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:12	1	0	1	6	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0
07:13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:14	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	2	0	2	12
07:15	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:16	2	0	2	12	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0
07:17	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0
07:18	9	0	9	54	0	0	0	0	3	0	3	18	0	0	0	0	0	0	0	0	0	0	0	0
07:19	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
07:20	3	0	3	18	0	0	0	0	1	0	1	6	0	0	0	0	2	0	2	12	2	0	2	12
07:21	1	0	1	6	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	1	0	1	6
07:22	5	0	5	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:23	6	0	6	36	1	0	1	6	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0
07:24	9	0	9	54	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
07:25	10	0	10	60	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6
07:26	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:27	6	0	6	36	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	3	0	3	18
07:28	4	1	5	39	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	4	0	4	24
07:29	4	0	4	24	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	3	0	3	18
07:30	2	1	3	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6
07:32	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:33	6	1	7	51	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:34	1	0	1	6	0	0	0	0	1	0	1	6	2	0	2	12	0	0	0	0	0	0	0	0
07:35	7	0	7	42	0	0	0	0	0	0	0	0	2	0	2	12	2	0	2	12	2	0	2	12
07:36	3	0	3	18	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0
07:37	3	0	3	18	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0
07:38	10	0	10	60	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6
07:39	7	0	7	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12
07:40	11	1	12	81	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6
07:41	13	0	13	78	0	0	0	0	2	0	2	12	3	0	3	18	0	0	0	0	2	0	2	12
07:42	9	0	9	54	0	0	0	0	2	0	2	12	2	0	2	12	1	0	1	6	3	0	3	18
07:43	12	1	13	87	0	0	0	0	1	0	1	6	2	0	2	12	1	0	1	6	4	0	4	24
07:44	13	0	13	78	0	0	0	0	2	0	2	12	0	0	0	0	2	0	2	12	0	0	0	0
07:45	9	0	9	54	1	0	1	6	2	0	2	12	2	0	2	12	1	0	1	6	2	0	2	12
07:46	14	0	14	84	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	2	0	2	12
07:47	9	0	9	54	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
07:48	11	0	11	66	2	0	2	12	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
07:49	5	0	5	30	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0	4	0	4	24
07:50	1	0	1	6	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0
07:51	13	0	13	78	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	2	0	2	12
07:52	13	0	13	78	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6
07:53	12	0	12	72	0	0	0	0	3	0	3	18	1	0	1	6	1	0	1	6	5	0	5	30
07:54	5	1	6	45	0	0	0	0	4	0	4	24	1	0	1	6	1	0	1	6	11	0	11	66
07:55	10	0	10	60	2	0	2	12	0	0	0	0	0	0	0	0	1	0	1	6	18	0	18	108
07:56	13	0	13	78	2	0	2	12	0	0	0	0	1	0	1	6	1	0	1	6	4	0	4	24
07:57	7	0	7	42	1	0	1	6	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6
07:58	8	1	9	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	18
07:59	4	0	4	24	0	0	0	0	0	0	0	0	1	1	2	21	1	0	1	6	3	0	3	18
08:00	5	0	5	30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	4	0	4	24
08:01	5	0	5	30	0	1	1	15	1	0	1	6	0	0	0	0	1	0	1	6	5	0	5	30
08:02	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
08:03	6	0	6	36	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
08:04	12	0	12	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12
08:05	12	0	12	72	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	8	0	8	48
08:06	12	0	12	72	0	0	0	0	1	0	1	6	1	0	1	6	2	0	2	12	0	0	0	0
08:07	3	1	4	33	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	1	0	1	6
08:08	6	0	6	36	1	0	1	6	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0
08:09	7	0	7	42	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	3	0	3	18
08:10	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:11	7	0	7	42	1	0	1	6	1	0	1	6	0	0	0	0	1	0	1	6	9	0	9	54
08:12	9	0	9	54	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0
08:13	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
08:14	9	0	9	54	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	6	0	6	36
08:15	6	0	6	36	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	6	0	6	36
08:16	7	0	7	42	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0
08:17	12	0	12	72	2	0	2	12	1	0	1	6	0	0	0	0	2	0	2	12	1	0	1	6
08:18	12	0	12	72	2	0	2	12	1	0	1	6	0	0	0	0	2	0	2	12	0	0	0	0
08:19	6	0	6	36	0	0	0	0	0	0	0	0	1	0	1	6	2	0	2	12	0	0	0	0
08:20	12	0	12	72	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	1	0	1	6
08:21	13	0	13	78	1	0	1	6	1	0	1	6	2	0	2	12	2	0	2	12	0	0	0	0
08:22	13	0	13	78	0	0	0	0	3	0	3	18	1	0	1	6	3	0	3	18	3	0	3	18
08:23	10	0	10	60	1	0	1	6	3	0	3	18	0	0	0	0	5	0	5	30	1	0	1	6
08:24	10	0	10	60	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
08:25	13	0	13	78	0	0	0	0	1	0	1	6	1	0	1	6	2	0	2	12	3	0	3	18
08:26	3	0	3	18	0	0	0	0	2	0	2	12	0	0	0	0	5	0	5	30	0	0	0	0
08:27	4	0	4	24	2	0	2	12	2	0	2	12	0	0	0	0	2	0	2	12	0	0	0	0
08:28	6	0	6	36	2	0	2	12	1	0	1	6	0	0	0	0	2	0	2	12	1	0	1	6
08:29	3	0	3	18	2	0	2	12	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0
08:30	12	0	12	72	2	0	2	12	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
08:31	8	0	8	48	2	0	2	12	1	0	1	6	1	0	1	6	1	0	1	6	1	0	1	6
08:32	13	0	13	78	2	0	2	12	2	0	2	12	0	0	0	0	2	0	2	12	2	0	2	12
08:33	10	1	11	75	1	0	1	6	1	0	1	6	0	0	0	0	2	0	2	12	1	0	1	6
08:34	13	0	13	78	1	0	1	6	0	0	0	0	0	0	0	0	2	0	2	12	6	0	6	36
08:35	11	1	12	81	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0
08:36	12	0	12	72	0	0	0	0	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0
08:37	5	0	5	30	2	0	2	12	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0
08:38	2	0	2	12	0	0	0	0	0	0	0	0	3	0	3	18	1	0	1	6	1	0	1	6
08:39	7	0	7	42	0	0	0	0	0	0	0	0	3	0	3	18	0	0	0	0	3	0	3	18
08:40	10	0	10	60	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6	6	0	6	36
08:41	5	0	5	30	2	0	2	12	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0
08:42	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0
08:43	0	0	0	0	4	0	4	24	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
08:44	5	0	5	30	6	0	6	36	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0
08:45	4	0	4	24	3	0	3	18	0	0	0	0	0	0	0	0	1	0	1	6	5	0	5	30
08:46	3	0	3	18	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0
08:47	2	0	2	12	2	0	2	12	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0
08:48	2	0	2	12	1	0	1	6	1	0	1	6	2	0	2	12	1	0	1	6	0	0	0	0
08:49	8	0	8	48	2	0	2	12	0	0	0	0	2	0	2	12	1	0	1	6	4	0	4	24
08:50	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	2	0	2	12	10	0	10	60
08:51	10	0	10	60	3	0	3	18	0	0	0	0	0	0	0	0	1	0	1	6	3	0	3	18
08:52	3	0	3	18	0	0	0	0	1	0	1	6	0	0	0	0	3	0	3	18	5	0	5	30
08:53	4	0	4	24	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	18	0	0	0	0
08:54	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6
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11:27	5	0	5	30	1	0	1	6	1	0	1	6	0	1	1	15	1	0	1	6	1	0	1	6
11:28	5	0	5	30	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
11:29	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	2	0	2	12
11:30	5	0	5	30	1	0	1	6	1	0	1	6	1	0	1	6	1	0	1	6	6	0	6	36
11:31	3	0	3	18	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0
11:32	4	0	4	24	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	2	0	2	12
11:33	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0
11:34	3	0	3	18	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6
11:35	6	0	6	36	1	0	1	6	3	0	3	18	1	0	1	6	0	0	0	0	3	0	3	18
11:36	7	0	7	42	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	1	0	1	6
11:37	4	0	4	24	0	0	0	0	3	0	3	18	2	0	2	12	1	0	1	6	0	0	0	0
11:38	9	0	9	54	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
11:39	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	5	0	5	30
11:40	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0
11:41	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	3	0	3	18
11:42	6	0	6	36	1	0	1	6	1	0	1	6	1	0	1	6	1	0	1	6	1	0	1	6
11:43	6	0	6	36	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0
11:44	6	0	6	36	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0
11:45	1	0	1	6	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0
11:46	6	0	6	36	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	2	0	2	12
11:47	9	0	9	54	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	1	0	1	6
11:48	12	0	12	72	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6
11:49	11	0	11	66	0	0	0	0	2	0	2	12	1	0	1	6	1	0	1	6	4	0	4	24
11:50	9	0	9	54	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	2	0	2	12
11:51	2	0	2	12	0	0	0	0	1	0	1	6	1	0	1	6	3	0	3	18	1	0	1	6
11:52	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
11:53	5	0	5	30	2	0	2	12	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0
11:54	4	0	4	24	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	2	0	2	12
11:56	8	1	9	63	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	3	0	3	18
11:57	5	0	5	30	0	0	0	0	1	0	1	6	0	0	0	0	2	0	2	12	1	0	1	6

11:58	3	0	3	18	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6
11:59	3	0	3	18	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6
			7.9833333	48.65			0.9166667	5.65			0.8666667	5.2			0.4833333	3.05			1.1333333	6.8			2.2	13.2

PM Peak Period:

	Lane A1				Lane A2				Lane B1				Lane B2				Lane C1				Lane C2			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
16:00	5	0	5	30	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	1	0	1	6
16:01	3	0	3	18	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	2	0	2	12
16:02	3	0	3	18	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	2	0	2	12
16:03	4	0	4	24	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	2	0	2	12
16:04	7	1	8	57	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6
16:05	10	1	11	75	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0	9	0	9	54
16:06	12	0	12	72	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	2	0	2	12
16:07	3	0	3	18	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	2	0	2	12
16:08	5	0	5	30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6
16:09	3	0	3	18	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0
16:10	5	0	5	30	0	0	0	0	2	1	3	27	2	0	2	12	0	0	0	0	1	0	1	6
16:11	9	0	9	54	0	0	0	0	2	1	3	27	3	0	3	18	0	0	0	0	4	0	4	24
16:12	6	1	7	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:13	12	0	12	72	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0	5	1	6	45
16:14	13	0	13	78	0	0	0	0	1	0	1	6	2	0	2	12	0	0	0	0	1	0	1	6
16:15	12	0	12	72	1	0	1	6	2	0	2	12	0	0	0	0	0	0	0	0	3	0	3	18
16:16	11	0	11	66	0	0	0	0	2	0	2	12	2	0	2	12	0	0	0	0	0	0	0	0
16:17	13	0	13	78	1	0	1	6	0	0	0	0	1	0	1	6	2	0	2	12	5	0	5	30
16:18	13	0	13	78	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
16:19	6	0	6	36	1	0	1	6	1	0	1	6	1	0	1	6	1	0	1	6	5	0	5	30
16:20	7	0	7	42	1	0	1	6	2	0	2	12	0	0	0	0	1	0	1	6	2	0	2	12
16:21	8	0	8	48	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	1	0	1	6
16:22	13	0	13	78	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	1	0	1	6
16:23	6	0	6	36	0	0	0	0	1	0	1	6	2	0	2	12	2	0	2	12	0	0	0	0
16:24	12	0	12	72	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	2	0	2	12
16:25	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
16:26	3	0	3	18	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6
16:27	4	0	4	24	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0
16:28	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
16:29	3	0	3	18	0	0	0	0	2	0	2	12	1	0	1	6	1	0	1	6	2	0	2	12
16:30	13	0	13	78	0	0	0	0	1	0	1	6	0	0	0	0	2	0	2	12	5	0	5	30
16:31	13	0	13	78	1	0	1	6	0	0	0	0	0	0	0	0	3	0	3	18	3	0	3	18
16:32	11	1	12	81	0	0	0	0	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0
16:33	10	1	11	75	0	0	0	0	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0
16:34	8	0	8	48	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
16:35	12	1	13	87	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	1	0	1	6
16:36	4	0	4	24	1	0	1	6	1	0	1	6	0	0	0	0	1	0	1	6	1	0	1	6
16:37	10	0	10	60	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	4	0	4	24
16:38	13	0	13	78	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	5	0	5	30
16:39	8	0	8	48	0	0	0	0	0	0	0	0	2	0	2	12	1	0	1	6	3	0	3	18
16:40	8	1	9	63	2	0	2	12	1	0	1	6	3	0	3	18	0	0	0	0	2	0	2	12
16:41	11	1	12	81	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	2	0	2	12
16:42	8	0	8	48	0	0	0	0	1	0	1	6	0	0	0	0	2	0	2	12	4	0	4	24
16:43	11	0	11	66	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	4	0	4	24
16:44	10	0	10	60	0	0	0	0	2	0	2	12	3	0	3	18	1	0	1	6	0	0	0	0
16:45	12	0	12	72	1	0	1	6	5	0	5	30	1	0	1	6	0	0	0	0	4	0	4	24
16:46	14	0	14	84	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	3	0	3	18
16:47	12	0	12	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	18
16:48	2	0	2	12	1	0	1	6	1	0	1	6	1	0	1	6	2	0	2	12	0	0	0	0
16:49	10	0	10	60	0	0	0	0	0	0	0	0	2	0	2	12	1	0	1	6	0	0	0	0
16:50	12	0	12	72	0	0	0	0	2	0	2	12	1	0	1	6	0	0	0	0	1	0	1	6
16:51	4	0	4	24	0	0	0	0	2	0	2	12	1	0	1	6	0	0	0	0	1	0	1	6
16:52	7	0	7	42	1	0	1	6	1	0	1	6	1	0	1	6	1	0	1	6	1	0	1	6
16:53	5	0	5	30	2	0	2	12	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0
16:54	11	0	11	66	0	0	0	0	2	0	2	12	0	0	0	0	2	0	2	12	0	0	0	0
16:55	10	0	10	60	1	0	1	6	1	0	1	6	0	0	0	0	1	0	1	6	4	0	4	24
16:56	6	0	6	36	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
16:57	10	0	10	60	2	0	2	12	5	0	5	30	2	0	2	12	2	0	2	12	3	0	3	18
16:58	10	0	10	60	0	0	0	0	2	0	2	12	0	0	0	0	2	0	2	12	3	0	3	18
16:59	1	0	1	6	2	0	2	12	1	0	1	6	0	0	0	0	1	0	1	6	2	1	3	27
17:00	8	1	9	63	2	0	2	12	1	0	1	6	0	0	0	0	1	0	1	6	2	0	2	12
17:01	6	0	6	36	3	0	3	18	0	0	0	0	1	0	1	6	1	0	1	6	5	0	5	30
17:02	7	0	7	42	1	0	1	6	2	0	2	12	3	0	3	18	0	0	0	0	0	0	0	0
17:03	10	0	10	60	0	0	0	0	4	0	4	24	2	0	2	12	0	0	0	0	0	0	0	0
17:04	11	0	11	66	0	0	0	0	2	0	2	12	6	0	6	36	2	0	2	12	9	1	10	69
17:05	4	0	4	24	1	0	1	6	2	0	2	12	1	0	1	6	2	0	2	12	0	0	0	0
17:06	13	0	13	78	0	0	0	0	3	0	3	18	1	0	1	6	0	0	0	0	1	0	1	6
17:07	10	0	10	60	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	5	0	5	30
17:08	12	0	12	72	3	0	3	18	3	0	3	18	1	0	1	6	0	0	0	0	2	0	2	12
17:09	13	0	13	78	0	0	0	0	2	0	2	12	2	0	2	12	3	0	3	18	0	0	0	0
17:10	14	0	14	84	0	0	0	0	2	0	2	12	3	0	3	18	0	0	0	0	2	0	2	12
17:11	13	0	13	78	0	0	0	0	1	0	1	6	2	0	2	12	1	0	1	6	2	0	2	12
17:12	12	1	13	87	0	0	0	0	3	0	3	18	1	0	1	6	0	0	0	0	1	0	1	6
17:13	14	0	14	84	1	0	1	6	6	0	6	36	1	0	1	6	1	0	1	6	0	0	0	0
17:14	13	0	13	78	0	0	0	0	6	0	6	36	2	0	2	12	2	0	2	12	0	0	0	0
17:15	14	0	14	84	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0
17:16	13	0	13	78	0	0	0	0	3	0	3	18	2	0	2	12	0	0	0	0	3	0	3	18
17:17	12	0	12	72	0	0	0	0	3	0	3	18	0	0	0	0	1	0	1	6	0	0	0	0
17:18	14	0	14	84	0	0	0	0	3	0	3	18	1	0	1	6	0	0	0	0	0	0	0	0
17:19	15	0	15	90	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6	3	0	3	18
17:20	12	0	12	72	0	0	0	0	0	0	0	0	2	0	2	12	2	0	2	12	4	0	4	24
17:21	13	0	13	78	2	0	2	12	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0
17:22	14	0	14	84	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0
17:23	12	0	12	72	0	0	0	0	3	0	3	18	1	0	1	6	0	0	0	0	2	0	2	12
17:24	13	0	13	78	1	0	1	6	0	0	0	0	3	0	3	18	0	0	0	0	3	0	3	18
17:25	15	0	15	90	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0
17:26	13	0	13	78	1	0	1	6	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0
17:27	12	1	13	87	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:28	11	0	11	66	2	0	2	12	1	0	1	6	0	0	0	0	1	0	1	6	2	0	2	12
17:29	14	0	14	84	0	0	0	0	3	0	3	18	0	0	0	0	3	0	3	18	0	0	0	0
17:30	10	1	11	75	2	0	2	12	2	0	2	12	0	0	0	0	4	0	4	24	1	0	1	6
17:31	11	1	12	81	2	0	2	12	2	0	2	12	1	0	1	6	2	0	2	12	0	0	0	0
17:32	10	2	12	90	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:33	13	0	13	78	1	0	1	6	0	0	0	0	3	0	3	18	0	0	0	0	3	0	3	18
17:34	14	0	14	84	1	0	1	6	0	0	0	0	2	0	2	12	1	0	1	6	0	0	0	0
17:35	12	0	12	72	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	2	0	2	12
17:36	13	0	13	78	0	0	0	0	1	0	1	6	1	0	1	6	2	0	2	12	0	0	0	0
17:37	15	0	15	90	2	0	2	12	1	0	1	6	3	0	3	18	0	0	0	0	0	0	0	0
17:38	12	0	12	72	0	0	0	0	2	0	2	12	0	0	0	0	2	0	2	12	0	0	0	0
17:39	14	0	14	84	0	0	0	0	2	0	2	12	1	0	1	6	3	0	3	18	0	0	0	0
17:40	15	0	15	90	0	0	0	0	3	0	3	18	1	0	1	6	3	0	3	18	0	0	0	0
17:41	12	0	12	72	0	0	0	0	1	0	1	6	0	0	0	0	3	0	3	18	2	0	2	12
17:42	13	0	13	78	0	0	0	0	3	0	3	18	0	0	0	0	0	0	0	0	2	0	2	12
17:43	13	0	13	78	2	0	2	12	2	0	2	12	1	0	1	6	0	0	0	0	2	0	2	12
17:44	12	0	12	72	1	0	1	6	3	0	3	18	2	0	2	12	1	0	1	6	1	0	1	6
17:45	14	0	14	84	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6
17:46	13	0	13	78	0	0	0	0	1	0	1	6	1	0	1	6	2	0	2	12	0	0	0	0
17:47	10	0	10	60	0	0	0	0	1	0	1	6	0	0	0	0	6	0	6	36	0	0	0	0
17:48	9	0	9	54	2	0	2	12	1	0	1	6	1	0	1	6	3	0	3	18	1	0	1	6
17:49	11	0	11	66	0	0	0	0	2	0	2	12	0	0	0	0	2	0	2	12	7	0	7	42
17:50	13	0	13	78	2	0	2	12	3	0	3	18	1	0	1	6	2	0	2	12	2	0	2	12
17:51	13	0	13	78	0	0	0	0	1	0	1	6	0	0	0	0	2	0	2	12	1	0	1	6
17:52	7	0	7	42	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	2	0	2	12
17:53	8	0	8	48	0	0	0	0	0	0	0	0	2	0	2	12	1	0	1	6	1	0	1	6
17:54	3	0	3	18	1	0	1	6	1	0	1	6	1	0	1	6	1	0	1	6	5	0	5	30
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22:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	
22:56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	
22:57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	
22:58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:59	1	0	1	6	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	
			11.633333	71			0.6833333	4.1			1.6166667	9.7			1.1166667	6.7			1.2333333	7.4			1.533333	9.5	

Intelligent Data Collection Limited
West End, Hampshire

Client:	WSP		
Project Number:	ID06034		
Site Number:	Site 3		
Week Commencing:	15/11/2021		
Road Name:	B3035 Botley Road		
Survey Type:	ATC		
Direction AB	Flow from	Shaw Road (W)	to B3342 Tollbar Way (E)
Direction BA	Flow from	B3342 Tollbar Way (E)	to Shaw Road (W)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	13.12.2021			
Prepared by	Gabriela Zelenkova			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06034			
File Ref	ID06034 West End, Hampshire - ATC Site 3			

Issue Record

Issued to	Date			
	20.12.2021			
Milly Bagshaw	E-mail			

Intelligent Data Collection Limited

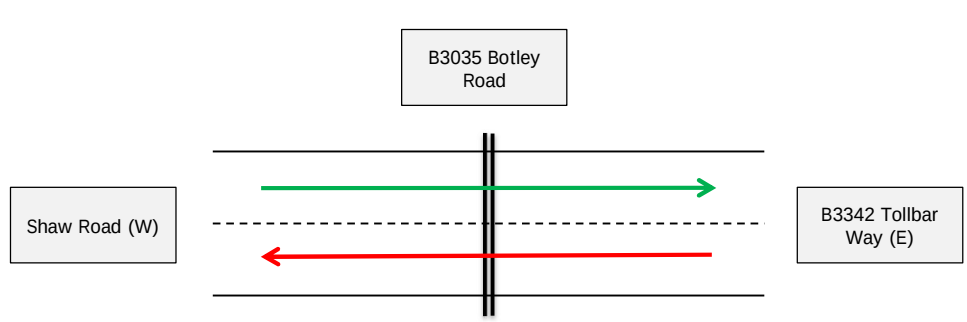
Road Name	B3035 Botley Road		
Direction AB	Shaw Road (W)	to:	B3342 Tollbar Way (E)
Direction BA	B3342 Tollbar Way (E)	to:	Shaw Road (W)

Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
50.926327, -1.318735	15/11/2021	09/12/2021	30

Link to location on Google Maps

Click Here

Location Plan



Photograph Record



Comments

The minimum speed threshold to include vehicles in the reports is 5mph. Unclassified vehicles are excluded.

Data not collected between 23rd November and 1st December.

Prepared by	Gabriela Zelenkova	Checked by	Luke Martin	Project Director	Paul O'Neill

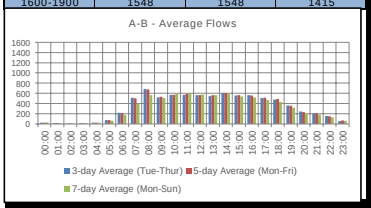
Intelligent Data Collection Limited

WSP
West End, Hampshire

Flow Reporting

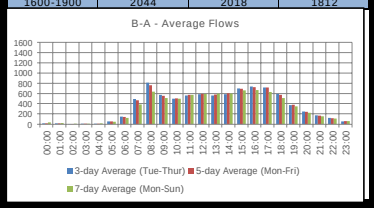
A-B Hourly Summary Data

Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	22	21	31
01:00	14	14	19
02:00	12	11	11
03:00	15	13	14
04:00	24	23	22
05:00	71	71	60
06:00	216	211	172
07:00	510	501	400
08:00	680	674	561
09:00	522	529	508
10:00	570	572	586
11:00	567	585	591
12:00	562	564	578
13:00	545	561	563
14:00	607	610	591
15:00	558	565	539
16:00	564	554	516
17:00	508	510	468
18:00	476	485	431
19:00	361	356	320
20:00	243	233	211
21:00	207	207	182
22:00	154	146	131
23:00	56	64	61
0700-1000	1712	1703	1469
1600-1900	1548	1548	1415



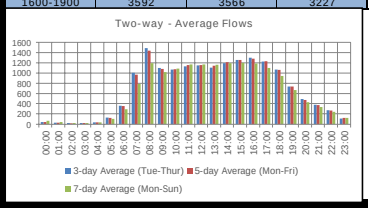
B-A Hourly Summary Data

Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	16	17	31
01:00	12	12	18
02:00	6	6	9
03:00	9	8	9
04:00	11	11	12
05:00	54	53	44
06:00	145	140	120
07:00	492	466	384
08:00	807	762	632
09:00	575	552	511
10:00	495	503	498
11:00	561	570	574
12:00	586	590	590
13:00	559	580	596
14:00	586	602	598
15:00	699	692	660
16:00	736	724	668
17:00	718	719	631
18:00	590	574	512
19:00	373	381	347
20:00	246	242	221
21:00	169	165	152
22:00	120	117	109
23:00	50	56	59
0700-1000	1874	1779	1527
1600-1900	2044	2018	1812

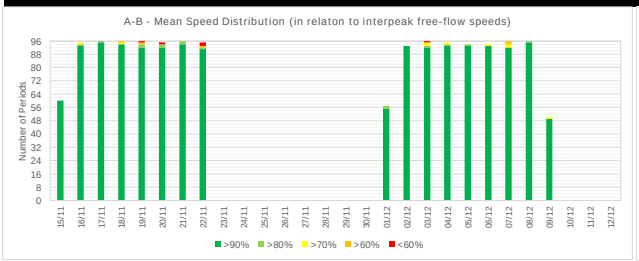


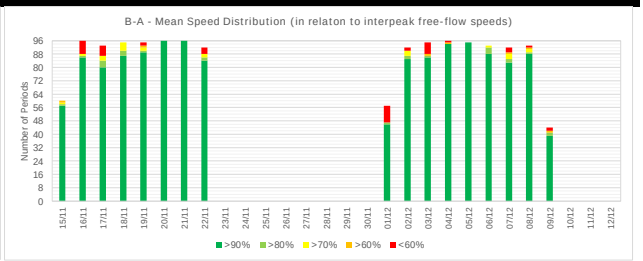
Two-Way Hourly Summary Data

Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	38	38	62
01:00	27	25	37
02:00	19	17	21
03:00	24	22	23
04:00	35	34	33
05:00	124	124	104
06:00	360	351	292
07:00	1002	966	785
08:00	1487	1436	1193
09:00	1097	1081	1018
10:00	1065	1075	1084
11:00	1128	1155	1165
12:00	1148	1154	1168
13:00	1104	1141	1159
14:00	1193	1212	1190
15:00	1257	1257	1199
16:00	1300	1278	1184
17:00	1226	1229	1099
18:00	1065	1059	943
19:00	735	737	667
20:00	489	474	431
21:00	376	372	334
22:00	274	263	240
23:00	106	120	120
0700-1000	3586	3483	2996
1600-1900	3592	3566	3227

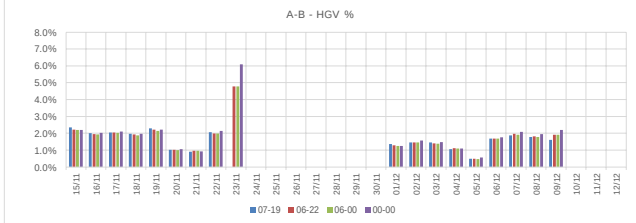


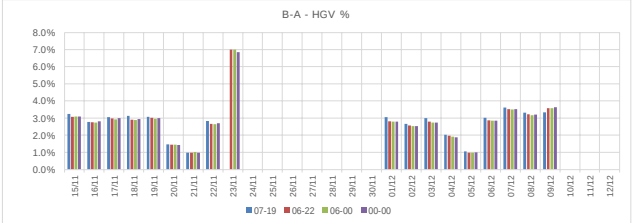
Mean Speed Distributions



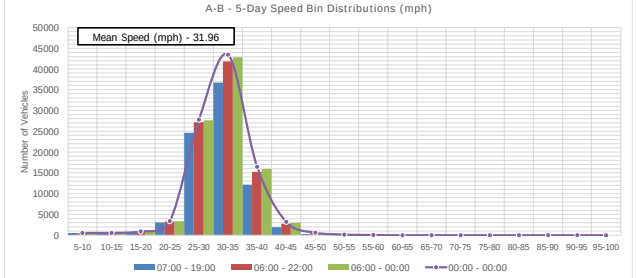


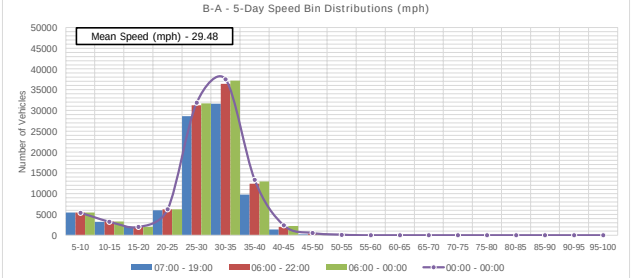
HGV %





Speed Bin Distributions



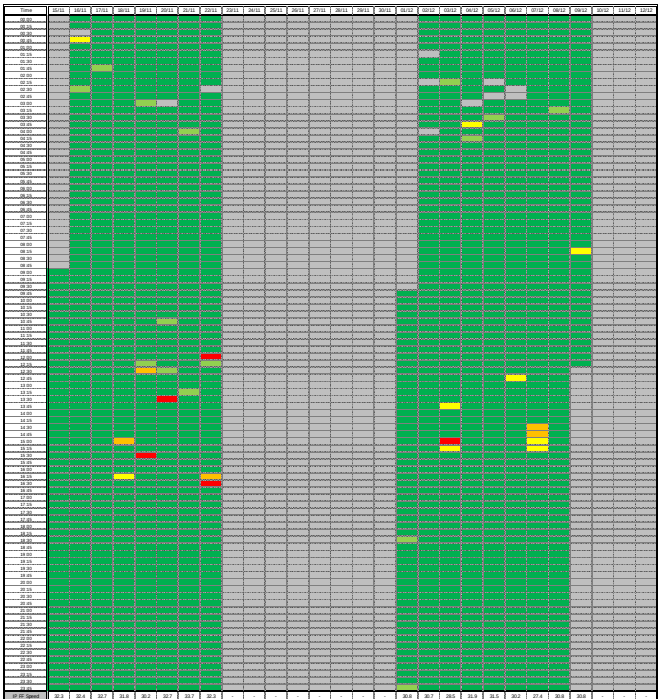


Intelligent Data Collection Limited

Client: WSP
Project Number: ID09034
Site Number: Site 3
Flow from: Shaw Road (W) to: B3342 Tollbar Way (E)

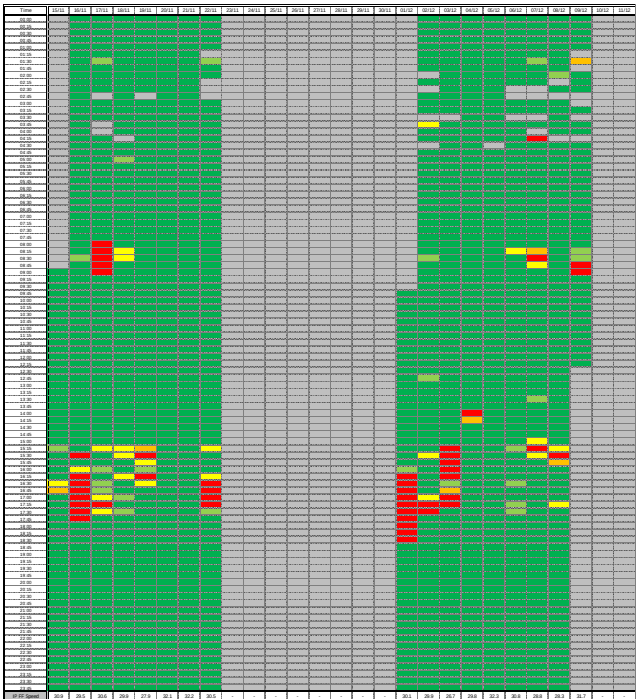
Flow from: B3342 Tollbar Way (E) to: Shaw Road (W)

Direction A-B



Time	16/10	17/10	18/10	19/10	20/10	21/10	22/10	23/10	24/10	25/10	26/10	27/10	28/10	29/10	30/10	01/12	02/12	03/12	04/12	05/12	06/12	07/12	08/12	09/12	10/12	11/12	12/12
IP FF Speed	32.3	32.4	32.7	31.8	30.2	32.7	33.7	32.3								30.8	30.7	29.5	31.9	31.5	30.2	27.4	30.8	30.8				
>90%	65	68	65	64	62	62	64	61	0	0	0	0	0	0	0	0	55	63	62	63	63	62	65	49	0	0	0	0
>80%	0	1	1	0	2	2	2	1	0	0	0	0	0	0	0	0	2	0	1	1	1	0	0	1	0	0	0	0
>70%	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	2	0	1	0	0	0	0
>60%	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
<60%	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
No Data	35	1	0	0	1	0	1	95	95	95	95	95	95	95	95	39	3	0	1	2	2	0	0	46	95	95	95	95

Direction B-A



Time	16/10	17/10	18/10	19/10	20/10	21/10	22/10	23/10	24/10	25/10	26/10	27/10	28/10	29/10	30/10	01/12	02/12	03/12	04/12	05/12	06/12	07/12	08/12	09/12	10/12	11/12	12/12
IP FF Speed	30.9	29.5	30.6	29.9	27.9	30.1	32.2	30.5								30.1	29.9	24.7	29.8	30.3	30.8	29.8	29.3	31.7			
>90%	57	66	60	67	59	66	66	64	0	0	0	0	0	0	0	65	65	66	64	66	63	66	59	0	0	0	0
>80%	1	1	3	3	1	0	0	2	0	0	0	0	0	0	0	0	1	2	1	0	4	2	1	2	0	0	0
>70%	1	1	3	1	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	2	0	0	0
>60%	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	0	0	0
<60%	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	10	2	7	1	0	0	0	1	2	0	0	0
No Data	35	0	3	1	1	0	0	4	96	96	96	96	96	96	96	39	4	1	0	1	3	1	3	53	96	96	96

Mean speed > 90% of daily interpeak free-flow speed
Mean speed > 80% of daily interpeak free-flow speed
Mean speed > 70% of daily interpeak free-flow speed
Mean speed > 60% of daily interpeak free-flow speed
Mean speed < 60% of daily interpeak free-flow speed
No data collected / No daily interpeak free-flow speed available

Guidance Notes

The interpeak free flow mean speed for each day is taken from the 10:00-12:00 and 14:00-16:00 time periods.

Congestion across the tubes can lead to some underperformance of the ATC equipment. Periods highlighted as being significantly below free-flow speeds may possibly be affected. Congestion on the lane closest to the ATC unit can also affect data collection on the far side lane if vehicles are queued on top of the tubes.

Intelligent Data Collection Limited

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

Date Monday 15/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	1	1	92	17	5	0	0	1	0	0	0	32.4	35.8
09:15	142	0	0	129	11	1	0	0	0	0	0	1	32.4	36.9
09:30	115	0	0	90	19	6	0	0	0	0	0	0	32.9	36.5
09:45	151	0	1	129	20	0	0	0	0	1	0	0	32.8	36
10:00	135	0	0	125	7	3	0	0	0	0	0	0	31.4	35.1
10:15	115	0	2	102	10	1	0	0	0	0	0	0	32.7	36.2
10:30	143	0	0	123	13	7	0	0	0	0	0	0	32.4	35.3
10:45	142	0	0	131	9	2	0	0	0	0	0	0	32.8	36.9
11:00	131	0	0	110	12	7	1	0	0	0	0	1	32.4	36.7
11:15	144	0	0	127	13	3	0	0	0	0	0	1	30.6	34.6
11:30	148	0	0	131	13	4	0	0	0	0	0	0	31.6	36.1
11:45	163	0	0	139	19	5	0	0	0	0	0	0	32.8	36.8
12:00	148	0	0	135	10	2	0	1	0	0	0	0	33.1	36.3
12:15	160	0	1	140	15	4	0	0	0	0	0	0	33	36.2
12:30	114	0	1	98	10	3	0	0	0	0	0	2	33.4	37.6
12:45	135	0	2	122	9	2	0	0	0	0	0	0	34.9	39.3
13:00	148	0	0	132	14	2	0	0	0	0	0	0	33.5	37.2
13:15	120	0	2	101	15	2	0	0	0	0	0	0	35	39.1
13:30	138	0	0	121	9	6	0	0	1	0	0	1	32.5	37.1
13:45	126	0	0	113	10	3	0	0	0	0	0	0	32.6	36.3
14:00	134	0	0	117	16	1	0	0	0	0	0	0	33.7	38.6
14:15	146	1	0	134	8	3	0	0	0	0	0	0	32.7	37.2
14:30	147	0	0	135	9	3	0	0	0	0	0	0	32.9	36.2
14:45	189	0	1	168	16	4	0	0	0	0	0	0	32.3	35.8
15:00	169	0	0	152	13	2	0	0	1	0	1	0	29.7	33.7
15:15	165	0	1	146	11	7	0	0	0	0	0	0	31.9	35.4
15:30	124	0	1	109	9	3	2	0	0	0	0	0	33	36.9
15:45	138	0	1	122	12	3	0	0	0	0	0	0	33.5	36.9
16:00	175	0	1	153	18	2	0	0	0	0	1	0	31.9	35.5
16:15	115	1	1	96	14	2	0	0	1	0	0	0	33.8	37.7
16:30	135	0	2	120	10	2	0	0	1	0	0	0	32.3	37.3
16:45	152	1	1	142	8	0	0	0	0	0	0	0	31.4	35.6
17:00	142	1	1	129	8	1	0	0	1	0	1	0	32.7	38.6
17:15	100	1	0	92	6	1	0	0	0	0	0	0	33.2	37.4
17:30	121	0	1	111	8	1	0	0	0	0	0	0	34	37.6
17:45	107	0	1	97	8	1	0	0	0	0	0	0	33	37.6
18:00	126	0	1	111	13	1	0	0	0	0	0	0	33.5	37.1
18:15	105	0	0	100	4	1	0	0	0	0	0	0	33.6	37.8
18:30	103	0	0	93	9	1	0	0	0	0	0	0	34.1	38.1
18:45	106	0	0	99	6	0	0	0	1	0	0	0	34.7	40.9
19:00	96	0	0	91	5	0	0	0	0	0	0	0	33.2	37.3
19:15	103	0	2	91	10	0	0	0	0	0	0	0	34	38.3
19:30	76	0	1	69	4	1	0	0	1	0	0	0	33.7	38.3
19:45	61	0	0	55	5	1	0	0	0	0	0	0	34.2	38
20:00	62	0	0	56	4	2	0	0	0	0	0	0	34.1	38.6
20:15	45	0	0	41	2	2	0	0	0	0	0	0	35.2	39.5
20:30	52	0	0	51	1	0	0	0	0	0	0	0	36.4	40.4
20:45	43	1	0	41	1	0	0	0	0	0	0	0	37.7	44
21:00	49	0	0	48	1	0	0	0	0	0	0	0	36	40.5
21:15	50	0	0	47	3	0	0	0	0	0	0	0	33.5	37.7
21:30	35	0	0	33	2	0	0	0	0	0	0	0	35.9	42.8
21:45	41	0	1	37	2	1	0	0	0	0	0	0	35.5	40.9
22:00	35	0	0	32	3	0	0	0	0	0	0	0	36.2	43.4
22:15	37	0	2	34	1	0	0	0	0	0	0	0	35.6	40
22:30	22	0	0	20	1	1	0	0	0	0	0	0	33.7	41.3
22:45	25	0	0	25	0	0	0	0	0	0	0	0	34.3	39.3
23:00	18	0	0	16	1	1	0	0	0	0	0	0	35.8	41.1
23:15	15	0	0	14	1	0	0	0	0	0	0	0	37.7	43.8
23:30	7	1	0	5	0	0	0	0	0	0	0	1	32.9	-
23:45	10	0	0	9	1	0	0	0	0	0	0	0	40.5	-
07-19	5434	6	23	4816	461	107	3	1	7	1	3	6	32.8	36.8
06-22	6147	7	27	5476	501	114	3	1	8	1	3	6	33.0	37.1
06-00	6316	8	29	5631	509	116	3	1	8	1	3	7	33.0	37.2
00-00	6316	8	29	5631	509	116	3	1	8	1	3	7	33.0	37.2

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	5	0	0	5	0	0	0	0	0	0	0	0	35.6	-
00:15	4	1	0	3	0	0	0	0	0	0	0	0	32.9	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	2	0	1	1	0	0	0	0	0	0	0	0	25.4	-
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	41.8	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	31	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	45	-
02:00	3	0	0	2	1	0	0	0	0	0	0	0	32.7	-
02:15	2	0	0	1	1	0	0	0	0	0	0	0	37.8	-
02:30	2	1	0	1	0	0	0	0	0	0	0	0	28.9	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	52.5	-
03:00	2	0	0	2	0	0	0	0	0	0	0	0	31.5	-
03:15	2	0	0	2	0	0	0	0	0	0	0	0	43.6	-
03:30	3	0	0	2	0	1	0	0	0	0	0	0	36.8	-
03:45	4	0	0	4	0	0	0	0	0	0	0	0	37.9	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	42	-
04:15	7	0	0	5	1	0	0	0	0	0	1	0	30.7	-
04:30	5	1	0	2	1	1	0	0	0	0	0	0	33	-
04:45	5	0	0	4	1	0	0	0	0	0	0	0	34.5	-
05:00	10	0	0	8	0	2	0	0	0	0	0	0	34.7	-
05:15	9	0	0	7	1	0	0	0	0	0	0	1	39.8	-
05:30	19	0	0	18	0	1	0	0	0	0	0	0	40.3	43.8
05:45	23	0	1	16	3	1	0	0	0	0	1	1	38.3	45.4
06:00	23	0	0	16	5	2	0	0	0	0	0	0	36.8	40.5
06:15	39	1	0	27	10	1	0	0	0	0	0	0	36.5	41.4
06:30	70	2	0	57	7	3	0	0	0	0	0	1	34.6	39.2
06:45	101	2	1	79	15	2	0	0	0	0	1	1	34.6	39.5
07:00	89	1	1	65	19	3	0	0	0	0	0	0	35.1	41.3
07:15	116	0	2	83	24	3	1	1	1	0	0	1	34.2	37.7
07:30	125	0	1	105	17	2	0	0	0	0	0	0	34	39.1
07:45	164	0	2	141	17	4	0	0	0	0	0	0	33.6	37.1
08:00	199	1	2	177	14	5	0	0	0	0	0	0	32.8	36.5
08:15	213	1	2	196	13	0	0	0	0	0	0	1	32.8	35.8
08:30	120	0	0	112	6	2	0	0	0	0	0	0	33.7	38.2
08:45	195	0	2	168	21	3	0	0	0	0	0	1	33.5	36.5
09:00	126	0	1	106	15	3	0	0	0	0	1	0	33.1	37
09:15	121	0	0	108	9	3	0	0	0	0	0	1	33.1	36.5
09:30	143	0	0	119	18	3	1	0	0	0	1	1	32.5	37.1
09:45	118	0	0	102	12	3	0	0	1	0	0	0	31.8	36
10:00	144	0	0	132	10	2	0	0	0	0	0	0	32.8	35.9
10:15	114	0	1	100	10	2	0	0	1	0	0	0	32.9	37
10:30	145	0	0	132	11	2	0	0	0	0	0	0	32.9	36.7
10:45	129	0	0	117	10	1	0	0	1	0	0	0	34.3	37.2
11:00	151	0	0	135	13	1	0	0	2	0	0	0	33.2	37
11:15	136	1	0	122	12	1	0	0	0	0	0	0	32.5	37.3
11:30	149	0	1	130	14	3	0	0	0	0	0	1	30.5	34.9
11:45	142	0	3	124	14	1	0	0	0	0	0	0	31.5	36.2
12:00	131	0	0	118	12	1	0	0	0	0	0	0	33.9	38.1
12:15	149	0	0	131	14	4	0	0	0	0	0	0	33.6	37.5
12:30	134	0	0	119	12	2	1	0	0	0	0	0	33.3	37.7
12:45	145	0	2	124	13	6	0	0	0	0	0	0	33.5	37.5
13:00	127	0	0	114	10	3	0	0	0	0	0	0	33.3	37.4
13:15	136	0	0	124	10	1	0	1	0	0	0	0	33.1	37.4
13:30	128	0	0	115	11	1	0	0	1	0	0	0	35.2	38.1
13:45	116	1	0	98	11	5	0	0	1	0	0	0	32.3	34.8
14:00	139	0	1	125	10	3	0	0	0	0	0	0	33.8	38.8
14:15	154	0	0	130	19	2	0	0	2	0	0	1	32.2	36.7
14:30	141	1	0	128	9	2	0	0	0	0	0	1	32.7	36.6
14:45	172	0	0	152	16	3	0	0	1	0	0	0	32.3	35.2
15:00	159	0	0	144	13	2	0	0	0	0	0	0	32.2	36.3
15:15	149	0	0	133	14	2	0	0	0	0	0	0	32.3	35.9
15:30	135	0	1	119	12	3	0	0	0	0	0	0	29.9	33.3
15:45	174	2	0	142	28	1	0	0	1	0	0	0	31.6	35.5
16:00	147	0	0	131	13	1	0	0	1	0	1	0	31.8	34.6
16:15	131	0	2	117	12	0	0	0	0	0	0	0	30.9	34.4
16:30	117	0	1	107	9	0	0	0	0	0	0	0	29.6	35.2
16:45	101	0	0	91	6	4	0	0	0	0	0	0	30.5	33.3
17:00	149	1	1	133	12	2	0	0	0	0	0	0	31.4	35.1
17:15	76	0	0	69	4	3	0	0	0	0	0	0	31	34.5
17:30	109	1	0	104	3	1	0	0	0	0	0	0	32.5	35.5
17:45	118	1	1	108	7	1	0	0	0	0	0	0	32.6	36.1
18:00	151	1	0	141	7	1	0	0	1	0	0	0	32.5	36.3
18:15	133	1	1	120	11	0	0	0	0	0	0	0	33.1	37
18:30	123	1	1	112	9	0	0	0	0	0	0	0	33.3	37.6
18:45	100	1	3	90	5	1	0	0	0	0	0	0	32.5	37
19:00	100	0	0	89	9	2	0	0	0	0	0	0	33.6	37.7
19:15	82	0	2	76	4	0	0	0	0	0	0	0	34.4	38.5
19:30	84	0	1	70	13	0	0	0	0	0	0	0	34.2	38.8
19:45	61	0	0	54	6	1	0	0	0	0	0	0	33.6	38.5
20:00	76	0	2	61	12	1	0	0	0	0	0	0	34.7	40.2
20:15	66	0	0	60	5	1	0	0	0	0	0	0	33.9	39.6
20:30	61	0	1	56	4	0	0	0	0	0	0	0	37	42.4
20:45	44	0	0	43	1	0	0	0	0	0	0	0	37.7	42.3
21:00	54	1	0	47	5	1	0	0	0	0	0	0	34.3	39.9
21:15	56	0	0	53	3	0	0	0	0	0	0	0	35.4	39.4
21:30	58	0	0	55	3	0	0	0	0	0	0	0	34.1	37.4
21:45	75	0	1	69	5	0	0	0	0	0	0	0	33.2	37.5
22:00	48	0	1	46	1	0	0	0	0	0	0	0	35.8	40.7
22:15	53	0	0	48	5	0	0	0	0	0	0	0	35.2	39
22:30	39	0	0	34	3	0	0	0	2	0	0	0	34.5	40.1
22:45	20	0	0	17	3	0	0	0	0	0	0	0	35.9	41.1
23:00	25	0	0	23	2	0	0	0	0	0	0	0	35.3	41.1
23:15	19	1	0	15	3	0	0	0	0	0	0	0	36.4	41.9
23:30	7	0	0	5	2	0	0	0	0	0	0	0	36.4	-
23:45	10	0	1	6	3	0	0	0	0	0	0	0	34.6	-
07-19	6583	15	32	5813	591	102	3	2	14	0	3	8	32.7	36.5
06-22	7633	21	40	6725	698	116	3	2	14	0	4	10	32.9	37.0
06-00	7854	22	42	6919	720	116	3	2	16	0	4	10	33.0	37.1
00-00	7969	25	44	7010	729	122	3	2	16	0	6	12	33.1	37.2

Date Wednesday 17/11/2021

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	35.4	-
00:15	4	0	0	4	0	0	0	0	0	0	0	0	38.8	-
00:30	3	0	0	2	1	0	0	0	0	0	0	0	33.8	-
00:45	2	0	0	2	0	0	0	0	0	0	0	0	41	-
01:00	6	0	0	5	1	0	0	0	0	0	0	0	36.4	-
01:15	4	0	0	4	0	0	0	0	0	0	0	0	34.9	-
01:30	5	0	3	1	1	0	0	0	0	0	0	0	41.1	-
01:45	3	1	0	2	0	0	0	0	0	0	0	0	27.9	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	36	-
02:15	4	0	0	3	1	0	0	0	0	0	0	0	33.9	-
02:30	2	0	0	2	0	0	0	0	0	0	0	0	79.4	-
02:45	7	1	0	6	0	0	0	0	0	0	0	0	32.4	-
03:00	5	0	2	1	1	1	0	0	0	0	0	0	43.5	-
03:15	2	0	0	1	0	1	0	0	0	0	0	0	39.4	-
03:30	6	0	0	4	2	0	0	0	0	0	0	0	35.7	-
03:45	3	0	0	3	0	0	0	0	0	0	0	0	43.8	-
04:00	2	0	0	1	0	1	0	0	0	0	0	0	37.9	-
04:15	3	0	0	3	0	0	0	0	0	0	0	0	36.4	-
04:30	5	0	0	2	1	2	0	0	0	0	0	0	37.1	-
04:45	11	0	0	9	1	1	0	0	0	0	0	0	33.7	35.6
05:00	7	0	0	4	1	2	0	0	0	0	0	0	38.4	-
05:15	13	0	1	10	2	0	0	0	0	0	0	0	37.6	42.4
05:30	18	0	0	17	1	0	0	0	0	0	0	0	36.3	41.1
05:45	27	0	1	24	2	0	0	0	0	0	0	0	40	44.3
06:00	18	0	0	14	2	1	0	0	0	0	1	0	37.1	43.5
06:15	27	0	0	20	4	1	0	0	0	0	2	0	36.6	40.2
06:30	71	1	0	55	10	1	2	0	0	0	1	1	35.3	40.2
06:45	96	1	2	77	11	5	0	0	0	0	0	0	34	39
07:00	100	1	1	79	15	4	0	0	0	0	0	0	35.1	40.1
07:15	117	1	0	90	21	3	0	0	0	0	1	1	34.3	37.9
07:30	155	0	2	136	15	2	0	0	0	0	0	0	33.9	37.4
07:45	187	1	2	158	23	3	0	0	0	0	0	0	32.6	37.2
08:00	178	0	1	160	14	2	0	0	1	0	0	0	31.9	35.6
08:15	131	1	0	123	6	0	0	0	0	0	1	0	33.4	36.9
08:30	122	1	1	112	6	2	0	0	0	0	0	0	33.3	36.6
08:45	121	0	0	110	9	0	0	0	0	0	1	1	32.4	36.8
09:00	134	0	0	127	5	1	0	0	1	0	0	0	32.5	37
09:15	151	0	0	135	14	2	0	0	0	0	0	0	33	35.8
09:30	118	0	0	110	6	2	0	0	0	0	0	0	33	36.4
09:45	136	0	1	122	11	2	0	0	0	0	0	0	32.4	35
10:00	120	0	1	110	6	2	0	0	0	0	1	0	34	37.6
10:15	122	0	0	109	12	1	0	0	0	0	0	0	34	37.8
10:30	156	0	0	140	11	3	0	0	1	0	0	1	31	35.9
10:45	131	0	0	112	13	6	0	0	0	0	0	0	33.3	37.7
11:00	152	0	1	137	8	5	0	0	1	0	0	0	32.3	36.2
11:15	136	0	0	123	11	2	0	0	0	0	0	0	33.9	38.6
11:30	161	0	2	143	11	5	0	0	0	0	0	0	32.6	36.8
11:45	122	0	0	105	16	1	0	0	0	0	0	0	33	37.6
12:00	138	0	0	122	13	3	0	0	0	0	0	0	34.3	38.2
12:15	132	0	0	120	8	3	0	0	0	0	1	0	33.8	37.4
12:30	154	0	0	140	8	4	0	0	0	0	1	1	31.9	35.5
12:45	138	0	0	123	10	5	0	0	0	0	0	0	34.2	38.1
13:00	120	1	0	112	7	0	0	0	0	0	0	0	32.8	37
13:15	116	0	1	99	13	2	0	0	0	0	1	0	32.4	37.2
13:30	136	0	0	125	10	1	0	0	0	0	0	0	31.6	35.2
13:45	154	0	0	132	15	7	0	0	0	0	0	0	32.5	36.3
14:00	141	0	0	122	16	2	0	0	0	0	0	1	32.6	35.7
14:15	161	0	1	145	11	3	0	0	1	0	0	0	32	35.9
14:30	133	0	0	124	7	1	0	0	0	0	0	1	32.2	36.6
14:45	148	0	1	132	10	4	0	0	1	0	0	0	32.6	37.9
15:00	147	0	2	121	19	5	0	0	0	0	0	0	31.3	34.7
15:15	142	2	0	125	13	2	0	0	0	0	0	0	30.6	33.8
15:30	124	0	1	96	25	2	0	0	0	0	0	0	34.9	37.9
15:45	130	0	0	114	11	4	0	0	1	0	0	0	32.2	36.1
16:00	157	0	4	132	18	2	1	0	0	0	0	0	33.6	37.5
16:15	158	2	1	128	22	4	0	1	0	0	0	0	32.2	36.1
16:30	167	2	0	148	14	3	0	0	0	0	0	0	31.7	35.1
16:45	138	0	0	130	7	0	0	0	1	0	0	0	30.9	35.9
17:00	138	0	2	128	8	0	0	0	0	0	0	0	30.9	35.2
17:15	101	1	0	92	7	1	0	0	0	0	0	0	31	34.2
17:30	115	0	0	106	6	2	0	0	0	0	1	0	31.6	35.5
17:45	126	0	1	118	6	1	0	0	0	0	0	0	32.3	37.2
18:00	112	0	0	106	6	0	0	0	0	0	0	0	34.9	38.7
18:15	102	0	0	94	8	0	0	0	0	0	0	0	34.5	38.1
18:30	120	0	2	112	6	0	0	0	0	0	0	0	32.3	36.2
18:45	83	0	0	75	8	0	0	0	0	0	0	0	34.5	37.7
19:00	89	0	0	83	6	0	0	0	0	0	0	0	33.6	37.9
19:15	92	0	1	86	4	1	0	0	0	0	0	0	34.3	38.8
19:30	63	0	1	58	4	0	0	0	0	0	0	0	34.6	39.1
19:45	74	0	0	68	5	1	0	0	0	0	0	0	33.8	38.2
20:00	60	0	1	53	6	0	0	0	0	0	0	0	34.7	38.6
20:15	57	0	1	51	5	0	0	0	0	0	0	0	34.9	39.5
20:30	65	0	3	58	4	0	0	0	0	0	0	0	35.8	41.4
20:45	47	1	0	45	1	0	0	0	0	0	0	0	34.5	39.3
21:00	37	0	0	35	2	0	0	0	0	0	0	0	36.5	41.2
21:15	36	0	0	33	3	0	0	0	0	0	0	0	35.8	43.1
21:30	29	0	2	26	1	0	0	0	0	0	0	0	36.1	40.5
21:45	45	0	2	42	0	1	0	0	0	0	0	0	36.5	43.3
22:00	40	0	0	35	4	1	0	0	0	0	0	0	37	40.7
22:15	33	0	0	30	3	0	0	0	0	0	0	0	37.6	44.8
22:30	18	0	0	17	0	0	0	0	1	0	0	0	36.7	40.7
22:45	19	0	0	17	2	0	0	0	0	0	0	0	37.9	43.9
23:00	12	0	0	11	1	0	0	0	0	0	0	0	33.7	39.5
23:15	8	0	0	8	0	0	0	0	0	0	0	0	39.7	-
23:30	11	1	0	9	1	0	0	0	0	0	0	0	35.6	45.6
23:45	6	0	1	4	1	0	0	0	0	0	0	0	32.2	-
07-19	6481	13	28	5762	545	109	1	1	8	0	8	6	32.7	36.8
06-22	7387	16	41	6566	613	120	3	1	8	0	12	7	33.0	37.2
06-00	7534	17	42	6697	625	121	3	1	9	0	12	7	33.1	37.3
00-00	7683	19	49	6814	640	129	3	1	9	0	12	7	33.2	37.4

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	2	0	0	2	0	0	0	0	0	0	0	0	38.9	-
00:15	6	0	0	6	0	0	0	0	0	0	0	0	34.2	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	39	-
00:45	3	0	0	3	0	0	0	0	0	0	0	0	45.7	-
01:00	3	0	0	3	0	0	0	0	0	0	0	0	38.2	-
01:15	3	0	0	3	0	0	0	0	0	0	0	0	42.7	-
01:30	4	0	0	4	0	0	0	0	0	0	0	0	40.4	-
01:45	1	0	0	0	1	0	0	0	0	0	0	0	32.8	-
02:00	5	0	1	3	0	0	0	0	0	0	1	0	43.7	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	48.6	-
02:30	2	0	0	2	0	0	0	0	0	0	0	0	48.6	-
02:45	4	0	1	3	0	0	0	0	0	0	0	0	40.6	-
03:00	5	0	0	5	0	0	0	0	0	0	0	0	38	-
03:15	3	1	0	2	0	0	0	0	0	0	0	0	32.4	-
03:30	2	0	0	2	0	0	0	0	0	0	0	0	37.9	-
03:45	5	0	0	3	1	1	0	0	0	0	0	0	39.7	-
04:00	3	0	0	1	0	2	0	0	0	0	0	0	39.5	-
04:15	8	0	0	6	1	0	0	0	0	0	1	0	42.5	-
04:30	2	0	0	2	0	0	0	0	0	0	0	0	37.8	-
04:45	10	0	1	6	2	1	0	0	0	0	0	0	36.5	-
05:00	11	0	0	6	2	2	0	0	0	0	0	1	38	46.3
05:15	10	0	0	8	2	0	0	0	0	0	0	0	38	-
05:30	22	0	1	20	1	0	0	0	0	0	0	0	40.1	47.1
05:45	20	0	0	16	4	0	0	0	0	0	0	0	40.7	46.6
06:00	18	0	0	14	4	0	0	0	0	0	0	0	39.8	47.9
06:15	41	2	1	31	5	2	0	0	0	0	0	0	34.8	40.6
06:30	53	1	0	47	4	0	0	1	0	0	0	0	36.2	39.1
06:45	98	1	1	75	16	5	0	0	0	0	0	0	35.5	40.5
07:00	81	0	2	64	13	2	0	0	0	0	0	0	34.7	38.4
07:15	119	0	2	96	17	4	0	0	0	0	0	0	33.5	37.1
07:30	130	0	2	111	16	0	0	0	0	0	1	0	35.2	37.9
07:45	165	1	3	146	13	2	0	0	0	0	0	0	33.2	36.5
08:00	219	2	0	189	20	6	0	0	1	0	0	1	31.4	35.7
08:15	191	0	1	176	13	0	0	0	0	0	0	1	32.2	35.5
08:30	155	0	0	139	12	3	0	0	1	0	0	0	32.5	36.1
08:45	139	1	0	124	12	2	0	0	0	0	0	0	33.5	37.4
09:00	159	0	0	144	15	0	0	0	0	0	0	0	32.5	37
09:15	98	0	0	85	10	3	0	0	0	0	0	0	32.7	36
09:30	132	0	1	116	11	2	0	0	0	0	1	1	32.8	36.1
09:45	124	0	1	112	10	0	0	0	0	0	0	1	33.3	37.6
10:00	136	0	1	118	14	3	0	0	0	0	0	0	33.9	37.9
10:15	119	2	0	103	12	2	0	0	0	0	0	0	31.5	35.6
10:30	164	0	0	151	11	1	0	0	0	1	0	0	33.2	36.6
10:45	148	1	1	127	13	5	0	0	1	0	0	0	31.7	34.6
11:00	132	2	0	118	11	1	0	0	0	0	0	0	32.5	37
11:15	147	0	0	135	7	2	1	0	0	0	1	1	32.8	36.1
11:30	123	0	0	104	12	5	0	0	1	0	0	1	32.1	36.5
11:45	145	0	4	133	7	1	0	0	0	0	0	0	32.6	36.8
12:00	161	0	1	153	6	1	0	0	0	0	0	0	32.4	36.4
12:15	142	0	1	126	14	0	1	0	0	0	0	0	32.8	36.7
12:30	140	0	1	127	9	3	0	0	0	0	0	0	32.4	36.1
12:45	138	0	0	127	9	1	0	0	0	0	0	1	32.5	36.7
13:00	143	0	2	132	8	1	0	0	0	0	0	0	32.4	36.2
13:15	146	0	0	124	19	2	1	0	0	0	0	0	33	36
13:30	147	0	1	131	10	5	0	0	0	0	0	0	32.9	36.6
13:45	144	0	0	129	11	4	0	0	0	0	0	0	32.8	35.5
14:00	120	0	0	102	16	2	0	0	0	0	0	0	32.9	36.6
14:15	140	1	0	125	11	2	0	0	0	0	0	1	33.8	37.6
14:30	150	1	1	141	6	1	0	0	0	0	0	0	31.3	36.4
14:45	186	0	2	160	21	3	0	0	0	0	0	0	31.2	35.7
15:00	182	1	2	125	47	4	0	1	0	0	1	1	21.5	34.7
15:15	133	1	2	113	11	6	0	0	0	0	0	0	31.8	35.7
15:30	127	0	0	111	9	7	0	0	0	0	0	0	32.2	35.2
15:45	133	0	0	120	10	2	0	0	1	0	0	0	33.2	36.9
16:00	149	0	0	132	14	2	0	0	0	0	1	0	32	36.2
16:15	154	1	0	142	9	2	0	0	0	0	0	0	24.5	30.6
16:30	155	3	1	131	15	4	0	0	0	0	1	0	29.1	35.2
16:45	129	0	1	109	14	4	0	0	1	0	0	0	31.3	35.5
17:00	159	1	1	143	13	1	0	0	0	0	0	0	31.7	35.3
17:15	130	0	0	113	14	3	0	0	0	0	0	0	32.9	37.9
17:30	135	0	4	124	6	1	0	0	0	0	0	0	32.5	36.4
17:45	139	0	0	123	13	1	0	0	1	0	0	1	32.8	36.2
18:00	143	0	0	133	10	0	0	0	0	0	0	0	32.9	37
18:15	120	1	0	108	11	0	0	0	0	0	0	0	32.8	36.1
18:30	117	0	0	111	6	0	0	0	0	0	0	0	33.2	37.5
18:45	131	0	0	125	6	0	0	0	0	0	0	0	32.5	36.7
19:00	82	1	0	73	8	0	0	0	0	0	0	0	33.9	38.8
19:15	82	0	0	74	7	1	0	0	0	0	0	0	34.1	39.6
19:30	76	0	0	73	2	1	0	0	0	0	0	0	33.1	38.9
19:45	83	0	0	76	7	0	0	0	0	0	0	0	33.5	38
20:00	64	1	1	54	6	2	0	0	0	0	0	0	32.8	38
20:15	59	0	0	53	5	1	0	0	0	0	0	0	33.1	38
20:30	70	0	0	64	5	1	0	0	0	0	0	0	35.4	41.3
20:45	57	0	0	55	2	0	0	0	0	0	0	0	35.2	40.9
21:00	54	0	0	52	2	0	0	0	0	0	0	0	35.9	40.8
21:15	47	0	0	46	1	0	0	0	0	0	0	0	35.4	41
21:30	47	0	2	42	2	1	0	0	0	0	0	0	36.1	41.9
21:45	68	0	3	61	2	1	0	0	0	0	1	0	34.2	38.2
22:00	41	0	0	39	2	0	0	0	0	0	0	0	34.9	38.7
22:15	37	1	0	30	6	0	0	0	0	0	0	0	33.8	37.8
22:30	32	0	0	30	2	0	0	0	0	0	0	0	32.8	37.4
22:45	31	0	0	30	1	0	0	0	0	0	0	0	38.4	43.8
23:00	20	0	0	18	2	0	0	0	0	0	0	0	37	41.9
23:15	18	0	0	17	1	0	0	0	0	0	0	0	36.4	40.2
23:30	14	1	1	11	1	0	0	0	0	0	0	0	38.6	49.2
23:45	18	0	2	13	3	0	0	0	0	0	0	0	34.8	41.2
07-19	6819	19	38	6031	597	106	3	1	7	1	6	10	32.1	36.3
06-22	7818	25	46	6921	675	121	3	2	7	1	7	10	32.4	36.8
06-00	8029	27	49	7109	693	121	3	2	7	1	7	10	32.5	36.9
00-00	8166	28	53	7218	707	127	3	2	7	1	9	11	32.6	37.1

Date Friday 19/11/2021

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	4	0	0	4	0	0	0	0	0	0	0	0	35.7	-
00:15	11	0	0	11	0	0	0	0	0	0	0	0	40.2	47.9
00:30	8	0	0	8	0	0	0	0	0	0	0	0	35.5	-
00:45	5	0	0	5	0	0	0	0	0	0	0	0	38.1	-
01:00	2	0	0	1	1	0	0	0	0	0	0	0	43.4	-
01:15	7	0	0	5	1	1	0	0	0	0	0	0	35.8	-
01:30	5	0	0	4	1	0	0	0	0	0	0	0	36.8	-
01:45	2	0	0	2	0	0	0	0	0	0	0	0	38.8	-
02:00	3	0	0	3	0	0	0	0	0	0	0	0	39.5	-
02:15	3	0	0	1	2	0	0	0	0	0	0	0	32.7	-
02:30	2	0	0	0	2	0	0	0	0	0	0	0	40.1	-
02:45	7	0	0	6	1	0	0	0	0	0	0	0	33.3	-
03:00	2	0	0	2	0	0	0	0	0	0	0	0	24.2	-
03:15	3	1	0	2	0	0	0	0	0	0	0	0	29.5	-
03:30	4	0	0	3	0	1	0	0	0	0	0	0	32.6	-
03:45	6	0	0	4	1	1	0	0	0	0	0	0	37.8	-
04:00	4	0	0	2	1	1	0	0	0	0	0	0	31.8	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	49.3	-
04:30	8	0	0	5	1	1	0	0	0	0	1	0	39.6	-
04:45	6	0	1	4	1	0	0	0	0	0	0	0	36.8	-
05:00	14	0	1	12	1	0	0	0	0	0	0	0	34.6	44.3
05:15	13	0	0	9	3	0	0	0	0	0	0	1	41.8	50.4
05:30	25	0	2	20	2	0	0	0	0	0	1	0	38.5	44.8
05:45	27	1	0	23	1	1	1	0	0	0	0	0	38.8	46.6
06:00	25	0	0	19	4	2	0	0	0	0	0	0	37.5	42.8
06:15	34	0	0	27	7	0	0	0	0	0	0	0	37.4	41.2
06:30	57	1	1	49	5	1	0	0	0	0	0	0	36.4	41.6
06:45	79	0	2	62	13	1	0	0	1	0	0	0	35.4	40.5
07:00	85	3	0	62	17	3	0	0	0	0	0	0	34.2	40
07:15	106	1	0	83	17	4	0	0	0	0	0	1	35.5	40
07:30	126	0	2	109	14	1	0	0	0	0	0	0	35.1	38.4
07:45	159	0	4	137	16	2	0	0	0	0	0	0	33.2	36.7
08:00	189	0	3	157	26	3	0	0	0	0	0	0	32	34.9
08:15	185	2	1	156	19	5	0	1	1	0	0	0	31.8	35.8
08:30	148	0	0	132	12	4	0	0	0	0	0	0	32.7	36.3
08:45	135	0	0	118	15	1	0	1	0	0	0	0	33.6	38.2
09:00	118	1	1	106	9	1	0	0	0	0	0	0	33.3	36.9
09:15	137	0	0	120	14	2	0	0	0	0	0	1	32	34.9
09:30	140	0	0	119	14	5	0	1	0	0	0	1	32.8	37.2
09:45	143	0	2	120	12	6	0	0	1	0	0	2	32.7	36.5
10:00	148	0	0	131	11	5	0	1	0	0	0	0	31.4	34.9
10:15	131	0	0	121	7	2	0	1	0	0	0	0	32.3	35.9
10:30	173	1	2	156	10	3	0	1	0	0	0	0	31.5	35
10:45	134	1	1	123	5	3	0	0	1	0	0	0	31.6	34.4
11:00	180	0	2	165	11	1	1	0	0	0	0	0	31.8	35.8
11:15	132	1	0	114	12	4	0	0	1	0	0	0	32.5	35.6
11:30	139	0	1	119	18	1	0	0	0	0	0	0	32.3	36.1
11:45	170	0	2	153	12	3	0	0	0	0	0	0	32	36
12:00	139	0	1	123	12	2	0	1	0	0	0	0	34	38.3
12:15	152	0	1	131	14	2	3	0	1	0	0	0	24.4	35.6
12:30	135	0	1	116	13	4	0	1	0	0	0	0	20.8	31.1
12:45	138	0	1	120	15	2	0	0	0	0	0	0	32.3	36.1
13:00	167	0	1	145	14	5	0	1	0	0	1	0	31.1	35.9
13:15	140	0	1	123	15	0	0	1	0	0	0	0	33.8	37.3
13:30	164	0	0	146	10	8	0	0	0	0	0	0	31.8	35.7
13:45	151	0	0	134	13	3	0	1	0	0	0	0	33	36.7
14:00	171	1	0	158	10	1	0	1	0	0	0	0	31.3	34.2
14:15	143	0	0	124	16	3	0	0	0	0	0	0	32.8	36.6
14:30	164	0	1	147	14	1	0	0	1	0	0	0	31.8	35.9
14:45	182	0	0	161	15	6	0	0	0	0	0	0	32.6	36.5
15:00	163	0	1	152	6	4	0	0	0	0	0	0	31.7	35.8
15:15	153	0	0	143	8	1	0	0	1	0	0	0	28.3	33.6
15:30	145	0	0	141	3	0	0	0	1	0	0	0	10.5	14.6
15:45	135	1	1	123	7	1	0	1	0	0	0	1	29	36
16:00	140	0	0	120	16	3	0	0	1	0	0	0	32	35.4
16:15	109	0	0	103	4	2	0	0	0	0	0	0	29.6	34.3
16:30	156	0	0	142	11	3	0	0	0	0	0	0	31	34.9
16:45	138	0	0	129	4	2	0	1	1	0	0	1	31.5	36
17:00	176	0	1	159	15	1	0	0	0	0	0	0	32.5	36.3
17:15	136	0	0	122	10	4	0	0	0	0	0	0	33.7	37.1
17:30	141	0	1	128	12	0	0	0	0	0	0	0	32.9	37.3
17:45	109	0	1	98	9	1	0	0	0	0	0	0	32.8	37.7
18:00	153	0	1	137	14	0	0	0	1	0	0	0	32.9	37.1
18:15	97	0	0	89	8	0	0	0	0	0	0	0	32.8	37.2
18:30	103	1	0	90	9	2	0	0	1	0	0	0	32.5	36.7
18:45	138	0	1	128	8	0	0	0	1	0	0	0	33.9	37.8
19:00	118	0	0	112	4	1	0	1	0	0	0	0	32.4	35.8
19:15	82	0	0	78	3	1	0	0	0	0	0	0	34.1	38.2
19:30	72	0	0	64	5	3	0	0	0	0	0	0	33.7	39
19:45	66	0	0	61	4	1	0	0	0	0	0	0	34.4	39.6
20:00	76	0	0	69	5	1	0	0	1	0	0	0	33.7	37.7
20:15	48	0	2	43	3	0	0	0	0	0	0	0	35.7	40.7
20:30	33	0	0	32	0	1	0	0	0	0	0	0	36	43.1
20:45	57	1	0	55	1	0	0	0	0	0	0	0	35.9	41.6
21:00	45	0	0	43	2	0	0	0	0	0	0	0	36.7	45.5
21:15	51	0	3	45	3	0	0	0	0	0	0	0	34.2	37.6
21:30	53	0	1	47	5	0	0	0	0	0	0	0	35.2	40.4
21:45	65	0	1	60	3	1	0	0	0	0	0	0	33.8	37.5
22:00	52	0	0	48	4	0	0	0	0	0	0	0	34.2	38.3
22:15	34	0	0	33	1	0	0	0	0	0	0	0	35.2	38.6
22:30	41	0	0	40	1	0	0	0	0	0	0	0	36.8	41.9
22:45	40	0	1	34	5	0	0	0	0	0	0	0	32	37
23:00	30	0	0	28	2	0	0	0	0	0	0	0	32.4	38.1
23:15	26	0	0	25	1	0	0	0	0	0	0	0	27.8	33.3
23:30	31	1	0	28	2	0	0	0	0	0	0	0	31.6	37.6
23:45	27	0	1	20	6	0	0	0	0	0	0	0	33.7	39.1
07-19	6916	13	35	6133	576	120	4	14	13	0	1	7	31.4	36.2
06-22	7877	15	45	6999	643	133	4	15	15	0	1	7	31.8	36.7
06-00	8158	16	47	7255	665	133	4	15	15	0	1	7	31.9	36.7
00-00	8330	18	51	7392	684	139	5	15	15	0	3	8	32.0	36.9

Date Saturday 20/11/2021

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	9	0	0	7	2	0	0	0	0	0	0	0	35.4	-
00:15	22	0	1	21	0	0	0	0	0	0	0	0	37.1	42.2
00:30	11	0	1	10	0	0	0	0	0	0	0	0	39.8	50.4
00:45	13	0	1	12	0	0	0	0	0	0	0	0	41.1	48.8
01:00	6	1	0	4	1	0	0	0	0	0	0	0	33.7	-
01:15	8	0	0	8	0	0	0	0	0	0	0	0	37.1	-
01:30	4	0	0	3	1	0	0	0	0	0	0	0	38.5	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	40.8	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	47.7	-
02:15	3	0	0	2	1	0	0	0	0	0	0	0	39.7	-
02:30	3	0	0	3	0	0	0	0	0	0	0	0	35.1	-
02:45	4	0	0	4	0	0	0	0	0	0	0	0	37.2	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	7	0	0	7	0	0	0	0	0	0	0	0	36.7	-
03:30	4	0	0	4	0	0	0	0	0	0	0	0	48.3	-
03:45	4	1	0	2	1	0	0	0	0	0	0	0	33.8	-
04:00	2	0	0	1	1	0	0	0	0	0	0	0	39.8	-
04:15	3	0	0	3	0	0	0	0	0	0	0	0	39.7	-
04:30	7	0	1	4	2	0	0	0	0	0	0	0	39	-
04:45	4	0	1	3	0	0	0	0	0	0	0	0	49.9	-
05:00	7	0	0	5	1	1	0	0	0	0	0	0	37.4	-
05:15	6	0	0	3	1	1	1	0	0	0	0	0	42.1	-
05:30	10	0	0	6	2	2	0	0	0	0	0	0	39.3	-
05:45	11	0	0	8	2	1	0	0	0	0	0	0	40.1	45.7
06:00	21	0	0	19	1	1	0	0	0	0	0	0	37.5	42.3
06:15	12	0	0	10	2	0	0	0	0	0	0	0	38.4	51.1
06:30	17	0	1	14	1	1	0	0	0	0	0	0	41.1	47.3
06:45	23	0	0	17	5	1	0	0	0	0	0	0	37.2	41.3
07:00	30	0	0	25	3	2	0	0	0	0	0	0	35.1	40.4
07:15	48	0	0	36	7	4	0	0	1	0	0	0	36.5	44.2
07:30	32	0	0	27	4	0	0	0	1	0	0	0	37.5	45
07:45	65	0	0	58	6	1	0	0	0	0	0	0	36.7	41.3
08:00	71	0	0	60	10	1	0	0	0	0	0	0	34.6	39
08:15	90	0	0	79	9	2	0	0	0	0	0	0	35.1	39.6
08:30	86	0	0	78	5	2	1	0	0	0	0	0	34.7	37.6
08:45	106	0	0	93	12	1	0	0	0	0	0	0	34.2	38
09:00	103	0	0	97	3	3	0	0	0	0	0	0	35.1	40.6
09:15	116	0	0	107	7	2	0	0	0	0	0	0	35	38.5
09:30	125	0	1	114	10	0	0	0	0	0	0	0	34.4	37.6
09:45	155	0	0	144	10	1	0	0	0	0	0	0	33.4	36.7
10:00	154	0	1	142	11	0	0	0	0	0	0	0	32.6	36.2
10:15	166	0	0	151	14	1	0	0	0	0	0	0	33.4	37
10:30	155	0	0	141	10	3	0	0	1	0	0	0	32	35.4
10:45	149	1	2	137	8	0	0	0	1	0	0	0	29.4	34
11:00	153	1	0	143	7	1	0	0	1	0	0	0	32.8	37.1
11:15	145	0	1	133	9	0	0	1	1	0	0	0	32.7	36.1
11:30	164	0	0	154	9	1	0	0	0	0	0	0	31.5	34.8
11:45	145	1	0	137	7	0	0	0	0	0	0	0	33.8	37.7
12:00	168	0	1	162	5	0	0	0	0	0	0	0	31.9	34.8
12:15	173	0	1	163	9	0	0	0	0	0	0	0	32.3	35.3
12:30	153	0	0	143	8	2	0	0	0	0	0	0	27.2	32.6
12:45	137	0	1	122	14	0	0	0	0	0	0	0	34	37.7
13:00	149	0	0	138	8	3	0	0	0	0	0	0	34.2	38.1
13:15	156	0	1	140	14	1	0	0	0	0	0	0	29.7	33.7
13:30	135	1	0	114	17	1	0	0	2	0	0	0	15.5	22.2
13:45	160	0	0	141	17	2	0	0	0	0	0	0	30.2	33.6
14:00	139	0	2	128	9	0	0	0	0	0	0	0	33.6	37.7
14:15	163	0	0	151	11	0	0	0	1	0	0	0	32.9	36.6
14:30	160	0	0	149	9	2	0	0	0	0	0	0	32.2	35.6
14:45	161	0	0	147	14	0	0	0	0	0	0	0	32.2	36.5
15:00	137	0	0	131	4	2	0	0	0	0	0	0	32.8	36.4
15:15	124	1	0	116	7	0	0	0	0	0	0	0	32.8	36.2
15:30	134	0	0	123	10	1	0	0	0	0	0	0	33.7	37
15:45	113	0	0	105	8	0	0	0	0	0	0	0	34.6	38.8
16:00	124	0	0	113	9	2	0	0	0	0	0	0	33.9	37.4
16:15	111	0	0	104	7	0	0	0	0	0	0	0	32.8	36.2
16:30	107	0	0	100	6	0	0	0	1	0	0	0	32.9	37.2
16:45	111	0	0	101	9	1	0	0	0	0	0	0	32.7	36.5
17:00	113	0	0	109	4	0	0	0	0	0	0	0	33.8	38.1
17:15	105	0	1	96	7	1	0	0	0	0	0	0	33.5	38.1
17:30	85	0	0	76	9	0	0	0	0	0	0	0	33.7	37.8
17:45	79	0	0	70	8	1	0	0	0	0	0	0	34.3	39
18:00	84	0	0	74	10	0	0	0	0	0	0	0	34.3	39.2
18:15	66	0	3	57	6	0	0	0	0	0	0	0	35.7	41.1
18:30	70	0	0	64	6	0	0	0	0	0	0	0	34	38.8
18:45	65	0	0	55	7	2	0	0	1	0	0	0	33.5	36.8
19:00	75	0	0	69	6	0	0	0	0	0	0	0	33.9	39.3
19:15	78	0	0	74	3	1	0	0	0	0	0	0	34.5	40.9
19:30	56	0	0	53	3	0	0	0	0	0	0	0	33.6	38
19:45	48	0	0	43	5	0	0	0	0	0	0	0	35.2	41.7
20:00	53	0	0	51	1	1	0	0	0	0	0	0	34.9	39.7
20:15	37	0	0	35	2	0	0	0	0	0	0	0	32.8	38.3
20:30	35	1	0	32	2	0	0	0	0	0	0	0	34.6	40.1
20:45	38	0	0	37	1	0	0	0	0	0	0	0	35.8	40.1
21:00	33	0	0	29	3	1	0	0	0	0	0	0	35.1	42.5
21:15	26	0	0	24	2	0	0	0	0	0	0	0	36.3	42.5
21:30	27	0	0	25	2	0	0	0	0	0	0	0	37.1	47.3
21:45	21	0	0	20	1	0	0	0	0	0	0	0	33.5	39.8
22:00	40	0	0	39	1	0	0	0	0	0	0	0	34	39
22:15	38	0	1	35	2	0	0	0	0	0	0	0	33.7	40.5
22:30	35	0	1	32	2	0	0	0	0	0	0	0	33.6	40.5
22:45	23	0	0	21	2	0	0	0	0	0	0	0	39.8	50.1
23:00	19	0	0	18	1	0	0	0	0	0	0	0	37.7	43.9
23:15	25	0	1	21	3	0	0	0	0	0	0	0	35.6	39.6
23:30	13	0	0	13	0	0	0	0	0	0	0	0	36	40.8
23:45	18	1	0	16	1	0	0	0	0	0	0	0	33.7	41.6
07-19	5740	5	15	5248	413	46	1	1	11	0	0	0	32.6	37.0
06-22	6340	6	16	5800	453	52	1	1	11	0	0	0	32.8	37.3
06-00	6551	7	19	5995	465	52	1	1	11	0	0	0	32.9	37.4
00-00	6701	9	24	6117	480	57	2	1	11	0	0	0	33.0	37.6

Date Sunday 21/11/2021

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	12	0	0	10	2	0	0	0	0	0	0	0	35	38.8
00:15	13	0	0	13	0	0	0	0	0	0	0	0	38.3	41.2
00:30	7	0	0	6	1	0	0	0	0	0	0	0	40.1	-
00:45	3	0	0	3	0	0	0	0	0	0	0	0	35.5	-
01:00	5	0	1	2	2	0	0	0	0	0	0	0	37.5	-
01:15	4	0	0	4	0	0	0	0	0	0	0	0	36.5	-
01:30	3	0	0	3	0	0	0	0	0	0	0	0	38.9	-
01:45	2	0	0	2	0	0	0	0	0	0	0	0	37.7	-
02:00	2	0	1	1	0	0	0	0	0	0	0	0	44.8	-
02:15	3	0	0	3	0	0	0	0	0	0	0	0	36.6	-
02:30	4	0	0	3	1	0	0	0	0	0	0	0	36.7	-
02:45	2	0	1	1	0	0	0	0	0	0	0	0	37.4	-
03:00	4	0	0	4	0	0	0	0	0	0	0	0	41.9	-
03:15	5	0	0	5	0	0	0	0	0	0	0	0	38.3	-
03:30	5	0	0	4	1	0	0	0	0	0	0	0	36.9	-
03:45	4	0	1	3	0	0	0	0	0	0	0	0	31.8	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	29.8	-
04:15	5	0	0	5	0	0	0	0	0	0	0	0	38.7	-
04:30	4	0	0	2	2	0	0	0	0	0	0	0	35.3	-
04:45	10	0	1	8	1	0	0	0	0	0	0	0	40.3	-
05:00	5	0	0	5	0	0	0	0	0	0	0	0	39.6	-
05:15	6	0	0	6	0	0	0	0	0	0	0	0	47.9	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	52.9	-
05:45	4	0	0	3	1	0	0	0	0	0	0	0	41.2	-
06:00	4	0	0	3	1	0	0	0	0	0	0	0	37.6	-
06:15	6	1	0	5	0	0	0	0	0	0	0	0	33.3	-
06:30	8	0	0	6	1	1	0	0	0	0	0	0	34.7	-
06:45	22	0	0	18	1	3	0	0	0	0	0	0	37.2	43.4
07:00	14	0	0	11	3	0	0	0	0	0	0	0	37.4	46.6
07:15	15	1	0	12	1	1	0	0	0	0	0	0	38	42.9
07:30	27	0	0	18	7	2	0	0	0	0	0	0	36.2	42.3
07:45	24	0	0	20	4	0	0	0	0	0	0	0	37.5	42.9
08:00	28	1	0	23	4	0	0	0	0	0	0	0	34.7	39.8
08:15	39	0	0	35	2	1	0	0	0	0	0	1	35.7	41.1
08:30	37	1	0	33	3	0	0	0	0	0	0	0	34.1	37.9
08:45	52	0	1	45	6	0	0	0	0	0	0	0	37.3	41.6
09:00	55	0	2	47	6	0	0	0	0	0	0	0	35.9	40.5
09:15	80	0	1	74	4	1	0	0	0	0	0	0	34.4	38.8
09:30	91	0	0	85	6	0	0	0	0	0	0	0	35.2	39.7
09:45	126	0	1	116	8	1	0	0	0	0	0	0	33.8	37.3
10:00	148	1	1	138	6	1	0	0	1	0	0	0	34.1	39.4
10:15	145	0	2	133	10	0	0	0	0	0	0	0	34.1	36.9
10:30	151	0	0	142	6	1	0	0	2	0	0	0	33	36.4
10:45	169	0	2	163	4	0	0	0	0	0	0	0	31.9	35.4
11:00	138	0	3	130	5	0	0	0	0	0	0	0	32.9	35.9
11:15	129	0	0	123	3	2	0	1	0	0	0	0	32.8	36.2
11:30	144	0	0	139	5	0	0	0	0	0	0	0	33.8	37.2
11:45	156	2	0	152	2	0	0	0	0	0	0	0	32.2	36.2
12:00	178	0	2	171	5	0	0	0	0	0	0	0	30.9	34.5
12:15	140	0	2	136	2	0	0	0	0	0	0	0	33.9	37.5
12:30	178	0	2	162	10	0	1	0	2	0	1	0	31.1	36.1
12:45	150	0	2	140	6	1	1	0	0	0	0	0	34.1	38.1
13:00	157	0	1	148	8	0	0	0	0	0	0	0	33.6	38.3
13:15	137	0	0	132	4	1	0	0	0	0	0	0	28.4	33.6
13:30	132	0	1	127	2	1	0	0	1	0	0	0	32.9	36.8
13:45	136	1	1	129	5	0	0	0	0	0	0	0	33.8	37.5
14:00	137	0	0	130	6	1	0	0	0	0	0	0	33.6	37.2
14:15	120	0	0	115	5	0	0	0	0	0	0	0	33.2	37.2
14:30	131	1	1	124	5	0	0	0	0	0	0	0	33.5	38.1
14:45	104	0	1	96	7	0	0	0	0	0	0	0	33.3	38.5
15:00	123	0	1	111	9	2	0	0	0	0	0	0	34.8	39
15:15	115	1	0	104	9	1	0	0	0	0	0	0	34	38.3
15:30	91	0	0	88	1	2	0	0	0	0	0	0	35.2	38.8
15:45	95	1	0	89	5	0	0	0	0	0	0	0	36	40.4
16:00	101	0	0	92	7	2	0	0	0	0	0	0	34.7	39.5
16:15	87	1	0	78	4	2	1	0	1	0	0	0	31.4	36.6
16:30	86	0	1	82	2	1	0	0	0	0	0	0	33.7	37.3
16:45	74	0	0	70	4	0	0	0	0	0	0	0	33.4	37.4
17:00	77	0	1	73	2	1	0	0	0	0	0	0	33.4	36.5
17:15	64	0	1	61	2	0	0	0	0	0	0	0	35.2	39.1
17:30	57	0	1	54	1	1	0	0	0	0	0	0	33	37.1
17:45	68	0	0	64	2	1	1	0	0	0	0	0	35	38.9
18:00	68	0	0	66	2	0	0	0	0	0	0	0	34.8	38.5
18:15	53	0	0	46	6	0	0	0	1	0	0	0	34.5	38.4
18:30	49	1	0	47	1	0	0	0	0	0	0	0	33.6	37.9
18:45	44	0	1	38	4	1	0	0	0	0	0	0	33.7	37.6
19:00	51	0	0	47	4	0	0	0	0	0	0	0	37.3	41.4
19:15	38	0	1	34	3	0	0	0	0	0	0	0	34.9	39.9
19:30	45	0	0	39	6	0	0	0	0	0	0	0	34.7	38.2
19:45	34	0	0	32	2	0	0	0	0	0	0	0	37.3	44.2
20:00	54	0	0	52	2	0	0	0	0	0	0	0	34.6	39.5
20:15	39	0	0	37	1	1	0	0	0	0	0	0	36.2	41.8
20:30	26	0	0	26	0	0	0	0	0	0	0	0	34.9	38.8
20:45	28	0	0	25	2	1	0	0	0	0	0	0	36.4	40.2
21:00	39	0	1	35	3	0	0	0	0	0	0	0	32.5	38.2
21:15	26	1	0	25	0	0	0	0	0	0	0	0	36.2	44.8
21:30	20	0	0	18	1	1	0	0	0	0	0	0	35.8	43.7
21:45	11	0	0	11	0	0	0	0	0	0	0	0	37	47.3
22:00	18	0	0	18	0	0	0	0	0	0	0	0	34.4	38.2
22:15	10	0	0	9	1	0	0	0	0	0	0	0	35.4	-
22:30	7	0	0	6	1	0	0	0	0	0	0	0	40.1	-
22:45	9	0	0	9	0	0	0	0	0	0	0	0	39.6	-
23:00	7	0	0	7	0	0	0	0	0	0	0	0	34.9	-
23:15	7	0	1	6	0	0	0	0	0	0	0	0	31.4	-
23:30	6	0	0	6	0	0	0	0	0	0	0	0	36	-
23:45	2	0	0	2	0	0	0	0	0	0	0	0	34.8	-
07-19	4720	12	32	4412	221	28	4	1	8	0	1	1	33.5	37.7
06-22	5171	14	34	4825	248	35	4	1	8	0	1	1	33.7	38.0
06-00	5237	14	35	4888	250	35	4	1	8	0	1	1	33.7	38.1
00-00	5351	14	40	4986	261	35	4	1	8	0	1	1	33.8	38.2

Date Monday 22/11/2021

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	4	0	0	3	0	1	0	0	0	0	0	0	36	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	38.7	-
00:30	3	0	0	3	0	0	0	0	0	0	0	0	36	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	32	-
01:00	2	0	0	2	0	0	0	0	0	0	0	0	40.4	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	40.1	-
01:30	2	0	0	2	0	0	0	0	0	0	0	0	47.9	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	42.9	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	44.8	-
02:15	2	0	0	2	0	0	0	0	0	0	0	0	52	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	48.2	-
03:00	2	0	0	2	0	0	0	0	0	0	0	0	44.2	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	39.5	-
03:30	2	0	0	2	0	0	0	0	0	0	0	0	32.3	-
03:45	6	0	0	3	1	2	0	0	0	0	0	0	39.5	-
04:00	3	0	0	3	0	0	0	0	0	0	0	0	39.7	-
04:15	6	0	0	4	1	0	0	0	0	0	1	0	39.2	-
04:30	6	0	2	3	0	1	0	0	0	0	0	0	38.5	-
04:45	9	0	1	5	0	3	0	0	0	0	0	0	37.4	-
05:00	6	0	0	4	0	1	0	0	0	0	0	1	34.2	-
05:15	10	0	0	8	1	0	0	0	0	0	1	0	36.4	-
05:30	19	1	1	15	1	1	0	0	0	0	0	0	36.1	41.6
05:45	21	0	0	17	2	1	0	0	0	0	1	0	38.9	43.6
06:00	18	1	0	14	0	2	1	0	0	0	0	0	35.5	44.4
06:15	39	1	0	30	7	0	1	0	0	0	0	0	37.1	47.6
06:30	72	0	0	61	9	1	1	0	0	0	0	0	36.3	40.5
06:45	79	2	4	62	7	3	1	0	0	0	0	0	35.2	40.2
07:00	102	1	0	84	14	3	0	0	0	0	0	0	35.1	39.2
07:15	116	0	1	100	12	2	0	0	0	0	0	1	34.2	37.5
07:30	128	0	1	112	8	6	1	0	0	0	0	0	35.4	40
07:45	141	0	0	125	13	2	1	0	0	0	0	0	33.4	37.2
08:00	195	0	0	180	12	1	1	0	1	0	0	0	32.7	35.7
08:15	177	2	1	163	10	1	0	0	0	0	0	0	31.9	36.6
08:30	119	0	0	102	14	2	0	0	1	0	0	0	34.7	38
08:45	169	0	1	153	11	3	0	0	0	0	1	0	32.8	36.6
09:00	119	0	2	102	10	2	2	1	0	0	0	0	34.5	37.7
09:15	112	1	0	101	7	3	0	0	0	0	0	0	32	37.2
09:30	123	0	0	106	12	4	0	0	0	0	0	1	32.4	35.6
09:45	136	0	1	119	9	6	0	0	0	0	0	1	33.4	37.8
10:00	114	0	0	107	4	3	0	0	0	0	0	0	33.3	37.3
10:15	146	0	0	132	8	4	0	0	0	0	1	1	31.9	35.2
10:30	124	1	0	109	9	3	0	0	0	0	1	1	32.5	36.7
10:45	148	0	0	139	6	3	0	0	0	0	0	0	32.7	35.8
11:00	150	0	0	137	11	2	0	0	0	0	0	0	33.4	37.5
11:15	139	1	1	128	8	1	0	0	0	0	0	0	33.2	36.6
11:30	149	0	0	134	11	2	0	0	1	0	0	1	31.7	34.8
11:45	190	1	0	172	13	3	0	0	0	0	1	0	31.2	37.2
12:00	145	0	1	128	10	2	0	0	1	0	1	2	10.3	14.4
12:15	110	0	1	100	8	0	0	0	0	0	0	1	28.3	37
12:30	145	0	2	125	14	3	0	0	0	0	1	0	33.9	37.6
12:45	158	0	2	145	10	0	0	0	0	0	0	1	32.4	35.8
13:00	150	0	0	137	9	4	0	0	0	0	0	0	33.2	36.3
13:15	133	0	0	113	16	3	0	1	0	0	0	0	32.1	36.2
13:30	123	1	1	112	7	2	0	0	0	0	0	0	34.2	38.5
13:45	164	0	0	150	12	1	1	0	0	0	0	0	31.6	34.9
14:00	128	0	1	110	15	2	0	0	0	0	0	0	32.7	36
14:15	121	1	0	114	4	2	0	0	0	0	0	0	33.1	38
14:30	143	0	0	129	10	4	0	0	0	0	0	0	33.1	37.3
14:45	162	1	0	140	16	4	0	0	1	0	0	0	31.4	34.9
15:00	179	0	1	162	13	2	1	0	0	0	0	0	30.4	34.2
15:15	137	0	2	124	11	0	0	0	0	0	0	0	31.9	36.1
15:30	134	0	1	117	14	2	0	0	0	0	0	0	33	36.5
15:45	154	0	0	143	10	1	0	0	0	0	0	0	31.7	35.2
16:00	156	0	0	140	13	3	0	0	0	0	0	0	31.8	35.1
16:15	168	0	1	149	13	5	0	0	0	0	0	0	22.4	30.4
16:30	116	0	0	110	2	1	2	0	0	0	1	0	10.3	16
16:45	112	3	1	104	4	0	0	0	0	0	0	0	29.9	35.7
17:00	104	0	0	99	5	0	0	0	0	0	0	0	33.3	36.9
17:15	101	0	1	96	4	0	0	0	0	0	0	0	32.5	35.6
17:30	144	0	0	140	2	1	1	0	0	0	0	0	31.8	35.9
17:45	133	0	0	127	5	1	0	0	0	0	0	0	30.9	35.6
18:00	158	0	0	145	10	3	0	0	0	0	0	0	32.5	36
18:15	124	0	1	115	8	0	0	0	0	0	0	0	32.4	35.8
18:30	157	0	0	152	3	2	0	0	0	0	0	0	32.5	36.4
18:45	121	0	1	113	7	0	0	0	0	0	0	0	32.8	36.6
19:00	73	0	0	70	3	0	0	0	0	0	0	0	33.8	36.8
19:15	100	0	0	93	7	0	0	0	0	0	0	0	33.5	37.2
19:30	71	0	1	67	2	0	0	0	0	0	1	0	34	39.3
19:45	76	0	0	73	3	0	0	0	0	0	0	0	34.6	38.6
20:00	85	0	1	79	5	0	0	0	0	0	0	0	34.3	38.9
20:15	52	0	0	46	5	1	0	0	0	0	0	0	35.3	39.9
20:30	39	0	0	38	1	0	0	0	0	0	0	0	35.9	41.4
20:45	45	0	0	40	4	1	0	0	0	0	0	0	35.9	41.6
21:00	60	0	0	59	1	0	0	0	0	0	0	0	35.8	41.6
21:15	46	0	0	41	5	0	0	0	0	0	0	0	33.8	39.3
21:30	51	0	0	48	3	0	0	0	0	0	0	0	35.6	39.2
21:45	55	0	1	52	1	1	0	0	0	0	0	0	32.9	36.9
22:00	45	0	2	39	3	0	0	0	1	0	0	0	35.4	43.9
22:15	41	0	1	40	0	0	0	0	0	0	0	0	36	40.7
22:30	19	0	2	16	0	1	0	0	0	0	0	0	35.1	42.3
22:45	14	0	1	11	2	0	0	0	0	0	0	0	36.6	40.7
23:00	23	1	0	22	0	0	0	0	0	0	0	0	36.5	42.1
23:15	8	0	0	7	0	1	0	0	0	0	0	0	34.7	-
23:30	8	0	0	8	0	0	0	0	0	0	0	0	37.6	-
23:45	5	1	0	2	2	0	0	0	0	0	0	0	37.5	-
07-19	6677	13	25	6044	457	104	10	2	5	0	7	10	31.4	36.4
06-22	7638	17	32	6917	520	113	14	2	5	0	8	10	31.8	36.8
06-00	7801	19	38	7062	527	115	14	2	6	0	8	10	31.9	36.9
00-00	7912	20	42	7146	535	125	14	2	6	0	11	11	32.0	37.0

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	7	0	0	5	2	0	0	0	0	0	0	0	37.1	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	36.2	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	36	-
00:45	4	0	0	4	0	0	0	0	0	0	0	0	48	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	5	0	0	4	1	0	0	0	0	0	0	0	39.4	-
01:30	4	0	0	4	0	0	0	0	0	0	0	0	33.7	-
01:45	6	0	0	6	0	0	0	0	0	0	0	0	35.6	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	40.9	-
02:15	2	0	0	2	0	0	0	0	0	0	0	0	36.9	-
02:30	3	0	0	2	0	0	0	0	0	0	1	0	38.3	-
02:45	2	0	0	2	0	0	0	0	0	0	0	0	37.1	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	2	0	0	2	0	0	0	0	0	0	0	0	39	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	48.9	-
03:45	8	0	0	6	0	2	0	0	0	0	0	0	37.2	-
04:00	6	0	0	4	1	1	0	0	0	0	0	0	39.2	-
04:15	4	0	0	3	1	0	0	0	0	0	0	0	36.3	-
04:30	6	0	1	4	1	0	0	0	0	0	0	0	38.4	-
04:45	6	0	0	2	1	3	0	0	0	0	0	0	38.6	-
05:00	13	1	0	7	4	1	0	0	0	0	0	0	36.2	43.5
05:15	9	0	0	6	2	0	0	0	0	0	1	0	40.7	-
05:30	23	0	0	21	1	1	0	0	0	0	0	0	37.8	41.2
05:45	22	0	2	18	1	1	0	0	0	0	0	0	38.8	42.5
06:00	17	0	0	13	4	0	0	0	0	0	0	0	39.1	44.2
06:15	37	0	0	29	4	3	0	0	0	0	1	0	37.1	43.3
06:30	62	1	2	47	9	2	1	0	0	0	0	0	33.9	40.6
06:45	93	0	0	83	7	1	2	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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0	34.0	39.5
06-22	209	1	2	172	24	6	3	0	0	0	1	0	34.9	40.2
06-00	209	1	2	172	24	6	3	0	0	0	1	0	34.9	40.2
00-00	345	2	5	277	40	15	3	0	0	0	3	0	36.0	41.3

Date Wednesday 24/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 25/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Friday 26/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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 27/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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 28/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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 Monday 29/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 30/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 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	108	0	0	101	5	2	0	0	0	0	0	0	31.9	35.5
10:00	124	0	0	114	5	4	0	0	0	0	0	1	31.1	35.7
10:15	150	0	0	136	12	1	1	0	0	0	0	0	31.3	34.7
10:30	167	0	1	158	8	0	0	0	0	0	0	0	30.7	34.2
10:45	158	0	0	149	7	1	1	0	0	0	0	0	31.6	35.6
11:00	148	0	0	131	13	3	1	0	0	0	0	0	30.9	34.4
11:15	134	1	0	127	3	2	0	1	0	0	0	0	30.6	33.9
11:30	149	0	0	144	3	2	0	0	0	0	0	0	30.5	34
11:45	129	0	1	120	6	2	0	0	0	0	0	0	31.3	35.2
12:00	153	0	1	144	6	1	0	0	1	0	0	0	31.4	35.2
12:15	136	1	1	124	7	3	0	0	0	0	0	0	31.2	34.8
12:30	144	0	0	131	8	3	0	0	1	0	1	0	32	35.6
12:45	144	0	1	131	6	4	0	0	0	0	2	0	31.5	34.8
13:00	133	0	0	124	8	1	0	0	0	0	0	0	32.1	36
13:15	159	0	0	153	5	0	0	0	1	0	0	0	31.1	34.7
13:30	126	0	1	119	5	1	0	0	0	0	0	0	31.5	35
13:45	124	0	1	114	7	2	0	0	0	0	0	0	30.4	34.8
14:00	143	0	0	132	9	2	0	0	0	0	0	0	29.6	34.2
14:15	143	0	1	135	7	0	0	0	0	0	0	0	31.5	35.7
14:30	138	1	1	122	8	5	0	0	0	0	0	1	30.9	35.1
14:45	164	0	1	152	7	4	0	0	0	0	0	0	30.6	34.6
15:00	159	0	0	155	2	1	0	0	1	0	0	0	30.4	33.9
15:15	130	0	0	123	5	2	0	0	0	0	0	0	30.1	32.5
15:30	149	0	0	139	7	1	0	0	2	0	0	0	30.7	34.6
15:45	115	0	1	110	3	1	0	0	0	0	0	0	31.3	35.2
16:00	172	0	1	162	8	1	0	0	0	0	0	0	30.7	34.4
16:15	124	2	1	117	4	0	0	0	0	0	0	0	30.4	33.3
16:30	135	0	0	131	4	0	0	0	0	0	0	0	28.6	31.6
16:45	96	0	1	92	3	0	0	0	0	0	0	0	29.3	33.3
17:00	114	0	0	111	3	0	0	0	0	0	0	0	29.2	32.4
17:15	110	0	1	109	0	0	0	0	0	0	0	0	29.8	33
17:30	103	0	1	102	0	0	0	0	0	0	0	0	29.4	33.1
17:45	122	0	0	117	4	1	0	0	0	0	0	0	30	33.7
18:00	132	0	1	127	3	1	0	0	0	0	0	0	28.2	33.7
18:15	94	0	0	92	1	1	0	0	0	0	0	0	29.4	33.8
18:30	97	0	0	95	2	0	0	0	0	0	0	0	27.5	31.9
18:45	121	0	0	118	3	0	0	0	0	0	0	0	30.5	33.3
19:00	106	0	0	101	3	2	0	0	0	0	0	0	31.9	35.2
19:15	92	0	1	88	2	1	0	0	0	0	0	0	32.3	36
19:30	88	0	1	84	3	0	0	0	0	0	0	0	31.1	34.9
19:45	78	0	1	75	1	1	0	0	0	0	0	0	32.9	36.6
20:00	86	0	0	85	1	0	0	0	0	0	0	0	31.1	35.1
20:15	64	1	1	59	1	1	0	0	1	0	0	0	32.2	37.4
20:30	52	1	1	49	0	0	0	0	1	0	0	0	32.1	36.8
20:45	55	0	0	55	0	0	0	0	0	0	0	0	34.1	38.8
21:00	39	0	0	39	0	0	0	0	0	0	0	0	31.8	37.6
21:15	43	0	0	42	1	0	0	0	0	0	0	0	34.5	40
21:30	42	0	0	41	1	0	0	0	0	0	0	0	32.9	36.7
21:45	42	0	0	42	0	0	0	0	0	0	0	0	34	39
22:00	62	1	0	61	0	0	0	0	0	0	0	0	32.9	36.8
22:15	62	0	0	59	2	1	0	0	0	0	0	0	33.9	38.7
22:30	37	1	0	35	1	0	0	0	0	0	0	0	33.9	38.5
22:45	27	0	1	26	0	0	0	0	0	0	0	0	34.1	39.8
23:00	14	0	0	13	1	0	0	0	0	0	0	0	32.9	37.6
23:15	13	0	0	13	0	0	0	0	0	0	0	0	35.6	43.2
23:30	13	0	1	10	2	0	0	0	0	0	0	0	38.1	47
23:45	6	1	0	4	1	0	0	0	0	0	0	0	27.3	-
07-19	4947	5	17	4661	197	52	3	1	6	0	3	2	30.6	34.5
06-22	5734	7	22	5421	210	57	3	1	8	0	3	2	30.8	34.7
06-00	5968	10	24	5642	217	58	3	1	8	0	3	2	30.9	34.9
00-00	5968	10	24	5642	217	58	3	1	8	0	3	2	30.9	34.9

Date Thursday 02/12/2021

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	6	0	0	5	1	0	0	0	0	0	0	0	34.6	-
00:15	5	0	0	5	0	0	0	0	0	0	0	0	34.5	-
00:30	5	0	0	5	0	0	0	0	0	0	0	0	37.3	-
00:45	5	0	0	5	0	0	0	0	0	0	0	0	33.4	-
01:00	3	0	0	3	0	0	0	0	0	0	0	0	37.9	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	4	0	0	4	0	0	0	0	0	0	0	0	33.4	-
01:45	2	0	0	1	1	0	0	0	0	0	0	0	35.7	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	37.8	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	3	0	0	2	1	0	0	0	0	0	0	0	42.8	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	51.9	-
03:00	3	0	0	3	0	0	0	0	0	0	0	0	36	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	32.9	-
03:30	2	0	0	2	0	0	0	0	0	0	0	0	30.7	-
03:45	6	0	0	6	0	0	0	0	0	0	0	0	37	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	29.7	-
04:30	6	0	0	3	1	2	0	0	0	0	0	0	36.1	-
04:45	12	0	1	8	2	0	0	0	0	0	1	0	34	38.6
05:00	11	0	0	7	4	0	0	0	0	0	0	0	33.6	40.6
05:15	16	0	1	10	3	1	0	0	0	0	1	0	35	39.2
05:30	21	0	2	15	2	1	0	0	0	0	1	0	34.5	38.7
05:45	31	0	0	26	1	3	0	0	0	0	0	1	36	41.5
06:00	16	1	0	13	2	0	0	0	0	0	0	0	34.3	42.5
06:15	41	1	0	31	4	4	0	0	0	0	1	0	34.3	40.1
06:30	56	1	0	43	9	2	0	0	0	0	0	1	34	38.4
06:45	103	1	0	88	10	4	0	0	0	0	0	0	32.7	36.4
07:00	93	0	0	79	10	3	0	0	0	0	0	1	32.4	36.1
07:15	115	1	2	100	7	3	0	0	0	0	1	1	32	35.7
07:30	112	0	1	101	7	1	2	0	0	0	0	0	33.3	36.2
07:45	182	0	1	164	16	1	0	0	0	0	0	0	30.5	34.7
08:00	189	0	0	177	9	1	0	0	2	0	0	0	31.2	35.3
08:15	214	0	2	209	2	0	0	0	1	0	0	0	30.8	33.6
08:30	155	0	0	146	7	2	0	0	0	0	0	0	31.5	34.5
08:45	153	0	0	145	5	0	0	0	3	0	0	0	31.9	36.5
09:00	157	0	0	149	5	3	0	0	0	0	0	0	31.7	34.4
09:15	123	0	0	114	8	1	0	0	0	0	0	0	32.3	35.5
09:30	140	0	0	131	7	1	0	0	0	0	0	1	31.1	33.6
09:45	154	0	0	145	6	2	0	0	1	0	0	0	31.5	34.5
10:00	146	0	0	136	6	3	0	0	0	0	0	1	31.6	35.8
10:15	139	0	0	120	17	2	0	0	0	0	0	0	31.4	35.5
10:30	154	0	0	143	8	3	0	0	0	0	0	0	31.8	35.9
10:45	147	0	0	136	6	4	0	0	0	0	1	0	31.5	34.8
11:00	158	1	0	151	6	0	0	0	0	0	0	0	30.4	34.4
11:15	131	0	0	122	6	0	2	0	0	0	1	0	30.8	34
11:30	165	0	0	157	6	1	0	0	1	0	0	0	30.2	33.4
11:45	149	0	1	143	4	0	0	0	0	0	1	0	32.5	35.7
12:00	160	0	0	152	7	1	0	0	0	0	0	0	30.4	34.3
12:15	126	1	1	120	4	0	0	0	0	0	0	0	32.3	35.3
12:30	111	0	0	106	4	0	1	0	0	0	0	0	31.5	35.5
12:45	137	0	2	129	4	1	0	0	1	0	0	0	31.5	34.9
13:00	137	0	0	130	6	1	0	0	0	0	0	0	31.8	34.7
13:15	159	0	0	154	2	2	0	1	0	0	0	0	31.3	34.8
13:30	130	0	1	117	10	1	0	0	1	0	0	0	32.4	37.1
13:45	143	0	0	136	3	4	0	0	0	0	0	0	30.3	33.8
14:00	158	0	0	149	5	2	1	0	1	0	0	0	30.9	35
14:15	168	0	0	152	13	1	0	1	0	0	1	0	29.7	33
14:30	150	1	1	138	6	2	0	0	1	0	1	0	29.4	34.4
14:45	170	0	0	165	4	0	0	0	1	0	0	0	30.7	33.9
15:00	134	0	0	127	4	3	0	0	0	0	0	0	30.3	33.2
15:15	156	0	0	146	9	1	0	0	0	0	0	0	30.2	33.1
15:30	125	0	0	119	5	0	0	0	0	0	1	0	30.4	34.8
15:45	152	1	1	143	7	0	0	0	0	0	0	0	29.7	32.8
16:00	144	1	0	127	13	1	1	0	0	0	1	0	30.1	33.1
16:15	153	0	1	146	4	1	0	0	1	0	0	0	30.3	33.5
16:30	124	0	0	116	7	1	0	0	0	0	0	0	29.8	32.4
16:45	167	0	0	162	2	3	0	0	0	0	0	0	29.9	33.8
17:00	155	0	0	145	9	1	0	0	0	0	0	0	29.3	31.8
17:15	98	0	0	90	8	0	0	0	0	0	0	0	29.7	32.2
17:30	110	0	0	109	1	0	0	0	0	0	0	0	31.2	34.3
17:45	156	1	1	146	5	0	0	0	3	0	0	0	29.8	33.2
18:00	139	0	0	134	3	2	0	0	0	0	0	0	30.6	32.8
18:15	112	0	0	104	6	2	0	0	0	0	0	0	32.1	36.1
18:30	114	0	1	112	0	0	1	0	0	0	0	0	31.1	35.5
18:45	129	0	0	123	5	1	0	0	0	0	0	0	30.7	34.4
19:00	126	0	0	123	2	0	0	0	1	0	0	0	30.8	35.1
19:15	113	0	1	110	2	0	0	0	0	0	0	0	31	34.8
19:30	92	0	0	91	1	0	0	0	0	0	0	0	32.2	35.5
19:45	97	1	1	92	2	1	0	0	0	0	0	0	31.7	34.9
20:00	81	0	1	78	1	1	0	0	0	0	0	0	31.9	35.1
20:15	58	0	1	57	0	0	0	0	0	0	0	0	31.3	35.7
20:30	54	1	0	51	2	0	0	0	0	0	0	0	32.9	39.1
20:45	57	0	0	57	0	0	0	0	0	0	0	0	32.3	37.9
21:00	55	1	1	53	0	0	0	0	0	0	0	0	34	39.7
21:15	43	0	1	42	0	0	0	0	0	0	0	0	33.3	37
21:30	25	0	0	25	0	0	0	0	0	0	0	0	35.8	42.7
21:45	36	0	1	33	2	0	0	0	0	0	0	0	33	37.6
22:00	42	0	0	39	3	0	0	0	0	0	0	0	34.6	40.2
22:15	23	0	0	23	0	0	0	0	0	0	0	0	33.4	39.5
22:30	21	1	0	20	0	0	0	0	0	0	0	0	31.6	35.9
22:45	27	1	0	24	1	1	0	0	0	0	0	0	35.3	46
23:00	24	1	0	21	2	0	0	0	0	0	0	0	35	41.5
23:15	15	0	1	12	2	0	0	0	0	0	0	0	33.5	37.6
23:30	9	0	0	9	0	0	0	0	0	0	0	0	33.4	-
23:45	12	1	0	9	1	1	0	0	0	0	0	0	32.5	39.9
07-19	6893	7	16	6465	304	62	8	2	17	0	8	4	30.9	34.5
06-22	7946	14	23	7452	341	74	8	2	18	0	9	5	31.1	34.8
06-00	8119	18	24	7609	350	76	8	2	18	0	9	5	31.2	34.9
00-00	8265	18	28	7723	367	83	8	2	18	0	12	6	31.3	35.0

Date	Friday	03/12/2021												
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	14	0	0	13	1	0	0	0	0	0	0	0	31.5	36.5
00:15	4	0	1	3	0	0	0	0	0	0	0	0	36.8	-
00:30	7	0	0	7	0	0	0	0	0	0	0	0	32.1	-
00:45	6	0	0	6	0	0	0	0	0	0	0	0	31.8	-
01:00	8	0	0	8	0	0	0	0	0	0	0	0	36.2	-
01:15	7	0	0	5	1	1	0	0	0	0	0	0	33	-
01:30	5	0	0	3	2	0	0	0	0	0	0	0	36	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	32.3	-
02:00	3	0	0	2	0	1	0	0	0	0	0	0	27.4	-
02:15	4	1	0	3	0	0	0	0	0	0	0	0	25.5	-
02:30	2	0	0	2	0	0	0	0	0	0	0	0	36.4	-
02:45	2	0	0	2	0	0	0	0	0	0	0	0	35.4	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	29.7	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	29.5	-
03:30	2	0	0	2	0	0	0	0	0	0	0	0	33.4	-
03:45	5	0	0	5	0	0	0	0	0	0	0	0	35.2	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	36.3	-
04:15	5	0	0	4	1	0	0	0	0	0	0	0	38.1	-
04:30	7	0	1	3	1	1	0	0	0	0	1	0	33.9	-
04:45	10	0	0	7	2	0	0	0	0	0	0	1	31.4	-
05:00	10	0	1	7	0	2	0	0	0	0	0	0	30.5	-
05:15	26	0	0	21	4	1	0	0	0	0	0	0	33.4	37.6
05:30	16	0	0	16	0	0	0	0	0	0	0	0	35.2	39.5
05:45	29	0	0	25	3	0	1	0	0	0	0	0	34.3	38.6
06:00	20	0	0	16	3	1	0	0	0	0	0	0	36.6	41.2
06:15	40	1	0	32	4	3	0	0	0	0	0	0	33.8	38.6
06:30	45	0	0	41	4	0	0	0	0	0	0	0	35.1	39.9
06:45	90	1	1	80	8	0	0	0	0	0	0	0	33.5	37.5
07:00	89	1	0	76	9	2	0	0	0	0	0	1	33.4	37.4
07:15	132	0	1	110	15	6	0	0	0	0	0	0	32.8	35.6
07:30	117	0	1	110	5	1	0	0	0	0	0	0	31.2	34
07:45	162	0	1	153	5	2	0	0	1	0	0	0	30.3	34.1
08:00	195	0	3	177	12	3	0	0	0	0	0	0	30.5	33.9
08:15	170	0	1	160	8	0	0	0	0	0	1	0	31.2	34.7
08:30	138	0	0	135	2	1	0	0	0	0	0	0	30.5	34.9
08:45	183	1	0	175	5	1	1	0	0	0	0	0	30.8	34.6
09:00	128	0	0	115	8	5	0	0	0	0	0	0	31.1	33.8
09:15	148	0	1	140	5	2	0	0	0	0	0	0	32.4	36.4
09:30	150	0	0	133	13	3	0	0	0	0	0	1	30	33.9
09:45	144	0	1	137	4	2	0	0	0	0	0	0	31.4	34.7
10:00	132	0	1	126	4	1	0	0	0	0	0	0	31.3	34.6
10:15	169	0	0	151	11	6	0	0	0	0	1	0	30.5	34.6
10:30	182	0	1	170	10	1	0	0	0	0	0	0	29	31.7
10:45	157	0	1	150	4	2	0	0	0	0	0	0	31.7	35.2
11:00	169	0	0	161	6	2	0	0	0	0	0	0	29.9	33
11:15	166	0	0	157	6	3	0	0	0	0	0	0	30.7	34.1
11:30	133	0	0	121	11	1	0	0	0	0	0	0	30.4	34.4
11:45	172	0	0	163	8	1	0	0	0	0	0	0	31.1	34.4
12:00	162	0	1	156	4	1	0	0	0	0	0	0	30.5	34.7
12:15	141	0	0	133	7	1	0	0	0	0	0	0	31.5	34.6
12:30	123	0	0	113	4	3	1	1	0	0	1	0	31.4	36.7
12:45	131	0	0	123	7	1	0	0	0	0	0	0	30.9	34.1
13:00	140	1	0	128	11	0	0	0	0	0	0	0	31.1	35
13:15	154	1	1	144	4	3	0	0	1	0	0	0	30.2	35
13:30	148	0	0	140	6	1	0	0	1	0	0	0	30.1	34.2
13:45	172	0	0	159	9	4	0	0	0	0	0	0	20.7	29
14:00	157	1	0	148	7	1	0	0	0	0	0	0	26.6	34.2
14:15	134	0	0	130	3	1	0	0	0	0	0	0	30.7	34.7
14:30	155	0	1	142	8	2	0	0	2	0	0	0	32.6	35.7
14:45	186	0	0	176	7	3	0	0	0	0	0	0	29.7	33.9
15:00	121	0	1	112	4	2	1	0	0	0	0	1	13.6	23.1
15:15	116	0	0	112	4	0	0	0	0	0	0	0	21.8	29.6
15:30	116	0	2	111	2	1	0	0	0	0	0	0	26.1	30.9
15:45	128	1	0	120	6	0	1	0	0	0	0	0	29.8	34.1
16:00	107	1	0	103	2	1	0	0	0	0	0	0	29.2	32.5
16:15	98	0	2	94	1	0	0	0	0	0	1	0	29.5	32.3
16:30	155	0	1	145	7	2	0	0	0	0	0	0	29.2	32.2
16:45	114	0	1	111	2	0	0	0	0	0	0	0	26.3	32.3
17:00	129	0	0	125	4	0	0	0	0	0	0	0	29.8	33.1
17:15	117	0	0	114	2	1	0	0	0	0	0	0	29.5	32.3
17:30	162	0	2	153	4	3	0	0	0	0	0	0	30.3	33.4
17:45	135	0	1	130	3	1	0	0	0	0	0	0	31.1	36
18:00	113	0	0	105	5	3	0	0	0	0	0	0	32.3	34.9
18:15	115	0	1	111	1	1	0	0	0	0	1	0	30.5	34.1
18:30	129	0	0	123	5	1	0	0	0	0	0	0	31.6	33.9
18:45	129	0	1	124	4	0	0	0	0	0	0	0	31	35.8
19:00	149	0	0	139	7	3	0	0	0	0	0	0	30.3	33.2
19:15	109	0	0	103	6	0	0	0	0	0	0	0	31.7	36.5
19:30	96	0	0	95	1	0	0	0	0	0	0	0	31.6	35.3
19:45	67	0	2	63	0	1	0	0	1	0	0	0	33	38.9
20:00	69	0	1	67	0	1	0	0	0	0	0	0	30.4	34.8
20:15	44	0	1	42	1	0	0	0	0	0	0	0	33.5	38.2
20:30	52	1	0	49	2	0	0	0	0	0	0	0	32	36.7
20:45	56	0	0	55	1	0	0	0	0	0	0	0	32.6	38
21:00	41	0	0	40	1	0	0	0	0	0	0	0	31.5	36.8
21:15	41	0	1	38	2	0	0	0	0	0	0	0	32.7	36.7
21:30	48	0	0	47	1	0	0	0	0	0	0	0	32.1	37.2
21:45	43	0	1	41	1	0	0	0	0	0	0	0	32.9	38.4
22:00	42	0	0	40	2	0	0	0	0	0	0	0	33.4	39
22:15	39	0	0	39	0	0	0	0	0	0	0	0	34.1	37.9
22:30	28	1	0	26	0	1	0	0	0	0	0	0	33.2	37.2
22:45	19	0	2	17	0	0	0	0	0	0	0	0	36.8	44.1
23:00	24	0	0	24	0	0	0	0	0	0	0	0	34	40
23:15	29	0	0	28	1	0	0	0	0	0	0	0	31.5	36.9
23:30	29	0	0	28	1	0	0	0	0	0	0	0	31.1	36.3
23:45	31	1	0	27	2	1	0	0	0	0	0	0	31	36.1
07-19	6823	7	27	6405	284	82	4	1	5	0	5	3	29.8	34.2
06-22	7833	10	34	7353	326	91	4	1	6	0	5	3	30.1	34.5
06-00	8074	12	36	7582	332	93	4	1	6	0	5	3	30.2	34.6
00-00	8250	13	39	7730	347	99	5	1	6	0	6	4	30.3	34.7

Date	Saturday	04/12/2021												
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	18	0	0	17	1	0	0	0	0	0	0	0	32.4	38.6
00:15	17	0	0	16	1	0	0	0	0	0	0	0	33.4	39.6
00:30	18	0	1	17	0	0	0	0	0	0	0	0	32.8	37.6
00:45	11	0	0	11	0	0	0	0	0	0	0	0	33.7	37.6
01:00	16	0	0	14	2	0	0	0	0	0	0	0	34	38.4
01:15	25	0	0	24	1	0	0	0	0	0	0	0	31.7	35.5
01:30	11	0	1	9	1	0	0	0	0	0	0	0	35.5	45.9
01:45	6	0	0	6	0	0	0	0	0	0	0	0	33.4	-
02:00	7	0	0	7	0	0	0	0	0	0	0	0	34.2	-
02:15	3	0	0	2	1	0	0	0	0	0	0	0	33.6	-
02:30	5	0	0	5	0	0	0	0	0	0	0	0	30.9	-
02:45	3	0	0	3	0	0	0	0	0	0	0	0	39.1	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	3	0	0	3	0	0	0	0	0	0	0	0	29.1	-
03:30	5	0	0	4	1	0	0	0	0	0	0	0	39.3	-
03:45	3	1	0	0	2	0	0	0	0	0	0	0	24.7	-
04:00	2	0	0	2	0	0	0	0	0	0	0	0	31.8	-
04:15	5	0	0	5	0	0	0	0	0	0	0	0	28.3	-
04:30	4	0	1	1	2	0	0	0	0	0	0	0	33.2	-
04:45	3	0	0	1	0	2	0	0	0	0	0	0	32.9	-
05:00	3	0	0	3	0	0	0	0	0	0	0	0	42.4	-
05:15	7	0	0	4	2	1	0	0	0	0	0	0	38	-
05:30	14	0	0	11	3	0	0	0	0	0	0	0	35.7	44.4
05:45	11	0	0	9	2	0	0	0	0	0	0	0	34.4	39.5
06:00	7	1	0	5	0	1	0	0	0	0	0	0	30.8	-
06:15	14	0	0	9	4	1	0	0	0	0	0	0	37.8	48.3
06:30	14	1	0	11	1	1	0	0	0	0	0	0	31.4	36.8
06:45	33	1	1	28	1	1	1	0	0	0	0	0	32.5	38.5
07:00	20	0	0	17	1	2	0	0	0	0	0	0	34.9	44.3
07:15	51	0	0	45	3	3	0	0	0	0	0	0	33.4	38.4
07:30	41	0	0	36	4	1	0	0	0	0	0	0	36.3	40
07:45	54	0	1	49	2	2	0	0	0	0	0	0	34.7	37.7
08:00	61	0	0	51	7	3	0	0	0	0	0	0	35.2	37.9
08:15	74	0	0	68	4	0	0	0	1	0	0	1	33.3	38.8
08:30	96	1	0	89	4	2	0	0	0	0	0	0	34	39.3
08:45	105	1	0	99	3	2	0	0	0	0	0	0	32	36.2
09:00	123	0	2	116	4	1	0	0	0	0	0	0	32.8	36.6
09:15	121	0	0	110	9	2	0	0	0	0	0	0	31.9	36.4
09:30	151	0	1	142	5	2	0	0	1	0	0	0	32.3	35.4
09:45	136	0	0	132	2	1	0	0	0	0	0	1	31.6	34.3
10:00	164	0	0	146	13	4	0	0	1	0	0	0	32.7	36.7
10:15	159	0	0	150	9	0	0	0	0	0	0	0	32.2	35.2
10:30	146	0	2	138	5	1	0	0	0	0	0	0	31.6	35.6
10:45	165	0	1	158	5	1	0	0	0	0	0	0	32	35.8
11:00	158	1	0	153	3	1	0	0	0	0	0	0	31.4	35
11:15	176	0	1	171	4	0	0	0	0	0	0	0	31	34.4
11:30	128	0	1	124	3	0	0	0	0	0	0	0	33.2	35.8
11:45	152	0	1	145	4	0	0	2	0	0	0	0	31.6	36
12:00	166	0	0	165	0	1	0	0	0	0	0	0	31.3	35.1
12:15	157	0	0	155	2	0	0	0	0	0	0	0	32.5	36
12:30	138	0	0	136	2	0	0	0	0	0	0	0	32.6	36.1
12:45	139	0	0	137	2	0	0	0	0	0	0	0	32.5	36.1
13:00	158	0	0	154	4	0	0	0	0	0	0	0	32.4	35.9
13:15	136	0	0	133	2	1	0	0	0	0	0	0	31.9	35.7
13:30	107	0	1	102	3	1	0	0	0	0	0	0	32.2	35.7
13:45	103	0	2	99	0	0	0	0	2	0	0	0	32.1	35.8
14:00	113	0	0	112	1	0	0	0	0	0	0	0	32	35.5
14:15	109	0	0	102	5	0	0	0	1	0	1	0	31.6	35.2
14:30	145	0	0	141	4	0	0	0	0	0	0	0	31.7	36.3
14:45	120	0	2	116	1	1	0	0	0	0	0	0	32.5	36.1
15:00	118	0	0	113	5	0	0	0	0	0	0	0	31.3	34.6
15:15	112	0	0	106	4	2	0	0	0	0	0	0	32.4	36.4
15:30	115	0	0	108	4	2	0	0	1	0	0	0	31.2	33.9
15:45	111	0	1	110	0	0	0	0	0	0	0	0	31.8	35.8
16:00	134	0	3	124	6	1	0	0	0	0	0	0	32.1	36.2
16:15	102	0	1	99	0	2	0	0	0	0	0	0	31.5	35.1
16:30	119	0	0	116	2	1	0	0	0	0	0	0	30.7	34
16:45	94	0	0	92	1	0	0	0	0	0	1	0	31.6	36
17:00	121	0	0	118	3	0	0	0	0	0	0	0	31	33.7
17:15	103	0	0	99	3	0	0	0	1	0	0	0	31.7	35.1
17:30	108	0	2	103	2	0	0	0	1	0	0	0	33.3	37.8
17:45	148	0	1	144	2	1	0	0	0	0	0	0	30.9	34.9
18:00	103	0	1	97	4	0	0	0	1	0	0	0	31.5	35
18:15	96	0	0	93	2	0	0	0	1	0	0	0	32.2	37.4
18:30	88	0	0	88	0	0	0	0	0	0	0	0	32.9	36.3
18:45	76	0	1	72	2	1	0	0	0	0	0	0	33.7	37
19:00	89	0	0	88	0	1	0	0	0	0	0	0	31.6	35.5
19:15	84	0	1	80	2	1	0	0	0	0	0	0	34.3	37.8
19:30	45	0	0	44	0	0	0	0	1	0	0	0	33.5	38.3
19:45	50	0	0	48	2	0	0	0	0	0	0	0	32.9	38.1
20:00	42	0	0	39	2	1	0	0	0	0	0	0	33.5	36.4
20:15	32	0	1	30	1	0	0	0	0	0	0	0	33.7	37.6
20:30	34	1	0	33	0	0	0	0	0	0	0	0	34.2	41.2
20:45	37	0	0	36	1	0	0	0	0	0	0	0	36.6	42.4
21:00	43	0	0	41	1	1	0	0	0	0	0	0	33.1	37.9
21:15	35	0	1	34	0	0	0	0	0	0	0	0	33	35.3
21:30	16	0	0	16	0	0	0	0	0	0	0	0	33	37.4
21:45	32	0	0	31	0	1	0	0	0	0	0	0	31.8	36
22:00	35	0	0	35	0	0	0	0	0	0	0	0	34.9	39.1
22:15	29	0	0	29	0	0	0	0	0	0	0	0	31.4	35.7
22:30	21	0	1	20	0	0	0	0	0	0	0	0	32.1	37.2
22:45	34	1	0	32	1	0	0	0	0	0	0	0	32.3	39
23:00	27	0	0	26	1	0	0	0	0	0	0	0	33.1	38.9
23:15	28	0	0	27	1	0	0	0	0	0	0	0	32.5	36.2
23:30	12	0	0	12	0	0	0	0	0	0	0	0	30.8	35.4
23:45	20	0	0	20	0	0	0	0	0	0	0	0	33.2	39.3
07-19	5620	3	25	5373	160	42	0	2	11	0	2	2	32.1	35.9
06-22	6227	7	29	5946	175	51	1	2	12	0	2	2	32.2	36.0
06-00	6433	8	30	6147	178	51	1	2	12	0	2	2	32.3	36.1
00-00	6633	9	33	6321	197	54	1	2	12	0	2	2	32.3	36.2

Date Sunday 05/12/2021

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	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	1	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

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	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	1	0	38.6	43.5
06:00	23	1	0	20	0	2	0	0	0	0	0	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	1	0	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	1	0	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	1	0	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

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	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	1	0	0	1	31.9	36.9
10:15	150	0	0	135	13	2	0	0	0	0	0	0	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	184	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

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	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	1	0	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

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	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	38.4	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	0	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

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	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	1	1	31.7	35.3
13:15	152	1	1	132	8	9	0	0	0	0	1	0	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	33.1
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	0	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	1	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

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	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	4	0	3	0	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	1	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	0	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

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	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	1	0	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	1	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	1	0	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

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	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	0	0	0	0	0	0	34.9	39.4
08:00	52	0	1	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	38.9
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

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	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	1	0	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	0	145	7	1	0	0	1	0	0	0	32.4	35.7
12:45	126	0	0	121	4	0	0	0	1	0	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	1	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

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	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	1	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	0	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	1	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

Date Wednesday 24/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 25/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Friday 26/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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 27/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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 28/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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 Monday 29/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 30/11/2021

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	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 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	1	0	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												
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	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	182	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	1	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	1	0	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

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	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	0	0	0	0	0	2	31.2	35.8
08:00	143	0	0	122	16	4	0	0	1	0	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	192	0	1	170	16	4	0	0	1	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	0	1	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												
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	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	380	102	5	1	23	0	4	6	31.3	36.4

Date	Sunday	05/12/2021												
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	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	0	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	3	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	1	0	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

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	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	87	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	187	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

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	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	0	0	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	86	10	12	0	0	0	0	0	0	33.2	38.8
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	0	1	0	0	0	30	34.7
12:45	154	0	0	134	11	8	0	0	1	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	30.8
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	29.7	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

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	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	116	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	2	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

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	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	118	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

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

Period Commencing: 15/11/2021
Road Name: B3035 Botley Road
Flow From : Shaw Road (W) to: B3342 Tollbar Way (E)
Vehicle Classification: All Vehicles

Prepared by: Gabriela Zelenkova
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-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	11	15	13	28	55	35	9	13	*	*	*	*	*	*	*	*	21	31	64	85	12	29	29	43	*	*	*	22	21	31
01:00	*	6	18	11	16	19	14	6	15	*	*	*	*	*	*	*	*	9	21	58	47	6	22	17	17	*	*	*	14	14	19
02:00	*	8	14	12	15	11	11	4	8	*	*	*	*	*	*	*	*	5	11	18	10	4	14	12	25	*	*	*	12	11	11
03:00	*	11	16	15	15	15	18	12	11	*	*	*	*	*	*	*	*	13	9	11	15	9	18	16	16	*	*	*	15	13	14
04:00	*	18	21	23	19	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	212	210	195	73	40	209	208	*	*	*	*	*	*	*	*	216	195	69	33	211	206	229	213	*	*	*	216	211	172
07:00	484	484	508	495	476	175	80	487	*	*	*	*	*	*	*	*	502	520	156	79	474	476	501	542	*	*	*	*	510	501	400
08:00	*	727	552	704	657	353	156	660	*	*	*	*	*	*	*	*	711	686	336	154	650	634	739	693	*	*	*	*	680	674	561
09:00	525	509	539	513	539	499	352	490	*	*	*	*	*	*	*	*	574	570	531	393	570	502	513	505	*	*	*	*	522	529	508
10:00	539	522	529	567	586	624	613	532	*	*	*	*	*	*	*	*	599	586	640	634	648	584	584	650	616	*	*	*	570	572	586
11:00	586	578	571	547	621	607	567	628	*	*	*	*	*	*	*	*	560	603	640	614	648	600	521	555	600	*	*	*	567	585	591
12:00	557	559	562	581	564	631	646	558	*	*	*	*	*	*	*	*	577	534	557	600	611	596	574	544	*	*	*	*	562	564	578
13:00	532	507	526	580	622	600	562	570	*	*	*	*	*	*	*	*	542	569	614	504	612	582	538	552	*	*	*	*	545	561	563
14:00	616	606	583	596	660	623	492	554	*	*	*	*	*	*	*	*	588	646	632	487	538	610	623	606	*	*	*	*	607	610	591
15:00	596	617	543	575	586	509	424	604	*	*	*	*	*	*	*	*	553	567	483	456	461	598	509	542	*	*	*	*	558	565	539
16:00	577	496	507	587	562	453	348	560	*	*	*	*	*	*	*	*	527	588	474	449	364	548	565	568	*	*	*	*	564	554	516
17:00	470	452	480	563	562	382	266	482	*	*	*	*	*	*	*	*	449	519	543	480	244	504	559	533	*	*	*	*	508	510	468
18:00	240	302	417	511	491	295	214	396	*	*	*	*	*	*	*	*	344	464	406	362	214	514	451	505	*	*	*	*	476	485	431
19:00	336	327	318	322	338	257	188	320	*	*	*	*	*	*	*	*	364	428	421	258	155	330	362	408	*	*	*	*	361	356	320
20:00	202	247	229	250	214	163	147	221	*	*	*	*	*	*	*	*	257	250	221	145	119	233	234	236	*	*	*	*	243	233	211
21:00	175	243	147	216	214	107	96	212	*	*	*	*	*	*	*	*	166	159	173	126	106	256	249	270	*	*	*	*	207	207	182
22:00	119	160	110	141	167	136	44	119	*	*	*	*	*	*	*	*	188	113	128	119	44	140	188	180	*	*	*	*	154	146	131
23:00	50	61	37	70	114	75	22	44	*	*	*	*	*	*	*	*	46	60	113	87	28	52	54	64	*	*	*	*	56	64	61
Summary Data																													Summary Data		
0700-1900	5434	6583	6481	6819	6916	5740	4720	6677	0	0	0	0	0	0	0	0	4839	6893	6823	5620	4964	6830	6536	6708	2956	0	0	0	6668	6709	6333
0600-2200	6147	7633	7387	7818	7877	6340	5171	7638	209	0	0	0	0	0	0	0	5626	7946	7833	6227	5377	7860	7587	7850	3169	0	0	0	7696	7716	7217
0600-0000	6316	7854	7534	8029	8158	6551	5237	7801	209	0	0	0	0	0	0	0	5860	8119	8074	6433	5449	8052	7829	8094	3169	0	0	0	7906	7926	7410
0000-0000	6316	7969	7683	8166	8330	6701	5351	7912	345	0	0	0	0	0	0	0	5860	8265	8250	6633	5644	8177	8017	8264	3386	0	0	0	8064	8080	7566
0700-1000	525	1729	1650	1712	1671	1027	588	1637	0	0	0	0	0	0	0	0	0	1787	1756	1033	626	1694	1612	1753	1740	0	0	0	1712	1703	1469
1600-1900	1487	1455	1517	1661	1596	1120	828	1594	0	0	0	0	0	0	0	0	1420	1601	1503	1292	822	1566	1575	1606	0	0	0	0	1548	1548	1415
Peak Hour Analysis																													Peak Hour Analysis		
07:00-10:00	525	727	559	704	657	499	352	660	0	0	0	0	0	0	0	0	0	711	686	531	393	650	634	739	693	0	0	0	680	674	561
10:00-16:00	616	617	583	596	660	631	646	628	0	0	0	0	0	0	0	0	599	646	640	634	648	610	623	606	616	0	0	0	607	610	591
16:00-19:00	577	507	620	587	562	453	348	560	0	0	0	0	0	0	0	0	527	588	543	480	364	548	565	568	0	0	0	0	564	554	516

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

7046

1.073840442

Intelligent Data Collection Limited

Period Commencing: 15/11/2021
Road Name: B3035 Botley Road
Flow From : B3342 Tollbar Way (E) to: Shaw Road (W)
Vehicle Classification: All Vehicles
Prepared by: Gabriela Zelenkova
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-Thur)	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	31
01:00	*	17	11	19	13	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	*	*	*	*	*	*	*	*	3	9	21	17	4	4	7	4	*	*	*	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	45	18	21	53	69	*	*	*	*	*	*	*	*	38	47	15	17	58	63	51	53	*	*	*	54	53	44
06:00	*	151	145	137	126	75	34	140	143	*	*	*	*	*	*	*	*	143	108	79	56	147	151	136	150	*	*	*	145	140	120
07:00	*	450	466	502	412	214	109	447	*	*	*	*	*	*	*	*	*	624	401	199	118	419	454	443	446	*	*	*	492	466	384
08:00	*	841	921	812	675	346	180	684	*	*	*	*	*	*	*	*	*	794	685	368	208	687	745	687	851	*	*	*	807	762	632
09:00	453	695	591	540	508	414	324	512	*	*	*	*	*	*	*	*	*	629	586	494	321	535	568	555	648	*	*	*	575	552	511
10:00	506	486	526	475	516	481	448	462	*	*	*	*	*	*	*	*	503	497	533	555	454	560	478	516	487	*	*	*	495	503	498
11:00	549	581	563	516	590	569	580	534	*	*	*	*	*	*	*	*	608	590	643	623	582	606	536	540	554	*	*	*	561	570	574
12:00	610	554	552	577	563	636	552	561	*	*	*	*	*	*	*	*	609	634	638	577	590	604	591	587	*	*	*	*	586	590	590
13:00	577	522	564	565	642	584	599	624	*	*	*	*	*	*	*	*	593	567	582	642	546	624	558	545	*	*	*	*	559	580	596
14:00	602	590	566	623	670	584	584	527	*	*	*	*	*	*	*	*	584	612	709	617	563	612	557	572	*	*	*	*	586	602	598
15:00	661	680	771	657	782	570	539	724	*	*	*	*	*	*	*	*	768	741	634	601	548	689	608	668	*	*	*	*	699	692	680
16:00	714	747	767	723	712	582	433	664	*	*	*	*	*	*	*	*	622	769	725	585	400	722	728	795	*	*	*	*	736	724	668
17:00	732	700	776	814	693	423	303	750	*	*	*	*	*	*	*	*	543	785	727	489	257	697	667	742	*	*	*	*	718	719	631
18:00	496	561	558	566	526	382	263	637	*	*	*	*	*	*	*	*	436	575	595	458	211	509	508	535	*	*	*	*	580	574	513
19:00	354	368	360	392	360	312	188	430	*	*	*	*	*	*	*	*	374	394	464	312	173	351	363	361	*	*	*	*	373	381	347
20:00	216	227	233	244	240	181	152	231	*	*	*	*	*	*	*	*	239	279	250	177	120	239	232	269	*	*	*	*	246	242	221
21:00	139	182	199	212	197	134	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	58	57	108	107	36	33	*	*	*	*	*	*	*	*	45	63	87	98	28	43	26	45	*	*	*	*	50	56	59
Summary Data																													Summary Data		
0700-1900	5919	7237	7621	7379	7289	5785	4904	7126	0	0	0	0	0	0	0	0	5555	7817	7363	6409	4796	7264	7060	7235	2986	0	0	0	7405	7334	6856
0600-2200	6628	8165	8558	8364	8212	6487	5374	8077	143	0	0	0	0	0	0	0	6314	8789	8345	7113	5228	8156	7944	8149	3136	0	0	0	8337	8261	7695
0600-0000	6787	8336	8747	8556	8477	6684	5483	8200	143	0	0	0	0	0	0	0	6493	8980	8550	7323	5326	8281	8071	8290	3136	0	0	0	8507	8434	7863
0000-0000	6787	8486	8853	8659	8583	6851	5651	8289	263	0	0	0	0	0	0	0	6493	9073	8661	7497	5509	8389	8176	8384	3232	0	0	0	8616	8540	7986
0700-1000	453	1816	1978	1863	1595	974	613	1643	0	0	0	0	0	0	0	0	0	2057	1672	1061	645	1641	1777	1685	1945	0	0	0	1874	1779	1527
1600-1900	1942	2008	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		
07:00-10:00	453	841	921	812	675	414	324	684	0	0	0	0	0	0	0	0	0	794	685	494	321	687	745	687	851	0	0	0	807	762	632
10:00-16:00	681	680	771	657	782	636	599	724	0	0	0	0	0	0	0	0	768	741	709	842	590	689	608	668	554	0	0	0	699	692	660
16:00-19:00	732	747	776	814	712	582	433	750	0	0	0	0	0	0	0	0	725	785	729	585	400	722	728	795	0	0	0	0	736	724	668

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 : Two-way Total
Vehicle Classification: All Vehicles

Prepared by: Gabriela Zelenkova
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-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	34	40	28	55	138	103	19	26	*	*	*	*	*	*	*	*	37	57	128	166	27	42	41	55	*	*	*	38	38	62
01:00	*	23	29	30	29	48	38	12	29	*	*	*	*	*	*	*	*	22	32	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	28	25	39	36	34	*	*	*	*	*	*	*	*	33	33	28	34	35	39	33	46	*	*	*	35	34	33
05:00	*	136	105	103	124	52	37	109	136	*	*	*	*	*	*	*	*	117	128	50	34	133	139	121	138	*	*	*	124	124	104
06:00	*	384	357	347	321	148	74	348	362	*	*	*	*	*	*	*	*	369	303	146	89	358	367	364	363	*	*	*	360	351	292
07:00	*	884	1025	997	884	389	189	934	*	*	*	*	*	*	*	*	*	1136	901	365	195	893	940	944	888	*	*	*	1002	966	785
08:00	*	1568	1473	1516	1332	699	336	1344	*	*	*	*	*	*	*	*	*	1505	1371	704	362	1337	1379	1426	1544	*	*	*	1487	1436	1193
09:00	978	993	1130	1062	1046	913	676	1002	*	*	*	*	*	*	*	*	*	1203	1156	1025	714	1105	1070	1068	1153	*	*	*	1097	1081	1018
10:00	1040	1018	1055	1042	1102	1105	1051	994	*	*	*	*	*	*	*	*	1102	1073	1173	1189	1105	1144	1063	1066	1103	*	*	*	1065	1075	1084
11:00	1135	1159	1134	1063	1211	1176	1147	1162	*	*	*	*	*	*	*	*	1168	1193	1283	1237	1230	1206	1057	1095	1154	*	*	*	1128	1155	1165
12:00	1167	1113	1114	1158	1127	1267	1136	1119	*	*	*	*	*	*	*	*	1186	1168	1195	1177	1201	1200	1165	1131	*	*	*	*	*	1148	1154	1168
13:00	1109	1029	1090	1145	1264	1184	1161	1194	*	*	*	*	*	*	*	*	1135	1136	1196	1346	1158	1206	1096	1097	*	*	*	*	*	1104	1141	1159
14:00	1218	1196	1149	1219	1330	1207	1076	1081	*	*	*	*	*	*	*	*	1172	1258	1341	1104	1101	1222	1180	1178	*	*	*	*	*	1193	1212	1190
15:00	1273	1297	1314	1232	1378	1078	963	1030	*	*	*	*	*	*	*	*	1291	1308	1015	1097	1009	1267	1117	1210	*	*	*	*	*	1293	1263	1199
16:00	1291	1243	1387	1377	1255	1035	781	1216	*	*	*	*	*	*	*	*	1169	1357	1270	1034	764	1270	1293	1363	0	*	*	*	*	1300	1278	1184
17:00	1202	1152	1256	1377	1255	805	569	1232	*	*	*	*	*	*	*	*	992	1304	1270	969	501	1201	1226	1275	*	*	*	*	*	1226	1229	1099
18:00	936	1008	975	1077	1017	667	467	1197	*	*	*	*	*	*	*	*	1168	1069	1092	922	425	1023	1010	1090	*	*	*	*	*	1065	1059	943
19:00	690	695	678	715	698	569	359	750	*	*	*	*	*	*	*	*	738	822	885	580	328	681	726	769	*	*	*	*	*	735	737	667
20:00	418	474	462	494	454	344	299	452	*	*	*	*	*	*	*	*	496	529	471	322	239	472	466	505	*	*	*	*	*	489	474	431
21:00	314	425	346	428	411	241	192	362	*	*	*	*	*	*	*	*	312	315	333	263	189	411	387	418	*	*	*	*	*	376	372	334
22:00	229	276	241	276	324	226	117	209	*	*	*	*	*	*	*	*	322	241	246	231	114	222	289	276	*	*	*	*	*	274	263	240
23:00	99	116	95	127	222	182	58	77	*	*	*	*	*	*	*	*	91	123	200	185	56	95	80	109	*	*	*	*	*	106	120	120
Summary Data																														Summary Data		
0700-1900	11353	13820	14102	14198	14205	11525	9624	13803	0	0	0	0	0	0	0	0	10394	14710	14186	12029	9760	14094	13596	13943	5942	0	0	0	14073	14043	13188
0600-2200	12775	15798	15945	16182	16089	12827	10545	15715	352	0	0	0	0	0	0	0	11940	16735	16178	13340	10605	16016	15531	15999	6305	0	0	0	16033	15978	14913
0600-0000	13103	16190	16281	16585	16635	13235	10720	16001	352	0	0	0	0	0	0	0	12353	17099	16624	13756	10775	16333	15900	16384	6305	0	0	0	16414	16360	15272
0000-0000	13103	16455	16536	16825	16913	13552	11002	16201	608	0	0	0	0	0	0	0	12353	17338	16911	14130	11153	16566	16193	16648	6618	0	0	0	16679	16620	15552
0700-1000	978	3545	3628	3575	3266	2001	1201	3280	0	0	0	0	0	0	0	0	0	3844	3428	2094	1271	3335	3389	3438	3685	0	0	0	3586	3483	2996
1600-1900	3429	3463	3618	3764	3527	2507	1817	3645	0	0	0	0	0	0	0	0	3310	3730	3555	2825	1690	3494	3529	3728	0	0	0	0	3592	3566	3227
Peak Hour Analysis																														Peak Hour Analysis		
07:00-10:00	978	1568	1473	1516	1332	913	676	1344	0	0	0	0	0	0	0	0	0	1505	1371	1025	714	1337	1379	1426	1544	0	0	0	1487	1436	1193
10:00-16:00	1277	1297	1314	1232	1378	1267	1198	1328	0	0	0	0	0	0	0	0	1321	1308	1341	1346	1230	1287	1180	1210	1154	0	0	0	1257	1257	1199
16:00-19:00	1291	1243	1387	1377	1255	1035	781	1232	0	0	0	0	0	0	0	0	1169	1357	1270	1034	764	1270	1293	1363	0	0	0	0	1300	1278	1184

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

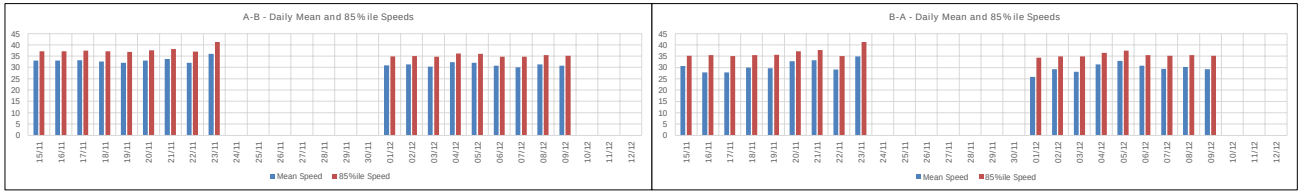
Intelligent Data Collection Limited

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

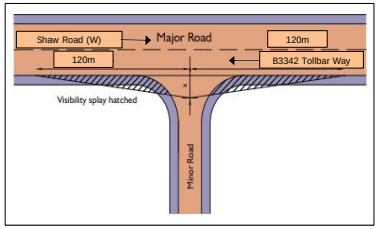
Mean and 85%ile Speed Summary

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	Max
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	
Mean Speed (mph)	33.0	33.1	33.2	32.6	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	61.12	59.20	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	Max
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	
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	-	-	-	120



Visibility Splay



Splay Standards	
Speed (kph)	Distance (m)
30	33
40	45
50	70
60	90
70	120
85	160
100	215
120	295

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.

Intelligent Data Collection Limited

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

Date Monday 15/11/2021

		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	117	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	31	5	1	0	0	0	0	0	0	0	0	0	0	32.4	36.9
09:30	115	0	0	0	6	17	63	27	1	1	0	0	0	0	0	0	0	0	0	0	32.9	36.5
09:45	151	0	0	0	0	33	84	29	4	0	0	1	0	0	0	0	0	0	0	0	32.8	36
10:00	135	0	0	0	6	46	63	14	5	1	0	0	0	0	0	0	0	0	0	0	31.4	35.1
10:15	115	0	0	0	0	22	71	18	4	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	2	0	0	0	0	0	0	32.4	35.3
10:45	142	0	0	0	1	32	76	27	5	1	0	0	0	0	0	0	0	0	0	0	32.8	36.9
11:00	131	0	0	2	1	34	64	23	6	1	0	0	0	0	0	0	0	0	0	0	32.4	36.7
11:15	144	0	0	6	11	42	67	14	4	0	0	0	0	0	0	0	0	0	0	0	30.6	34.6
11:30	148	0	0	0	5	60	46	35	1	1	0	0	0	0	0	0	0	0	0	0	31.6	36.1
11:45	163	0	0	0	0	31	94	36	2	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	33.1	36.3
12:15	160	0	0	1	2	26	89	35	5	0	2	0	0	0	0	0	0	0	0	0	33	36.2
12:30	114	0	0	0	2	27	51	27	5	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	1	0	0	0	0	0	0	0	34.9	39.3
13:00	148	0	0	0	0	28	72	39	6	3	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	35	39.1
13:30	138	0	0	0	2	44	55	33	3	1	0	0	0	0	0	0	0	0	0	0	32.5	37.1
13:45	126	0	0	0	0	36	57	28	5	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	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	32.7	37.2
14:30	147	0	0	0	0	27	89	24	7	0	0	0	0	0	0	0	0	0	0	0	32.9	36.2
14:45	189	0	0	0	3	48	100	35	3	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	29.7	33.7
15:15	165	0	0	0	1	48	86	28	2	0	0	0	0	0	0	0	0	0	0	0	31.9	35.4
15:30	124	0	0	0	3	20	73	24	0	4	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	1	0	0	0	0	0	0	0	0	33.5	36.9
16:00	175	0	0	0	7	38	100	26	4	0	0	0	0	0	0	0	0	0	0	0	31.9	35.5
16:15	115	0	0	1	0	12	62	34	6	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	1	0	0	0	0	0	0	0	32.3	37.3
16:45	152	0	0	0	4	60	63	23	2	0	0	0	0	0	0	0	0	0	0	0	31.4	35.6
17:00	142	1	1	6	1	21	66	30	14	1	1	0	0	0	0	0	0	0	0	0	32.7	38.6
17:15	100	0	0	0	1	25	40	29	3	1	1	0	0	0	0	0	0	0	0	0	33.2	37.4
17:30	121	0	0	0	1	12	65	39	3	1	0	0	0	0	0	0	0	0	0	0	34	37.6
17:45	107	0	0	0	4	23	41	33	6	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	33.5	37.1
18:15	105	0	0	0	1	19	52	23	7	1	1	1	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	34.1	38.1
18:45	106	0	0	0	0	24	38	26	15	3	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	1	0	0	0	0	0	0	0	0	0	0	33.2	37.3
19:15	103	0	0	0	0	21	44	27	9	1	0	1	0	0	0	0	0	0	0	0	34	38.3
19:30	76	0	0	0	2	10	39	19	5	1	0	0	0	0	0	0	0	0	0	0	33.7	38.3
19:45	61	0	0	0	0	10	23	24	3	1	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	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	35.2	39.5
20:30	52	0	0	0	0	6	11	27	6	2	0	0	0	0	0	0	0	0	0	0	36.4	40.4
20:45	43	0	0	0	1	3	14	8	14	2	0	0	0	0	1	0	0	0	0	0	37.7	44
21:00	49	0	0	0	0	6	14	22	5	0	1	1	0	0	0	0	0	0	0	0	36	40.5
21:15	50	0	0	1	1	9	25	11	2	0	0	0	0	1	0	0	0	0	0	0	33.5	37.7
21:30	35	0	0	0	1	3	15	8	6	2	0	0	0	0	0	0	0	0	0	0	35.9	42.8
21:45	41	0	0	0	0	1	21	13	4	2	0	0	0	0	0	0	0	0	0	0	35.5	40.9
22:00	35	0	0	0	0	3	15	8	8	1	0	0	0	0	0	0	0	0	0	0	36.2	43.4
22:15	37	0	0	0	0	3	15	14	5	0	0	0	0	0	0	0	0	0	0	0	35.6	40
22:30	22	0	0	0	1	4	10	3	3	1	0	0	0	0	0	0	0	0	0	0	33.7	41.3
22:45	25	0	0	0	0	7	5	11	2	0	0	0	0	0	0	0	0	0	0	0	34.3	39.3
23:00	18	0	0	0	0	2	6	5	5	0	0	0	0	0	0	0	0	0	0	0	35.8	41.1
23:15	15	0	0	0	0	1	4	5	4	1	0	0	0	0	0	0	0	0	0	0	37.7	43.8
23:30	7	0	0	1	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-
23:45	10	0	0	0	0	1	2	3	1	2	0	1	0	0	0	0	0	0	0	0	40.5	-
07:00 - 19:00	5434	1	1	22	91	1243	2676	1148	206	30	8	4	2	2	0	0	0	0	0	0	32.8	36.8
06:00 - 22:00	6147	1	1	23	98	1342	2978	1370	268	45	9	6	2	3	1	0	0	0	0	0	33	37.1
06:00 - 00:00	6316	1	1	24	99	1363	3039	1420	297	50	9	7	2	3	1	0	0	0	0	0	33	37.2
00:00 - 00:00	6316	1	1	24	99	1363	3039	1420	297	50	9	7	2	3	1	0	0	0	0	0	33	37.2

Date Tuesday 16/11/2021

		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	5	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	35.6	-
00:15	4	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	32.9	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
01:00	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	44.6	-
01:15	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	41.8	-
01:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-
01:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	45	-
02:00	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
02:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
02:30	2	0	0	1	0	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	52.5	-
03:00	2	0	0	0	0	1	1	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	1	1	0	0	0	0	0	0	0	0	0	0	43.6	-
03:30	3	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	36.8	-
03:45	4	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	37.9	-
04:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42	-
04:15	7	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
04:30	5	0	1	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	33	-
04:45	5	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	34.5	-
05:00	10	0	0	0	0	2	5	2	0	1	0	0	0	0	0	0	0	0	0	0	34.7	-
05:15	9	0	0	0	0	0	2	3	2	2	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	1	0	0	0	0	0	0	40.3	43.8
05:45	23	0	0	0	0	1	7	7	5	2	1	0	0	0	0	0	0	0	0	0	38.3	45.4
06:00	23	0	0	0	0	2	4	14	3	0	0	0	0	0	0	0	0	0	0	0	36.8	40.5
06:15	39	0	1	0	0	6	3	20	7	1	0	0	1	0	0	0	0	0	0	0	36.5	41.4
06:30	70	0	0	1	3	9	14	36	7	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	34.6	39.5
07:00	89	0	0	0	1	18	29	23	14	3	1	0	0	0	0	0	0	0	0	0	35.1	41.3
07:15	116	0	0	1	1	11	63	28	9	2	0	1	0	0	0	0	0	0	0	0	34.2	37.7
07:30	125	0	0	0	0	20	63	28	13	1	0	0	0	0	0	0	0	0	0	0	34	39.1
07:45	164	0	0	0	0	21	93	44	2	1	2	1	0	0	0	0	0	0	0	0	33.6	37.1
08:00	199	0	0	1	0	47	91	56	3	1	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	32.8	35.8
08:30	120	0	0	1	0	18	61	35	4	1	0	0	0	0	0	0	0	0	0	0	33.7	38.2
08:45	195	0	0	0	1	24	116	45	7	0	1	0	0	0	1	0	0	0	0	0	33.5	36.5
09:00	126	0	0	0	1	20	70	30	5	0	0	0	0	0	0	0	0	0	0	0	33.1	37
09:15	121	0	0	0	0	26	67	24	4	0	0	0	0	0	0	0	0	0	0	0	33.1	36.5
09:30	143	0	0	0	1	46	51	39	5	1	0	0	0	0	0	0	0	0	0	0	32.5	37.1
09:45	118	0	0	0	3	41	49	23	2	0	0	0	0	0	0	0	0	0	0	0	31.8	36
10:00	144	0	0	0	1	20	93	28	2	0	0	0	0	0	0	0	0	0	0	0	32.8	35.9
10:15	114	0	0	0	0	20	67	22	5	0	0	0	0	0	0	0	0	0	0	0	32.9	37
10:30	145	0	0	0	3	27	80	33	1	1	0	0	0	0	0	0	0	0	0	0	32.9	36.7
10:45	129	0	0	0	0	13	67	42	5	2	0	0	0	0	0	0	0	0	0	0	34.3	37.2
11:00	151	0	0	0	0	19	91	38	3	0	0	0	0	0	0	0	0	0	0	0	33.2	37
11:15	136	0	0	1	6	26	67	31	4	1	0	0	0	0	0	0	0	0	0	0	32.5	37.3
11:30	149	0	0	0	17	54	57	18	3	0	0	0	0	0	0	0	0	0	0	0	30.5	34.9
11:45	142	0	0	0	14	37	63	21	7	0	0	0	0	0	0	0	0	0	0	0	31.5	36.2
12:00	131	0	0	0	0	19	75	23	10	1	3	0	0	0	0	0	0	0	0	0	33.9	38.1
12:15	149	0	0	0	2	23	74	43	6	1	0	0	0	0	0	0	0	0	0	0	33.6	37.5
12:30	134	0	0	0	0	25	65	41	2	1	0	0	0	0	0	0	0	0	0	0	33.3	37.7
12:45	145	0	0	0	0	30	67	40	6	1	1	0	0	0	0	0	0	0	0	0	33.5	37.5
13:00	127	0	0	0	0	27	66	23	9	2	0	0	0	0	0	0	0	0	0	0	33.3	37.4
13:15	136	0	0	2	0	23	69	36	5	1	0	0	0	0	0	0	0	0	0	0	33.1	37.4
13:30	128	0	0	0	0	6	54	60	5	2	0	1	0	0	0	0	0	0	0	0	35.2	38.1
13:45	116	0	0	0	1	22	77	13	2	0	0	0	0	1	0	0	0	0	0	0	32.3	34.8
14:00	139	0	0	0	0	38	45	45	10	1	0	0	0	0	0	0	0	0	0	0	33.8	38.8
14:15	154	0	0	1	5	39	71	30	7	1	0	0	0	0	0	0	0	0	0	0	32.2	36.7
14:30	141	0	0	0	1	28	80	28	3	1	0	0	0	0	0	0	0	0	0	0	32.7	36.6
14:45	172	0	0	0	0	34	111	23	3	1	0	0	0	0	0	0	0	0	0	0	32.3	35.2
15:00	159	0	0	1	6	37	75	35	3	2	0	0	0	0	0	0	0	0	0	0	32.2	36.3
15:15	149	0	0	2	2	31	83	28	2	0	1	0	0	0	0	0	0	0	0	0	32.3	35.9
15:30	135	0	0	1	5	63	59	7	0	0	0	0	0	0	0	0	0	0	0	0	29.9	33.3
15:45	174	0	0	0	8	57	78	23	6	2	0	0	0	0	0	0	0	0	0	0	31.6	35.5
16:00	147	0	0	0	1	39	92	13	2	0	0	0	0	0	0	0	0	0	0	0	31.8	34.6
16:15	131	0	0	0	8	44	63	14	1	1	0	0	0	0	0	0	0	0	0	0	30.9	34.4
16:30	117	0	0	0	26	41	30	19	1	0	0	0	0	0	0	0	0	0	0	0	29.6	35.2
16:45	101	0	0	0	5	41	47	7	1	0	0	0	0	0	0	0	0	0	0	0	30.5	33.3
17:00	149	0	0	0	4	57	65	21	2	0	0	0	0	0	0	0	0	0	0	0	31.4	35.1
17:15	76	0	0	0	6	18	42	9	1	0	0	0	0	0	0	0	0	0	0	0	31	34.5
17:30	109	1	0	0	0	28	57	20	0	0	3	0	0	0	0	0	0	0	0	0	32.5	35.5
17:45	118	1	0	0	1	25	67	18	6	0	0	0	0	0	0	0	0	0	0	0	32.6	36.1
18:00	151	0	0	0	3	38	77	27	4	1	0	1	0	0	0	0	0	0	0	0	32.5	36.3
18:15	133	0	0	0	4	21	73	27	7	0	1	0	0	0	0	0	0	0	0	0	33.1	37
18:30	123	0	0	1	1	29	53	29	9	1	0	0	0	0	0	0	0	0	0	0	33.3	37.6
18:45	100	0	0	0	4	21	56	15	4	0	0	0	0	0	0	0	0	0	0	0	32.5	37
19:00	100	0	0	0	0	16	55	23	5	1	0	0	0	0	0	0	0	0	0	0	33.6	37.7
19:15	82	0	0	0	0	11	37	28	4	1	0	0	0	1	0	0	0	0	0	0	34.4	38.5
19:30	84	0	0	0	0	10	43	22	6	3	0	0	0	0	0	0	0	0	0	0	34.2	38.8
19:45	61	0	0	0	3	12	21	20	5	0	0	0	0	0	0	0	0	0	0	0	33.6	38.5
20:00	76	0	0	0	1	11	36	15	11	2	0	0	0	0	0	0	0	0	0	0	34.7	40.2
20:15	66	0	0	0	0	15	22	21	8	0	0	0	0	0	0	0	0	0	0	0	33.9	39.6
20:30	61	0	0	0	0	5	23	19	6	7	0	1	0	0	0	0	0	0	0	0	37	42.4
20:45	44	0	0	0	0	3	12	18	8	2	0	1	0	0	0	0	0	0	0	0	37.7	42.3
21:00	54	0	0	1	4	5	19	17	6	1	1	0	0	0	0	0	0	0	0	0	34.3	39.9
21:15	56	0	0	0	0	7	21	21	6	0	1	0	0	0	0	0	0	0	0	0	35.4	39.4
21:30	58	0	0	0	0	5	32	19	1	1	0	0	0	0	0	0	0	0	0	0	34.1	37.4
21:45	75	0	0	0	3	18	32	15	5	0	2	0	0	0	0	0	0	0	0	0	33.2	37.5
22:00	48	0	0	0	0	7	20	14	3	3	0	1	0	0	0	0	0	0	0	0	35.8	40.7
22:15	53	0	0	0	0	8	17	23	3	1	0	0	1	0	0	0	0	0	0	0	35.2	39
22:30	39	0	0	0	1	4	17	11	5	0	1	0	0	0	0	0	0	0	0	0	34.5	40.1
22:45	20	0	0	0	0	3	6	7	4	0	0	0	0	0	0	0	0	0	0	0	35.9	41.1
23:00	25	0	0	0	0	5	6	9	5	0	0	0	0	0	0	0	0	0	0	0	35.3	41.1
23:15	19	0	0	1	0	0	5	9	3	1	0	0	0	0	0	0	0	0	0	0	36.4	41.9
23:30	7	0	0	0	0	1	2	3	0	1	0	0	0	0	0	0	0	0	0	0	36.4	-
23:45	10	0	0	1	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	34.6	-
07:00 - 19:00	6583	2	0	13	142	1446	3334	1377	216	34	13	4	0	1	1	0	0	0	0	0	32.7	36.5
06:00 - 22:00	7633	2	1	16	159	1593	3734	1731	316	54	17	6	1	2	1	0	0	0	0	0	32.9	37
06:00 - 00:00	7854	2	1	18	160	1621	3810	1811	341	60	18	7	2	2	1	0	0	0	0	0	33	37.1
00:00 - 00:00	7969	2	2	21	161	1630	3846	1839	364	69	22	7	2	3	1	0	0	0	0	0	33.1	37.2

Date Wednesday 17/11/2021

	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	6	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	35.4	
00:15	4	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	38.8	-
00:30	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
00:45	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	41	-
01:00	6	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	36.4	-
01:15	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
01:30	5	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	41.1	-
01:45	3	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36	-
02:15	4	0	0	0	1	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	33.9	-
02:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	79.4	-
02:45	7	0	1	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
03:00	5	0	0	0	0	0	2	1	0	0	0	2	0	0	0	0	0	0	0	0	43.5	-
03:15	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	39.4	-
03:30	6	0	0	0	0	2	1	1	1	0	1	0	0	0	0	0	0	0	0	0	35.7	-
03:45	3	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	43.8	-
04:00	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	-
04:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-
04:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
04:45	11	0	0	0	0	1	9	0	0	1	0	0	0	0	0	0	0	0	0	0	33.7	35.6
05:00	7	0	0	0	0	1	2	2	0	1	1	0	0	0	0	0	0	0	0	0	38.4	-
05:15	13	0	0	0	0	0	3	8	1	0	1	0	0	0	0	0	0	0	0	0	37.6	42.4
05:30	18	0	0	0	0	0	8	6	3	1	0	0	0	0	0	0	0	0	0	0	36.3	41.1
05:45	27	0	0	0	0	0	4	9	11	2	1	0	0	0	0	0	0	0	0	0	40	44.3
06:00	18	0	0	0	0	1	7	4	6	0	0	0	0	0	0	0	0	0	0	0	37.1	43.5
06:15	27	0	0	0	0	2	5	16	3	1	0	0	0	0	0	0	0	0	0	0	36.6	40.2
06:30	71	0	0	0	1	6	27	26	10	1	0	0	0	0	0	0	0	0	0	0	35.3	40.2
06:45	96	0	0	1	2	10	50	23	9	1	0	0	0	0	0	0	0	0	0	0	34	39
07:00	100	0	0	0	1	5	51	28	12	3	0	0	0	0	0	0	0	0	0	0	35.1	40.1
07:15	117	0	0	0	1	8	67	31	9	1	0	0	0	0	0	0	0	0	0	0	34.3	37.9
07:30	155	0	0	0	0	20	82	44	7	1	1	0	0	0	0	0	0	0	0	0	33.9	37.4
07:45	187	0	0	0	11	40	85	46	4	1	0	0	0	0	0	0	0	0	0	0	32.6	37.2
08:00	178	0	0	0	0	65	78	32	3	0	0	0	0	0	0	0	0	0	0	0	31.9	35.6
08:15	131	0	0	0	5	21	53	44	8	0	0	0	0	0	0	0	0	0	0	0	33.4	36.9
08:30	122	0	0	1	4	16	66	31	3	1	0	0	0	0	0	0	0	0	0	0	33.3	36.6
08:45	121	0	0	0	9	30	43	33	4	1	1	0	0	0	0	0	0	0	0	0	32.4	36.8
09:00	134	0	0	3	1	34	60	31	3	2	0	0	0	0	0	0	0	0	0	0	32.5	37
09:15	151	0	0	0	0	24	90	32	3	2	0	0	0	0	0	0	0	0	0	0	33	35.8
09:30	118	0	0	0	1	22	65	25	5	0	0	0	0	0	0	0	0	0	0	0	33	36.4
09:45	136	0	0	1	0	33	82	13	6	1	0	0	0	0	0	0	0	0	0	0	32.4	35
10:00	120	0	0	0	1	10	67	34	7	1	0	0	0	0	0	0	0	0	0	0	34	37.6
10:15	122	0	0	0	2	21	53	33	8	5	0	0	0	0	0	0	0	0	0	0	34	37.8
10:30	156	0	0	0	13	61	53	22	3	4	0	0	0	0	0	0	0	0	0	0	31	35.9
10:45	131	0	0	0	1	29	59	30	11	0	1	0	0	0	0	0	0	0	0	0	33.3	37.7
11:00	152	0	0	0	2	49	68	24	8	1	0	0	0	0	0	0	0	0	0	0	32.3	36.2
11:15	136	0	0	0	0	30	65	29	7	4	1	0	0	0	0	0	0	0	0	0	33.9	38.6
11:30	161	0	0	1	2	31	87	35	5	0	0	0	0	0	0	0	0	0	0	0	32.6	36.8
11:45	122	0	0	0	0	25	67	20	10	0	0	0	0	0	0	0	0	0	0	0	33	37.6
12:00	138	0	0	0	0	20	63	41	11	1	2	0	0	0	0	0	0	0	0	0	34.3	38.2
12:15	132	0	0	0	0	15	69	45	3	0	0	0	0	0	0	0	0	0	0	0	33.8	37.4
12:30	154	0	0	0	7	37	77	27	6	0	0	0	0	0	0	0	0	0	0	0	31.9	35.5
12:45	138	0	0	0	0	13	76	41	8	0	0	0	0	0	0	0	0	0	0	0	34.2	38.1
13:00	120	0	0	0	2	24	63	27	4	0	0	0	0	0	0	0	0	0	0	0	32.8	37
13:15	116	0	0	1	9	18	55	25	6	2	0	0	0	0	0	0	0	0	0	0	32.4	37.2
13:30	136	0	0	0	1	48	65	19	2	1	0	0	0	0	0	0	0	0	0	0	31.6	35.2
13:45	154	0	0	0	0	39	82	29	3	1	0	0	0	0	0	0	0	0	0	0	32.5	36.3
14:00	141	0	0	0	4	23	85	23	6	0	0	0	0	0	0	0	0	0	0	0	32.6	35.7
14:15	161	0	0	1	4	40	83	28	5	0	0	0	0	0	0	0	0	0	0	0	32	35.9
14:30	133	0	0	0	3	48	50	24	7	1	0	0	0	0	0	0	0	0	0	0	32.2	36.6
14:45	148	0	0	0	5	39	65	30	7	2	0	0	0	0	0	0	0	0	0	0	32.6	37.9
15:00	147	0	0	0	0	58	70	16	3	0	0	0	0	0	0	0	0	0	0	0	31.3	34.7
15:15	142	0	0	1	7	49	75	9	1	0	0	0	0	0	0	0	0	0	0	0	30.6	33.8
15:30	124	0	0	0	0	17	56	40	9	0	0	0	2	0	0	0	0	0	0	0	34.9	37.9
15:45	130	0	0	0	2	36	69	15	6	2	0	0	0	0	0	0	0	0	0	0	32.2	36.1
16:00	157	0	0	0	4	20	77	47	8	1	0	0	0	0	0	0	0	0	0	0	33.6	37.5
16:15	158	2	0	0	2	32	88	30	4	0	0	0	0	0	0	0	0	0	0	0	32.2	36.1
16:30	167	1	0	1	4	41	94	24	1	0	1	0	0	0	0	0	0	0	0	0	31.7	35.1
16:45	138	0	0	4	8	53	44	25	2	1	1	0	0	0	0	0	0	0	0	0	30.9	35.9
17:00	138	0	0	0	10	56	49	18	2	3	0	0	0	0	0	0	0	0	0	0	30.9	35.2
17:15	101	0	0	0	3	36	49	12	1	0	0	0	0	0	0	0	0	0	0	0	31	34.2
17:30	115	0	0	1	1	43	47	17	6	0	0	0	0	0	0	0	0	0	0	0	31.6	35.5
17:45	126	0	0	0	8	23	61	30	4	0	0	0	0	0	0	0	0	0	0	0	32.3	37.2
18:00	112	0	0	0	0	13	47	42	9	1	0	0	0	0	0	0	0	0	0	0	34.9	38.7
18:15	102	0	0	0	0	5	54	36	6	1	0	0	0	0	0	0	0	0	0	0	34.5	38.1
18:30	120	0	0	0	8	25	52	35	0	0	0	0	0	0	0	0	0	0	0	0	32.3	36.2
18:45	83	0	0	0	0	5	45	28	4	0	1	0	0	0	0	0	0	0	0	0	34.5	37.7
19:00	89	0	0	0	0	19	40	22	7	1	0	0	0	0	0	0	0	0	0	0	33.6	37.9
19:15	92	0	0	0	1	18	35	32	5	1	0	0	0	0	0	0	0	0	0	0	34.3	38.8
19:30	63	0	0	0	0	5	31	22	4	1	0	0	0	0	0	0	0	0	0	0	34.6	39.1
19:45	74	0	0	0	0	12	35	20	6	0	1	0	0	0	0	0	0	0	0	0	33.8	38.2
20:00	60	0	0	0	0	7	27	19	6	1	0	0	0	0	0	0	0	0	0	0	34.7	38.6
20:15	57	0	0	0	0	9	21	22	3	1	1	0	0	0	0	0	0	0	0	0	34.9	39.5
20:30	65	0	0	0	1	8	23	18	12	2	1	0	0	0	0	0	0	0	0	0	35.8	41.4
20:45	47	0	1	0	0	8	18	15	3	1	1	0	0	0	0	0	0	0	0	0	34.5	39.3
21:00	37	0	0	0	0	5	8	16	8	0	0	0	0	0	0	0	0	0	0	0	36.5	41.2
21:15	36	0	0	0	0	6	9	15	2	4	0	0	0	0	0	0	0	0	0	0	35.8	43.1
21:30	29	0	0	0	1	2	10	10	5	0	0	1	0	0	0	0	0	0	0	0	36.1	40.5
21:45	45	0	0	0	0	6	12	18	8	0	0	1	0	0	0	0	0	0	0	0	36.5	43.3
22:00	40	0	0	0	0	2	9	22	5	1	1	0	0	0	0	0	0	0	0	0	37	40.7
22:15	33	0	0	0	0	0	15	8	7	2	1	0	0	0	0	0	0	0	0	0	37.6	44.8
22:30	18	0	0	0	0	2	6	6	3	0	0	1	0	0	0	0	0	0	0	0	36.7	40.7
22:45	19	0	0	0	0	2	4	7	4	1	1	0	0	0	0	0	0	0	0	0	37.9	43.9
23:00	12	0	0	0	0	3	5	3	0	1	0	0	0	0	0	0	0	0	0	0	33.7	39.5
23:15	8	0	0	0	0	0	2	2	3	0	1	0	0	0	0	0	0	0	0	0	39.7	-
23:30	11	0	0	1	0	1	4	1	3	0	0	1	0	0	0	0	0	0	0	0	35.6	45.6
23:45	6	0	0	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
07:00 - 19:00	6481	3	0	15	146	1450	3151	1400	260	45	9	0	2	0	0	0	0	0	0	0	32.7	36.8
06:00 - 22:00	7387	3	1	16	152	1574	3509	1698	357	60	13	2	2	0	0	0	0	0	0	0	33	37.2
06:00 - 00:00	7534	3	1	18	152	1585	3554	1751	382	65	17	4	2	0	0	0	0	0	0	0	33.1	37.3
00:00 - 00:00	7683	3	2	19	153	1592	3600	1802	407	72	22	6	3	0	0	2	0	0	0	0	33.2	37.4

Date Thursday 18/11/2021

	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	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	38.9	
00:15	6	0	0	0	0	2	2	1	1	0	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	0	39	-
00:45	3	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	45.7	-
01:00	3	0	0	0	0	0	1	1	1	0	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	0	42.7	-
01:30	4	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	40.4	-
01:45	1	0	0	0	0	0	1	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	0	43.7	-
02:15	1	0	0	0	0	0	0	0	0	1	0	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	0	48.6	-
02:45	4	0	0	0	0	0	1	0	3	0	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	0	38	-
03:15	3	0	0	1	0	0	1	0	1	0	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	0	37.9	-
03:45	5	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	39.7	-
04:00	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	39.5	-
04:15	8	0	0	0	0	0	1	0	6	0	1	0	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	0	37.8	-
04:45	10	0	0	0	0	3	2	1	3	1	0	0	0	0	0	0	0	0	0	0	36.5	-
05:00	11	0	0	0	0	0	4	4	1	2	0	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	0	38	-
05:30	22	0	0	0	0	0	5	9	3	4	0	0	1	0	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	0	40.7	46.6
06:00	18	0	0	0	0	0	6	4	5	2	0	1	0	0	0	0	0	0	0	0	39.8	47.9
06:15	41	0	0	2	1	6	5	20	7	0	0	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	0	36.2	39.1
06:45	98	0	0	1	0	11	36	32	14	3	1	0	0	0	0	0	0	0	0	0	35.5	40.5
07:00	81	0	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	0	33.5	37.1
07:30	130	0	0	0	0	3	59	61	7	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	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	0	31.4	35.7
08:15	191	0	0	0	0	46	108	34	2	1	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	1	0	0	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	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	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	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	0	32.8	36.1
09:45	124	0	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	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	0	31.5	35.6
10:30	164	0	0	0	0	28	87	42	6	1	0	0	0	0	0	0	0	0	0	0	33.2	36.6
10:45	148	0	0	0	2	45	81	15	2	3	0	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	0	32.5	37
11:15	147	0	0	0	0	28	89	24	4	1	0	1	0	0	0	0	0	0	0	0	32.8	36.1
11:30	123	0	0	0	4	34	59	18	7	1	0	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	0	32.6	36.8
12:00	161	0	0	0	7	36	74	37	5	2	0	0	0	0	0	0	0	0	0	0	32.4	36.4
12:15	142	0	0	0	4	25	85	21	5	1	1	0	0	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	0	32.4	36.1
12:45	138	0	0	0	1	39	63	26	9	0	0	0	0	0	0	0	0	0	0	0	32.5	36.7
13:00	143	0	0	0	4	39	69	27	2	1	1	0	0	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	0	33	36
13:30	147	0	0	0	0	30	83	28	3	2	1	0	0	0	0	0	0	0	0	0	32.9	36.6
13:45	144	0	0	0	0	29	90	21	4	0	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	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	0	33.8	37.6
14:30	150	0	0	3	17	34	63	23	7	3	0	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	0	31.2	35.7
15:00	182	39	40	11	14	17	36	21	3	0	0	1	0	0	0	0	0	0	0	0	21.5	34.7
15:15	133	0	0	7	0	27	74	21	4	0	0	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	0	32.2	35.2
15:45	133	0	0	0	0	23	77	26	7	0	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	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	0	24.5	30.6
16:30	155	0	2	7	27	48	48	22	1	0	0	0	0	0	0	0	0	0	0	0	29.1	35.2
16:45	129	0	0	0	7	47	48	25	2	0	0	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	0	31.7	35.3
17:15	130	0	0	0	2	28	61	33	6	0	0	0	0	0	0	0	0	0	0	0	32.9	37.9
17:30	135	0	1	0	0	34	73	19	7	0	1	0	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	0	32.8	36.2
18:00	143	0	0	0	0	29	82	23	9	0	0	0	0	0	0	0	0	0	0	0	32.9	37
18:15	120	0	0	0	7	19	62	26	6	0	0	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	0	33.2	37.5
18:45	131	0	0	0	1	32	63	30	4	1	0	0	0	0	0	0	0	0	0	0	32.5	36.7
19:00	82	0	0	0	1	14	37	23	6	1	0	0	0	0	0	0	0	0	0	0	33.9	38.8
19:15	82	0	0	0	1	15	38	18	9	1	0	0	0	0	0	0	0	0	0	0	34.1	39.6
19:30	76	0	0	0	3	14	32	20	7	0	0	0	0	0	0	0	0	0	0	0	33.1	38.9
19:45	83	0	0	0	0	17	35	26	3	2	0	0	0	0	0	0	0	0	0	0	33.5	38
20:00	64	0	0	1	3	16	25	14	2	2	1	0	0	0	0	0	0	0	0	0	32.8	38
20:15	59	0	0	0	0	17	24	13	4	1	0	0	0	0	0	0	0	0	0	0	33.1	38
20:30	70	0	0	0	0	7	38	11	9	4	0	0	0	0	0	1	0	0	0	0	35.4	41.3
20:45	57	0	0	0	0	7	23	17	6	3	1	0	0	0	0	0	0	0	0	0	35.2	40.9
21:00	54	0	0	0	0	8	17	18	8	3	0	0	0	0	0	0	0	0	0	0	35.9	40.8
21:15	47	0	0	0	0	6	23	10	2	5	1	0	0	0	0	0	0	0	0	0	35.4	41
21:30	47	0	0	1	0	9	10	15	9	1	1	1	0	0	0	0	0	0	0	0	36.1	41.9
21:45	68	0	0	0	0	12	29	21	4	1	1	0	0	0	0	0	0	0	0	0	34.2	38.2
22:00	41	0	0	0	0	4	15	20	2	0	0	0	0	0	0	0	0	0	0	0	34.9	38.7
22:15	37	0	0	1	0	12	12	8	1	0	3	0	0	0	0	0	0	0	0	0	33.8	37.8
22:30	32	0	0	0	0	9	16	5	1	1	0	0	0	0	0	0	0	0	0	0	32.8	37.4
22:45	31	0	0	0	0	2	8	14	3	1	2	0	0	1	0	0	0	0	0	0	38.4	43.8
23:00	20	0	0	0	0	0	6	10	3	1	0	0	0	0	0	0	0	0	0	0	37	41.9
23:15	18	0	0	0	0	1	6	8	3	0	0	0	0	0	0	0	0	0	0	0	36.4	40.2
23:30	14	0	0	1	0	1	3	3	2	3	0	1	0	0	0	0	0	0	0	0	38.6	49.2
23:45	18	0	0	1	0	1	6	7	3	0	0	0	0	0	0	0	0	0	0	0	34.8	41.2
07:00 - 19:00	6819	53	55	53	176	1472	3407	1345	216	32	8	2	0	0	0	0	0	0	0	0	32.1	36.3
06:00 - 22:00	7818	53	55	58	186	1632	3800	1638	314	62	14	4	1	0	0	1	0	0	0	0	32.4	36.8
06:00 - 00:00	8029	53	55	61	186	1662	3872	1713	332	68	19	5	1	1	0	1	0	0	0	0	32.5	36.9
00:00 - 00:00	8166	53	55	62	186	1667	3905	1749	369	85	24	7	2	1	0	1	0	0	0	0	32.6	37.1

Date Friday 19/11/2021

	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	4	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	35.7	-
00:15	11	0	0	0	0	0	3	3	0	5	0	0	0	0	0	0	0	0	0	0	40.2	47.9
00:30	8	0	0	0	0	2	2	2	1	0	1	0	0	0	0	0	0	0	0	0	35.5	-
00:45	5	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	38.1	-
01:00	2	0	0	0	0	0	0	1	0	0	1	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	35.8	-
01:30	5	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	36.8	-
01:45	2	0	0	0	0	0	1	0	1	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	39.5	-
02:15	3	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	-
02:30	2	0	0	0	0	0	0	1	1	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	33.3	-
03:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
03:15	3	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
03:30	4	0	0	0	0	1	2	1	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	37.8	-
04:00	4	0	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	31.8	-
04:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	49.3	-
04:30	8	0	0	0	0	0	1	5	1	0	1	0	0	0	0	0	0	0	0	0	39.6	-
04:45	6	0	0	0	0	1	1	3	1	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	34.6	44.3
05:15	13	0	0	0	0	0	2	4	3	2	2	0	0	0	0	0	0	0	0	0	41.8	50.4
05:30	25	0	0	0	0	0	6	13	3	2	0	1	0	0	0	0	0	0	0	0	38.5	44.8
05:45	27	0	0	0	1	4	2	7	8	3	2	0	0	0	0	0	0	0	0	0	38.8	46.6
06:00	25	0	0	0	0	2	4	10	8	1	0	0	0	0	0	0	0	0	0	0	37.5	42.8
06:15	34	0	0	0	0	2	5	18	7	2	0	0	0	0	0	0	0	0	0	0	37.4	41.2
06:30	57	0	0	0	2	4	15	22	10	4	0	0	0	0	0	0	0	0	0	0	36.4	41.6
06:45	79	0	0	0	1	9	32	22	10	1	2	1	1	0	0	0	0	0	0	0	35.4	40.5
07:00	85	0	1	1	1	22	22	26	7	3	2	0	0	0	0	0	0	0	0	0	34.2	40
07:15	106	0	0	1	0	11	35	43	13	2	1	0	0	0	0	0	0	0	0	0	35.5	40
07:30	126	0	0	0	0	10	59	45	8	3	1	0	0	0	0	0	0	0	0	0	35.1	38.4
07:45	159	0	0	0	4	30	80	36	6	2	0	0	1	0	0	0	0	0	0	0	33.2	36.7
08:00	189	0	0	0	12	44	107	16	7	1	2	0	0	0	0	0	0	0	0	0	32	34.9
08:15	185	0	0	1	15	38	93	35	3	0	0	0	0	0	0	0	0	0	0	0	31.8	35.8
08:30	148	0	3	0	4	18	86	31	5	1	0	0	0	0	0	0	0	0	0	0	32.7	36.3
08:45	135	0	0	0	1	24	67	33	4	6	0	0	0	0	0	0	0	0	0	0	33.6	38.2
09:00	118	0	0	1	1	15	67	25	6	2	0	1	0	0	0	0	0	0	0	0	33.3	36.9
09:15	137	0	0	0	3	29	85	18	2	0	0	0	0	0	0	0	0	0	0	0	32	34.9
09:30	140	0	0	0	2	35	65	30	6	2	0	0	0	0	0	0	0	0	0	0	32.8	37.2
09:45	143	0	0	0	2	36	69	30	6	0	0	0	0	0	0	0	0	0	0	0	32.7	36.5
10:00	148	0	0	0	9	37	84	15	3	0	0	0	0	0	0	0	0	0	0	0	31.4	34.9
10:15	131	0	0	0	2	26	80	20	3	0	0	0	0	0	0	0	0	0	0	0	32.3	35.9
10:30	173	0	0	0	8	57	82	20	5	1	0	0	0	0	0	0	0	0	0	0	31.5	35
10:45	134	0	0	1	5	30	80	14	4	0	0	0	0	0	0	0	0	0	0	0	31.6	34.4
11:00	180	0	0	1	2	58	84	29	6	0	0	0	0	0	0	0	0	0	0	0	31.8	35.8
11:15	132	0	0	0	1	40	66	19	4	1	1	0	0	0	0	0	0	0	0	0	32.5	35.6
11:30	139	0	0	1	3	34	73	23	4	1	0	0	0	0	0	0	0	0	0	0	32.3	36.1
11:45	170	0	0	0	11	45	80	27	7	0	0	0	0	0	0	0	0	0	0	0	32	36
12:00	139	0	0	0	4	17	64	42	11	1	0	0	0	0	0	0	0	0	0	0	34	38.3
12:15	152	24	10	20	13	28	34	18	5	0	0	0	0	0	0	0	0	0	0	0	24.4	35.6
12:30	135	31	16	11	23	27	23	2	1	1	0	0	0	0	0	0	0	0	0	0	20.8	31.1
12:45	138	0	0	0	6	33	66	27	5	0	0	1	0	0	0	0	0	0	0	0	32.3	36.1
13:00	167	0	2	1	5	67	51	37	3	1	0	0	0	0	0	0	0	0	0	0	31.1	35.9
13:15	140	0	0	0	1	16	80	38	3	1	1	0	0	0	0	0	0	0	0	0	33.8	37.3
13:30	164	0	0	1	2	53	79	24	4	1	0	0	0	0	0	0	0	0	0	0	31.8	35.7
13:45	151	0	0	0	2	39	59	41	9	1	0	0	0	0	0	0	0	0	0	0	33	36.7
14:00	171	0	0	1	13	35	102	17	2	1	0	0	0	0	0	0	0	0	0	0	31.3	34.2
14:15	143	0	0	0	0	31	76	29	7	0	0	0	0	0	0	0	0	0	0	0	32.8	36.6
14:30	164	0	0	0	8	39	88	25	2	1	1	0	0	0	0	0	0	0	0	0	31.8	35.9
14:45	182	0	0	0	4	33	100	42	3	0	0	0	0	0	0	0	0	0	0	0	32.6	36.5
15:00	163	0	0	0	1	56	73	32	1	0	0	0	0	0	0	0	0	0	0	0	31.7	35.8
15:15	153	4	3	6	18	53	54	14	1	0	0	0	0	0	0	0	0	0	0	0	28.3	33.6
15:30	145	92	35	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	14.6
15:45	135	0	9	12	11	34	36	32	1	0	0	0	0	0	0	0	0	0	0	0	29	36
16:00	140	0	0	1	1	41	72	21	3	1	0	0	0	0	0	0	0	0	0	0	32	35.4
16:15	109	0	0	0	16	43	38	11	1	0	0	0	0	0	0	0	0	0	0	0	29.6	34.3
16:30	156	0	0	0	2	64	67	21	2	0	0	0	0	0	0	0	0	0	0	0	31	34.9
16:45	138	0	0	1	4	45	64	19	5	0	0	0	0	0	0	0	0	0	0	0	31.5	36
17:00	176	0	0	0	3	37	96	36	2	2	0	0	0	0	0	0	0	0	0	0	32.5	36.3
17:15	136	0	0	0	0	23	66	41	5	1	0	0	0	0	0	0	0	0	0	0	33.7	37.1
17:30	141	0	0	0	0	41	56	40	4	0	0	0	0	0	0	0	0	0	0	0	32.9	37.3
17:45	109	0	0	0	3	32	39	33	2	0	0	0	0	0	0	0	0	0	0	0	32.8	37.7
18:00	153	0	0	0	4	29	79	35	5	1	0	0	0	0	0	0	0	0	0	0	32.9	37.1
18:15	97	0	0	0	3	25	42	25	2	0	0	0	0	0	0	0	0	0	0	0	32.8	37.2
18:30	103	0	0	0	8	16	50	26	3	0	0	0	0	0	0	0	0	0	0	0	32.5	36.7
18:45	138	0	0	0	0	20	75	40	1	1	1	0	0	0	0	0	0	0	0	0	33.9	37.8
19:00	118	0	0	0	0	27	65	23	3	0	0	0	0	0	0	0	0	0	0	0	32.4	35.8
19:15	82	0	0	0	0	10	44	22	5	1	0	0	0	0	0	0	0	0	0	0	34.1	38.2
19:30	72	0	0	0	0	19	26	20	7	0	0	0	0	0	0	0	0	0	0	0	33.7	39
19:45	66	0	0	0	0	10	30	17	7	1	1	0	0	0	0	0	0	0	0	0	34.4	39.6
20:00	76	0	0	0	0	13	35	23	5	0	0	0	0	0	0	0	0	0	0	0	33.7	37.7
20:15	48	0	0	0	2	3	19	16	4	3	0	1	0	0	0	0	0	0	0	0	35.7	40.7
20:30	33	0	0	0	2	5	9	8	5	3	1	0	0	0	0	0	0	0	0	0	36	43.1
20:45	57	0	1	0	0	4	20	21	5	6	0	0	0	0	0	0	0	0	0	0	35.9	41.6
21:00	45	0	0	0	0	6	13	17	2	5	2	0	0	0	0	0	0	0	0	0	36.7	45.5
21:15	51	0	0	0	0	10	22	13	3	1	0	2	0	0	0	0	0	0	0	0	34.2	37.6
21:30	53	0	0	0	0	8	22	15	5	2	1	0	0	0	0	0	0	0	0	0	35.2	40.4
21:45	65	0	0	0	0	11	32	19	1	1	1	0	0	0	0	0	0	0	0	0	33.8	37.5
22:00	52	0	0	0	1	8	21	16	4	2	0	0	0	0	0	0	0	0	0	0	34.2	38.3
22:15	34	0	0	0	0	5	9	17	1	1	1	0	0	0	0	0	0	0	0	0	35.2	38.6
22:30	41	0	0	0	0	1	13	17	10	0	0	0	0	0	0	0	0	0	0	0	36.8	41.9
22:45	40	0	0	2	0	12	18	6	1	0	0	0	1	0	0	0	0	0	0	0	32	37
23:00	30	0	0	0	0	10	14	6	0	0	0	0	0	0	0	0	0	0	0	0	32.4	38.1
23:15	26	0	2	1	6	8	6	2	0	0	1	0	0	0	0	0	0	0	0	0	27.8	33.3
23:30	31	0	0	1	2	8	11	7	2	0	0	0	0	0	0	0	0	0	0	0	31.6	37.6
23:45	27	0	0	1	0	4	13	6	2	0	1	0	0	0	0	0	0	0	0	0	33.7	39.1
07:00 - 19:00	6916	151	79	75	244	1617	3193	1903	202	39	10	2	1	0	0	0	0	0	0	0	31.4	36.2
06:00 - 22:00	7877	151	80	75	251	1760	3586	1589	289	70	18	6	2	0	0	0	0	0	0	0	31.8	36.7
06:00 - 00:00	8158	151	82	80	260	1816	3691	1666	309	73	21	6	3	0	0	0	0	0	0	0	31.9	36.7
00:00 - 00:00	8330	151	82	82	265	1835	3724	1724	338	91	28	7	3	0	0	0	0	0	0	0	32	36.9

Date Saturday 20/11/2021

		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	9	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	35.4	-
00:15	22	0	0	0	0	1	8	8	3	0	2	0	0	0	0	0	0	0	0	0	37.1	42.2
00:30	11	0	0	0	0	1	3	4	1	1	0	0	1	0	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	0	41.1	48.8
01:00	6	0	0	1	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	33.7	-
01:15	8	0	0	0	0	2	2	2	1	0	0	1	0	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	0	38.5	-
01:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.8	-
02:00	1	0	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	0	39.7	-
02:30	3	0	0	0	0	0	2	1	0	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	0	37.2	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	7	0	0	0	0	0	3	3	1	0	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	0	48.3	-
03:45	4	0	0	0	1	0	1	1	1	0	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	0	39.8	-
04:15	3	0	0	0	0	0	1	0	2	0	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	0	39	-
04:45	4	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	49.9	-
05:00	7	0	0	0	0	1	2	2	0	2	0	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	0	42.1	-
05:30	10	0	0	0	0	0	2	4	3	1	0	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	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	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	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	0	41.1	47.3
06:45	23	0	0	0	0	0	6	10	6	1	0	0	0	0	0	0	0	0	0	0	37.2	41.3
07:00	30	0	0	0	0	5	12	8	3	0	2	0	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	0	36.5	44.2
07:30	32	0	0	0	0	3	5	16	4	2	2	0	0	0	0	0	0	0	0	0	37.5	45
07:45	65	0	0	1	0	3	17	31	9	4	0	0	0	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	0	34.6	39
08:15	90	0	0	0	0	12	31	36	10	1	0	0	0	0	0	0	0	0	0	0	35.1	39.6
08:30	86	0	0	0	1	7	39	35	3	1	0	0	0	0	0	0	0	0	0	0	34.7	37.6
08:45	106	0	0	2	0	15	43	37	6	2	0	1	0	0	0	0	0	0	0	0	34.2	38
09:00	103	0	0	0	0	13	45	28	15	1	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	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	0	34.4	37.6
09:45	155	0	0	0	2	19	90	36	6	2	0	0	0	0	0	0	0	0	0	0	33.4	36.7
10:00	154	0	0	0	0	37	78	36	2	1	0	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	0	33.4	37
10:30	155	0	0	1	3	41	75	32	3	0	0	0	0	0	0	0	0	0	0	0	32	35.4
10:45	149	2	2	2	19	50	63	9	2	0	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	0	32.8	37.1
11:15	145	0	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	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	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	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	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	0	27.2	32.6
12:45	137	0	0	0	0	14	74	41	7	0	1	0	0	0	0	0	0	0	0	0	34	37.7
13:00	149	0	0	0	0	20	75	46	7	0	0	1	0	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	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	0	15.5	22.2
13:45	160	0	0	2	7	68	69	11	3	0	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	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	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	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	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	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	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	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	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	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	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	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	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	0	33.8	38.1
17:15	105	0	0	0	0	19	55	23	4	4	0	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	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	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	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	0	35.7	41.1
18:30	70	1	0	0	0	11	33	17	5	3	0	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	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	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	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	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	0	35.2	41.7
20:00	53	0	0	0	1	7	25	14	5	0	0	0	0	1	0	0	0	0	0	0	34.9	39.7
20:15	37	0	0	1	1	6	18	8	3	0	0	0	0	0	0	0	0	0	0	0	32.8	38.3
20:30	35	0	1	0	0	7	12	10	2	1	1	0	0	1	0	0	0	0	0	0	34.6	40.1
20:45	38	0	0	0	0	2	14	17	5	0	0	0	0	0	0	0	0	0	0	0	35.8	40.1
21:00	33	0	0	0	0	7	13	7	3	2	1	0	0	0	0	0	0	0	0	0	35.1	42.5
21:15	26	0	0	0	1	3	7	10	2	3	0	0	0	0	0	0	0	0	0	0	36.3	42.5
21:30	27	0	0	0	0	2	13	5	3	1	2	0	1	0	0	0	0	0	0	0	37.1	47.3
21:45	21	0	0	1	0	4	9	4	2	1	0	0	0	0	0	0	0	0	0	0	33.5	39.8
22:00	40	0	0	0	2	6	17	11	0	4	0	0	0	0	0	0	0	0	0	0	34	39
22:15	38	0	0	1	1	5	16	9	6	0	0	0	0	0	0	0	0	0	0	0	33.7	40.5
22:30	35	0	0	0	0	12	9	8	5	1	0	0	0	0	0	0	0	0	0	0	33.6	40.5
22:45	23	0	0	0	0	1	5	7	6	1	3	0	0	0	0	0	0	0	0	0	39.8	50.1
23:00	19	0	0	0	1	1	4	8	3	1	0	1	0	0	0	0	0	0	0	0	37.7	43.9
23:15	25	0	0	0	0	3	9	11	1	1	0	0	0	0	0	0	0	0	0	0	35.6	39.6
23:30	13	0	0	0	1	1	4	6	1	1	0	0	0	0	0	0	0	0	0	0	36	40.8
23:45	18	0	0	1	0	5	6	3	1	1	1	0	0	0	0	0	0	0	0	0	33.7	41.6
07:00 - 19:00	5740	26	71	47	110	1151	2723	1295	246	52	15	4	0	0	0	0	0	0	0	0	32.6	37
06:00 - 22:00	6340	26	72	49	113	1254	2947	1464	308	76	20	5	1	5	0	0	0	0	0	0	32.8	37.3
06:00 - 00:00	6551	26	72	51	117	1288	3017	1527	331	86	24	6	1	5	0	0	0	0	0	0	32.9	37.4
00:00 - 00:00	6701	26	72	52	118	1297	3056	1574	359	100	30	8	3	5	1	0	0	0	0	0	33	37.6

Date Sunday 21/11/2021

	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	12	0	0	0	0	1	4	6	1	0	0	0	0	0	0	0	0	0	0	0	35	38.8
00:15	13	0	0	0	0	0	1	9	2	1	0	0	0	0	0	0	0	0	0	0	38.3	41.2
00:30	7	0	0	0	0	0	0	5	1	0	1	0	0	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	0	0	35.5	-
01:00	5	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	37.5	-
01:15	4	0	0	0	0	1	0	2	1	0	0	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	0	0	38.9	-
01:45	2	0	0	0	0	0	1	0	1	0	0	0	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	0	0	44.8	-
02:15	3	0	0	0	0	0	1	1	1	0	0	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	0	0	36.7	-
02:45	2	0	0	0	0	0	1	0	1	0	0	0	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	0	0	41.9	-
03:15	5	0	0	0	0	1	1	2	0	0	1	0	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	0	0	36.9	-
03:45	4	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
04:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-
04:15	5	0	0	0	0	1	0	2	2	0	0	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	0	0	35.3	-
04:45	10	0	0	0	0	2	0	3	3	1	1	0	0	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	0	0	39.6	-
05:15	6	0	0	0	0	0	1	2	0	1	0	0	0	2	0	0	0	0	0	0	47.9	-
05:30	1	0	0	0	0	0	0	0	0	0	1	0	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	0	0	41.2	-
06:00	4	0	0	0	0	0	1	2	1	0	0	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	0	0	33.3	-
06:30	8	0	0	0	0	2	1	5	0	0	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	0	0	37.2	43.4
07:00	14	0	0	0	1	1	4	2	2	3	1	0	0	0	0	0	0	0	0	0	37.4	46.6
07:15	15	0	0	0	1	1	1	2	4	6	0	1	0	0	0	0	0	0	0	0	38	42.9
07:30	27	0	0	0	0	5	8	6	5	3	0	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	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	0	0	34.7	39.8
08:15	39	0	0	0	0	2	16	12	8	1	0	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	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	0	0	37.3	41.6
09:00	55	0	0	0	1	4	18	23	7	2	0	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	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	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	0	0	33.8	37.3
10:00	148	0	0	1	0	23	68	37	17	2	0	0	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	0	2	0	0	34.1	36.9
10:30	151	0	0	0	0	32	76	40	2	1	0	0	0	0	0	0	0	0	0	0	33	36.4
10:45	169	0	0	0	3	52	85	24	4	1	0	0	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	0	0	32.9	35.9
11:15	129	0	0	0	1	24	75	22	5	2	0	0	0	0	0	0	0	0	0	0	32.8	36.2
11:30	144	0	0	0	0	17	77	45	5	0	0	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	0	0	32.2	36.2
12:00	178	0	0	1	4	73	80	18	1	1	0	0	0	0	0	0	0	0	0	0	30.9	34.5
12:15	140	0	0	0	0	12	83	41	4	0	0	0	0	0	0	0	0	0	0	0	33.9	37.5
12:30	178	0	0	0	16	60	67	30	3	2	0	0	0	0	0	0	0	0	0	0	31.1	36.1
12:45	150	0	0	0	0	18	82	38	11	1	0	0	0	0	0	0	0	0	0	0	34.1	38.1
13:00	157	0	0	0	1	21	82	42	11	0	0	0	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	0	0	28.4	33.6
13:30	132	0	0	3	0	28	63	32	6	0	0	0	0	0	0	0	0	0	0	0	32.9	36.8
13:45	136	0	0	0	0	18	70	38	9	1	0	0	0	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	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	0	0	33.2	37.2
14:30	131	0	0	0	1	19	71	35	5	0	0	0	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	0	0	33.3	38.5
15:00	123	0	0	0	0	7	66	35	14	1	0	0	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	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	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	0	0	36	40.4
16:00	101	0	0	0	1	16	35	37	11	1	0	0	0	0	0	0	0	0	0	0	34.7	39.5
16:15	87	0	1	0	2	33	29	21	1	0	0	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	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	0	0	33.4	37.4
17:00	77	0	0	0	1	15	38	19	4	0	0	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	0	0	35.2	39.1
17:30	57	0	0	2	0	10	25	17	3	0	0	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	0	0	35	38.9
18:00	68	0	0	0	0	9	31	22	4	1	0	0	0	1	0	0	0	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	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	0	0	33.6	37.9
18:45	44	0	0	0	0	9	19	11	4	1	0	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	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	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	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	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	0	0	34.6	39.5
20:15	39	0	0	0	1	7	8	10	9	3	1	0	0	0	0	0	0	0	0	0	36.2	41.8
20:30	26	0	0	0	0	3	10	10	2	0	1	0	0	0	0	0	0	0	0	0	34.9	38.8
20:45	28	0	0	0	0	4	8	12	1	1	1	0	1	0	0	0	0	0	0	0	36.4	40.2
21:00	39	0	0	0	0	15	15	5	4	0	0	0	0	0	0	0	0	0	0	0	32.5	38.2
21:15	26	0	0	1	0	4	10	6	1	2	1	0	0	0	1	0	0	0	0	0	36.2	44.8
21:30	20	0	0	0	0	4	6	6	3	1	0	0	0	0	0	0	0	0	0	0	35.8	43.7
21:45	11	0	0	0	0	1	4	3	2	0	0	1	0	0	0	0	0	0	0	0	37	47.3
22:00	18	0	0	0	0	1	11	5	1	0	0	0	0	0	0	0	0	0	0	0	34.4	38.2
22:15	10	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
22:30	7	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	40.1	-
22:45	9	0	0	0	0	1	0	5	2	1	0	0	0	0	0	0	0	0	0	0	39.6	-
23:00	7	0	0	0	0	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	34.9	-
23:15	7	0	0	1	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-
23:30	6	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	36	-
23:45	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
07:00 - 19:00	4720	2	15	16	55	850	2211	1224	295	39	7	2	1	1	0	0	0	2	0	0	33.5	37.7
06:00 - 22:00	5171	2	15	18	60	912	2360	1374	353	53	13	4	2	1	2	0	0	2	0	0	33.7	38
06:00 - 00:00	5237	2	15	19	60	917	2380	1404	362	54	13	4	2	1	2	0	0	2	0	0	33.7	38.1
00:00 - 00:00	5351	2	15	19	61	928	2402	1445	384	62	20	4	2	3	2	0	0	2	0	0	33.8	38.2

Date Monday 22/11/2021

	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	4	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	36	
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-
00:30	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	36	-
00:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
01:00	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	40.4	-
01:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.1	-
01:30	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	47.9	-
01:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.9	-
02:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	44.8	-
02:15	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	52	-
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	48.2	-
03:00	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	44.2	-
03:15	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	39.5	-
03:30	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
03:45	6	0	0	0	0	1	0	4	0	0	1	0	0	0	0	0	0	0	0	0	39.5	-
04:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
04:15	6	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	39.2	-
04:30	6	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	38.5	-
04:45	9	0	0	0	0	0	4	3	1	0	1	0	0	0	0	0	0	0	0	0	37.4	-
05:00	6	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
05:15	10	0	0	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	36.4	-
05:30	19	0	0	1	0	0	5	9	4	0	0	0	0	0	0	0	0	0	0	0	36.1	41.6
05:45	21	0	0	0	0	2	2	6	9	2	0	0	0	0	0	0	0	0	0	0	38.9	43.6
06:00	18	0	0	1	0	2	5	6	2	2	0	0	0	0	0	0	0	0	0	0	35.5	44.4
06:15	39	2	0	0	1	7	9	12	4	4	0	2	0	0	0	0	0	0	0	0	37.1	47.6
06:30	72	0	0	0	0	5	24	30	11	1	1	0	0	0	0	0	0	0	0	0	36.3	40.5
06:45	79	0	0	1	2	7	27	30	12	0	0	0	0	0	0	0	0	0	0	0	35.2	40.2
07:00	102	0	0	1	0	8	43	41	7	1	1	0	0	0	0	0	0	0	0	0	35.1	39.2
07:15	116	0	0	1	0	9	61	34	11	0	0	0	0	0	0	0	0	0	0	0	34.2	37.5
07:30	128	0	0	0	1	19	49	40	15	2	0	0	0	0	2	0	0	0	0	0	35.4	40
07:45	141	0	0	0	2	21	75	35	8	0	0	0	0	0	0	0	0	0	0	0	33.4	37.2
08:00	195	0	0	0	0	31	128	33	3	0	0	0	0	0	0	0	0	0	0	0	32.7	35.7
08:15	177	0	2	2	5	46	76	38	6	2	0	0	0	0	0	0	0	0	0	0	31.9	36.6
08:30	119	0	0	0	0	8	68	34	6	2	1	0	0	0	0	0	0	0	0	0	34.7	38
08:45	169	0	0	0	1	35	84	43	6	0	0	0	0	0	0	0	0	0	0	0	32.8	36.6
09:00	119	0	0	0	3	7	61	40	7	0	1	0	0	0	0	0	0	0	0	0	34.5	37.7
09:15	112	3	1	2	12	16	32	41	2	2	1	0	0	0	0	0	0	0	0	0	32	37.2
09:30	123	0	0	0	2	21	79	21	0	0	0	0	0	0	0	0	0	0	0	0	32.4	35.6
09:45	136	0	0	0	1	31	61	30	12	1	0	0	0	0	0	0	0	0	0	0	33.4	37.8
10:00	114	0	0	0	0	24	53	33	4	0	0	0	0	0	0	0	0	0	0	0	33.3	37.3
10:15	146	0	0	0	2	42	78	20	3	1	0	0	0	0	0	0	0	0	0	0	31.9	35.2
10:30	124	1	0	1	5	23	57	33	3	1	0	0	0	0	0	0	0	0	0	0	32.5	36.7
10:45	148	0	0	0	0	28	91	25	4	0	0	0	0	0	0	0	0	0	0	0	32.7	35.8
11:00	150	0	0	0	0	36	62	41	10	1	0	0	0	0	0	0	0	0	0	0	33.4	37.5
11:15	139	1	0	0	0	13	90	30	5	0	0	0	0	0	0	0	0	0	0	0	33.2	36.6
11:30	149	0	0	2	5	35	88	15	3	0	1	0	0	0	0	0	0	0	0	0	31.7	34.8
11:45	190	1	3	10	6	45	84	34	6	1	0	0	0	0	0	0	0	0	0	0	31.2	37.2
12:00	145	81	47	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	14.4
12:15	110	5	19	0	4	11	51	14	4	1	1	0	0	0	0	0	0	0	0	0	28.3	37
12:30	145	0	0	0	2	22	60	53	8	0	0	0	0	0	0	0	0	0	0	0	33.9	37.6
12:45	158	0	0	0	1	43	81	28	5	0	0	0	0	0	0	0	0	0	0	0	32.4	35.8
13:00	150	0	0	0	0	16	95	35	3	1	0	0	0	0	0	0	0	0	0	0	33.2	36.3
13:15	133	0	0	0	15	26	64	19	8	0	0	1	0	0	0	0	0	0	0	0	32.1	36.2
13:30	123	1	0	0	2	15	59	35	9	2	0	0	0	0	0	0	0	0	0	0	34.2	38.5
13:45	164	0	0	0	3	56	83	18	4	0	0	0	0	0	0	0	0	0	0	0	31.6	34.9
14:00	128	0	0	0	1	30	67	22	6	2	0	0	0	0	0	0	0	0	0	0	32.7	36
14:15	121	1	0	0	0	26	62	22	6	3	1	0	0	0	0	0	0	0	0	0	33.1	38
14:30	143	0	0	0	0	31	73	33	5	1	0	0	0	0	0	0	0	0	0	0	33.1	37.3
14:45	162	0	0	0	7	52	80	23	0	0	0	0	0	0	0	0	0	0	0	0	31.4	34.9
15:00	179	0	0	0	19	64	76	16	4	0	0	0	0	0	0	0	0	0	0	0	30.4	34.2
15:15	137	0	0	0	0	48	62	23	4	0	0	0	0	0	0	0	0	0	0	0	31.9	36.1
15:30	134	0	0	0	3	29	68	24	10	0	0	0	0	0	0	0	0	0	0	0	33	36.5
15:45	154	0	0	1	7	34	83	25	4	0	0	0	0	0	0	0	0	0	0	0	31.7	35.2
16:00	156	0	0	0	2	41	89	23	0	0	0	0	0	0	0	0	0	1	0	0	31.8	35.1
16:15	168	25	12	30	20	52	27	0	2	0	0	0	0	0	0	0	0	0	0	0	22.4	30.4
16:30	116	78	18	15	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.3	16
16:45	112	2	0	1	11	42	38	16	1	1	0	0	0	0	0	0	0	0	0	0	29.9	35.7
17:00	104	0	0	0	0	16	54	24	9	1	0	0	0	0	0	0	0	0	0	0	33.3	36.9
17:15	101	0	0	0	1	21	61	14	4	0	0	0	0	0	0	0	0	0	0	0	32.5	35.6
17:30	144	0	0	0	1	42	70	29	2	0	0	0	0	0	0	0	0	0	0	0	31.8	35.9
17:45	133	0	8	3	0	39	59	18	2	2	2	0	0	0	0	0	0	0	0	0	30.9	35.6
18:00	158	0	0	0	1	35	85	32	4	0	1	0	0	0	0	0	0	0	0	0	32.5	36
18:15	124	0	0	0	2	39	55	26	2	0	0	0	0	0	0	0	0	0	0	0	32.4	35.8
18:30	157	0	0	0	1	51	66	31	7	0	1	0	0	0	0	0	0	0	0	0	32.5	36.4
18:45	121	0	0	0	4	25	60	28	3	1	0	0	0	0	0	0	0	0	0	0	32.8	36.6
19:00	73	0	0	0	0	10	41	16	4	2	0	0	0	0	0	0	0	0	0	0	33.8	36.8
19:15	100	0	0	0	0	24	40	32	4	0	0	0	0	0	0	0	0	0	0	0	33.5	37.2
19:30	71	0	0	0	2	12	31	16	9	1	0	0	0	0	0	0	0	0	0	0	34	39.3
19:45	76	0	0	0	0	9	37	21	7	2	0	0	0	0	0	0	0	0	0	0	34.6	38.6
20:00	85	0	0	0	0	9	43	25	7	1	0	0	0	0	0	0	0	0	0	0	34.3	38.9
20:15	52	0	0	0	0	7	22	16	5	0	2	0	0	0	0	0	0	0	0	0	35.3	39.9
20:30	39	0	0	0	0	3	20	8	4	0	3	1	0	0	0	0	0	0	0	0	35.9	41.4
20:45	45	0	0	0	0	6	12	19	6	2	0	0	0	0	0	0	0	0	0	0	35.9	41.6
21:00	60	0	0	0	0	10	18	21	7	2	2	0	0	0	0	0	0	0	0	0	35.8	41.6
21:15	46	0	0	0	0	11	18	13	4	0	0	0	0	0	0	0	0	0	0	0	33.8	39.3
21:30	51	0	0	0	0	2	20	24	4	1	0	0	0	0	0	0	0	0	0	0	35.6	39.2
21:45	55	0	0	0	1	12	29	9	4	0	0	0	0	0	0	0	0	0	0	0	32.9	36.9
22:00	45	0	0	0	0	5	26	6	4	1	2	0	0	1	0	0	0	0	0	0	35.4	43.9
22:15	41	0	0	0	2	2	10	21	5	0	0	1	0	0	0	0	0	0	0	0	36	40.7
22:30	19	0	0	0	1	3	6	6	2	0	1	0	0	0	0	0	0	0	0	0	35.1	42.3
22:45	14	0	0	0	0	2	2	7	2	1	0	0	0	0	0	0	0	0	0	0	36.6	40.7
23:00	23	0	0	0	1	3	10	3	4	0	1	0	0	0	0	1	0	0	0	0	36.5	42.1
23:15	8	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	34.7	-
23:30	8	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	37.6	-
23:45	5	0	0	1	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	37.5	-
07:00 - 19:00	6677	199	110	84	155	1407	3148	1293	237	29	11	1	0	0	2	0	0	1	0	0	31.4	36.4
06:00 - 22:00	7638	199	110	86	161	1543	3544	1591	331	47	19	4	0	0	2	0	0	1	0	0	31.8	36.8
06:00 - 00:00	7801	199	110	87	165	1559	3604	1643	351	49	23	6	0	1	2	1	0	1	0	0	31.9	36.9
00:00 - 00:00	7912	199	110	88	165	1563	3637	1681	373	56	28	7	0	1	2	1	0	1	0	0	32	37

Date Tuesday 23/11/2021

	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	7	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	37.1	-
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	2	2	0	0	1	0	0	0	0	0	0	0	0	0	39.4	-
01:30	4	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	-
01:45	6	0	0	0	0	0	3	1	2	0	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	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	36.9	-
02:30	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	38.3	-
02:45	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
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	0	0	1	0	0	0	0	0	0	0	0	0	0	48.9	-
03:45	8	0	0	0	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	37.2	-
04:00	6	0	0	0	0	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	39.2	-
04:15	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	36.3	-
04:30	6	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	38.4	-
04:45	6	0	0	0	0	0	2	2	0	1	1	0	0	0	0	0	0	0	0	0	38.6	-
05:00	13	0	0	1	0	1	2	6	3	0	0	0	0	0	0	0	0	0	0	0	36.2	43.5
05:15	9	0	0	0	0	0	3	1	2	2	1	0	0	0	0	0	0	0	0	0	40.7	-
05:30	23	0	0	0	0	0	6	11	5	1	0	0	0	0	0	0	0	0	0	0	37.8	41.2
05:45	22	0	0	0	0	1	1	11	8	1	0	0	0	0	0	0	0	0	0	0	38.8	42.5
06:00	17	0	0	0	0	0	3	7	6	1	0	0	0	0	0	0	0	0	0	0	39.1	44.2
06:15	37	0	0	0	0	5	8	15	6	3	0	0	0	0	0	0	0	0	0	0	37.1	43.3
06:30	62	0	0	2	3	11	17	19	9	1	0	0	0	0	0	0	0	0	0	0	33.9	40.6
06:45	93	0	0	0	0	24	24	35	8	2	0	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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	34	39.5
06:00 - 22:00	209	0	0	2	3	40	52	76	29	7	0	0	0	0	0	0	0	0	0	0	34.9	40.2
06:00 - 00:00	209	0	0	2	3	40	52	76	29	7	0	0	0	0	0	0	0	0	0	0	34.9	40.2
00:00 - 00:00	345	0	0	3	3	43	89	125	61	17	3	0	0	1	0	0	0	0	0	0	36	41.3

Date Wednesday 24/11/2021

	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 Thursday 25/11/2021

	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 Friday 26/11/2021

	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 Saturday 27/11/2021

	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 Sunday 28/11/2021

	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 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

	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 Wednesday 01/12/2021

	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	108	0	0	0	0	37	51	17	3	0	0	0	0	0	0	0	0	0	0	0	31.9	35.5
10:00	124	0	2	0	8	39	53	19	3	0	0	0	0	0	0	0	0	0	0	0	31.1	35.7
10:15	150	0	0	0	1	54	76	17	1	0	1	0	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	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	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	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	0	30.6	33.9
11:30	149	0	0	0	4	68	62	13	2	0	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	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	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	0	31.2	34.8
12:30	144	0	0	0	7	35	75	21	6	0	0	0	0	0	0	0	0	0	0	0	32	35.6
12:45	144	0	0	0	4	43	79	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0	30.4	33.3
16:30	135	0	0	5	9	76	39	6	0	0	0	0	0	0	0	0	0	0	0	0	28.6	31.6
16:45	96	0	3	0	12	40	30	8	2	1	0	0	0	0	0	0	0	0	0	0	29.3	33.3
17:00	114	0	0	1	7	58	41	7	0	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	0	29.8	33
17:30	103	0	0	0	14	46	36	5	2	0	0	0	0	0	0	0	0	0	0	0	29.4	33.1
17:45	122	0	0	0	4	68	38	12	0	0	0	0	0	0	0	0	0	0	0	0	30	33.7
18:00	132	0	0	4	15	82	17	14	0	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	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	0	27.5	31.9
18:45	121	0	0	0	4	63	41	11	0	0	0	0	2	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	0	31.9	35.2
19:15	92	0	0	0	2	32	37	15	4	0	0	2	0	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	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	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	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	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	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	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	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	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	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	0	34	39
22:00	62	0	0	1	1	11	33	13	2	1	0	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	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	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	0	34.1	39.8
23:00	14	0	0	0	1	2	4	6	1	0	0	0	0	0	0	0	0	0	0	0	32.9	37.6
23:15	13	0	0	0	0	2	4	4	3	0	0	0	0	0	0	0	0	0	0	0	35.6	43.2
23:30	13	0	0	0	0	0	5	3	2	3	0	0	0	0	0	0	0	0	0	0	38.1	47
23:45	6	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
07:00 - 19:00	4947	0	18	31	222	2036	2017	528	81	6	4	2	2	0	0	0	0	0	0	0	30.6	34.5
06:00 - 22:00	5734	0	20	31	245	2239	2399	663	114	13	4	4	2	0	0	0	0	0	0	0	30.8	34.7
06:00 - 00:00	5968	0	21	33	248	2280	2503	721	128	23	4	5	2	0	0	0	0	0	0	0	30.9	34.9
00:00 - 00:00	5968	0	21	33	248	2280	2503	721	128	23	4	5	2	0	0	0	0	0	0	0	30.9	34.9

Date Thursday 02/12/2021

	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	6	0	0	0	0	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	34.6	-
00:15	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	34.5	-
00:30	5	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	37.3	-
00:45	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	33.4	-
01:00	3	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	37.9	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	4	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.4	-
01:45	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	3	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	42.8	-
02:45	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	51.9	-
03:00	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	36	-
03:15	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
03:30	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
03:45	6	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	37	-
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
04:30	6	0	0	0	0	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	36.1	-
04:45	12	0	0	0	1	0	7	3	1	0	0	0	0	0	0	0	0	0	0	0	34	38.6
05:00	11	0	0	0	0	2	6	2	1	0	0	0	0	0	0	0	0	0	0	0	33.6	40.6
05:15	16	0	0	0	0	0	8	7	1	0	0	0	0	0	0	0	0	0	0	0	35	39.2
05:30	21	0	0	0	0	2	9	8	2	0	0	0	0	0	0	0	0	0	0	0	34.5	38.7
05:45	31	0	0	0	0	6	7	12	5	1	0	0	0	0	0	0	0	0	0	0	36	41.5
06:00	16	0	1	0	0	2	7	1	4	1	0	0	0	0	0	0	0	0	0	0	34.3	42.5
06:15	41	0	0	1	0	7	18	8	5	1	1	0	0	0	0	0	0	0	0	0	34.3	40.1
06:30	56	0	0	0	4	6	17	25	3	1	0	0	0	0	0	0	0	0	0	0	34	38.4
06:45	103	0	0	2	0	17	63	17	4	0	0	0	0	0	0	0	0	0	0	0	32.7	36.4
07:00	93	0	0	0	4	19	48	19	1	2	0	0	0	0	0	0	0	0	0	0	32.4	36.1
07:15	115	0	2	0	5	19	70	13	5	1	0	0	0	0	0	0	0	0	0	0	32	35.7
07:30	112	0	0	1	0	13	77	15	6	0	0	0	0	0	0	0	0	0	0	0	33.3	36.2
07:45	182	0	0	0	17	76	65	19	5	0	0	0	0	0	0	0	0	0	0	0	30.5	34.7
08:00	189	0	0	0	5	67	85	28	4	0	0	0	0	0	0	0	0	0	0	0	31.2	35.3
08:15	214	0	0	0	11	60	125	17	1	0	0	0	0	0	0	0	0	0	0	0	30.8	33.6
08:30	155	0	0	0	2	55	81	16	1	0	0	0	0	0	0	0	0	0	0	0	31.5	34.5
08:45	153	0	2	0	5	46	57	38	4	1	0	0	0	0	0	0	0	0	0	0	31.9	36.5
09:00	157	0	0	0	0	44	100	12	1	0	0	0	0	0	0	0	0	0	0	0	31.7	34.4
09:15	123	0	0	0	1	28	75	13	6	0	0	0	0	0	0	0	0	0	0	0	32.3	35.5
09:30	140	0	0	0	2	50	77	9	2	0	0	0	0	0	0	0	0	0	0	0	31.1	33.6
09:45	154	0	0	0	1	59	76	15	2	1	0	0	0	0	0	0	0	0	0	0	31.5	34.5
10:00	146	0	0	0	4	44	68	29	1	0	0	0	0	0	0	0	0	0	0	0	31.6	35.8
10:15	139	0	0	0	1	54	61	20	3	0	0	0	0	0	0	0	0	0	0	0	31.4	35.5
10:30	154	0	0	0	7	48	64	29	6	0	0	0	0	0	0	0	0	0	0	0	31.8	35.9
10:45	147	0	0	0	2	46	78	20	1	0	0	0	0	0	0	0	0	0	0	0	31.5	34.8
11:00	158	0	1	0	10	58	75	13	1	0	0	0	0	0	0	0	0	0	0	0	30.4	34.4
11:15	131	0	0	1	10	41	63	14	2	0	0	0	0	0	0	0	0	0	0	0	30.8	34
11:30	165	0	0	1	9	67	76	11	1	0	0	0	0	0	0	0	0	0	0	0	30.2	33.4
11:45	149	0	0	0	2	28	87	29	2	1	0	0	0	0	0	0	0	0	0	0	32.5	35.7
12:00	160	0	0	0	3	79	64	14	0	0	0	0	0	0	0	0	0	0	0	0	30.4	34.3
12:15	126	0	0	0	0	31	73	21	1	0	0	0	0	0	0	0	0	0	0	0	32.3	35.3
12:30	111	0	0	0	4	37	50	18	2	0	0	0	0	0	0	0	0	0	0	0	31.5	35.5
12:45	137	0	0	0	6	39	73	17	2	0	0	0	0	0	0	0	0	0	0	0	31.5	34.9
13:00	137	0	0	0	0	48	70	16	2	1	0	0	0	0	0	0	0	0	0	0	31.8	34.7
13:15	159	0	0	0	5	55	77	20	1	0	1	0	0	0	0	0	0	0	0	0	31.3	34.8
13:30	130	0	0	0	4	35	60	26	3	2	0	0	0	0	0	0	0	0	0	0	32.4	37.1
13:45	143	0	0	0	9	62	59	11	2	0	0	0	0	0	0	0	0	0	0	0	30.3	33.8
14:00	158	0	0	0	9	57	69	18	5	0	0	0	0	0	0	0	0	0	0	0	30.9	35
14:15	168	0	0	0	16	81	59	9	3	0	0	0	0	0	0	0	0	0	0	0	29.7	33
14:30	150	0	0	0	32	53	46	17	2	0	0	0	0	0	0	0	0	0	0	0	29.4	34.4
14:45	170	0	0	1	2	62	93	10	2	0	0	0	0	0	0	0	0	0	0	0	30.7	33.9
15:00	134	0	0	0	1	62	66	4	1	0	0	0	0	0	0	0	0	0	0	0	30.3	33.2
15:15	156	0	0	0	4	70	73	9	0	0	0	0	0	0	0	0	0	0	0	0	30.2	33.1
15:30	125	0	0	0	8	51	50	14	2	0	0	0	0	0	0	0	0	0	0	0	30.4	34.8
15:45	152	0	0	1	12	67	64	8	0	0	0	0	0	0	0	0	0	0	0	0	29.7	32.8
16:00	144	0	0	0	3	71	58	12	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.1
16:15	153	0	0	1	7	64	71	5	5	0	0	0	0	0	0	0	0	0	0	0	30.3	33.5
16:30	124	0	0	0	6	62	50	5	1	0	0	0	0	0	0	0	0	0	0	0	29.8	32.4
16:45	167	0	0	0	13	87	47	15	5	0	0	0	0	0	0	0	0	0	0	0	29.9	33.8
17:00	155	0	0	0	7	92	53	2	1	0	0	0	0	0	0	0	0	0	0	0	29.3	31.8
17:15	98	0	0	0	4	61	26	3	1	1	2	0	0	0	0	0	0	0	0	0	29.7	32.2
17:30	110	0	0	0	0	45	54	11	0	0	0	0	0	0	0	0	0	0	0	0	31.2	34.3
17:45	156	0	0	1	7	76	67	5	0	0	0	0	0	0	0	0	0	0	0	0	29.8	33.2
18:00	139	0	0	0	3	57	65	13	1	0	0	0	0	0	0	0	0	0	0	0	30.6	32.8
18:15	112	0	0	0	5	35	49	16	4	3	0	0	0	0	0	0	0	0	0	0	32.1	36.1
18:30	114	0	0	0	9	36	43	24	2	0	0	0	0	0	0	0	0	0	0	0	31.1	35.5
18:45	129	0	0	0	3	62	48	14	2	0	0	0	0	0	0	0	0	0	0	0	30.7	34.4
19:00	126	0	0	0	1	54	52	16	3	0	0	0	0	0	0	0	0	0	0	0	30.8	35.1
19:15	113	0	0	0	6	45	46	13	2	0	1	0	0	0	0	0	0	0	0	0	31	34.8
19:30	92	0	0	0	3	25	46	13	2	3	0	0	0	0	0	0	0	0	0	0	32.2	35.5
19:45	97	0	0	0	2	32	49	8	4	2	0	0	0	0	0	0	0	0	0	0	31.7	34.9
20:00	81	0	0	0	6	19	44	9	3	0	0	0	0	0	0	0	0	0	0	0	31.9	35.1
20:15	58	0	0	2	2	16	26	9	3	0	0	0	0	0	0	0	0	0	0	0	31.3	35.7
20:30	54	0	1	0	2	12	21	13	5	0	0	0	0	0	0	0	0	0	0	0	32.9	39.1
20:45	57	0	0	0	4	16	22	12	2	0	1	0	0	0	0	0	0	0	0	0	32.3	37.9
21:00	55	0	1	0	0	9	27	10	5	2	1	0	0	0	0	0	0	0	0	0	34	39.7
21:15	43	0	0	0	0	10	24	6	2	0	1	0	0	0	0	0	0	0	0	0	33.3	37
21:30	25	0	0	0	0	3	9	8	3	1	1	0	0	0	0	0	0	0	0	0	35.8	42.7
21:45	36	0	0	0	1	11	15	6	2	0	1	0	0	0	0	0	0	0	0	0	33	37.6
22:00	42	0	0	0	1	4	20	11	4	2	0	0	0	0	0	0	0	0	0	0	34.6	40.2
22:15	23	0	0	0	0	4	11	5	2	0	1	0	0	0	0	0	0	0	0	0	33.4	39.5
22:30	21	0	0	1	0	7	8	3	2	0	0	0	0	0	0	0	0	0	0	0	31.6	35.9
22:45	27	0	1	0	1	4	12	5	0	1	1	0	1	0	1	0	0	0	0	0	35.3	46
23:00	24	0	0	0	0	5	10	6	0	1	0	2	0	0	0	0	0	0	0	0	35	41.5
23:15	15	0	0	0	1	2	4	8	0	0	0	0	0	0	0	0	0	0	0	0	33.5	37.6
23:30	9	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
23:45	12	0	1	0	0	3	2	5	1	0	0	0	0	0	0	0	0	0	0	0	32.5	39.9
07:00 - 19:00	6893	0	5	7	280	2559	3185	736	105	13	3	0	0	0	0	0	0	0	0	0	30.9	34.5
06:00 - 22:00	7946	0	8	12	311	2843	3671	910	157	24	10	0	0	0	0	0	0	0	0	0	31.1	34.8
06:00 - 00:00	8119	0	10	13	314	2873	3743	956	166	28	12	2	1	0	1	0	0	0	0	0	31.2	34.9
00:00 - 00:00	8265	0	10	13	315	2892	3799	1005	181	32	13	2	2	0	1	0	0	0	0	0	31.3	35

Date Friday 03/12/2021

		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	14	0	0	0	0	6	5	3	0	0	0	0	0	0	0	0	0	0	0	0	31.5	36.5
00:15	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	36.8	-
00:30	7	0	0	0	0	1	6	0	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	0	31.8	-
01:00	8	0	0	0	0	0	3	3	2	0	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	0	33	-
01:30	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	36	-
01:45	1	0	0	0	0	0	1	0	0	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	0	27.4	-
02:15	4	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
02:30	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	36.4	-
02:45	2	0	0	0	0	0	1	1	0	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	0	29.7	-
03:15	1	0	0	0	0	1	0	0	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	0	33.4	-
03:45	5	0	0	0	0	0	2	3	0	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	0	36.3	-
04:15	5	0	0	0	0	0	2	1	1	1	0	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	0	33.9	-
04:45	10	0	0	0	1	1	8	0	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	0	30.5	-
05:15	26	0	0	0	0	4	16	5	0	1	0	0	0	0	0	0	0	0	0	0	33.4	37.6
05:30	16	0	0	0	0	1	7	6	2	0	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	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	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	0	33.8	38.6
06:30	45	0	0	0	0	5	22	12	5	1	0	0	0	0	0	0	0	0	0	0	35.1	39.9
06:45	90	0	0	1	0	18	40	27	3	1	0	0	0	0	0	0	0	0	0	0	33.5	37.5
07:00	89	0	0	1	0	15	40	30	3	0	0	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	0	32.8	35.6
07:30	117	0	0	0	1	44	58	11	2	1	0	0	0	0	0	0	0	0	0	0	31.2	34
07:45	162	0	0	0	6	79	61	13	3	0	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	0	30.5	33.9
08:15	170	0	0	0	1	69	75	18	6	1	0	0	0	0	0	0	0	0	0	0	31.2	34.7
08:30	138	0	0	5	6	43	67	15	1	1	0	0	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	0	30.8	34.6
09:00	128	0	0	0	1	52	63	9	1	1	1	0	0	0	0	0	0	0	0	0	31.1	33.8
09:15	148	0	0	0	1	41	74	29	2	1	0	0	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	0	30	33.9
09:45	144	0	1	0	7	36	80	18	2	0	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	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	0	30.5	34.6
10:30	182	0	0	0	16	101	62	3	0	0	0	0	0	0	0	0	0	0	0	0	29	31.7
10:45	157	0	0	0	0	46	86	22	3	0	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	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	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	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	0	31.1	34.4
12:00	162	0	0	1	6	70	64	21	0	0	0	0	0	0	0	0	0	0	0	0	30.5	34.7
12:15	141	0	0	0	3	50	69	16	3	0	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	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	0	30.9	34.1
13:00	140	0	0	0	4	52	64	18	2	0	0	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	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	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	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	0	26.6	34.2
14:15	134	2	0	0	6	49	62	10	5	0	0	0	0	0	0	0	0	0	0	0	30.7	34.7
14:30	155	0	0	0	1	33	90	28	3	0	0	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	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	0	13.6	23.1
15:15	116	21	3	18	20	39	15	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	29.6
15:30	116	0	3	9	32	46	22	4	0	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	0	29.8	34.1
16:00	107	0	0	0	6	51	45	5	0	0	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	0	29.5	32.3
16:30	155	0	0	1	9	90	47	7	1	0	0	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	0	26.3	32.3
17:00	129	0	0	1	5	62	56	3	2	0	0	0	0	0	0	0	0	0	0	0	29.8	33.1
17:15	117	0	0	0	7	65	40	4	1	0	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	0	30.3	33.4
17:45	135	0	0	0	8	47	51	27	2	0	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	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	0	30.5	34.1
18:30	129	0	0	0	0	49	65	12	0	2	0	0	0	0	1	0	0	0	0	0	31.6	33.9
18:45	129	0	0	1	4	54	47	19	4	0	0	0	0	0	0	0	0	0	0	0	31	35.8
19:00	149	0	0	0	4	69	67	7	1	1	0	0	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	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	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	0	33	38.9
20:00	69	0	0	1	5	27	26	10	0	0	0	0	0	0	0	0	0	0	0	0	30.4	34.8
20:15	44	0	0	0	1	7	23	10	3	0	0	0	0	0	0	0	0	0	0	0	33.5	38.2
20:30	52	0	1	0	4	11	23	9	2	2	0	0	0	0	0	0	0	0	0	0	32	36.7
20:45	56	0	0	0	1	13	29	9	3	1	0	0	0	0	0	0	0	0	0	0	32.6	38
21:00	41	0	0	0	5	14	13	7	0	2	0	0	0	0	0	0	0	0	0	0	31.5	36.8
21:15	41	0	0	0	0	9	17	15	0	0	0	0	0	0	0	0	0	0	0	0	32.7	36.7
21:30	48	0	0	0	2	16	16	12	2	0	0	0	0	0	0	0	0	0	0	0	32.1	37.2
21:45	43	0	0	0	0	15	15	10	1	2	0	0	0	0	0	0	0	0	0	0	32.9	38.4
22:00	42	0	0	0	3	8	14	13	3	0	1	0	0	0	0	0	0	0	0	0	33.4	39
22:15	39	0	0	0	0	12	9	13	1	3	1	0	0	0	0	0	0	0	0	0	34.1	37.9
22:30	28	0	0	1	1	4	12	8	0	2	0	0	0	0	0	0	0	0	0	0	33.2	37.2
22:45	19	0	0	0	0	3	8	3	3	1	0	0	0	1	0	0	0	0	0	0	36.8	44.1
23:00	24	0	0	0	1	3	13	4	2	1	0	0	0	0	0	0	0	0	0	0	34	40
23:15	29	0	0	0	1	12	10	5	0	1	0	0	0	0	0	0	0	0	0	0	31.5	36.9
23:30	29	0	0	0	1	11	11	6	0	0	0	0	0	0	0	0	0	0	0	0	31.1	36.3
23:45	31	0	1	0	1	9	14	5	1	0	0	0	0	0	0	0	0	0	0	0	31	36.1
07:00 - 19:00	6823	96	115	113	360	2607	2777	644	91	10	5	0	1	0	1	0	0	0	3	0	29.8	34.2
06:00 - 22:00	7833	96	117	115	386	2907	3219	831	128	21	8	0	1	0	1	0	0	0	3	0	30.1	34.5
06:00 - 00:00	8074	96	118	116	394	2969	3310	888	138	29	10	0	1	1	1	0	0	0	3	0	30.2	34.6
00:00 - 00:00	8250	96	119	116	398	2998	3395	932	147	33	10	0	1	1	1	0	0	0	3	0	30.3	34.7

Date Saturday 04/12/2021

	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	18	0	0	0	0	8	4	4	2	0	0	0	0	0	0	0	0	0	0	0	32.4	38.6
00:15	17	0	0	0	0	4	8	3	1	1	0	0	0	0	0	0	0	0	0	0	33.4	39.6
00:30	18	0	0	0	1	2	11	3	1	0	0	0	0	0	0	0	0	0	0	0	32.8	37.6
00:45	11	0	0	0	0	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	33.7	37.6
01:00	16	0	0	0	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	34	38.4
01:15	25	0	0	1	0	6	14	4	0	0	0	0	0	0	0	0	0	0	0	0	31.7	35.5
01:30	11	0	0	0	0	2	5	1	1	2	0	0	0	0	0	0	0	0	0	0	35.5	45.9
01:45	6	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
02:00	7	0	0	0	0	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	34.2	-
02:15	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
02:30	5	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
02:45	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	39.1	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	3	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
03:30	5	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	39.3	-
03:45	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
04:00	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31.8	-
04:15	5	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
04:30	4	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.2	-
04:45	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
05:00	3	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	42.4	-
05:15	7	0	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	0	0	38	-
05:30	14	0	0	0	0	1	8	2	1	2	0	0	0	0	0	0	0	0	0	0	35.7	44.4
05:45	11	0	0	0	0	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	34.4	39.5
06:00	7	0	1	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	30.8	-
06:15	14	0	0	0	0	2	3	5	2	1	1	0	0	0	0	0	0	0	0	0	37.8	48.3
06:30	14	0	1	0	1	2	6	3	1	0	0	0	0	0	0	0	0	0	0	0	31.4	36.8
06:45	33	0	0	1	2	9	14	4	2	0	1	0	0	0	0	0	0	0	0	0	32.5	38.5
07:00	20	0	0	0	0	4	9	4	0	3	0	0	0	0	0	0	0	0	0	0	34.9	44.3
07:15	51	0	0	0	4	7	20	15	3	2	0	0	0	0	0	0	0	0	0	0	33.4	38.4
07:30	41	0	0	0	1	1	17	16	4	1	0	0	1	0	0	0	0	0	0	0	36.3	40
07:45	54	0	0	0	0	11	21	16	4	1	0	0	1	0	0	0	0	0	0	0	34.7	37.7
08:00	61	0	0	0	1	5	26	21	4	2	1	1	0	0	0	0	0	0	0	0	35.2	37.9
08:15	74	0	0	0	0	19	33	17	5	0	0	0	0	0	0	0	0	0	0	0	33.3	38.8
08:30	96	0	0	0	1	20	33	32	10	0	0	0	0	0	0	0	0	0	0	0	34	39.3
08:45	105	0	0	0	3	32	48	19	3	0	0	0	0	0	0	0	0	0	0	0	32	36.2
09:00	123	0	0	0	1	30	66	21	3	1	0	1	0	0	0	0	0	0	0	0	32.8	36.6
09:15	121	0	0	2	3	34	58	16	5	2	1	0	0	0	0	0	0	0	0	0	31.9	36.4
09:30	151	0	0	0	1	37	89	17	7	0	0	0	0	0	0	0	0	0	0	0	32.3	35.4
09:45	136	0	0	0	0	43	83	7	3	0	0	0	0	0	0	0	0	0	0	0	31.6	34.3
10:00	164	0	0	0	3	33	85	35	8	0	0	0	0	0	0	0	0	0	0	0	32.7	36.7
10:15	159	0	0	0	1	40	89	24	5	0	0	0	0	0	0	0	0	0	0	0	32.2	35.2
10:30	146	0	0	0	2	51	67	22	4	0	0	0	0	0	0	0	0	0	0	0	31.6	35.6
10:45	165	0	0	0	6	45	75	36	3	0	0	0	0	0	0	0	0	0	0	0	32	35.8
11:00	158	0	0	1	2	54	78	21	2	0	0	0	0	0	0	0	0	0	0	0	31.4	35
11:15	176	0	0	0	1	76	79	17	3	0	0	0	0	0	0	0	0	0	0	0	31	34.4
11:30	128	0	0	0	1	23	74	23	3	3	1	0	0	0	0	0	0	0	0	0	33.2	35.8
11:45	152	0	0	0	3	51	66	30	2	0	0	0	0	0	0	0	0	0	0	0	31.6	36
12:00	166	0	0	0	2	67	71	24	2	0	0	0	0	0	0	0	0	0	0	0	31.3	35.1
12:15	157	0	0	0	4	40	81	22	8	1	1	0	0	0	0	0	0	0	0	0	32.5	36
12:30	138	0	0	0	1	26	81	27	2	1	0	0	0	0	0	0	0	0	0	0	32.6	36.1
12:45	139	0	0	0	1	30	75	30	3	0	0	0	0	0	0	0	0	0	0	0	32.5	36.1
13:00	158	0	0	0	1	32	93	26	6	0	0	0	0	0	0	0	0	0	0	0	32.4	35.9
13:15	136	0	0	1	5	31	70	25	3	1	0	0	0	0	0	0	0	0	0	0	31.9	35.7
13:30	107	0	0	0	2	33	53	14	3	2	0	0	0	0	0	0	0	0	0	0	32.2	35.7
13:45	103	0	0	0	0	32	52	15	3	1	0	0	0	0	0	0	0	0	0	0	32.1	35.8
14:00	113	0	0	1	5	21	65	16	5	0	0	0	0	0	0	0	0	0	0	0	32	35.5
14:15	109	0	0	0	3	35	54	14	3	0	0	0	0	0	0	0	0	0	0	0	31.6	35.2
14:30	145	0	0	0	11	38	62	27	6	1	0	0	0	0	0	0	0	0	0	0	31.7	36.3
14:45	120	0	0	0	0	35	55	27	3	0	0	0	0	0	0	0	0	0	0	0	32.5	36.1
15:00	118	0	0	0	2	42	60	10	4	0	0	0	0	0	0	0	0	0	0	0	31.3	34.6
15:15	112	0	0	0	1	28	66	9	6	2	0	0	0	0	0	0	0	0	0	0	32.4	36.4
15:30	115	0	0	0	3	36	65	9	2	0	0	0	0	0	0	0	0	0	0	0	31.2	33.9
15:45	111	0	0	0	1	34	55	16	5	0	0	0	0	0	0	0	0	0	0	0	31.8	35.8
16:00	134	0	0	0	2	40	62	27	3	0	0	0	0	0	0	0	0	0	0	0	32.1	36.2
16:15	102	0	0	0	0	41	45	14	1	1	0	0	0	0	0	0	0	0	0	0	31.5	35.1
16:30	119	0	0	0	2	46	63	5	3	0	0	0	0	0	0	0	0	0	0	0	30.7	34
16:45	94	0	0	0	9	18	47	17	3	0	0	0	0	0	0	0	0	0	0	0	31.6	36
17:00	121	0	0	2	3	38	67	9	2	0	0	0	0	0	0	0	0	0	0	0	31	33.7
17:15	103	0	0	0	2	31	54	15	1	0	0	0	0	0	0	0	0	0	0	0	31.7	35.1
17:30	108	0	0	0	0	23	53	29	3	0	0	0	0	0	0	0	0	0	0	0	33.3	37.8
17:45	148	0	0	0	4	58	66	15	5	0	0	0	0	0	0	0	0	0	0	0	30.9	34.9
18:00	103	0	0	0	2	32	55	13	1	0	0	0	0	0	0	0	0	0	0	0	31.5	35
18:15	96	0	0	0	5	28	31	30	2	0	0	0	0	0	0	0	0	0	0	0	32.2	37.4
18:30	88	0	0	0	0	20	45	18	5	0	0	0	0	0	0	0	0	0	0	0	32.9	36.3
18:45	76	0	0	0	0	18	38	13	2	3	2	0	0	0	0	0	0	0	0	0	33.7	37
19:00	89	0	0	0	1	31	41	13	2	1	0	0	0	0	0	0	0	0	0	0	31.6	35.5
19:15	84	0	0	0	1	8	38	34	2	0	1	0	0	0	0	0	0	0	0	0	34.3	37.8
19:30	45	0	0	0	1	11	14	13	5	0	1	0	0	0	0	0	0	0	0	0	33.5	38.3
19:45	50	0	0	0	0	14	20	14	1	1	0	0	0	0	0	0	0	0	0	0	32.9	38.1
20:00	42	0	0	0	0	4	25	11	2	0	0	0	0	0	0	0	0	0	0	0	33.5	36.4
20:15	32	0	0	0	0	6	18	5	3	0	0	0	0	0	0	0	0	0	0	0	33.7	37.6
20:30	34	0	1	0	1	4	13	10	4	1	0	0	0	0	0	0	0	0	0	0	34.2	41.2
20:45	37	0	0	0	0	7	15	8	4	0	1	0	0	2	0	0	0	0	0	0	36.6	42.4
21:00	43	0	0	0	1	12	17	11	1	1	0	0	0	0	0	0	0	0	0	0	33.1	37.9
21:15	35	0	0	0	0	6	24	4	0	0	0	0	1	0	0	0	0	0	0	0	33	35.3
21:30	16	0	0	0	0	4	6	6	0	0	0	0	0	0	0	0	0	0	0	0	33	37.4
21:45	32	0	0	0	0	7	18	7	0	0	0	0	0	0	0	0	0	0	0	0	31.8	36
22:00	35	0	0	0	1	7	10	13	1	1	1	0	1	0	0	0	0	0	0	0	34.9	39.1
22:15	29	0	0	0	1	8	16	3	0	1	0	0	0	0	0	0	0	0	0	0	31.4	35.7
22:30	21	0	0	0	4	3	11	1	1	0	0	1	0	0	0	0	0	0	0	0	32.1	37.2
22:45	34	0	0	1	2	11	10	8	1	0	0	0	1	0	0	0	0	0	0	0	32.3	39
23:00	27	0	0	0	0	6	14	4	3	0	0	0	0	0	0	0	0	0	0	0	33.1	38.9
23:15	28	0	0	0	0	7	15	5	1	0	0	0	0	0	0	0	0	0	0	0	32.5	36.2
23:30	12	0	0	0	0	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	30.8	35.4
23:45	20	0	0	0	0	6	8	4	2	0	0	0	0	0	0	0	0	0	0	0	33.2	39.3
07:00 - 19:00	5620	0	0	7	105	1569	2800	925	176	28	6	2	2	0	0	0	0	0	0	0	32.1	35.9
06:00 - 22:00	6227	0	3	8	113	1698	3073	1075	206	33	11	2	3	2	0	0	0	0	0	0	32.2	36
06:00 - 00:00	6433	0	3	9	121	1751	3162	1115	215	35	12	3	5	2	0	0	0	0	0	0	32.3	36.1
00:00 - 00:00	6633	0	4	11	125	1789	3254	1155	229	42	14	3	5	2	0	0	0	0	0	0	32.3	36.2

Date Sunday 05/12/2021

	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	25	0	0	0	1	6	14	3	1	0	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	0	32.1	35.8
00:30	17	0	0	0	0	4	8	4	1	0	0	0	0	0	0	0	0	0	0	0	32.9	37.4
00:45	15	0	0	0	0	1	3	10	0	1	0	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	0	34.6	39
01:15	19	0	0	0	0	1	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	0	33.3	-
01:45	6	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
02:00	5	0	0	0	0	0	2	1	2	0	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	0	-	-
02:30	5	0	0	0	0	0	3	2	0	0	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	0		-
03:00	3	0	0	0	0	0	0	2	1	0	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	0	31.4	-
03:30	5	0	0	0	2	3	0	0	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	0	31	-
04:00	2	0	0	0	0	0	1	0	1	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	0	32.3	-
04:30	11	0	0	0	0	4	2	2	2	0	0	1	0	0	0	0	0	0	0	0	35.1	46.5
04:45	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	47.3	-
05:00	5	0	0	0	0	0	4	1	0	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	0	35.5	-
05:30	4	0	0	0	0	1	1	0	1	0	1	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	0	36.9	-
06:00	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
06:15	3	0	0	0	0	1	0	1	1	0	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	0	35.2	-
06:45	16	0	0	0	0	6	8	1	1	0	0	0	0	0	0	0	0	0	0	0	31.7	36.1
07:00	19	0	0	0	0	4	11	3	1	0	0	0	0	0	0	0	0	0	0	0	32.7	38.1
07:15	17	0	0	0	0	1	9	5	1	0	0	0	1	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	0	33.9	39.4
07:45	28	0	0	0	0	6	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	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	0	34.9	41.7
08:30	33	0	0	0	0	11	10	6	2	3	0	0	0	0	1	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	0	32.6	36.6
09:00	72	0	0	0	1	13	33	18	5	1	1	0	0	0	0	0	0	0	0	0	34	37.3
09:15	84	0	0	0	3	28	37	15	1	0	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	0	32.2	36.1
09:45	150	0	0	0	1	45	79	24	0	1	0	0	0	0	0	0	0	0	0	0	31.7	35.3
10:00	183	0	0	0	5	54	105	16	3	0	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	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	0	30.3	32.8
10:45	164	0	0	0	24	55	68	14	3	0	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	0	30.6	34.2
11:15	158	0	0	0	4	56	80	15	3	0	0	0	0	0	0	0	0	0	0	0	31	34.4
11:30	177	0	0	0	3	62	96	16	0	0	0	0	0	0	0	0	0	0	0	0	30.9	33.8
11:45	150	0	0	0	0	55	81	14	0	0	0	0	0	0	0	0	0	0	0	0	31.2	34.2
12:00	167	0	0	0	17	62	73	12	3	0	0	0	0	0	0	0	0	0	0	0	30.2	33.8
12:15	138	0	0	0	9	48	60	16	3	1	0	0	0	0	1	0	0	0	0	0	31.5	35.5
12:30	153	1	0	1	10	65	61	13	2	0	0	0	0	0	0	0	0	0	0	0	30.3	34.2
12:45	153	0	0	0	4	55	81	10	3	0	0	0	0	0	0	0	0	0	0	0	31	33.8
13:00	173	0	0	0	4	74	77	15	2	0	0	0	1	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	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	0	30.7	35.2
13:45	150	0	0	0	2	51	78	15	3	1	0	0	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	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	0	30.6	33.2
14:30	150	0	0	0	1	49	84	12	2	2	0	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	0	32.8	36.6
15:00	128	0	0	0	6	39	64	14	5	0	0	0	0	0	0	0	0	0	0	0	31.7	35.1
15:15	127	0	0	0	2	29	58	36	2	0	0	0	0	0	0	0	0	0	0	0	32.8	36.4
15:30	125	0	0	0	0	36	59	26	4	0	0	0	0	0	0	0	0	0	0	0	32.6	36.3
15:45	81	0	0	0	1	28	28	19	2	3	0	0	0	0	0	0	0	0	0	0	32.4	37
16:00	109	0	0	0	2	26	55	22	1	1	0	2	0	0	0	0	0	0	0	0	32.7	35.8
16:15	82	0	0	0	1	30	34	8	5	4	0	0	0	0	0	0	0	0	0	0	32.5	36.4
16:30	79	0	0	2	6	26	28	15	1	1	0	0	0	0	0	0	0	0	0	0	30.8	36
16:45	94	0	0	0	1	21	53	14	4	1	0	0	0	0	0	0	0	0	0	0	32.5	35.5
17:00	52	0	0	0	2	12	21	15	2	0	0	0	0	0	0	0	0	0	0	0	32.7	36.3
17:15	55	0	0	0	0	16	27	11	1	0	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	0	33.4	38.2
17:45	72	0	0	0	1	19	29	18	3	1	1	0	0	0	0	0	0	0	0	0	33.1	36.9
18:00	65	0	0	0	2	14	27	15	6	0	0	0	0	1	0	0	0	0	0	0	33.7	38.6
18:15	52	0	0	0	1	8	27	11	0	2	1	1	0	1	0	0	0	0	0	0	34.8	39
18:30	51	0	0	0	1	8	29	8	3	2	0	0	0	0	0	0	0	0	0	0	33.5	39
18:45	46	0	0	0	3	10	17	6	7	2	0	0	0	1	0	0	0	0	0	0	34.4	41.2
19:00	46	0	0	1	0	4	18	14	4	3	1	0	1	0	0	0	0	0	0	0	35.9	41.8
19:15	35	0	0	0	0	6	13	11	4	0	1	0	0	0	0	0	0	0	0	0	35.2	39.8
19:30	48	0	0	0	0	5	21	15	6	1	0	0	0	0	0	0	0	0	0	0	35	40.1
19:45	26	0	0	0	0	3	12	7	2	2	0	0	0	0	0	0	0	0	0	0	34.5	40
20:00	30	0	0	2	0	2	9	12	3	1	1	0	0	0	0	0	0	0	0	0	35	40.9
20:15	34	0	0	0	0	6	14	12	2	0	0	0	0	0	0	0	0	0	0	0	34.1	38.6
20:30	32	0	0	0	0	5	12	13	1	1	0	0	0	0	0	0	0	0	0	0	34.3	38.8
20:45	23	0	0	0	0	3	15	2	3	0	0	0	0	0	0	0	0	0	0	0	33.7	39.7
21:00	40	0	0	1	2	11	15	4	6	1	0	0	0	0	0	0	0	0	0	0	32.8	40.4
21:15	16	0	0	0	0	4	5	4	2	1	0	0	0	0	0	0	0	0	0	0	35	41
21:30	22	0	0	0	1	5	5	4	6	0	1	0	0	0	0	0	0	0	0	0	35	41.5
21:45	28	0	0	0	1	2	12	7	5	0	1	0	0	0	0	0	0	0	0	0	35.2	40.8
22:00	12	0	0	0	0	3	2	6	1	0	0	0	0	0	0	0	0	0	0	0	35.2	39.8
22:15	13	0	0	0	0	1	4	6	1	0	0	1	0	0	0	0	0	0	0	0	37.4	43.2
22:30	12	0	0	0	0	2	2	5	2	0	0	0	1	0	0	0	0	0	0	0	38.3	44.9
22:45	7	0	0	1	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	36	-
23:00	10	0	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-
23:15	9	0	0	0	0	1	5	1	0	1	1	0	0	0	0	0	0	0	0	0	36.9	-
23:30	7	0	0	1	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
23:45	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
07:00 - 19:00	4964	1	2	6	159	1597	2335	699	112	39	4	3	2	3	2	0	0	0	0	0	31.7	35.4
06:00 - 22:00	5377	1	2	10	163	1661	2501	810	158	51	9	3	3	3	2	0	0	0	0	0	31.9	35.8
06:00 - 00:00	5449	1	2	12	163	1670	2526	834	165	53	10	4	4	3	2	0	0	0	0	0	31.9	35.8
00:00 - 00:00	5644	1	3	13	167	1703	2616	881	180	54	12	5	4	3	2	0	0	0	0	0	32	36

Date Monday 06/12/2021

	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	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37.3	-
00:15	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-
00:30	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
00:45	3	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	37.6	-
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
01:15	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36	-
01:30	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	42.5	-
01:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
02:00	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	38.7	-
02:15	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-
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	0	1	1	0	0	0	0	0	0	0	0	0	0	0	39.4	-
03:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
03:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-
03:45	5	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
04:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.7	-
04:15	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
04:30	4	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	36	-
04:45	9	0	0	0	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-
05:00	14	0	0	0	0	1	10	1	1	1	0	0	0	0	0	0	0	0	0	0	33.5	42.1
05:15	14	0	0	0	0	1	9	2	2	0	0	0	0	0	0	0	0	0	0	0	34.6	40.1
05:30	20	0	0	0	0	0	11	9	0	0	0	0	0	0	0	0	0	0	0	0	35	37.9
05:45	27	0	0	0	0	0	4	14	6	1	2	0	0	0	0	0	0	0	0	0	38.6	43.5
06:00	23	0	1	0	0	4	3	12	2	0	1	0	0	0	0	0	0	0	0	0	35.4	40.1
06:15	37	0	0	1	7	5	14	7	3	0	0	0	0	0	0	0	0	0	0	0	31.1	37.3
06:30	55	0	0	0	0	2	30	18	4	0	1	0	0	0	0	0	0	0	0	0	35.1	38.3
06:45	96	0	1	0	0	22	41	25	5	2	0	0	0	0	0	0	0	0	0	0	33.2	37.2
07:00	92	0	1	0	1	18	39	30	2	1	0	0	0	0	0	0	0	0	0	0	33.7	37.7
07:15	117	0	0	0	2	38	48	26	3	0	0	0	0	0	0	0	0	0	0	0	31.9	36.1
07:30	117	0	0	0	0	23	70	19	5	0	0	0	0	0	0	0	0	0	0	0	32.6	36.2
07:45	148	0	0	0	5	52	77	10	1	0	0	1	0	0	0	0	0	0	2	0	32.1	34.5
08:00	188	0	0	0	3	87	77	20	1	0	0	0	0	0	0	0	0	0	0	0	30.5	34
08:15	177	0	0	0	11	65	76	18	3	2	0	0	0	0	2	0	0	0	0	0	31.2	34.4
08:30	138	0	0	1	8	49	63	13	2	2	0	0	0	0	0	0	0	0	0	0	31.2	34.7
08:45	147	0	0	1	2	63	69	11	1	0	0	0	0	0	0	0	0	0	0	0	30.9	34.2
09:00	151	0	0	0	3	54	66	24	4	0	0	0	0	0	0	0	0	0	0	0	31.7	35.9
09:15	126	0	0	0	3	25	71	19	7	0	0	1	0	0	0	0	0	0	0	0	32.7	36.7
09:30	145	0	1	0	4	79	54	4	2	1	0	0	0	0	0	0	0	0	0	0	29.9	33.3
09:45	148	0	0	0	1	55	83	7	2	0	0	0	0	0	0	0	0	0	0	0	31	33.8
10:00	149	0	0	0	5	43	89	10	1	1	0	0	0	0	0	0	0	0	0	0	31.3	34.2
10:15	151	0	0	0	2	44	86	17	2	0	0	0	0	0	0	0	0	0	0	0	31.5	33.9
10:30	138	0	0	1	2	47	66	16	4	2	0	0	0	0	0	0	0	0	0	0	31.5	35.6
10:45	146	0	0	0	7	63	68	8	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.3
11:00	158	0	0	3	10	73	58	13	1	0	0	0	0	0	0	0	0	0	0	0	29.5	33.2
11:15	125	0	0	1	8	46	60	8	1	1	0	0	0	0	0	0	0	0	0	0	30.2	33.4
11:30	167	0	0	0	6	82	71	7	1	0	0	0	0	0	0	0	0	0	0	0	29.7	33.1
11:45	150	0	4	7	0	55	71	13	0	0	0	0	0	0	0	0	0	0	0	0	29.7	33.3
12:00	156	0	0	0	7	50	82	16	1	0	0	0	0	0	0	0	0	0	0	0	30.9	33.9
12:15	153	0	0	2	21	76	43	9	2	0	0	0	0	0	0	0	0	0	0	0	29.1	33.1
12:30	141	0	0	0	10	78	48	4	1	0	0	0	0	0	0	0	0	0	0	0	29.1	32.1
12:45	146	4	4	28	49	40	20	1	0	0	0	0	0	0	0	0	0	0	0	0	23.9	29.4
13:00	129	0	0	0	9	49	56	13	1	1	0	0	0	0	0	0	0	0	0	0	30.6	34.4
13:15	147	0	0	1	6	81	39	18	2	0	0	0	0	0	0	0	0	0	0	0	30	34.8
13:30	160	0	10	2	17	68	50	8	2	0	0	3	0	0	0	0	0	0	0	0	28.6	32.8
13:45	146	0	0	0	10	64	56	15	1	0	0	0	0	0	0	0	0	0	0	0	30.2	33.6
14:00	146	0	0	0	9	62	57	16	0	2	0	0	0	0	0	0	0	0	0	0	30.4	34.3
14:15	125	0	0	0	1	55	42	21	6	0	0	0	0	0	0	0	0	0	0	0	31.6	36.1
14:30	154	0	0	1	4	60	65	24	0	0	0	0	0	0	0	0	0	0	0	0	31	35.1
14:45	185	7	6	4	22	78	55	13	0	0	0	0	0	0	0	0	0	0	0	0	27.6	33.4
15:00	167	14	2	3	4	71	69	4	0	0	0	0	0	0	0	0	0	0	0	0	27.5	32.6
15:15	156	0	0	0	9	65	69	12	1	0	0	0	0	0	0	0	0	0	0	0	30.3	33.9
15:30	140	0	0	0	7	42	74	16	1	0	0	0	0	0	0	0	0	0	0	0	31.1	34
15:45	135	0	0	2	8	51	62	11	1	0	0	0	0	0	0	0	0	0	0	0	30.4	33.7
16:00	153	0	0	0	16	65	57	15	0	0	0	0	0	0	0	0	0	0	0	0	29.9	33.4
16:15	142	0	0	0	2	64	60	15	1	0	0	0	0	0	0	0	0	0	0	0	30.6	34.3
16:30	125	0	0	1	11	59	42	9	2	1	0	0	0	0	0	0	0	0	0	0	29.7	33.5
16:45	128	0	0	2	6	77	33	9	0	1	0	0	0	0	0	0	0	0	0	0	29.3	33.1
17:00	121	0	1	0	9	37	57	13	3	1	0	0	0	0	0	0	0	0	0	0	31	35
17:15	116	0	6	0	5	44	51	9	1	0	0	0	0	0	0	0	0	0	0	0	29.7	33.6
17:30	155	0	0	0	8	55	81	8	3	0	0	0	0	0	0	0	0	0	0	0	30.5	33.8
17:45	112	0	0	0	7	35	56	13	1	0	0	0	0	0	0	0	0	0	0	0	31.1	34.9
18:00	145	0	0	0	5	69	57	11	3	0	0	0	0	0	0	0	0	0	0	0	30.2	33.7
18:15	123	0	0	0	4	45	60	11	3	0	0	0	0	0	0	0	0	0	0	0	30.9	34.4
18:30	137	0	0	0	9	37	78	11	2	0	0	0	0	0	0	0	0	0	0	0	31.1	34.3
18:45	109	0	0	0	3	37	47	19	3	0	0	0	0	0	0	0	0	0	0	0	31.7	36.5
19:00	78	0	0	0	6	28	36	6	0	1	1	0	0	0	0	0	0	0	0	0	30.9	34.4
19:15	85	0	0	0	2	25	41	15	2	0	0	0	0	0	0	0	0	0	0	0	32.1	35.9
19:30	94	0	0	0	1	33	47	12	1	0	0	0	0	0	0	0	0	0	0	0	31.5	34.9
19:45	73	0	0	0	1	30	29	11	2	0	0	0	0	0	0	0	0	0	0	0	31.6	35.5
20:00	69	0	0	1	4	14	35	12	1	2	0	0	0	0	0	0	0	0	0	0	32.2	36.8
20:15	76	0	0	0	2	25	28	14	4	1	2	0	0	0	0	0	0	0	0	0	32.8	37.4
20:30	40	0	0	0	0	6	15	17	2	0	0	0	0	0	0	0	0	0	0	0	34.1	36.9
20:45	48	0	0	0	1	6	27	8	5	1	0	0	0	0	0	0	0	0	0	0	33.9	39.1
21:00	66	0	0	1	1	20	22	16	4	2	0	0	0	0	0	0	0	0	0	0	32.7	38
21:15	53	0	0	0	0	14	30	9	0	0	0	0	0	0	0	0	0	0	0	0	32.2	35.8
21:30	58	0	0	0	0	18	31	9	0	0	0	0	0	0	0	0	0	0	0	0	31.8	35.5
21:45	79	0	0	0	1	28	35	12	2	1	0	0	0	0	0	0	0	0	0	0	32.1	35.2
22:00	57	0	0	0	2	4	32	15	4	0	0	0	0	0	0	0	0	0	0	0	33.9	36.9
22:15	37	0	0	0	0	11	19	4	2	0	1	0	0	0	0	0	0	0	0	0	32.6	36.4
22:30	20	0	0	0	1	4	5	9	0	0	0	1	0	0	0	0	0	0	0	0	34.2	39
22:45	26	0	0	0	0	4	9	9	2	2	0	0	0	0	0	0	0	0	0	0	35.6	40.7
23:00	16	0	0	0	0	6	6	3	1	0	0	0	0	0	0	0	0	0	0	0	32.5	36.7
23:15	18	0	0	0	0	8	6	2	2	0	0	0	0	0	0	0	0	0	0	0	32.2	38.7
23:30	9	0	0	0	0	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	-
23:45	9	0	1	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-
07:00 - 19:00	6830	25	35	60	361	2675	2928	637	84	16	0	5	0	0	2	0	0	0	2	0	30.3	34.1
06:00 - 22:00	7860	25	37	63	387	2955	3392	840	121	26	5	5	0	0	2	0	0	0	2	0	30.6	34.6
06:00 - 00:00	8052	25	38	63	390	2998	3477	884	133	28	6	6	0	0	2	0	0	0	2	0	30.7	34.6
00:00 - 00:00	8177	25	38	63	391	3011	3530	921	147	32	9	6	0	0	2	0	0	0	2	0	30.8	34.7

Date Tuesday 07/12/2021

		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	9	0	0	0	0	1	3	4	0	1	0	0	0	0	0	0	0	0	0	0	36.2	-
00:15	9	0	0	0	0	1	4	3	0	1	0	0	0	0	0	0	0	0	0	0	35.5	-
00:30	8	0	0	0	0	1	6	0	1	0	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	1	1	0	1	2	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	1	1	0	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	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
03:30	3	0	0	0	0	1	0	2	0	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	1	0	0	0	0	0	0	0	0	0	45.6	-
04:15	3	0	0	0	0	1	1	1	0	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	3	6	3	1	0	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	0	4	4	8	4	1	0	0	0	0	0	0	0	0	0	0	35.6	43.2
05:45	27	0	0	0	0	1	7	14	3	2	0	0	0	0	0	0	0	0	0	0	37.4	41.7
06:00	20	0	1	0	0	1	6	10	1	1	0	0	0	0	0	0	0	0	0	0	34.5	39.3
06:15	29	0	0	0	0	5	15	6	3	0	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	94	0	0	0	3	14	44	23	8	2	0	0	0	0	0	0	0	0	0	0	33.7	38.7
07:00	90	0	0	1	3	23	37	20	5	1	0	0	0	0	0	0	0	0	0	0	32.5	37.3
07:15	103	0	0	0	2	23	55	22	1	0	0	0	0	0	0	0	0	0	0	0	32.6	35.6
07:30	118	0	0	0	2	52	57	7	0	0	0	0	0	0	0	0	0	0	0	0	30.7	33.9
07:45	165	0	1	0	5	63	81	10	4	0	1	0	0	0	0	0	0	0	0	0	30.8	34
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	1	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	3	47	80	22	3	0	0	0	0	0	0	0	0	0	0	0	31.6	35.2
09:00	127	0	0	0	0	34	66	23	3	1	0	0	0	0	0	0	0	0	0	0	32.4	36.1
09:15	116	0	0	0	10	35	45	24	2	0	0	0	0	0	0	0	0	0	0	0	31.7	36.3
09:30	126	0	0	0	6	37	65	15	2	1	0	0	0	0	0	0	0	0	0	0	31.7	34.9
09:45	133	0	0	0	2	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	5	52	52	17	9	1	0	0	1	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	35.3
10:30	152	0	0	1	4	68	63	15	1	0	0	0	0	0	0	0	0	0	0	0	30.4	34
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	0	1	11	54	67	9	2	0	0	0	0	0	0	0	0	0	0	0	30.1	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	14	53	62	13	1	1	0	0	0	0	0	0	0	0	0	0	30.1	34
12:45	137	0	0	0	4	53	63	15	2	0	0	0	0	0	0	0	0	0	0	0	31.1	34.6
13:00	153	0	0	0	3	84	51	12	2	1	0	0	0	0	0	0	0	0	0	0	30.3	33.4
13:15	111	0	0	0	1	39	49	18	3	1	0	0	0	0	0	0	0	0	0	0	32	35.9
13:30	135	0	0	2	11	51	60	10	1	0	0	0	0	0	0	0	0	0	0	0	29.7	33.4
13:45	139	0	0	0	3	56	65	15	0	0	0	0	0	0	0	0	0	0	0	0	31	34.3
14:00	148	0	0	3	8	51	73	11	2	0	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	1	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	33.6
17:15	127	0	0	0	3	43	64	16	1	0	0	0	0	0	0	0	0	0	0	0	31.2	34.5
17:30	131	0	0	0	3	45	57	23	3	0	0	0	0	0	0	0	0	0	0	0	31.3	35.7
17:45	147	0	0	2	13	57	51	22	1	1	0	0	0	0	0	0	0	0	0	0	30.6	35.6
18:00	142	0	0	0	8	68	54	10	2	0	0	0	0	0	0	0	0	0	0	0	30.1	33.6
18:15	105	0	0	0	7	40	51	6	0	1	0	0	0	0	0	0	0	0	0	0	30.7	33.8
18:30	103	0	0	0	8	36	40	14	3	2	0	0	0	0	0	0	0	0	0	0	31.2	36.1
18:45	101	0	0	0	5	38	48	10	0	0	0	0	0	0	0	0	0	0	0	0	30.8	34.3
19:00	106	0	0	0	3	41	42	18	1	0	1	0	0	0	0	0	0	0	0	0	31.2	35.7
19:15	88	0	0	0	4	35	39	7	1	1	0	0	1	0	0	0	0	0	0	0	31.1	34.6
19:30	83	0	0	0	0	16	50	16	1	0	0	0	0	0	0	0	0	0	0	0	32.7	35.8
19:45	85	0	0	0	0	21	40	20	3	1	0	0	0	0	0	0	0	0	0	0	33.1	37.8
20:00	72	0	0	0	4	9	43	14	0	2	0	0	0	0	0	0	0	0	0	0	32.5	36.3
20:15	54	0	0	0	4	12	27	9	1	1	0	0	0	0	0	0	0	0	0	0	32.3	37.7
20:30	58	0	0	0	1	10	29	15	3	0	0	0	0	0	0	0	0	0	0	0	33.1	38.1
20:45	50	0	1	0	0	5	30	13	0	1	0	0	0	0	0	0	0	0	0	0	33.3	37.4
21:00	52	0	0	0	4	18	14	10	4	2	0	0	0	0	0	0	0	0	0	0	32.3	38.1
21:15	68	0	0	0	1	13	29	17	5	1	0	2	0	0	0	0	0	0	0	0	34.3	39.3
21:30	65	0	0	0	1	17	22	22	2	1	0	0	0	0	0	0	0	0	0	0	33.4	37.8
21:45	64	0	0	0	4	16	32	7	3	0	1	1	0	0	0	0	0	0	0	0	32.4	35.7
22:00	56	0	0	1	2	12	23	14	4	0	0	0	0	0	0	0	0	0	0	0	32.6	36.9
22:15	52	0	0	0	0	18	24	10	0	0	0	0	0	0	0	0	0	0	0	0	31.6	35.6
22:30	36	0	0	1	0	10	19	6	0	0	0	0	0	0	0	0	0	0	0	0	31.8	35.9
22:45	44	0	0	0	0	10	23	8	2	1	0	0	0	0	0	0	0	0	0	0	33.2	37.8
23:00	19	0	0	0	1	2	9	6	1	0	0	0	0	0	0	0	0	0	0	0	33.3	38.2
23:15	16	0	0	0	1	1	7	5	0	0	1	0	0	1	0	0	0	0	0	0	36.2	44.1
23:30	10	0	0	0	0	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0	34.7	-
23:45	9	0	1	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
07:00 - 19:00	6536	12	100	276	521	2458	2515	562	75	14	2	0	1	0	0	0	0	0	0	0	29.4	34
06:00 - 22:00	7587	12	102	277	550	2695	3006	790	118	28	4	3	2	0	0	0	0	0	0	0	29.9	34.5
06:00 - 00:00	7829	12	103	279	554	2754	3117	843	127	29	5	3	2	1	0	0	0	0	0	0	30	34.6
00:00 - 00:00	8017	12	104	281	558	2773	3180	911	145	41	6	3	2	1	0	0	0	0	0	0	30.1	34.8

Date Wednesday 08/12/2021

	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	10	0	0	0	0	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
00:15	12	0	0	0	0	0	5	5	1	1	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	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-
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	1	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
01:45	3	0	0	0	0	1	2	0	0	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	2	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	0	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	32.6	-
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	6	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	41.6
06:30	64	0	0	0	1	10	20	24	5	3	1	0	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	0	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	7	27	60	18	1	3	1	0	0	0	0	0	0	0	0	0	32	35.6
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	36	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	0	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	1	39	70	20	1	1	1	0	0	0	0	0	0	0	0	0	32.1	35.4
09:15	130	0	0	0	2	32	59	24	9	4	0	0	0	0	0	0	0	0	0	0	33.3	37.4
09:30	106	0	0	0	0	34	44	23	5	0	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	33.3
10:00	122	0	0	0	7	29	60	24	1	1	0	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	7	1	59	72	10	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.4
10:45	139	0	0	0	4	36	72	24	1	2	0	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	2	7	64	48	14	0	0	0	0	0	0	0	0	0	0	0	0	30	34.2
11:30	148	0	0	1	6	53	69	15	4	0	0	0	0	0	0	0	0	0	0	0	31	34.6
11:45	133	0	0	0	0	42	62	24	3	1	0	0	0	0	1	0	0	0	0	0	32.1	36.5
12:00	134	0	0	0	0	30	69	28	6	1	0	0	0	0	0	0	0	0	0	0	32.9	36.8
12:15	128	0	0	0	3	30	57	34	4	0	0	0	0	0	0	0	0	0	0	0	32.6	36.4
12:30	136	0	0	0	2	35	72	24	3	0	0	0	0	0	0	0	0	0	0	0	32	35.7
12:45	146	0	0	0	5	46	70	22	2	0	0	1	0	0	0	0	0	0	0	0	31.5	35.3
13:00	135	0	0	0	0	47	66	20	1	0	1	0	0	0	0	0	0	0	0	0	31.7	35.1
13:15	143	0	0	0	0	66	62	13	2	0	0	0	0	0	0	0	0	0	0	0	30.9	34.3
13:30	119	0	0	0	5	34	57	19	3	1	0	0	0	0	0	0	0	0	0	0	32.2	37
13:45	155	0	0	1	8	82	50	13	1	0	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	2	43	68	19	0	0	0	0	0	0	0	0	0	0	0	0	31.4	35
14:30	140	0	0	0	6	57	63	12	1	1	0	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	5	72	63	20	2	0	0	0	0	0	0	0	0	0	0	0	30.6	34.7
15:15	143	0	0	0	8	71	56	8	0	0	0	0	0	0	0	0	0	0	0	0	29.6	32.8
15:30	107	0	0	0	8	63	34	2	0	0	0	0	0	0	0	0	0	0	0	0	28.9	32
15:45	130	0	0	0	4	82	32	12	0	0	0	0	0	0	0	0	0	0	0	0	29.6	33.2
16:00	149	0	0	0	6	80	49	12	2	0	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	8	57	60	18	2	0	0	0	0	0	0	0	0	0	0	0	30.8	34.9
16:45	141	0	0	0	18	59	44	19	1	0	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	5	56	48	17	3	0	0	0	0	0	0	0	0	0	0	0	30.9	35.2
17:45	128	0	0	0	2	41	65	16	4	0	0	0	0	0	0	0	0	0	0	0	31.4	35.1
18:00	142	0	0	0	9	39	66	21	7	0	0	0	0	0	0	0	0	0	0	0	31.7	36.1
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	116	0	0	1	3	37	52	20	3	0	0	0	0	0	0	0	0	0	0	0	31.8	36
18:45	120	0	0	0	1	38	49	22	8	1	1	0	0	0	0	0	0	0	0	0	32.8	37.1
19:00	131	0	0	0	1	51	62	15	2	0	0	0	0	0	0	0	0	0	0	0	31.2	34.7
19:15	98	0	0	0	6	19	56	15	2	0	0	0	0	0	0	0	0	0	0	0	31.9	35.5
19:30	94	0	0	0	3	46	31	12	2	0	0	0	0	0	0	0	0	0	0	0	30.8	35.1
19:45	85	0	0	0	0	19	51	12	1	2	0	0	0	0	0	0	0	0	0	0	32.6	35.9
20:00	61	0	0	0	0	23	17	13	8	0	0	0	0	0	0	0	0	0	0	0	32.6	38.7
20:15	69	0	0	0	1	21	26	17	2	1	0	0	1	0	0	0	0	0	0	0	32.9	37.3
20:30	59	0	0	0	0	15	28	13	2	0	1	0	0	0	0	0	0	0	0	0	33.2	37.2
20:45	47	0	1	0	0	5	23	14	3	0	1	0	0	0	0	0	0	0	0	0	33.8	39
21:00	60	0	0	0	0	15	26	16	2	1	0	0	0	0	0	0	0	0	0	0	33	36.2
21:15	84	0	0	1	0	36	34	11	2	0	0	0	0	0	0	0	0	0	0	0	31.3	35.2
21:30	72	0	0	0	5	23	33	9	2	0	0	0	0	0	0	0	0	0	0	0	31	35.1
21:45	54	0	0	0	1	17	28	7	1	0	0	0	0	0	0	0	0	0	0	0	31.7	35.2
22:00	59	0	0	0	1	15	27	9	5	0	1	0	1	0	0	0	0	0	0	0	33.2	37
22:15	50	0	0	1	0	9	25	13	2	0	0	0	0	0	0	0	0	0	0	0	33.4	37.1
22:30	38	0	0	1	0	10	15	8	3	1	0	0	0	0	0	0	0	0	0	0	33	39.8
22:45	33	0	0	1	0	12	12	6	2	0	0	0	0	0	0	0	0	0	0	0	31.3	36.9
23:00	19	0	0	0	0	6	4	8	1	0	0	0	0	0	0	0	0	0	0	0	34.1	39.4
23:15	16	0	0	0	0	3	5	3	3	1	0	0	1	0	0	0	0	0	0	0	36.6	43.7
23:30	13	0	0	0	0	1	8	1	1	0	1	0	0	1	0	0	0	0	0	0	37	50.6
23:45	16	0	1	0	0	3	7	5	0	0	0	0	0	0	0	0	0	0	0	0	32.1	38.2
07:00 - 19:00	6708	0	2	30	230	2485	2954	867	113	17	6	1	0	0	3	0	0	0	0	0	31.1	35
06:00 - 22:00	7850	0	3	31	252	2814	3454	1094	159	28	9	1	2	0	3	0	0	0	0	0	31.3	35.3
06:00 - 00:00	8094	0	4	34	253	2873	3557	1147	176	30	11	1	4	1	3	0	0	0	0	0	31.4	35.3
00:00 - 00:00	8264	0	6	34	254	2902	3619	1196	194	37	13	1	4	1	3	0	0	0	0	0	31.4	35.5

Date Thursday 09/12/2021

	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	14	0	0	0	1	6	2	4	1	0	0	0	0	0	0	0	0	0	0	0	32.3	39.9
00:15	13	0	0	0	0	3	3	3	1	2	0	1	0	0	0	0	0	0	0	0	38.4	47.1
00:30	11	0	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	34.2	38.9
00:45	5	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	35.8	-
01:00	5	0	0	0	0	0	3	2	0	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	39.8	-
01:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
01:45	4	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
02:00	7	0	0	0	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
02:15	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	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	6	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
03:00	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	40.9	-
03:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-
03:30	4	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
03:45	9	0	0	0	1	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	35	-
04:00	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	35.4	-
04:15	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
04:30	14	0	1	0	3	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	28.8	36.2
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	1	7	12	2	0	0	0	0	0	0	0	0	0	0	0	0	31.2	34.4
05:15	10	0	0	0	0	1	4	2	3	0	0	0	0	0	0	0	0	0	0	0	36.3	-
05:30	20	0	0	0	0	4	3	5	6	0	2	0	0	0	0	0	0	0	0	0	37.8	44.9
05:45	33	0	0	0	1	0	15	13	2	2	0	0	0	0	0	0	0	0	0	0	36	39.6
06:00	20	0	0	0	0	0	10	7	3	0	0	0	0	0	0	0	0	0	0	0	35.9	40
06:15	33	0	0	0	0	8	8	15	1	1	0	0	0	0	0	0	0	0	0	0	34.5	38.9
06:30	62	0	1	0	3	13	18	25	2	0	0	0	0	0	0	0	0	0	0	0	33	38.1
06:45	98	0	0	1	1	23	49	22	2	0	0	0	0	0	0	0	0	0	0	0	32.5	36.5
07:00	102	0	0	0	1	22	44	25	5	5	0	0	0	0	0	0	0	0	0	0	33.6	37.9
07:15	107	0	0	0	1	27	57	20	2	0	0	0	0	0	0	0	0	0	0	0	32.3	35.6
07:30	148	0	0	0	4	46	85	10	3	0	0	0	0	0	0	0	0	0	0	0	31.2	34.1
07:45	185	0	0	0	1	110	61	11	1	0	1	0	0	0	0	0	0	0	0	0	30	32.7
08:00	195	0	0	0	4	105	74	9	1	0	0	0	2	0	0	0	0	0	0	0	30	33
08:15	189	2	24	49	35	55	24	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	29.2
08:30	158	0	1	16	19	59	45	17	1	0	0	0	0	0	0	0	0	0	0	0	28.1	33.6
08:45	151	0	0	0	3	48	87	9	4	0	0	0	0	0	0	0	0	0	0	0	31.1	33.6
09:00	131	0	0	2	2	50	60	16	0	1	0	0	0	0	0	0	0	0	0	0	30.8	34.3
09:15	115	0	0	0	1	37	55	20	1	0	1	0	0	0	0	0	0	0	0	0	32	35.4
09:30	133	0	2	2	14	35	54	21	5	0	0	0	0	0	0	0	0	0	0	0	31	35.9
09:45	126	0	0	0	10	46	52	15	3	0	0	0	0	0	0	0	0	0	0	0	30.9	34.8
10:00	146	0	0	0	0	41	79	21	5	0	0	0	0	0	0	0	0	0	0	0	32.1	35.6
10:15	146	0	0	0	0	64	61	19	2	0	0	0	0	0	0	0	0	0	0	0	31.1	34.9
10:30	162	0	0	0	0	78	61	21	2	0	0	0	0	0	0	0	0	0	0	0	30.7	34.6
10:45	162	0	0	4	10	61	78	8	1	0	0	0	0	0	0	0	0	0	0	0	29.9	33.6
11:00	131	0	0	0	7	47	69	7	1	0	0	0	0	0	0	0	0	0	0	0	30.5	34
11:15	170	0	0	2	10	34	90	29	5	0	0	0	0	0	0	0	0	0	0	0	31.8	35.7
11:30	146	0	0	0	8	60	70	5	3	0	0	0	0	0	0	0	0	0	0	0	30.3	33.4
11:45	153	0	1	6	10	57	69	8	2	0	0	0	0	0	0	0	0	0	0	0	29.8	33.7
12:00	142	0	0	0	10	44	70	17	1	0	0	0	0	0	0	0	0	0	0	0	30.8	34.1
12:15	148	0	0	0	5	48	72	20	3	0	0	0	0	0	0	0	0	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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00 - 19:00	3246	2	28	81	155	1174	1417	328	51	6	2	0	2	0	0	0	0	0	0	0	30.4	34.4
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	34.7
06:00 - 00:00	3459	2	29	82	159	1218	1502	397	59	7	2	0	2	0	0	0	0	0	0	0	30.5	34.7
00:00 - 00:00	3676	2	30	82	169	1250	1585	457	80	13	5	1	2	0	0	0	0	0	0	0	30.8	35.1

Date Friday 10/12/2021

	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 Saturday 11/12/2021

	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 Sunday 12/12/2021

	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		

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

	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	105	0	0	0	0	22	56	22	4	1	0	0	0	0	0	0	0	0	0	0	33	36.4
09:15	121	0	0	0	0	50	48	21	2	0	0	0	0	0	0	0	0	0	0	0	31.6	35.8
09:30	115	0	0	1	16	39	52	6	1	0	0	0	0	0	0	0	0	0	0	0	29.5	33.4
09:45	112	0	0	0	4	35	49	19	5	0	0	0	0	0	0	0	0	0	0	0	32	36.3
10:00	113	0	0	1	13	25	55	19	0	0	0	0	0	0	0	0	0	0	0	0	31.1	35.7
10:15	134	0	0	0	3	29	70	21	10	1	0	0	0	0	0	0	0	0	0	0	32.9	37
10:30	130	0	0	1	5	52	52	16	4	0	0	0	0	0	0	0	0	0	0	0	31.2	35.3
10:45	128	0	0	0	2	47	62	17	0	0	0	0	0	0	0	0	0	0	0	0	31.1	34.9
11:00	120	0	0	1	7	36	59	14	3	0	0	0	0	0	0	0	0	0	0	0	31.3	34.9
11:15	134	0	0	0	2	32	72	23	5	0	0	0	0	0	0	0	0	0	0	0	32.2	35.7
11:30	133	0	0	0	3	45	69	14	2	0	0	0	0	0	0	0	0	0	0	0	31.2	34.3
11:45	162	0	0	4	6	60	68	18	5	0	1	0	0	0	0	0	0	0	0	0	30.8	35
12:00	143	0	0	1	4	49	68	16	4	1	0	0	0	0	0	0	0	0	0	0	31.3	35
12:15	145	0	0	0	3	55	69	17	1	0	0	0	0	0	0	0	0	0	0	0	30.9	34.4
12:30	172	0	0	1	10	63	72	25	1	0	0	0	0	0	0	0	0	0	0	0	30.7	35.1
12:45	150	0	0	0	3	61	62	20	3	1	0	0	0	0	0	0	0	0	0	0	31.6	35.5
13:00	162	0	0	0	3	56	75	26	2	0	0	0	0	0	0	0	0	0	0	0	31.7	35.3
13:15	152	0	1	0	10	55	58	25	3	0	0	0	0	0	0	0	0	0	0	0	31	35.6
13:30	114	0	0	0	3	31	48	30	2	0	0	0	0	0	0	0	0	0	0	0	32.6	37.2
13:45	149	0	0	0	16	51	62	19	1	0	0	0	0	0	0	0	0	0	0	0	30.4	34.8
14:00	129	0	0	0	6	46	61	15	1	0	0	0	0	0	0	0	0	0	0	0	30.8	34.7
14:15	142	0	0	0	5	57	67	12	1	0	0	0	0	0	0	0	0	0	0	0	30.7	34.3
14:30	167	0	0	0	9	78	66	14	0	0	0	0	0	0	0	0	0	0	0	0	30.1	34
14:45	164	0	0	2	10	43	83	22	4	0	0	0	0	0	0	0	0	0	0	0	31.2	35.3
15:00	195	0	0	0	16	107	56	15	1	0	0	0	0	0	0	0	0	0	0	0	29.4	33.1
15:15	179	2	12	9	25	78	39	13	1	0	0	0	0	0	0	0	0	0	0	0	26.9	32.7
15:30	152	0	0	0	4	57	73	15	2	1	0	0	0	0	0	0	0	0	0	0	31.2	34.2
15:45	155	0	0	0	6	45	76	27	1	0	0	0	0	0	0	0	0	0	0	0	31.5	35.8
16:00	183	0	7	14	17	62	74	8	1	0	0	0	0	0	0	0	0	0	0	0	28	32.8
16:15	180	0	0	1	19	55	84	20	1	0	0	0	0	0	0	0	0	0	0	0	30.4	34.1
16:30	182	40	4	1	17	68	40	10	2	0	0	0	0	0	0	0	0	0	0	0	24.2	32.4
16:45	169	54	25	4	9	50	26	1	0	0	0	0	0	0	0	0	0	0	0	0	19.2	30.1
17:00	184	0	2	9	26	71	57	18	1	0	0	0	0	0	0	0	0	0	0	0	28.8	34
17:15	194	0	0	0	16	95	70	11	2	0	0	0	0	0	0	0	0	0	0	0	29.7	33.8
17:30	185	0	0	0	11	85	76	13	0	0	0	0	0	0	0	0	0	0	0	0	30	33.3
17:45	169	0	0	0	7	64	75	18	4	1	0	0	0	0	0	0	0	0	0	0	31	34.8
18:00	153	0	0	0	0	48	74	26	3	2	0	0	0	0	0	0	0	0	0	0	32.1	35.5
18:15	141	0	0	0	1	55	58	21	5	0	1	0	0	0	0	0	0	0	0	0	31.7	35.7
18:30	112	0	0	0	7	26	55	20	4	0	0	0	0	0	0	0	0	0	0	0	31.8	36.1
18:45	90	0	0	0	2	17	45	21	3	1	1	0	0	0	0	0	0	0	0	0	33.1	37.5
19:00	108	0	0	0	2	28	54	18	6	0	0	0	0	0	0	0	0	0	0	0	32.5	36.3
19:15	87	0	0	2	0	33	33	17	1	1	0	0	0	0	0	0	0	0	0	0	31.7	36.6
19:30	87	0	0	0	4	32	33	15	2	1	0	0	0	0	0	0	0	0	0	0	31.5	35.5
19:45	72	0	0	0	0	17	31	20	2	2	0	0	0	0	0	0	0	0	0	0	33.2	37.6
20:00	66	0	0	0	4	19	24	15	3	1	0	0	0	0	0	0	0	0	0	0	32.3	38.2
20:15	53	0	0	0	1	11	24	12	3	0	2	0	0	0	0	0	0	0	0	0	33.6	38.5
20:30	50	0	0	1	1	13	20	11	2	1	1	0	0	0	0	0	0	0	0	0	32.7	38.4
20:45	47	0	0	0	3	9	20	12	3	0	0	0	0	0	0	0	0	0	0	0	32.8	38.6
21:00	37	0	0	0	1	6	19	9	2	0	0	0	0	0	0	0	0	0	0	0	33.1	36.8
21:15	35	0	0	0	0	8	9	14	1	2	1	0	0	0	0	0	0	0	0	0	35.4	39.3
21:30	32	0	0	0	0	7	11	9	2	2	1	0	0	0	0	0	0	0	0	0	34.8	40.3
21:45	35	0	0	0	0	7	14	9	5	0	0	0	0	0	0	0	0	0	0	0	34.5	40.4
22:00	38	0	0	0	0	10	15	8	2	3	0	0	0	0	0	0	0	0	0	0	34.2	38.4
22:15	25	0	0	0	0	5	10	10	0	0	0	0	0	0	0	0	0	0	0	0	33.5	37.9
22:30	24	0	0	0	0	7	10	5	1	0	1	0	0	0	0	0	0	0	0	0	33.2	37.5
22:45	23	0	0	0	1	5	4	6	6	1	0	0	0	0	0	0	0	0	0	0	35.6	41.9
23:00	17	0	0	0	0	3	5	8	1	0	0	0	0	0	0	0	0	0	0	0	34.7	39.1
23:15	18	0	0	0	0	3	6	5	3	1	0	0	0	0	0	0	0	0	0	0	35.6	41.4
23:30	5	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	33.6	-
23:45	9	0	0	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	36.3	-
07:00 - 19:00	5919	96	51	50	326	2100	2481	708	95	9	3	0	0	0	0	0	0	0	0	0	30.3	34.8
06:00 - 22:00	6628	96	51	53	342	2290	2773	869	127	19	8	0	0	0	0	0	0	0	0	0	30.5	35.1
06:00 - 00:00	6787	96	51	53	343	2325	2828	916	141	25	9	0	0	0	0	0	0	0	0	0	30.6	35.2
00:00 - 00:00	6787	96	51	53	343	2325	2828	916	141	25	9	0	0	0	0	0	0	0	0	0	30.6	35.2

Date Tuesday 16/11/2021

		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	8	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	35.9	-
00:15	9	0	0	0	0	0	0	4	3	0	1	1	0	0	0	0	0	0	0	0	42.9	-
00:30	3	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	36.9	-
00:45	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	40.6	-
01:00	5	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	38.8	-
01:15	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
01:30	8	0	1	0	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	34.1	-
01:45	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33	-
02:00	5	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
02:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
02:30	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	41.8	-
02:45	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
03:00	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.4	-
03:15	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	43.3	-
03:30	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
03:45	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	36.9	-
04:00	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	36.3	-
04:15	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.2	-
04:30	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	42.3	-
04:45	5	0	0	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	38.4	-
05:00	11	0	0	0	0	2	1	5	2	1	0	0	0	0	0	0	0	0	0	0	37.4	44.7
05:15	10	0	0	0	0	2	3	1	2	0	2	0	0	0	0	0	0	0	0	0	38.6	-
05:30	16	0	0	0	0	1	4	7	3	1	0	0	0	0	0	0	0	0	0	0	36.7	41.1
05:45	38	0	0	0	0	1	14	9	11	2	1	0	0	0	0	0	0	0	0	0	37.7	42.4
06:00	28	0	0	0	0	7	6	11	0	4	0	0	0	0	0	0	0	0	0	0	35.4	43.1
06:15	34	0	0	0	1	4	12	12	2	2	0	0	0	0	1	0	0	0	0	0	36.1	40.4
06:30	35	0	0	0	0	1	20	11	1	1	1	0	0	0	0	0	0	0	0	0	35	39.2
06:45	54	0	0	0	1	15	22	13	3	0	0	0	0	0	0	0	0	0	0	0	33	38.2
07:00	74	0	0	0	1	14	30	21	8	0	0	0	0	0	0	0	0	0	0	0	34	38.9
07:15	103	0	0	1	1	38	37	22	2	2	0	0	0	0	0	0	0	0	0	0	32.1	37
07:30	135	0	0	1	2	49	57	22	4	0	0	0	0	0	0	0	0	0	0	0	31.6	35.5
07:45	178	0	0	0	8	65	73	26	6	0	0	0	0	0	0	0	0	0	0	0	31.1	36.1
08:00	199	0	0	1	14	101	71	10	1	1	0	0	0	0	0	0	0	0	0	0	29.7	32.5
08:15	227	0	0	1	22	124	68	9	3	0	0	0	0	0	0	0	0	0	0	0	29.1	32.4
08:30	216	11	17	15	30	66	56	18	3	0	0	0	0	0	0	0	0	0	0	0	26.2	33.7
08:45	199	0	0	0	11	64	93	26	5	0	0	0	0	0	0	0	0	0	0	0	31.3	35.1
09:00	140	0	0	0	0	40	72	23	3	2	0	0	0	0	0	0	0	0	0	0	32.3	35.8
09:15	123	0	0	0	5	39	48	27	3	1	0	0	0	0	0	0	0	0	0	0	31.8	36.3
09:30	110	0	0	0	2	41	47	15	5	0	0	0	0	0	0	0	0	0	0	0	31.7	35.9
09:45	112	0	0	0	4	31	49	21	5	2	0	0	0	0	0	0	0	0	0	0	32.3	36.7
10:00	105	0	0	0	0	17	58	26	2	2	0	0	0	0	0	0	0	0	0	0	33.3	36.6
10:15	132	0	3	3	13	54	46	10	3	0	0	0	0	0	0	0	0	0	0	0	29.1	33.9
10:30	136	1	2	4	12	46	51	16	4	0	0	0	0	0	0	0	0	0	0	0	29.8	35
10:45	113	0	0	0	1	51	45	13	3	0	0	0	0	0	0	0	0	0	0	0	31.3	34.9
11:00	125	0	0	0	5	27	69	17	6	1	0	0	0	0	0	0	0	0	0	0	32.2	36.1
11:15	151	0	0	0	5	59	65	21	1	0	0	0	0	0	0	0	0	0	0	0	31	34.9
11:30	139	0	0	0	9	51	62	16	0	1	0	0	0	0	0	0	0	0	0	0	30.8	34.6
11:45	166	0	0	3	27	50	69	14	3	0	0	0	0	0	0	0	0	0	0	0	29.7	34.1
12:00	145	0	0	0	6	45	60	28	3	3	0	0	0	0	0	0	0	0	0	0	32	36.6
12:15	141	0	1	0	6	56	59	16	3	0	0	0	0	0	0	0	0	0	0	0	30.7	34.6
12:30	115	0	0	0	4	34	57	14	4	2	0	0	0	0	0	0	0	0	0	0	31.8	35.7
12:45	153	0	0	0	2	45	60	29	9	1	4	0	0	0	3	0	0	0	0	0	33.8	37.6
13:00	126	0	0	0	5	38	63	13	3	4	0	0	0	0	0	0	0	0	0	0	31.9	35.4
13:15	122	0	0	0	4	30	60	22	4	2	0	0	0	0	0	0	0	0	0	0	32.4	36.4
13:30	129	0	0	0	2	53	48	24	2	0	0	0	0	0	0	0	0	0	0	0	31.2	35.6
13:45	145	0	0	0	10	38	60	33	4	0	0	0	0	0	0	0	0	0	0	0	31.4	36.1
14:00	149	0	0	0	11	35	68	28	7	0	0	0	0	0	0	0	0	0	0	0	31.8	36.3
14:15	139	0	0	0	4	62	48	20	3	1	1	0	0	0	0	0	0	0	0	0	31	36
14:30	152	0	0	0	8	56	55	25	6	0	2	0	0	0	0	0	0	0	0	0	31.6	35.9
14:45	150	0	0	1	11	46	71	15	6	0	0	0	0	0	0	0	0	0	0	0	31.3	34.9
15:00	175	0	0	0	8	74	77	13	3	0	0	0	0	0	0	0	0	0	0	0	30.3	33.7
15:15	165	2	3	18	20	64	53	5	0	0	0	0	0	0	0	0	0	0	0	0	27.4	32.4
15:30	160	104	31	7	1	4	9	4	0	0	0	0	0	0	0	0	0	0	0	0	11.7	15.8
15:45	180	0	0	0	15	82	72	9	2	0	0	0	0	0	0	0	0	0	0	0	29.8	33.5
16:00	175	49	14	6	9	50	42	5	0	0	0	0	0	0	0	0	0	0	0	0	21.9	31.8
16:15	194	101	69	19	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	14.1
16:30	192	77	28	15	51	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	23.8
16:45	186	123	62	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	11.3
17:00	177	86	63	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	15.2
17:15	152	109	32	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	12.4
17:30	178	81	87	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	10.4	12.7
17:45	193	131	61	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	11.8
18:00	148	9	4	6	6	22	63	33	4	0	1	0	0	0	0	0	0	0	0	0	30.1	37.1
18:15	167	0	0	0	12	65	76	12	2	0	0	0	0	0	0	0	0	0	0	0	30.4	34.2
18:30	114	0	0	0	0	29	55	24	5	1	0	0	0	0	0	0	0	0	0	0	32.8	36.4
18:45	132	0	2	0	5	30	56	29	9	0	1	0	0	0	0	0	0	0	0	0	32.6	36.5
19:00	106	0	0	0	1	25	43	31	5	1	0	0	0	0	0	0	0	0	0	0	33.3	37.7
19:15	97	0	0	0	7	23	40	24	3	0	0	0	0	0	0	0	0	0	0	0	32.3	37.1
19:30	86	0	0	0	4	23	44	15	0	0	0	0	0	0	0	0	0	0	0	0	31.5	35.4
19:45	79	0	0	0	1	24	30	16	6	1	1	0	0	0	0	0	0	0	0	0	33.1	38.7
20:00	65	0	0	0	2	14	25	18	5	0	1	0	0	0	0	0	0	0	0	0	33.7	38.8
20:15	55	0	2	2	0	6	19	19	7	0	0	0	0	0	0	0	0	0	0	0	33.5	39.4
20:30	48	0	0	0	2	10	23	9	1	2	1	0	0	0	0	0	0	0	0	0	32.9	38.3
20:45	59	0	0	0	1	13	24	15	5	1	0	0	0	0	0	0	0	0	0	0	33.7	39
21:00	61	0	0	0	0	11	33	10	5	1	1	0	0	0	0	0	0	0	0	0	33.7	38.8
21:15	39	0	0	0	0	8	17	10	3	1	0	0	0	0	0	0	0	0	0	0	34.1	40
21:30	49	0	0	0	0	10	29	6	3	1	0	0	0	0	0	0	0	0	0	0	33.1	36.5
21:45	33	0	0	0	1	9	8	10	4	1	0	0	0	0	0	0	0	0	0	0	34.1	40.4
22:00	40	0	0	0	0	11	14	11	1	1	1	0	0	0	0	1	0	0	0	0	34.7	37.9
22:15	37	0	0	0	0	10	13	7	6	0	1	0	0	0	0	0	0	0	0	0	34.2	40.7
22:30	29	0	0	0	0	2	13	9	2	1	1	0	1	0	0	0	0	0	0	0	37.1	42.7
22:45	10	0	0	0	0	1	2	6	0	1	0	0	0	0	0	0	0	0	0	0	35.9	-
23:00	17	0	0	0	0	3	7	5	0	2	0	0	0	0	0	0	0	0	0	0	34	39.8
23:15	18	0	0	0	0	3	7	2	2	3	0	1	0	0	0	0	0	0	0	0	37.5	47
23:30	10	0	0	0	0	1	6	2	1	0	0	0	0	0	0	0	0	0	0	0	34.1	-
23:45	10	0	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	0	0	35.3	-
07:00 - 19:00	7237	884	479	148	377	2004	2382	776	149	26	9	0	0	0	3	0	0	0	0	0	26.7	34.6
06:00 - 22:00	8165	884	481	150	398	2207	2777	1006	202	42	14	0	0	0	4	0	0	0	0	0	27.5	35.1
06:00 - 00:00	8336	884	481	150	398	2239	2843	1051	216	50	17	1	1	0	4	1	0	0	0	0	27.7	35.2
00:00 - 00:00	8486	884	482	150	400	2258	2879	1095	247	59	24	2	1	0	4	1	0	0	0	0	27.8	35.4

Date Wednesday 17/11/2021

		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	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	38.1	-
01:00	4	0	0	0	1	1	1	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	1	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	2	7	2	1	1	0	0	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	0	1	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	211	106	77	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	14.8
09:00	196	27	79	29	8	20	27	5	1	0	0	0	0	0	0	0	0	0	0	0	17.9	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	34.4
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	8	3	0	0	0	0	0	0	0	0	0	0	0	30.6	34
14:30	145	0	0	2	9	41	68	19	5	1	0	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	18	53	94	15	2	0	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	0	0	0	1	26	50	23	4	0	1	0	0	0	0	0	0	0	0	0	32.7	37.5
19:30	68	0	0	0	0	12	41	13	0	1	1	0	0	0	0	0	0	0	0	0	33.1	36.5
19:45	92	0	0	0	0	21	42	24	5	0	0	0	0	0	0	0	0	0	0	0	33	37.3
20:00	80	0	0	0	2	21	35	19	2	0	1	0	0	0	0	0	0	0	0	0	32.8	37.5
20:15	66	0	0	0	1	19	28	14	3	1	0	0	0	0	0	0	0	0	0	0	32.6	37.5
20:30	34	0	0	0	0	7	12	9	1	1	3	1	0	0	0	0	0	0	0	0	36.4	45.6
20:45	53	0	0	0	0	6	23	15	8	1	0	0	0	0	0	0	0	0	0	0	35.2	41
21:00	76	0	0	0	0	21	28	19	6	2	0	0	0	0	0	0	0	0	0	0	33.2	38
21:15	47	0	1	0	0	4	21	15	6	0	0	0	0	0	0	0	0	0	0	0	34.3	39
21:30	38	0	0	0	1	10	14	12	0	1	0	0	0	0	0	0	0	0	0	0	33.1	38
21:45	38	0	0	0	0	8	7	14	7	1	0	0	1	0	0	0	0	0	0	0	35.9	41.5
22:00	42	0	0	0	0	10	10	14	5	2	1	0	0	0	0	0	0	0	0	0	35.3	41.2
22:15	38	0	0	0	0	7	15	11	4	1	0	0	0	0	0	0	0	0	0	0	34	39.5
22:30	25	0	0	0	0	2	10	6	5	1	1	0	0	0	0	0	0	0	0	0	36.5	41.6
22:45	26	0	0	0	0	4	12	8	1	1	0	0	0	0	0	0	0	0	0	0	33.9	39.4
23:00	20	0	0	0	0	1	3	8	5	3	0	0	0	0	0	0	0	0	0	0	39	45.1
23:15	17	0	0	0	1	2	8	3	1	2	0	0	0	0	0	0	0	0	0	0	34.6	42.3
23:30	13	0	0	1	0	2	3	5	1	1	0	0	0	0	0	0	0	0	0	0	34.4	41
23:45	8	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	35	-
07:00 - 19:00	7621	683	583	275	522	2116	2533	784	106	18	1	0	0	0	0	0	0	0	0	0	26.8	34.3
06:00 - 22:00	8558	683	585	275	532	2324	2947	1011	162	29	7	2	1	0	0	0	0	0	0	0	27.6	34.8
06:00 - 00:00	8747	683	585	276	533	2354	3010	1068	185	41	9	2	1	0	0	0	0	0	0	0	27.7	35
00:00 - 00:00	8853	683	585	278	537	2372	3039	1096	196	50	11	4	2	0	0	0	0	0	0	0	27.8	35.1

Date Thursday 18/11/2021

		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	6	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
00:15	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	42.9	-
00:30	3	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	39.1	-
00:45	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-
01:00	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
01:15	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
01:30	6	0	1	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	32.4	-
01:45	3	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	34.5	-
02:00	6	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	34.8	-
02:15	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35.9	-
02:30	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
03:00	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
03:15	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35.7	-
03:30	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.3	-
03:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41.1	-
04:00	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36.4	-
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	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
04:45	4	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	41	-
05:00	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
05:15	7	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
05:30	7	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
05:45	24	0	0	0	0	3	8	8	5	0	0	0	0	0	0	0	0	0	0	0	35.9	42.4
06:00	26	0	0	0	0	1	9	11	2	2	1	0	0	0	0	0	0	0	0	0	36.9	40.3
06:15	27	0	0	0	0	2	14	7	4	0	0	0	0	0	0	0	0	0	0	0	34.9	40.1
06:30	27	0	0	0	0	5	8	11	2	1	0	0	0	0	0	0	0	0	0	0	35.2	39.1
06:45	57	0	0	3	2	10	15	18	8	1	0	0	0	0	0	0	0	0	0	0	33.4	40
07:00	81	0	0	1	1	21	33	19	6	0	0	0	0	0	0	0	0	0	0	0	32.9	37.7
07:15	105	0	0	1	6	26	40	25	7	0	0	0	0	0	0	0	0	0	0	0	32.4	37.4
07:30	138	0	0	2	1	33	64	33	3	2	0	0	0	0	0	0	0	0	0	0	32.6	37.2
07:45	178	0	0	6	19	69	70	14	0	0	0	0	0	0	0	0	0	0	0	0	29.3	33.9
08:00	174	1	1	6	25	55	64	20	2	0	0	0	0	0	0	0	0	0	0	0	29.3	34.5
08:15	211	35	31	11	30	72	30	2	0	0	0	0	0	0	0	0	0	0	0	0	21.4	30
08:30	207	58	29	10	4	26	60	15	4	0	1	0	0	0	0	0	0	0	0	0	21.8	34
08:45	220	0	0	2	16	92	93	16	1	0	0	0	0	0	0	0	0	0	0	0	29.8	33.9
09:00	163	0	0	0	7	44	70	36	5	1	0	0	0	0	0	0	0	0	0	0	32.3	36.5
09:15	129	0	0	0	5	50	45	27	1	1	0	0	0	0	0	0	0	0	0	0	31.3	35.7
09:30	131	0	0	0	6	49	42	31	3	0	0	0	0	0	0	0	0	0	0	0	31.4	36
09:45	126	0	0	0	2	48	44	25	6	0	1	0	0	0	0	0	0	0	0	0	32	37.3
10:00	106	0	0	0	6	27	38	28	7	0	0	0	0	0	0	0	0	0	0	0	32.8	37.5
10:15	124	0	0	0	4	31	62	26	1	0	0	0	0	0	0	0	0	0	0	0	31.9	36.1
10:30	121	0	0	0	5	43	51	16	6	0	0	0	0	0	0	0	0	0	0	0	31.4	35.7
10:45	124	0	0	0	2	38	61	22	1	0	0	0	0	0	0	0	0	0	0	0	31.5	35.3
11:00	139	0	0	0	6	47	73	13	0	0	0	0	0	0	0	0	0	0	0	0	30.9	34.1
11:15	101	0	0	1	2	39	38	18	1	2	0	0	0	0	0	0	0	0	0	0	31.5	35.8
11:30	128	0	0	0	1	43	59	17	6	1	1	0	0	0	0	0	0	0	0	0	32.2	36.5
11:45	148	0	9	8	0	50	66	13	2	0	0	0	0	0	0	0	0	0	0	0	29.3	34.6
12:00	133	10	17	4	2	30	52	15	1	2	0	0	0	0	0	0	0	0	0	0	27.3	34.5
12:15	150	0	0	2	7	52	72	15	1	1	0	0	0	0	0	0	0	0	0	0	30.9	34
12:30	149	0	0	0	4	51	66	26	1	1	0	0	0	0	0	0	0	0	0	0	31.6	35.8
12:45	145	0	0	6	7	47	63	17	4	1	0	0	0	0	0	0	0	0	0	0	30.7	35.1
13:00	157	0	0	0	11	70	60	15	0	1	0	0	0	0	0	0	0	0	0	0	30.2	33.6
13:15	132	0	1	0	6	41	45	35	3	1	0	0	0	0	0	0	0	0	0	0	32.1	37.7
13:30	129	0	0	0	0	29	64	34	2	0	0	0	0	0	0	0	0	0	0	0	32.7	36.6
13:45	147	0	0	0	8	49	62	27	1	0	0	0	0	0	0	0	0	0	0	0	31.4	35.7
14:00	176	1	2	3	7	57	71	31	4	0	0	0	0	0	0	0	0	0	0	0	31	36
14:15	153	0	0	0	2	67	61	17	1	3	0	0	2	0	0	0	0	0	0	0	31.6	35.2
14:30	148	0	0	0	9	74	47	16	2	0	0	0	0	0	0	0	0	0	0	0	30.2	34.7
14:45	146	1	5	2	7	41	65	25	0	0	0	0	0	0	0	0	0	0	0	0	30.4	35.2
15:00	181	0	2	11	33	74	49	10	1	1	0	0	0	0	0	0	0	0	0	0	28	33.9
15:15	160	12	24	29	33	40	21	1	0	0	0	0	0	0	0	0	0	0	0	0	21.4	29.9
15:30	165	45	17	1	12	32	49	7	2	0	0	0	0	0	0	0	0	0	0	0	22	32.5
15:45	151	0	0	0	3	50	67	27	4	0	0	0	0	0	0	0	0	0	0	0	31.5	36
16:00	175	0	0	0	16	80	67	11	1	0	0	0	0	0	0	0	0	0	0	0	29.7	33.1
16:15	153	22	3	26	34	52	14	2	0	0	0	0	0	0	0	0	0	0	0	0	21.9	29.3
16:30	183	0	2	12	17	100	47	5	0	0	0	0	0	0	0	0	0	0	0	0	27.8	31.6
16:45	212	0	3	17	29	94	64	5	0	0	0	0	0	0	0	0	0	0	0	0	27.3	31.5
17:00	201	2	15	9	50	93	29	2	1	0	0	0	0	0	0	0	0	0	0	0	25.4	30.1
17:15	192	0	0	8	30	68	78	6	2	0	0	0	0	0	0	0	0	0	0	0	28.9	33.1
17:30	221	0	4	10	63	125	17	1	1	0	0	0	0	0	0	0	0	0	0	0	25.7	28.6
17:45	200	0	0	4	6	116	67	7	0	0	0	0	0	0	0	0	0	0	0	0	29.3	32.3
18:00	187	0	0	0	7	93	73	14	0	0	0	0	0	0	0	0	0	0	0	0	30	33.2
18:15	130	0	0	2	24	44	29	22	6	2	0	1	0	0	0	0	0	0	0	0	30.3	37.2
18:30	142	0	0	0	3	45	45	43	6	0	0	0	0	0	0	0	0	0	0	0	32.7	37.5
18:45	107	0	0	0	1	25	40	32	7	2	0	0	0	0	0	0	0	0	0	0	33.7	38.2
19:00	111	0	0	0	0	33	49	22	6	1	0	0	0	0	0	0	0	0	0	0	32.9	36.9
19:15	98	0	0	0	2	28	44	20	4	0	0	0	0	0	0	0	0	0	0	0	32.4	36.8
19:30	93	0	0	0	1	13	52	26	0	1	0	0	0	0	0	0	0	0	0	0	33.1	37
19:45	90	0	0	0	2	28	36	20	4	0	0	0	0	0	0	0	0	0	0	0	32.3	36.3
20:00	69	0	1	1	0	20	31	11	3	1	1	0	0	0	0	0	0	0	0	0	32.2	36.5
20:15	61	0	0	0	0	11	30	13	4	1	1	1	0	0	0	0	0	0	0	0	34.4	39.4
20:30	57	0	0	0	1	18	25	9	2	2	0	0	0	0	0	0	0	0	0	0	32.4	37
20:45	57	0	0	0	3	15	16	16	4	2	1	0	0	0	0	0	0	0	0	0	33.7	39.4
21:00	67	0	0	0	0	17	19	18	11	1	0	0	0	0	1	0	0	0	0	0	34.8	40.7
21:15	52	0	0	0	0	6	22	19	2	1	2	0	0	0	0	0	0	0	0	0	35.2	39.2
21:30	49	0	0	0	3	11	20	8	6	1	0	0	0	0	0	0	0	0	0	0	33.4	40.3
21:45	44	0	0	0	0	9	24	8	2	1	0	0	0	0	0	0	0	0	0	0	32.9	36.6
22:00	28	0	1	0	0	6	12	7	2	0	0	0	0	0	0	0	0	0	0	0	32.7	38
22:15	51	0	0	0	1	15	11	15	7	2	0	0	0	0	0	0	0	0	0	0	34.6	41.5
22:30	33	0	0	0	0	5	9	11	4	2	1	1	0	0	0	0	0	0	0	0	36.7	42.7
22:45	23	0	0	0	0	2	4	9	5	1	0	1	0	0	1	0	0	0	0	0	39.1	44.6
23:00	28	0	0	0	0	3	10	9	4	2	0	0	0	0	0	0	0	0	0	0	35.7	40.7
23:15	18	0	0	0	0	5	5	4	3	1	0	0	0	0	0	0	0	0	0	0	34.9	42.2
23:30	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-
23:45	7	0	0	0	1	0	4	0	1	0	1	0	0	0	0	0	0	0	0	0	36	-
07:00 - 19:00	7379	187	165	194	579	2642	2587	884	113	22	3	1	2	0	0	0	0	0	0	0	29.2	34.7
06:00 - 22:00	8364	187	166	198	593	2869	3001	1121	177	38	9	2	2	0	1	0	0	0	0	0	29.7	35.2
06:00 - 00:00	8556	187	167	198	595	2905	3058	1178	203	46	11	4	2	0	2	0	0	0	0	0	29.9	35.4
00:00 - 00:00	8659	187	169	198	598	2921	3090	1209	217	50	11	4	3	0	2	0	0	0	0	0	29.9	35.5

Date Friday 19/11/2021

		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	12	0	0	0	0	4	4	2	1	0	1	0	0	0	0	0	0	0	0	0	33.5	41.5
00:15	5	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	35	-
00:30	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-
00:45	5	0	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	40.2	-
01:00	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
01:15	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
01:30	6	0	0	0	1	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	33.3	-
01:45	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
02:00	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
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	1	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	3	0	0	0	0	0	0	0	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	14	20	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	1	43	73	20	1	1	0	0	0	0	0	0	0	0	0	0	31.4	35.2
08:15	188	0	0	0	19	79	69	15	5	1	0	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	39	87	22	3	2	0	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	2	23	44	27	5	4	0	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	5	71	49	18	1	0	0	0	0	0	0	0	0	0	0	0	30.2	34.2
10:45	135	0	0	0	11	40	65	15	4	0	0	0	0	0	0	0	0	0	0	0	31.2	34.9
11:00	144	0	0	7	20	40	60	16	1	0	0	0	0	0	0	0	0	0	0	0	29.5	34.1
11:15	156	0	0	0	2	50	70	31	3	0	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	3	8	54	46	24	3	0	0	0	0	0	0	0	0	0	0	0	30.6	36.1
12:00	153	0	0	0	7	68	44	27	5	2	0	0	0	0	0	0	0	0	0	0	31.3	36.5
12:15	152	0	0	2	8	31	83	24	3	1	0	0	0	0	0	0	0	0	0	0	31.8	35.5
12:30	122	0	0	0	6	44	54	12	5	0	0	1	0	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	147	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	12	77	53	17	3	1	0	0	0	0	0	0	0	0	0	0	30.1	34.6
14:15	161	0	0	0	5	51	64	37	4	0	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	6	62	95	15	3	0	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	6	4	74	66	24	0	1	0	0	0	0	0	0	0	0	0	0	30.2	34.8
17:00	178	0	0	0	2	62	89	18	5	2	0	0	0	0	0	0	0	0	0	0	31.5	34.1
17:15	160	0	0	0	5	59	71	19	6	0	0	0	0	0	0	0	0	0	0	0	31.2	35.2
17:30	177	0	0	0	9	89	61	17	1	0	0	0	0	0	0	0	0	0	0	0	29.7	33.4
17:45	178	0	0	0	7	70	78	22	1	0	0	0	0	0	0	0	0	0	0	0	30.6	34.7
18:00	153	0	1	0	5	49	56	39	3	0	0	0	0	0	0	0	0	0	0	0	31.7	36.2
18:15	149	0	0	0	5	61	62	13	6	2	0	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	4	1	0	0	0	0	0	0	0	0	0	0	32.3	35.8
19:00	103	0	0	6	7	33	30	23	3	1	0	0	0	0	0	0	0	0	0	0	30.8	36.9
19:15	86	0	0	0	0	25	41	17	1	2	0	0	0	0	0	0	0	0	0	0	32.5	35.7
19:30	84	0	0	0	0	11	35	34	3	1	0	0	0	0	0	0	0	0	0	0	34.4	38.4
19:45	87	0	0	0	1	20	37	21	5	1	2	0	0	0	0	0	0	0	0	0	33.7	37.8
20:00	77	0	0	0	1	16	35	19	6	0	0	0	0	0	0	0	0	0	0	0	33.4	38
20:15	61	0	0	0	0	12	21	22	4	1	0	1	0	0	0	0	0	0	0	0	34.6	39
20:30	53	0	0	0	0	10	27	14	1	1	0	0	0	0	0	0	0	0	0	0	33.4	37.5
20:45	49	0	0	1	3	7	16	16	4	2	0	0	0	0	0	0	0	0	0	0	34.2	39.5
21:00	56	0	0	0	4	9	21	17	2	2	0	0	1	0	0	0	0	0	0	0	33.8	38.2
21:15	54	0	0	1	4	6	23	15	3	2	0	0	0	0	0	0	0	0	0	0	33.7	37.9
21:30	43	0	0	0	2	10	18	9	3	1	0	0	0	0	0	0	0	0	0	0	33.1	38.6
21:45	44	0	0	0	0	2	20	17	3	1	0	1	0	0	0	0	0	0	0	0	35.6	39.7
22:00	44	0	0	0	0	6	22	11	5	0	0	0	0	0	0	0	0	0	0	0	34.1	39.8
22:15	39	0	0	0	0	6	20	11	1	1	0	0	0	0	0	0	0	0	0	0	34	38.1
22:30	41	0	0	0	0	12	13	10	5	1	0	0	0	0	0	0	0	0	0	0	34.2	40.9
22:45	33	0	0	0	0	10	10	10	3	0	0	0	0	0	0	0	0	0	0	0	33.7	38.9
23:00	40	0	0	0	1	17	10	9	2	0	1	0	0	0	0	0	0	0	0	0	32.3	37.6
23:15	30	0	0	0	0	7	15	6	1	1	0	0	0	0	0	0	0	0	0	0	32.9	36
23:30	18	0	0	0	0	6	5	5	1	1	0	0	0	0	0	0	0	0	0	0	33.5	38.2
23:45	20	0	0	0	0	5	8	4	1	1	1	0	0	0	0	0	0	0	0	0	34.8	42.9
07:00 - 19:00	7289	389	212	155	422	2288	2730	921	137	26	5	2	2	0	0	0	0	0	0	0	28.9	35
06:00 - 22:00	8212	389	214	164	447	2471	3102	1180	188	43	7	4	3	0	0	0	0	0	0	0	29.4	35.5
06:00 - 00:00	8477	389	214	164	448	2540	3205	1246	207	48	9	4	3	0	0	0	0	0	0	0	29.6	35.6
00:00 - 00:00	8583	389	215	165	450	2560	3236	1274	219	57	10	5	3	0	0	0	0	0	0	0	29.6	35.6

Date Saturday 20/11/2021

		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	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	7	0	0	0	0	1	1	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	1	1	0	1	0	0	0	0	0	0	0	0	0	0	39.9	-
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	1	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	1	3	1	0	0	0	0	0	0	0	0	0	0	0	36	-
05:45	7	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	32.3	-
06:00	5	0	1	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	0	2	0	0	0	0	0	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	32.5	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	26	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	36.6
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	35.4
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	2	1	36	41	14	6	3	1	0	0	0	0	0	0	0	0	0	32.3	36.7
19:15	74	0	0	0	0	20	28	22	3	1	0	0	0	0	0	0	0	0	0	0	33.1	37.9
19:30	78	0	0	0	1	22	29	22	3	1	0	0	0	0	0	0	0	0	0	0	32.9	37.3
19:45	56	0	0	0	0	7	31	11	6	0	1	0	0	0	0	0	0	0	0	0	34.2	38.8
20:00	54	0	0	1	3	13	20	10	5	2	0	0	0	0	0	0	0	0	0	0	33.1	39.4
20:15	42	0	0	0	1	7	15	16	2	1	0	0	0	0	0	0	0	0	0	0	34.3	38.2
20:30	45	0	0	0	0	6	19	12	6	1	0	0	0	0	1	0	0	0	0	0	35.7	41.1
20:45	40	0	0	0	0	7	16	11	5	0	1	0	0	0	0	0	0	0	0	0	34.8	40
21:00	34	0	0	0	0	13	8	12	1	0	0	0	0	0	0	0	0	0	0	0	32.7	38.3
21:15	46	0	0	0	0	6	16	12	6	5	1	0	0	0	0	0	0	0	0	0	36.6	43.9
21:30	25	0	0	0	0	3	10	10	2	0	0	0	0	0	0	0	0	0	0	0	34.8	39.3
21:45	29	0	0	0	0	7	14	5	2	1	0	0	0	0	0	0	0	0	0	0	33.5	38.8
22:00	22	0	0	0	0	4	9	7	1	1	0	0	0	0	0	0	0	0	0	0	34.6	38.4
22:15	28	0	0	0	0	5	14	7	2	0	0	0	0	0	0	0	0	0	0	0	33.4	38.4
22:30	15	0	0	0	0	1	6	7	0	0	1	0	0	0	0	0	0	0	0	0	35.9	39.4
22:45	25	0	0	0	1	3	11	6	3	0	0	1	0	0	0	0	0	0	0	0	34.8	41.5
23:00	36	0	0	0	0	2	18	11	2	0	0	0	2	0	0	0	0	1	0	0	37.3	39.9
23:15	22	0	0	0	0	5	9	7	1	0	0	0	0	0	0	0	0	0	0	0	33.8	37.9
23:30	24	0	0	0	1	4	14	2	2	1	0	0	0	0	0	0	0	0	0	0	33.3	38.9
23:45	25	0	0	0	0	5	7	6	5	0	1	0	1	0	0	0	0	0	0	0	36.6	41.1
07:00 - 19:00	5785	0	4	10	117	1474	2754	1151	238	27	7	3	0	0	0	0	0	0	0	0	32.5	36.7
06:00 - 22:00	6487	0	5	13	125	1629	3024	1338	291	46	11	3	0	0	2	0	0	0	0	0	32.6	36.9
06:00 - 00:00	6684	0	5	13	127	1658	3112	1391	307	48	13	4	3	0	2	0	0	1	0	0	32.7	37
00:00 - 00:00	6851	0	5	14	130	1682	3164	1436	332	61	15	6	3	0	2	0	0	1	0	0	32.8	37.1

Date Sunday 21/11/2021

		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	33	0	0	0	0	7	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	1	0	0	2	1	1	0	0	0	0	0	0	0	0	46.7	-
01:15	6	0	0	0	0	3	1	1	1	0	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	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
02:15	7	0	0	0	0	2	1	3	0	0	0	0	1	0	0	0	0	0	0	0	37.7	-
02:30	9	0	0	0	0	3	2	1	2	0	1	0	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	1	0	0	0	0	0	0	0	0	0	0	32.4	-
03:15	4	0	0	0	0	0	1	2	1	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	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	37.1	-
04:45	5	0	0	0	0	1	1	2	0	0	0	0	0	0	0	1	0	0	0	0	42.2	-
05:00	8	0	0	0	0	2	3	2	0	0	1	0	0	0	0	0	0	0	0	0	34.8	-
05:15	4	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	40.5	-
05:30	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	39.1	-
05:45	6	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
06:00	5	0	1	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	35.1	-
06:15	4	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-
06:30	11	0	0	0	0	3	2	4	1	1	0	0	0	0	0	0	0	0	0	0	35.2	42.1
06:45	14	0	0	0	0	3	3	6	2	0	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	1	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	4	10	9	5	2	0	0	0	0	0	0	0	0	0	0	35.5	41.4
08:00	37	0	0	1	2	5	9	12	6	1	1	0	0	0	0	0	0	0	0	0	34.9	40.9
08:15	28	0	0	0	0	1	9	11	5	2	0	0	0	0	0	0	0	0	0	0	37.4	43.9
08:30	43	0	0	0	0	6	22	10	4	1	0	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	7	20	27	9	1	1	0	0	0	0	0	0	0	0	0	35.8	40.4
09:15	73	0	0	0	0	9	25	31	5	2	1	0	0	0	0	0	0	0	0	0	35.5	39.8
09:30	81	0	0	0	0	18	38	15	6	4	0	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	2	25	52	18	2	1	0	0	0	0	0	0	0	0	0	0	32.6	37
10:15	119	0	0	0	1	41	53	22	2	0	0	0	0	0	0	0	0	0	0	0	31.9	35.7
10:30	106	0	0	2	7	28	55	11	1	2	0	0	0	0	0	0	0	0	0	0	31.1	34.9
10:45	123	0	0	0	1	35	69	16	2	0	0	0	0	0	0	0	0	0	0	0	31.8	35.1
11:00	133	0	0	0	1	43	63	23	2	1	0	0	0	0	0	0	0	0	0	0	31.8	36.2
11:15	141	0	0	0	0	34	78	19	9	1	0	0	0	0	0	0	0	0	0	0	32.6	35.8
11:30	145	0	0	1	0	37	73	30	4	0	0	0	0	0	0	0	0	0	0	0	32.5	36.3
11:45	161	0	0	1	7	74	55	21	2	1	0	0	0	0	0	0	0	0	0	0	30.4	35
12:00	118	0	0	0	0	22	54	35	7	0	0	0	0	0	0	0	0	0	0	0	33.7	37.8
12:15	154	0	0	0	0	27	82	41	3	0	0	1	0	0	0	0	0	0	0	0	33.2	37
12:30	154	0	0	0	3	34	84	29	3	1	0	0	0	0	0	0	0	0	0	0	32.4	35.7
12:45	126	0	0	0	0	34	47	38	7	0	0	0	0	0	0	0	0	0	0	0	33.3	38.2
13:00	142	0	0	0	3	45	68	21	4	1	0	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	35.2
13:30	148	0	0	0	3	23	71	40	8	0	3	0	0	0	0	0	0	0	0	0	33.6	37.7
13:45	152	0	0	0	2	34	70	39	6	1	0	0	0	0	0	0	0	0	0	0	33.3	38.3
14:00	153	0	0	0	4	46	65	37	1	0	0	0	0	0	0	0	0	0	0	0	32.1	36.3
14:15	143	0	0	1	16	35	51	36	3	1	0	0	0	0	0	0	0	0	0	0	31.6	36.9
14:30	162	0	0	0	1	35	82	38	3	3	0	0	0	0	0	0	0	0	0	0	32.8	36.9
14:45	126	0	0	1	2	30	56	30	5	2	0	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	17	73	29	6	2	1	0	0	0	0	0	0	0	0	0	33.9	37.9
15:30	120	0	0	0	1	43	44	26	5	0	1	0	0	0	0	0	0	0	0	0	32.3	37.3
15:45	138	0	0	0	3	40	54	27	12	1	0	1	0	0	0	0	0	0	0	0	32.9	38.3
16:00	134	0	0	0	5	34	65	24	6	0	0	0	0	0	0	0	0	0	0	0	32.2	36.5
16:15	107	0	0	0	8	34	33	29	2	1	0	0	0	0	0	0	0	0	0	0	31.8	36.9
16:30	94	0	0	0	1	17	47	21	7	0	1	0	0	0	0	0	0	0	0	0	33.8	38
16:45	98	0	0	0	4	30	35	22	5	0	2	0	0	0	0	0	0	0	0	0	32.6	37.6
17:00	92	0	1	0	3	20	44	18	6	0	0	0	0	0	0	0	0	0	0	0	32.5	37.3
17:15	71	0	0	0	5	18	24	14	8	1	1	0	0	0	0	0	0	0	0	0	33.6	40.2
17:30	81	0	0	0	1	25	34	15	4	1	1	0	0	0	0	0	0	0	0	0	32.5	36.3
17:45	59	0	0	0	2	14	23	16	4	0	0	0	0	0	0	0	0	0	0	0	33.2	38
18:00	75	0	0	0	0	4	42	21	6	2	0	0	0	0	0	0	0	0	0	0	34.7	39.2
18:15	62	0	0	0	1	14	26	10	9	2	0	0	0	0	0	0	0	0	0	0	34	40.5
18:30	58	0	0	0	1	11	24	17	4	0	1	0	0	0	0	0	0	0	0	0	33.7	37.9
18:45	58	0	0	0	2	11	26	14	3	1	1	0	0	0	0	0	0	0	0	0	33.4	36.8
19:00	60	0	0	0	0	14	24	14	4	2	1	1	0	0	0	0	0	0	0	0	34.3	39
19:15	55	0	0	0	1	7	23	17	6	0	1	0	0	0	0	0	0	0	0	0	34.7	39.6
19:30	41	0	0	0	0	5	20	13	2	1	0	0	0	0	0	0	0	0	0	0	34.6	38.6
19:45	32	0	0	0	0	10	8	10	2	1	1	0	0	0	0	0	0	0	0	0	34.1	38.1
20:00	45	0	0	0	1	7	15	16	6	0	0	0	0	0	0	0	0	0	0	0	34.6	40
20:15	37	0	0	0	0	7	6	17	5	1	1	0	0	0	0	0	0	0	0	0	35.9	41.2
20:30	49	0	0	0	0	4	23	16	3	2	1	0	0	0	0	0	0	0	0	0	35.4	38.8
20:45	21	0	0	0	0	7	7	5	2	0	0	0	0	0	0	0	0	0	0	0	33.5	38.8
21:00	39	0	0	0	0	6	16	9	8	0	0	0	0	0	0	0	0	0	0	0	34.9	41.5
21:15	22	0	0	0	1	2	4	15	0	0	0	0	0	0	0	0	0	0	0	0	34.7	37.9
21:30	13	0	0	0	0	2	3	8	0	0	0	0	0	0	0	0	0	0	0	0	35.2	39.4
21:45	22	0	0	0	0	4	11	4	2	0	1	0	0	0	0	0	0	0	0	0	34.2	39.8
22:00	21	0	0	0	0	3	8	5	3	2	0	0	0	0	0	0	0	0	0	0	35.7	41.4
22:15	20	0	0	0	0	3	9	3	1	3	0	0	1	0	0	0	0	0	0	0	36.8	45.7
22:30	19	0	0	0	0	1	11	6	1	0	0	0	0	0	0	0	0	0	0	0	34.1	37.5
22:45	13	0	0	0	0	2	6	4	1	0	0	0	0	0	0	0	0	0	0	0	34.4	39.4
23:00	8	0	1	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	30.8	-
23:15	14	0	0	0	0	2	6	4	2	0	0	0	0	0	0	0	0	0	0	0	34.7	40
23:30	8	0	0	0	0	1	2	1	0	3	1	0	0	0	0	0	0	0	0	0	41.1	-
23:45	6	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
07:00 - 19:00	4904	0	4	10	104	1167	2207	1113	233	46	18	2	0	0	0	0	0	0	0	0	32.9	37.3
06:00 - 22:00	5374	0	5	11	107	1249	2374	1269	277	54	24	4	0	0	0	0	0	0	0	0	33.1	37.5
06:00 - 00:00	5483	0	6	11	108	1264	2422	1294	286	62	25	4	1	0	0	0	0	0	0	0	33.1	37.6
00:00 - 00:00	5651	0	8	11	108	1293	2475	1340	300	74	31	7	2	0	0	1	0	0	1	0	33.2	37.7

Date Monday 22/11/2021

		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	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	44	-
00:15	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	38.3	-
00:30	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-
00:45	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	38.3	-
01:00	2	0	0	0	0	0	0	2	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
01:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	45.2	-
02:00	3	0	1	0	0	1	0	1	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
03:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-
03:30	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37.5	-
03:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	46	-
04:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.8	-
04:15	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	36.7	-
04:30	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
04:45	4	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.8	-
05:00	3	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-
05:15	6	0	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	37.8	-
05:30	16	0	0	0	0	6	5	2	3	0	0	0	0	0	0	0	0	0	0	0	33.1	40.5
05:45	28	0	0	0	0	5	11	8	3	1	0	0	0	0	0	0	0	0	0	0	34.9	40.4
06:00	32	0	0	0	0	6	15	6	3	2	0	0	0	0	0	0	0	0	0	0	34.4	40.9
06:15	25	0	0	0	0	3	14	7	1	0	0	0	0	0	0	0	0	0	0	0	33.4	36.1
06:30	30	0	0	0	0	3	13	8	5	0	1	0	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	0	1	0	22	41	19	3	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	0	2	7	50	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	1	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	0	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	33	36.5
10:45	143	0	0	7	4	52	59	20	1	0	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	1	48	70	18	2	1	0	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	32.5
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	0	1	0	8	58	64	12	2	0	0	0	0	0	0	0	0	0	0	0	30.2	33.9
13:30	174	0	0	0	3	66	90	13	2	0	0	0	0	0	0	0	0	0	0	0	31.1	34.1
13:45	143	0	0	0	5	59	60	18	1	0	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	0	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	0	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	1	8	40	107	46	7	1	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	0	4	70	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	0	0	0	33.8	38.2
19:45	82	0	0	0	0	12	47	16	3	2	1	1	0	0	0	0	0	0	0	0	34	37.1
20:00	65	0	0	0	0	17	26	16	5	1	0	0	0	0	0	0	0	0	0	0	33.6	38.5
20:15	59	0	0	0	5	13	28	10	1	1	1	0	0	0	0	0	0	0	0	0	31.9	36.1
20:30	53	0	0	0	0	13	25	12	3	0	0	0	0	0	0	0	0	0	0	0	32.8	37.4
20:45	54	0	0	0	0	17	24	7	5	1	0	0	0	0	0	0	0	0	0	0	33	37.4
21:00	56	0	0	0	1	8	34	10	3	0	0	0	0	0	0	0	0	0	0	0	32.7	36.5
21:15	42	0	0	0	1	8	13	14	4	2	0	0	0	0	0	0	0	0	0	0	34.5	39.9
21:30	26	0	0	0	0	2	12	5	1	4	0	1	0	1	0	0	0	0	0	0	37.8	46.8
21:45	26	0	1	0	1	6	11	5	2	0	0	0	0	0	0	0	0	0	0	0	31.4	37.1
22:00	23	0	0	0	0	3	9	8	1	2	0	0	0	0	0	0	0	0	0	0	35.4	41.4
22:15	33	0	0	0	0	7	16	10	0	0	0	0	0	0	0	0	0	0	0	0	33.3	37.5
22:30	21	0	0	0	0	2	8	8	1	2	0	0	0	0	0	0	0	0	0	0	35.8	40.9
22:45	13	0	0	0	0	1	4	7	0	0	0	0	1	0	0	0	0	0	0	0	37.4	39.8
23:00	13	0	0	0	0	3	5	2	2	1	0	0	0	0	0	0	0	0	0	0	35.1	43.9
23:15	8	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	36.6	-
23:30	6	0	0	0	1	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	35.4	-
23:45	6	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
07:00 - 19:00	7126	450	175	146	535	2312	2679	723	86	13	4	0	0	0	0	0	0	3	0	0	28.4	34.4
06:00 - 22:00	8077	450	176	148	558	2538	3096	933	135	30	7	2	0	1	0	0	0	3	0	0	29	34.8
06:00 - 00:00	8200	450	176	148	559	2556	3145	974	141	37	7	2	1	1	0	0	0	3	0	0	29.1	34.9
00:00 - 00:00	8289	450	178	149	559	2573	3172	996	157	41	7	2	1	1	0	0	0	3	0	0	29.1	35

Date Tuesday 23/11/2021

		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	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
00:15	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	40	-
00:30	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	35.7	-
00:45	5	0	0	0	1	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	39.9	-
01:00	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	39.3	-
01:15	5	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	34.5	-
01:30	4	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	33.4	-
01:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
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	36.8	-
03:15	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	38.4	-
03:30	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	42.1	-
03:45	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	35	-
04:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
04:15	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	38.2	-
04:30	5	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	33.4	-
04:45	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	40.5	-
05:00	7	0	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	0	0	38.4	-
05:15	7	0	0	0	0	1	1	3	1	0	0	1	0	0	0	0	0	0	0	0	38.8	-
05:30	14	0	0	0	0	2	5	2	5	0	0	0	0	0	0	0	0	0	0	0	36.4	43.6
05:45	41	0	1	0	0	7	15	10	7	1	0	0	0	0	0	0	0	0	0	0	34.7	40.6
06:00	22	0	0	0	1	0	8	7	4	2	0	0	0	0	0	0	0	0	0	0	36.5	41.7
06:15	32	0	0	0	0	9	13	3	6	1	0	0	0	0	0	0	0	0	0	0	34.4	43.7
06:30	32	0	0	0	0	5	13	10	3	1	0	0	0	0	0	0	0	0	0	0	34.6	38.1
06:45	57	0	0	1	5	9	24	15	2	0	1	0	0	0	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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	40.7
06:00 - 22:00	143	0	0	1	6	23	58	35	15	4	1	0	0	0	0	0	0	0	0	0	33.9	39.4
06:00 - 00:00	143	0	0	1	6	23	58	35	15	4	1	0	0	0	0	0	0	0	0	0	33.9	39.4
00:00 - 00:00	263	0	2	1	8	38	89	74	38	11	1	1	0	0	0	0	0	0	0	0	34.9	41.3

Date Wednesday 24/11/2021

	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 Thursday 25/11/2021

	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 Friday 26/11/2021

	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 Saturday 27/11/2021

	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	Sunday 28/11/2021																					
	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 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

	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 Wednesday 01/12/2021

	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	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	5	29	39	10	1	0	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	0	0	0	0	0	0	0	0	0	0	33.9	37.1
22:30	32	0	0	0	0	4	12	13	1	2	0	0	0	0	0	0	0	0	0	0	35.5	39.2
22:45	25	0	0	0	0	5	10	7	2	1	0	0	0	0	0	0	0	0	0	0	34.6	39.5
23:00	17	0	0	0	0	3	4	6	2	2	0	0	0	0	0	0	0	0	0	0	36.4	44.9
23:15	9	0	0	0	0	2	1	2	2	2	0	0	0	0	0	0	0	0	0	0	37.2	-
23:30	12	0	0	0	0	6	1	3	1	0	1	0	0	0	0	0	0	0	0	0	33.6	41.9
23:45	7	0	0	0	0	1	3	1	1	0	0	0	1	0	0	0	0	0	0	0	38	-
07:00 - 19:00	5699	908	485	185	345	1612	1624	486	43	10	1	0	0	0	0	0	0	0	0	0	24.7	33.5
06:00 - 22:00	6458	908	488	188	358	1805	1968	637	80	24	2	0	0	0	0	0	0	0	0	0	25.7	34.1
06:00 - 00:00	6637	908	488	188	358	1838	2037	694	91	31	3	0	1	0	0	0	0	0	0	0	25.9	34.3
00:00 - 00:00	6637	908	488	188	358	1838	2037	694	91	31	3	0	1	0	0	0	0	0	0	0	25.9	34.3

Date Thursday 02/12/2021

		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	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
00:15	3	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	35.5	-
00:30	5	0	0	0	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	43.6	-
00:45	6	0	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
01:00	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
01:15	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
01:30	7	0	1	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	35.4	-
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	1	0	0	0	0	0	0	0	0	0	0	0	43.5	-
03:00	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	36.3	-
03:15	4	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	45.1	-
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
04:00	4	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	42.3	-
04:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	9	0	0	0	0	0	2	2	2	2	1	0	0	0	0	0	0	0	0	0	41.6	-
05:00	4	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	32.3	-
05:15	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-
05:30	7	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28	-
05:45	23	0	0	0	0	5	6	4	7	1	0	0	0	0	0	0	0	0	0	0	36.2	42.7
06:00	29	0	1	0	0	2	4	16	4	2	0	0	0	0	0	0	0	0	0	0	36.5	41.7
06:15	28	0	0	0	0	2	12	8	6	0	0	0	0	0	0	0	0	0	0	0	35.5	41.8
06:30	39	0	0	0	1	8	14	13	2	1	0	0	0	0	0	0	0	0	0	0	33.6	38.4
06:45	47	0	0	0	0	17	16	11	2	0	1	0	0	0	0	0	0	0	0	0	33	38.4
07:00	80	0	0	0	2	20	36	19	3	0	0	0	0	0	0	0	0	0	0	0	32.2	36.3
07:15	147	0	0	0	2	40	77	21	5	2	0	0	0	0	0	0	0	0	0	0	32.2	36.1
07:30	196	0	0	2	35	61	78	19	1	0	0	0	0	0	0	0	0	0	0	0	29.8	34.5
07:45	211	0	0	3	41	120	40	6	0	1	0	0	0	0	0	0	0	0	0	0	27.6	31.3
08:00	186	0	6	3	15	94	61	7	0	0	0	0	0	0	0	0	0	0	0	0	28.6	32.2
08:15	211	2	3	6	50	86	60	4	0	0	0	0	0	0	0	0	0	0	0	0	27.2	31.6
08:30	198	7	9	16	33	72	46	13	2	0	0	0	0	0	0	0	0	0	0	0	26.6	33.1
08:45	199	0	0	1	9	71	93	22	2	1	0	0	0	0	0	0	0	0	0	0	31.1	34.7
09:00	139	0	0	0	3	44	67	19	6	0	0	0	0	0	0	0	0	0	0	0	31.8	35.3
09:15	185	0	0	7	12	54	88	18	5	1	0	0	0	0	0	0	0	0	0	0	30.9	34.6
09:30	142	0	0	0	4	33	61	37	5	2	0	0	0	0	0	0	0	0	0	0	32.9	37.7
09:45	163	0	0	0	3	75	59	24	2	0	0	0	0	0	0	0	0	0	0	0	30.9	35.2
10:00	122	0	0	0	0	32	67	22	1	0	0	0	0	0	0	0	0	0	0	0	32.1	35.9
10:15	126	0	0	1	7	57	38	20	2	1	0	0	0	0	0	0	0	0	0	0	30.6	35.5
10:30	109	0	0	0	1	42	57	7	2	0	0	0	0	0	0	0	0	0	0	0	31.2	34.4
10:45	130	0	0	0	8	51	59	12	0	0	0	0	0	0	0	0	0	0	0	0	30.7	34.4
11:00	144	0	0	3	5	54	67	15	0	0	0	0	0	0	0	0	0	0	0	0	30.7	34.6
11:15	150	0	0	0	6	55	73	14	2	0	0	0	0	0	0	0	0	0	0	0	30.6	33.6
11:30	147	0	1	2	5	72	54	12	1	0	0	0	0	0	0	0	0	0	0	0	29.9	33.9
11:45	149	0	0	0	7	58	62	16	5	1	0	0	0	0	0	0	0	0	0	0	31	34.9
12:00	159	0	0	0	10	66	60	22	1	0	0	0	0	0	0	0	0	0	0	0	30.6	34.8
12:15	161	0	0	1	5	57	72	21	4	1	0	0	0	0	0	0	0	0	0	0	31.2	35.2
12:30	149	0	0	0	6	56	58	28	1	0	0	0	0	0	0	0	0	0	0	0	31.2	35.8
12:45	165	5	22	13	22	45	40	14	4	0	0	0	0	0	0	0	0	0	0	0	26.1	34.5
13:00	144	0	0	0	7	65	45	22	5	0	0	0	0	0	0	0	0	0	0	0	31.1	36.6
13:15	138	1	3	6	9	36	62	19	2	0	0	0	0	0	0	0	0	0	0	0	30	35
13:30	137	0	0	0	0	31	52	46	7	0	0	0	0	0	0	0	1	0	0	0	33.7	38.1
13:45	148	0	0	0	6	51	66	20	3	2	0	0	0	0	0	0	0	0	0	0	31.3	35.4
14:00	146	0	0	0	5	67	47	25	2	0	0	0	0	0	0	0	0	0	0	0	30.9	35.8
14:15	154	0	0	0	6	57	72	18	1	0	0	0	0	0	0	0	0	0	0	0	31	34.8
14:30	151	0	1	0	5	69	62	13	1	0	0	0	0	0	0	0	0	0	0	0	30.3	34.1
14:45	161	2	3	8	21	55	49	19	4	0	0	0	0	0	0	0	0	0	0	0	28.9	34.8
15:00	183	0	0	0	25	100	42	14	2	0	0	0	0	0	0	0	0	0	0	0	29	33.9
15:15	184	0	7	8	19	85	58	7	0	0	0	0	0	0	0	0	0	0	0	0	27.9	32.7
15:30	206	40	12	22	37	50	34	11	0	0	0	0	0	0	0	0	0	0	0	0	22.3	31.4
15:45	168	0	0	0	16	59	73	19	1	0	0	0	0	0	0	0	0	0	0	0	30.6	34
16:00	188	1	5	19	29	75	50	9	0	0	0	0	0	0	0	0	0	0	0	0	27	32
16:15	186	0	1	5	20	84	60	13	2	1	0	0	0	0	0	0	0	0	0	0	29.1	33.2
16:30	218	0	0	4	41	142	30	1	0	0	0	0	0	0	0	0	0	0	0	0	27.1	29.7
16:45	177	0	1	6	13	80	70	7	0	0	0	0	0	0	0	0	0	0	0	0	29.1	33
17:00	193	30	31	15	19	52	34	12	0	0	0	0	0	0	0	0	0	0	0	0	22	31.3
17:15	167	110	46	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	11.8
17:30	230	129	48	16	12	20	4	0	1	0	0	0	0	0	0	0	0	0	0	0	12.6	21.1
17:45	195	1	8	11	53	55	53	12	2	0	0	0	0	0	0	0	0	0	0	0	26.9	32.6
18:00	178	0	0	0	14	71	72	19	1	1	0	0	0	0	0	0	0	0	0	0	30.4	34.2
18:15	127	0	0	1	0	29	66	24	7	0	0	0	0	0	0	0	0	0	0	0	32.8	37.6
18:30	129	0	0	2	17	43	56	8	3	0	0	0	0	0	0	0	0	0	0	0	29.7	33.7
18:45	141	0	0	0	4	50	60	24	3	0	0	0	0	0	0	0	0	0	0	0	31.6	36
19:00	108	0	0	0	1	28	53	20	5	0	0	1	0	0	0	0	0	0	0	0	32.4	37.3
19:15	99	0	0	0	5	23	47	22	2	0	0	0	0	0	0	0	0	0	0	0	32.2	36.1
19:30	109	0	0	0	6	36	45	15	6	0	1	0	0	0	0	0	0	0	0	0	31.5	35.9
19:45	78	0	0	0	1	8	37	21	10	1	0	0	0	0	0	0	0	0	0	0	34.5	39.4
20:00	97	0	5	1	1	15	46	23	4	2	0	0	0	0	0	0	0	0	0	0	32.2	37
20:15	74	0	0	0	0	23	33	16	2	0	0	0	0	0	0	0	0	0	0	0	32.3	36
20:30	55	0	0	0	0	14	26	13	2	0	0	0	0	0	0	0	0	0	0	0	33	36.6
20:45	53	0	0	0	0	4	19	20	8	2	0	0	0	0	0	0	0	0	0	0	36.1	41.6
21:00	51	0	0	0	0	13	18	15	4	0	1	0	0	0	0	0	0	0	0	0	33.9	39.1
21:15	39	0	0	0	0	6	23	9	0	1	0	0	0	0	0	0	0	0	0	0	32.9	35.6
21:30	40	0	0	0	1	11	15	11	1	1	0	0	0	0	0	0	0	0	0	0	32.8	37.5
21:45	26	0	0	0	0	6	9	10	0	0	1	0	0	0	0	0	0	0	0	0	34.4	38.9
22:00	41	0	0	0	0	14	23	3	1	0	0	0	0	0	0	0	0	0	0	0	31.9	34.6
22:15	41	0	0	0	0	3	16	12	7	1	1	0	1	0	0	0	0	0	0	0	36.9	44.2
22:30	23	0	0	0	2	4	6	10	1	0	0	0	0	0	0	0	0	0	0	0	33	38.4
22:45	23	0	0	0	0	2	12	8	1	0	0	0	0	0	0	0	0	0	0	0	34.5	39.4
23:00	30	0	0	0	0	8	10	6	4	0	2	0	0	0	0	0	0	0	0	0	34.8	41.3
23:15	11	0	0	0	0	0	3	4	3	0	0	1	0	0	0	0	0	0	0	0	38.8	46.1
23:30	9	0	0	0	0	1	2	1	1	4	0	0	0	0	0	0	0	0	0	0	40.7	-
23:45	13	0	0	0	0	2	3	7	1	0	0	0	0	0	0	0	0	0	0	0	34.7	38.6
07:00 - 19:00	7817	328	207	192	669	2841	2690	774	101	14	0	0	0	0	0	0	1	0	0	0	28.6	34.2
06:00 - 22:00	8789	328	213	193	685	3057	3107	1017	159	24	4	1	0	0	0	0	1	0	0	0	29.1	34.7
06:00 - 00:00	8980	328	213	193	687	3091	3182	1068	178	29	7	2	1	0	0	0	1	0	0	0	29.2	34.8
00:00 - 00:00	9073	328	216	193	690	3112	3200	1089	195	34	11	3	1	0	0	0	1	0	0	0	29.3	34.9

Date Friday 03/12/2021

		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	9	0	0	0	0	1	4	2	1	1	0	0	0	0	0	0	0	0	0	0	36.2	-
00:15	5	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	38.3	-
00:30	3	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	44.3	-
00:45	9	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
01:15	5	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-
01:30	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	41.8	-
01:45	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
02:00	4	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	41.6	-
02:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
02:45	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
03:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-
03:15	4	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	41.3	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
04:15	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
04:30	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	36.7	-
04:45	4	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	35	-
05:00	6	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	36.7	-
05:15	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
05:30	7	0	0	0	0	1	4	0	0	1	0	1	0	0	0	0	0	0	0	0	37.6	-
05:45	30	0	0	0	0	4	6	14	4	2	0	0	0	0	0	0	0	0	0	0	36.8	43.5
06:00	27	0	0	0	0	7	10	6	2	2	0	0	0	0	0	0	0	0	0	0	34.1	40.3
06:15	22	0	0	1	0	1	9	7	2	2	0	0	0	0	0	0	0	0	0	0	35.1	42.5
06:30	23	0	0	0	0	7	10	3	2	1	0	0	0	0	0	0	0	0	0	0	32.9	38.8
06:45	36	0	0	0	0	10	9	12	4	1	0	0	0	0	0	0	0	0	0	0	34.4	40.2
07:00	71	0	1	0	0	17	39	11	3	0	0	0	0	0	0	0	0	0	0	0	32.3	36.2
07:15	94	0	0	0	6	31	32	21	2	2	0	0	0	0	0	0	0	0	0	0	32	36.8
07:30	107	0	0	0	1	24	44	31	6	0	1	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	7	17	67	80	18	2	1	0	0	0	0	0	0	0	0	0	0	29.8	33.8
08:30	180	0	0	5	33	49	69	21	2	1	0	0	0	0	0	0	0	0	0	0	29.7	34.7
08:45	170	0	0	0	3	47	98	21	1	0	0	0	0	0	0	0	0	0	0	0	31.5	34.8
09:00	137	0	0	2	2	48	59	20	4	2	0	0	0	0	0	0	0	0	0	0	31.5	36
09:15	149	0	0	1	1	42	73	27	4	1	0	0	0	0	0	0	0	0	0	0	32.3	36.1
09:30	155	0	0	0	13	47	74	19	2	0	0	0	0	0	0	0	0	0	0	0	30.8	34.9
09:45	145	0	0	0	3	40	73	26	2	0	1	0	0	0	0	0	0	0	0	0	32.1	35.8
10:00	120	0	0	0	0	39	64	11	4	2	0	0	0	0	0	0	0	0	0	0	32.2	35
10:15	139	0	0	0	6	44	68	21	0	0	0	0	0	0	0	0	0	0	0	0	31.3	35.1
10:30	131	0	0	0	3	54	57	16	1	0	0	0	0	0	0	0	0	0	0	0	31	34.7
10:45	143	0	0	0	3	44	58	26	12	0	0	0	0	0	0	0	0	0	0	0	32.3	36.9
11:00	145	0	0	0	5	65	64	11	0	0	0	0	0	0	0	0	0	0	0	0	30.5	33.4
11:15	173	0	0	0	1	65	82	22	3	0	0	0	0	0	0	0	0	0	0	0	31.4	34.9
11:30	166	0	0	0	16	53	65	28	4	0	0	0	0	0	0	0	0	0	0	0	31	36
11:45	159	0	0	0	4	57	66	25	5	0	2	0	0	0	0	0	0	0	0	0	31.7	35.7
12:00	172	0	0	0	14	60	80	17	1	0	0	0	0	0	0	0	0	0	0	0	30.6	34.4
12:15	140	0	0	0	8	49	51	28	4	0	0	0	0	0	0	0	0	0	0	0	31.6	36.5
12:30	155	0	0	1	1	35	79	33	6	0	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	8	65	67	20	1	0	1	0	0	0	0	0	0	0	0	0	30.8	34.7
13:15	132	0	0	0	5	30	64	27	5	1	0	0	0	0	0	0	0	0	0	0	32.4	36.1
13:30	139	0	0	2	4	44	59	26	3	1	0	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	5	78	72	20	3	0	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	144	103	38	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	2	0	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	2	0	0	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	0	0	13.8	24.5
17:30	193	0	0	0	9	109	60	13	1	1	0	0	0	0	0	0	0	0	0	0	29.5	33.1
17:45	191	0	0	4	37	81	57	11	1	0	0	0	0	0	0	0	0	0	0	0	28.6	33
18:00	151	0	0	0	11	24	86	27	2	1	0	0	0	0	0	0	0	0	0	0	32.2	36
18:15	148	0	0	0	1	73	63	10	1	0	0	0	0	0	0	0	0	0	0	0	30.2	33.5
18:30	145	0	0	0	0	42	75	23	4	1	0	0	0	0	0	0	0	0	0	0	32.3	35.6
18:45	152	0	1	0	12	69	52	13	5	0	0	0	0	0	0	0	0	0	0	0	30	34
19:00	148	0	0	0	1	59	69	18	1	0	0	0	0	0	0	0	0	0	0	0	30.9	34.4
19:15	124	0	0	0	6	45	54	15	3	1	0	0	0	0	0	0	0	0	0	0	31.1	35.4
19:30	116	0	0	0	1	34	64	15	2	0	0	0	0	0	0	0	0	0	0	0	31.6	34.9
19:45	76	0	0	0	2	24	37	9	4	0	0	0	0	0	0	0	0	0	0	0	31.9	35.6
20:00	79	0	1	0	0	30	33	10	3	2	0	0	0	0	0	0	0	0	0	0	32.1	36.4
20:15	75	0	0	0	2	24	30	17	1	1	0	0	0	0	0	0	0	0	0	0	32.2	37
20:30	38	0	0	0	0	9	13	11	5	0	0	0	0	0	0	0	0	0	0	0	34	39.9
20:45	58	0	0	0	0	11	21	15	6	4	1	0	0	0	0	0	0	0	0	0	35.3	41.1
21:00	49	0	0	0	3	11	22	8	4	1	0	0	0	0	0	0	0	0	0	0	32.7	37.8
21:15	40	0	0	0	0	14	12	10	4	0	0	0	0	0	0	0	0	0	0	0	33.2	38.8
21:30	33	0	0	0	0	11	10	8	1	2	1	0	0	0	0	0	0	0	0	0	33.6	39.3
21:45	38	0	0	0	2	7	19	9	0	0	1	0	0	0	0	0	0	0	0	0	32.9	36.2
22:00	35	0	0	0	0	5	17	12	0	1	0	0	0	0	0	0	0	0	0	0	33.9	38.3
22:15	28	0	0	0	1	9	6	2	8	1	1	0	0	0	0	0	0	0	0	0	35	42.7
22:30	25	0	0	0	0	1	12	7	4	1	0	0	0	0	0	0	0	0	0	0	36.2	42.4
22:45	30	0	0	0	1	12	10	6	1	0	0	0	0	0	0	0	0	0	0	0	31.7	39.1
23:00	26	0	0	0	0	8	8	6	3	0	1	0	0	0	0	0	0	0	0	0	34.4	41.4
23:15	27	0	0	0	0	3	16	6	1	1	0	0	0	0	0	0	0	0	0	0	34.1	37.7
23:30	19	0	0	0	1	4	6	4	2	2	0	0	0	0	0	0	0	0	0	0	34.4	44.7
23:45	15	0	0	0	0	1	7	5	2	0	0	0	0	0	0	0	0	0	0	0	34.9	40.7
07:00 - 19:00	7363	765	345	199	431	2108	2615	773	104	15	6	2	0	0	0	0	0	0	0	0	27.3	34.4
06:00 - 22:00	8345	765	346	200	448	2412	3037	946	148	32	9	2	0	0	0	0	0	0	0	0	27.9	34.7
06:00 - 00:00	8550	765	346	200	451	2455	3119	994	169	38	11	2	0	0	0	0	0	0	0	0	28	34.8
00:00 - 00:00	8661	765	346	200	451	2471	3160	1024	184	43	12	4	1	0	0	0	0	0	0	0	28.1	34.9

Date Saturday 04/12/2021

		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	11	0	0	0	0	1	4	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	15	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	1	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	36.8
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	152	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	35.9
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	33.8
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	0	0	0	0	21	25	18	8	0	1	0	0	0	0	0	0	0	0	0	33.5	39.4
19:30	71	0	0	0	1	11	26	21	10	2	0	0	0	0	0	0	0	0	0	0	34.8	41.6
19:45	53	0	0	0	1	8	30	11	2	0	0	1	0	0	0	0	0	0	0	0	33.7	38.8
20:00	49	0	0	0	1	13	21	10	2	1	0	1	0	0	0	0	0	0	0	0	33	36.9
20:15	34	0	0	0	0	5	14	10	2	1	2	0	0	0	0	0	0	0	0	0	35.4	40.2
20:30	42	0	0	0	0	7	14	14	5	2	0	0	0	0	0	0	0	0	0	0	35.2	41
20:45	52	0	0	0	0	14	12	14	9	1	1	1	0	0	0	0	0	0	0	0	35.1	40.9
21:00	41	0	0	0	1	6	11	15	7	0	0	0	1	0	0	0	0	0	0	0	35.6	41.2
21:15	35	0	0	0	0	4	16	9	4	1	1	0	0	0	0	0	0	0	0	0	35.5	43.1
21:30	27	0	0	0	0	2	13	10	2	0	0	0	0	0	0	0	0	0	0	0	34.7	39.3
21:45	34	0	0	0	0	10	10	12	1	1	0	0	0	0	0	0	0	0	0	0	33.5	38
22:00	27	0	0	0	0	7	8	9	2	1	0	0	0	0	0	0	0	0	0	0	34.2	38.4
22:15	30	0	0	0	0	3	15	9	3	0	0	0	0	0	0	0	0	0	0	0	35.2	39.2
22:30	32	0	0	0	1	6	13	8	4	0	0	0	0	0	0	0	0	0	0	0	33.7	39.9
22:45	23	0	0	0	0	3	11	6	3	0	0	0	0	0	0	0	0	0	0	0	34	38.9
23:00	25	0	0	0	0	4	11	9	1	0	0	0	0	0	0	0	0	0	0	0	33.9	38.4
23:15	35	0	0	0	1	15	6	11	1	1	0	0	0	0	0	0	0	0	0	0	32.5	38.6
23:30	18	0	0	0	2	6	3	4	1	0	1	0	1	0	0	0	0	0	0	0	34.2	45.2
23:45	20	0	0	0	0	3	9	5	3	0	0	0	0	0	0	0	0	0	0	0	34.3	40.2
07:00 - 19:00	6409	119	128	73	275	1909	2628	1050	192	27	3	5	0	0	0	0	0	0	0	0	30.8	36
06:00 - 22:00	7113	121	129	74	287	2060	2900	1228	256	39	8	9	2	0	0	0	0	0	0	0	31.1	36.2
06:00 - 00:00	7323	121	129	74	291	2107	2976	1289	274	41	9	9	3	0	0	0	0	0	0	0	31.2	36.3
00:00 - 00:00	7497	121	129	75	294	2133	3034	1343	296	46	12	11	3	0	0	0	0	0	0	0	31.3	36.4

Date Sunday 05/12/2021

		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	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	7	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	0	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	1	0	1	0	0	0	0	0	0	0	0	0	47.4	-
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	2	2	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	0	0	0	35.1	-
05:45	7	0	0	0	0	2	3	1	1	0	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	33.6	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	1	45	61	31	2	1	0	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	1	0	0	0	0	0	0	0	0	34	38.4
19:30	35	0	0	0	0	4	13	12	2	3	1	0	0	0	0	0	0	0	0	0	36	41.7
19:45	37	0	0	0	0	3	12	21	1	0	0	0	0	0	0	0	0	0	0	0	35.1	38.6
20:00	36	0	0	0	0	9	16	7	1	1	1	1	0	0	0	0	0	0	0	0	34.7	39.6
20:15	32	0	0	0	0	2	12	14	4	0	0	0	0	0	0	0	0	0	0	0	35.3	40
20:30	24	0	0	1	0	3	5	9	2	3	1	0	0	0	0	0	0	0	0	0	36.5	45.9
20:45	28	0	0	0	2	7	6	6	4	2	1	0	0	0	0	0	0	0	0	0	34.9	43.1
21:00	28	0	0	0	0	6	9	8	4	1	0	0	0	0	0	0	0	0	0	0	35.1	40.8
21:15	16	0	0	0	0	1	4	7	4	0	0	0	0	0	0	0	0	0	0	0	36.5	41.2
21:30	19	0	0	0	0	3	7	6	2	1	0	0	0	0	0	0	0	0	0	0	34.9	40.2
21:45	20	0	0	0	0	1	7	7	3	0	2	0	0	0	0	0	0	0	0	0	37.1	43.7
22:00	23	0	0	0	0	3	8	5	5	2	0	0	0	0	0	0	0	0	0	0	36.1	44.3
22:15	18	0	0	0	0	1	7	4	6	0	0	0	0	0	0	0	0	0	0	0	36.4	42
22:30	17	0	0	0	0	1	3	4	6	2	0	0	1	0	0	0	0	0	0	0	40.1	47
22:45	12	0	0	0	0	3	1	7	0	0	0	0	0	1	0	0	0	0	0	0	37.2	41
23:00	11	0	0	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	0	0	36.5	40.5
23:15	7	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	36.6	-
23:30	7	0	0	0	0	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	35.9	-
23:45	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-
07:00 - 19:00	4796	0	2	3	92	1337	2095	1019	200	36	7	2	1	2	0	0	0	0	0	0	32.5	36.8
06:00 - 22:00	5228	0	3	4	96	1410	2240	1161	242	51	13	5	1	2	0	0	0	0	0	0	32.7	37.1
06:00 - 00:00	5326	0	3	4	96	1421	2268	1192	262	57	13	5	2	3	0	0	0	0	0	0	32.8	37.3
00:00 - 00:00	5509	0	3	4	97	1444	2338	1254	280	61	16	6	3	3	0	0	0	0	0	0	32.9	37.4

Date Monday 06/12/2021

		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	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	1	2	0	0	0	0	0	0	1	0	0	0	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	0	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	34.6	-
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	1	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	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	2	1	0	0	0	0	0	0	0	0	0	0	35	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	36	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	5	37	71	15	1	0	0	0	0	0	0	0	0	0	0	0	31.3	34.8
10:30	153	0	0	0	5	56	64	25	3	0	0	0	0	0	0	0	0	0	0	0	31.1	35.7
10:45	149	0	0	1	15	56	62	12	3	0	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	14	51	57	17	6	2	0	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	3	53	80	21	0	0	0	0	0	0	0	0	0	0	0	0	31.1	34.6
13:15	149	0	0	0	6	41	78	21	3	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	5	73	64	18	3	0	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	0	1	41	77	35	2	0	0	0	0	0	0	0	0	0	0	0	32.3	35.8
14:30	153	0	0	0	4	50	77	19	3	0	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	0	0	0	0	0	0	0	0	0	0	0	0	27.5	32.1
15:30	161	0	0	0	6	60	78	17	0	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	8	50	85	39	8	0	0	1	0	0	0	0	0	0	0	0	0	27.7	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	185	2	3	15	25	76	51	11	2	0	0	0	0	0	0	0	0	0	0	0	27.5	32.8
17:45	166	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	14	66	63	12	0	1	0	0	0	0	0	0	0	0	0	0	29.9	33.2
18:15	123	0	0	0	1	40	55	25	2	0	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	30.8	35.9
19:00	88	0	0	0	0	18	42	19	6	2	1	0	0	0	0	0	0	0	0	0	33.8	38.7
19:15	85	0	0	0	7	19	35	22	1	1	0	0	0	0	0	0	0	0	0	0	32.1	36.5
19:30	91	0	0	0	0	32	39	19	0	1	0	0	0	0	0	0	0	0	0	0	31.9	36.6
19:45	87	0	0	0	0	23	46	13	5	0	0	0	0	0	0	0	0	0	0	0	32.3	36.4
20:00	69	0	0	0	0	20	27	16	6	0	0	0	0	0	0	0	0	0	0	0	33	37.8
20:15	67	0	0	0	0	14	30	20	3	0	0	0	0	0	0	0	0	0	0	0	33.3	37.6
20:30	50	0	0	0	0	9	19	16	4	2	0	0	0	0	0	0	0	0	0	0	34.8	39.8
20:45	53	0	0	0	2	14	21	12	4	0	0	0	0	0	0	0	0	0	0	0	32.9	38.9
21:00	57	0	0	0	0	17	24	13	3	0	0	0	0	0	0	0	0	0	0	0	32.6	36.8
21:15	35	0	0	0	1	12	15	4	2	1	0	0	0	0	0	0	0	0	0	0	32	36.5
21:30	36	0	0	0	1	7	11	11	3	3	0	0	0	0	0	0	0	0	0	0	34.8	40.3
21:45	27	0	0	0	0	4	9	12	2	0	0	0	0	0	0	0	0	0	0	0	34.6	39.3
22:00	26	0	0	0	0	7	13	5	1	0	0	0	0	0	0	0	0	0	0	0	33.2	38.8
22:15	22	0	0	0	0	5	11	6	0	0	0	0	0	0	0	0	0	0	0	0	32.9	37.1
22:30	15	0	0	0	0	1	2	10	2	0	0	0	0	0	0	0	0	0	0	0	36.9	40.1
22:45	19	0	0	0	0	3	10	3	2	1	0	0	0	0	0	0	0	0	0	0	34.3	41.9
23:00	17	0	0	0	0	6	8	1	1	1	0	0	0	0	0	0	0	0	0	0	32.9	39.8
23:15	10	0	0	0	0	0	5	3	1	1	0	0	0	0	0	0	0	0	0	0	37.4	-
23:30	12	0	0	0	0	5	4	2	0	1	0	0	0	0	0	0	0	0	0	0	32.4	38.6
23:45	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
07:00 - 19:00	7264	36	50	105	471	2619	2963	895	111	10	4	0	0	0	0	0	0	0	0	0	30.3	34.8
06:00 - 22:00	8156	36	50	107	484	2836	3335	1115	160	27	6	0	0	0	0	0	0	0	0	0	30.7	35.2
06:00 - 00:00	8281	36	50	107	484	2864	3391	1145	167	31	6	0	0	0	0	0	0	0	0	0	30.7	35.3
00:00 - 00:00	8389	36	50	107	484	2881	3417	1179	186	36	10	1	0	2	0	0	0	0	0	0	30.8	35.4

Date Tuesday 07/12/2021

		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	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
00:15	3	0	0	0	0	0	0	2	0	1	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	35.4	-
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	1	0	1	1	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	2	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	2	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	5	13	11	4	2	1	1	0	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	11	13	11	5	1	1	0	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	2	8	29	36	17	6	1	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	34.5
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	5	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	0	0	0	3	24	41	14	5	2	0	0	0	0	0	0	0	0	0	0	32.3	36.4
19:30	82	0	0	0	2	25	41	11	3	0	0	0	0	0	0	0	0	0	0	0	31.7	35.3
19:45	83	0	0	0	1	25	38	17	2	0	0	0	0	0	0	0	0	0	0	0	32.2	35.6
20:00	63	0	0	0	2	17	26	10	7	1	0	0	0	0	0	0	0	0	0	0	32.8	38.9
20:15	59	0	0	0	0	15	21	17	3	2	1	0	0	0	0	0	0	0	0	0	34.1	38.9
20:30	56	0	0	0	1	18	20	14	3	0	0	0	0	0	0	0	0	0	0	0	32.5	37.1
20:45	54	0	0	0	0	11	29	12	2	0	0	0	0	0	0	0	0	0	0	0	33.3	37.5
21:00	57	0	0	0	0	17	23	12	5	0	0	0	0	0	0	0	0	0	0	0	32.9	38.7
21:15	23	0	0	0	0	7	11	2	2	1	0	0	0	0	0	0	0	0	0	0	33.2	39
21:30	34	0	0	0	0	5	12	11	5	0	0	1	0	0	0	0	0	0	0	0	35.5	40.6
21:45	24	0	0	0	1	4	10	5	2	1	0	1	0	0	0	0	0	0	0	0	34.7	41.7
22:00	35	0	0	0	1	7	13	9	4	1	0	0	0	0	0	0	0	0	0	0	34.2	40
22:15	26	0	0	1	0	4	11	6	3	1	0	0	0	0	0	0	0	0	0	0	33.8	40.4
22:30	22	0	0	0	1	3	10	4	2	2	0	0	0	0	0	0	0	0	0	0	34.7	41.8
22:45	18	0	0	0	0	2	11	5	0	0	0	0	0	0	0	0	0	0	0	0	33.3	37.8
23:00	9	0	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	0	0	0	35	-
23:15	10	0	0	0	1	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	34.5	-
23:30	4	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	38.3	-
23:45	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.5	-
07:00 - 19:00	7060	368	214	123	526	2383	2519	788	124	15	0	0	0	0	0	0	0	0	0	0	28.7	34.6
06:00 - 22:00	7944	368	214	123	540	2613	2881	988	186	24	5	2	0	0	0	0	0	0	0	0	29.2	35
06:00 - 00:00	8071	368	214	124	543	2632	2936	1019	199	29	5	2	0	0	0	0	0	0	0	0	29.3	35.1
00:00 - 00:00	8176	368	215	124	544	2644	2975	1050	208	37	8	3	0	0	0	0	0	0	0	0	29.4	35.2

Date Wednesday 08/12/2021

		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	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	2	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	1	0	0	0	0	0	0	0	0	0	0	44.6	-
01:15	2	0	0	0	0	1	1	0	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	1	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	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	36.3	-
05:45	30	0	0	0	0	6	9	5	9	0	1	0	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	2	15	7	2	1	0	0	0	0	0	0	0	0	0	0	34	38.8
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	132	0	0	0	18	53	43	14	4	0	0	0	0	0	0	0	0	0	0	0	30.1	34.8
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	45	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	0	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	1	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	1	9	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	34.7
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	0	11	109	71	9	2	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	2	0	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	25	5	3	0	0	0	0	0	0	0	0	0	0	33.5	38.2
19:30	85	0	0	0	2	7	44	28	3	1	0	0	0	0	0	0	0	0	0	0	33.9	37.4
19:45	84	0	0	0	4	17	47	15	0	1	0	0	0	0	0	0	0	0	0	0	32.2	35.8
20:00	79	0	0	0	1	19	29	24	4	2	0	0	0	0	0	0	0	0	0	0	33.3	37.4
20:15	76	0	0	0	0	23	32	19	1	1	0	0	0	0	0	0	0	0	0	0	32.5	37.3
20:30	59	0	0	0	2	13	33	8	3	0	0	0	0	0	0	0	0	0	0	0	32.4	36.4
20:45	55	0	1	0	0	11	24	12	5	1	1	0	0	0	0	0	0	0	0	0	33.6	39.6
21:00	44	0	0	0	1	6	18	15	3	1	0	0	0	0	0	0	0	0	0	0	34.7	39.6
21:15	37	0	0	0	0	7	19	9	2	0	0	0	0	0	0	0	0	0	0	0	33	35.9
21:30	31	0	0	0	1	11	8	7	3	1	0	0	0	0	0	0	0	0	0	0	32.6	38.2
21:45	36	0	0	0	0	7	15	12	1	1	0	0	0	0	0	0	0	0	0	0	34.3	38.3
22:00	38	0	0	0	0	12	12	11	2	0	0	0	1	0	0	0	0	0	0	0	33.3	37.8
22:15	21	0	0	0	0	7	6	4	4	0	0	0	0	0	0	0	0	0	0	0	33.9	41.5
22:30	20	0	0	0	0	5	9	3	3	0	0	0	0	0	0	0	0	0	0	0	33.9	42.6
22:45	17	0	0	0	0	3	5	6	2	1	0	0	0	0	0	0	0	0	0	0	35.5	44
23:00	19	0	0	1	0	5	3	6	3	1	0	0	0	0	0	0	0	0	0	0	34.6	43.5
23:15	13	0	0	0	0	1	6	5	1	0	0	0	0	0	0	0	0	0	0	0	34.7	39.2
23:30	8	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	33.9	-
23:45	5	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	36.6	-
07:00 - 19:00	7235	221	101	76	523	2618	2676	868	130	16	4	0	2	0	0	0	0	0	0	0	29.6	34.8
06:00 - 22:00	8149	221	103	77	545	2799	3081	1101	184	30	5	1	2	0	0	0	0	0	0	0	30	35.2
06:00 - 00:00	8290	221	103	78	545	2834	3128	1139	201	32	5	1	3	0	0	0	0	0	0	0	30.1	35.3
00:00 - 00:00	8384	221	104	79	548	2846	3153	1164	218	41	6	1	3	0	0	0	0	0	0	0	30.2	35.4

Date Thursday 09/12/2021

		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	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	35	-
00:15	6	0	0	0	1	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	35	-
00:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	43.4	-
00:45	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
01:00	5	0	0	0	0	0	3	1	0	0	0	0	0	1	0	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	1	0	0	1	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37	-
02:30	2	0	0	0	0	0	0	2	0	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	1	0	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	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	-
04:00	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	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	3	0	0	0	0	0	0	0	0	0	52.3	-
04:45	8	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
05:00	6	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	36.4	-
05:15	8	0	1	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	31.5	-
05:30	8	0	0	0	0	1	3	0	2	2	0	0	0	0	0	0	0	0	0	0	38	-
05:45	31	0	0	0	0	10	6	10	3	2	0	0	0	0	0	0	0	0	0	0	34.7	41.9
06:00	29	0	1	0	0	4	7	11	6	0	0	0	0	0	0	0	0	0	0	0	35.8	41.5
06:15	35	0	0	0	0	8	8	14	3	1	0	1	0	0	0	0	0	0	0	0	35.5	39.8
06:30	30	0	0	0	0	4	12	10	2	0	1	0	1	0	0	0	0	0	0	0	35.9	39.8
06:45	56	0	0	0	1	14	22	8	11	0	0	0	0	0	0	0	0	0	0	0	33.8	41.7
07:00	74	0	0	0	1	16	32	22	3	0	0	0	0	0	0	0	0	0	0	0	33.1	37.5
07:15	97	0	0	1	4	17	53	18	4	0	0	0	0	0	0	0	0	0	0	0	32.2	36.1
07:30	118	0	0	0	4	42	47	18	7	0	0	0	0	0	0	0	0	0	0	0	31.6	36.6
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	6	62	65	22	7	2	0	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	2	40	61	19	2	0	0	0	0	0	0	0	0	0	0	0	31.6	35.2
10:15	115	0	0	0	5	34	55	20	1	0	0	0	0	0	0	0	0	0	0	0	31.7	36.2
10:30	129	0	0	0	9	39	52	24	5	0	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	42	69	25	7	0	0	0	0	0	0	0	0	0	0	0	32.6	37.2
11:30	144	0	0	4	1	39	67	28	5	0	0	0	0	0	0	0	0	0	0	0	32	36.3
11:45	139	0	0	0	6	52	66	11	3	1	0	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	31.6	36.1
12:15	142	0	0	0	2	42	64	30	3	1	0	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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00 - 19:00	3272	101	163	100	252	1013	1194	376	67	6	0	0	0	0	0	0	0	0	0	0	28.9	34.7
06:00 - 22:00	3422	101	164	100	253	1043	1243	419	89	7	1	1	1	0	0	0	0	0	0	0	29.1	35
06:00 - 00:00	3422	101	164	100	253	1043	1243	419	89	7	1	1	1	0	0	0	0	0	0	0	29.1	35
00:00 - 00:00	3518	101	166	100	254	1061	1270	445	102	12	4	1	1	1	0	0	0	0	0	0	29.3	35.2

Date Friday 10/12/2021

	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 Saturday 11/12/2021

	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 Sunday 12/12/2021

	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		

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

	Speeds (Mph)																				
Time	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	0	0	2	1	42	89	72	23	19	4	1	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	1	0	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	3083	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	492	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

	Speeds (Mph)																				
Time	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	0	0	2	4	77	187	145	42	25	7	1	1	1	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	4865	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	827	594	169	47	23	7	7	3	1	0	0	0	0	0	34.74	39.82
23:00	0	8	14	18	186	362	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	449	113	32	16	7	11	0	0	3	5	0	31.64	35.84
06:00 - 22:00	573	656	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: B3342 Tollbar Way (E) to: Shaw Road (W)

5-day Summary

	Speeds (Mph)																				
Time	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	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	1	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	165	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	1	0	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	1023	534	321	911	2816	2164	490	38	6	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	1	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

	Speeds (Mph)																				
Time	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	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	3	0	1	0	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	3	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	1513	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	25.18	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	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

	Speeds (Mph)																				
Time	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	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	8	1	1	0	0	0	0	0	0	35.87	42.03
06:00	0	13	25	71	674	1527	1342	434	94	20	7	5	0	1	0	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

	Speeds (Mph)																				
Time	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	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	5544	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	0	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

Public

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.)

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

Phases

Phase Type and Conditions

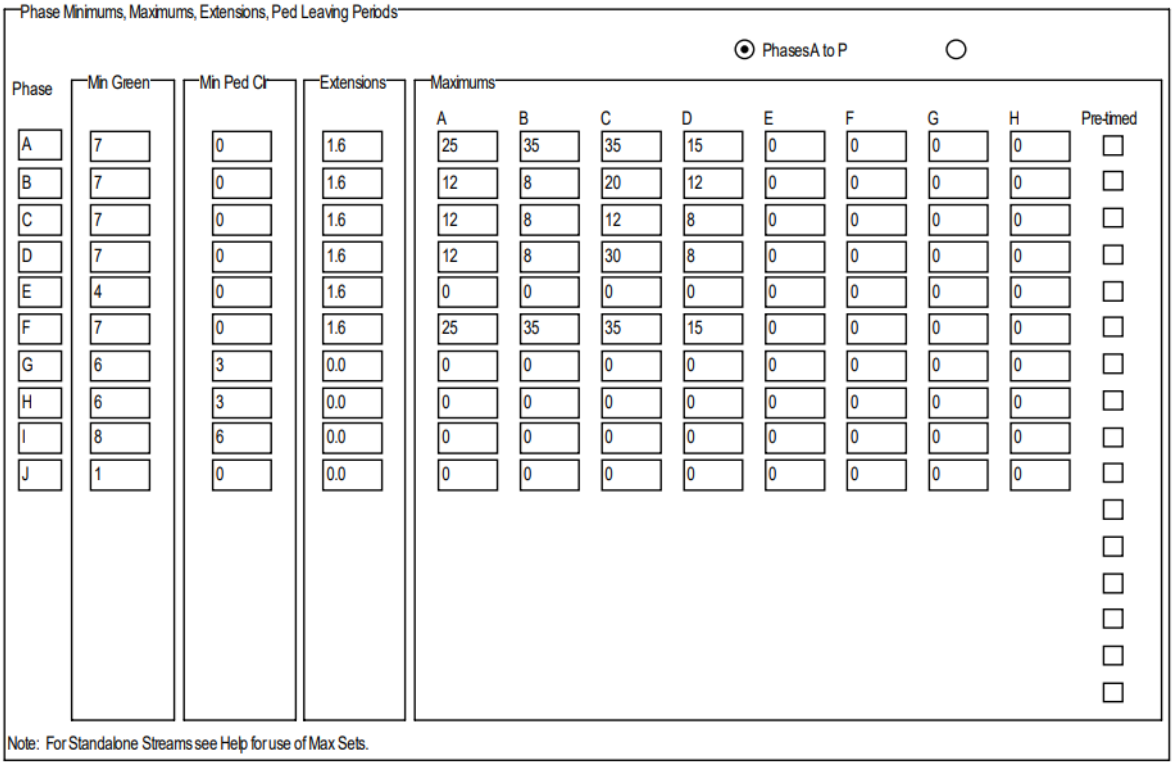
(●) Phases A to P ( )

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	Botley Road - Eastbound Ahead	0 - UK Traffic	0	0 - E	
B	Botley Road - Eastbond Right Turn	0 - UK Traffic	1	0 - E	
C	Cricket Club - Left Turn	0 - UK Traffic	1	0 - E	
D	Cricket Club - Right Turn	0 - UK Traffic	0	0 - E	
E	Botley Road - Westbound - Left Turn	2 - UK GreenArrow	2	1 - P	F
F	Botley Road - Westbound	0 - UK Traffic	0	0 - E	
G	Pedestrian Across Botley Road - South	1 - UK Far Side Pedestrian	1	0 - E	
H	Pedestrian Across Botley Road - North	1 - UK Far Side Pedestrian	0	0 - E	
I	Pedestrian Across Cricket Club	1 - UK Far Side Pedestrian	2	0 - E	
J	All Red Dummy	2 - UK GreenArrow	0	0 - E	

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of 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 A	B	C	D	E	F	G	H	Pre-timed
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

Select Streams to Configure								
O All	O 0	O	O	O	O	O	O	O

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.

From Phase \ To Phase	A	B	C	D	E	F	G	H	I	J
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

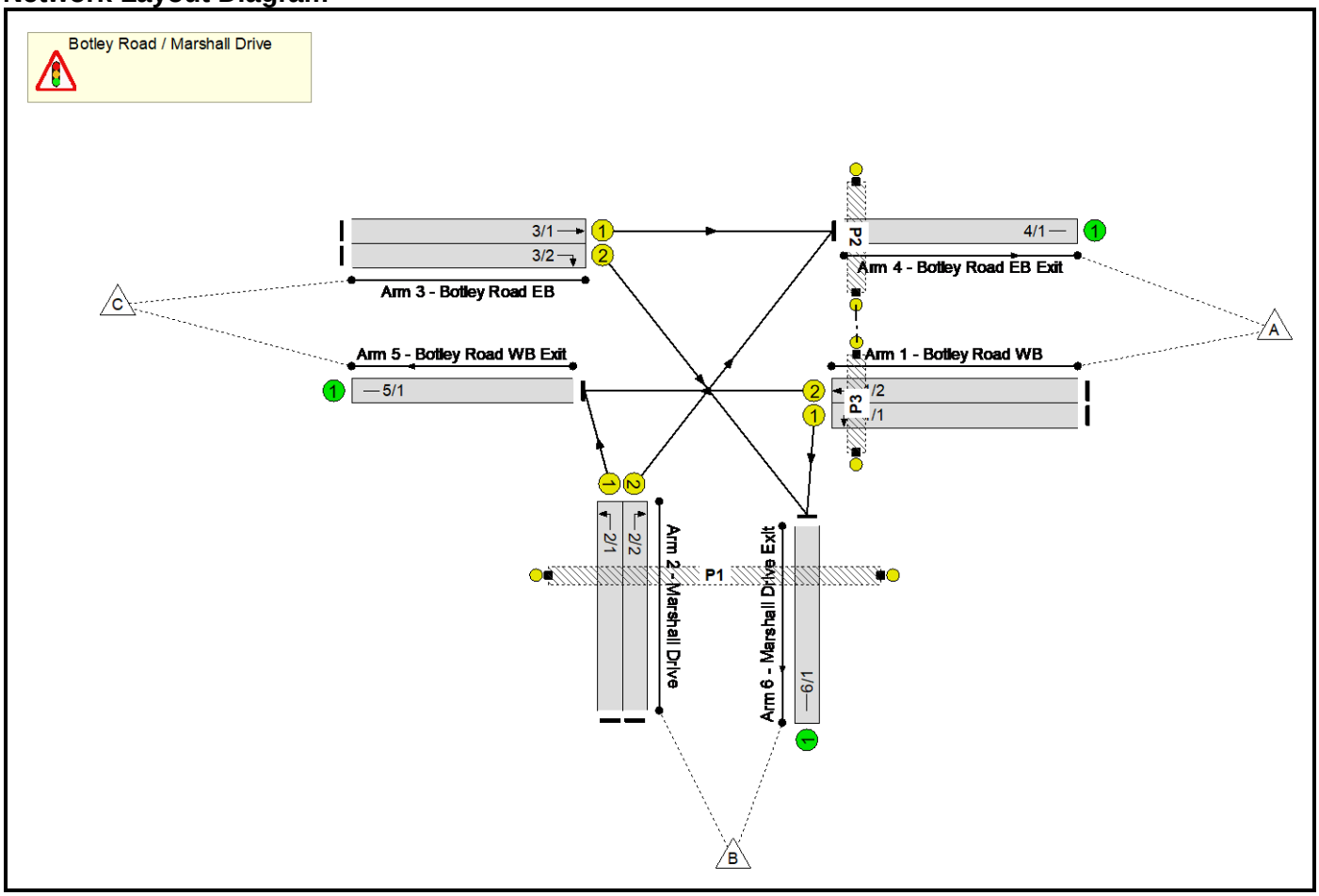
Public

Full Input Data And Results

User and Project Details

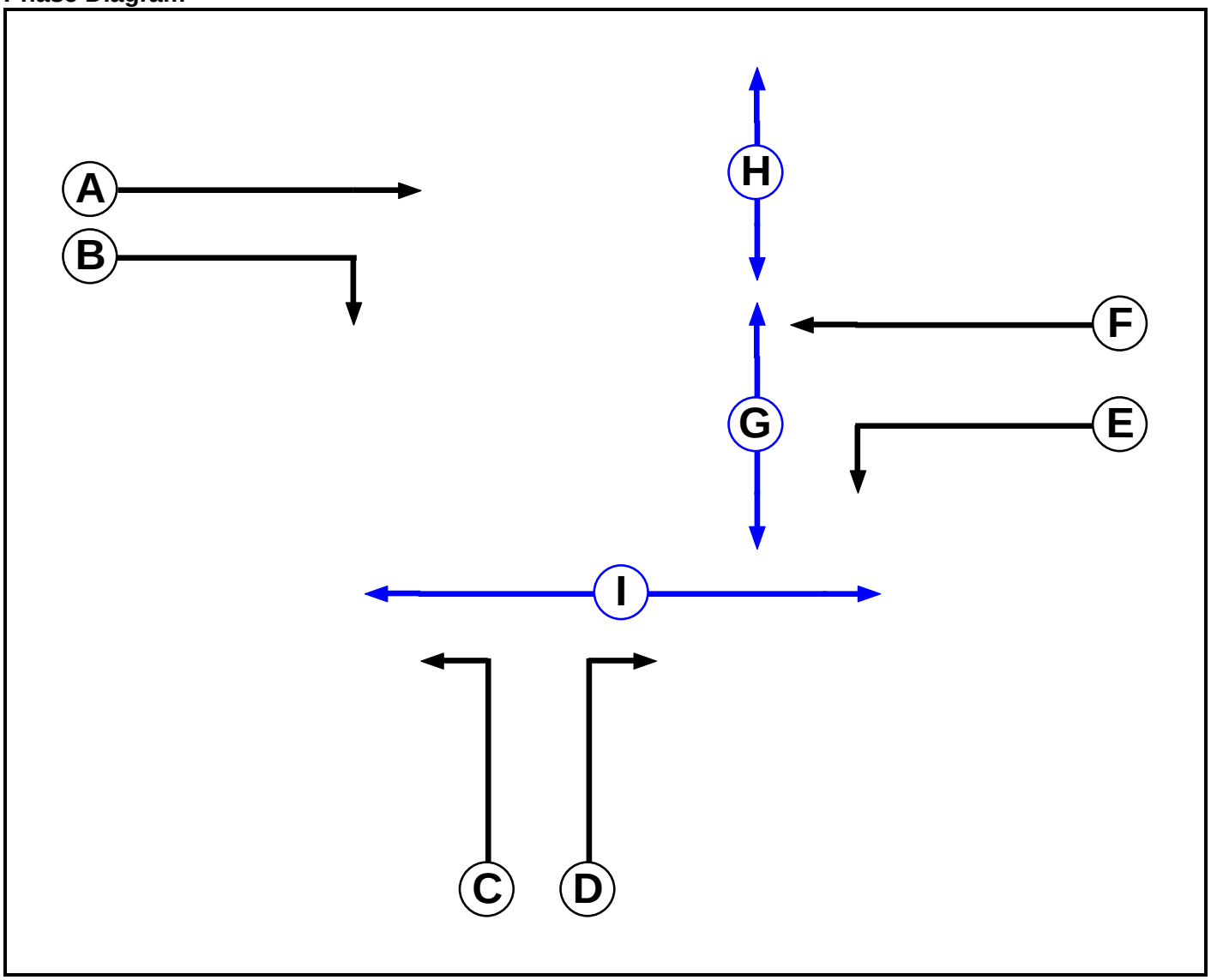
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Title:	**Marshall Drive / Botley Road**
Location:	
Additional detail:	
File name:	Marshall Drive_Botley Road.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

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

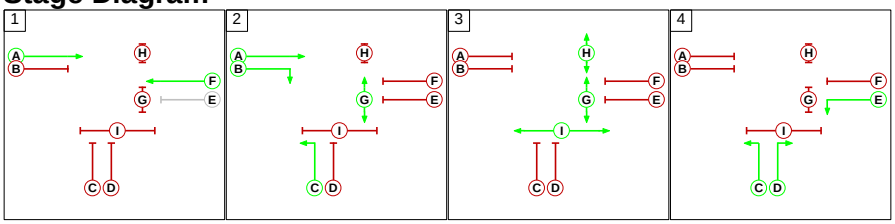
Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating 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		-	-
	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

	To Stage				
		1	2	3	4
From Stage	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 :

		Destination			
		A	B	C	Tot.
Origin	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

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

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.
Origin	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

Full Input Data And Results

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.
Origin	A	0	137	793	930
	B	108	0	90	198
	C	525	84	0	609
	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

Full Input Data And Results

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			
		A	B	C	Tot.
Origin	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

Full Input Data And Results

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.
Origin	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

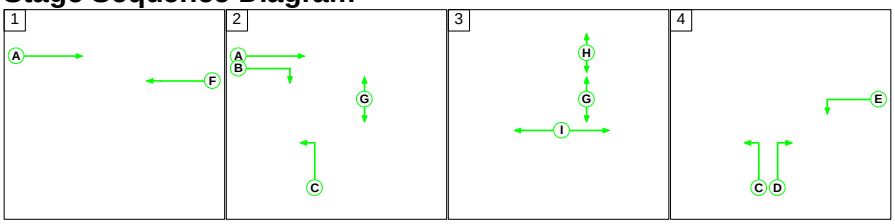
Full Input Data And Results

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

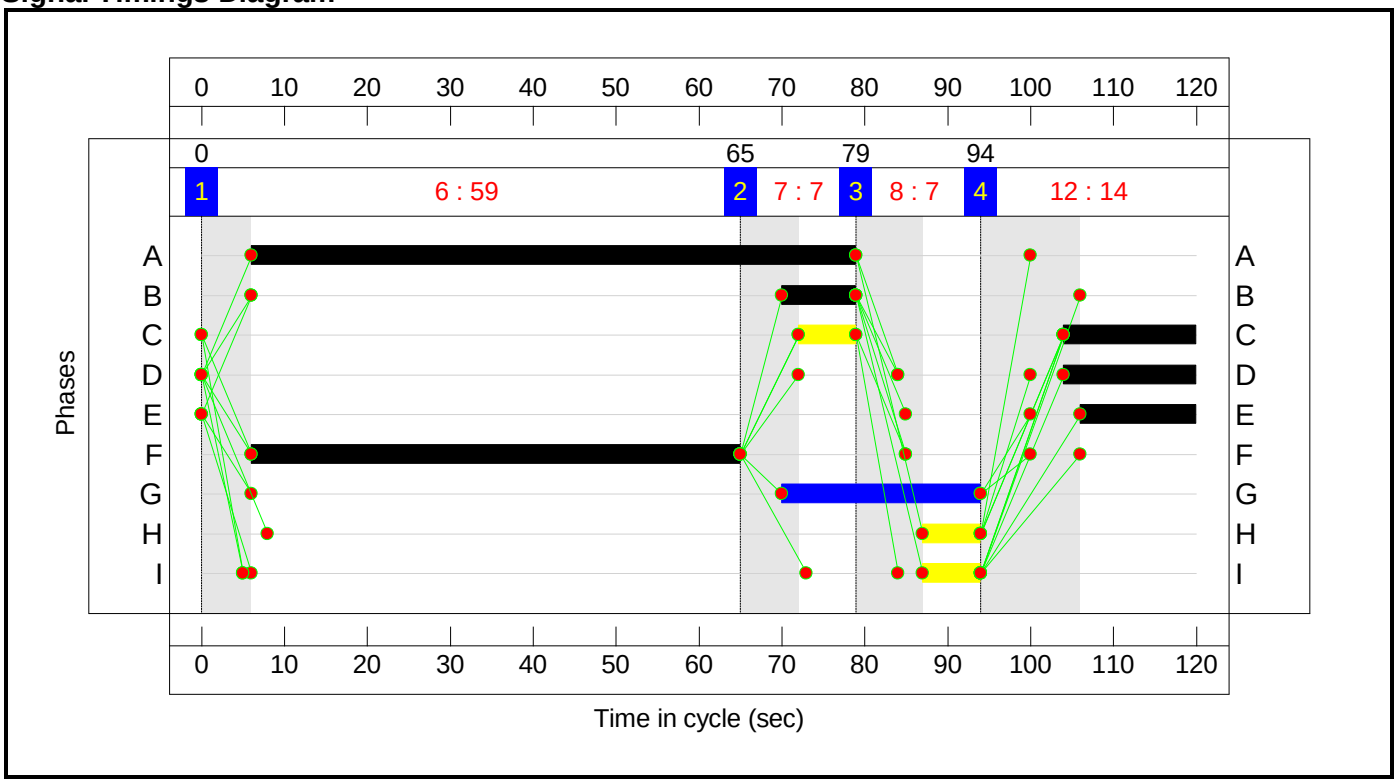


Stage Timings

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

Full Input Data And Results

Signal Timings Diagram

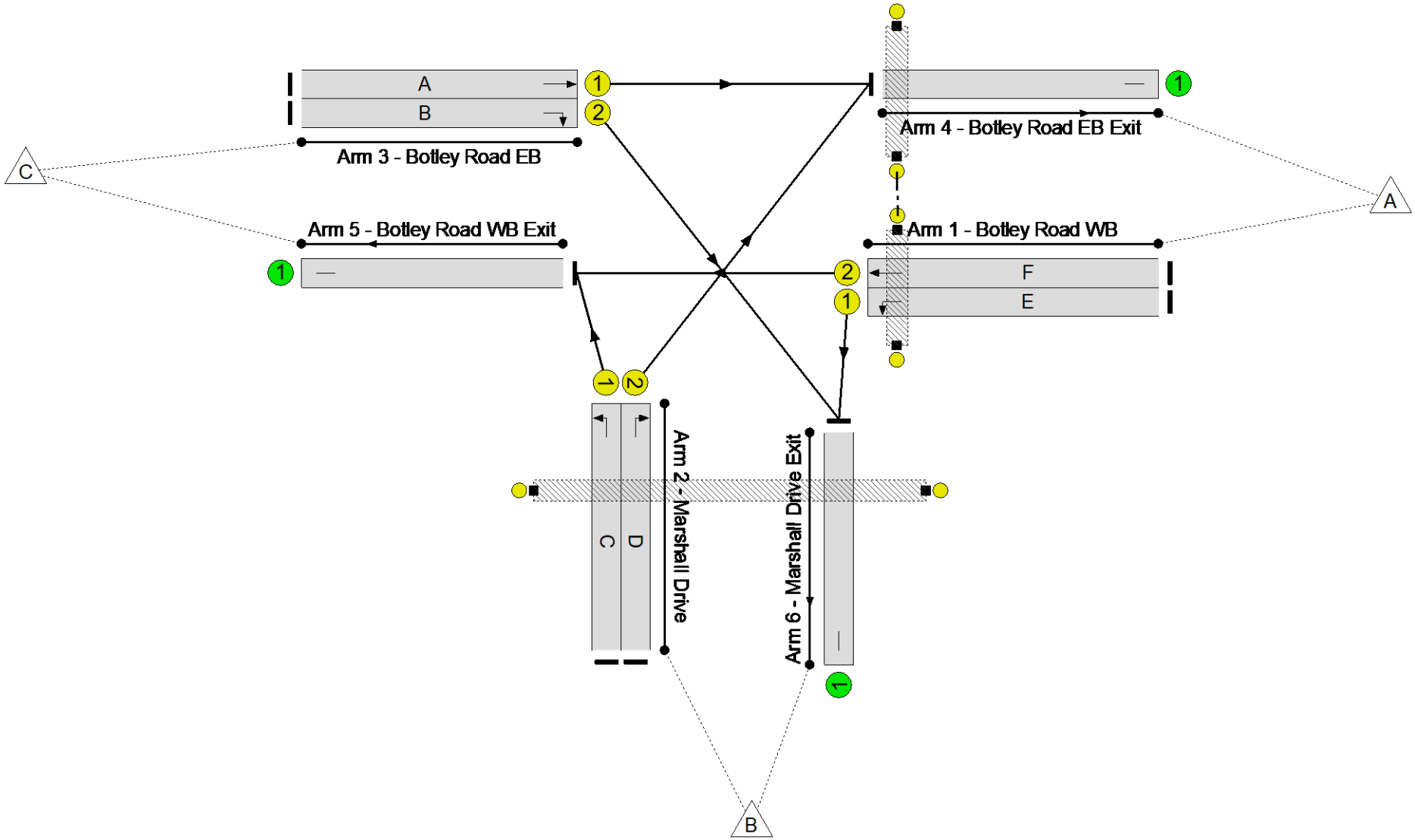


Full Input Data And Results

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

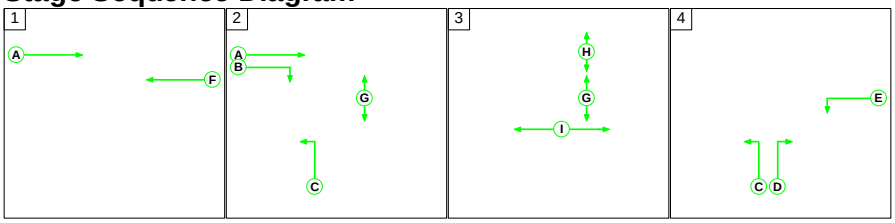
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Marshall Drive / Botley Road	**-**	**-**	**0**	**0**	**0**	**11.3**	**3.7**	**0.0**	**15.0**	**-**	**-**	**-**	**-**
Botley Road / Marshall Drive	**-**	**-**	**0**	**0**	**0**	**11.3**	**3.7**	**0.0**	**15.0**	**-**	**-**	**-**	**-**
1/1	128	128	-	-	-	1.8	1.1	-	2.9	81.2	4.1	1.1	5.2
1/2	712	712	-	-	-	4.5	1.1	-	5.6	28.3	18.0	1.1	19.1
2/1	54	54	-	-	-	0.4	0.1	-	0.5	31.2	1.1	0.1	1.2
2/2	60	60	-	-	-	0.8	0.1	-	0.9	54.7	1.8	0.1	1.9
3/1	696	696	-	-	-	2.6	0.7	-	3.3	17.1	13.7	0.7	14.4
3/2	83	83	-	-	-	1.2	0.6	-	1.8	78.3	2.7	0.6	3.2
4/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 29.5 Total Delay for Signalled Lanes (pcuHr): 14.97 Cycle Time (s): 120
PRC Over All Lanes (%): 29.5 Total Delay Over All Lanes(pcuHr): 14.97

Full Input Data And Results

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

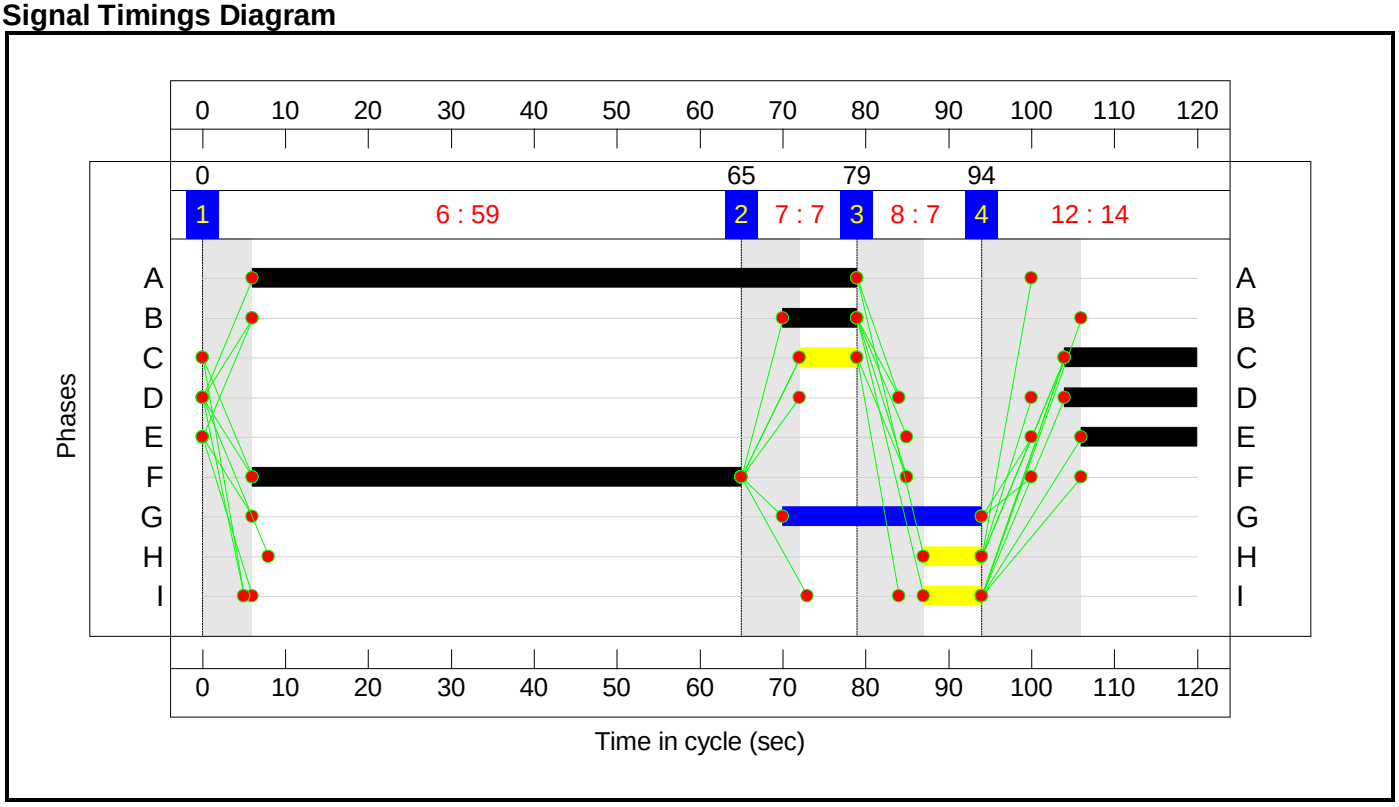
Stage Sequence Diagram



Stage Timings

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

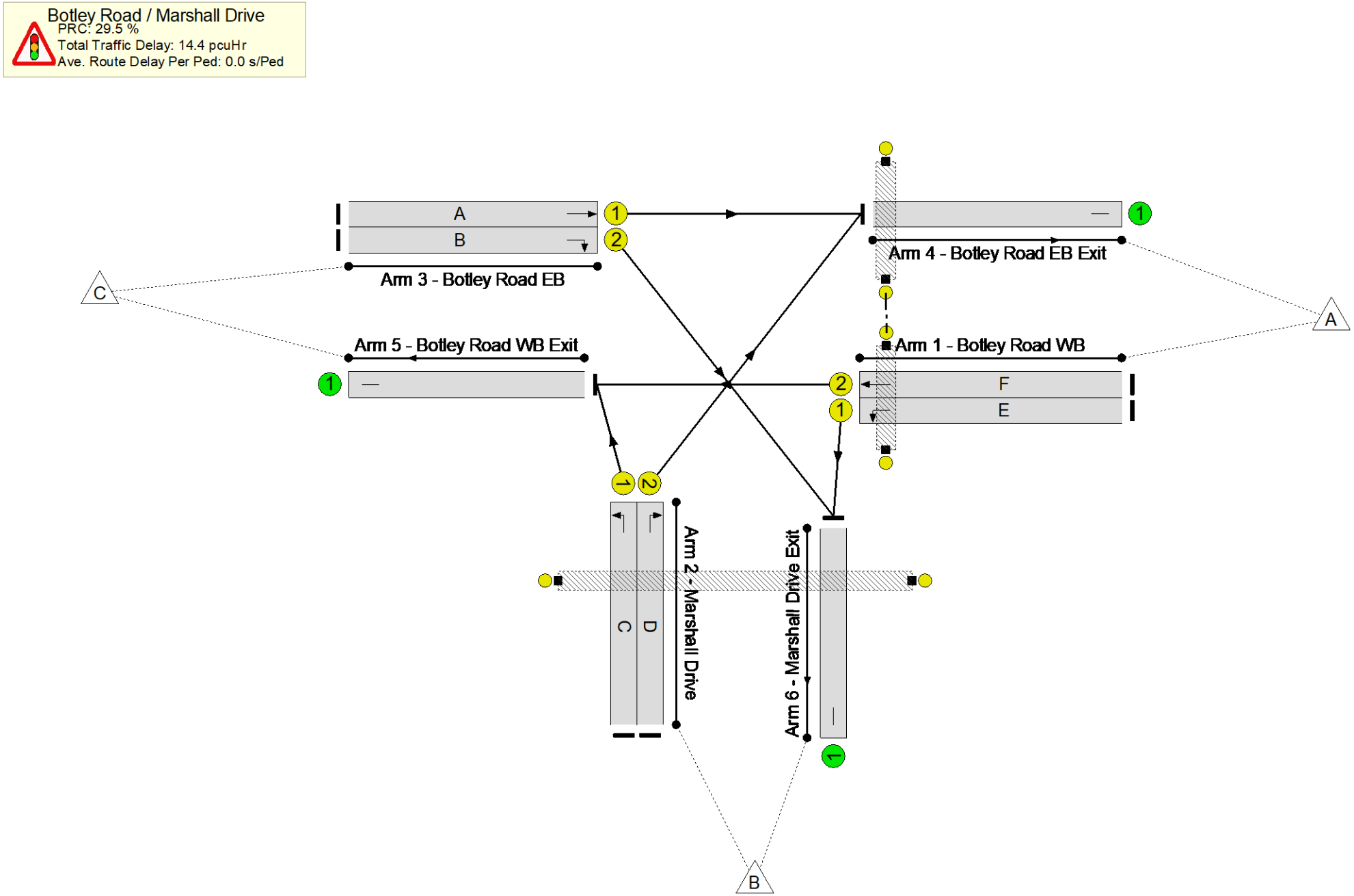
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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

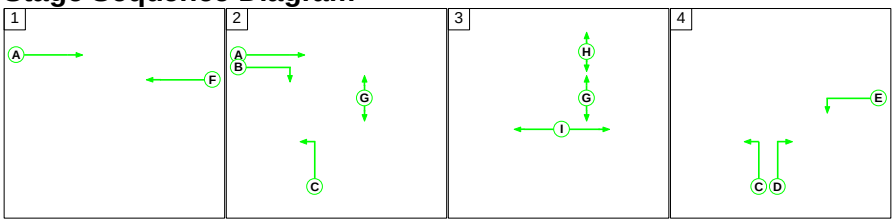
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Marshall Drive / Botley Road	**-**	**-**	**0**	**0**	**0**	**10.9**	**3.5**	**0.0**	**14.4**	**-**	**-**	**-**	**-**
Botley Road / Marshall Drive	**-**	**-**	**0**	**0**	**0**	**10.9**	**3.5**	**0.0**	**14.4**	**-**	**-**	**-**	**-**
1/1	126	126	-	-	-	1.8	1.0	-	2.8	80.1	4.0	1.0	5.0
1/2	723	723	-	-	-	4.6	1.1	-	5.7	28.6	18.3	1.1	19.4
2/1	83	83	-	-	-	0.6	0.2	-	0.7	32.5	1.7	0.2	1.9
2/2	100	100	-	-	-	1.3	0.3	-	1.6	57.9	3.0	0.3	3.3
3/1	470	470	-	-	-	1.5	0.3	-	1.8	14.0	7.8	0.3	8.1
3/2	77	77	-	-	-	1.1	0.5	-	1.6	76.2	2.4	0.5	2.9
4/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 29.5 Total Delay for Signalled Lanes (pcuHr): 14.37 Cycle Time (s): 120
PRC Over All Lanes (%): 29.5 Total Delay Over All Lanes(pcuHr): 14.37

Full Input Data And Results

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

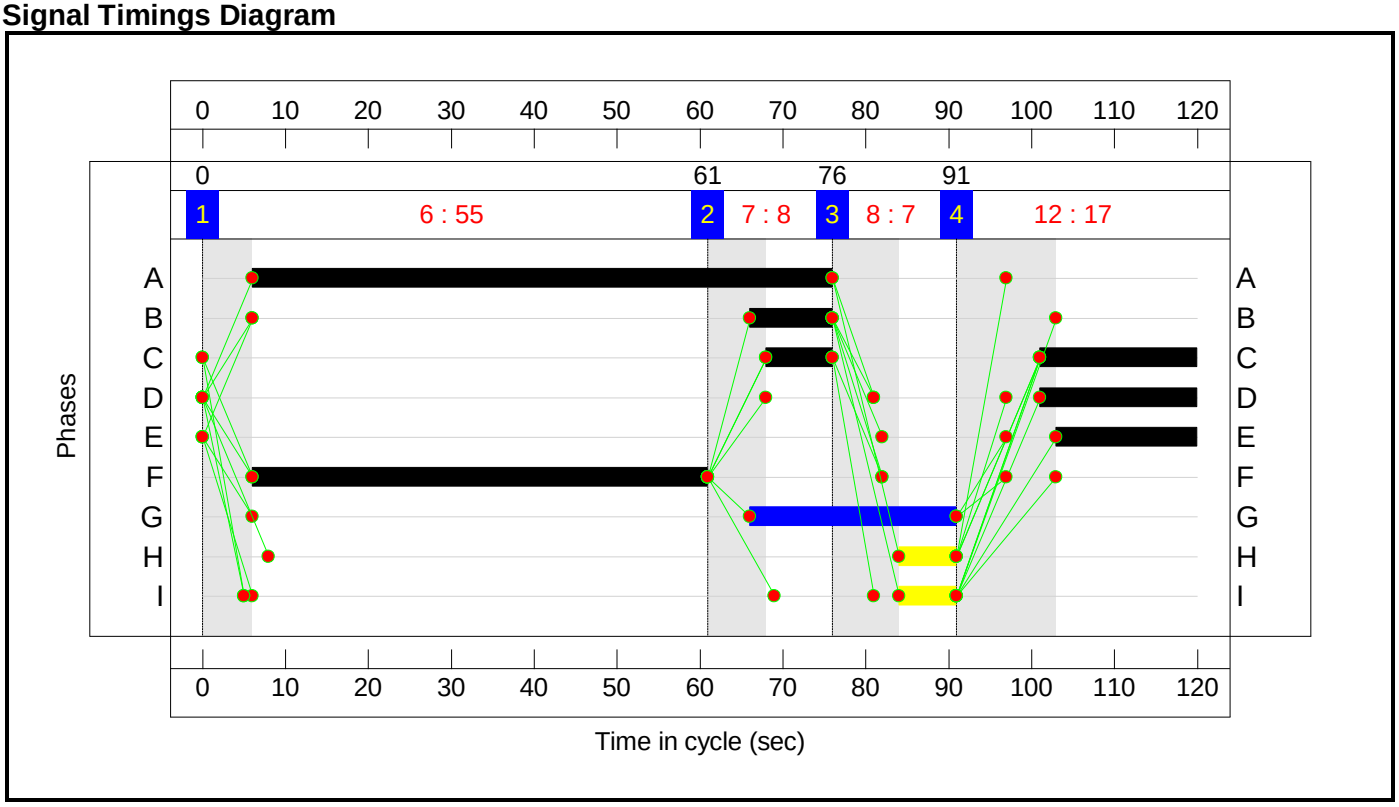
Stage Sequence Diagram



Stage Timings

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

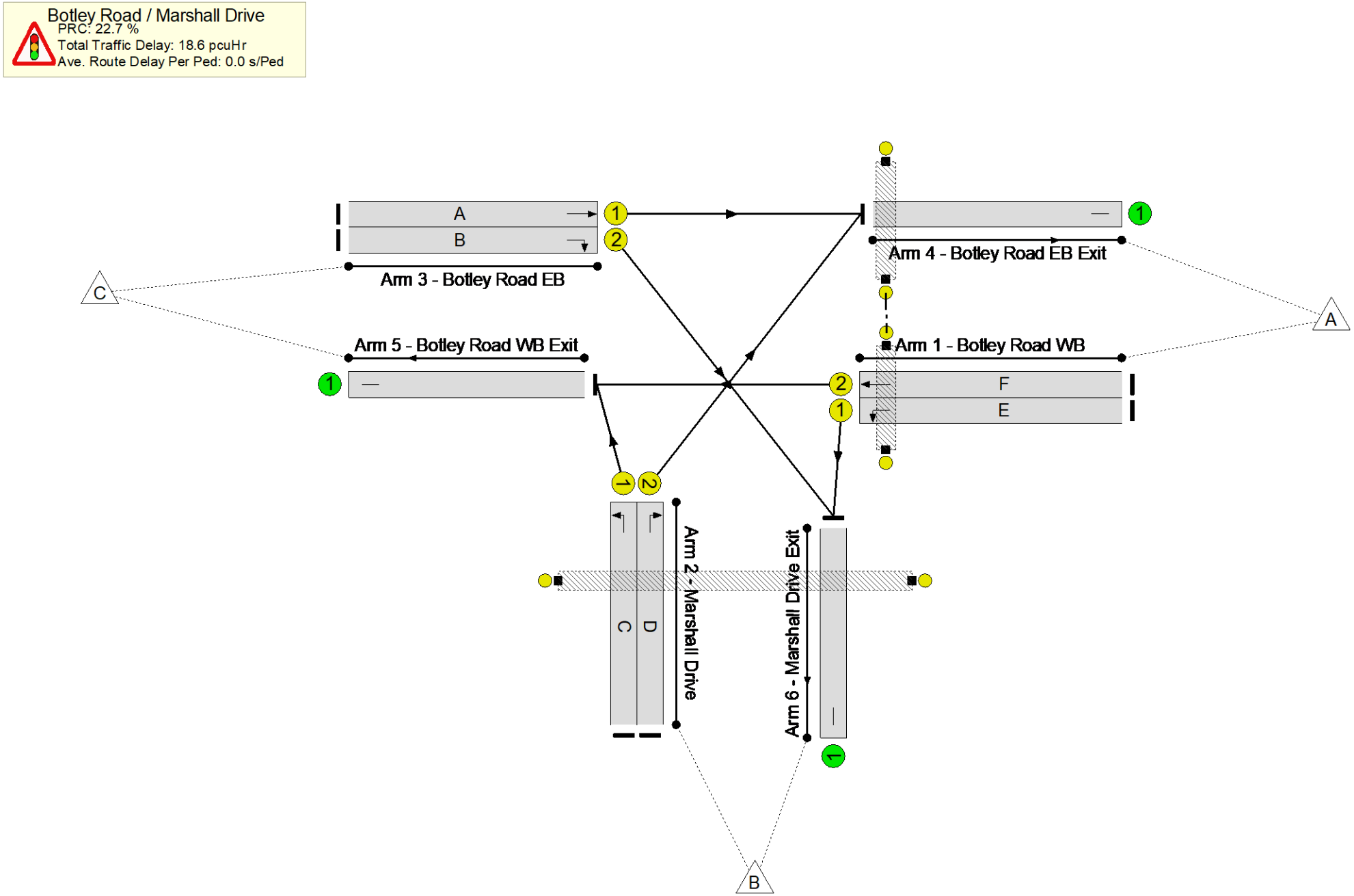
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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

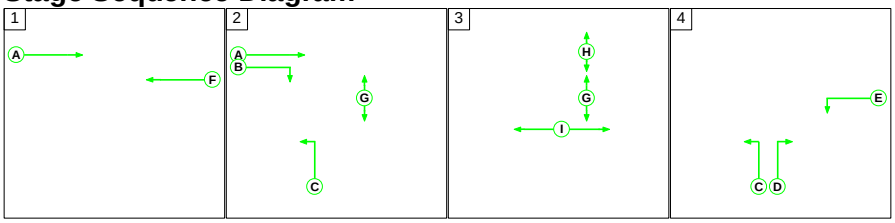
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Marshall Drive / Botley Road	**-**	**-**	**0**	**0**	**0**	**13.9**	**4.7**	**0.0**	**18.6**	**-**	**-**	**-**	**-**
Botley Road / Marshall Drive	**-**	**-**	**0**	**0**	**0**	**13.9**	**4.7**	**0.0**	**18.6**	**-**	**-**	**-**	**-**
1/1	156	156	-	-	-	2.1	1.2	-	3.3	75.2	4.9	1.2	6.1
1/2	712	712	-	-	-	5.1	1.4	-	6.5	32.8	19.2	1.4	20.5
2/1	105	105	-	-	-	0.7	0.2	-	0.9	29.5	2.1	0.2	2.3
2/2	107	107	-	-	-	1.3	0.3	-	1.6	53.2	3.2	0.3	3.4
3/1	696	696	-	-	-	3.0	0.7	-	3.7	19.3	14.5	0.7	15.2
3/2	113	113	-	-	-	1.7	1.0	-	2.7	84.5	3.6	1.0	4.6
4/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 22.7 Total Delay for Signalled Lanes (pcuHr): 18.59 Cycle Time (s): 120
PRC Over All Lanes (%): 22.7 Total Delay Over All Lanes(pcuHr): 18.59

Full Input Data And Results

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

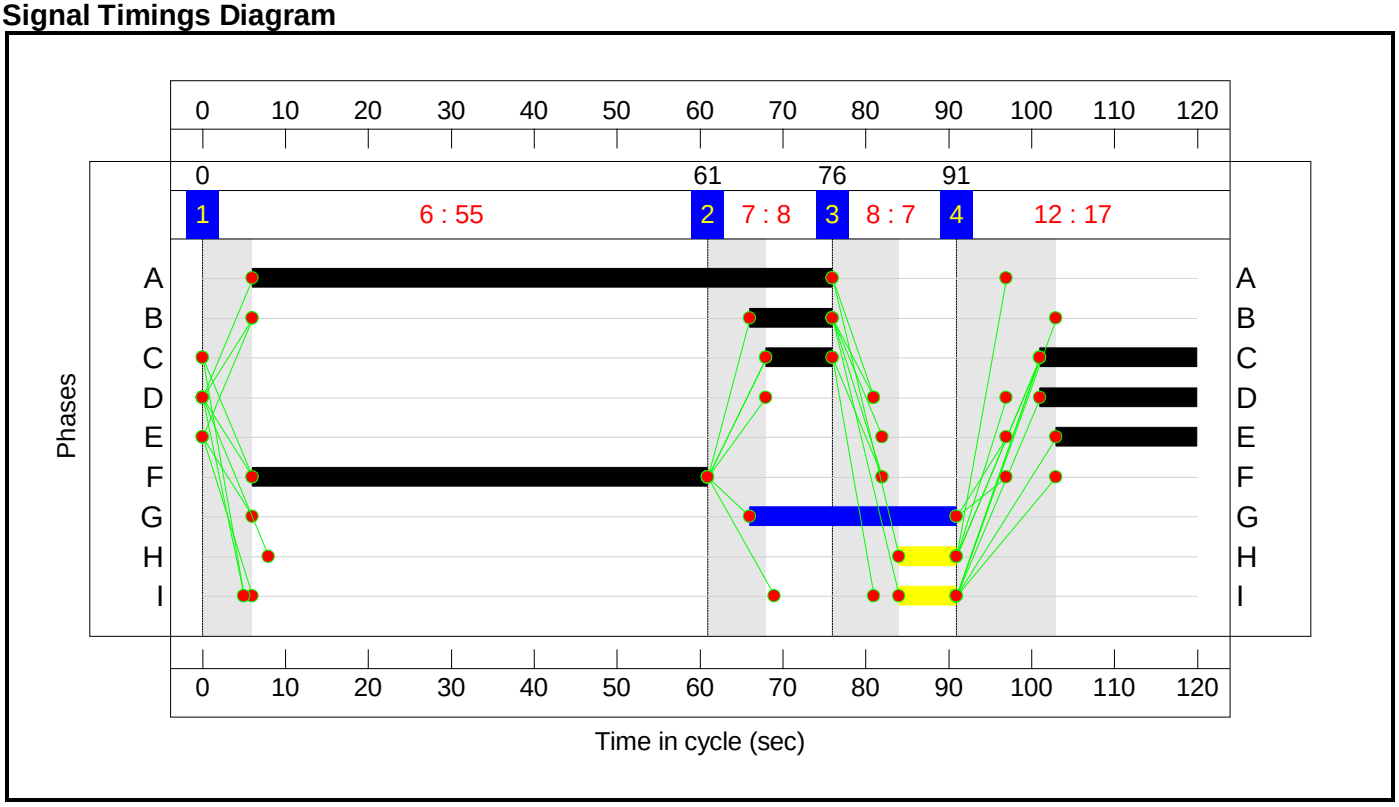
Stage Sequence Diagram



Stage Timings

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

Signal Timings Diagram

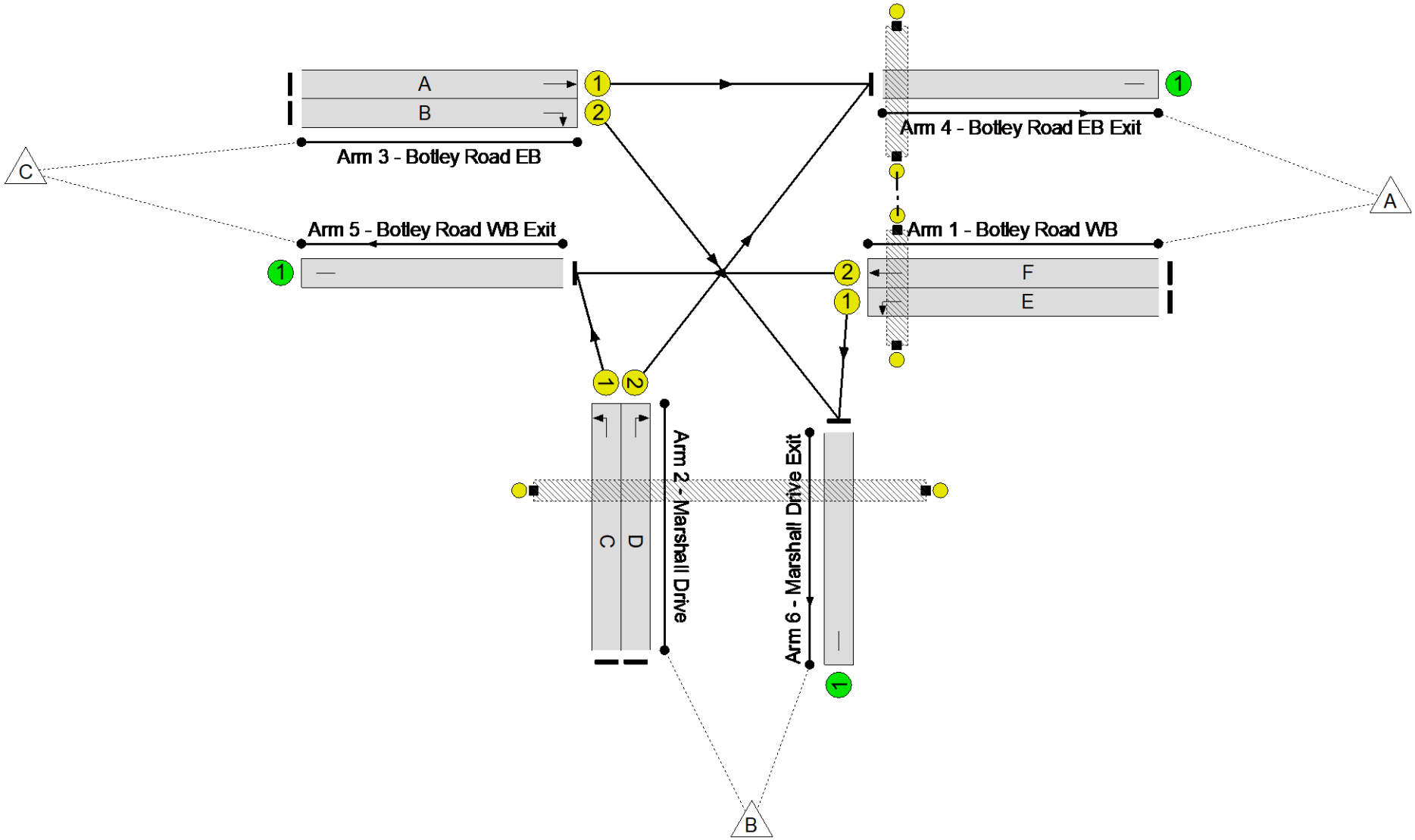


Full Input Data And Results

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

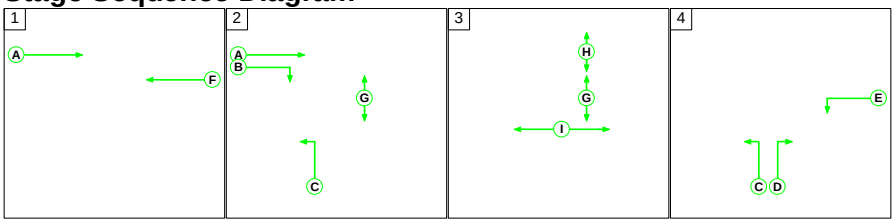
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Marshall Drive / Botley Road	**-**	**-**	**0**	**0**	**0**	**13.3**	**5.0**	**0.0**	**18.3**	**-**	**-**	**-**	**-**
Botley Road / Marshall Drive	**-**	**-**	**0**	**0**	**0**	**13.3**	**5.0**	**0.0**	**18.3**	**-**	**-**	**-**	**-**
1/1	166	166	-	-	-	2.3	1.4	-	3.7	80.0	5.3	1.4	6.7
1/2	723	723	-	-	-	5.3	1.4	-	6.7	33.3	19.7	1.4	21.1
2/1	112	112	-	-	-	0.7	0.2	-	0.9	29.8	2.2	0.2	2.5
2/2	127	127	-	-	-	1.6	0.4	-	1.9	54.8	3.8	0.4	4.1
3/1	470	470	-	-	-	1.7	0.3	-	2.1	15.7	8.4	0.3	8.7
3/2	121	121	-	-	-	1.8	1.2	-	3.0	89.6	3.9	1.2	5.1
4/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 19.8 Total Delay for Signalled Lanes (pcuHr): 18.31 Cycle Time (s): 120
PRC Over All Lanes (%): 19.8 Total Delay Over All Lanes(pcuHr): 18.31

Full Input Data And Results

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

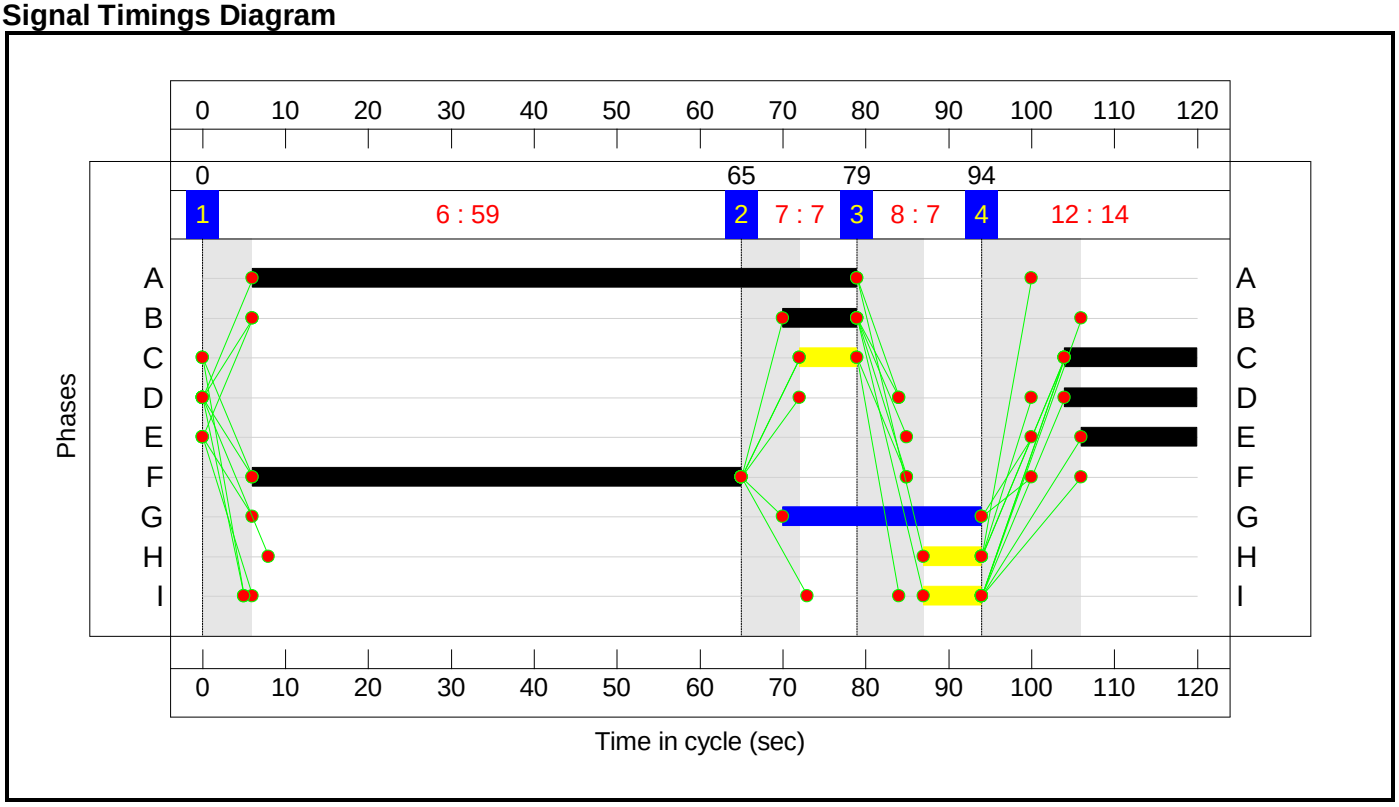
Stage Sequence Diagram



Stage Timings

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

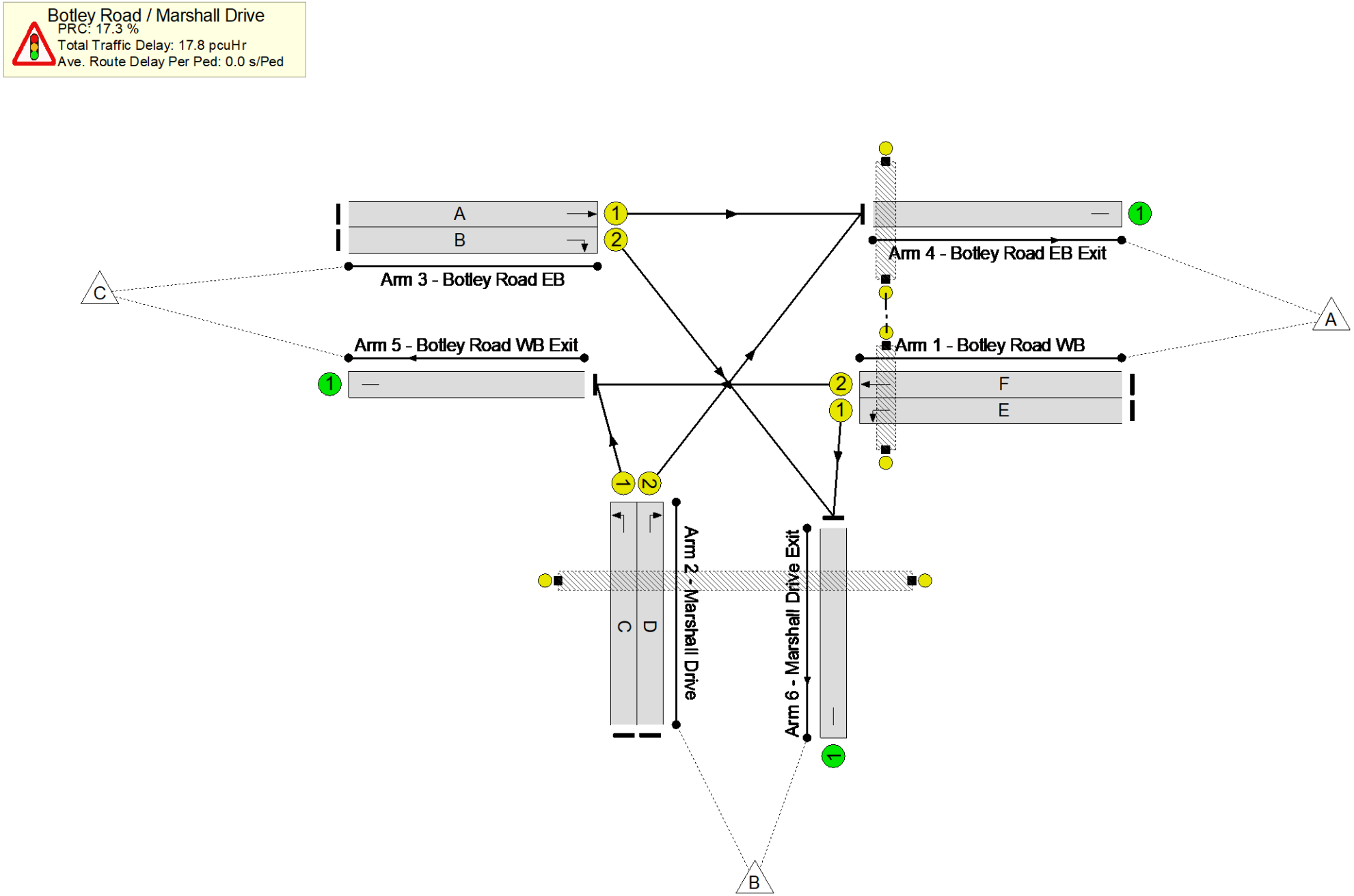
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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

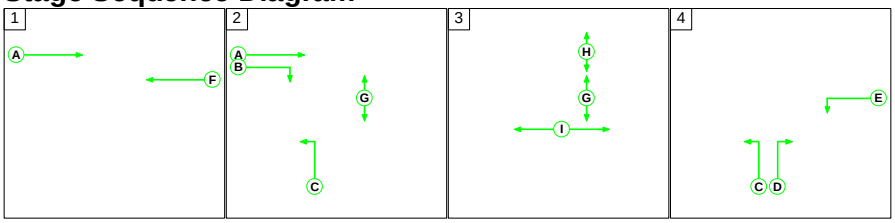
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Marshall Drive / Botley Road	**-**	**-**	**0**	**0**	**0**	**13.0**	**4.9**	**0.0**	**17.8**	**-**	**-**	**-**	**-**
Botley Road / Marshall Drive	**-**	**-**	**0**	**0**	**0**	**13.0**	**4.9**	**0.0**	**17.8**	**-**	**-**	**-**	**-**
1/1	138	138	-	-	-	1.9	1.4	-	3.4	87.5	4.4	1.4	5.8
1/2	798	798	-	-	-	5.4	1.6	-	7.0	31.7	21.5	1.6	23.1
2/1	58	58	-	-	-	0.4	0.1	-	0.5	31.3	1.2	0.1	1.3
2/2	65	65	-	-	-	0.8	0.2	-	1.0	55.0	1.9	0.2	2.1
3/1	767	767	-	-	-	3.1	0.9	-	3.9	18.5	16.0	0.9	16.8
3/2	90	90	-	-	-	1.3	0.7	-	2.0	81.2	2.9	0.7	3.6
4/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 17.3 Total Delay for Signalled Lanes (pcuHr): 17.84 Cycle Time (s): 120
PRC Over All Lanes (%): 17.3 Total Delay Over All Lanes(pcuHr): 17.84

Full Input Data And Results

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

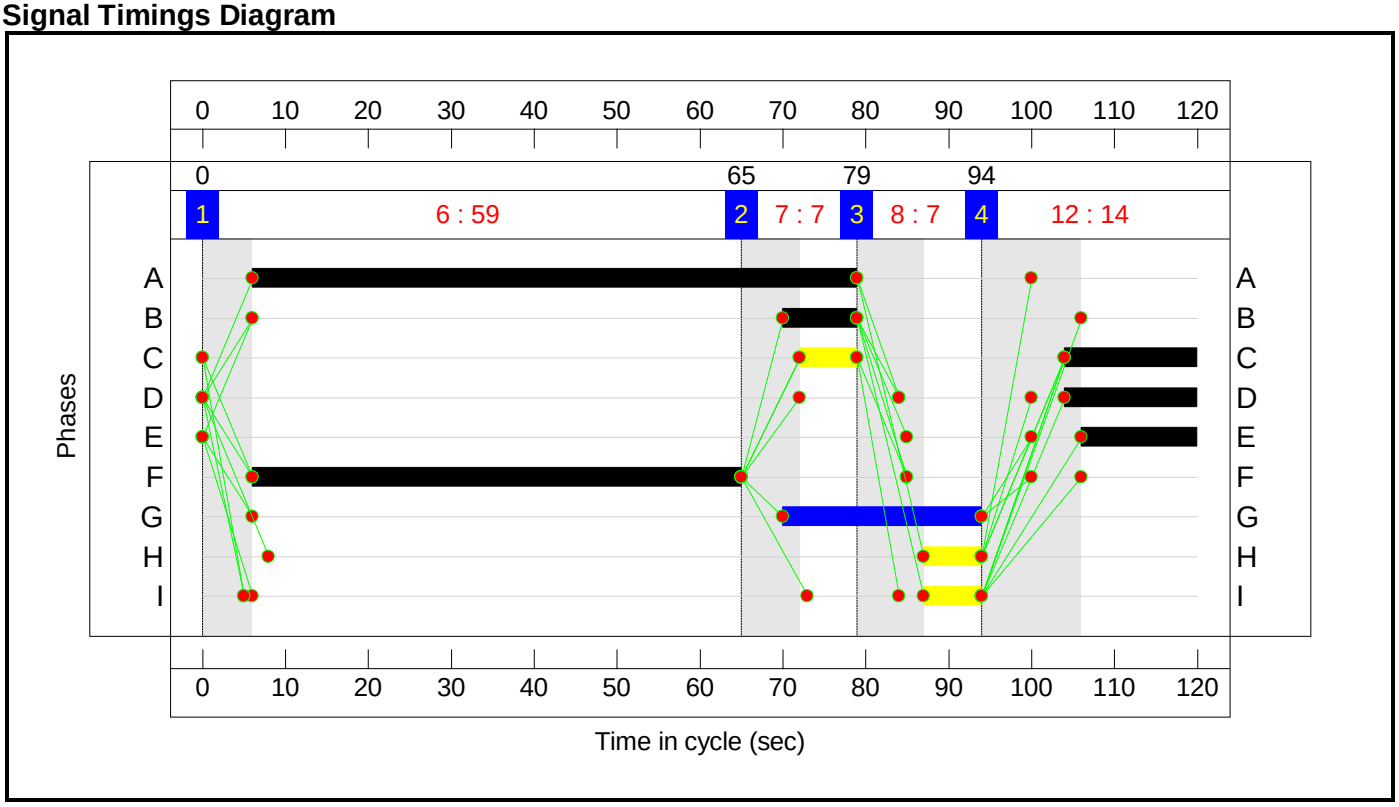
Stage Sequence Diagram



Stage Timings

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

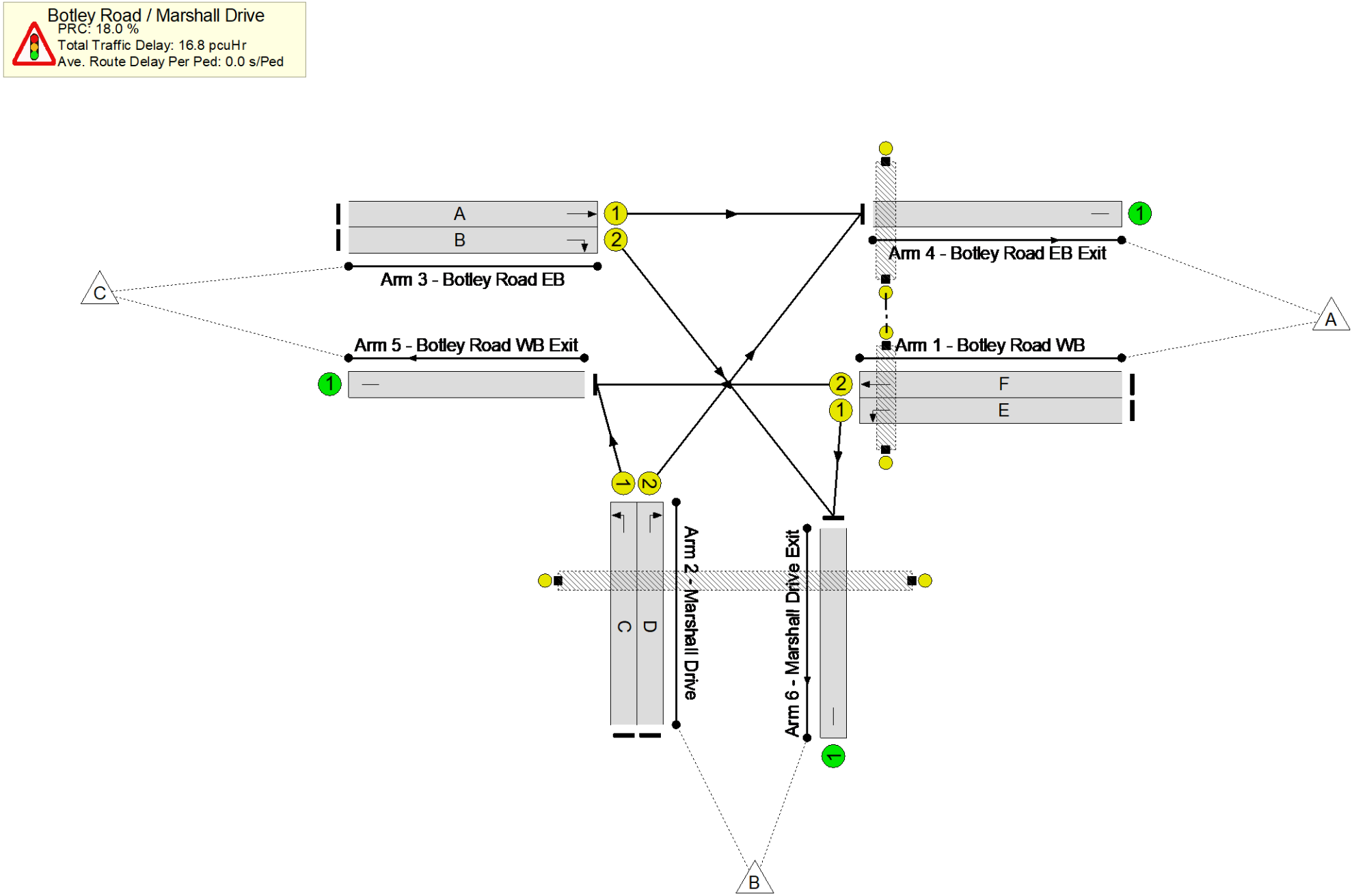
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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

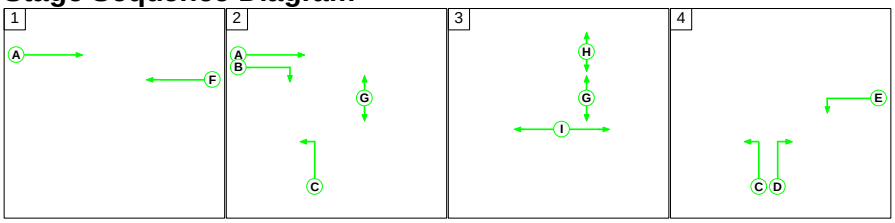
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Marshall Drive / Botley Road	**-**	**-**	**0**	**0**	**0**	**12.3**	**4.5**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
Botley Road / Marshall Drive	**-**	**-**	**0**	**0**	**0**	**12.3**	**4.5**	**0.0**	**16.8**	**-**	**-**	**-**	**-**
1/1	137	137	-	-	-	1.9	1.4	-	3.3	86.7	4.4	1.4	5.7
1/2	793	793	-	-	-	5.3	1.6	-	6.9	31.4	21.1	1.6	22.7
2/1	90	90	-	-	-	0.6	0.2	-	0.8	32.8	1.9	0.2	2.1
2/2	108	108	-	-	-	1.4	0.4	-	1.8	58.7	3.3	0.4	3.6
3/1	525	525	-	-	-	1.8	0.4	-	2.1	14.7	9.0	0.4	9.4
3/2	84	84	-	-	-	1.2	0.6	-	1.8	78.7	2.7	0.6	3.3
4/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 18.0 Total Delay for Signalled Lanes (pcuHr): 16.78 Cycle Time (s): 120
PRC Over All Lanes (%): 18.0 Total Delay Over All Lanes(pcuHr): 16.78

Full Input Data And Results

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

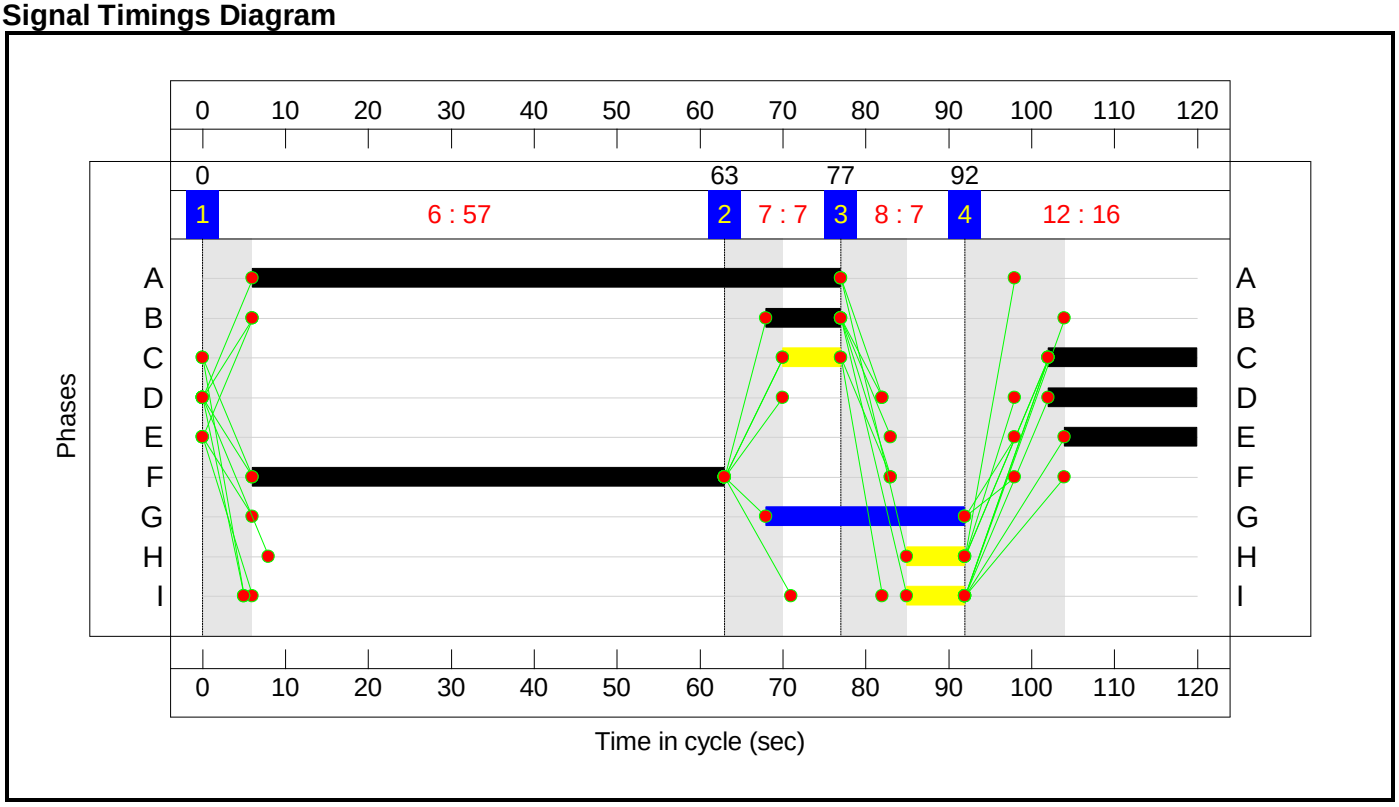
Stage Sequence Diagram



Stage Timings

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

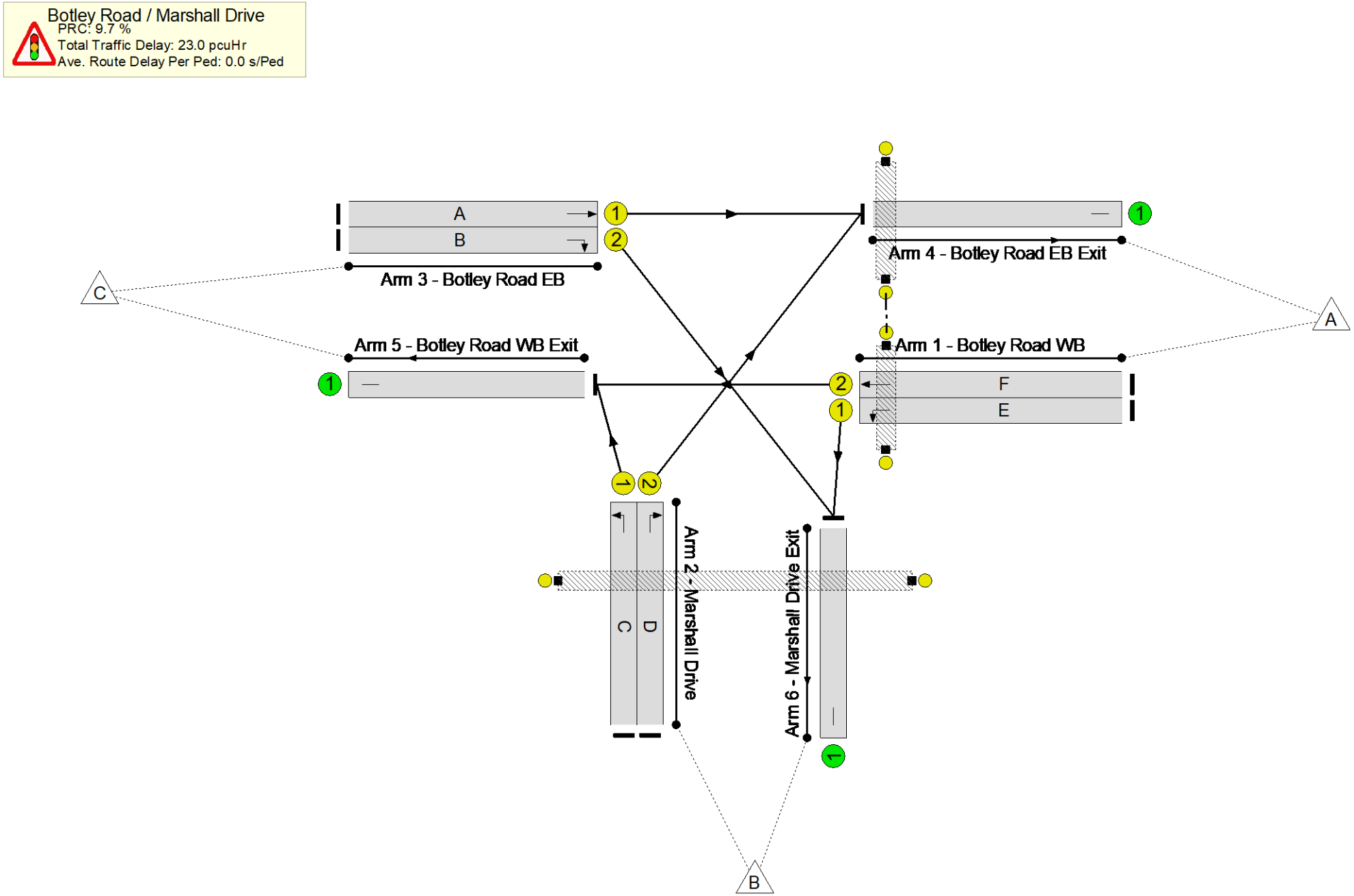
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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

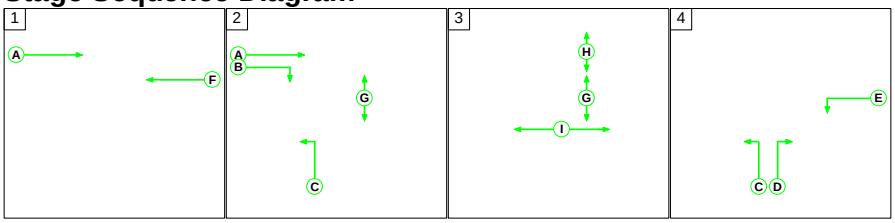
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Marshall Drive / Botley Road	**-**	**-**	**0**	**0**	**0**	**15.8**	**7.2**	**0.0**	**23.0**	**-**	**-**	**-**	**-**
Botley Road / Marshall Drive	**-**	**-**	**0**	**0**	**0**	**15.8**	**7.2**	**0.0**	**23.0**	**-**	**-**	**-**	**-**
1/1	166	166	-	-	-	2.3	1.8	-	4.1	88.7	5.3	1.8	7.1
1/2	825	825	-	-	-	6.1	2.2	-	8.3	36.3	23.4	2.2	25.6
2/1	110	110	-	-	-	0.7	0.2	-	1.0	31.7	2.3	0.2	2.5
2/2	112	112	-	-	-	1.4	0.3	-	1.7	55.3	3.3	0.3	3.6
3/1	780	780	-	-	-	3.4	1.0	-	4.4	20.4	17.1	1.0	18.1
3/2	120	120	-	-	-	1.8	1.7	-	3.5	104.2	3.9	1.7	5.6
4/1	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 9.7 Total Delay for Signalled Lanes (pcuHr): 22.99 Cycle Time (s): 120
PRC Over All Lanes (%): 9.7 Total Delay Over All Lanes(pcuHr): 22.99

Full Input Data And Results

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

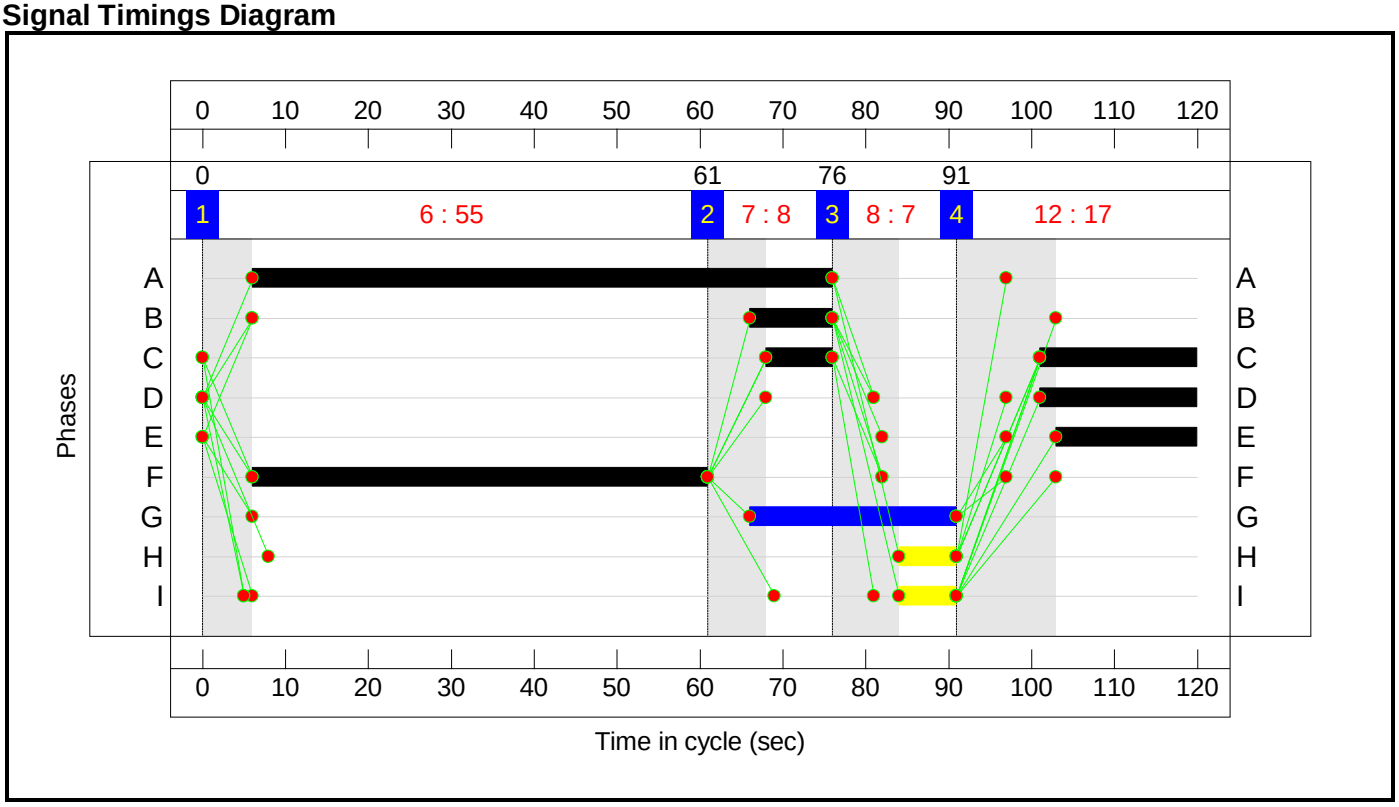
Stage Sequence Diagram



Stage Timings

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

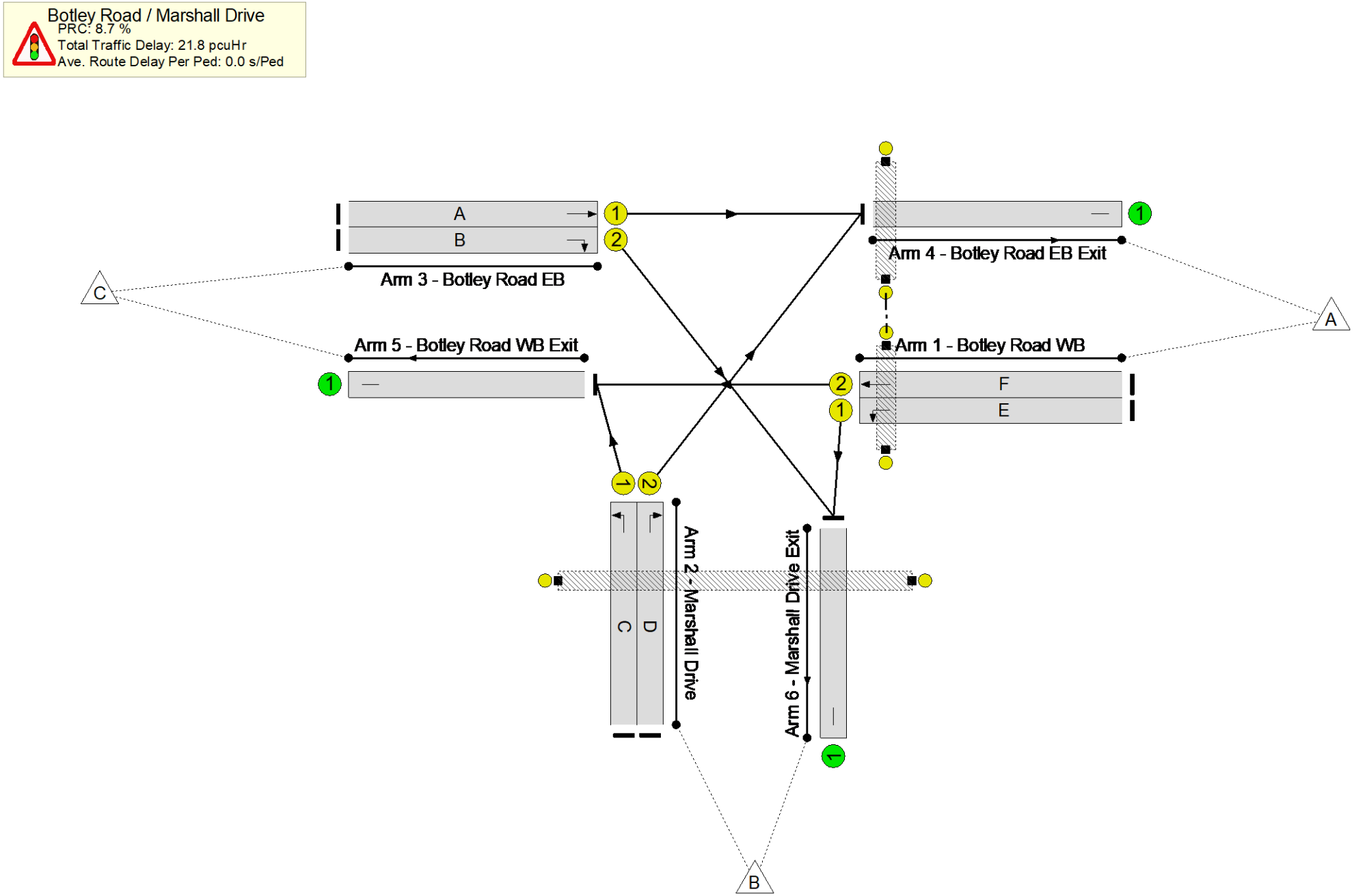
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Marshall Drive / Botley Road	**-**	**-**	**0**	**0**	**0**	**15.0**	**6.8**	**0.0**	**21.8**	**-**	**-**	**-**	**-**
Botley Road / Marshall Drive	**-**	**-**	**0**	**0**	**0**	**15.0**	**6.8**	**0.0**	**21.8**	**-**	**-**	**-**	**-**
1/1	177	177	-	-	-	2.4	1.9	-	4.3	87.0	5.7	1.9	7.5
1/2	804	804	-	-	-	6.2	2.3	-	8.6	38.3	23.2	2.3	25.6
2/1	119	119	-	-	-	0.8	0.2	-	1.0	30.2	2.4	0.2	2.6
2/2	135	135	-	-	-	1.7	0.4	-	2.1	55.4	4.0	0.4	4.4
3/1	541	541	-	-	-	2.1	0.4	-	2.5	16.7	10.1	0.4	10.5
3/2	128	128	-	-	-	1.9	1.5	-	3.4	95.3	4.2	1.5	5.7
4/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 8.7 Total Delay for Signalled Lanes (pcuHr): 21.81 Cycle Time (s): 120
PRC Over All Lanes (%): 8.7 Total Delay Over All Lanes(pcuHr): 21.81

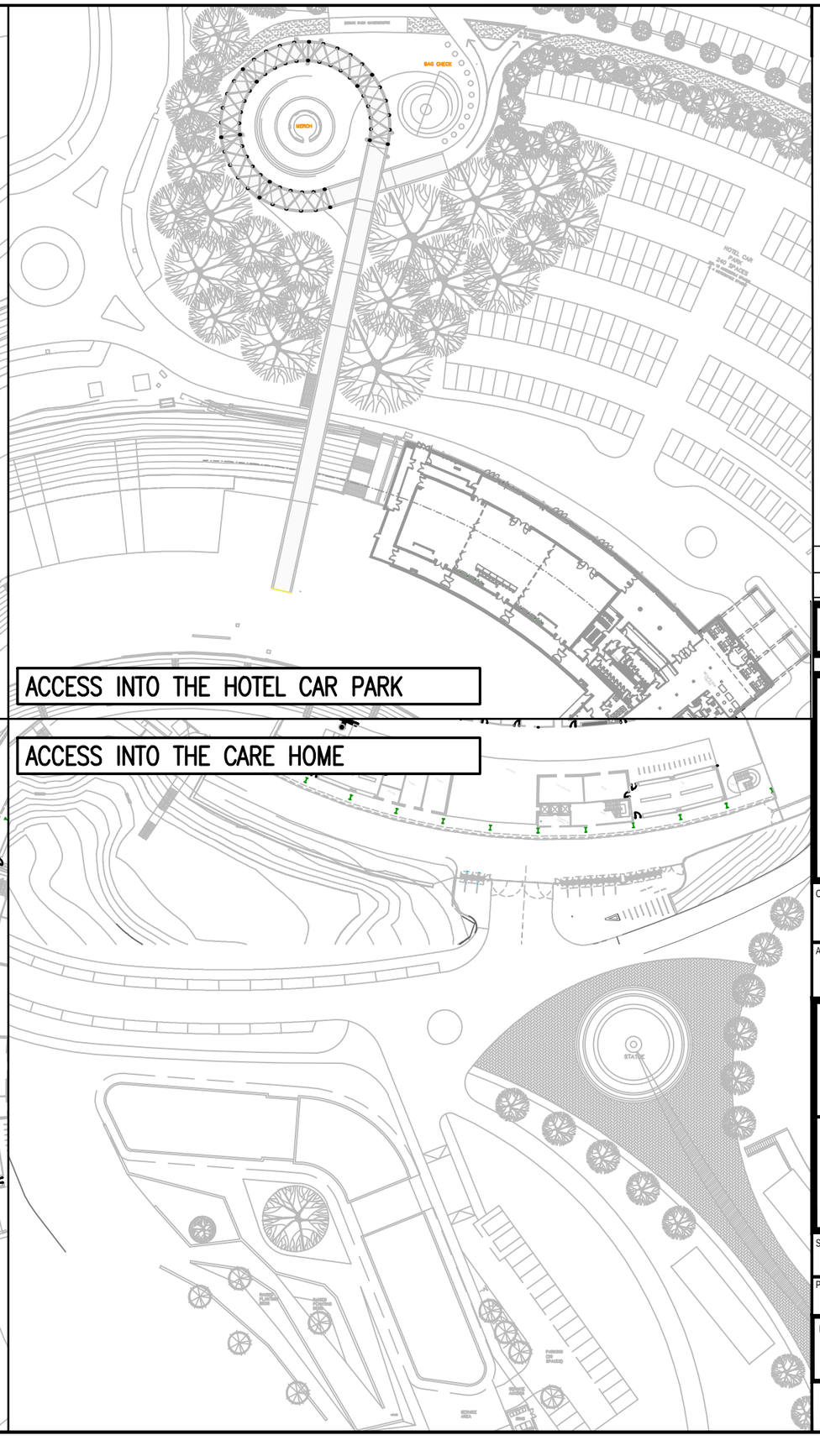
Appendix F

DRAWINGS

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T+ 44 (0) 2380 101 700
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CLIENT:
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PROJECT:
AGEAS BOWL MASTERPLAN

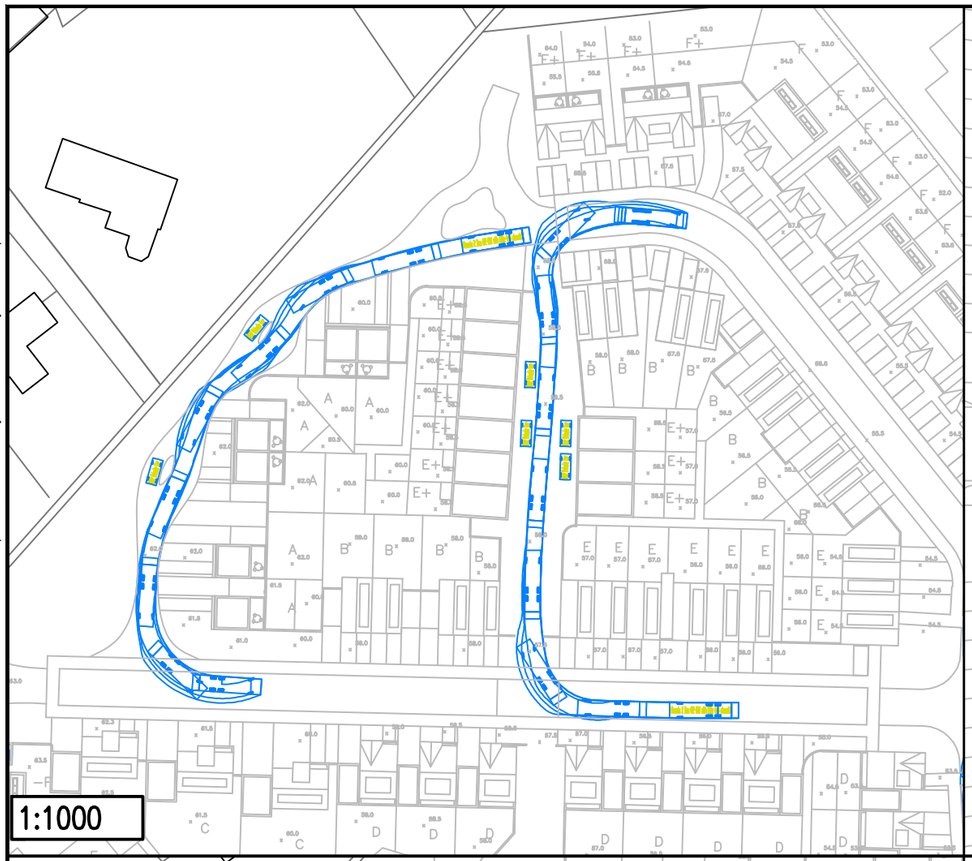
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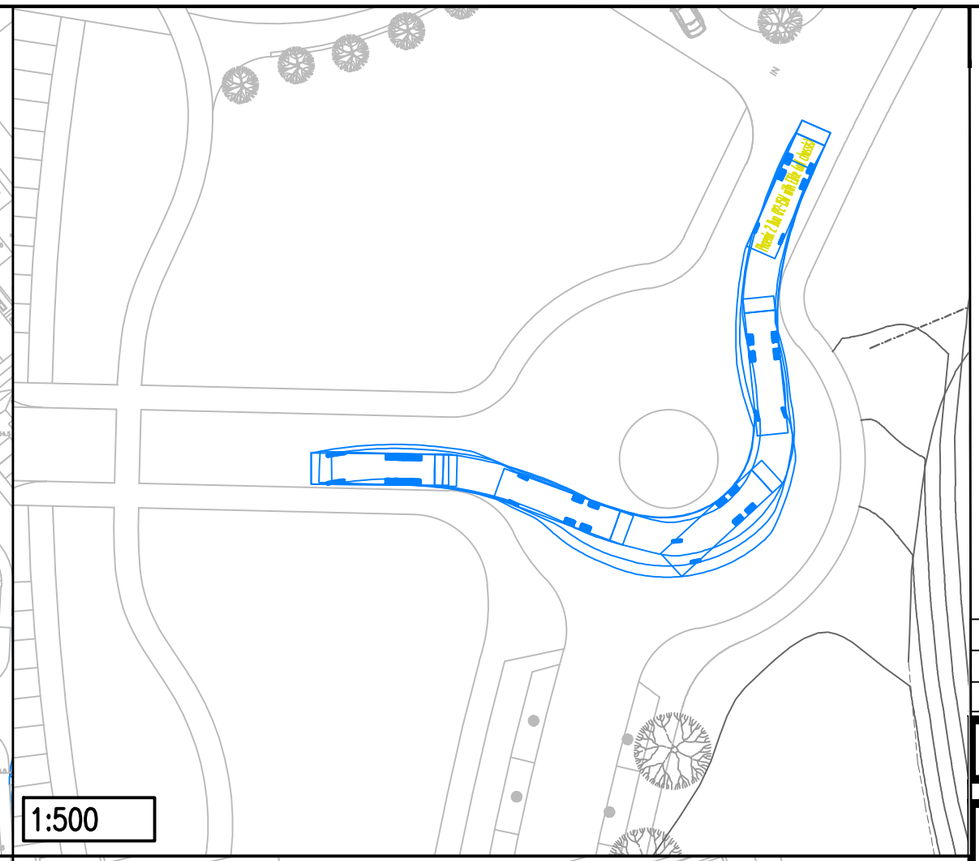
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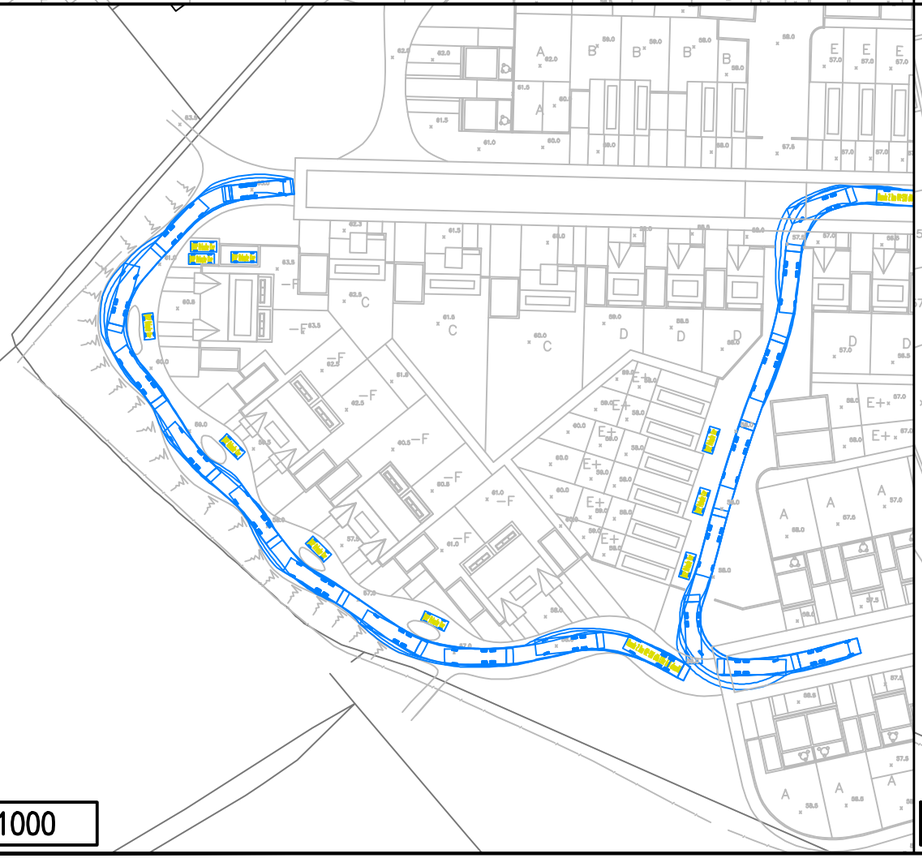
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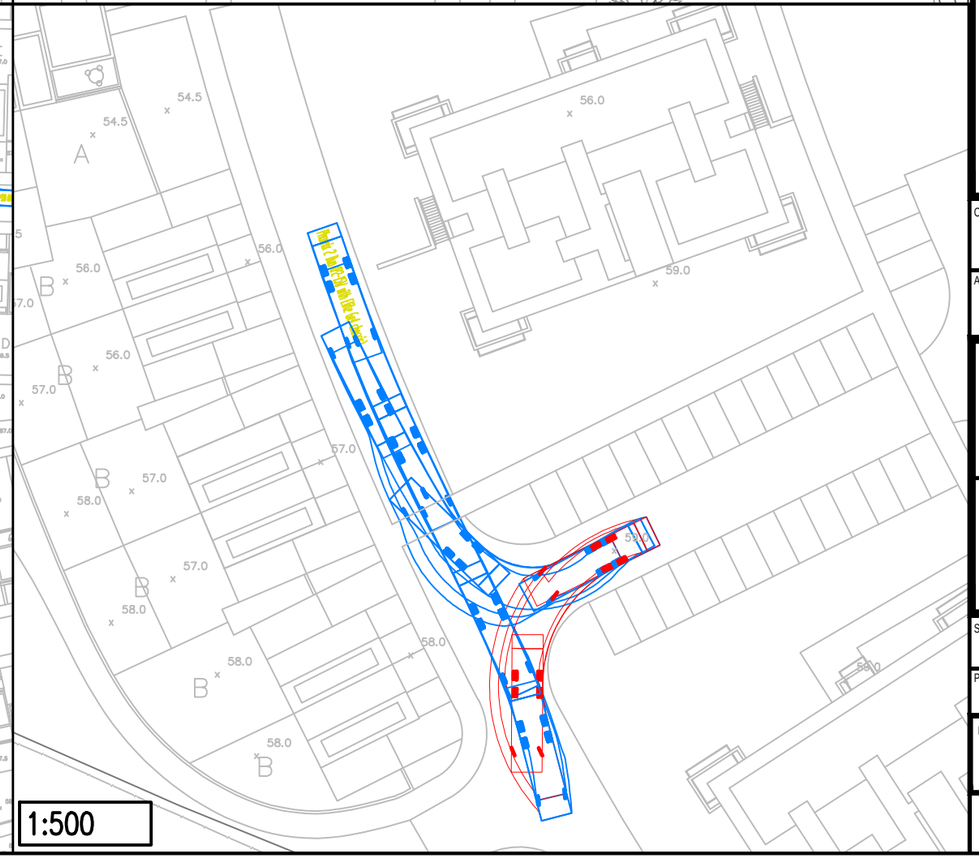
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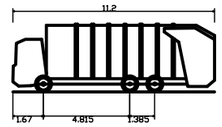








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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

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

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T+ 44 (0) 2380 101 700
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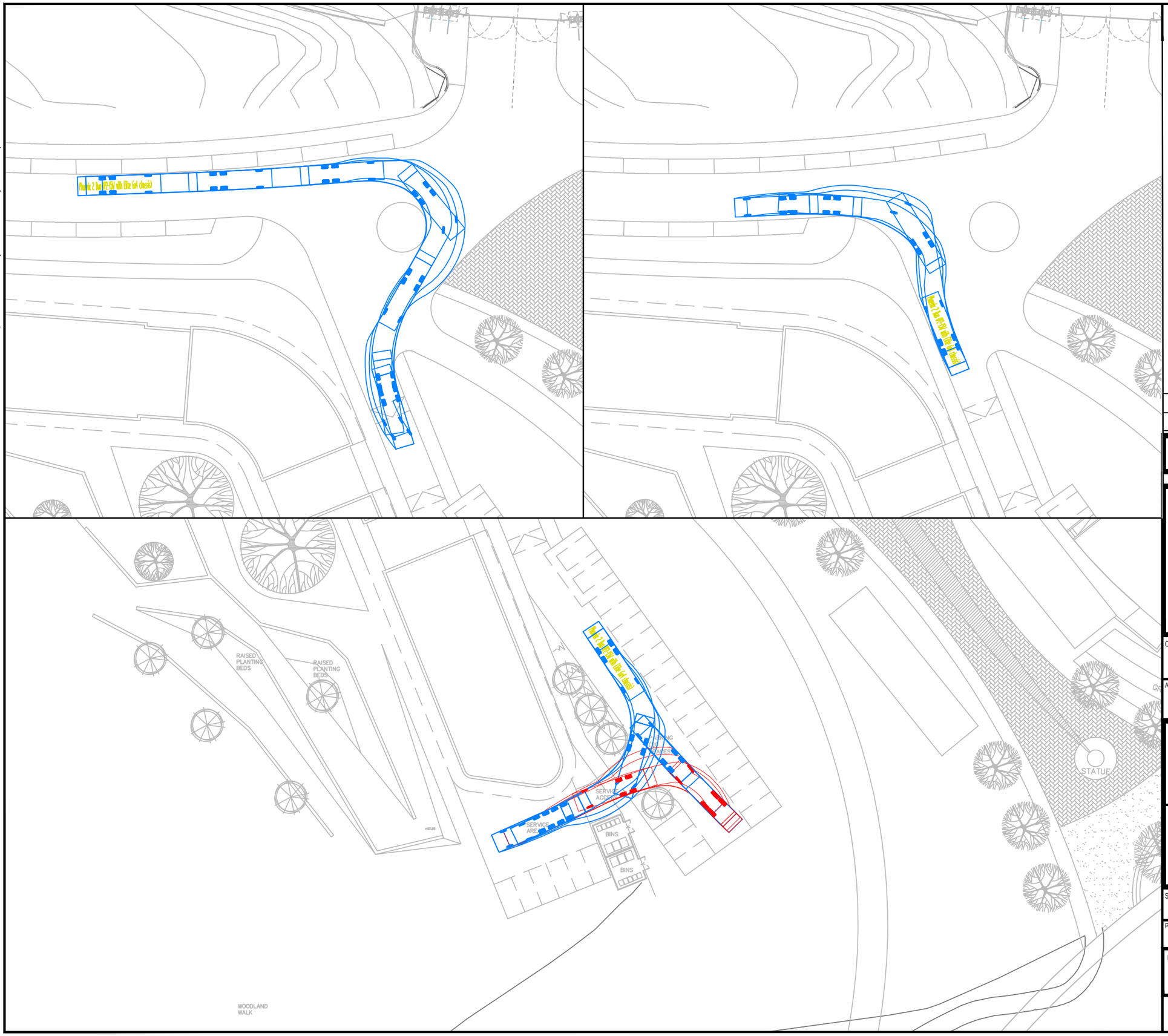
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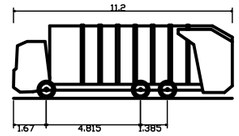
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Overall Body Height	3.751m
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Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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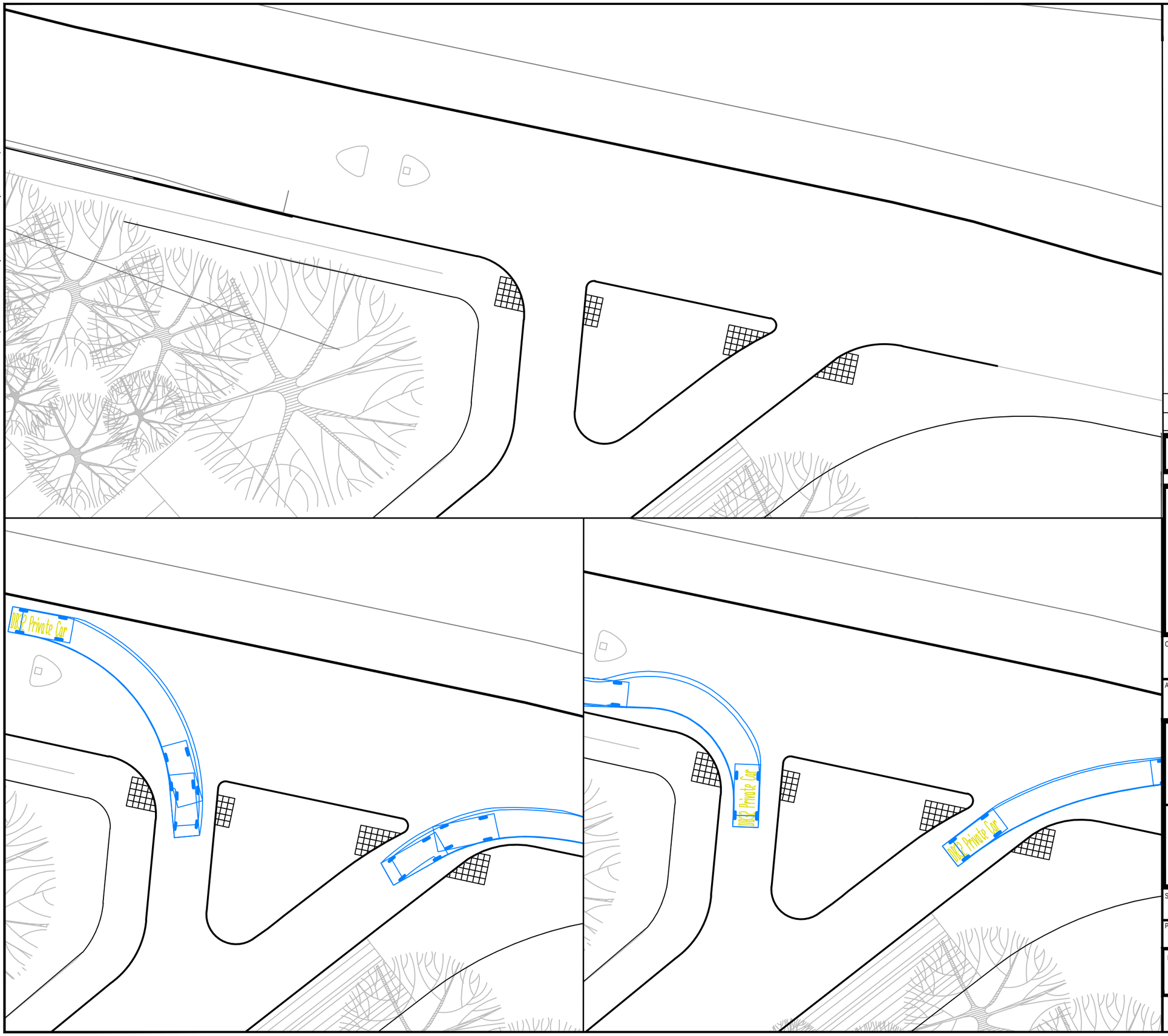
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ACCESS AND EGRESS FROM THE EVENT DAY CAR PARK

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Appendix G

RESIDENTIAL TRAVEL PLAN

Public

Land and Development Advisory Ltd

AGEAS BOWL MASTERPLAN

Residential Travel Plan



3579-RTP-001
MAY 2022

PUBLIC

Land and Development Advisory Ltd

AGEAS BOWL MASTERPLAN

Residential Travel Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70073579

OUR REF. NO. 3579-RTP-001

DATE: MAY 2022

WSP

Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

Phone: +44 238 030 2529

Fax: +44 238 030 2001

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Frist Issue			
Date	26/05/22			
Prepared by	Milly Bagshaw Stacey Gander			
Signature				
Checked by	Phil Moss			
Signature				
Authorised by	Chris Williams			
Signature				
Project number	70073579			
Report number	3579-RTP-001			
File reference	\\uk.wspgroup.com\central data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\05 Reports\Travel Plan\Residential Travel Plan.docx			

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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.

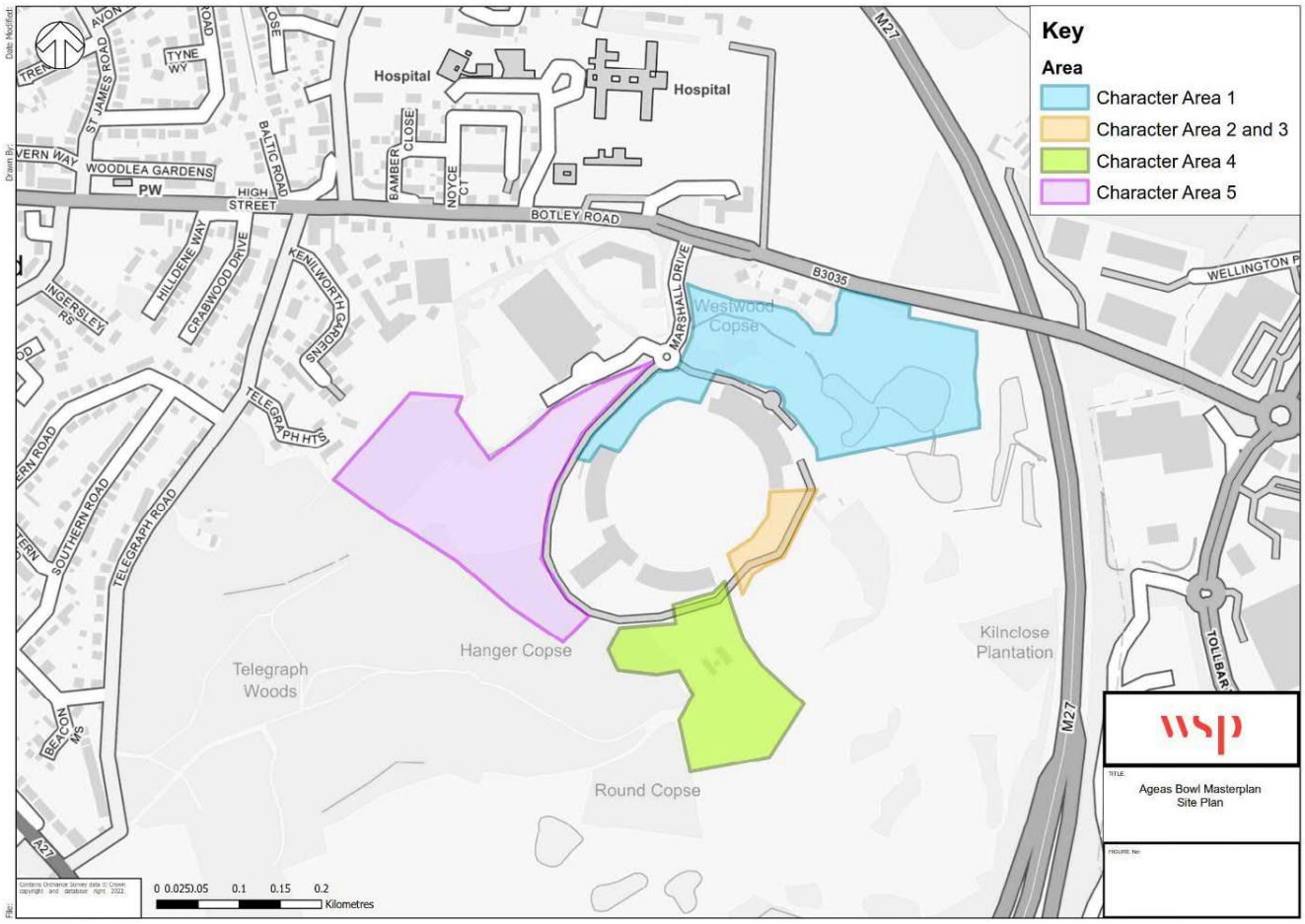
2.2 DEVELOPMENT PROPOSALS

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



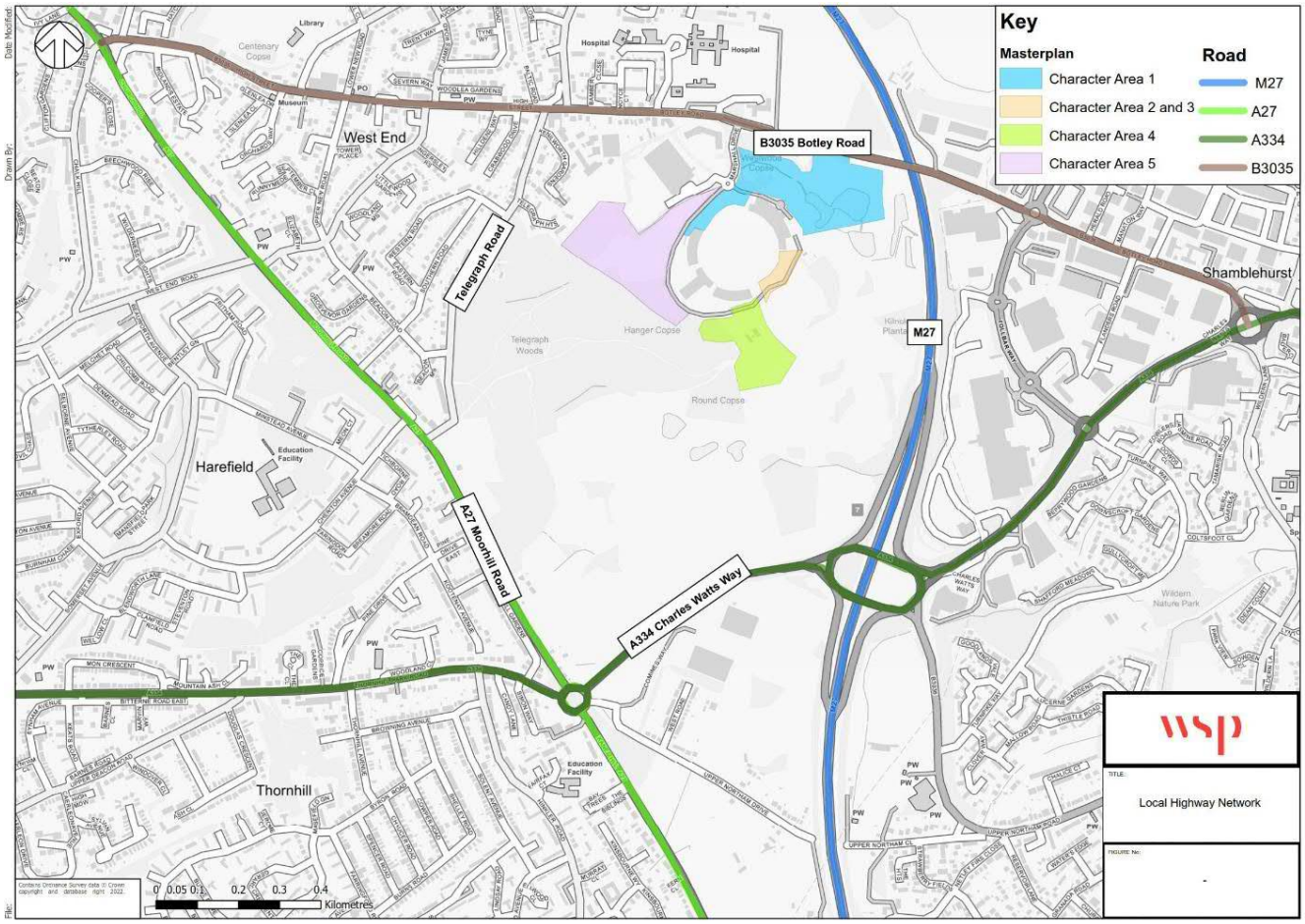
2.3 LOCAL HIGHWAY NETWORK

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.

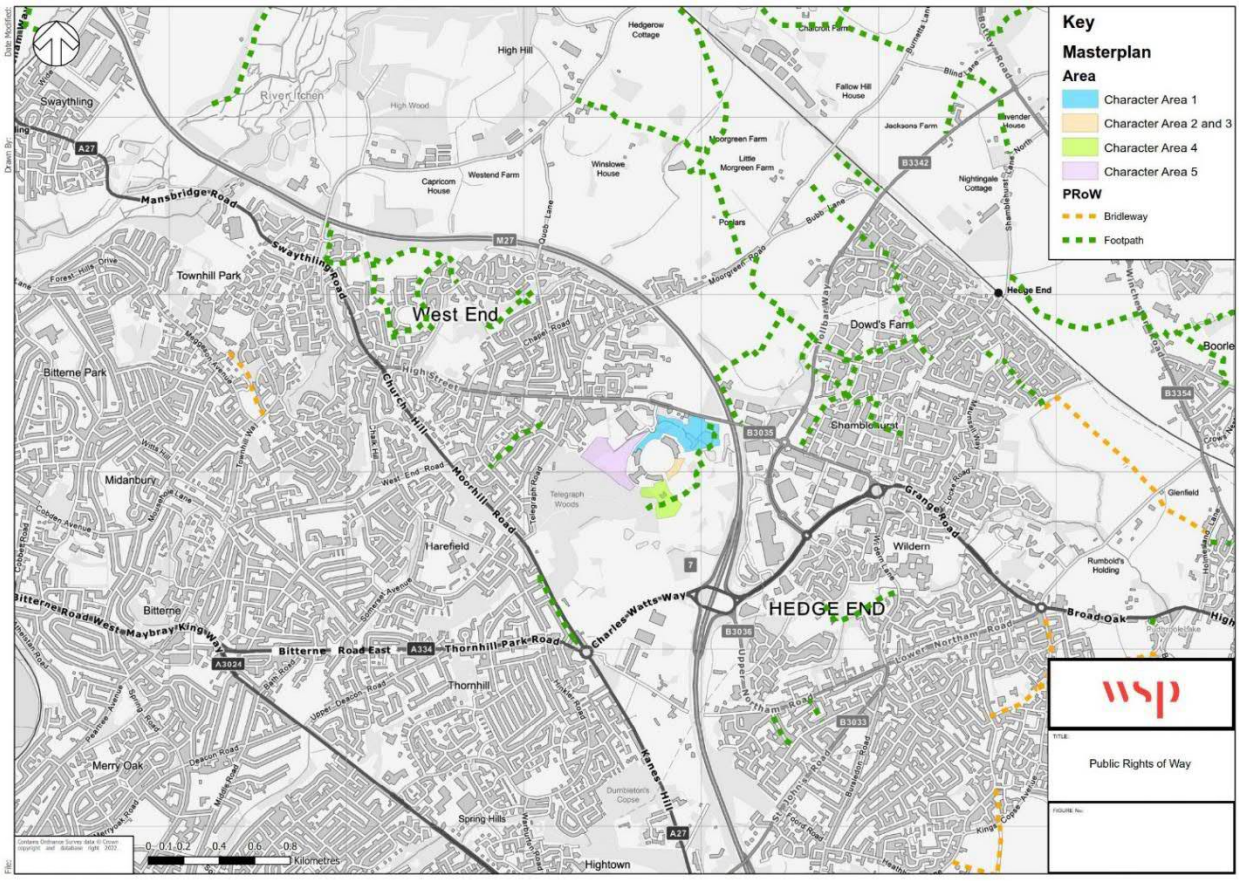
2.4.2. On B3035 Botley Road, a footway 2m in width is provided on the southern side of the carriageway whilst a 2-3m wide shared cycle/footway is provided on the northern side of the carriageway, accessible via a Toucan crossing at the B3035 Botley Road / Marshall Drive junction. Local amenities in West 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

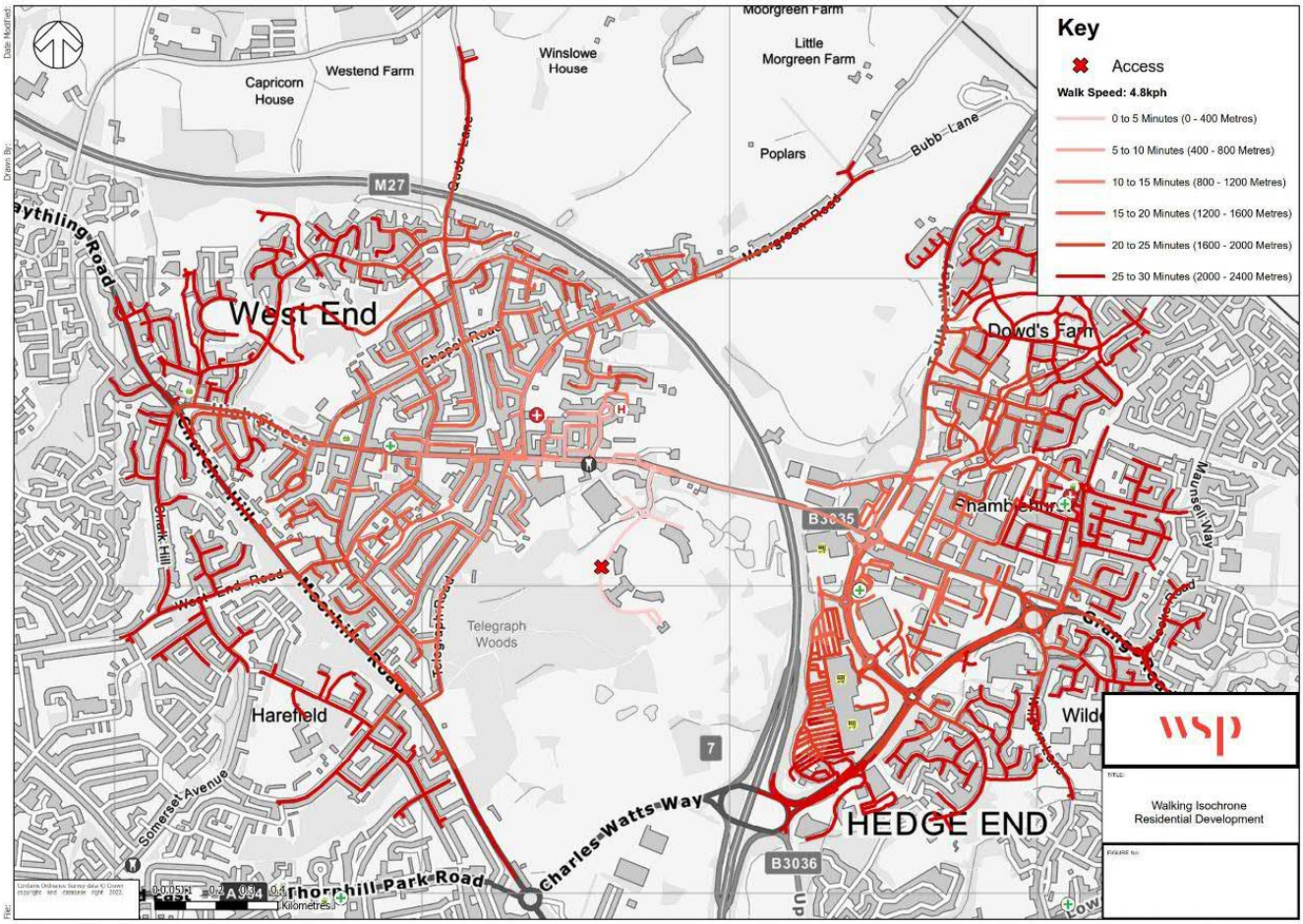
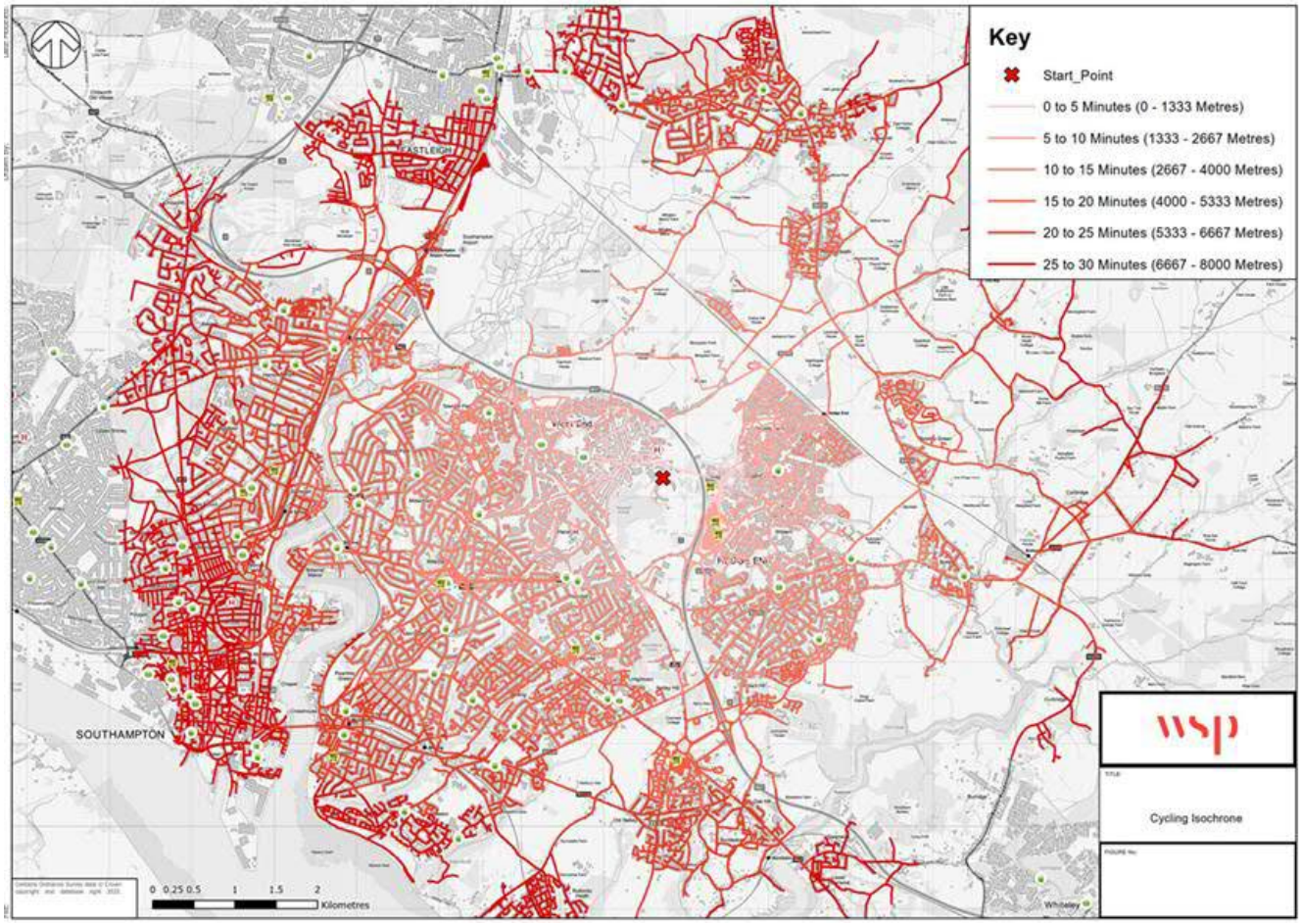


Figure 2-5 - Cycling Isochrone



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

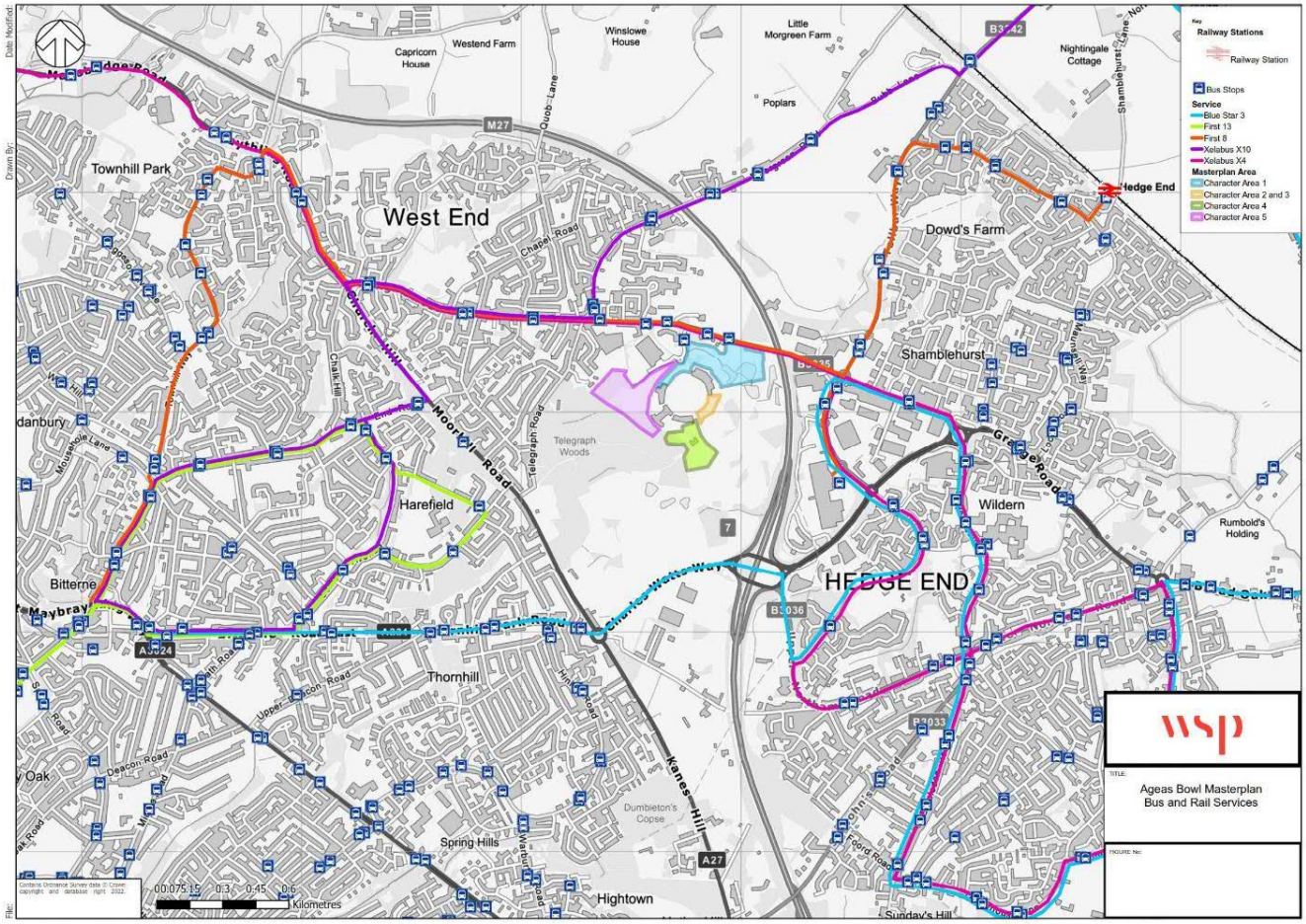
The closest train station is Hedge End, which 2.6km to the north east of the site. Hedge End station is a small station with two platforms, operated by South Western Railway. Table 2-3 summarises the train service from Hedge End Station.

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	-

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 Park 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.



Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

wsp.com

PUBLIC

Appendix H

WORKPLACE TRAVEL PLAN

Public

Land and Development Advisory

AGEAS BOWL MASTERPLAN

Framework Workplace Travel Plan



3579-WTP-001
MAY 2022

PUBLIC

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

WSP

Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

Phone: +44 238 030 2529

Fax: +44 238 030 2001

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Frist Issue			
Date	26/05/22			
Prepared by	Milly Bagshaw Stacey Gander			
Signature				
Checked by	Phil Moss			
Signature				
Authorised by	Chris Williams			
Signature				
Project number	70073579			
Report number	3579-WTP-001			
File reference	\\uk.wspgroup.com\central data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\05 Reports\Travel Plan\Workplace Travel Plan.docx			

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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.

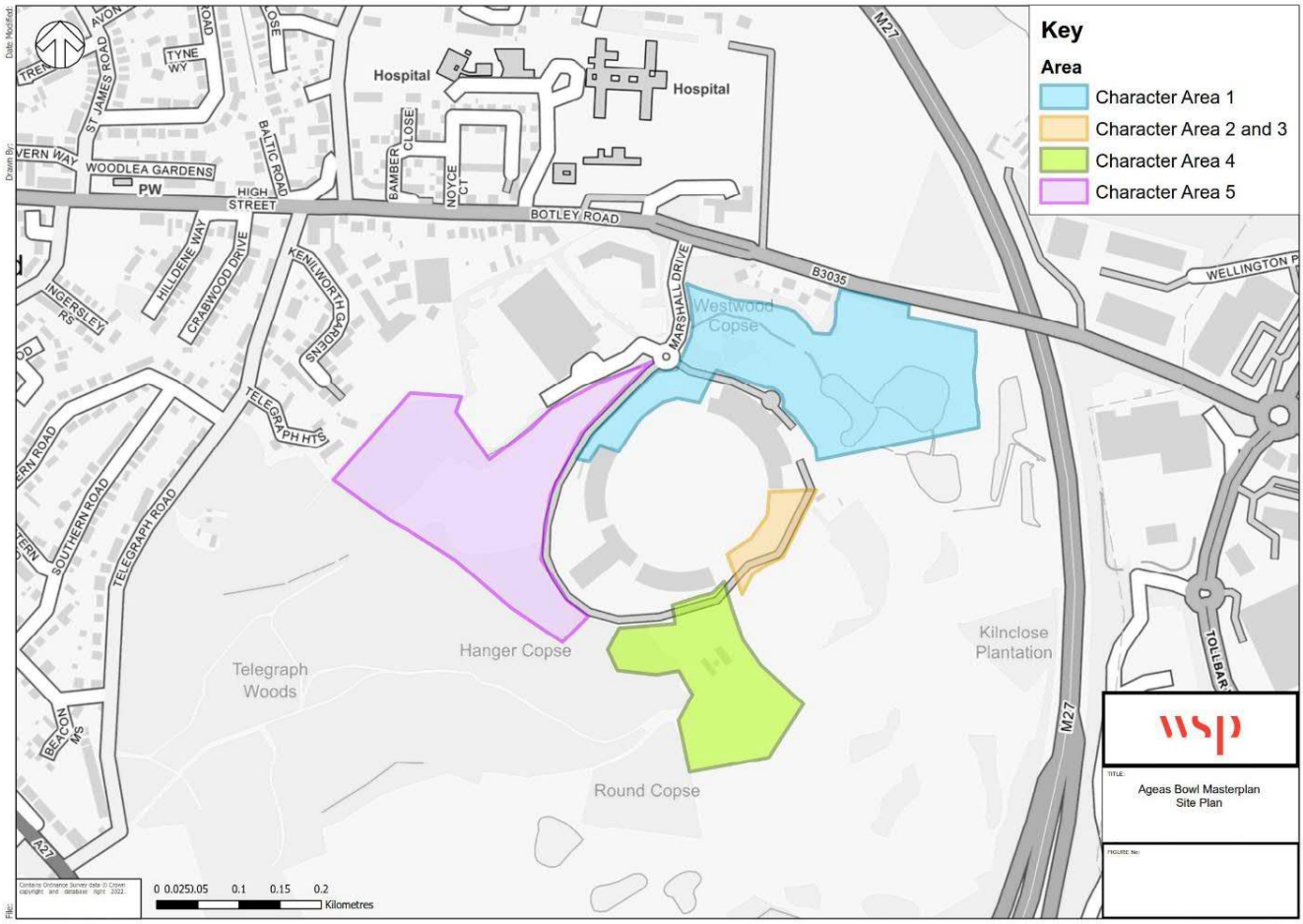
2.2 DEVELOPMENT PROPOSALS

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



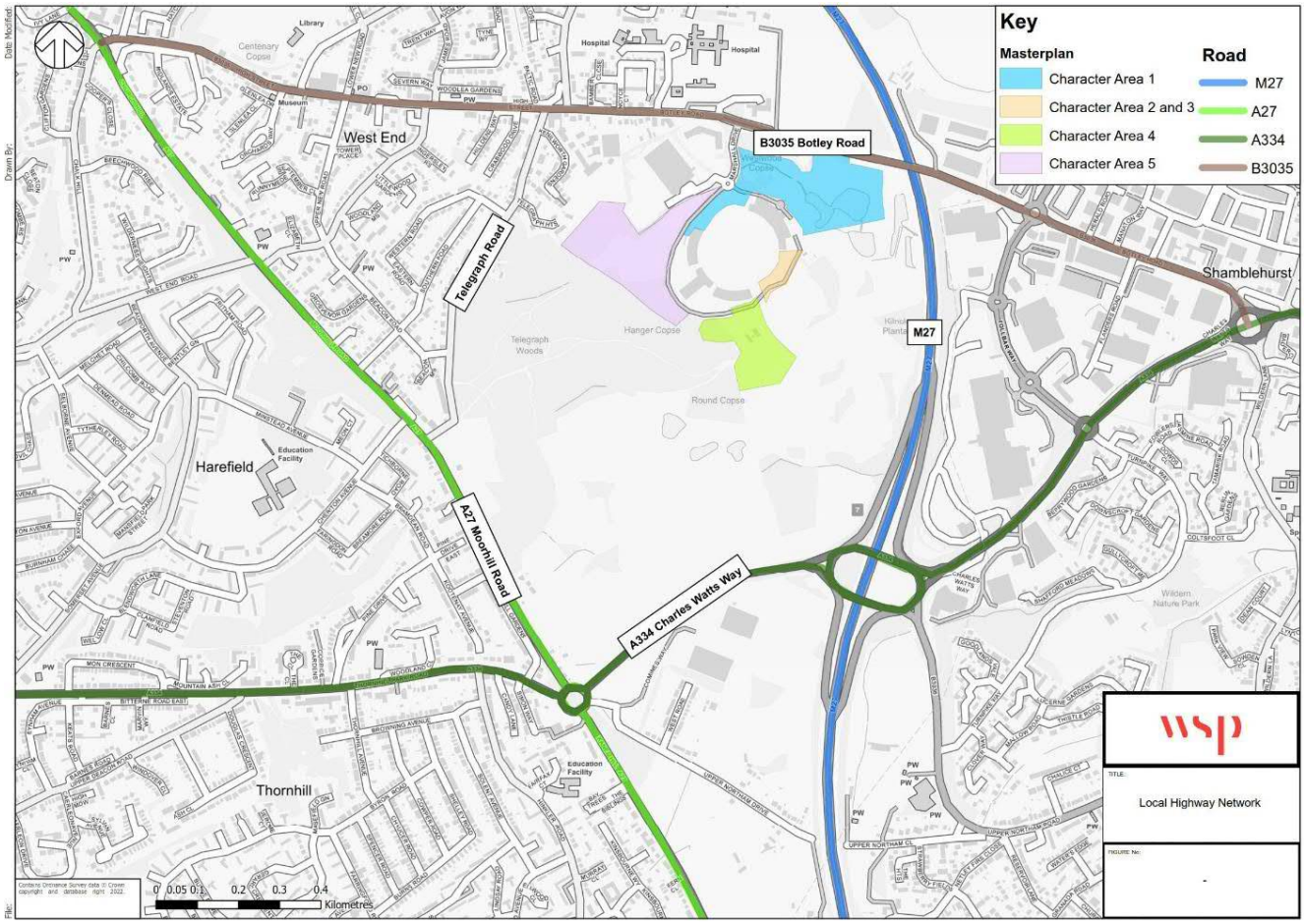
2.3 LOCAL HIGHWAY NETWORK

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.

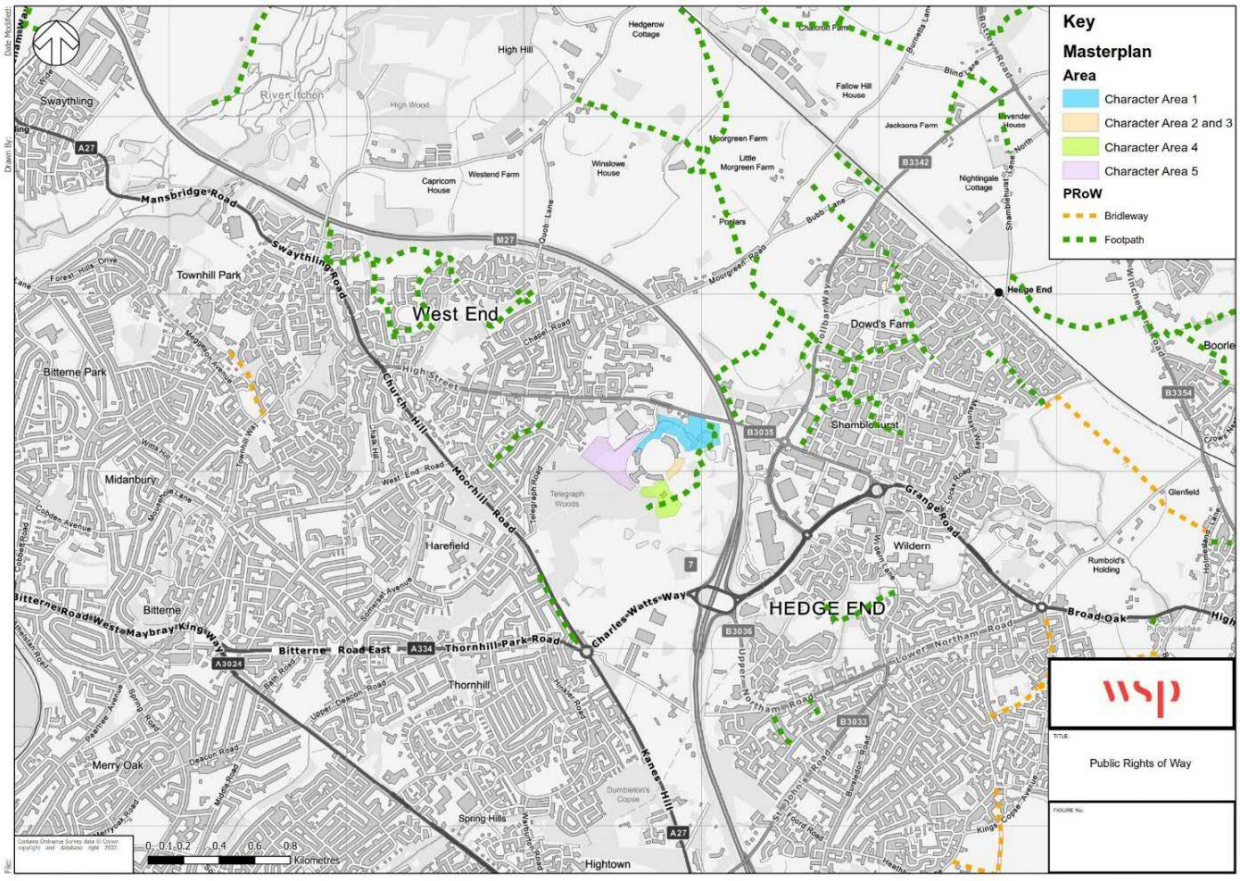
2.4.2. On B3035 Botley Road, a footway 2m in width is provided on the southern side of the carriageway whilst a 2-3m wide shared cycle/footway is provided on the northern side of the carriageway, accessible via a Toucan crossing at the B3035 Botley Road / Marshall Drive junction. Local amenities in West 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



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

Figure 2-4 - Walking Isochrone

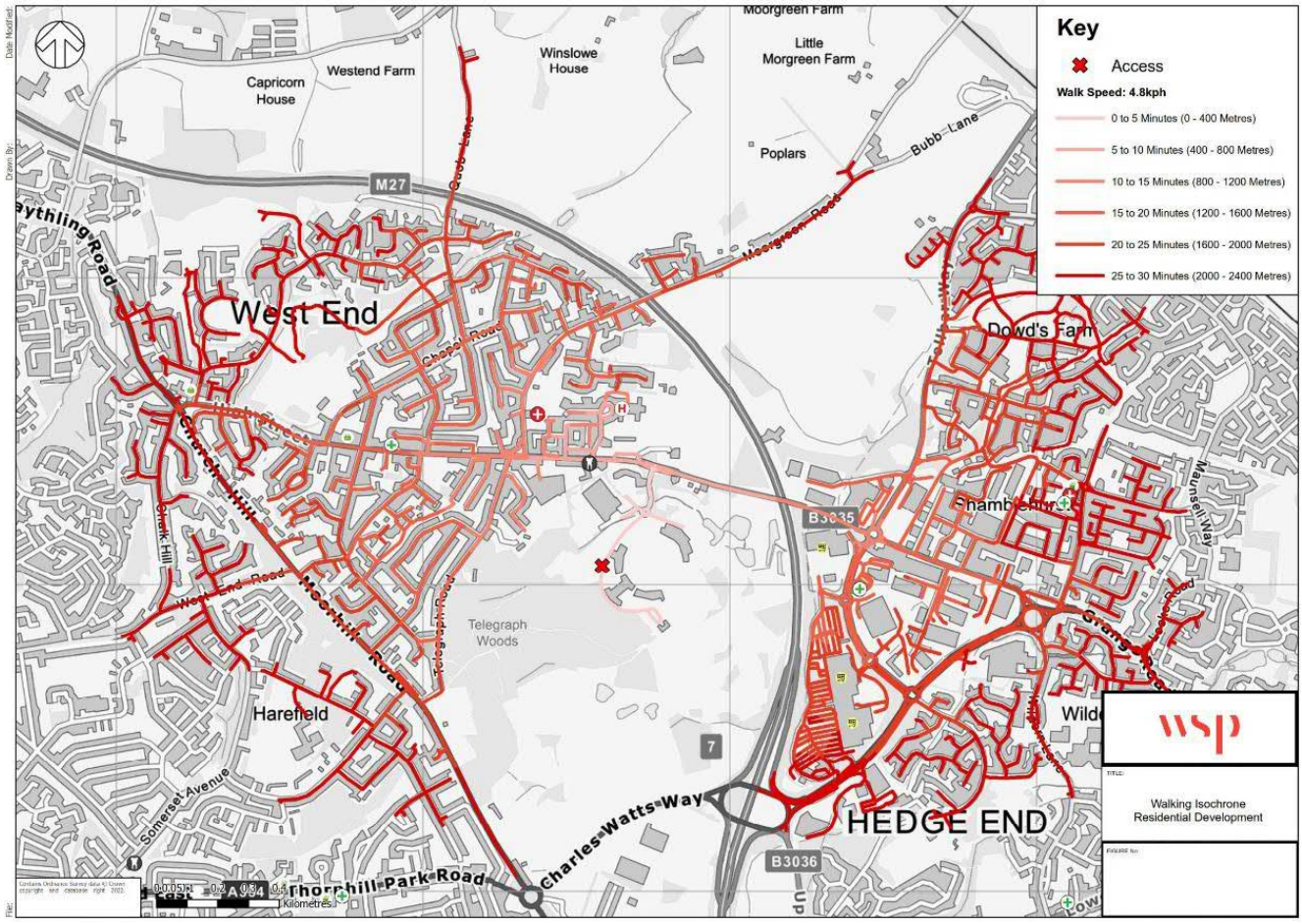
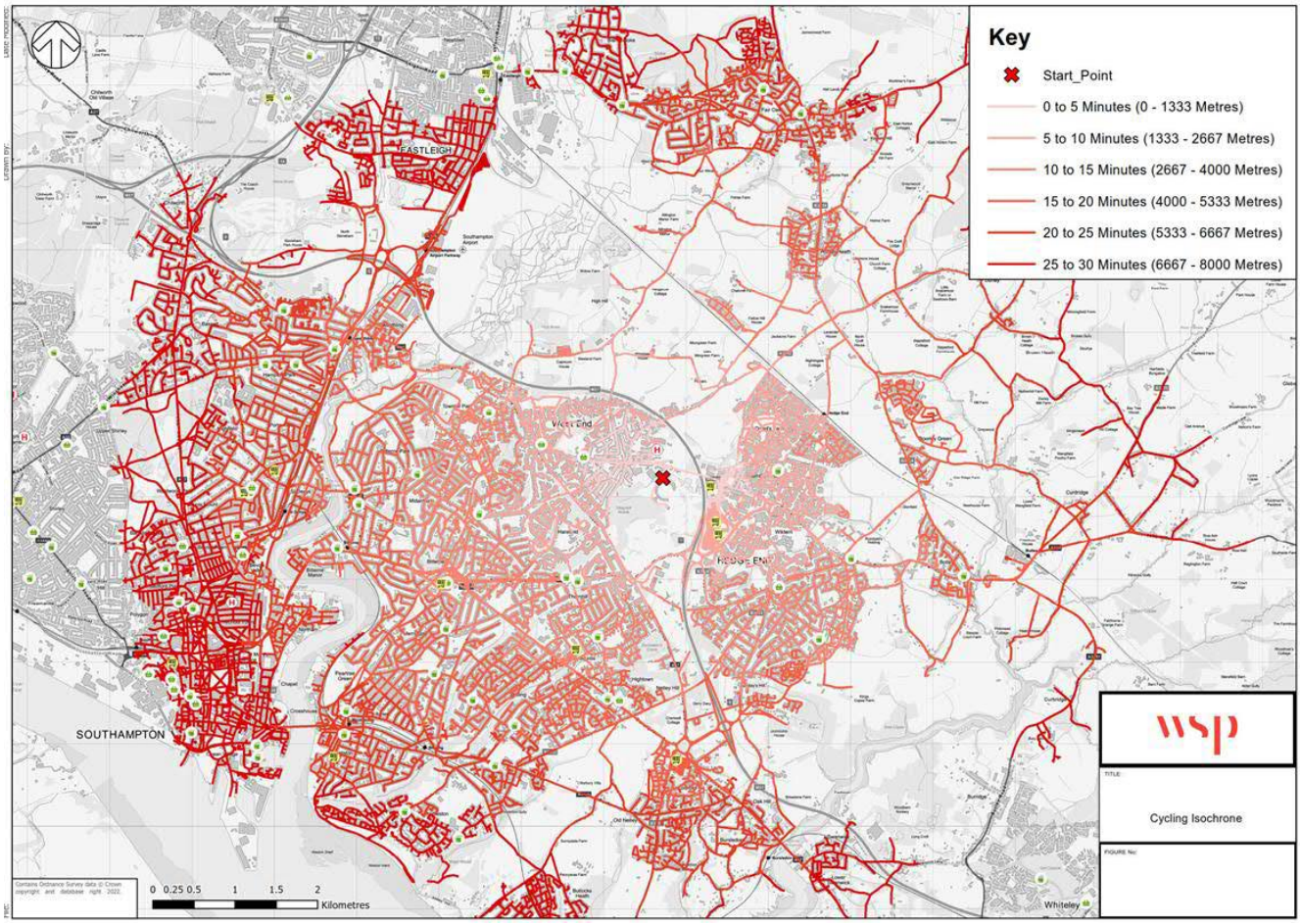


Figure 2-5 - Cycling Isochrone



2.5 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

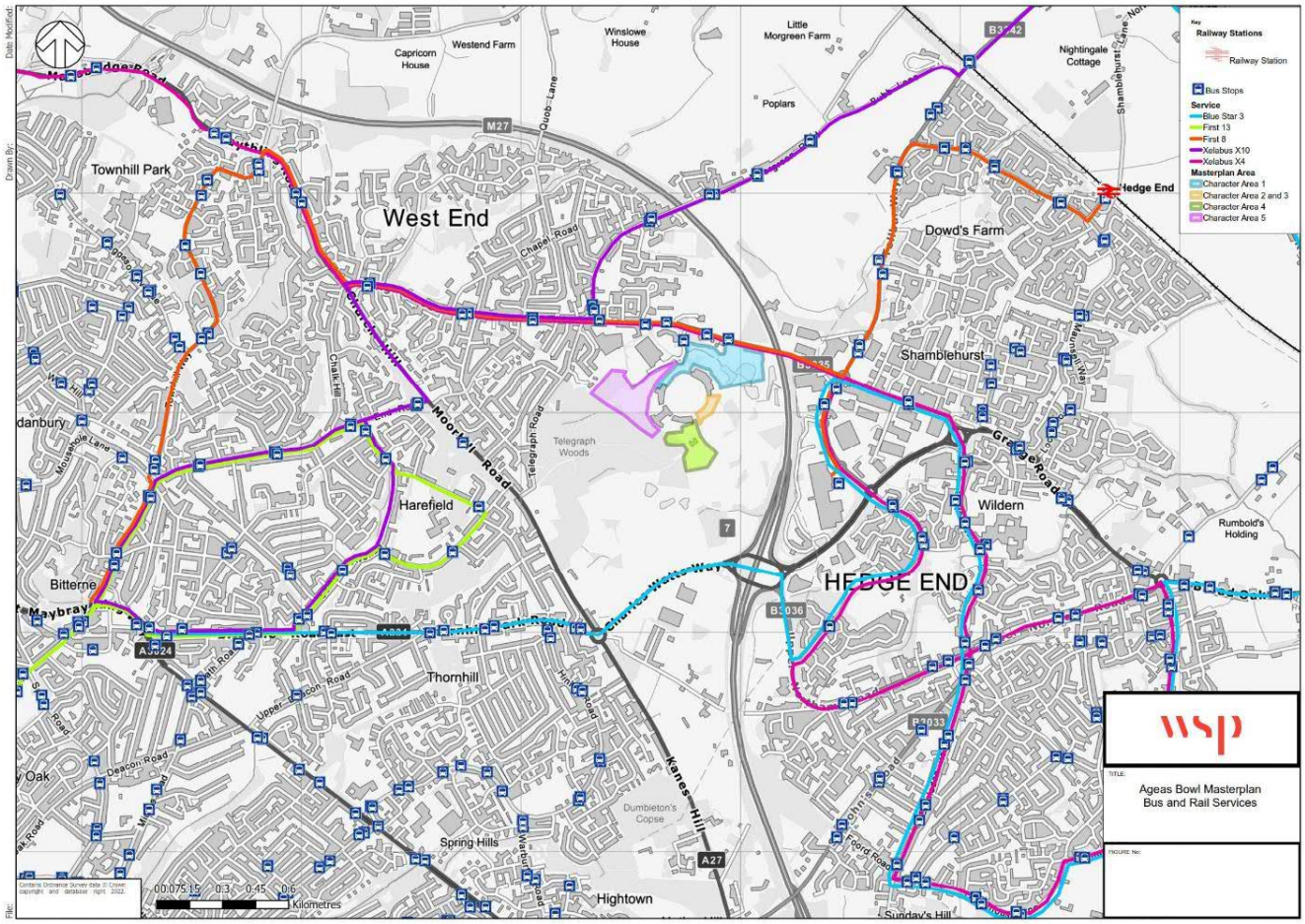
The closest train station is Hedge End, which 2.6km to the north east of the site. Hedge End station is a small station with two platforms, operated by South Western Railway. Table 2-3 summarises the train service from Hedge End Station.

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

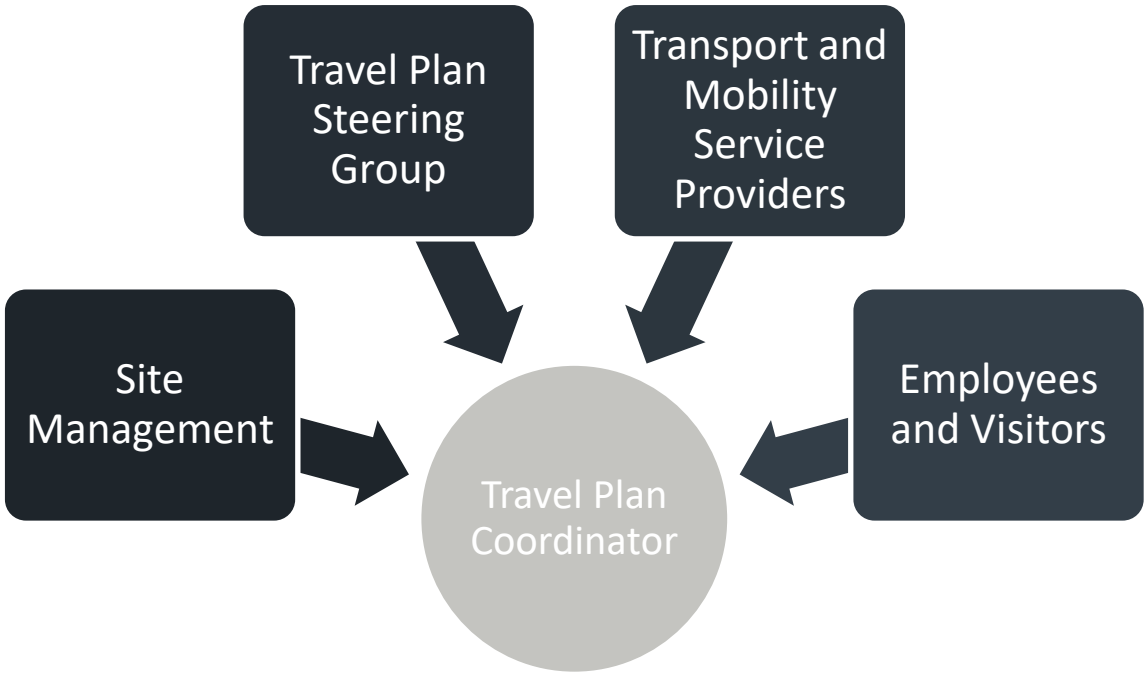
4.1.1. Considering the number of journeys to and from the development annually, the management of the workplace Travel Plan must be robust and effective to successfully achieve the plan's vision and desired outcomes. This section explains the overall management strategy for the Travel Plan, detailing 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 Approch



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 is 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 off their 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

Public

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

wsp.com

PUBLIC

Appendix I

TRICS OUTPUTS

Public

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 undertaking 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 undertaking 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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

2 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

3 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

4 HC-03-A-18 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *29/11/16* *Survey Type: MANUAL*

5 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

6 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

7 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

9 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

10 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

11 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

12 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

13 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

14 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

15 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
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* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY 07/11/18 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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 undertaking 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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 undertaking 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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.

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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 undertaking 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.

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Parameter summary

Trip rate parameter range selected:	100 - 1486 (units: sqm)
Survey date 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

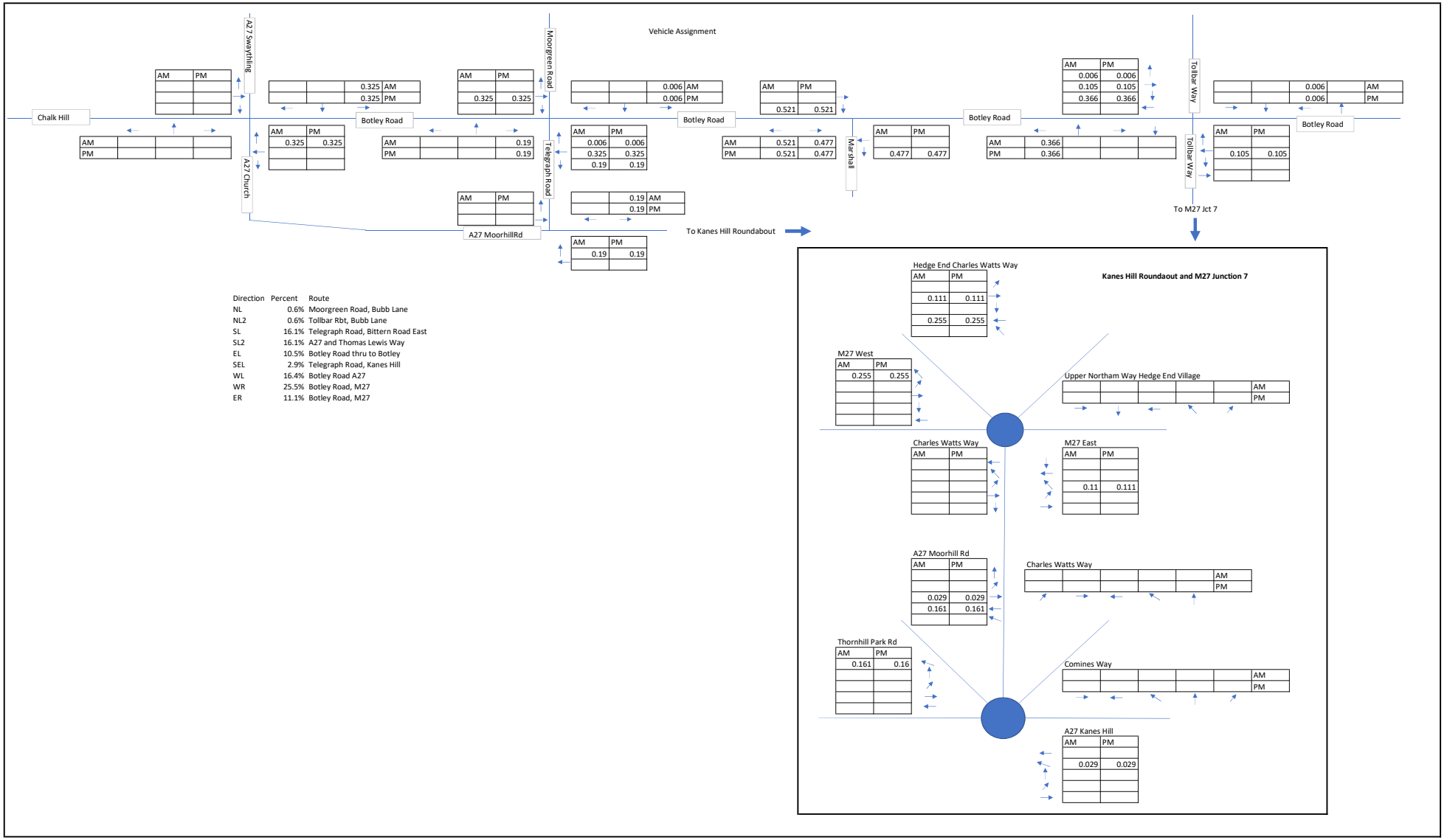
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

Public



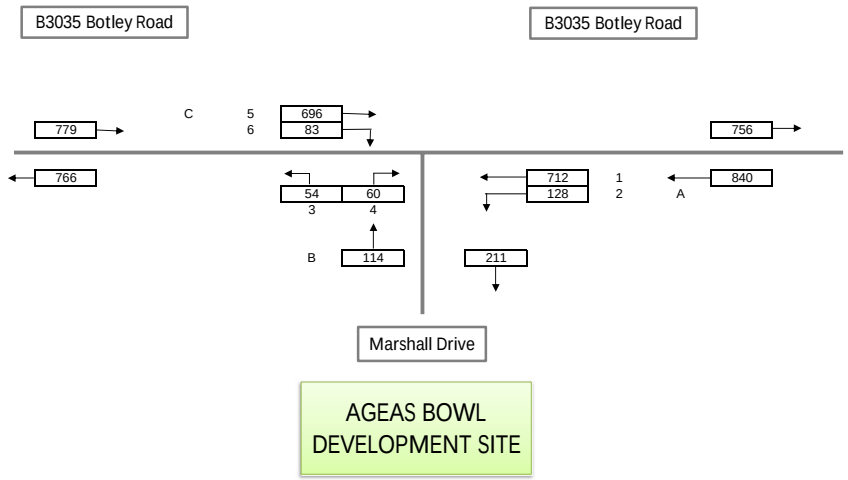
Direction	Percent	Route
NL	0.6%	Moorgreen Road, Bubb Lane
NL2	0.6%	Tollbar Rbt, Bubb Lane
SL	16.1%	Telegraph Road, Bittern Road East
SL2	16.1%	A27 and Thomas Lewis Way
EL	10.5%	Botley Road thru to Botley
SEL	2.9%	Telegraph Road, Kanes Hill
WL	16.4%	Botley Road A27
WR	25.5%	Botley Road, M27
ER	11.1%	Botley Road, M27

Appendix K

TRAFFIC FLOW DIAGRAMS

Public

\\uk.wspgroup.com\central data\Projects\700735xx\700735579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\ Masterplan - Traffic Flow



2021 Baseline Traffic Flows
AM Peak

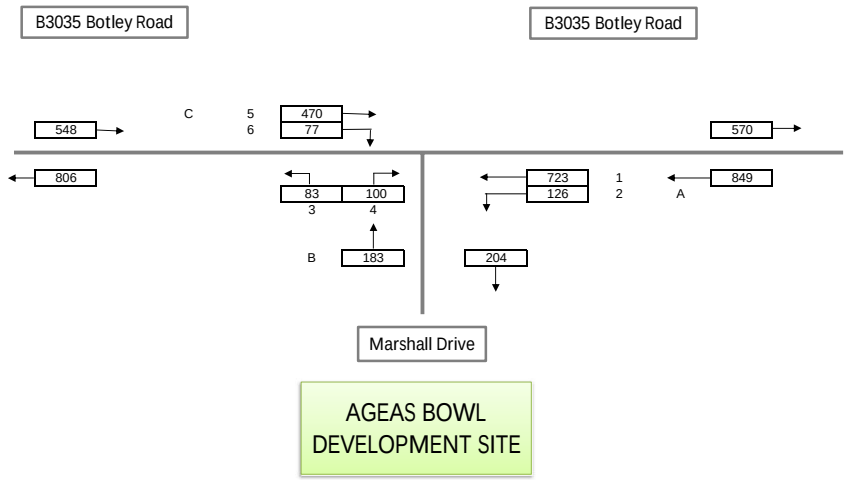
TITLE

Ageas Bowl
Traffic Flow Diagram

FIGURE No:

FIGURE No

\\uk.wspgroup.com\central data\Projects\700735xx\700735579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\ Masterplan - Traffic Flow



2021 Baseline Traffic Flows
PM Peak

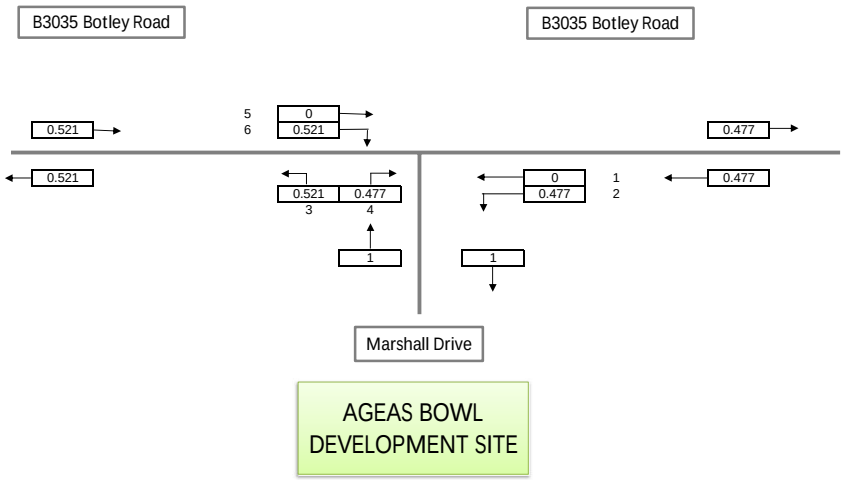
TITLE

Ageas Bowl
Traffic Flow Diagram

FIGURE No:

FIGURE No

\\uk.wspgroup.com\central data\Projects\700735xx\700735579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\ Masterplan - Traffic Flow



Development Traffic
AM Peak

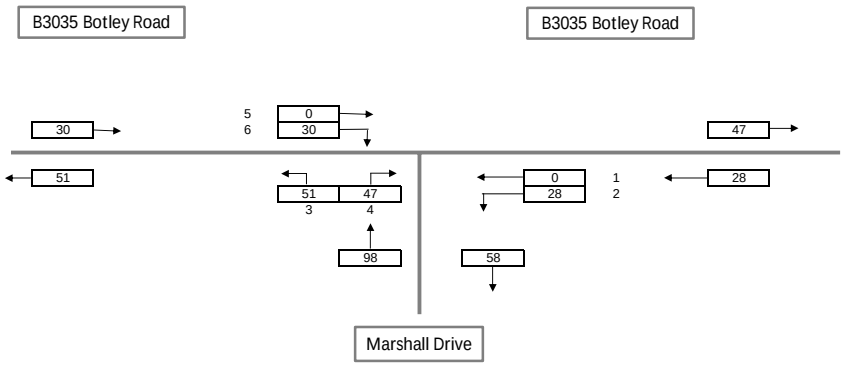
TITLE

Ageas Bowl
Traffic Flow Diagram

FIGURE No:

FIGURE No

\\uk.wspgroup.com\central data\Projects\700735xx\700735579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\ Masterplan - Traffic Flow



Development Traffic
AM Peak

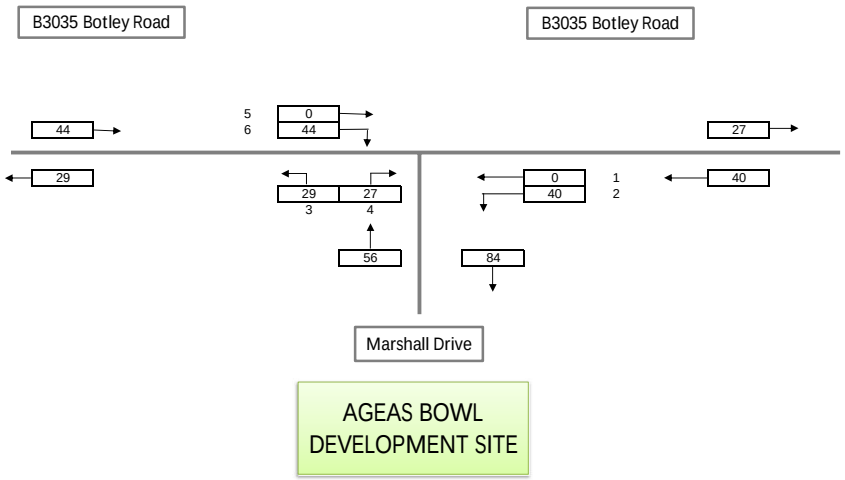
TITLE

Ageas Bowl
Traffic Flow Diagram

FIGURE No:

FIGURE No

\\uk.wspgroup.com\central data\Projects\700735xx\700735579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\ Masterplan - Traffic Flow



Development Traffic
PM Peak

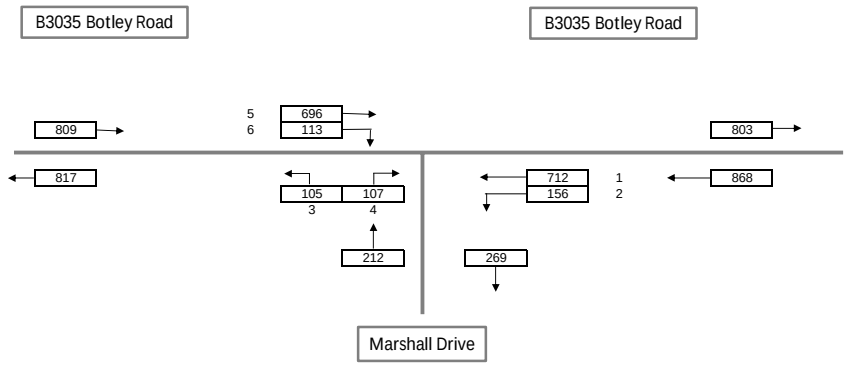
TITLE

Ageas Bowl
Traffic Flow Diagram

FIGURE No:

FIGURE No

\\uk.wspgroup.com\central data\Projects\700735xx\700735579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\ Masterplan - Traffic Flow



2021 Baseline + Development
Traffic
AM Peak

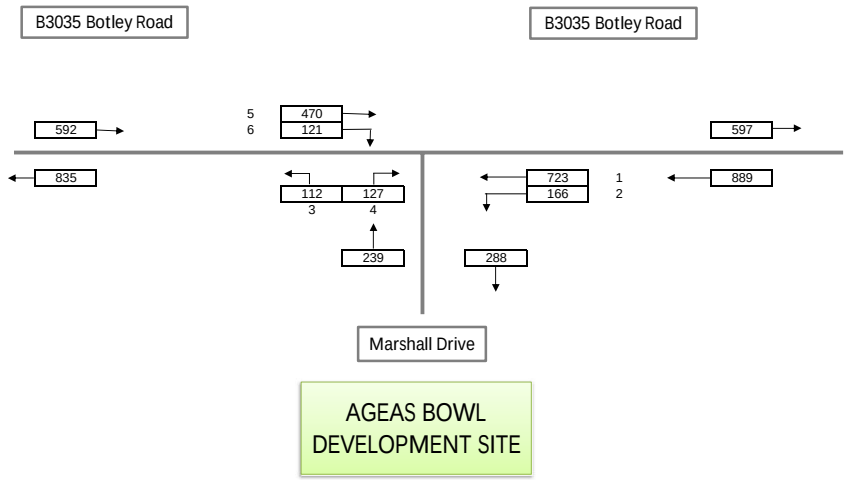
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Ageas Bowl
Traffic Flow Diagram

FIGURE No:

FIGURE No

\\uk.wspgroup.com\central data\Projects\700735xx\700735579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\ Masterplan - Traffic Flow



2021 Baseline + Development
Traffic
PM Peak

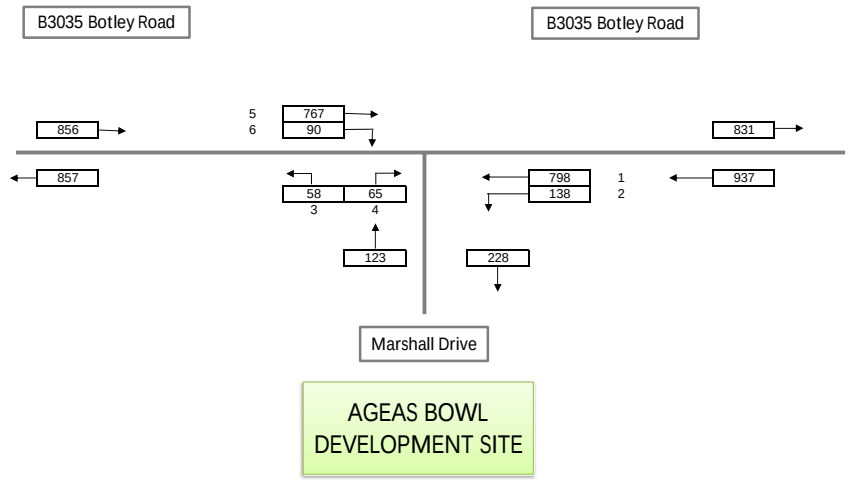
TITLE

Ageas Bowl
Traffic Flow Diagram

FIGURE No:

FIGURE No

\\uk.wspgroup.com\central data\Projects\700735xx\700735579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\ Masterplan - Traffic Flow



2027 Traffic Flows
AM Peak

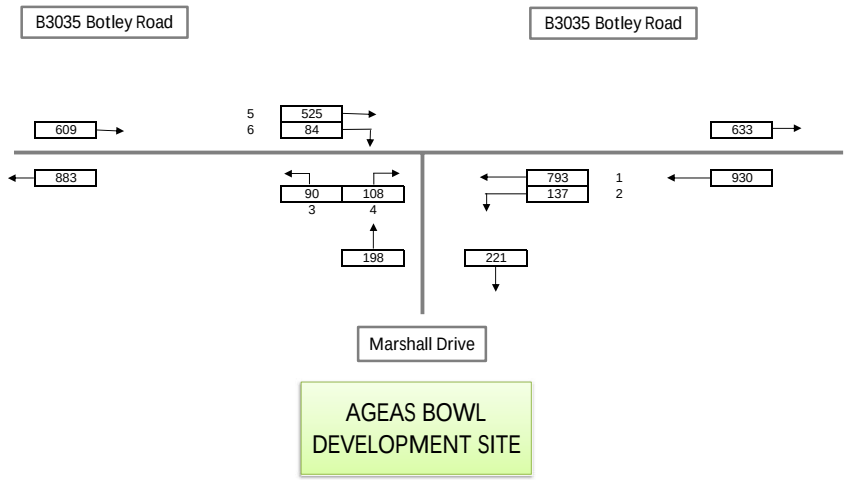
TITLE

Ageas Bowl
Traffic Flow Diagram

FIGURE No:

FIGURE No

\\uk.wspgroup.com\central data\Projects\700735xx\700735579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\ Masterplan - Traffic Flow



2027 Traffic Flows
PM Peak

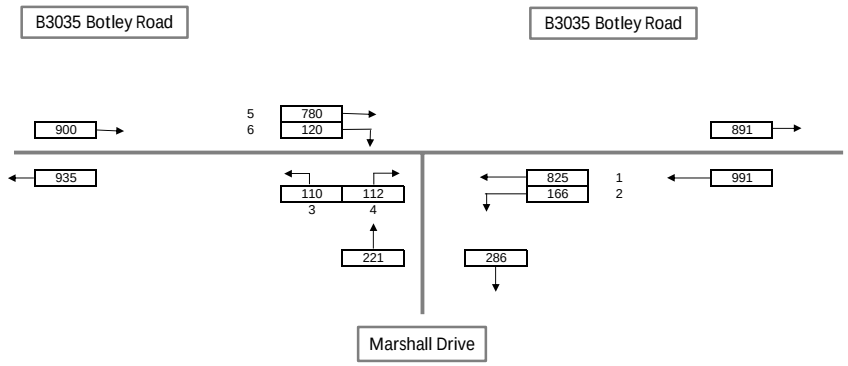
TITLE

Ageas Bowl
Traffic Flow Diagram

FIGURE No:

FIGURE No

\\uk.wspgroup.com\central data\Projects\700735xx\700735579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\ Masterplan - Traffic Flow



2027 Traffic Flows + Development AM Peak

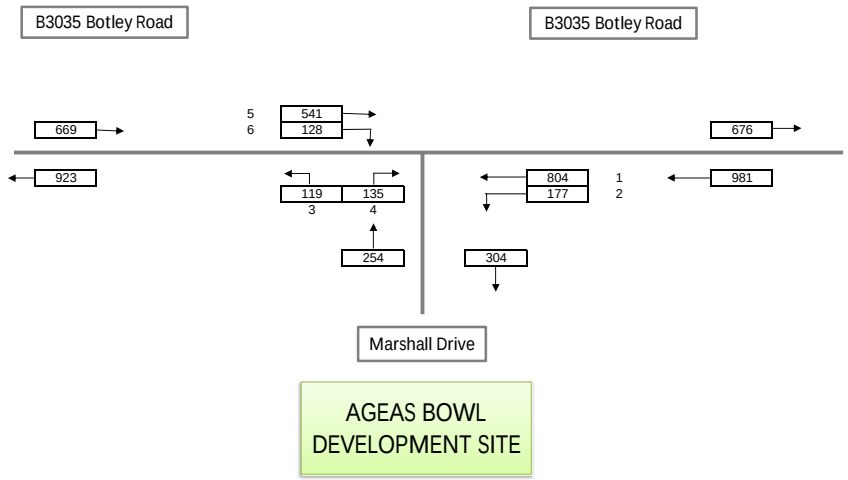
TITLE

Ageas Bowl
Traffic Flow Diagram

FIGURE No:

FIGURE No

\\uk.wspgroup.com\central data\Projects\700735xx\700735579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\ Masterplan - Traffic Flow



2027 Traffic Flows +
Development
PM Peak

TITLE

Ageas Bowl
Traffic Flow Diagram

FIGURE No:

FIGURE No

Appendix L

JUNCTIONS 9 OUTPUT

Public

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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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	0.116	0.292	-	-
C-B	696	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			



Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
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PUBLIC

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.)

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

Phases

Phase Type and Conditions

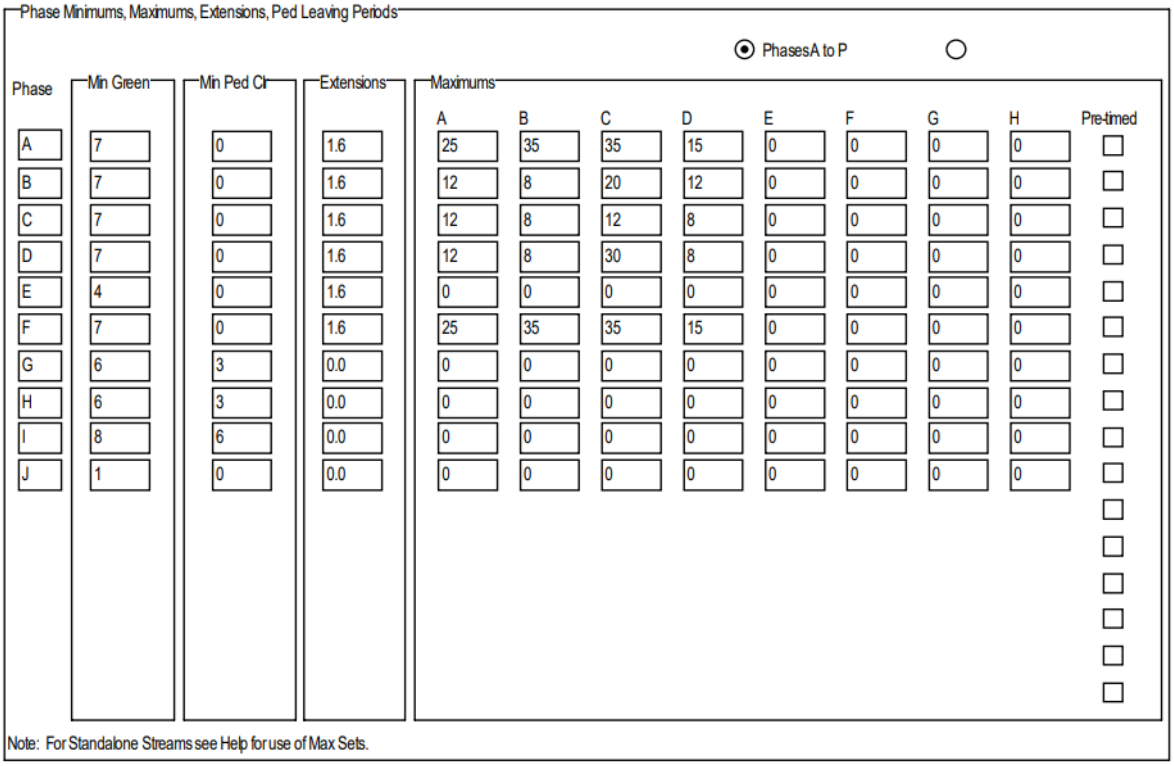
(●) Phases A to P ( )

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	Botley Road - Eastbound Ahead	0 - UK Traffic	0	0 - E	
B	Botley Road - Eastbond Right Turn	0 - UK Traffic	1	0 - E	
C	Cricket Club - Left Turn	0 - UK Traffic	1	0 - E	
D	Cricket Club - Right Turn	0 - UK Traffic	0	0 - E	
E	Botley Road - Westbound - Left Turn	2 - UK GreenArrow	2	1 - P	F
F	Botley Road - Westbound	0 - UK Traffic	0	0 - E	
G	Pedestrian Across Botley Road - South	1 - UK Far Side Pedestrian	1	0 - E	
H	Pedestrian Across Botley Road - North	1 - UK Far Side Pedestrian	0	0 - E	
I	Pedestrian Across Cricket Club	1 - UK Far Side Pedestrian	2	0 - E	
J	All Red Dummy	2 - UK GreenArrow	0	0 - E	

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of 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 A	B	C	D	E	F	G	H	Pre-timed
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.

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Phase Intergreen Times

Select Streams to Configure								
O All	O 0	O	O	O	O	O	O	O

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.

From Phase \ To Phase	A	B	C	D	E	F	G	H	I	J
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

4. CURRENT EVENT TRAFFIC MANAGEMENT PLANS

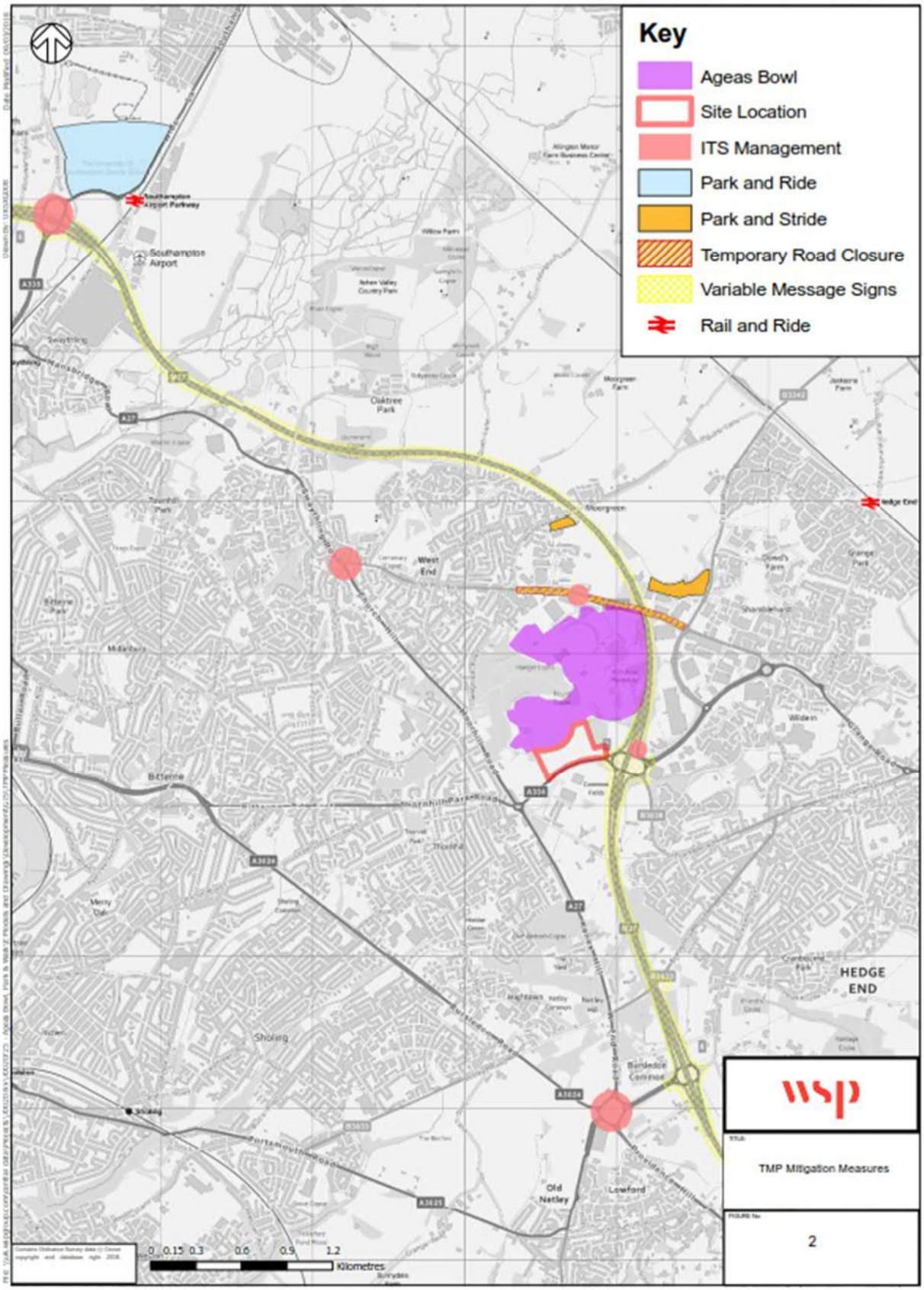
4.1. INTRODUCTION

4.1.1. Each event hosted at the Ageas Bowl has an accompanying bespoke Traffic Management Plan (TMP), which is submitted to the local planning authority for approval prior to the event. Each TMP outlines the strategy that will be employed to minimise the impact of the event in question on both the local and strategic road network, as well as ensuring that spectators are able to travel to and from the event in a safe and efficient manner. The operation of these TMPs has been considered to be a success in the past, with the Ageas Bowl team minimising traffic congestion on the surrounding highway network prior to events and ensuring the swift and safe exit of spectators after each event. Overall, it is the aim of the traffic management team is to have the local highway network operating as normal within two hours of the end of an event.

4.1.2. Clearly, it is in the interests of Ageas Bowl to ensure that the facility operates satisfactorily from a transport and access perspective in order to provide a satisfactory experience for those attending events.

4.1.3. A plan showing the location of traffic management measures in relation to the Ageas Bowl is shown on **Figure 2.**

Figure 2 - Traffic Management Locations



4.2. OVERALL TRAFFIC MANAGEMENT METHODOLOGY

4.2.1. Each TMP is bespoke for the event it is serving, taking into account event specific factors including both the demographic profile and geographic origin of spectators, together with the type of event being held and anticipated timings. The demographic profile and geographic distribution of spectators is forecasted within the TMP through the analysis of ticketing information from previous events of a similar nature. Anticipated modal split is also forecasted within TMP using trends established from past events.

4.2.2. Whilst data from previous events is used to anticipate travel demand within TMPs, it is noted within each bespoke document that modal split will vary dependent upon the specific nature of the event and as such TMPs are crafted independently on an event by event basis. The methodology ensures that the TMP for each event is robust and fully takes account of anticipated travel patterns of spectators.

4.2.3. Mode share is outlined within each TMP for each of the following categories:

- Offsite Car Park (s);
- Onsite Car Park (s);
- Bus Services (Park and Ride);
- Rail Shuttle (s);
- Park and Stride; and
- Other (Including walk-ups, taxis, public bus services, bicycles, motorcycles and private drop off at the venue).

4.2.4. A typical mode share for events held at the Ageas Bowl is summarised in **Table 5.**

Table 5 – Typical event mode share

Travel Method	Approximate Average Percentage of Demand (%)*	Average Occupancy per Car*
Offsite Car Park (s)	8 – 13	3
Onsite Car Park (s)	3 – 8	3
Bus Service (Park and Ride)	13 – 32	3
Park and Stride	2 – 5	3
Bus Service (Rail and Ride)	13 – 23	N/A
Other**	30 – 35	N/A

**Average mode share and typical occupancy per car can vary by event type and dependent upon specific TMP measures implemented*

*** Includes walk-ups, taxis, public bus services, bicycle, motorcycle and private drop off at the venue*

4.2.5. As shown in **Table 5**, the minimum average mode share of spectators choosing to travel by non-car based means is 43%. The relatively high proportion of spectators choosing to travel by means other than private car demonstrates that the Ageas Bowl is not dependent upon car based travel on event days, thereby minimising the impact of events on the local highway network.

4.2.6. Also highlighted within **Table 5** is the relatively high level of demand placed upon Park and Ride services. The Park and Ride A site servicing the Ageas Bowl is located at the University of Southampton Sport Ground located on A335 Wide Lane approximately 4 miles to the west of the venue. As outlined in **Table 1**, the Park and Ride facilities on Wide Lane Park have the capacity to cater for approximately 2,200 vehicles. As previously discussed, the existing Park and Ride B facilities on Hamble Road are no longer in use by the Ageas Bowl. This facility previously offered 2,500 Park and Ride spaces for guests to the venue.

4.3. CAR PARKING

4.3.1. Within each TMP it is stated that onsite parking will be strictly governed by a pass system and as such there will be no 'Pay-on-the-day' parking permitted on site at the Ageas Bowl. For past events, both 'Pay-on-the-day' and pre-booked parking have typically been made available at the Park and Ride sites located at the University of Southampton Sports Ground on Wide Lane and on Hamble Lane, Bursledon.

4.3.2. All car parks, including off site park and ride / park and stride facilities, are managed by third party traffic management marshals. As stated within each TMP, all traffic car park management staff have received basic marshal skill training as well as health and safety training. Furthermore, all traffic marshals specifically involved with the access or egress points of car parks will be accredited under either Chapter 8 or Community Safety Accreditation Schemes (CSAS) as to ensure the safe and efficient management of traffic.

4.3.3. TMPs often provide mitigation measures to be implemented to prevent congestion in the immediate vicinity of the Ageas Bowl caused by egressing vehicles. In the past, all vehicles parked on-site have been required to wait approximately 30 minutes after the end of an event before exiting, as to allow spectator traffic to subside. In the past traffic management marshals have been implemented and are always in place to manage on-site ingress and egress.

4.3.4. In the past, TMPs have submitted Portable Traffic Signal applications to gain approval from HCC for traffic marshals to utilise STOP/GO boards at the following locations:

- B3305 Botley Road / B3342 Tollbar Way Roundabout;
- A27 Moorhill Road exit; and
- The entrance to the park and walk car park on B3305 Botley Road.

4.3.5. The purpose of the STOP/GO boards is to improve traffic flow along B3305 Botley Road, and within the area as a whole. This method of traffic management has been implemented in the past by the Ageas Bowl and has found to be successful in minimising delay on both the internal and external network.

4.3.6. Traffic marshals have also used STOP/GO boards in the past to manage traffic leaving the park and ride site at the University of Southampton Sport Ground on Wide Lane.

4.4. MANAGEMENT OF LOCAL JUNCTIONS

4.4.1. Each TMP contains details about the approach taken to local traffic signals. The Ageas Bowl work closely with Hampshire County Council's (HCC)'s Intelligent Traffic Systems Group (ITS Group) to develop a strategic approach to local traffic signalling. The purpose of this approach is to minimise

the disruption event traffic may causes to the wider road network. Previous TMP's have included the live monitoring and / or management of traffic lights by an ITS engineer at the following locations prior to an event:

- Junction 5, M27;
- Eastbound Slip Road, Junction 7, M27;
- Windhover Roundabout; and
- B3035 Botley Road / Marshall Drive.

4.4.2. The purpose of intervention by the ITS team is to improve the flow of traffic into the Park and Ride site at the University of Southampton Sports Ground at Wide Lane and to the Ageas Bowl site itself, while also ensuring that queuing traffic does not lead to safety concerns such as blocking back of queues onto the M27. This is assisted further by the ITS team being in direct communication with police motorbike riders who monitor traffic condition at critical locations.

4.4.3. Each TMP also outlines ITS measures put in place to ensure the egress of traffic from the event is safe and efficient. Typically as visitors leave an event, an ITS engineer is positioned at the junction of B3035 High Street / A27 Church Hill, to ensure priority is given to traffic exiting the ground, with particular consideration being given to Park and Ride Buses returning for multiple pickups.

4.5. TEMPORARY EVENT SIGNAGE

4.5.1. The Ageas Bowl frequently liaises with Highways England and the National Traffic Operations Centre (NTOC) in the lead up to events. This collaboration helps to ensure that variable messaging signs (VMS) situated on the M27 can be used in conjunction with temporary signage to direct visitors to the appropriate motorway exit, and relevant park and ride locations.

4.5.2. All temporary event signage used at the Ageas Bowl is supplied and installed by AA signs. The Ageas Bowl has worked with AA signs for multiple years and as such have been able to compile comprehensive and detailed signage schemes. AA signs have an established history of producing signage schedules for large event in the area local to the Ageas Bowl. The continuity of this collaborative arrangement has allowed an understanding of the operational characteristics of events to be established in order to ensure their smooth running from a transport and access perspective.

4.6. TEMPORARY ROAD CLOSURES

4.6.1. Previous TMPs have included the temporary closure of B3035 Botley Road between the roundabout junction with B3342 Tollbar Way and the mini-roundabout junction with Moorgreen Road during the period of peak demand after events at the Ageas Bowl. In the past this measure has shown to facilitate the safe and efficient dispersal of both pedestrian and vehicular traffic.

4.6.2. Access through the road closure at the mini-roundabout at Moorgreen Road is typically given to public bus services, taxis, residents / non-through traffic and cars attempting to pick up from the Ageas Bowl. Access through the road closure At the Tollbar Way roundabout is typically restricted to only taxis and the First Bus number 8 services.

4.7. RAIL SERVICES

4.7.1. Each TMP outlines the provision of rail services to both Southampton Airport Parkway and Hedge End Railway Stations, these being the two closest stations to the venue.

4.7.2. For major events, The Ageas Bowl operates a rail shuttle service from Southampton Airport Parkway and / or Hedge End stations. In the event rail shuttles are in place, stewards are in place at the station to manage the arrival and dispersal of visitors. The Ageas Bowl works collaboratively with train operators to ensure the safe and efficient management of rail passengers. Rail services are promoted to spectators when they purchase tickets for an event.

4.8. PUBLIC BUS SERVICES

4.8.1. The Ageas Bowl liaises with local public transport operators and Eastleigh Borough Council to encourage visitors to use public transport to attend events at the Ageas Bowl. Dependent upon the needs of individual events, collaboration with local bus operators in the past has led to the provision of additional late running services, increased service frequency and / or the provision of free bus travel to spectators.

4.8.2. Incentivising the use of public bus services reduces the strain events put upon the local and extended road network as it reduces the number of vehicles travelling to and from the event. The incentives put in place to encourage travel by public bus services are advertised to spectators when they purchase tickets for an event.

4.9. SUMMARY OF EXISTING TRAFFIC MANAGEMENT PLANS

4.9.1. In summary, TMPs have been used in the past to effectively and safely manage both pedestrian and vehicular traffic travelling to and from the Ageas Bowl on event days.

4.9.2. The implementation of various traffic and parking management schemes has been successful in minimising the delay caused by event traffic arriving and leaving the venue.

4.9.3. There will be the opportunity for the proposed temporary car to be absorbed within TMP's in the future. Therefore the proposed temporary car park will not have an adverse impact upon the implementation of bespoke TMPs that are prepared for events being held at the Ageas Bowl.