

Transport Statement.

Land at Biddestone Lane, Yatton Keynell.

On behalf of Cotswold Homes Ltd.

Date: April 2025 | Pegasus Ref: P23-1468 TR01



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1. Introduction

- 1.1. This Transport Statement (TS) has been prepared by Pegasus Group on behalf of Cotswold Homes Ltd to address the transportation issues associated with the detailed planning application of a residential development comprising 55 dwellings at land east of Biddestone Lane, Yatton Keynell.
- 1.2. The site is located approximately 500 metres from the centre of Yatton Keynell, which is around seven kilometres northwest of Chippenham, Wiltshire. The site is bound by Biddestone Lane to the west, playing fields to the north and open land to the east and south.
- 1.3. Initial informal discussions have been held with highway officers at Wiltshire Council (WC) regarding the principle of the scheme and the access strategy. Informed by these discussions, the following key transportation issues are addressed in this TS:
 - i. The site context and local highway network.
 - ii. The accessibility of the scheme by all modes.
 - iii. The proposed access, parking, and servicing arrangements for the site.
 - iv. The forecast multi-modal trip generation; and
 - v. A broad overview of relevant national and local transport planning policy and guidance.
- 1.4. A Travel Plan is provided separately as part of the wider planning submission and should be read in conjunction with this report.
- 1.5. This TS concludes that the site is located within walking and cycling distance of a selection of local facilities and amenities that may be required by future residents on a regular basis. It also concludes that the development provides safe and suitable access arrangements for all users and that the forecast trip generation will not have a material impact on the existing safety or operation of the local highway network.
- 1.6. It is concluded that there are no valid highway or transportation reasons which would prevent the proposed development of the site.

2. Site Location, Local Highway Network and Accessibility

- 2.1. The site is located approximately 500 metres from the centre of Yatton Keynell, around seven kilometres northwest of Chippenham, Wiltshire. It is bound by Biddestone Lane to the west, playing fields to the north and open land to the east and south.
- 2.2. The site in its local geographical context is shown at **Figure 2.1**.

Local Highway Network

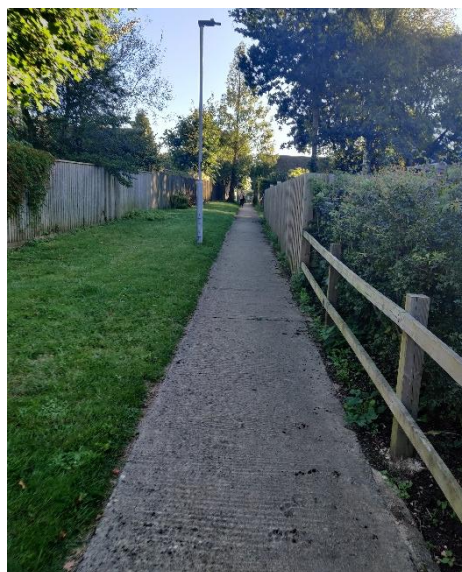
Biddestone Lane

- 2.3. Biddestone Lane currently comprises an unlit single carriageway that measures around 5.5 metres wide within the vicinity of the site. It is subject to the National Speed Limit (60mph) along the site boundary, reducing to 30mph just to the north of the site. Biddestone Lane predominantly serves as a connection between The Street in the north and the A420 in the south, but also provides access to Yatton Keynell Village Hall and some residential dwellings.
- 2.4. Public Right of Way (PRoW) footpath YKEY15 routes along the verge on the southern side of the carriageway for around 100 metres between the site to the south and PRoW footpath YKEY16 to the north.
- 2.5. YKEY16 comprises a paved, partially lit footpath that provides a connection between Biddestone Lane and The Street, and runs along the northern boundary of the Village Hall. It is surfaced with hoggins at the western end. The indicative alignment of the local PRoW routes are shown on **Figure 2.1**, and the existing condition of PRoW route YKEY16 is shown in **Plate 2.1** below.

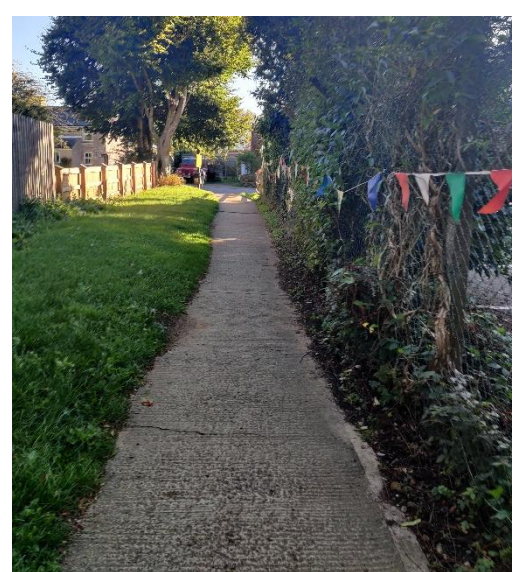
Plate 2.1 – PRoW Footpath YKEY16



Southwestern End



Central Section



Northeastern End

Baseline Traffic Flows

- 2.6. An Automatic Traffic Count (ATC) survey was carried out on Biddestone Lane along the site boundary, located approximately 30 metres to the west of the proposed site access. The survey was undertaken for a week between Wednesday 15th May 2024 and Wednesday 22nd May 2024. No wet weather was recorded during this period¹.
- 2.7. The recorded 85th percentile speeds (calculated in accordance with DMRB CA 185 guidance) and five day average traffic flows for the typical highway network peak hours are summarised at **Table 2.1** and the full ATC survey results are provided at **Appendix A**.

Table 2.1 – Summary Biddestone Lane Traffic Flows and Speeds

Biddestone Lane ATC		
Recorded 85 th Percentile Speeds		
Eastbound	43.17	
Westbound	40.55	
Recorded 5-Day Traffic Flows		
	AM Peak (0800 – 0900)	PM Peak (1700 – 1800)
Eastbound	132	117
Westbound	97	112

The Street

- 2.8. The Street comprises a partially lit single carriageway road that measures around 5.5 metres wide and is subject to a 30mph speed limit. It serves as the main route through Yatton Keynell and provides a connection between Tiddleywink and the A420 in the south, and Upper Castle Combine in the north.
- 2.9. Footways are provided on a minimum of one side of the carriageway that typically measure between around one and two metres wide. Dropped kerbs are typically provided at crossing points, as appropriate. There are no segregated cyclist facilities.
- 2.10. The Wiltshire Cycleway is a county-wide circular route that links with the National Cycle Network and the South West Historical National Byway. Within the proximity of the site, the Wiltshire Cycleway routes along Biddestone Lane to The Street and provides a connection with Biddestone and Corsham to the south, and with Grittleton and Malmesbury to the north. The topography within the vicinity of the site is considered suitable for confident cyclists to be able to cycle within the vicinity of the site.

A420

- 2.11. The A420 comprises a single carriageway road that measures around seven metres wide and is subject to the National Speed Limit (60mph). It provides a connection into central Chippenham to the east and to the A46 to the west.

¹ <https://www.timeanddate.com/weather/@2633402/historic?month=5&year=2024>

Highway Safety

- 2.12. Paragraph 15 of the NPPG suggests that the analysis of highway safety records within the vicinity *'of the site access for the most recent three-year period, or five-year period in the proposed site has been identified as within a high accident area'* should be considered in the scope of a proposed assessment.
- 2.13. Personal Injury Collision (PIC) data has been obtained from Wiltshire Council for three year period of available records between 01 March 2021 and 29 February 2024. The study area comprises approximately 250 metres either side of the proposed site access. This confirms that there have been two recorded incidents within the study period, both recorded over 150 metres southwest of the site access. A copy of the accident records provided by Wiltshire Council are included in **Appendix B**.
- 2.14. The first incident occurred on 30th June 2022 at 16:08 along Biddestone Lane around 200 metres southwest of the proposed site access point in light and wet conditions. It appears to have occurred when a car and a bus proceeded along the carriageway and the vehicles collided, resulting in two slight injuries.
- 2.15. The second incident occurred on 8th July 2023 at 13:51 along Biddestone Lane also around 200 metres southwest of the proposed site access point in light and dry conditions. It appears to have involved a car that lost control on the bend and collided with an oncoming car, resulting in one slight and one serious injury.
- 2.16. The recorded incidents appear to have occurred due to temporary driver error or misjudgement in the vicinity of a bend. Whilst two accidents within a three year period is not considered to represent a highway safety pattern, measures are proposed at **Chapter 3** that are considered to enhance highway safety in that location.

Public Transport Opportunities

Bus

- 2.17. The nearest bus stops to the site are the 'Farrells Field' stops located on The Street, approximately 550 metres walking distance from the approximate centre of the site. These are provided with a flag, pole and timetable information and are served by two local circular bus routes between Chippenham, Castle Coombe and Grittleton.
- 2.18. Bus route 95 departs the Farrells Fields bus stop at 15:22 and arrives in Acton Turnville at 15:33, equating to an approximate journey time of 11 minutes. This service is provided on weekdays and Saturdays.
- 2.19. Bus route 95A departs the Farrells Fields bus stop at 16:55 and arrives at Chippenham Bus Station at 17:35, equating to an approximate journey time of 30 minutes. This service is operational on weekdays and Saturdays.
- 2.20. Both bus routes 95 and 95A can be used to access Sheldon School in Chippenham.

- 2.21. Additional bus stops are located at the Biddestone Lane/The Street junction that are named 'Post Office'. These are located around also around 650 metres walking distance from the approximate centre of the site, using existing pedestrian facilities (ie via PRow YKEY16, not along Biddestone Lane). The northbound stop is provided with a flag and pole and the southbound stop is provided with a flag, pole, shelter and timetable information. These stops are provided with a higher frequency of services to Chippenham via the 95 and 95A bus routes, at around four times a day on weekdays and Saturdays.

Community Transport

- 2.22. Village Link is a local community transport scheme that operates in Yatton Keynell and the surrounding area. It is run by volunteers and provides transport for those would be unable to access public transport, and is typically used to help access health appointments, attend luncheon clubs or friend/family visits. Services can be booked over the phone around 48 hours in advance.

Rail

- 2.23. The nearest railway station to the site is located in Chippenham approximately 7.5 kilometres southeast of the site. The station is provided with 640 car parking spaces and 106 sheltered, secure cycle parking spaces. Direct rail services are provided to Bristol Temple Meads, London Paddington and Swindon approximately twice every hour.
- 2.24. Bus route 95 provides a connection between Yatton Keynell and Chippenham Railway Station, with a journey time of approximately 15 minutes.
- 2.25. It is therefore considered that combined sustainable travel modes can be used by future residents to travel to and from the site and destinations further afield.

Accessibility

Guidance on Walking, Cycling and Bus Stop Distances

- 2.26. The Department for Transport (DfT) document Manual for Streets (MfS) published in 2007 states at paragraph 4.4.1 that walking offers the greatest potential to replace short car trips, particularly those under two kilometres. This equates to approximately a 25 minute walk based upon an average walking speed of 80 metres per minute². It is acknowledged that this is not an upper limit to the distance which people will travel on foot.
- 2.27. The Department for Education (DfE) "Travel to School for Children of Compulsory School Age" document (2024) suggests that school children will only be eligible for free school transport if a scheme is beyond a walking distance of 3.2 kilometres (two miles) for those aged up to eight years old, and 4.8 kilometres (three miles) for children aged between eight and 16 years old. On this basis, it is typically reasonable to consider that a number of children will walk to schools within these distances.

² 'Providing for Journeys on Foot' IHT (2000)

- 2.28. The National Travel Survey 2023 dataset NTS 0308 'Average number of trips and distance travelled by trip length and main mode' for 2023 suggests that on average, 81% of trips under one mile (1.6km) are made by foot and 36% of trips between one and two miles (1.6–3.2 kilometres) are made on foot. This indicates that walking trips up to two miles are a realistic choice for walking.
- 2.29. The July 2020 DfT Local Transport Note 1/20 Cycle Infrastructure states at paragraph 2.2.2 that 'two out of every three personal trips are less than five miles (eight kilometres) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking'. This distance equates to approximately a 30 minute cycle journey, based upon an average cycling speed of 270 metres per minute³.
- 2.30. The 2015 Chartered Institution of Highways and Transportation (CIHT) report '*Planning for Cycling*' further states that the majority of cycling trips (80%) are less than five miles and around 40% of cycling trips are under two miles. The majority of trips by all modes are also shorter distances (ie 67% less than five miles and 38% less than two miles), meaning that the bicycle is an option for many of these trips. The same document also states that electric bicycles can extend the range that can be cycled comfortably and that combined cycle-rail or cycle-bus journeys offer an alternative to cars for many longer trips.
- 2.31. The 2025 document 'Bus Services & New Residential Development' produced by GoAhead and Stagecoach states and page 21 that there should be some degree of flexibility on walking distances to bus stops in suburban setting and smaller settlements.
- 2.32. It is considered that the thresholds set out above are not to be taken as maximum distances, as there will be some who walk or cycle longer distances to access facilities and amenities, as well as those who walk or cycle for leisure.

Proximity to Local Facilities and Amenities

- 2.33. There is a mix of facilities and amenities that are typically required on a daily basis within a two-kilometre walking distance or an eight-kilometre cycling distance from the site. The existing facilities and approximate walking/cycling times are summarised in **Table 2.2** below. The walking distances are measured using existing pedestrian infrastructure from the approximate site centre. The cycling distances are measured using the existing carriageways from the approximate site centre, as cyclists would not be able to use the pedestrian infrastructure without dismounting. It is accepted that the time it takes people to walk or cycle will depend on the individual's level of health and fitness and will therefore vary from person to person.

³ Local Transport Note 1/20 'Cycle Infrastructure Design' (July 2020).

Table 2.2 – Summary of Local Facilities and Amenities

Trip Purpose	Facility / Amenity	Approximate Distance From Site (metres)		Approximate Travel Time (minutes)		
		Walking	Cycling	Walking (Up to 25 Minutes)	Cycling (Up to 30 Minutes)	Bus ⁴
Commuting	Uniserve – Flexistowe Mega D	2700	2400	-	9	17 (7+4+6)
	Bumpers Farm Industrial Estate	4800	5100	-	19	17 (7+4+6)
	Langley Park	7300	7600	-	28	34 (7+11+16)
Education	By Brook Pre-School	300	300	4	1	-
	By Brook Valley C of E Primary School	400	850	5	3	-
	Sheldon Secondary School	5500	5900	-	22	18 (7+9+2)
Retail	Yatton Keynell Village Store	800	500	10	2	-
	Premier Convenience Store	3100	3500	-	13	16 (7+3+6)
	Allington Farm Shop	3700	4200	-	16	12 (7+3+2)
	Morrisons	5700	6100	-	23	28 (7+9+12)
	Lidl	5400	5900	-	22	18 (7+9+2)
	Chippenham Town Centre	6500	7000	-	26	29 (7+22)
	Tesco Superstore	7200	7800	-	29	35 (7+22+6)
Personal Business	Jubilee Field Surgery	450	750	6	3	-
	Yatton Keynell Post Office	800	500	10	2	-
	Allied Pharmacy	4700	5000	-	19	15 (7+7+1)
	Hathaway Dental Practice	4700	5000	-	19	15 (7+7+1)
	Brignall Opticians	6400	6700	-	25	26 (7+15+4)

⁴ Bus travel time calculated as the sum of the time taken to walk to the bus stop, journey time and time taken to walk to facility or amenity from the nearest bus stop to the destination. The bus travel times are not reported on Table 2.2 if it is quicker or more direct to walk or cycle to the destination.

Entertainment / Sporting Activities	Yatton Keynell Village Hall	300	300	4	1	-
	Yatton Keynell Play Area	300	300	4	1	-
	Yatton Keynell Tennis Courts	300	300	4	1	-
	The Greenbean Café	750	450	9	2	-
	The Bell Inn	700	500	9	2	-
	St Margarets Church	750	500	9	2	-
	Chippenham Golf Centre	1300	1700	16	5	12 (7+1+4)
	Chippenham Rugby Football Club	5600	5900	-	22	37 (7+5+25)

2.34. **Table 2.2** confirms that the site is within a 25 minute walking distance and a 30 minute cycling distance of a variety of facilities and amenities that would typically be required on a daily basis by future residents.

2.35. **Table 2.2** also confirms that residents would be able to access facilities and amenities in the wider local area by local bus services within a travel time of around 40 minutes. As a comparator, the 2023 dataset of NTS0308 confirms that average trip duration via local buses outside of London is around 37 minutes. This includes travel and waiting time but not necessarily the walking time to and from the bus stops. It is considered that the journey time using local bus facilities within the vicinity of the site is reasonable.

Conclusion on Accessibility

2.36. Yatton Keynell is like any established settlement, in that there will be some parts of the existing highway network with geometries that accord with modern guidelines and some that don't because they are more historic, yet still function well. The site is located within walking and cycling distance and public transport journeys of a range of existing services and amenities that may be required by future residents on a daily and weekly basis. The existing highway network is considered to operate safely within the vicinity of the site for all users including pedestrians, cyclists and motor vehicle users and there is no material existing highway accident pattern or recorded problem. Improvements are proposed on Biddestone Lane as part of the development proposals, as set out in **Chapter 3**.

2.37. It is concluded that the site's position and relative distance to these services will provide the opportunity for both trips by non-car modes and relatively short trips using car journeys.

3. Development Proposals

3.1. The development proposal comprises the construction of 55 residential dwellings, including a new vehicular access from Biddestone Lane. The site layout is provided separately as part of the wider planning submission. The accommodation schedule is summarised below:

- i. 2 x one bed dwelling.
- ii. 10 x two bed dwelling.
- iii. 16 x three bed dwelling.
- iv. 27 x four bed dwelling.

Proposed Access Arrangements

3.2. Primary vehicular access to the scheme is proposed via a new priority junction from Biddestone Lane. This would comprise a six metre wide carriageway with nine metre radii on both sides. Visibility splays have been derived using the 85th percentile speeds calculated using Manual for Streets guidance adjusted with DMRB TD 9/93 criteria, as set out at **Table 2.1**. As such, visibility splays of 2.4 x 116.93 metres can be achieved to the nearside kerb to the southwest and 2.4 x 105.65 to the nearside kerb to the northeast, commensurate with the recorded speeds in this location. The access arrangement is shown in **Figure 3.1**.

3.3. As part of the access strategy, it is proposed to reduce the speed limit to 40mph approximately 300 metres further south on Biddestone Lane. This will be the subject of a separate Speed Order application. **Figure 3.1** also shows 2.4 x 120 metres commensurate with a 40mph speeds, reflective of trunk road guidelines for illustrative purposes, noting that measures speeds are currently slightly higher than this.

3.4. It is also proposed that a footway will be provided on the northern side of the access, measuring two metres wide. The footway will continue onto the southern side of Biddestone Lane and will provide a link between the site and the existing infrastructure around 120 metres north of the site at PRow route YKEY16. Dropped kerbs and tactile paving will be provided at the Village Hall junction.

Internal Layout

3.5. The internal site layout is designed with reference to Wiltshire Council's Design Guide (2024). The carriageway will measure 5.5 metres wide and footways will be provided on both sides of the carriageway that measure two metres wide.

3.6. It is proposed that PRow footpath YKEY15 will be retained as existing within the site layout, and a new surfaced footpath will be provided alongside the PRow.

Parking Provision

Car Parking

- 3.7. Local car parking guidance is set out in the Wiltshire Local Transport Plan 2011 – 2026 Car Parking Strategy (March 2015). It suggests the following minimum provisions for residential dwellings:
- i. 1 bedroom dwelling = 1 car parking space.
 - i. 2 to 3 bedroom dwellings = 2 car parking spaces.
 - ii. 4+ bedroom dwellings = 3 car parking spaces.
- 3.8. The guidance also suggests that unallocated visitor parking is to be provided at a ratio of 0.2 spaces per dwelling, and that garages will count towards the allocated parking provision if they exceed the minimum internal dimensions of six metres by three metres.
- 3.9. There is no suggested guidance for double garages. However, it is considered that the principle of garages used for allocated parking is reflected in local guidance, subject to appropriate dimensions.
- 3.10. With reference to the accommodation schedule at **paragraph 3.1**, local guidance would typically expect a minimum of 135 allocated car parking spaces and a total of 11 unallocated parking spaces to be provided on site.
- 3.11. There are 102 car parking spaces, 22 single garages and 11 double garages provided on site. The single garages have an internal dimension of six metres by three metres, and the double garages have an internal dimension of six metres by six metres. It is therefore considered that these are suitable to accommodate vehicle parking, and should contribute towards the total allocated parking provision. On this basis, a total of 146 allocated car parking spaces are provided on site (assuming two cars per double garage), which exceeds the minimum threshold suggested in local guidance. The carriageways will measure 5.5 metres wide, which is also considered appropriate to enable an element of on-street parking, if necessary.
- 3.12. There are also nine unallocated visitor parking spaces provided on site. This is considered to be appropriate on the basis that the allocated car parking provided exceeds the minimum guidance.
- 3.13. Electric Vehicle Charging (EVC) points will be provide within the curtilage of each dwelling.

Cycle Parking

- 3.14. Local cycle parking guidance is set out in the draft Local Cycling and Walking Infrastructure Plan (LCWIP): Active Travel Parking Standards and Design Guide (2022). The document suggests the following guidance for residential dwellings:
- i. 1,2 and 3 bedroom dwellings = one covered cycle space per bedroom.
 - ii. 4 bedroom dwellings = three covered cycle parking spaces per dwelling.

- 3.15. The guidance also suggests that one visitor cycle parking space is to be provided per 20 bedrooms.
- 3.16. Based on the accommodation schedule at **paragraph 3.1**, around 148 covered cycle parking spaces and around nine visitor cycle parking spaces are to be provided according to local guidance.
- 3.17. Appropriate cycle parking will be provided within the curtilage of each dwelling, either within garages or sheds.

Servicing Arrangements

- 3.18. The scheme has been designed to accommodate the local municipal and emergency services vehicles and swept path analysis is provided as part of the wider planning submission.
- 3.19. It is currently anticipated that the majority of the proposed internal highways will be offered for adoption; with private driveways serving smaller cul-de-sacs which will be divided and conveyed to the properties that they serve.

Travel Plan

- 3.20. The scale of the development falls within the threshold for the provision of a Full Travel Plan (over 40 dwellings) in accordance with Development Related Travel Plans in Wiltshire Good Practice Guide draft document (2004).
- 3.21. The Travel Plan document is provided separately as part of the planning submission and should be read in conjunction with this report. It focuses on the provision of an Action Plan related to a list of measures and initiatives to help promote sustainable travel to and from the development.

4. Forecast Trip Generation

- 4.1. The forecast multi-modal trip generation of the proposed development has been calculated using the TRICS online database (version 7.11.4). For the purposes of this assessment, survey sites have been restricted to those located within England (excluding Greater London), Scotland and Wales.
- 4.2. In order to derive a suitable trip rate for the proposed development site, the following parameters have been applied:
- 03 Residential, A – Houses Privately Owned.
 - Neighbourhood Centre / Village locations.
 - Sites with between 10–100 dwellings.
 - Weekday surveys only.
 - Surveys undertaken within the most recent 10 year period; and
 - Sites without Travel Plans.
- 4.3. The TRICS data is included at **Appendix C** and is summarised below in **Table 4.1**.

Table 4.1 – Forecast Multi-Modal Trip Generation

55 Dwellings	AM Peak (08:00–09:00)			PM Peak (17:00–18:00)		
	In	Out	Two-Way	In	Out	Two-Way
Total Vehicles						
Trip Rate	0.175	0.379	0.554	0.320	0.157	0.477
Trip No.	10	21	30	18	9	26
Pedestrians						
Trip Rate	0.066	0.192	0.258	0.066	0.056	0.122
Trip No.	4	11	14	4	3	7
Cyclists						
Trip Rate	0.006	0.025	0.031	0.012	0.021	0.033
Trip No.	0	1	2	1	1	2
Public Transport Users						
Trip Rate	0.000	0.021	0.021	0.021	0.012	0.033
Trip No.	0	1	1	1	1	2

- 4.4. **Table 4.1** shows that 55 dwellings are forecast to generate around 30 two-way vehicular movements in the AM peak and around 26 two-way movements in the PM peak hour. This would equate to an average of around one additional vehicular trip every two minutes on the local highway network, which is not considered to be material in real terms.
- 4.5. It is also forecast that around 14 two-way pedestrian trips could be associated with the site in the AM peak, and around seven two-way pedestrian trips in the PM peak. Around two cyclist two-way trips are forecast in both peak hours, and around one public transport trip is forecast in the AM peak, and around two movements in the PM peak.

- 4.6. It is considered that the forecast trip generation associated with the proposed development will not have a material impact on the existing operation or safety of the local highway network.

5. Transport Planning Policy and Guidance

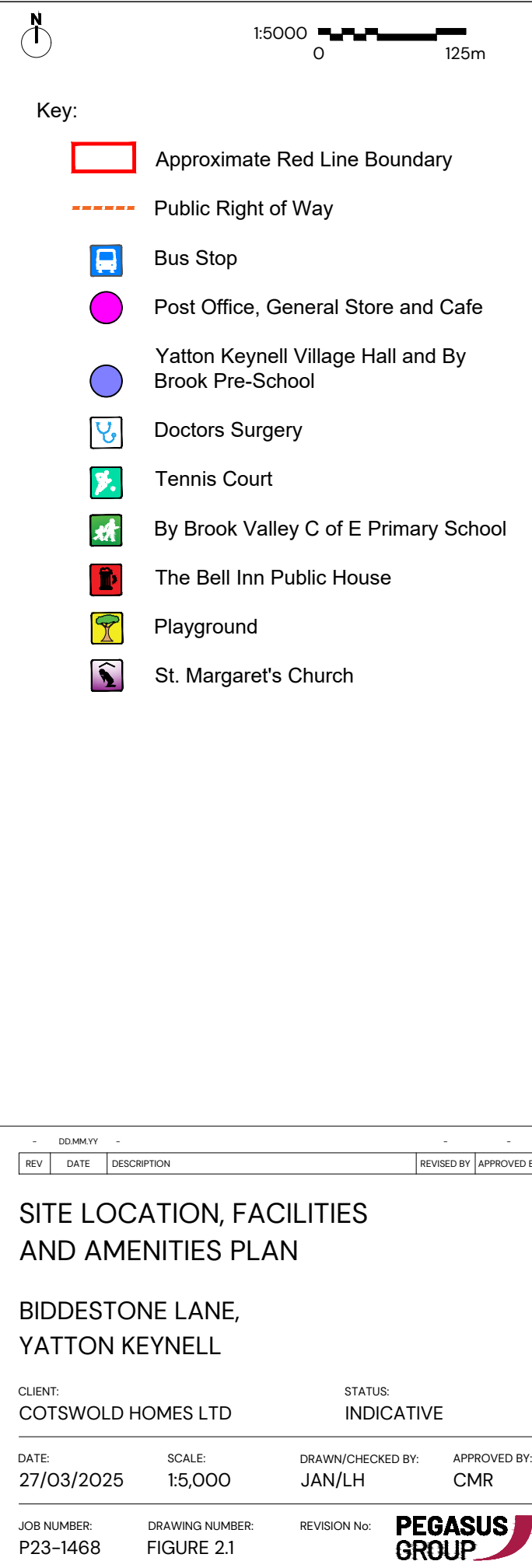
- 5.1. The relevant transport policies are set out in the following national, regional and local documents:
- i. National Planning Policy Framework (December 2024).
 - ii. National Planning Practice Guidance (2019).
 - iii. Manual for Streets (2007).
 - iv. Manual for Streets 2: Wider Application for the Principles (2010).
 - v. Wiltshire Council Local Transport Plan 2011–2036 (2011).
 - vi. Wiltshire Core Strategy (2015).
 - vii. Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP): Active Travel Parking Standards and Design Guide – Consultation Draft (2022); and
 - viii. Wiltshire Design Guide (2024).
- 5.2. The main objectives within national and local transport policy and guidance are to:
- i. Reduce the need to travel.
 - ii. Reduce car dependency; and
 - iii. Encourage sustainable travel.
- 5.3. In transport terms paragraph 110 of the NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas and paragraph 115 states that it should be ensured that sustainable transport modes are prioritised taking account of the type of development and the location. It is considered that the NPPF takes a contextualised and pragmatic approach to accessibility. Paragraph 116 states that development should only be refused on transport grounds where the residual cumulative impacts are severe.
- 5.4. **Chapter 2** of this report confirms that the site is suitably located, within walking and cycling distance of facilities that may be required on a daily basis. **Chapter 3** confirms that suitable access arrangements can be provided for all modes. **Chapter 4** confirms that the forecast traffic generation associated with the development will not be material and that there will be no impact on the safety and operation of the local highway network.
- 5.5. It is therefore considered that the proposed development is broadly in accordance with local and national transport policies.

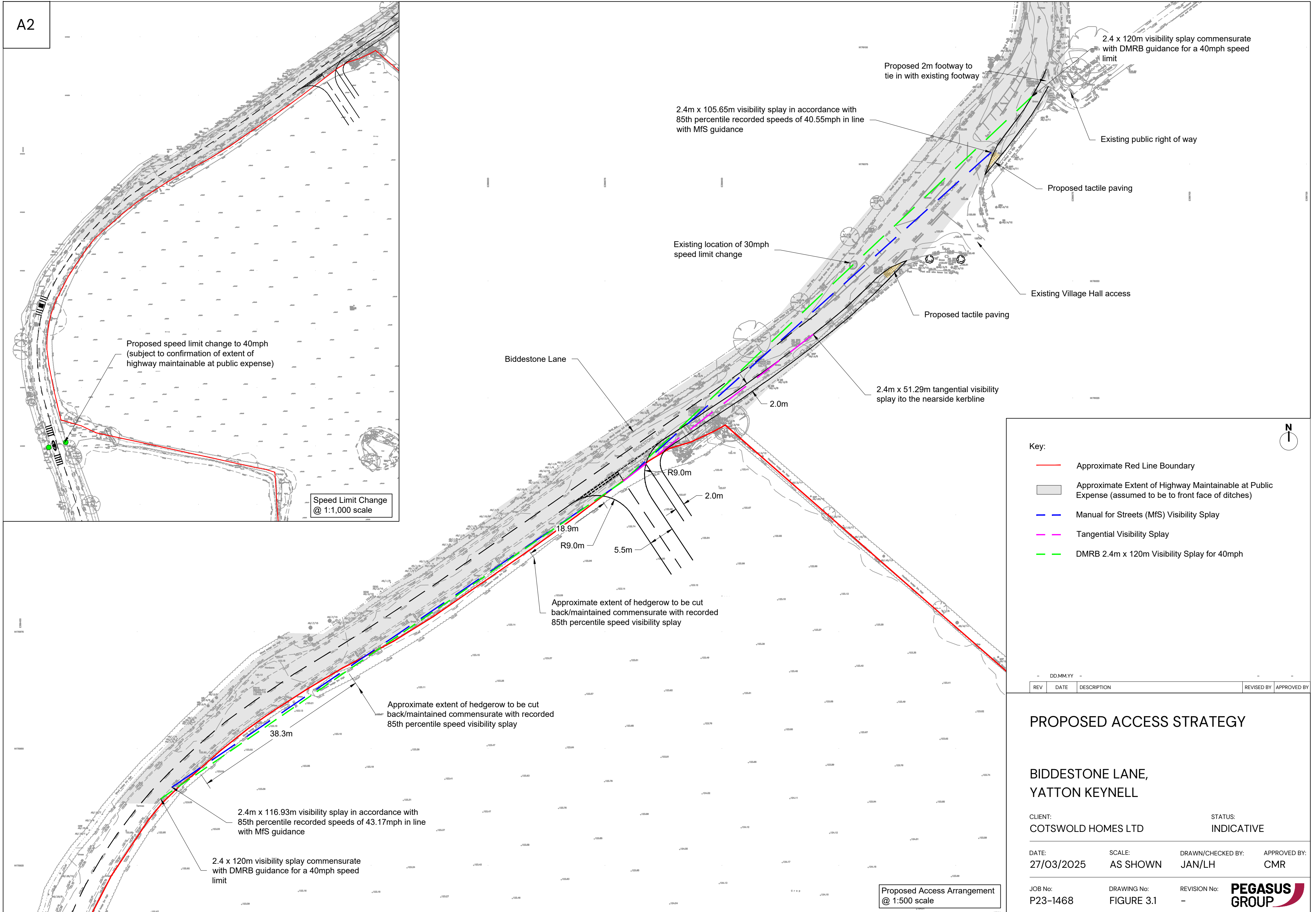
6. Conclusions

- 6.1. This Transport Statement (TS) has been prepared by Pegasus Group on behalf of Cotswold Homes Ltd to address the transportation issues associated with the detailed planning application of a residential development comprising 55 dwellings at land east of Biddestone Lane, Yatton Keynell.
- 6.2. The site is located approximately 500 metres from the centre of Yatton Keynell, which is around seven kilometres northwest of Chippenham, Wiltshire. The site is bound by Biddestone Lane to the west, playing fields to the north and open land to the east and south.
- 6.3. It is concluded that the site is located within walking and cycling distance of a selection of local facilities and amenities that may be required by future residents on a regular basis.
- 6.4. It is also concluded that the proposed access strategy for all modes via Biddestone Lane is appropriate to serve the scheme and that the car and cycle parking is provided in accordance with local guidance.
- 6.5. It is concluded that the forecast vehicle trip generation associated with the scheme will not have a material impact on the existing highway safety or operation of the local highway network.
- 6.6. It is therefore concluded that there are no valid transportation reasons which should prevent the future residential development of the site.



Figures







Appendix A



Intelligent Data Collection Limited

Biddestone Lane

Client:	Pegasus Group		
Project Number:	ID-0424-0103		
Site Number:	Site 1		
Week Commencing:	13/05/2024		
Road Name:	Biddestone Lane		
Survey Type:	ATC		
Direction AB	Flow from	A420 (S)	to The Street (N)
Direction BA	Flow from	The Street (N)	to A420 (S)

Quality Assurance and Issue Record



Quality Assurance

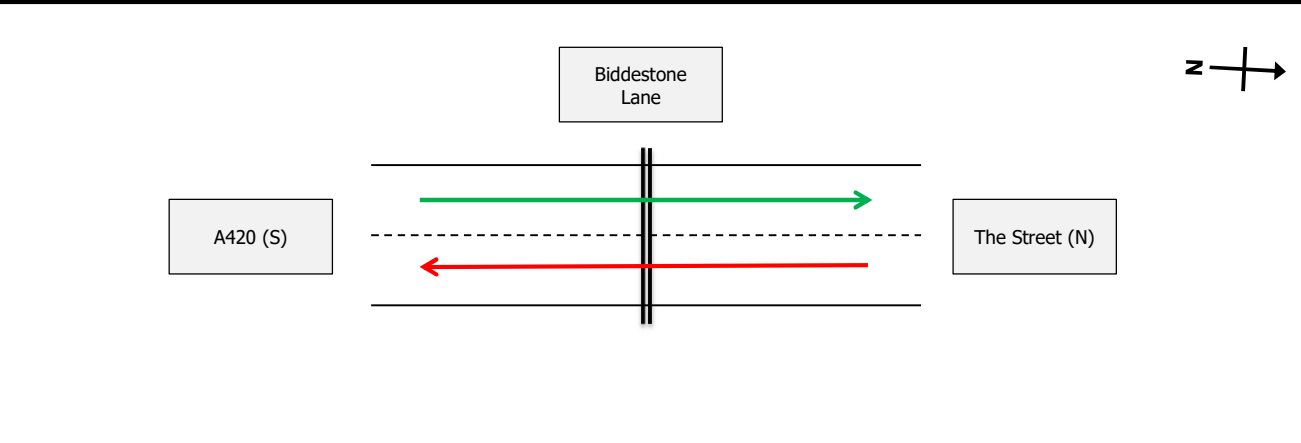
Revision	Rev A			
Date	24.05.2024			
Prepared by	Richard Collins			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID-0424-0103			
File Ref	ID-0424-0103 Biddestone Lane - ATC Site 1			

Issue Record

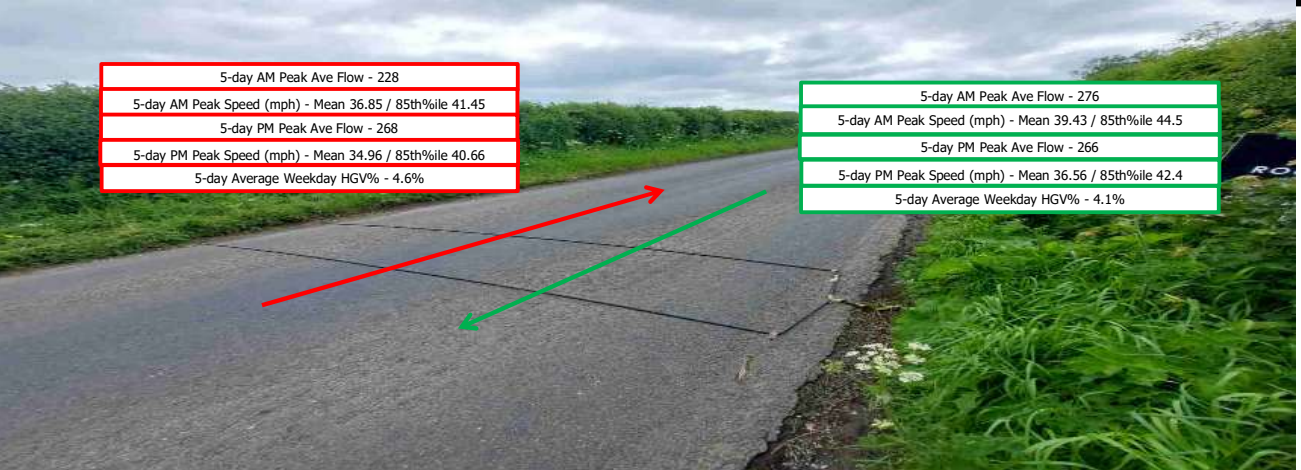
Issued to	Date			
	24.05.2024			
Luke Taylor	E-mail			

Road Name	Biddestone Lane		
Direction AB	A420 (S)	to:	The Street (N)
Direction BA	The Street (N)	to:	A420 (S)
Site Co-Ordinates	51.481092, -2.196098	ATC Start Date	14/05/2024
		ATC Finish Date	23/05/2024
		PSL	60
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.

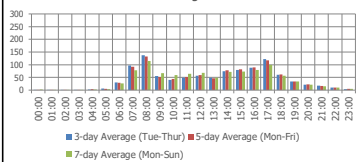
Prepared by	Richard Collins	Checked by	David Brown	Project Director	Paul O'Neill
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Flow Reporting

A-B Hourly Summary Data

Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	0	1	2
01:00	1	1	1
02:00	0	1	1
03:00	1	1	1
04:00	2	3	2
05:00	5	4	4
06:00	29	29	26
07:00	97	92	78
08:00	138	132	114
09:00	55	52	67
10:00	40	43	59
11:00	50	52	64
12:00	56	58	68
13:00	48	47	49
14:00	74	78	71
15:00	80	81	73
16:00	88	89	79
17:00	122	117	100
18:00	60	61	56
19:00	33	34	33
20:00	21	22	21
21:00	17	16	15
22:00	10	10	9
23:00	4	4	5
0700-1000	289	276	258
1600-1900	270	266	235

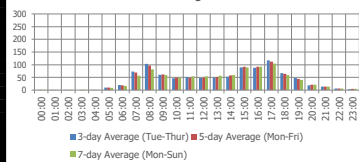
A-B - Average Flows



B-A Hourly Summary Data

Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	0	1	1
01:00	0	0	1
02:00	0	0	1
03:00	0	0	0
04:00	1	1	1
05:00	10	10	8
06:00	19	18	16
07:00	73	69	56
08:00	103	97	82
09:00	60	62	59
10:00	47	48	49
11:00	52	49	54
12:00	48	49	54
13:00	49	51	56
14:00	52	57	59
15:00	89	92	89
16:00	88	92	92
17:00	117	112	105
18:00	67	64	59
19:00	47	44	39
20:00	18	21	20
21:00	13	14	14
22:00	6	6	6
23:00	4	4	4
0700-1000	236	228	196
1600-1900	272	268	256

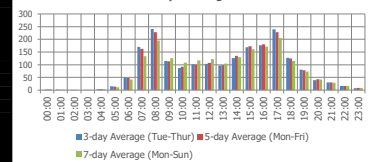
B-A - Average Flows



Two-Way Hourly Summary Data

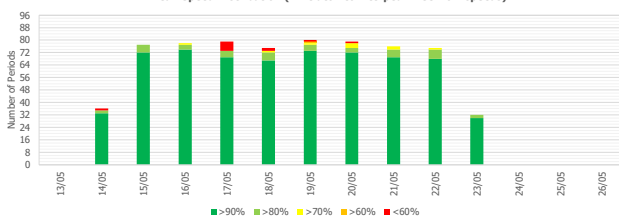
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	1	2	3
01:00	2	1	2
02:00	1	1	1
03:00	1	1	1
04:00	3	3	3
05:00	15	14	11
06:00	49	47	41
07:00	169	162	134
08:00	241	229	195
09:00	115	113	126
10:00	87	91	108
11:00	102	101	118
12:00	104	107	122
13:00	97	98	105
14:00	126	135	130
15:00	169	173	162
16:00	176	181	171
17:00	239	229	205
18:00	127	125	115
19:00	81	78	73
20:00	39	43	42
21:00	30	30	28
22:00	16	16	15
23:00	7	9	9
0700-1000	525	504	455
1600-1900	542	534	491

Two-Way - Average Flows

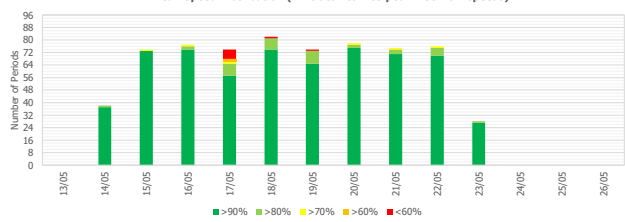


Mean Speed Distributions

A-B - Mean Speed Distribution (in relation to interpeak free-flow speeds)

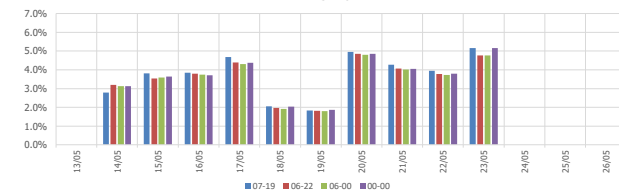


B-A - Mean Speed Distribution (in relation to interpeak free-flow speeds)

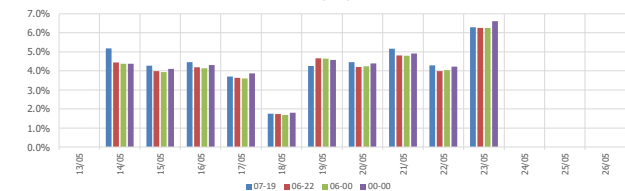


HGV%

A-B - HGV %

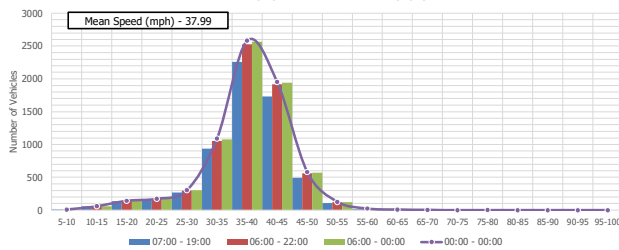


B-A - HGV %

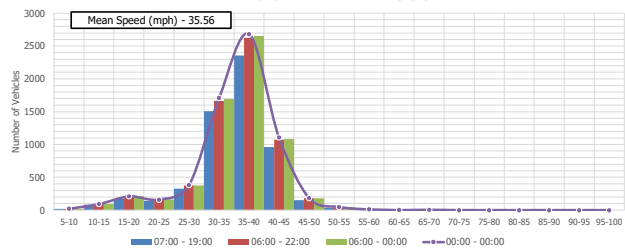


Speed Bin Distributions

A-B - 5-Day Speed Bin Distributions (mph)



B-A - 5-Day Speed Bin Distributions (mph)



Section A-B

Time	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535	1545	1555	1605	1615	1625	1635	1645	1655	1705	1715	1725	1735	1745	1755	1805	1815	1825	1835	1845	1855	1905	1915	1925	1935	1945	1955	2005	2015	2025	2035	2045	2055	2105	2115	2125	2135	2145	2155	2205	2215	2225	2235	2245	2255	2305	2315	2325	2335	2345	2355	2405	2415	2425	2435	2445	2455	2505	2515	2525	2535	2545	2555	2605	2615	2625	2635	2645	2655	2705	2715	2725	2735	2745	2755	2805	2815	2825	2835	2845	2855	2905	2915	2925	2935	2945	2955	3005	3015	3025	3035	3045	3055	3105	3115	3125	3135	3145	3155	3205	3215	3225	3235	3245	3255	3305	3315	3325	3335	3345	3355	3405	3415	3425	3435	3445	3455	3505	3515	3525	3535	3545	3555	3605	3615	3625	3635	3645	3655	3705	3715	3725	3735	3745	3755	3805	3815	3825	3835	3845	3855	3905	3915	3925	3935	3945	3955	4005	4015	4025	4035	4045	4055	4105	4115	4125	4135	4145	4155	4205	4215	4225	4235	4245	4255	4305	4315	4325	4335	4345	4355	4405	4415	4425	4435	4445	4455	4505	4515	4525	4535	4545	4555	4605	4615	4625	4635	4645	4655	4705	4715	4725	4735	4745	4755	4805	4815	4825	4835	4845	4855	4905	4915	4925	4935	4945	4955	5005	5015	5025	5035	5045	5055	5105	5115	5125	5135	5145	5155	5205	5215	5225	5235	5245	5255	5305	5315	5325	5335	5345	5355	5405	5415	5425	5435	5445	5455	5505	5515	5525	5535	5545	5555	5605	5615	5625	5635	5645	5655	5705	5715	5725	5735	5745	5755	5805	5815	5825	5835	5845	5855	5905	5915	5925	5935	5945	5955	6005	6015	6025	6035	6045	6055	6105	6115	6125	6135	6145	6155	6205	6215	6225	6235	6245	6255	6305	6315	6325	6335	6345	6355	6405	6415	6425	6435	6445	6455	6505	6515	6525	6535	6545	6555	6605	6615	6625	6635	6645	6655	6705	6715	6725	6735	6745	6755	6805	6815	6825	6835	6845	6855	6905	6915	6925	6935	6945	6955	7005	7015	7025	7035	7045	7055	7105	7115	7125	7135	7145	7155	7205	7215	7225	7235	7245	7255	7305	7315	7325	7335	7345	7355	7405	7415	7425	7435	7445	7455	7505	7515	7525	7535	7545	7555	7605	7615	7625	7635	7645	7655	7705	7715	7725	7735	7745	7755	7805	7815	7825	7835	7845
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Legend:

- 0-20
- 20-40
- 40-60
- 60-80
- 80-100

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 < 50% of daily interpeak free-flow speed

No data collected / No daily interpeak free-flow speed available

Section B-A

Time	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535	1545	1555	1605	1615	1625	1635	1645	1655	1705	1715	1725	1735	1745	1755	1805	1815	1825	1835	1845	1855	1905	1915	1925	1935	1945	1955	2005	2015	2025	2035	2045	2055	2105	2115	2125	2135	2145	2155	2205	2215	2225	2235	2245	2255	2305	2315	2325	2335	2345	2355	2405	2415	2425	2435	2445	2455	2505	2515	2525	2535	2545	2555	2605	2615	2625	2635	2645	2655	2705	2715	2725	2735	2745	2755	2805	2815	2825	2835	2845	2855	2905	2915	2925	2935	2945	2955	3005	3015	3025	3035	3045	3055	3105	3115	3125	3135	3145	3155	3205	3215	3225	3235	3245	3255	3305	3315	3325	3335	3345	3355	3405	3415	3425	3435	3445	3455	3505	3515	3525	3535	3545	3555	3605	3615	3625	3635	3645	3655	3705	3715	3725	3735	3745	3755	3805	3815	3825	3835	3845	3855	3905	3915	3925	3935	3945	3955	4005	4015	4025	4035	4045	4055	4105	4115	4125	4135	4145	4155	4205	4215	4225	4235	4245	4255	4305	4315	4325	4335	4345	4355	4405	4415	4425	4435	4445	4455	4505	4515	4525	4535	4545	4555	4605	4615	4625	4635	4645	4655	4705	4715	4725	4735	4745	4755	4805	4815	4825	4835	4845	4855	4905	4915	4925	4935	4945	4955	5005	5015	5025	5035	5045	5055	5105	5115	5125	5135	5145	5155	5205	5215	5225	5235	5245	5255	5305	5315	5325	5335	5345	5355	5405	5415	5425	5435	5445	5455	5505	5515	5525	5535	5545	5555	5605	5615	5625	5635	5645	5655	5705	5715	5725	5735	5745	5755	5805	5815	5825	5835	5845	5855	5905	5915	5925	5935	5945	5955	6005	6015	6025	6035	6045	6055	6105	6115	6125	6135	6145	6155	6205	6215	6225	6235	6245	6255	6305	6315	6325	6335	6345	6355	6405	6415	6425	6435	6445	6455	6505	6515	6525	6535	6545	6555	6605	6615	6625	6635	6645	6655	6705	6715	6725	6735	6745	6755	6805	6815	6825	6835	6845	6855	6905	6915	6925	6935	6945	6955	7005	7015	7025	7035	7045	7055	7105	7115	7125	7135	7145	7155	7205	7215	7225	7235	7245	7255	7305	7315	7325	7335	7345	7355	7405	7415	7425	7435	7445	7455	7505	7515	7525	7535	7545	7555	7605	7615	7625	7635	7645	7655	7705	7715	7725	7735	7745	7755	7805	7815	7825	7835	7845
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Legend:

- 0-20
- 20-40
- 40-60
- 60-80
- 80-100

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 < 50% of daily interpeak free-flow speed

No data collected / No daily interpeak free-flow speed available

[illegible]

Date	Tuesday 14/05/2024													
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	4	0	0	4	0	0	0	0	0	0	0	0	17.3	-
14:15	11	0	1	10	0	0	0	0	0	0	0	0	30.8	42.9
14:30	22	0	0	17	4	1	0	2	0	0	0	0	37.6	42.8
14:45	32	0	0	25	6	1	0	0	0	0	0	0	37.8	42.4
15:00	16	0	0	13	2	0	0	0	1	0	0	0	38	40.7
15:15	14	0	0	10	4	0	0	4	0	0	0	0	41.3	47.2
15:30	18	1	0	10	5	2	0	18	4	0	0	1	38.7	44.5
15:45	25	0	0	21	4	0	0	3	0	0	0	0	38.9	43.2
16:00	32	0	0	27	4	1	0	0	0	0	0	0	40.2	46.3
16:15	28	0	0	26	1	0	0	3	1	0	0	0	40.6	43.8
16:30	23	0	0	15	7	1	0	0	0	0	0	0	37.9	45.5
16:45	19	0	0	16	3	0	0	0	0	0	0	0	41.1	44.6
17:00	32	0	0	27	5	0	0	0	0	0	0	0	38.9	43.9
17:15	34	1	0	31	2	0	0	0	0	0	0	0	40.4	44.6
17:30	37	0	0	34	3	0	0	5	0	0	0	0	38.9	45.6
17:45	23	0	0	22	1	0	0	0	0	0	0	0	41.9	45.2
18:00	18	0	1	13	2	2	0	3	0	0	0	0	39.2	43.3
18:15	20	0	0	15	3	2	0	0	0	0	0	0	40.6	46.4
18:30	13	1	0	12	0	0	0	0	0	0	0	0	38.9	46
18:45	11	0	0	6	5	0	0	0	0	0	0	0	42	47.6
19:00	15	1	0	13	1	0	0	3	0	0	0	0	38.5	43.1
19:15	6	0	0	5	1	0	0	0	0	0	0	0	36.4	-
19:30	4	0	0	3	1	0	0	0	0	0	0	0	34.6	-
19:45	4	0	0	2	1	1	0	0	0	0	0	0	46.6	-
20:00	4	1	0	2	0	0	0	1	0	0	0	0	30.7	-
20:15	10	0	0	9	1	0	0	0	0	0	0	0	38.1	-
20:30	5	0	0	5	0	0	0	0	0	0	0	0	40.2	-
20:45	3	0	0	3	0	0	0	0	0	0	0	0	45.7	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	43.9	-
21:15	7	0	0	5	2	0	0	0	0	0	0	0	35.9	-
21:30	5	0	0	4	1	0	0	0	0	0	0	0	33.2	-
21:45	4	0	0	2	0	1	0	0	1	0	0	0	34.6	-
22:00	2	0	0	2	0	0	0	0	0	0	0	0	36.9	-
22:15	5	0	0	5	0	0	0	0	0	0	0	0	38.4	-
22:30	2	0	0	2	0	0	0	0	0	0	0	0	47.1	-
22:45	4	0	0	3	1	0	0	0	0	0	0	0	38.5	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:19	432	3	2	354	61	10	0	0	2	0	0	0	39.1	44.2
06:22	500	5	2	408	69	12	0	1	3	0	0	0	38.9	44.4
06:00	513	5	2	420	70	12	0	1	3	0	0	0	38.9	44.4
00:00	513	5	2	420	70	12	0	1	3	0	0	0	38.9	44.4

Date	Wednesday 15/05/2024												Mean Speed (Mph)	85%ile Speed (Mph)	
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	0	49.9	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	47.9	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	0	0	1	0	1	0	0	0	0	0	46.5	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	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	-	-
03:00	0	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	0	32.1	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	0	1	0	0	0	0	0	0	0	0	40.8	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	0	35.4	-
04:30	3	1	0	1	1	0	0	0	0	0	0	0	0	36.4	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	3	0	0	2	1	0	0	0	0	0	0	0	0	37.3	-
06:00	5	0	0	5	0	0	0	0	0	0	0	0	0	37.8	-
06:15	3	0	0	3	0	0	0	3	0	0	0	0	0	42.7	-
06:30	5	0	0	5	0	0	0	0	0	0	0	0	0	44.8	-
06:45	17	2	1	9	5	0	0	0	0	0	0	0	0	38	44.8
07:00	14	0	1	11	2	0	0	0	0	0	0	0	0	41.8	47.9
07:15	25	1	0	22	2	0	0	0	0	0	0	0	0	41.1	44.6
07:30	30	0	0	24	5	1	0	0	0	0	0	0	0	41.3	43.2
07:45	33	1	0	28	3	0	0	1	0	0	0	0	0	41.6	48.3
08:00	34	1	0	24	8	1	0	0	0	0	0	0	0	39.5	44
08:15	39	0	0	33	5	1	0	0	0	0	0	0	0	40.1	43.8
08:30	36	0	0	26	8	2	0	0	0	0	0	0	0	38.8	44.5
08:45	34	0	0	27	6	1	0	0	0	0	0	0	0	40.4	46.3
09:00	14	0	0	12	1	0	0	0	0	0	1	0	0	39.9	44.5
09:15	17	1	1	13	2	0	0	0	0	0	0	0	0	36.5	40.9
09:30	10	0	1	8	1	0	1	0	0	0	0	0	0	39.4	-
09:45	10	1	0	6	2	1	0	0	0	0	0	0	0	35.7	-
10:00	9	1	0	5	1	2	0	0	0	0	0	0	0	39.4	-
10:15	17	2	0	12	3	0	0	0	0	0	0	0	0	38.1	45.2
10:30	14	1	0	10	3	0	0	0	0	0	0	0	0	36	39.3
10:45	13	0	0	9	3	0	0	0	0	0	0	0	0	40.9	49.5
11:00	6	0	1	5	0	0	0	0	0	0	0	0	0	37	-
11:15	14	0	1	9	3	0	0	0	1	0	0	0	0	39.9	46.7
11:30	19	2	0	13	2	1	0	0	0	0	1	0	0	34.5	42.7
11:45	16	0	0	13	3	0	0	0	0	0	0	0	0	37.2	40.3
12:00	16	1	1	11	3	0	0	0	0	0	0	0	0	34.1	41
12:15	2	0	0	10	2	0	0	0	0	0	0	0	0	35.1	40.4
12:30	19	1	0	12	5	1	0	0	0	0	0	0	0	34.2	40
12:45	11	1	0	8	1	0	1	0	0	0	0	0	0	37.3	42.4
13:00	8	0	0	6	1	0	0	0	0	1	0	0	0	35.7	-
13:15	16	0	0	14	2	0	0	0	0	0	0	0	0	43.1	49.8
13:30	7	0	0	6	1	0	0	0	0	0	0	0	0	42.8	-
13:45	9	0	0	5	3	1	0	0	0	0	0	0	0	39.8	-
14:00	9	1	0	6	2	0	0	0	0	0	0	0	0	32.7	-
14:15	10	0	0	7	3	0	0	0	0	0	0	0	0	38.7	-
14:30	16	1	0	12	3	0	0	0	0	0	0	0	0	35.4	40.8
14:45	33	1	0	30	2	0	0	0	0	0	0	0	0	38.4	43.9
15:00	23	0	0	19	2	2	0	0	0	0	0	0	0	41.3	47.8
15:15	22	1	0	18	2	1	0	0	0	0	0	0	0	35.6	40.3
15:30	10	0	0	7	3	0	0	0	0	0	0	0	0	40.7	-
15:45	32	0	0	26	6	0	0	0	0	0	0	0	0	38	41.5
16:00	21	1	1	11	4	3	0	0	1	0	0	0	0	39	44.3
16:15	22	0	0	20	2	0	0	0	0	0	0	0	0	40.3	45.5
16:30	21	0	0	19	2	0	0	0	0	0	0	0	0	37.8	41.3
16:45	26	1	0	17	7	1	0	0	0	0	0	0	0	36.9	42.4
17:00	27	1	0	19	7	0	0	0	0	0	0	0	0	36.3	41.9
17:15	26	1	0	23	1	1	0	0	0	0	0	0	0	37.8	42.8
17:30	20	1	1	16	1	1	0	0	0	0	0	0	0	36.9	42.9
17:45	31	4	0	26	1	0	0	0	0	0	0	0	0	34.5	41
18:00	19	0	0	16	3	0	0	0	0	0	0	0	0	40.2	44.3
18:15	19	1	0	17	0	0	0	0	0	0	1	0	0	36.2	42.8
18:30	16	3	0	7	2	0	0	1	0	0	3	0	0	31.4	41.8
18:45	10	2	0	6	2	0	0	0	0	0	0	0	0	38.2	-
19:00	5	0	0	4	1	0	0	0	0	0	0	0	0	42.9	-
19:15	9	1	0	7	1	0	0	0	0	0	0	0	0	36.9	-
19:30	7	0	0	6	1	0	0	0	0	0	0	0	0	39.8	-
19:45	12	0	0	10	1	1	0	0	0	0	0	0	0	37.7	43.3
20:00	7	0	0	4	3	0	0	0	0	0	0	0	0	40	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	0	36.1	-
20:30	7	0	0	7	0	0	0	0	0	0	0	0	0	38.4	-
20:45	6	0	0	6	0	0	0	0	0	0	0	0	0	37.2	-
21:00	2	0	0	2	0	0	0	0	0	0	0	0	0	38.7	-
21:15	6	0	0	5	1	0	0	0	0	0	0	0	0	35.3	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	0	38.7	-
21:45	6	0	0	5	1	0	0	0	0	0	0	0	0	39.3	-
22:00	4	0	0	3	1	0	0	0	0	0	0	0	0	37.8	-
22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	32.9	-
22:30	2	0	0	1	1	0	0	0	0	0	0	0	0	47.1	-
22:45	4	0	0	4	0	0	0	0	0	0	0	0	0	31.1	-
23:00	3	0	0	1	1	0	0	0	0	0	0	0	0	40.2	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	918	35	8	704	136	22	2	1	4	0	6	0	0	38.2	43.3
06-22	1018	38	9	784	151	23	2	1	4	0	6	0	0	38.3	43.3
06-00	1033	38	9	795	154	24	2	1	4	0	6	0	0	38.3	43.3
00-00	1045	39	9	802	157	25	2	1	4	0	6	0	0	38.3	43.5

Date														
Thursday 16/05/2024														
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	40.7	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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	1	0	0	1	0	0	0	0	0	0	0	0	49.1	-
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	34.9	-
03:30	1	0	0	0	1	0	0	0	0	0	0	0	42.5	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	27.4	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	32.7	-
05:45	4	1	0	3	0	0	0	0	0	0	0	0	36.5	-
06:00	4	0	0	3	1	0	0	0	0	0	0	0	36.6	-
06:15	5	0	0	3	2	0	0	0	0	0	0	0	40.6	-
06:30	8	0	1	5	2	0	0	0	0	0	0	0	43.5	-
06:45	13	1	0	8	4	0	0	0	0	0	0	0	39.5	45.2
07:00	14	1	1	8	3	1	0	0	0	0	0	0	39.5	49.1
07:15	33	0	0	28	4	1	0	0	0	0	0	0	40.2	43.3
07:30	23	0	0	21	1	1	0	0	0	0	0	0	43.1	48.3
07:45	25	0	0	19	5	0	0	0	0	0	0	0	43.5	52.7
08:00	26	0	0	22	2	1	0	0	1	0	0	0	42.8	45.6
08:15	45	0	1	38	6	0	0	0	0	0	0	0	40.9	45.8
08:30	31	0	0	26	3	1	0	0	0	0	0	1	39.9	45.7
08:45	30	1	0	24	4	0	0	0	1	0	0	0	39.5	44.6
09:00	15	0	0	14	1	0	0	0	0	0	0	0	37.5	42.5
09:15	15	0	0	13	2	0	0	0	0	0	0	0	37	44.2
09:30	15	0	0	11	0	0	2	0	0	0	2	0	29.9	44.5
09:45	8	0	1	5	2	0	0	0	0	0	0	0	41.8	-
10:00	8	0	0	6	2	0	0	0	0	0	0	0	38.3	-
10:15	10	0	0	8	2	0	0	0	0	0	0	0	35.7	-
10:30	9	0	0	7	4	1	1	0	0	0	0	0	39.3	-
10:45	12	2	1	5	4	0	0	0	0	0	0	0	36.8	46.2
11:00	10	1	0	6	2	0	0	0	1	0	0	0	38.9	-
11:15	13	0	1	9	3	0	0	0	0	0	0	0	37.2	39.6
11:30	13	1	0	11	1	0	0	0	0	0	0	0	34.9	40.3
11:45	12	0	0	10	2	0	0	0	0	0	0	0	39	42.9
12:00	13	0	0	10	2	1	0	0	0	0	0	0	39.5	45.3
12:15	14	0	1	8	3	2	0	0	0	0	0	0	39.1	47.4
12:30	11	0	0	11	0	0	0	0	0	0	0	0	40.5	46.3
12:45	15	0	1	12	2	0	0	0	0	0	0	0	35.6	45.8
13:00	10	0	0	9	1	0	0	0	0	0	0	0	38.7	-
13:15	8	0	0	6	2	0	0	0	0	0	0	0	37.3	-
13:30	16	0	0	9	6	1	0	0	0	0	0	0	36.6	40.8
13:45	22	1	0	18	3	0	0	0	0	0	0	0	37.2	44.8
14:00	14	0	0	12	1	0	0	0	1	0	0	0	36.1	40.6
14:15	13	1	0	7	4	1	0	0	0	0	0	0	34.9	43.9
14:30	24	1	0	17	3	2	0	0	0	0	1	0	36	45.7
14:45	38	0	0	34	4	0	0	0	0	0	0	0	37.4	42.4
15:00	22	0	0	19	3	0	0	0	0	0	0	0	37.4	44
15:15	18	0	0	14	3	1	0	0	0	0	0	0	37	42
15:30	19	0	0	15	3	0	0	0	0	0	0	1	38.5	43.1
15:45	26	0	0	22	4	0	0	0	0	0	0	0	36.6	40.3
16:00	20	0	0	17	3	0	0	0	0	0	0	0	40.8	46
16:15	15	0	0	12	3	0	0	0	0	0	0	0	38.1	45.3
16:30	21	0	0	14	7	0	0	0	0	0	0	0	39.7	48
16:45	21	0	0	16	4	1	0	0	0	0	0	0	38.6	42.5
17:00	26	0	0	19	7	0	0	0	0	0	0	0	38.9	45.6
17:15	32	2	1	28	0	0	0	0	1	0	0	0	36.2	43.4
17:30	22	3	0	16	3	0	0	0	0	0	0	0	35.1	43
17:45	18	0	1	14	1	1	0	0	1	0	0	0	40	44.7
18:00	19	1	0	13	3	1	0	0	0	0	1	0	36.5	41.3
18:15	16	1	0	11	3	0	0	0	0	0	0	0	36.1	42.3
18:30	12	0	0	10	2	0	0	0	0	0	0	0	35.1	44.6
18:45	13	2	0	11	0	0	0	0	0	0	0	0	33.5	48.6
19:00	14	0	0	14	0	0	0	0	0	0	0	0	36.2	44.2
19:15	10	0	1	7	1	1	0	0	0	0	0	0	38.4	-
19:30	5	0	0	3	2	0	0	0	0	0	0	0	43.9	-
19:45	7	0	0	5	1	1	0	0	0	0	0	0	39.2	-
20:00	6	1	0	4	1	0	0	0	0	0	0	0	43.1	-
20:15	8	0	0	7	1	0	0	0	0	0	0	0	37.2	-
20:30	7	0	0	7	0	0	0	0	0	0	0	0	45	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	36.5	-
21:00	6	0	0	6	0	0	0	0	0	0	0	0	33.4	-
21:15	8	0	0	5	1	2	0	0	0	0	0	0	33.8	-
21:30	8	0	0	7	1	0	0	0	0	0	0	0	35.2	-
21:45	4	0	0	3	1	0	0	0	0	0	0	0	37.8	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	42.1	-
22:15	4	0	0	4	0	0	0	0	0	0	0	0	38	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	38.4	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	35.5	-
23:00	3	0	0	3	0	0	0	0	0	0	0	0	40.5	-
23:15	2	0	0	2	0	0	0	0	0	0	0	0	41.1	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	2	0	0	0	2	0	0	0	0	0	0	0	38.8	-
07-19	885	18	9	695	129	18	3	2	5	0	4	2	38.3	44.4
06-22	1000	20	11	784	147	22	3	2	5	0	4	2	38.3	44.5
06-00	1014	20	11	797	148	22	3	2	5	0	4	2	38.3	44.5
00-00	1024	21	11	804	150	22	3	2	5	0	4	2	38.3	44.5

Date														
Friday 17/05/2024														
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	0	0	0	0	0	0	0	0	0	0	0	0		
00:15	1	0	0	1	0	0	0	0	0	0	0	0	44.6	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	42.4	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	56.8	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	0	0	1	0	1	0	0	0	0	51.3	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	1	0	0	1	0	0	0	0	0	0	0	31.6	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	35	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	33.8	-
06:00	4	0	0	3	1	0	0	0	0	0	0	0	42.3	-
06:15	5	1	1	3	0	0	0	1	0	0	0	0	34.6	-
06:30	9	1	1	6	1	0	0	0	0	0	0	0	42.9	-
06:45	11	0	0	8	3	0	0	0	0	0	0	0	40	42.8
07:00	16	1	1	11	2	1	0	0	0	0	0	0	36.3	40.4
07:15	24	1	0	17	5	0	0	0	0	0	0	1	38.5	43.8
07:30	22	0	0	19	3	0	0	0	0	0	0	0	41.7	46.1
07:45	21	0	0	18	2	1	0	0	0	0	0	0	39.7	44.3
08:00	22	0	0	18	2	1	0	0	1	0	0	0	43.4	47.9
08:15	21	0	0	16	5	0	0	0	0	0	0	0	36.7	41.1
08:30	42	1	0	30	11	0	0	0	0	0	0	0	39	43.7
08:45	27	0	0	21	6	0	0	0	0	0	0	0	42	46.4
09:00	11	0	0	10	1	0	0	0	0	0	0	0	39.2	42.4
09:15	11	0	0	10	0	1	0	0	0	0	0	0	39.1	45.1
09:30	7	0	0	6	1	0	0	0	0	0	0	0	39.5	-
09:45	14	2	2	8	2	0	0	1	0	0	0	0	36.4	41.6
10:00	12	1	0	8	2	0	0	0	1	0	0	0	36.2	43.3
10:15	6	0	0	4	2	0	0	0	0	0	0	0	40.6	-
10:30	22	3	1	9	4	4	0	0	0	0	1	0	33.2	45
10:45	13	0	0	11	2	0	0	0	0	0	0	0	39	45.5
11:00	16	1	1	11	2	1	0	0	0	0	0	0	34.4	40.7
11:15	12	1	0	6	4	1	0	0	0	0	0	0	35.6	40.9
11:30	13	3	1	5	4	0	0	0	0	0	0	0	34.3	44.8
11:45	26	1	0	20	3	1	1	0	0	0	0	0	34	39.2
12:00	14	0	0	13	0	1	0	0	0	0	0	0	33.5	39.7
12:15	17	2	0	12	2	1	0	0	0	0	0	0	34.3	43.8
12:30	21	1	0	14	2	3	0	1	0	0	0	0	35.4	41.9
12:45	22	1	1	17	2	1	0	0	0	0	0	0	39	42
13:00	16	0	1	11	4	0	0	0	0	0	0	0	37.3	47.2
13:15	5	0	0	3	2	0	0	0	0	0	0	0	42.3	-
13:30	10	0	1	5	4	0	0	0	0	0	0	0	37.8	-
13:45	15	0	0	14	1	0	0	0	0	0	0	0	38.9	45.4
14:00	17	1	0	12	4	0	0	0	0	0	0	0	37.6	42.4
14:15	39	1	0	31	6	1	0	0	0	0	0	0	38	44.5
14:30	16	1	1	11	3	0	0	0	0	0	0	0	35.8	44
14:45	28	1	1	18	6	2	0	0	0	0	0	0	36.6	43.6
15:00	33	0	0	28	5	0	0	0	0	0	0	0	38.2	43.4
15:15	19	2	0	14	2	1	0	0	0	0	0	0	35.4	41
15:30	24	1	0	14	7	1	0	0	1	0	0	0	38.4	45.8
15:45	20	0	0	16	3	1	0	0	0	0	0	0	40.8	44.4
16:00	17	0	1	12	2	0	0	0	2	0	0	0	19.5	21.9
16:15	29	1	0	19	7	2	0	0	0	0	0	0	19.2	24.4
16:30	35	3	5	22	2	3	0	0	0	0	0	0	16	20
16:45	18	1	0	16	1	0	0	0	0	0	0	0	16.5	20.8
17:00	21	0	0	18	3	0	0	0	0	0	0	0	16.3	18.6
17:15	38	2	3	25	6	1	0	0	1	0	0	0	19.9	36.5
17:30	15	0	0	13	2	0	0	0	0	0	0	0	37.3	41.5
17:45	15	2	1	10	2	0	0	0	0	0	0	0	35.8	42.4
18:00	17	1	0	13	2	1	0	0	0	0	0	0	39.8	47
18:15	16	2	0	12	2	0	0	0	0	0	0	0	37.3	43.9
18:30	10	0	0	6	3	0	0	0	0	0	0	1	40	-
18:45	13	0	0	9	2	0	0	0	2	0	0	0	34.4	40.4
19:00	15	0	0	10	4	1	0	0	0	0	0	0	38.3	42.8
19:15	11	0	0	8	3	0	0	0	0	0	0	0	37.4	44.8
19:30	11	1	0	9	1	0	0	0	0	0	0	0	38.6	47.7
19:45	5	0	0	5	0	0	0	0	0	0	0	0	40.7	-
20:00	4	0	0	4	0	0	0	0	0	0	0	0	42.3	-
20:15	8	1	0	6	1	0	0	0	0	0	0	0	37.5	-
20:30	5	0	0	2	2	0	0	0	1	0	0	0	38.7	-
20:45	7	1	0	6	0	0	0	0	0	0	0	0	33	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	35.9	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	38.8	-
21:30	6	0	0	5	1	0	0	0	0	0	0	0	40.8	-
21:45	2	0	0	0	2	0	0	0	0	0	0	0	41.9	-
22:00	6	0	0	5	1	0	0	0	0	0	0	0	40.5	-
22:15	3	0	0	3	0	0	0	0	0	0	0	0	33.9	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	32.7	-
22:45	2	0	1	1	0	0	0	0	0	0	0	0	43	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	33	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	41.3	-
23:30	3	0	0	3	0	0	0	0	0	0	0	0	38.9	-
23:45	3	0	0	2	1	0	0	0	0	0	0	0	40.8	-
07:19	918	38	21	666	150	29	1	1	8	0	2	2	34.3	42.8
06:22	1024	43	23	742	171	30	1	1	9	0	2	2	34.8	43.0
06:00	1045	43	24	760	173	30	1	1	9	0	2	2	34.8	43.1
00:00	1053	44	24	764	175	31	1	1	9	0	2	2	34.9	43.1

Date														
Saturday 18/05/2024														
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	47.1	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	0	1	0	0	0	0	0	0	45.7	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	46.2	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	1	0	0	0	0	0	0	0	0	0	13.4	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	44.4	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	3	0	0	3	0	0	0	0	0	0	0	0	33.7	-
06:15	1	1	0	0	0	1	0	0	0	0	0	0	21.4	-
06:30	5	0	0	5	0	0	0	0	0	0	0	0	41.4	-
06:45	10	0	0	9	1	0	0	0	0	0	0	0	40.4	-
07:00	4	1	0	3	0	0	0	0	0	0	0	0	35.4	-
07:15	11	0	0	11	0	0	0	0	0	0	0	0	34.2	44.3
07:30	11	1	0	5	4	1	0	0	0	0	0	0	35.9	46.1
07:45	10	3	0	5	1	0	0	0	1	0	0	0	33.6	-
08:00	9	2	0	7	0	0	0	0	0	0	0	0	30.3	-
08:15	12	0	0	10	1	0	0	0	1	0	0	0	29.8	41.9
08:30	8	1	1	5	1	0	0	0	0	0	0	0	27.2	-
08:45	20	4	0	12	3	1	0	0	0	0	0	0	30.9	39.4
09:00	17	3	0	9	4	0	0	0	0	0	0	0	30.1	38.9
09:15	28	1	0	23	2	1	0	0	1	0	0	0	32	37.4
09:30	26	2	3	19	1	0	0	1	0	0	0	0	34.4	41.4
09:45	25	2	0	19	4	0	0	0	0	0	0	0	33.8	39
10:00	24	1	0	21	2	0	0	0	0	0	0	0	32.8	39
10:15	28	3	0	22	3	0	0	0	0	0	0	0	35.9	42.6
10:30	25	4	0	19	2	0	0	0	0	0	0	0	33.8	41.4
10:45	25	2	0	20	2	1	0	0	0	0	0	0	33.8	42.9
11:00	26	0	2	22	2	0	0	0	0	0	0	0	38.1	43
11:15	27	7	0	17	2	1	0	0	0	0	0	0	32.5	39.3
11:30	22	3	0	14	5	0	0	0	0	0	0	0	34	39.6
11:45	20	2	1	14	2	1	0	0	0	0	0	0	34.1	39.6
12:00	27	1	1	22	2	0	0	1	0	0	0	0	36.2	44.4
12:15	24	0	0	23	1	0	0	0	0	0	0	0	35.7	40.9
12:30	15	0	1	12	2	0	0	0	0	0	0	0	39.6	43.3
12:45	17	1	0	14	2	0	0	0	0	0	0	0	36.3	43.5
13:00	13	2	0	10	0	1	0	0	0	0	0	0	34.5	39.5
13:15	17	0	0	16	1	0	0	0	0	0	0	0	37.8	42.3
13:30	12	0	2	9	1	0	0	0	0	0	0	0	35.6	42.4
13:45	12	0	1	10	1	0	0	0	0	0	0	0	38.6	42.5
14:00	8	0	0	8	0	0	0	0	0	0	0	0	39.4	-
14:15	8	0	0	7	1	0	0	0	0	0	0	0	37.1	-
14:30	6	0	0	3	3	0	0	0	0	0	0	0	39.7	-
14:45	15	0	0	14	1	0	0	0	0	0	0	0	36.9	42.8
15:00	14	0	0	12	2	0	0	0	0	0	0	0	34.6	41
15:15	8	1	0	7	1	0	0	0	0	0	0	0	34.4	-
15:30	9	0	3	5	0	0	0	0	0	0	0	0	40.3	-
15:45	10	0	0	7	3	0	0	0	0	0	0	0	39.8	-
16:00	11	0	0	11	0	0	0	0	0	0	0	0	39.4	42.5
16:15	11	0	1	9	1	0	0	0	0	0	0	0	39.5	46.5
16:30	10	0	0	8	1	0	0	1	0	0	0	0	35	-
16:45	16	0	0	13	3	0	0	0	0	0	0	0	40.6	42.5
17:00	5	0	0	4	1	0	0	0	0	0	0	0	35.8	-
17:15	19	0	0	16	3	0	0	0	0	0	0	0	36.9	44
17:30	13	0	0	12	1	0	0	0	0	0	0	0	39.1	43.7
17:45	8	0	0	7	1	0	0	0	0	0	0	0	40.2	-
18:00	16	0	1	11	4	0	0	0	0	0	0	0	36.1	40.9
18:15	12	1	0	11	0	0	0	0	0	0	0	0	37.8	46.9
18:30	13	0	0	11	2	0	0	0	0	0	0	0	39.2	45.8
18:45	6	0	0	4	1	1	0	0	0	0	0	0	38.2	-
19:00	13	0	0	13	0	0	0	0	0	0	0	0	38.3	44.9
19:15	15	0	0	11	3	1	0	0	0	0	0	0	38.6	41.3
19:30	5	0	0	5	0	0	0	0	0	0	0	0	36.3	-
19:45	6	0	0	5	1	0	0	0	0	0	0	0	37.8	-
20:00	5	0	0	4	1	0	0	0	0	0	0	0	35.9	-
20:15	3	0	0	3	0	0	0	0	0	0	0	0	39.1	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	34.1	-
20:45	6	0	0	4	2	0	0	0	0	0	0	0	36.9	-
21:00	3	0	0	3	0	0	0	0	0	0	0	0	37.2	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	38.3	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	5	0	0	4	1	0	0	0	0	0	0	0	32.8	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	36.2	-
22:15	2	0	0	2	0	0	0	0	0	0	0	0	38	-
22:30	2	0	0	2	0	0	0	0	0	0	0	0	35.7	-
22:45	2	0	0	2	0	0	0	0	0	0	0	0	41.5	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	3	0	0	2	1	0	0	0	0	0	0	0	41.6	-
23:30	2	0	0	2	0	0	0	0	0	0	0	0	37.7	-
23:45	5	0	0	5	0	0	0	0	0	0	0	0	43.6	-
07-19	733	48	17	573	80	8	0	4	2	0	1	0	35.4	41.7
06-22	816	49	17	645	89	9	0	4	2	0	1	0	35.6	41.7
06-00	833	49	17	660	91	9	0	4	2	0	1	0	35.7	41.8
00-00	839	49	18	664	91	10	0	4	2	0	1	0	35.7	41.9

Date	Sunday 19/05/2024												Mean Speed (Mph)	85%ile Speed (Mph)		
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus				
00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	40	-	-
00:15	3	0	0	2	1	0	0	0	0	0	0	0	0	40.5	-	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	0	40.6	-	-
00:45	2	0	0	2	0	0	0	0	0	0	0	0	0	41.1	-	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	34.1	-	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	33.1	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	0	62.6	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:15	1	0	0	0	0	0	0	0	1	0	0	0	0	33.2	-	-
02:30	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	-	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	12.4	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	0	41.4	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	0	30.9	-	-
06:00	2	0	0	2	0	0	0	0	0	0	0	0	0	33.2	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:30	2	1	0	1	0	0	0	0	0	0	0	0	0	23.5	-	-
06:45	3	0	0	3	0	0	0	0	0	0	0	0	0	38	-	-
07:00	4	1	0	3	0	0	0	0	0	0	0	0	0	40.6	-	-
07:15	4	0	0	4	0	0	0	0	0	0	0	0	0	45.2	-	-
07:30	7	1	0	5	1	0	0	0	0	0	0	0	0	37.9	-	-
07:45	3	0	0	3	0	0	0	0	0	0	0	0	0	37.5	-	-
08:00	10	2	0	8	0	0	0	0	0	0	0	0	0	32.8	-	-
08:15	10	1	0	9	0	0	0	0	0	0	0	0	0	35.5	-	-
08:30	13	1	0	10	2	0	0	0	0	0	0	0	0	36.4	47.5	-
08:45	19	3	0	12	4	0	0	0	0	0	0	0	0	32.5	45.2	-
09:00	27	3	0	19	5	0	0	0	0	0	0	0	0	33.6	41.4	-
09:15	31	6	0	19	3	0	0	0	0	0	3	0	0	29	37.1	-
09:30	43	4	2	33	3	0	0	1	0	0	0	0	0	32.9	41.3	-
09:45	41	2	0	32	6	1	0	0	0	0	0	0	0	33.9	38.8	-
10:00	31	3	2	22	4	0	0	0	0	0	0	0	0	35.4	41.7	-
10:15	35	5	0	27	3	0	0	0	0	0	0	0	0	33.7	41.3	-
10:30	28	4	0	23	1	0	0	0	0	0	0	0	0	32.8	39.8	-
10:45	35	1	2	30	2	0	0	0	0	0	0	0	0	37.9	43.3	-
11:00	30	1	2	23	3	0	0	1	0	0	0	0	0	37.5	42.6	-
11:15	30	1	0	28	0	0	0	0	0	0	1	0	0	35	40.6	-
11:30	20	1	0	14	5	0	0	0	0	0	0	0	0	36.1	41	-
11:45	26	3	1	20	2	0	0	0	0	0	0	0	0	34.9	40.2	-
12:00	34	2	0	29	3	0	0	0	0	0	0	0	0	33.3	36.6	-
12:15	24	0	0	19	5	0	0	0	0	0	0	0	0	38	43.1	-
12:30	25	5	1	19	0	0	0	0	0	0	0	0	0	32.9	42.8	-
12:45	24	2	0	20	2	0	0	0	0	0	0	0	0	34.6	42.6	-
13:00	14	1	4	6	3	0	0	0	0	0	0	0	0	40.1	51	-
13:15	6	2	0	4	0	0	0	0	0	0	0	0	0	31.9	-	-
13:30	16	0	0	14	1	1	0	0	0	0	0	0	0	38.5	43.9	-
13:45	19	0	0	19	0	0	0	0	0	0	0	0	0	40	41.9	-
14:00	18	0	0	16	0	0	0	1	0	0	1	0	0	34.3	45.2	-
14:15	8	1	0	6	1	0	0	0	0	0	0	0	0	35.7	-	-
14:30	12	1	0	10	1	0	0	0	0	0	0	0	0	36.7	43.8	-
14:45	20	1	0	16	3	0	0	0	0	0	0	0	0	38.1	42.8	-
15:00	14	3	1	8	0	1	0	0	1	0	0	0	0	32.1	44.1	-
15:15	12	1	1	7	2	0	0	0	1	0	0	0	0	34.9	43.9	-
15:30	8	2	0	4	2	0	0	0	0	0	0	0	0	31.7	-	-
15:45	12	0	0	10	2	0	0	0	0	0	0	0	0	38	42.2	-
16:00	12	3	0	6	3	0	0	0	0	0	0	0	0	33.6	48.4	-
16:15	13	0	1	9	3	0	0	0	0	0	0	0	0	38.3	46	-
16:30	7	0	1	5	1	0	0	0	0	0	0	0	0	43.1	-	-
16:45	11	0	0	10	1	0	0	0	0	0	0	0	0	38.9	44.9	-
17:00	19	1	0	17	1	0	0	0	0	0	0	0	0	37.8	44	-
17:15	4	0	0	3	1	0	0	0	0	0	0	0	0	31.5	-	-
17:30	7	0	0	6	1	0	0	0	0	0	0	0	0	34.3	-	-
17:45	9	0	0	7	2	0	0	0	0	0	0	0	0	37.2	-	-
18:00	4	0	0	4	0	0	0	0	0	0	0	0	0	42.1	-	-
18:15	7	1	0	5	1	0	0	0	0	0	0	0	0	38.1	-	-
18:30	4	0	0	1	1	1	0	0	0	0	0	1	0	27.4	-	-
18:45	12	1	0	11	0	0	0	0	0	0	0	0	0	35.4	41.4	-
19:00	7	0	1	5	1	0	0	0	0	0	0	0	0	36.9	-	-
19:15	7	1	0	3	3	0	0	0	0	0	0	0	0	39.5	-	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	0	35.5	-	-
19:45	9	2	0	6	1	0	0	0	0	0	0	0	0	34.5	-	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	0	40.1	-	-
20:15	5	0	0	2	2	1	0	0	0	0	0	0	0	39	-	-
20:30	8	0	0	6	2	0	0	0	0	0	0	0	0	37.9	-	-
20:45	8	0	0	8	0	0	0	0	0	0	0	0	0	35.2	-	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	44.1	-	-
21:15	4	0	0	3	1	0	0	0	0	0	0	0	0	34.6	-	-
21:30	2	0	0	2	0	0	0	0	0	0	0	0	0	31.8	-	-
21:45	2	0	0	2	0	0	0	0	0	0	0	0	0	47.7	-	-
22:00	2	0	0	1	1	0	0	0	0	0	0	0	0	33	-	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	0	48.8	-	-
22:30	3	0	0	3	0	0	0	0	0	0	0	0	0	40.2	-	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	41.3	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	0	47.2	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	0	41.4	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	822	70	18	635	84	4	0	5	0	0	5	1	35.2	42.3	-	-
06-22	885	74	19	682	94	5	0	5	0	0	5	1	35.3	42.4	-	-
06-00	894	74	19	688	977											

Date	Monday 20/05/2024														
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	1	0	0	0	0	0	0	0	0	49.9	-	
00:15	1	0	0	1	0	0	0	0	0	0	0	0	48.4	-	
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:45	1	0	0	1	0	0	0	0	0	0	0	0	62.3	-	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:00	1	0	0	0	0	1	0	0	0	0	0	0	47.8	-	
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	1	0	0	1	0	0	0	0	0	0	0	0	45.4	-	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:00	1	0	0	0	1	0	0	0	0	0	0	0	40.8	-	
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	38	-	
04:45	1	0	0	1	0	0	0	0	0	0	0	0	27.5	-	
05:00	1	0	0	1	0	0	0	0	0	0	0	0	41.8	-	
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
05:45	1	1	0	0	0	0	0	0	0	0	0	0	20.7	-	
06:00	5	0	0	3	2	0	0	0	0	0	0	0	35.6	-	
06:15	5	0	0	5	0	0	0	0	0	0	0	0	39.5	-	
06:30	3	0	1	2	0	0	0	0	0	0	0	0	40.3	-	
06:45	16	1	0	8	5	2	0	0	0	0	0	0	39.6	46.1	
07:00	14	0	0	13	1	0	0	0	0	0	0	0	41.2	44.1	
07:15	24	0	1	16	6	1	0	0	0	0	0	0	40.5	46.6	
07:30	19	0	0	16	2	1	0	0	0	0	0	0	42.5	47.1	
07:45	24	0	0	22	1	0	0	1	0	0	0	0	39.8	43.6	
08:00	26	0	0	21	4	1	0	0	0	0	0	0	40.8	46.9	
08:15	30	1	0	27	1	1	0	0	0	0	0	0	38.9	43.8	
08:30	28	0	0	24	3	1	0	0	0	0	0	0	39.2	42.6	
08:45	39	0	0	31	6	1	0	0	1	0	0	0	40	44.2	
09:00	15	0	2	11	2	0	0	0	0	0	0	0	40.4	48.2	
09:15	9	0	0	8	1	0	0	0	0	0	0	0	38.9	-	
09:30	8	0	0	5	2	1	0	0	0	0	0	0	40.1	-	
09:45	11	0	1	5	4	0	0	1	0	0	0	0	31.3	37.8	
10:00	18	1	1	12	4	0	0	0	0	0	0	0	35.6	38.5	
10:15	6	1	0	4	1	0	0	0	0	0	0	0	29.4	-	
10:30	13	2	0	10	1	0	0	0	0	0	0	0	30.1	42.6	
10:45	9	0	0	6	2	1	0	0	0	0	0	0	37.9	-	
11:00	10	0	0	9	1	0	0	0	0	0	0	0	40.5	-	
11:15	17	1	0	11	1	3	0	0	0	0	0	1	36.8	42.4	
11:30	9	1	0	8	0	0	0	0	0	0	0	0	33.9	-	
11:45	11	0	0	10	0	1	0	0	0	0	0	0	38.7	46.2	
12:00	13	0	1	11	1	0	0	0	0	0	0	0	35.7	41.6	
12:15	7	0	1	6	0	0	0	0	0	0	0	0	37.6	-	
12:30	15	1	1	8	3	0	0	0	0	0	0	0	38.7	47.2	
12:45	17	3	2	7	2	1	0	1	1	0	0	0	32.1	41	
13:00	10	0	0	8	1	1	0	0	0	0	0	0	37.2	-	
13:15	12	0	1	8	0	2	0	0	1	0	0	0	34.6	44.3	
13:30	10	0	0	8	0	0	0	0	0	0	0	0	38.6	-	
13:45	9	0	0	3	2	2	0	1	1	0	0	0	36.1	-	
14:00	11	1	0	7	2	1	0	0	0	0	0	0	35.6	42.1	
14:15	10	0	0	7	2	1	0	0	0	0	0	0	40.7	-	
14:30	16	0	0	12	4	0	0	0	0	0	0	0	40.4	46	
14:45	38	1	0	33	4	0	0	0	0	0	0	0	36.8	42	
15:00	19	0	0	16	3	0	0	0	0	0	0	0	36.5	38.5	
15:15	21	1	0	17	2	1	0	0	0	0	1	0	39.4	44.4	
15:30	12	1	0	6	3	2	0	0	0	0	0	0	38.7	44.2	
15:45	20	0	0	13	7	0	0	0	0	0	0	0	39.3	42.2	
16:00	21	0	2	11	5	3	0	0	0	0	0	0	41.6	45.4	
16:15	20	0	0	14	6	0	0	0	0	0	0	0	38.9	44.4	
16:30	18	0	0	15	3	0	0	0	0	0	0	0	38	43.8	
16:45	22	1	1	15	4	1	0	0	0	0	0	0	36.5	43.6	
17:00	34	0	5	22	6	1	0	0	0	0	0	0	38.6	44.3	
17:15	23	0	4	17	2	0	0	0	0	0	0	0	38.5	44.3	
17:30	27	1	5	21	0	0	0	0	0	0	0	0	38.1	45.6	
17:45	33	1	7	21	3	0	0	1	0	0	0	0	36.8	43.2	
18:00	26	0	8	15	2	0	0	1	0	0	0	0	38.2	43.4	
18:15	21	1	9	11	0	0	0	0	0	0	0	0	36.5	46.3	
18:30	12	1	3	7	1	0	0	0	0	0	0	0	37.6	40.9	
18:45	12	1	1	9	1	0	0	0	0	0	0	0	35.1	42.1	
19:00	3	0	0	2	1	0	0	0	0	0	0	0	40.4	-	
19:15	11	0	2	8	1	0	0	0	0	0	0	0	41	48.2	
19:30	4	0	0	3	1	0	0	0	0	0	0	0	39.5	-	
19:45	9	1	0	7	1	0	0	0	0	0	0	0	35.2	-	
20:00	6	0	0	6	0	0	0	0	0	0	0	0	40.2	-	
20:15	7	0	0	6	1	0	0	0	0	0	0	0	36.1	-	
20:30	6	0	0	5	1	0	0	0	0	0	0	0	39.2	-	
20:45	6	0	0	6	0	0	0	0	0	0	0	0	36.6	-	
21:00	5	0	0	4	1	0	0	0	0	0	0	0	43	-	
21:15	4	0	0	2	2	0	0	0	0	0	0	0	38.5	-	
21:30	6	0	0	5	1	0	0	0	0	0	0	0	36	-	
21:45	4	0	0	2	0	2	0	0	0	0	0	0	26.8	-	
22:00	2	0	0	2	0	0	0	0	0	0	0	0	38.4	-	
22:15	2	0	0	2	0	0	0	0	0	0	0	0	37.3	-	
22:30	2	0	0	2	0	0	0	0	0	0	0	0	44.1	-	
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
23:00	2	0	0	2	0	0	0	0	0	0	0	0	41.8	-	
23:15	1	0	0	1	0	0	0	0	0	0	0	0	35.4	-	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	849	20	58	617	112	29	0	5	6	0	1	1	38.1	43.8	
06-22	949	21	62	691	129	33	0	5	6	0	1	1	38.1	43.8	
06-00	958	21	62	700	129	33	0	5	6	0	1	1	38.1	43.9	
00-00	969	22	62	707	131	34	0	5	6	0	1	1	38.1	43.9	

Date	Tuesday 21/05/2024														
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:45	1	0	0	0	0	1	0	0	0	0	0	0	51	-	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:30	1	0	0	1	0	0	0	0	0	0	0	0	36.1	-	
04:45	2	0	0	1	1	0	0	0	0	0	0	0	51.5	-	
05:00	2	0	0	1	1	0	0	0	0	0	0	0	42.8	-	
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
05:45	6	2	0	3	1	0	0	3	1	0	0	0	32.7	-	
06:00	4	0	0	0	4	0	0	0	0	0	0	0	36.8	-	
06:15	3	0	0	3	0	0	0	0	0	0	0	0	43.9	-	
06:30	9	0	2	6	1	0	0	0	0	0	0	0	41.2	-	
06:45	17	1	0	10	5	1	0	0	0	0	0	0	39.4	47	
07:00	12	0	0	9	2	1	0	0	0	0	0	0	40.9	43.8	
07:15	28	1	0	21	6	0	0	0	0	0	0	0	41.5	46.4	
07:30	22	0	1	17	4	0	0	0	0	0	0	0	44.3	49.6	
07:45	22	0	0	19	2	1	0	0	0	0	0	0	42.5	47	
08:00	33	1	2	23	5	2	0	0	0	0	0	0	42.4	49	
08:15	34	0	1	26	3	3	0	0	1	0	0	0	41.4	45.8	
08:30	45	1	1	36	6	1	0	0	0	0	0	0	38.8	43.3	
08:45	26	1	0	21	3	1	0	0	0	0	0	0	40.4	45.9	
09:00	20	0	0	15	4	1	0	0	0	0	0	0	39.5	42.9	
09:15	16	1	0	12	2	1	0	0	0	0	0	0	37.5	42.6	
09:30	20	2	0	13	3	1	0	0	1	0	0	0	38.5	48.6	
09:45	18	2	2	10	2	1	0	0	1	0	0	0	35.3	44	
10:00	9	1	0	5	1	2	0	0	0	0	0	0	35.9	-	
10:15	13	2	0	10	1	0	0	0	0	0	0	0	34	39.6	
10:30	8	0	0	7	1	0	0	0	0	0	0	0	40.9	-	
10:45	8	0	0	6	2	0	0	0	0	0	0	0	35.6	-	
11:00	10	1	0	6	3	0	0	0	0	0	0	0	34.3	-	
11:15	15	1	0	13	1	0	0	0	0	0	0	0	35.1	43.8	
11:30	12	0	0	11	0	1	0	0	0	0	0	0	38	40.6	
11:45	18	0	0	14	2	2	0	0	0	0	0	0	39.1	42.4	
12:00	12	0	0	10	2	0	0	0	0	0	0	0	37.4	42	
12:15	17	1	2	11	3	0	0	0	0	0	0	0	40	46.6	
12:30	15	2	0	10	2	1	0	0	0	0	0	0	33	41.6	
12:45	18	1	0	12	2	3	0	0	0	0	0	0	37.6	42.3	
13:00	14	0	0	11	3	0	0	0	0	0	0	0	38.8	43.9	
13:15	15	1	0	12	2	0	0	0	0	0	0	0	37.4	44.7	
13:30	9	0	0	6	1	2	0	0	0	0	0	0	37.5	-	
13:45	10	0	0	10	0	0	0	0	0	0	0	0	43.4	-	
14:00	11	0	0	7	2	2	0	0	0	0	0	0	40	42.5	
14:15	11	0	0	5	4	2	0	0	0	0	0	0	39.7	44.4	
14:30	17	0	0	17	0	0	0	0	0	0	0	0	39.5	47.6	
14:45	26	0	0	21	5	0	0	0	0	0	0	0	37.8	42.8	
15:00	20	0	1	16	2	1	0	0	0	0	0	0	39.1	43.4	
15:15	21	0	1	13	6	1	0	0	0	0	0	0	41.6	50.2	
15:30	20	0	0	18	1	1	0	0	0	0	0	0	37.2	43	
15:45	26	0	0	22	2	2	0	0	0	0	0	0	38.3	43.8	
16:00	14	0	1	13	0	0	0	0	0	0	0	0	40.1	43.1	
16:15	24	0	0	16	8	0	0	0	0	0	0	0	39.4	45.8	
16:30	28	0	0	17	9	2	0	0	0	0	0	0	40	44.1	
16:45	24	1	0	23	0	0	0	0	0	0	0	0	36.9	42.4	
17:00	57	2	2	47	6	0	0	0	0	0	0	0	38.2	45.2	
17:15	36	1	0	28	6	1	0	0	0	0	0	0	39.3	44	
17:30	28	5	0	19	3	1	0	0	0	0	0	0	33.1	42.3	
17:45	37	1	1	31	3	0	0	0	0	0	1	0	36.5	40.6	
18:00	18	1	0	15	2	0	0	0	0	0	0	0	39.6	43.8	
18:15	20	1	0	19	0	0	0	0	0	0	0	0	36.7	43.6	
18:30	11	0	0	8	3	0	0	0	0	0	0	0	39.3	43.8	
18:45	11	0	0	9	2	0	0	0	0	0	0	0	38.8	46.7	
19:00	12	0	0	11	1	0	0	0	0	0	0	0	37	44.4	
19:15	6	0	0	5	1	0	0	0	0	0	0	0	37.1	-	
19:30	9	0	0	5	4	0	0	0	0	0	0	0	38	-	
19:45	3	0	0	3	0	0	0	0	0	0	0	0	37.5	-	
20:00	4	0	0	4	0	0	0	0	0	0	0	0	38.2	-	
20:15	5	0	0	5	0	0	0	0	0	0	0	0	40.1	-	
20:30	6	0	0	5	1	0	0	0	0	0	0	0	42.4	-	
20:45	8	0	0	6	2	0	0	0	0	0	0	0	36	-	
21:00	4	0	0	4	0	0	0	0	0	0	0	0	37.6	-	
21:15	2	0	0	2	0	0	0	0	0	0	0	0	37.1	-	
21:30	3	0	0	2	0	0	0	0	1	0	0	0	35.9	-	
21:45	5	0	0	3	2	0	0	0	0	0	0	0	38.9	-	
22:00	5	0	0	5	0	0	0	0	0	0	0	0	35.4	-	
22:15	3	0	0	2	1	0	0	0	0	0	0	0	36.5	-	
22:30	1	0	0	0	1	0	0	0	0	0	0	0	43.6	-	
22:45	1	0	0	1	0	0	0	0	0	0	0	0	39.1	-	
23:00	1	0	0	1	0	0	0	0	0	0	0	0	30.2	-	
23:15	1	0	0	1	0	0	0	0	0	0	0	0	29.8	-	
23:30	2	0	0	1	1	0	0	0	0	0	0	0	32.5	-	
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07:19	959	31	15	740	132	36	0	0	4	0	1	0	38.7	44.5	
06:22	1059	32	17	818	149	37	0	0	5	0	1	0	38.7	44.4	
06:00	1073	32	17	829	152	37	0	0	5	0	1	0	38.7	44.4	
00:00	1085	34	17	835	155	38	0	0	5	0	1	0	38.7	44.4	

Date	Wednesday 22/05/2024												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	30.5	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	32.2	-
04:30	1	0	0	0	1	0	0	0	0	0	0	0	39	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	41.9	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	3	0	0	1	1	1	0	0	0	0	0	0	36.8	-
06:00	3	0	0	3	0	0	0	0	0	0	0	0	36.7	-
06:15	4	0	4	4	0	0	0	0	0	0	0	0	38.9	-
06:30	5	0	0	5	0	0	0	0	0	0	0	0	46.3	-
06:45	16	1	1	10	3	0	0	0	1	0	0	0	41.4	46.5
07:00	12	0	0	10	1	1	0	0	0	0	0	0	41.2	45.6
07:15	26	0	0	23	3	0	0	0	0	0	0	0	41.9	47.2
07:30	30	0	0	21	4	5	0	0	0	0	0	0	42.2	45.8
07:45	34	0	1	25	7	1	0	0	0	0	0	0	39.9	44.8
08:00	31	0	1	28	3	0	0	0	0	0	0	0	42.1	44.8
08:15	48	0	0	41	4	2	0	0	1	0	0	0	38.3	41.6
08:30	39	0	0	31	7	1	0	0	0	0	0	0	39.5	43.3
08:45	39	0	0	32	6	1	0	0	0	0	0	0	36.3	44.4
09:00	13	0	0	10	1	1	0	0	1	0	0	0	38.7	44
09:15	13	0	0	8	5	0	0	0	0	0	0	0	37.3	41.7
09:30	18	1	0	14	1	1	0	0	0	0	0	1	35.8	41.4
09:45	5	0	1	4	0	0	0	0	0	0	0	0	33.4	-
10:00	12	0	0	11	1	0	0	0	0	0	0	0	35.5	41.7
10:15	7	0	1	4	2	0	0	0	0	0	0	0	36.6	-
10:30	6	0	0	5	1	0	0	0	0	0	0	0	40.8	-
10:45	12	0	0	12	0	0	0	0	0	0	0	0	41.4	44.7
11:00	5	0	0	4	1	0	0	0	0	0	0	0	35	-
11:15	9	0	0	4	3	2	0	0	0	0	0	0	37	-
11:30	11	0	0	7	4	0	0	0	0	0	0	0	42.5	51.2
11:45	15	0	0	11	3	1	0	0	0	0	0	0	40.7	50.5
12:00	21	0	0	18	3	0	0	0	0	0	0	0	36.4	40
12:15	15	0	0	10	2	3	0	0	0	0	0	0	38.6	42.1
12:30	6	0	0	6	0	0	0	0	0	0	0	0	36.9	-
12:45	6	0	0	3	2	1	0	0	0	0	0	0	36.1	-
13:00	8	0	0	7	1	0	0	0	0	0	0	0	38.6	-
13:15	10	0	0	10	0	0	0	0	0	0	0	0	35.9	-
13:30	15	0	0	13	2	0	0	0	0	0	0	0	36.3	42.5
13:45	16	0	0	12	3	1	0	0	0	0	0	0	36.6	42.6
14:00	4	0	0	2	0	1	0	0	0	0	0	0	37.5	-
14:15	12	0	1	7	4	0	0	0	0	0	0	0	36	40.9
14:30	22	0	0	19	3	0	0	0	0	0	0	0	37	40.4
14:45	40	0	0	36	3	1	0	0	0	0	0	0	38.3	42.2
15:00	20	1	0	16	3	0	0	0	0	0	0	0	37.7	45.1
15:15	9	0	0	6	2	1	0	0	0	0	0	0	37.3	-
15:30	22	0	0	20	2	0	0	0	0	0	0	0	39.6	43.5
15:45	16	0	0	14	2	0	0	0	0	0	0	0	36.6	41.7
16:00	20	0	0	16	2	2	0	0	0	0	0	0	32.1	38
16:15	20	0	0	12	7	1	0	0	0	0	0	0	33.9	42.4
16:30	16	0	0	15	1	0	0	0	0	0	0	0	36.9	42
16:45	25	0	0	22	2	1	0	0	0	0	0	0	36.9	42
17:00	38	0	0	28	9	1	0	0	0	0	0	0	39.1	44.5
17:15	28	0	0	25	3	0	0	0	0	0	0	0	37.4	42.9
17:30	34	1	0	29	3	1	0	0	0	0	0	0	38.5	41.9
17:45	24	0	0	21	2	0	0	0	1	0	0	0	39.8	44.9
18:00	17	0	0	15	2	0	0	0	0	0	0	0	40.5	45.9
18:15	17	0	0	16	1	0	0	0	0	0	0	0	39.4	43.8
18:30	11	0	0	10	1	0	0	0	0	0	0	0	36.4	41.2
18:45	9	0	0	8	1	0	0	0	0	0	0	0	41.2	-
19:00	9	1	0	7	1	0	0	0	0	0	0	0	36	-
19:15	6	0	0	6	0	0	0	0	0	0	0	0	37.6	-
19:30	10	0	0	9	1	0	0	0	0	0	0	0	38.7	-
19:45	14	0	0	10	4	0	0	0	0	0	0	0	41.3	48.9
20:00	6	0	0	6	0	0	0	0	0	0	0	0	38.5	-
20:15	3	0	0	3	0	0	0	0	0	0	0	0	36.9	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	41.6	-
20:45	6	0	0	5	0	1	0	0	0	0	0	0	40.1	-
21:00	4	0	0	3	1	0	0	0	0	0	0	0	32.6	-
21:15	3	0	0	3	0	0	0	0	0	0	0	0	37.2	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	35	-
21:45	2	0	0	2	0	0	0	0	0	0	0	0	35.6	-
22:00	2	0	0	2	0	0	0	0	0	0	0	0	42.4	-
22:15	5	0	0	4	1	0	0	0	0	0	0	0	39.2	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	35.3	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	40.3	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	48.3	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	29.3	-
07:19	886	3	4	721	123	30	1	0	3	0	0	1	38.3	43.1
06:22	981	5	5	799	135	31	1	0	4	0	0	1	38.4	43.2
06:00	993	5	5	809	137	31	1	0	4	0	0	1	38.4	43.2
00:00	1000	5	5	813	139	32	1	0	4	0	0	1	38.4	43.2

Date	23/05/2024													Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	0	1	0	0	0	0	0	0	0	32.2	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	38.9	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	0	0	1	0	0	0	0	0	0	0	45	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	0	1	0	0	0	0	0	0	0	0	44.8	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	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	0	34.5	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	0	1	0	0	0	0	0	0	0	0	43.1	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	2	0	0	2	0	0	0	0	0	0	0	0	0	43.6	-
05:30	2	0	0	1	1	0	0	0	0	0	0	0	0	36.6	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	0	34.1	-
06:00	5	0	0	5	0	0	0	0	0	0	0	0	0	38.8	-
06:15	3	0	0	3	0	0	0	0	0	0	0	0	0	37.1	-
06:30	5	0	1	4	0	0	0	0	0	0	0	0	0	35.9	-
06:45	13	1	0	9	3	0	0	0	0	0	0	0	0	37.7	43.6
07:00	13	1	0	10	2	0	0	0	0	0	0	0	0	37.5	42.9
07:15	21	0	0	19	2	0	0	0	0	0	0	0	0	40	42.3
07:30	36	1	0	30	4	1	0	0	0	0	0	0	0	40.4	44.5
07:45	30	0	0	26	1	0	0	0	0	0	0	0	0	37.5	42
08:00	13	0	0	10	3	0	0	0	0	0	0	0	0	42.4	48.8
08:15	39	0	0	34	5	0	0	0	0	0	0	0	0	38.1	42.8
08:30	36	0	0	28	8	0	0	0	0	0	0	0	0	39.4	45.5
08:45	30	1	0	25	4	0	0	0	0	0	0	0	0	38.3	41.4
09:00	13	0	0	12	0	0	1	0	0	0	0	0	0	38	43.5
09:15	9	0	0	6	1	0	0	0	1	0	0	0	0	37.4	-
09:30	20	0	1	13	3	1	0	0	0	0	2	0	0	38.1	44.5
09:45	7	1	0	5	1	0	0	0	0	0	0	0	0	38.4	-
10:00	5	0	0	2	1	1	1	0	0	0	0	0	0	42	-
10:15	7	0	0	7	0	0	0	0	0	0	0	0	0	31.7	-
10:30	9	0	0	7	0	2	0	0	0	0	0	0	0	37	-
10:45	14	0	0	10	3	1	0	0	0	0	0	0	0	36.4	40.5
11:00	12	1	0	8	2	1	0	0	0	0	0	0	0	36.5	46.4
11:15	10	0	0	5	4	1	0	0	0	0	0	0	0	36.1	-
11:30	6	1	0	4	1	0	0	0	0	0	0	0	0	34.3	-
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	330	6	1	261	45	12	2	0	1	0	2	0	38.3	43.0	
06:22	356	7	2	282	48	12	2	0	1	0	2	0	38.3	42.9	
06:00	356	7	2	282	48	12	2	0	1	0	2	0	38.3	42.9	
00:00	368	7	2	289	51	14	2	0	1	0	2	0	38.3	43.1	

Client:	Pegasus Group
Project Number:	ID-0424-0103
Site Number:	Site 1
Flow from:	The Street (N)

Date	Tuesday 14/05/2024													
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	3	0	0	3	0	0	0	0	0	0	0	0	28	-
14:15	9	0	0	9	0	0	0	0	0	0	0	0	34.2	-
14:30	18	1	0	14	3	0	0	2	0	0	0	0	35.2	42.4
14:45	16	0	0	10	4	1	0	0	1	0	0	0	35.5	42.8
15:00	21	0	0	19	1	0	0	0	1	0	0	0	37.3	41.4
15:15	33	0	0	26	5	2	0	0	0	0	0	0	35.6	40.2
15:30	16	0	1	11	2	2	0	0	1	0	0	0	34.7	40.9
15:45	21	0	0	15	3	2	0	0	1	0	0	0	32.6	38.4
16:00	26	2	0	18	5	1	0	0	0	0	0	0	36	40.4
16:15	20	0	0	15	5	0	0	0	0	0	0	0	35.2	40.9
16:30	15	0	0	13	2	0	0	0	0	0	0	0	36	40
16:45	22	1	1	16	4	0	0	0	0	0	0	0	38.2	45.3
17:00	27	0	0	19	8	0	0	0	0	0	0	0	37.9	41.3
17:15	29	0	1	25	2	1	0	0	0	0	0	0	36.7	41.4
17:30	24	1	0	20	2	1	0	0	0	0	0	0	36.6	41.6
17:45	22	0	0	17	4	1	0	0	0	0	0	0	37.9	42.3
18:00	21	1	0	15	3	0	0	0	1	0	0	1	36.6	40.4
18:15	14	1	1	11	1	0	0	0	0	0	0	0	34.6	42
18:30	13	0	0	8	3	1	0	0	1	0	0	0	32.9	36.8
18:45	16	1	0	13	0	2	0	0	0	0	0	0	37.2	43
19:00	19	1	0	16	2	0	0	0	0	0	0	0	35.5	40.7
19:15	15	1	0	13	1	0	0	0	0	0	0	0	35.2	39.5
19:30	18	1	0	13	4	0	0	0	0	0	0	0	36.6	44.1
19:45	9	1	0	7	1	0	0	0	0	0	0	0	33.6	-
20:00	8	1	0	6	0	1	0	0	0	0	0	0	33.9	-
20:15	2	0	0	2	0	0	0	0	0	0	0	0	31.3	-
20:30	4	0	0	2	2	0	0	0	0	0	0	0	33.1	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	31.4	-
21:00	2	0	0	2	0	0	0	0	0	0	0	0	42.9	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	33.4	-
21:30	5	0	0	4	1	0	0	0	0	0	0	0	35.4	-
21:45	3	0	0	2	1	0	0	0	0	0	0	0	37.5	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	37.9	-
22:45	2	0	0	2	0	0	0	0	0	0	0	0	39.3	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	30.9	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	32.1	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	37.2	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	46.8	-
07-19	386	8	4	297	57	14	0	0	5	0	0	1	36.0	41.0
06-22	473	13	4	366	69	15	0	0	5	0	0	1	35.9	41.0
06-00	480	13	4	373	69	15	0	0	5	0	0	1	35.9	41.0
00-00	480	13	4	373	69	15	0	0	5	0	0	1	35.9	41.0

Date	Wednesday 15/05/2024												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	2	0	0	2	0	0	0	0	0	0	0	0	32.3	-
05:15	2	0	0	1	0	1	0	0	0	0	0	0	38.3	-
05:30	2	0	0	2	0	0	0	0	0	0	0	0	38.1	-
05:45	2	0	0	1	0	1	0	0	0	0	0	0	34.2	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	35	-
06:15	3	0	0	3	0	0	0	0	0	0	0	0	36.6	-
06:30	5	0	0	5	0	0	0	0	0	0	0	0	39.9	-
06:45	9	2	0	5	2	0	0	0	0	0	0	0	32.6	-
07:00	7	1	0	3	3	0	0	0	0	0	0	0	34.6	-
07:15	18	1	0	12	4	0	0	0	1	0	0	0	36.6	41.3
07:30	19	0	0	14	4	1	0	0	0	0	0	0	38.3	42.1
07:45	25	0	1	17	6	1	0	0	0	0	0	0	35.9	41
08:00	18	0	0	16	2	0	0	0	0	0	0	0	36.9	41.3
08:15	28	0	0	22	4	1	0	0	1	0	0	0	38.2	42.6
08:30	25	0	0	14	6	4	0	0	1	0	0	0	36.4	40.4
08:45	30	1	0	22	6	1	0	0	0	0	0	0	35.3	40.3
09:00	27	0	0	25	2	0	0	0	0	0	0	0	37.7	41.6
09:15	13	0	0	6	7	0	0	0	0	0	0	0	38.7	44.8
09:30	13	1	0	9	2	1	0	0	0	0	0	0	35.7	42.9
09:45	9	0	0	8	0	1	0	0	0	0	0	0	36.9	-
10:00	11	0	0	8	3	0	0	0	0	0	0	0	32.7	38.5
10:15	11	1	0	9	1	0	0	0	0	0	0	0	32.4	40.3
10:30	15	0	0	12	3	0	0	0	0	0	0	0	36.5	41.9
10:45	16	2	0	11	3	0	0	0	0	0	0	0	32.8	40.4
11:00	20	0	0	15	4	1	0	0	0	0	0	0	35.4	40.3
11:15	6	0	0	5	1	0	0	0	0	0	0	0	39.1	-
11:30	21	2	1	15	2	1	0	0	0	0	0	0	32.7	37.2
11:45	11	0	0	9	2	0	0	0	0	0	0	0	35.5	40.6
12:00	14	0	1	10	1	2	0	0	0	0	0	0	32.5	37.4
12:15	13	3	0	6	2	1	0	0	0	0	0	1	32.7	39.8
12:30	10	1	0	7	2	0	0	0	0	0	0	0	34.8	-
12:45	14	0	0	12	2	0	0	0	0	0	0	0	34.7	40.3
13:00	9	1	0	8	0	0	0	0	0	0	0	0	32.4	-
13:15	8	0	0	7	1	0	0	0	0	0	0	0	39.9	-
13:30	16	1	0	11	4	0	0	0	0	0	0	0	37.4	41.5
13:45	18	0	0	14	4	0	0	0	0	0	0	0	34.6	40.1
14:00	14	0	0	10	4	0	0	0	0	0	0	0	35.9	43.7
14:15	18	1	0	15	1	1	0	0	0	0	0	0	33.9	38.3
14:30	15	3	1	9	1	1	0	0	0	0	0	0	32.6	39.7
14:45	21	0	0	16	4	1	0	0	0	0	0	0	37.9	41.6
15:00	18	1	0	14	2	1	0	0	0	0	0	0	36	42.3
15:15	40	1	0	33	5	1	0	0	0	0	0	0	35.5	39.8
15:30	20	1	0	17	0	0	0	0	1	0	1	0	34.7	41.2
15:45	14	0	0	13	1	0	0	0	0	0	0	0	36.6	38.7
16:00	21	1	0	14	5	1	0	0	0	0	0	0	35.8	39.8
16:15	20	0	0	15	4	1	0	0	0	0	0	0	38.1	41.8
16:30	20	1	0	13	4	2	0	0	0	0	0	0	36.5	41.7
16:45	33	0	1	25	6	0	0	0	1	0	0	0	37	43
17:00	26	0	0	22	4	0	0	0	0	0	0	0	37.5	40.8
17:15	32	1	0	30	1	0	0	0	0	0	0	0	38.7	45.9
17:30	36	0	0	28	5	2	0	0	0	0	0	0	37	40.7
17:45	27	0	1	22	3	0	0	0	1	0	0	0	37.9	45
18:00	26	0	0	18	6	0	0	0	1	0	0	1	36.6	40.7
18:15	18	1	0	14	3	0	0	0	0	0	0	0	35.9	42.1
18:30	14	1	0	13	0	0	0	0	0	0	0	0	35.6	44.1
18:45	13	2	0	8	1	0	0	0	0	0	2	0	31.6	39.3
19:00	16	5	0	8	2	0	0	0	0	0	1	0	27.8	40.8
19:15	11	0	0	10	1	0	0	0	0	0	0	0	35.1	39.7
19:30	17	0	0	15	2	0	0	0	0	0	0	0	36.3	40.4
19:45	8	1	0	7	0	0	0	0	0	0	0	0	34.2	-
20:00	11	1	0	9	1	0	0	0	0	0	0	0	38.6	44.5
20:15	10	1	1	8	0	0	0	0	0	0	0	0	33.1	-
20:30	4	1	0	3	0	0	0	0	0	0	0	0	35.5	-
20:45	3	0	0	3	0	0	0	0	0	0	0	0	35.5	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	37.8	-
21:15	6	0	0	4	1	1	0	0	0	0	0	0	39.3	-
21:30	7	0	0	6	1	0	0	0	0	0	0	0	38.2	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	3	0	0	3	0	0	0	0	0	0	0	0	31.9	-
22:15	3	0	0	3	0	0	0	0	0	0	0	0	32.4	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	35.5	-
22:45	2	0	0	2	0	0	0	0	0	0	0	0	40.6	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	42.5	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	49.6	-
23:45	2	0	0	2	0	0	0	0	0	0	0	0	38.2	-
07:19	891	29	7	676	141	26	0	0	7	0	3	2	36.0	40.8
06:22	1004	40	8	764	152	27	0	0	7	0	4	2	35.9	40.9
06:00	1017	40	8	777	152	27	0	0	7	0	4	2	35.9	40.9
00:00	1025	40	8	783	152	29	0	0	7	0	4	2	35.9	40.9

Date	Thursday 16/05/2024														Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus				
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:45	1	0	0	0	0	1	0	0	0	0	0	0	0	36.1	-	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:15	1	0	0	0	1	0	0	0	0	0	0	0	0	38.6	-	
02:30	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	-	-	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:15	1	0	0	0	1	0	0	0	0	0	0	0	0	35.7	-	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	34.2	-	
05:15	4	0	0	3	0	1	0	0	0	0	0	0	0	37.1	-	
05:30	3	0	0	3	0	0	0	0	0	0	0	0	0	36	-	
05:45	2	0	0	1	0	1	0	0	0	0	0	0	0	39.6	-	
06:00	4	0	0	2	2	0	0	0	0	0	0	0	0	36.3	-	
06:15	4	0	0	4	0	0	0	0	0	0	0	0	0	39.2	-	
06:30	3	0	0	3	0	0	0	0	0	0	0	0	0	36	-	
06:45	10	2	0	5	3	0	0	0	0	0	0	0	0	32.2	-	
07:00	10	1	0	6	3	0	0	0	0	0	0	0	0	35.8	-	
07:15	19	2	0	14	1	1	1	0	0	0	0	0	0	35	43.5	
07:30	11	0	0	7	3	1	0	0	0	0	0	0	0	40.8	45.3	
07:45	21	0	0	18	3	0	0	0	0	0	0	0	0	36.9	41.5	
08:00	24	1	0	15	7	1	0	0	0	0	0	0	0	38	43.6	
08:15	27	0	0	20	6	0	0	0	1	0	0	0	0	36.6	43	
08:30	24	0	0	16	6	2	0	0	0	0	0	0	0	35.2	38.3	
08:45	37	0	0	30	6	1	0	2	0	0	0	0	0	37.9	42.6	
09:00	22	0	0	20	1	1	0	0	0	0	0	0	0	38.2	41.6	
09:15	11	0	1	8	2	0	0	0	0	0	0	0	0	35.7	38.5	
09:30	14	0	0	13	0	1	0	0	0	0	0	0	0	35.9	39.1	
09:45	12	1	0	10	0	1	0	0	0	0	0	0	0	37.3	43.8	
10:00	12	1	1	8	0	2	0	0	0	0	0	0	0	31.9	39.3	
10:15	10	1	0	7	0	1	0	1	0	0	0	0	0	29.6	-	
10:30	11	1	1	7	2	0	0	0	0	0	0	0	0	32.7	44.1	
10:45	15	0	0	10	5	0	0	0	0	0	0	0	0	31.9	37.3	
11:00	8	0	0	5	3	0	0	0	0	0	0	0	0	34.8	-	
11:15	8	2	0	5	1	0	0	0	0	0	0	0	0	30.9	-	
11:30	15	0	1	7	3	2	0	0	0	0	2	0	0	32.1	40.4	
11:45	21	0	0	18	2	0	0	0	0	0	1	0	0	35.6	41.2	
12:00	6	0	0	4	2	0	0	0	0	0	0	0	0	36.8	-	
12:15	13	1	0	8	4	0	0	0	0	0	0	0	0	34.2	40.8	
12:30	18	1	2	10	5	0	0	0	0	0	0	0	0	34.2	41.6	
12:45	11	1	0	10	0	0	0	0	0	0	0	0	0	36.2	47.5	
13:00	13	0	0	13	0	0	0	0	0	0	0	0	0	27.6	38.8	
13:15	10	0	0	9	1	0	0	0	0	0	0	0	0	35.3	-	
13:30	14	1	0	12	1	0	0	0	0	0	0	0	0	35.2	40.7	
13:45	19	0	0	15	4	0	0	0	0	0	0	0	0	36.1	40.8	
14:00	10	0	0	6	4	0	0	0	0	0	0	0	0	37.7	-	
14:15	17	1	0	14	2	0	0	0	0	0	0	0	0	31.7	39.1	
14:30	9	0	0	8	0	1	0	0	0	0	0	0	0	35.7	-	
14:45	12	0	0	11	1	0	0	0	0	0	0	0	0	37.6	43.7	
15:00	26	0	1	16	7	2	0	0	0	0	0	0	0	36.2	42.8	
15:15	28	1	0	21	4	2	0	0	0	0	0	0	0	34.7	38.5	
15:30	18	0	0	13	5	0	0	0	0	0	0	0	0	34.7	39.4	
15:45	16	0	0	10	5	1	0	0	0	0	0	0	0	37.6	41.7	
16:00	24	0	0	16	6	1	0	0	1	0	0	0	0	34.1	40.7	
16:15	19	1	0	12	6	0	0	0	0	0	0	0	0	35.1	39.5	
16:30	20	0	0	18	2	0	0	0	0	0	0	0	0	36.1	43.3	
16:45	24	1	1	19	3	0	0	0	0	0	0	0	0	37.8	43.6	
17:00	30	0	2	19	6	3	0	0	0	0	0	0	0	35.2	41.2	
17:15	29	0	0	23	6	0	0	0	0	0	0	0	0	37.5	42.2	
17:30	33	0	0	27	5	1	0	0	0	0	0	0	0	37.4	40.9	
17:45	24	1	0	18	5	0	0	0	0	0	0	0	0	39.9	46.8	
18:00	16	0	0	11	3	1	0	0	0	0	0	1	0	40.2	47.9	
18:15	16	0	0	14	0	1	0	0	1	0	0	0	0	35.9	41.8	
18:30	12	0	0	11	1	0	0	0	0	0	0	0	0	38	42.6	
18:45	12	0	0	8	3	0	0	0	0	0	1	0	0	35.6	41.6	
19:00	13	0	1	8	4	0	0	0	0	0	0	0	0	38.3	47.5	
19:15	7	0	0	5	2	0	0	0	0	0	0	0	0	41.9	-	
19:30	6	0	0	3	2	0	0	0	0	0	1	0	0	37.4	-	
19:45	4	1	0	3	0	0	0	0	0	0	0	0	0	32.8	-	
20:00	2	1	0	1	0	0	0	0	0	0	0	0	0	27.1	-	
20:15	3	0	0	3	0	0	0	0	0	0	0	0	0	33.6	-	
20:30	2	0	0	1	1	0	0	1	0	0	0	0	0	40.5	-	
20:45	3	0	0	3	0	0	0	0	0	0	0	0	0	37.8	-	
21:00	2	0	0	2	0	0	0	0	0	0	0	0	0	40.6	-	
21:15	7	1	0	6	0	0	0	0	0	0	0	0	0	32	-	
21:30	2	0	0	2	0	0	0	0	0	0	0	0	0	35.6	-	
21:45	4	0	0	3	1	0	0	0	0	0	0	0	0	34.6	-	
22:00	2	0	0	2	0	0	0	0	0	0	0	0	0	34.2	-	
22:15	2	0	0	2	0	0	0	0	0	0	0	0	0	35.9	-	
22:30	1	0	0	0	1	0	0	0	0	0	0	0	0	42.9	-	
22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	36.2	-	
23:00	3	0	0	3	0	0	0	0	0	0	0	0	0	35.2	-	
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
23:30	1	0	0	1	0	0	0	0	0	0	0	0	0	39.5	-	
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07:19	831	19	10	620	145	27	1	1	3	0	4	1	1	35.9	41.4	
06:22	907	24	11	674	160	27	1	1	3	0	5	1	1	35.9	41.4	
06:00	917	24	11	683	161	27	1	1	3	0	5	1	1	35.9	41.4	
00:00	930	24	11	693	162	29	1	1	3	0	5	1	1	35.9	41.4	

Date	Friday 17/05/2024													Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	1	0	0	1	0	0	0	0	0	0	0	0	52.5	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:00	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	32.6	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
05:00	3	0	0	2	1	0	0	0	0	0	0	0	31.3	-	-
05:15	4	0	0	3	0	1	0	0	0	0	0	0	42.8	-	-
05:30	3	0	0	2	0	1	0	0	0	0	0	0	35.3	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	36.1	-	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	38.7	-	-
06:30	5	1	0	4	0	0	0	0	0	0	0	0	35.6	-	-
06:45	9	1	0	5	3	0	0	0	0	0	0	0	36.2	-	-
07:00	8	0	0	4	3	1	0	0	0	0	0	0	37.4	-	-
07:15	16	0	0	13	2	1	0	0	0	0	0	0	37.4	45.1	-
07:30	19	0	0	15	3	0	0	0	0	0	0	1	38.1	43.1	-
07:45	14	0	0	8	6	0	0	0	0	0	0	0	36.8	43.3	-
08:00	12	0	0	11	0	1	0	0	0	0	0	0	37.8	42	-
08:15	13	0	0	10	3	0	0	0	0	0	0	0	35.9	39.9	-
08:30	22	1	0	16	5	0	0	0	0	0	0	0	36.8	41.3	-
08:45	35	0	0	29	6	0	0	0	0	0	0	0	35.7	39.1	-
09:00	26	0	1	22	3	0	0	0	0	0	0	0	37.2	42	-
09:15	7	0	0	6	1	0	0	0	0	0	0	0	37.1	-	-
09:30	16	1	2	11	2	0	0	0	0	0	0	0	36.7	40.9	-
09:45	7	0	1	6	0	0	0	0	0	0	0	0	33.7	-	-
10:00	11	2	0	6	3	0	0	0	0	0	0	0	34.6	41.5	-
10:15	15	2	0	12	1	0	0	0	0	0	0	0	36.6	42.3	-
10:30	13	2	0	7	3	1	0	0	0	0	0	0	31.3	37.4	-
10:45	19	1	1	13	2	1	1	13	0	0	0	0	38.3	45.1	-
11:00	9	0	0	6	3	0	0	0	0	0	0	0	35.1	-	-
11:15	12	0	0	8	4	0	0	0	0	0	0	0	36.2	38.9	-
11:30	5	0	0	3	2	0	0	0	0	0	0	0	33.8	-	-
11:45	14	1	0	11	1	1	0	0	0	0	0	0	33.6	41.4	-
12:00	13	2	1	9	1	0	0	0	0	0	0	0	30.5	38.2	-
12:15	14	1	1	11	1	0	0	0	0	0	0	0	33.6	41.7	-
12:30	10	1	0	8	1	0	0	0	0	0	0	0	35.3	-	-
12:45	17	0	0	11	4	2	0	0	0	0	0	0	34.4	37.6	-
13:00	20	5	1	10	4	0	0	0	0	0	0	0	29.9	37.7	-
13:15	18	1	0	14	2	1	0	0	0	0	0	0	33.6	39.1	-
13:30	18	2	0	11	5	0	0	0	0	0	0	0	32.3	40.1	-
13:45	10	0	0	10	0	0	0	0	0	0	0	0	37	-	-
14:00	22	1	1	11	9	0	0	0	0	0	0	0	35.1	40.8	-
14:15	17	0	1	14	0	2	0	0	0	0	0	0	32.2	39.6	-
14:30	19	0	0	17	2	0	0	0	0	0	0	0	35.3	41.1	-
14:45	19	0	0	12	3	2	0	0	2	0	0	0	34.6	39.4	-
15:00	28	0	0	20	6	2	0	0	0	0	0	0	37.6	43.6	-
15:15	39	1	0	33	4	1	0	0	0	0	0	0	35.1	38.5	-
15:30	21	1	0	16	3	1	0	0	0	0	0	0	35.8	42.4	-
15:45	22	0	0	15	6	1	0	0	0	0	0	0	33.2	37.8	-
16:00	29	2	1	20	6	0	0	0	0	0	0	0	18.9	24.7	-
16:15	24	1	0	13	6	4	0	0	0	0	0	0	16.4	20.8	-
16:30	27	2	0	16	8	1	0	0	0	0	0	0	14.7	21.3	-
16:45	23	0	0	17	5	0	0	0	0	0	0	0	13.5	20.4	-
17:00	17	0	0	16	1	0	0	0	0	0	0	0	16.4	21.8	-
17:15	22	0	0	18	4	0	0	0	0	0	0	0	23.4	38.6	-
17:30	34	1	1	30	1	1	0	0	0	0	0	0	37	42.3	-
17:45	31	2	0	24	4	1	0	0	0	0	0	0	35.1	43.1	-
18:00	23	1	0	17	3	1	0	0	0	0	0	1	36	41.7	-
18:15	15	0	0	10	4	0	0	0	0	0	0	0	37.4	40.6	-
18:30	7	0	0	5	2	0	0	0	0	0	0	0	37.4	-	-
18:45	13	1	0	9	2	1	0	0	0	0	0	0	35	43.1	-
19:00	6	1	1	4	0	0	0	0	0	0	0	0	31.6	-	-
19:15	7	2	0	5	0	0	0	0	0	0	0	0	30.6	-	-
19:30	5	0	0	5	0	0	0	0	0	0	0	0	38.9	-	-
19:45	5	1	0	3	1	0	0	0	0	0	0	0	27.9	-	-
20:00	5	1	0	3	0	0	0	0	1	0	0	0	28.6	-	-
20:15	5	0	0	3	1	1	0	0	0	0	0	0	36.5	-	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	39.5	-	-
20:45	2	1	0	0	1	0	0	0	0	0	0	0	30.8	-	-
21:00	5	0	0	5	0	0	0	0	0	0	0	0	34	-	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	32.4	-	-
21:30	4	0	0	3	1	0	0	0	0	0	0	0	34.1	-	-
21:45	4	0	0	4	0	0	0	0	0	0	0	0	38.1	-	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	31.4	-	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	24.1	-	-
22:30	4	0	0	3	1	0	0	0	0	0	0	0	36.8	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:15	4	0	0	4	0	0	0	0	0	0	0	0	37.8	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	18.5	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07:19	865	36	13	634	150	27	1	0	2	0	0	2	32.4	40.1	-
06:22	933	43	15	683	158	28	1	0	3	0	0	2	32.5	40.3	-
06:00	944	43	15	693	159	28	1	0	3	0	0	2	32.5	40.2	-
00:00	956	43	15	701	160	31	1	0	3	0	0	2	32.6	40.3	-

Date														
Saturday 18/05/2024														
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	0	0	0	0	0	0	0	0	0	0	0	0		
00:15	1	0	0	1	0	0	0	0	0	0	0	0	40.3	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	33.2	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	17	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	34.2	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0		
01:30	1	0	0	1	0	0	0	0	0	0	0	0	38.5	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	38.9	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	36.9	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	43.1	-
03:45	1	0	0	1	0	0	0	0	0	0	0	0	44.6	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	29.4	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	0	0	1	0	0	0	0	0	0	33.9	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	32.6	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	33.7	-
06:30	1	0	0	0	1	0	0	0	0	0	0	0	32.4	-
06:45	4	0	0	1	3	0	0	0	0	0	0	0	38.8	-
07:00	1	0	0	1	0	0	0	0	0	0	0	0	38	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	26.6	-
07:30	2	0	0	2	0	0	0	0	0	0	0	0	41.1	-
07:45	4	2	0	1	1	0	0	0	0	0	0	0	28.8	-
08:00	3	1	0	1	1	0	0	0	0	0	0	0	33	-
08:15	7	0	1	4	1	1	0	0	0	0	0	0	35.4	-
08:30	9	0	0	8	0	0	0	0	1	0	0	0	36.2	-
08:45	11	1	0	10	0	0	0	0	0	0	0	0	34	40.1
09:00	14	2	1	8	3	0	0	0	0	0	0	0	33.8	39.6
09:15	15	3	0	10	2	0	0	0	0	0	0	0	31.9	42.9
09:30	12	3	1	6	2	0	0	0	0	0	0	0	30.3	40.8
09:45	15	1	0	13	1	0	0	0	0	0	0	0	33.6	41.1
10:00	12	2	0	7	3	0	0	0	0	0	0	0	30.2	39.9
10:15	10	2	0	6	1	1	0	0	0	0	0	0	33.4	-
10:30	17	6	0	11	0	0	0	0	0	0	0	0	28.3	38.4
10:45	16	5	0	6	4	0	0	0	0	0	1	0	28.2	38.8
11:00	18	2	1	14	1	0	0	0	0	0	0	0	32.2	40.2
11:15	15	4	1	8	2	0	0	0	0	0	0	0	30.7	41.4
11:30	25	4	3	14	4	0	0	0	0	0	0	0	31.4	37.7
11:45	15	0	1	11	3	0	0	0	0	0	0	0	34	40
12:00	19	1	0	15	3	0	0	0	0	0	0	0	33.4	38.8
12:15	17	3	0	12	2	0	0	0	0	0	0	0	32.4	38.5
12:30	13	2	0	11	0	0	0	0	0	0	0	0	31.1	38.7
12:45	20	3	1	14	2	0	0	0	0	0	0	0	32.2	39.6
13:00	23	0	0	20	3	0	0	0	0	0	0	0	34.1	40.5
13:15	19	2	2	8	6	0	0	1	0	0	0	0	30.8	39.3
13:30	13	0	0	10	1	1	0	1	0	0	0	0	35.1	41.3
13:45	15	1	0	10	4	0	0	0	0	0	0	0	32.2	38.7
14:00	10	0	0	10	0	0	0	0	0	0	0	0	34.3	-
14:15	13	1	0	9	2	1	0	0	0	0	0	0	35	42.4
14:30	13	0	0	12	1	0	0	0	0	0	0	0	35.1	40.6
14:45	8	0	0	6	2	0	0	0	0	0	0	0	36.3	-
15:00	14	0	0	12	2	0	0	0	0	0	0	0	33.1	39.7
15:15	13	0	0	13	0	0	0	0	0	0	0	0	36.6	41.2
15:30	11	0	0	10	1	0	0	0	0	0	0	0	32.5	37.7
15:45	9	0	0	7	1	1	0	0	0	0	0	0	36.3	-
16:00	10	0	1	7	2	0	0	0	0	0	0	0	29.8	-
16:15	15	1	0	12	2	0	0	0	0	0	0	0	32.7	37.6
16:30	21	0	1	20	0	0	0	0	0	0	0	0	37	42.6
16:45	24	0	1	17	6	0	0	0	0	0	0	0	33.3	40.9
17:00	18	0	0	17	1	0	0	0	0	0	0	0	35.4	39.2
17:15	17	1	0	13	3	0	0	0	0	0	0	0	31.8	37.2
17:30	12	0	0	10	2	0	0	0	0	0	0	0	33.7	38.5
17:45	14	1	0	10	3	0	0	0	0	0	0	0	33.1	36.2
18:00	16	0	0	11	5	0	0	0	0	0	0	0	37.2	41.3
18:15	13	1	0	10	2	0	0	0	0	0	0	0	36.9	45.4
18:30	5	0	1	0	2	0	0	0	0	0	0	0	31.7	-
18:45	11	0	0	10	1	0	0	0	0	0	0	0	36.5	40.8
19:00	7	1	1	4	1	0	0	0	0	0	0	0	31.7	-
19:15	6	0	0	6	0	0	0	0	0	0	0	0	39.3	-
19:30	5	0	0	2	3	0	0	0	0	0	0	0	29.9	-
19:45	4	0	0	4	0	0	0	0	0	0	0	0	37.8	-
20:00	6	0	0	5	1	0	0	0	0	0	0	0	37.7	-
20:15	4	0	0	3	1	0	0	0	0	0	0	0	38.8	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	29	-
20:45	4	0	0	3	1	0	0	0	0	0	0	0	31.9	-
21:00	4	0	0	4	0	0	0	0	0	0	0	0	35.6	-
21:15	5	0	0	3	2	0	0	0	0	0	0	0	34.7	-
21:30	3	0	0	2	1	0	0	0	0	0	0	0	34.3	-
21:45	5	0	0	4	0	1	0	0	0	0	0	0	32	-
22:00	7	0	0	6	1	0	0	0	0	0	0	0	33.4	-
22:15	3	0	1	2	0	0	0	0	0	0	0	0	35.5	-
22:30	2	0	0	1	1	0	0	0	0	0	0	0	27.5	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	30.3	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	39.4	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	36.5	-
23:45	3	0	0	2	1	0	0	0	0	0	0	0	40.1	-
07:19	628	55	16	458	88	7	0	2	1	0	1	0	33.2	39.3
06:22	690	56	17	503	102	8	0	2	1	0	1	0	33.3	39.3
06:00	709	56	18	517	106	8	0	2	1	0	1	0	33.4	39.3
00:00	720	56	18	526	107	9	0	2	1	0	1	0	33.4	39.4

Date														
Sunday 19/05/2024														
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	1	0	0	0	0	0	0	0	41.9	-
00:15	3	0	0	3	0	0	0	0	0	0	0	0	34.9	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	41.4	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	40.1	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	32.4	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	41.7	-
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	33.5	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	50.8	-
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	29.6	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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	40.6	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	40.7	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	2	0	0	1	0	1	0	0	0	0	0	0	34.8	-
06:15	1	0	1	0	1	0	1	0	0	1	0	0	10.6	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	3	1	0	1	1	0	0	0	0	0	0	0	31.6	-
07:00	2	0	0	1	1	0	0	0	0	0	0	0	32.1	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	6	1	2	3	0	0	0	0	0	0	0	0	29.5	-
07:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:00	6	1	0	4	1	0	0	0	0	0	0	0	33.4	-
08:15	4	1	0	2	1	0	0	0	0	0	0	0	32.3	-
08:30	6	1	1	3	1	0	0	0	0	0	0	0	35.2	-
08:45	11	0	0	10	1	0	0	0	0	0	0	0	37	42
09:00	5	1	0	3	0	0	0	0	0	0	0	0	-	-
09:15	15	5	1	8	0	1	0	0	0	0	0	0	28.8	39.7
09:30	16	4	0	9	1	0	0	0	0	0	2	0	27.2	36.3
09:45	8	1	0	5	1	1	0	0	0	0	0	0	33.7	-
10:00	14	2	0	12	0	0	0	0	0	0	0	0	36.1	41.6
10:15	12	4	0	8	0	0	0	0	0	0	0	0	28.6	36.4
10:30	8	2	0	6	0	0	0	0	0	0	0	0	31.7	-
10:45	15	4	0	9	1	1	0	0	0	0	0	0	30.7	40
11:00	17	4	0	11	1	1	0	0	0	0	0	0	31.4	41.3
11:15	15	1	1	6	7	0	0	0	0	0	0	0	33.6	40.7
11:30	17	1	1	15	0	0	0	0	0	0	0	0	34.5	41.7
11:45	15	1	0	12	1	0	0	0	0	0	1	0	30.5	36.6
12:00	17	3	0	9	3	1	1	0	0	0	0	0	27.4	35.5
12:15	19	0	0	18	1	0	0	0	0	0	0	0	33.8	40.4
12:30	19	5	1	10	3	0	0	0	0	0	0	0	27	37.5
12:45	15	4	0	9	1	0	0	0	0	0	1	0	29.5	38.9
13:00	7	2	1	2	2	0	0	0	0	0	0	0	27.7	-
13:15	25	0	4	17	4	0	0	0	0	0	0	0	37	42.5
13:30	19	2	1	16	0	0	0	0	0	0	0	0	34.1	41.6
13:45	21	3	1	15	2	0	0	0	0	0	0	0	34.9	41.2
14:00	22	1	1	18	1	1	0	0	0	0	0	0	31.5	38
14:15	19	1	0	15	3	0	0	0	0	0	0	0	33.4	39.4
14:30	20	3	0	16	1	0	0	0	0	0	0	0	30.6	39.1
14:45	23	3	0	18	2	0	0	0	0	0	0	0	30.7	38.5
15:00	21	2	0	18	1	0	0	0	0	0	0	0	32.1	38.1
15:15	23	1	1	18	2	0	0	0	0	1	0	0	33.9	40.6
15:30	34	1	0	29	4	0	0	0	0	0	0	0	32.9	39.3
15:45	29	2	0	23	4	0	0	0	0	0	0	0	32.9	39.4
16:00	27	1	1	23	1	1	0	0	0	0	0	0	32.4	36.7
16:15	24	3	0	16	3	1	0	0	1	0	0	0	28.6	37.2
16:30	29	1	0	23	3	1	0	0	1	0	0	0	32.6	35.9
16:45	32	1	0	23	6	1	0	0	0	1	0	0	32.7	39.2
17:00	31	1	0	18	10	2	0	0	0	0	0	0	27.3	37.5
17:15	25	3	0	17	2	0	0	0	2	0	1	0	29	37
17:30	21	1	1	15	2	0	0	0	2	0	0	0	33.2	38.8
17:45	19	0	0	15	3	0	0	0	1	0	0	0	34.4	39.1
18:00	12	1	3	6	1	0	0	0	1	0	0	0	29.9	36.1
18:15	8	0	0	6	1	1	0	0	0	0	0	0	33.9	-
18:30	10	0	0	8	0	0	0	0	1	0	1	0	35.4	-
18:45	12	0	0	9	1	1	0	0	0	1	0	0	33.6	41.8
19:00	3	0	0	0	2	0	0	0	0	0	0	1	30.6	-
19:15	6	0	1	5	0	0	0	0	0	0	0	0	36.8	-
19:30	10	0	0	8	1	1	0	0	0	0	0	0	35.9	-
19:45	7	2	0	4	0	0	0	0	0	0	1	0	34	-
20:00	8	0	0	3	4	0	0	0	0	1	0	0	32.1	-
20:15	5	2	0	2	1	0	0	0	0	0	0	0	32.4	-
20:30	7	0	0	4	2	0	0	0	1	0	0	0	38.6	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	41	-
21:00	2	0	0	2	0	0	0	0	0	0	0	0	36.8	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	31.1	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	30.5	-
21:45	5	0	0	5	0	0	0	0	0	0	0	0	34.5	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	34.5	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	38	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:19	775	79	21	557	85	14	1	0	11	1	6	0	31.9	39.4
06:22	838	84	23	596	96	16	1	0	13	1	7	1	32.1	39.5
06:00	840	84	23	598	96	16	1	0	13	1	7	1	32.1	39.5
00:00	852	84	23	610	97	16	1	0	13	1	7	1	32.2	39.8

Date	Monday 20/05/2024													Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:30	1	0	0	1	0	0	0	0	0	0	0	0	32.4	-	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
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	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	42.5	-	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:45	1	0	0	0	0	0	0	0	0	0	0	0	40.7	-	
05:00	2	0	0	2	0	0	0	0	0	0	0	0	38.5	-	
05:15	3	0	0	2	1	0	0	0	0	0	0	0	38.1	-	
05:30	3	0	0	2	0	1	0	0	0	0	0	0	40.8	-	
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
06:00	2	0	0	2	0	0	0	0	0	0	0	0	37.4	-	
06:15	6	0	0	4	2	0	0	0	0	0	0	0	38.1	-	
06:30	2	0	0	2	0	0	0	0	0	0	0	0	40.1	-	
06:45	5	0	0	2	3	0	0	0	0	0	0	0	39	-	
07:00	8	0	2	5	1	0	0	0	0	0	0	0	40.5	-	
07:15	23	0	0	17	5	1	0	0	0	0	0	0	38.4	43.1	
07:30	14	0	0	12	1	1	0	0	0	0	0	0	38.5	43	
07:45	20	0	0	9	10	1	0	0	0	0	0	0	37.1	40.2	
08:00	13	0	0	9	4	0	0	0	0	0	0	0	38.1	41.8	
08:15	16	0	0	13	3	0	0	0	0	0	0	0	39.3	41.8	
08:30	24	0	1	14	7	2	0	0	0	0	0	0	36.1	39.6	
08:45	27	1	0	23	3	0	0	0	0	0	0	0	37.6	43.6	
09:00	31	0	0	25	4	0	0	0	0	0	0	1	36.7	40.7	
09:15	12	1	0	10	1	0	0	0	0	0	0	0	33.8	41.1	
09:30	15	0	0	13	0	2	0	0	0	0	0	0	39.3	43.1	
09:45	17	0	0	12	3	2	0	0	0	0	0	0	38.2	41.9	
10:00	6	0	0	3	2	1	0	0	0	0	0	0	35.7	-	
10:15	11	0	0	7	4	0	0	0	0	0	0	0	35.3	41.5	
10:30	17	1	2	9	3	2	0	0	0	0	0	0	32.9	37.5	
10:45	11	0	0	7	3	1	0	0	0	0	0	0	36	38.2	
11:00	14	4	0	8	2	0	0	0	0	0	0	0	26.5	36.7	
11:15	10	0	0	8	1	1	0	0	0	0	0	0	36.9	-	
11:30	11	2	0	9	0	0	0	0	0	0	0	0	32.8	41	
11:45	9	0	0	6	3	0	0	0	0	0	0	0	36.7	-	
12:00	15	0	0	12	2	1	0	0	0	0	0	0	38.3	44.6	
12:15	9	0	0	9	0	0	0	0	0	0	0	0	33.1	-	
12:30	13	1	0	8	2	1	0	0	0	0	0	0	33.4	38.3	
12:45	12	1	1	10	0	0	0	0	0	0	0	0	32.6	43.9	
13:00	8	1	0	6	1	0	0	0	0	0	0	0	33.4	-	
13:15	17	3	0	12	1	0	0	0	0	1	0	0	32.2	39.6	
13:30	10	1	0	7	1	1	0	0	0	0	0	0	34.2	-	
13:45	9	0	0	7	0	1	0	0	0	0	0	0	39.3	-	
14:00	18	1	0	12	4	0	0	0	0	0	0	0	34.7	41.1	
14:15	20	1	1	15	1	1	0	0	0	0	0	0	34.9	40.4	
14:30	12	0	0	10	2	0	0	0	0	0	0	0	38.1	44.4	
14:45	14	0	0	10	4	0	0	0	0	0	0	0	37.8	44.2	
15:00	24	0	1	21	2	0	0	0	0	0	0	0	37.8	41.9	
15:15	30	0	0	21	7	2	0	0	0	0	0	0	35.1	39.7	
15:30	21	1	0	16	4	0	0	0	0	0	0	0	36.1	41.7	
15:45	15	1	1	10	1	2	0	0	0	0	0	0	37.2	43.1	
16:00	23	1	1	13	6	1	0	0	0	0	0	1	36.8	41.2	
16:15	26	0	1	19	5	1	0	0	0	0	0	0	39.7	51.5	
16:30	27	1	2	21	3	0	0	0	0	0	0	0	35.5	40.1	
16:45	27	0	0	19	5	0	0	0	0	0	0	0	37.9	43.6	
17:00	26	2	0	19	3	2	0	0	0	0	0	0	37	44.2	
17:15	26	1	1	21	3	0	0	0	0	0	0	0	37.5	42.6	
17:30	21	1	0	19	1	0	0	0	0	0	0	0	36.5	41.6	
17:45	23	1	0	19	3	0	0	0	0	0	0	0	37.8	42.1	
18:00	14	1	0	8	4	0	0	0	0	0	0	1	37.5	46.2	
18:15	10	0	0	10	0	0	0	0	0	0	0	0	36.2	-	
18:30	17	2	2	9	4	0	0	0	0	0	0	0	31.6	45.3	
18:45	11	2	0	8	1	0	0	0	0	0	0	0	32.4	41	
19:00	12	2	3	6	1	0	0	0	0	0	0	0	39.3	51.8	
19:15	16	1	5	7	2	0	0	0	0	0	0	0	40.2	46.9	
19:30	16	0	9	7	0	0	0	0	0	0	0	0	36.7	41.9	
19:45	4	0	0	4	0	0	0	0	0	0	0	0	38	-	
20:00	24	1	16	6	1	0	0	0	0	0	0	0	36.7	43.2	
20:15	8	0	1	7	0	0	0	0	0	0	0	0	35.3	-	
20:30	6	0	0	5	1	0	0	0	0	0	0	0	34.3	-	
20:45	4	0	1	2	0	1	0	0	0	0	0	0	32	-	
21:00	6	0	0	6	0	0	0	0	0	0	0	0	35.8	-	
21:15	3	0	0	1	1	1	0	0	0	0	0	0	34.5	-	
21:30	5	0	0	3	2	0	0	0	0	0	0	0	35.6	-	
21:45	3	0	0	2	1	0	0	0	0	0	0	0	29.2	-	
22:00	3	0	0	2	0	1	0	0	0	0	0	0	37	-	
22:15	4	0	0	3	1	0	0	0	0	0	0	0	35.6	-	
22:30	1	0	0	1	0	0	0	0	0	0	0	0	35.8	-	
22:45	1	0	0	1	0	0	0	0	0	0	0	0	39.3	-	
23:00	1	0	0	1	0	0	0	0	0	0	0	0	37.9	-	
23:15	2	0	0	2	0	0	0	0	0	0	0	0	39.9	-	
23:30	1	0	0	1	0	0	0	0	0	0	0	0	32.6	-	
23:45	3	0	0	3	0	0	0	0	0	0	0	0	38.7	-	
07:19	807	32	18	590	131	28	2	1	2	0	1	2	36.3	41.5	
06:22	929	36	53	656	145	30	2	2	2	0	1	2	36.4	41.9	
06:00	945	36	53	670	146	31	2	2	2	0	1	2	36.4	41.9	
00:00	956	36	53	678	147	33	2	2	2	0	1	2	36.4	41.9	

Date	Tuesday 21/05/2024												Mean Speed (Mph)	85%ile Speed (Mph)	
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	40.9	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	35.2	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	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	-	-
02:45	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	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	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	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	36.2	-
05:15	4	0	0	3	0	1	0	0	0	0	0	0	0	39.3	-
05:30	2	0	0	2	0	0	0	0	0	0	0	0	0	40.1	-
05:45	5	1	0	3	0	1	0	0	0	0	0	0	0	33.4	-
06:00	4	0	0	3	1	0	0	0	0	0	0	0	0	35.1	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	0	36.8	-
06:30	3	0	0	2	1	0	0	0	0	0	0	0	0	36.2	-
06:45	11	2	0	6	3	0	0	0	0	0	0	0	0	35	45
07:00	11	1	0	7	3	0	0	0	0	0	0	0	0	35	38.8
07:15	19	0	0	16	3	0	0	0	0	0	0	0	0	38.2	41.2
07:30	23	0	0	19	3	1	0	0	0	0	0	0	0	38	42.2
07:45	26	0	0	16	10	0	0	0	0	0	0	0	0	38.2	42.3
08:00	31	0	1	23	6	0	0	0	1	0	0	0	0	39.2	44.5
08:15	31	0	0	26	4	1	0	0	0	0	0	0	0	36.9	40.1
08:30	19	0	0	12	4	2	0	0	1	0	0	0	0	37.7	41.2
08:45	30	0	1	24	3	2	0	0	0	0	0	0	0	34.2	39
09:00	24	0	0	21	3	0	0	0	0	0	0	0	0	36.8	41.6
09:15	14	0	1	10	2	1	0	0	0	0	0	0	0	34.7	40.4
09:30	15	0	0	11	4	0	0	0	0	0	0	0	0	35.7	40.6
09:45	13	1	0	7	3	2	0	0	0	0	0	0	0	33.9	40.2
10:00	15	0	0	11	3	1	0	0	0	0	0	0	0	38.5	42.6
10:15	19	1	0	13	3	1	0	0	1	0	0	0	0	36.7	45.8
10:30	10	0	1	7	1	1	0	0	0	0	0	0	0	35.8	-
10:45	11	1	0	7	2	1	0	0	0	0	0	0	0	33.8	38.3
11:00	13	2	0	6	2	3	0	0	0	0	0	0	0	30.6	39.9
11:15	12	3	1	5	3	0	0	0	0	0	0	0	0	31.5	40.5
11:30	11	3	0	7	1	0	0	0	0	0	0	0	0	27.6	42
11:45	15	0	0	9	6	0	0	0	0	0	0	0	0	34.7	41
12:00	14	1	0	8	3	1	0	0	0	0	1	0	0	33.8	47.9
12:15	12	1	0	8	2	1	0	0	0	0	0	0	0	35	41.3
12:30	10	0	1	7	2	0	0	0	0	0	0	0	0	35.3	-
12:45	16	3	0	7	5	1	0	0	0	0	0	0	0	32.4	42.6
13:00	11	4	0	7	0	0	0	0	0	0	0	0	0	29.3	38.9
13:15	8	1	1	5	1	0	0	0	0	0	0	0	0	32.3	-
13:30	11	0	1	6	4	0	0	0	0	0	0	0	0	38.8	48.1
13:45	12	0	0	7	5	0	0	0	0	0	0	0	0	37.2	43.1
14:00	17	1	0	10	4	2	0	0	0	0	0	0	0	34.5	38.8
14:15	15	1	0	12	1	1	0	0	0	0	0	0	0	33.1	39.8
14:30	20	1	0	12	5	1	0	0	1	0	0	0	0	35.7	40.6
14:45	16	0	0	13	3	0	0	0	0	0	0	0	0	39	44.7
15:00	25	0	0	18	7	0	0	0	0	0	0	0	0	37.8	44.2
15:15	32	0	0	27	3	2	0	0	0	0	0	0	0	33.8	39
15:30	20	0	0	18	1	1	0	0	0	0	0	0	0	37.7	42.1
15:45	12	0	0	5	4	3	0	0	0	0	0	0	0	34.4	38.4
16:00	21	0	0	16	4	0	0	0	1	0	0	0	0	37.4	41.8
16:15	25	1	0	18	4	1	0	0	1	0	0	0	0	36.3	42
16:30	24	0	0	17	5	2	0	0	0	0	0	0	0	33.7	39.5
16:45	26	1	0	18	7	0	0	0	0	0	0	0	0	37.2	42.4
17:00	47	1	2	35	9	0	0	0	0	0	0	0	0	35.3	41.5
17:15	33	0	1	25	3	4	0	0	0	0	0	0	0	36.8	43
17:30	24	1	0	21	0	2	0	0	0	0	0	0	0	35.7	41.8
17:45	30	3	0	20	7	0	0	0	0	0	0	0	1	33	37.9
18:00	29	1	0	18	8	1	0	0	0	0	0	0	1	34.7	39.6
18:15	20	1	0	15	4	0	0	0	0	0	0	0	0	36.4	41.2
18:30	19	1	0	14	3	0	0	0	1	0	0	0	0	32.2	36.7
18:45	19	4	0	11	4	0	0	0	0	0	0	0	0	33.7	40
19:00	18	1	0	16	0	0	0	1	0	0	0	0	0	33.2	41.8
19:15	18	1	0	14	3	0	0	0	0	0	0	0	0	35.5	39.7
19:30	13	1	0	12	0	0	0	0	0	0	0	0	0	32.6	38.6
19:45	9	0	0	6	3	0	0	0	0	0	0	0	0	36	-
20:00	6	0	0	6	0	0	0	0	0	0	0	0	0	36	-
20:15	8	0	0	8	0	0	0	0	0	0	0	0	0	33.4	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	0	43.7	-
20:45	7	0	0	5	2	0	0	0	0	0	0	0	0	38.2	-
21:00	3	0	0	2	0	1	0	0	0	0	0	0	0	36.7	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	0	34.1	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	0	36.2	-
21:45	2	0	0	2	0	0	0	0	0	0	0	0	0	36.9	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	40.7	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	0	34.7	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	35.3	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	0	33.3	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	31.1	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:19	930	39	11	655	177	39	0	0	7	0	1	1	1	35.5	40.7
06:22	1038	44	11	742	191	42	1	7	0	1	1	1	1	35.5	40.7
06:00	1043	44	11	746	192	40	0	1	7	0	1	1	1	35.5	40.7
00:00	1057	45	11	757	192	42	0	1	7	0	1	1	1	35.5	40.7

Date	Wednesday 22/05/2024												Mean Speed (Mph)	85%ile Speed (Mph)	
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	41.4	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	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	-	-
02:45	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	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	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	-	-
04:15	1	0	0	0	0	1	0	0	0	0	0	0	0	34.5	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	0	1	0	0	0	0	0	0	0	0	34.9	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	36.9	-
05:15	3	0	0	2	0	1	0	0	0	0	0	0	0	36	-
05:30	2	0	0	2	0	0	0	0	0	0	0	0	0	34.7	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	0	34.1	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	3	0	0	3	0	0	0	0	0	0	0	0	0	38	-
06:30	5	0	0	5	0	0	0	0	0	0	0	0	0	38.1	-
06:45	12	0	1	7	3	1	0	1	0	0	0	0	0	34.9	41.1
07:00	18	0	0	10	7	1	0	0	0	0	0	0	0	36.5	39.9
07:15	19	0	1	12	5	1	0	0	0	0	0	0	0	36.8	41.2
07:30	20	0	0	15	4	1	0	0	0	0	0	0	0	37.2	42.5
07:45	24	1	1	17	5	0	0	0	0	0	0	0	0	36.3	40.6
08:00	13	0	0	11	2	0	0	0	0	0	0	0	0	36.8	39.3
08:15	23	0	0	17	5	0	0	0	1	0	0	0	0	38.7	42.1
08:30	19	0	0	15	3	1	0	0	0	0	0	0	0	34.5	39
08:45	34	0	0	31	3	0	0	0	0	0	0	0	0	35.9	38.8
09:00	22	0	0	19	2	1	0	0	0	0	0	0	0	36.6	43.5
09:15	13	0	0	12	0	1	0	0	0	0	0	0	0	35.7	40.4
09:30	15	0	0	14	1	0	0	0	0	0	0	0	0	37.1	38.8
09:45	9	0	0	8	1	0	0	0	0	0	0	0	0	31.1	-
10:00	11	0	0	7	3	1	0	0	0	0	0	0	0	38.1	44.1
10:15	11	0	0	8	3	0	0	0	0	0	0	0	0	33.6	37.9
10:30	11	0	0	9	2	0	0	0	0	0	0	0	0	32.3	38.9
10:45	7	0	0	6	1	0	0	0	0	0	0	0	0	32.6	-
11:00	8	0	0	7	1	0	0	0	0	0	0	0	0	38.4	-
11:15	10	0	0	7	3	0	0	0	0	0	0	0	0	35.2	-
11:30	10	0	0	10	0	0	0	0	0	0	0	0	0	35	-
11:45	19	0	0	12	5	2	0	0	0	0	0	0	0	34.7	39.6
12:00	8	0	0	4	3	1	0	0	0	0	0	0	0	34.5	-
12:15	12	0	0	8	3	1	0	0	0	0	0	0	0	32.4	35.8
12:30	10	0	0	6	3	0	0	0	1	0	0	0	0	37.7	-
12:45	9	0	0	7	1	0	0	0	0	1	0	0	0	35.3	-
13:00	16	0	0	8	4	3	0	0	1	0	0	0	0	36.1	40
13:15	6	0	0	2	4	0	0	0	0	0	0	0	0	35.1	-
13:30	11	0	0	8	2	1	0	0	0	0	0	0	0	32.6	42.5
13:45	14	0	0	12	1	1	0	0	0	0	0	0	0	37	42.6
14:00	11	0	0	8	3	0	0	0	0	0	0	0	0	37.2	43.9
14:15	5	0	0	3	2	0	0	0	0	0	0	0	0	35.9	-
14:30	9	0	0	5	3	1	0	0	0	0	0	0	0	37	-
14:45	6	0	0	5	1	0	0	0	0	0	0	0	0	38.6	-
15:00	31	1	1	23	5	1	0	0	0	0	0	0	0	33.3	38.4
15:15	25	0	0	20	2	3	0	0	0	0	0	0	0	35.9	41.4
15:30	11	0	0	9	2	0	0	0	0	0	0	0	0	36.2	39.6
15:45	19	0	0	10	8	1	0	0	0	0	0	0	0	34.4	38.9
16:00	17	0	0	12	3	2	0	0	0	0	0	0	0	33.1	36.3
16:15	18	0	0	13	4	0	0	0	1	0	0	0	0	35.4	38.5
16:30	23	0	0	20	3	0	0	0	0	0	0	0	0	35.8	42
16:45	22	1	0	17	4	0	0	0	0	0	0	0	0	34.8	40
17:00	30	0	1	24	4	1	0	0	0	0	0	0	0	38.5	43
17:15	33	0	0	29	3	0	0	0	1	0	0	0	0	37.7	43.8
17:30	23	0	0	19	4	0	0	0	0	0	0	0	0	36.9	41.1
17:45	28	0	0	20	7	1	0	0	0	0	0	0	0	36.9	42.3
18:00	16	0	0	12	3	0	0	0	0	0	0	1	0	36.5	41
18:15	17	0	0	16	1	0	0	0	0	0	0	0	0	38.3	42
18:30	13	0	0	8	5	0	0	0	0	0	0	0	0	37.2	40.3
18:45	11	1	0	10	0	0	0	0	0	0	0	0	0	38.5	44.8
19:00	14	1	0	9	4	0	0	0	0	0	0	0	0	39.8	45.2
19:15	1	0	0	1	0	0	0	0	0	0	0	0	0	30.2	-
19:30	9	0	0	4	5	0	0	0	0	0	0	0	0	39.6	-
19:45	11	0	0	8	3	0	0	0	0	0	0	0	0	36.7	45.4
20:00	8	0	0	7	1	0	0	0	0	0	0	0	0	38.9	-
20:15	2	0	0	2	0	0	0	0	0	0	0	0	0	40.7	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	0	39	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	0	33.6	-
21:00	6	0	0	6	0	0	0	0	0	0	0	0	0	34.6	-
21:15	4	0	0	4	0	0	0	0	0	0	0	0	0	35.2	-
21:30	2	0	0	2	0	0	0	0	0	0	0	0	0	31.5	-
21:45	3	0	0	2	1	0	0	0	0	0	0	0	0	39.9	-
22:00	3	0	0	3	0	0	0	0	0	0	0	0	0	29.6	-
22:15	3	0	0	2	1	0	0	0	0	0	0	0	0	33.3	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	0	27.5	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	2	0	0	1	1	0	0	0	0	0	0	0	0	35.4	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	35.9	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	0	0	1	0	0	0	0	0	0	0	31	-
07:19	770	4	4	585	144	26	0	0	6	0	0	1	0	36.0	40.5
06:22	854	5	5	647	163	27	0	0	6	0	0	1	0	36.2	40.8
06:00	865	5	5	655	165	28	0	0	6	0	0	1	0	36.1	40.7
00:00	875	5	5	662	166	30	0	0	6	0	0	1	0	36.1	40.7

Date	Thursday 23/05/2024													
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	0	0	0	0	0	1	0	0	0	36.1	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	2	0	0	1	1	0	0	0	0	0	0	0	36.7	-
05:15	3	0	0	2	1	0	0	0	0	0	0	0	40.6	-
05:30	3	1	0	1	0	1	0	0	0	0	0	0	31.2	-
05:45	4	0	0	4	0	0	0	0	0	0	0	0	37.5	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	36.7	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	40.4	-
06:30	8	0	0	4	3	1	0	0	0	0	0	0	35.1	-
06:45	8	1	0	5	2	0	0	0	0	0	0	0	36.9	-
07:00	16	0	0	10	5	0	0	0	0	0	1	0	37.4	40.4
07:15	21	0	0	14	5	2	0	0	0	0	0	0	38	41.5
07:30	16	0	0	12	3	0	0	0	0	1	0	0	38.8	42
07:45	21	0	0	14	6	1	0	0	0	0	0	0	35.3	40.5
08:00	25	0	0	18	7	0	0	0	0	0	0	0	37.9	42.9
08:15	20	0	1	15	1	2	1	0	0	0	0	0	36.5	42.4
08:30	23	0	0	15	6	2	0	0	0	0	0	0	37.9	41.7
08:45	35	1	0	27	5	2	0	0	0	0	0	0	34.6	40.4
09:00	18	0	0	16	2	0	0	0	0	0	0	0	37.5	43.7
09:15	16	0	0	12	3	0	1	0	0	0	0	0	34.9	39.1
09:30	8	0	0	7	0	1	0	0	0	0	0	0	37.7	-
09:45	12	0	1	9	1	0	0	0	1	0	0	0	38.3	44.6
10:00	4	0	0	1	3	0	0	0	0	0	0	0	37.7	-
10:15	15	1	1	10	2	1	0	0	0	0	0	0	31.5	37.5
10:30	12	0	0	6	1	0	0	0	0	0	0	0	35.4	39.7
10:45	8	0	0	6	2	0	0	0	0	0	0	0	34.7	-
11:00	9	0	0	7	2	0	0	0	0	0	0	0	37.2	-
11:15	14	0	1	6	4	2	0	0	0	0	1	0	32.2	38.4
11:30	9	1	0	7	1	0	0	0	0	0	0	0	34.7	-
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	302	3	4	217	59	13	2	0	2	0	2	0	36.2	40.9
06:22	320	4	4	228	64	14	2	0	2	0	2	0	36.2	40.9
06:00	320	4	4	228	64	14	2	0	2	0	2	0	36.2	40.9
00:00	333	5	4	236	66	15	2	0	3	0	2	0	36.2	40.9

[illegible]

[illegible]

Intelligent Data Collection Limited

Period Commencing: 13/05/2024

Road Name: Biddestone Lane

Flow from : A420 (S)

Vehicle Classification: All Vehicles

to: The Street (N)

Prepared by: Richard Collins

Checked by: David Brown



Hour Starting	Monday 13/05/2024	Tuesday 14/05/2024	Wednesday 15/05/2024	Thursday 16/05/2024	Friday 17/05/2024	Saturday 18/05/2024	Sunday 19/05/2024	Monday 20/05/2024	Tuesday 21/05/2024	Wednesday 22/05/2024	Thursday 23/05/2024	Friday 24/05/2024	Saturday 25/05/2024	Sunday 26/05/2024	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	1	0	2	2	7	3	0	0	1	*	*	*	0	1	2
01:00	*	*	2	1	2	1	3	0	1	0	2	*	*	*	1	1	1
02:00	*	*	0	1	0	1	1	2	0	0	1	*	*	*	0	1	1
03:00	*	*	1	2	0	0	0	0	0	0	2	*	*	*	1	1	1
04:00	*	*	5	0	2	1	0	4	3	3	1	*	*	*	2	3	2
05:00	*	*	3	6	2	1	3	2	8	4	5	*	*	*	5	4	4
06:00	*	*	30	30	29	19	7	29	33	28	26	*	*	*	29	29	26
07:00	*	*	102	95	83	36	18	81	84	102	100	*	*	*	97	92	78
08:00	*	*	143	132	112	49	52	123	138	157	118	*	*	*	138	132	114
09:00	*	*	51	53	43	96	142	43	74	49	49	*	*	*	55	52	67
10:00	*	*	53	39	53	102	129	46	38	37	35	*	*	*	40	43	59
11:00	*	*	55	48	67	95	106	47	55	40	*	*	*	*	50	52	64
12:00	*	*	61	53	74	83	107	52	62	48	*	*	*	*	56	58	68
13:00	*	*	40	56	46	54	55	41	48	49	*	*	*	*	48	47	49
14:00	*	69	68	89	100	37	58	75	65	78	*	*	*	*	74	78	71
15:00	*	73	87	85	96	41	46	72	87	67	*	*	*	*	80	81	73
16:00	*	102	90	77	99	48	43	81	90	81	*	*	*	*	88	89	79
17:00	*	126	104	98	89	45	39	117	158	124	*	*	*	*	122	117	100
18:00	*	62	64	60	56	47	27	71	60	54	*	*	*	*	60	61	56
19:00	*	29	33	36	42	39	24	27	30	39	*	*	*	*	33	34	33
20:00	*	22	21	23	24	15	23	25	23	17	*	*	*	*	21	22	21
21:00	*	17	16	26	11	10	9	19	14	11	*	*	*	*	17	16	15
22:00	*	13	12	7	12	7	7	6	10	8	*	*	*	*	10	10	9
23:00	*	0	3	7	9	10	2	3	4	4	*	*	*	*	4	4	5
Summary Data															Summary Data		
0700-1900	0	432	918	885	918	733	822	849	959	886	302	0	0	0	907	901	876
0600-2200	0	500	1018	1000	1024	816	885	949	1059	981	328	0	0	0	1008	1002	971
0600-0000	0	513	1033	1014	1045	833	894	958	1073	993	328	0	0	0	1022	1016	985
0000-0000	0	513	1045	1024	1053	839	908	969	1085	1000	340	0	0	0	1032	1027	995
0700-1000	0	0	296	280	238	181	212	247	296	308	267	0	0	0	289	276	258
1600-1900	0	290	258	235	244	140	109	269	308	259	0	0	0	0	270	266	235
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	0	143	132	112	96	142	123	138	157	118	0	0	0	138	132	114
10:00-16:00	0	73	87	89	100	102	129	75	87	78	35	0	0	0	80	81	73
16:00-19:00	0	126	104	98	99	48	43	117	158	124	0	0	0	0	122	117	100

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

Intelligent Data Collection Limited

Period Commencing: 13/05/2024

Road Name: Biddestone Lane

Flow from : The Street (N)

Vehicle Classification: All Vehicles

to: A420 (S)

Prepared by: Richard Collins

Checked by: David Brown



Hour Starting	Monday 13/05/2024	Tuesday 14/05/2024	Wednesday 15/05/2024	Thursday 16/05/2024	Friday 17/05/2024	Saturday 18/05/2024	Sunday 19/05/2024	Monday 20/05/2024	Tuesday 21/05/2024	Wednesday 22/05/2024	Thursday 23/05/2024	Friday 24/05/2024	Saturday 25/05/2024	Sunday 26/05/2024	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	0	0	1	3	6	1	1	1	0	*	*	*	0	1	1
01:00	*	*	0	1	0	3	2	0	1	0	0	*	*	*	0	0	1
02:00	*	*	0	1	0	1	3	0	0	0	1	*	*	*	0	0	1
03:00	*	*	0	0	0	2	1	1	0	0	0	*	*	*	0	0	0
04:00	*	*	0	1	1	1	0	1	0	2	0	*	*	*	1	1	1
05:00	*	*	8	10	10	1	8	12	7	12	*	*	*	*	10	10	8
06:00	*	*	18	21	16	7	6	15	19	20	18	*	*	*	19	18	16
07:00	*	*	69	61	57	8	8	65	79	81	74	*	*	*	73	69	56
08:00	*	*	101	112	82	30	27	80	111	89	103	*	*	*	103	97	82
09:00	*	*	62	59	56	56	44	75	66	59	54	*	*	*	60	62	59
10:00	*	*	53	48	58	55	49	45	55	40	39	*	*	*	47	48	49
11:00	*	*	58	52	40	73	64	44	51	47	*	*	*	*	52	49	54
12:00	*	*	51	48	54	69	70	49	52	39	*	*	*	*	48	49	54
13:00	*	*	51	56	66	70	72	44	42	47	*	*	*	*	49	51	56
14:00	*	46	68	48	77	44	84	64	68	31	*	*	*	*	52	57	59
15:00	*	91	92	88	110	47	107	90	89	86	*	*	*	*	89	92	89
16:00	*	83	94	87	103	70	112	103	96	80	*	*	*	*	88	92	92
17:00	*	102	121	116	104	61	96	96	134	114	*	*	*	*	117	112	105
18:00	*	64	71	56	58	45	42	52	87	57	*	*	*	*	67	64	59
19:00	*	61	52	30	23	22	26	48	58	35	*	*	*	*	47	44	39
20:00	*	15	28	10	14	16	22	42	22	14	*	*	*	*	18	21	20
21:00	*	11	15	15	15	17	9	17	9	15	*	*	*	*	13	14	14
22:00	*	3	9	6	6	13	1	9	3	7	*	*	*	*	6	6	6
23:00	*	4	4	4	5	6	1	7	2	4	*	*	*	*	4	4	4
Summary Data															Summary Data		
0700-1900	0	386	891	831	865	628	775	807	930	770	270	0	0	0	845	843	813
0600-2200	0	473	1004	907	933	690	838	929	1038	854	288	0	0	0	943	939	902
0600-0000	0	480	1017	917	944	709	840	945	1043	865	288	0	0	0	952	950	912
0000-0000	0	480	1025	930	956	720	853	956	1057	875	301	0	0	0	963	961	924
0700-1000	0	0	232	232	195	94	79	220	256	229	231	0	0	0	236	228	196
1600-1900	0	249	286	259	265	176	250	251	317	251	0	0	0	0	272	268	256
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	0	101	112	82	56	44	80	111	89	103	0	0	0	103	97	82
10:00-16:00	0	91	92	88	110	73	107	90	89	86	39	0	0	0	89	92	89
16:00-19:00	0	102	121	116	104	70	112	103	134	114	0	0	0	0	117	112	105

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

Intelligent Data Collection Limited

Period Commencing: 13/05/2024

Road Name: Biddestone Lane

Flow from : Two-way Total

Vehicle Classification: All Vehicles

Prepared by: Richard Collins

Checked by: David Brown



Hour Starting	Monday 13/05/2024	Tuesday 14/05/2024	Wednesday 15/05/2024	Thursday 16/05/2024	Friday 17/05/2024	Saturday 18/05/2024	Sunday 19/05/2024	Monday 20/05/2024	Tuesday 21/05/2024	Wednesday 22/05/2024	Thursday 23/05/2024	Friday 24/05/2024	Saturday 25/05/2024	Sunday 26/05/2024	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	1	0	3	5	13	4	1	1	1	*	*	*	1	2	3
01:00	*	*	2	2	2	4	5	0	2	0	2	*	*	*	2	1	2
02:00	*	*	0	2	0	2	4	0	0	0	2	*	*	*	1	1	1
03:00	*	*	1	2	0	2	1	1	0	0	2	*	*	*	1	1	1
04:00	*	*	5	1	3	2	0	5	3	5	1	0	*	*	3	3	3
05:00	*	*	11	16	12	2	4	10	20	11	17	*	*	*	15	14	11
06:00	*	*	48	51	45	26	13	44	52	48	44	*	*	*	49	47	41
07:00	*	*	171	156	140	44	26	146	163	183	174	*	*	*	169	162	134
08:00	*	*	244	244	194	79	79	203	249	246	221	*	*	*	241	229	195
09:00	*	*	113	112	99	152	186	118	140	108	103	*	*	*	115	113	126
10:00	*	*	106	87	111	157	178	91	93	77	74	*	*	*	87	91	108
11:00	*	*	113	100	107	168	170	91	106	87	*	*	*	*	102	101	118
12:00	*	*	112	101	128	152	177	101	114	87	*	*	*	*	104	107	122
13:00	*	*	91	112	112	124	127	85	90	96	*	*	*	*	97	98	105
14:00	*	115	136	137	177	81	142	139	133	109	*	*	*	*	126	135	130
15:00	*	164	179	173	206	88	153	162	176	153	*	*	*	*	169	173	162
16:00	*	185	184	164	202	118	155	184	186	161	*	*	*	*	176	181	171
17:00	*	228	225	214	193	106	135	213	292	238	*	*	*	*	239	229	205
18:00	*	126	135	116	114	92	69	123	147	111	*	*	*	*	127	125	115
19:00	*	90	85	66	65	61	50	75	88	74	*	*	*	*	81	78	73
20:00	*	37	49	33	38	31	45	67	45	31	*	*	*	*	39	43	42
21:00	*	28	31	41	26	27	18	36	23	26	*	*	*	*	30	30	28
22:00	*	16	21	13	18	20	8	15	13	15	*	*	*	*	16	16	15
23:00	*	4	7	11	14	16	3	10	6	8	*	*	*	*	7	9	9
Summary Data															Summary Data		
0700-1900	0	818	1809	1716	1783	1361	1597	1656	1889	1656	572	0	0	0	1752	1744	1689
0600-2200	0	973	2022	1907	1957	1506	1723	1878	2097	1835	616	0	0	0	1950	1942	1873
0600-0000	0	993	2050	1931	1989	1542	1734	1903	2116	1858	616	0	0	0	1973	1966	1897
0000-0000	0	993	2070	1954	2009	1559	1761	1925	2142	1875	641	0	0	0	1995	1988	1919
0700-1000	0	0	528	512	433	275	291	467	552	537	498	0	0	0	525	504	455
1600-1900	0	539	544	494	509	316	359	520	625	510	0	0	0	0	542	534	491
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	0	244	244	194	152	186	203	249	246	221	0	0	0	241	229	195
10:00-16:00	0	164	179	173	206	168	178	162	176	153	74	0	0	0	169	173	162
16:00-19:00	0	228	225	214	202	118	155	213	292	238	0	0	0	0	239	229	205

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

Intelligent Data Collection Limited

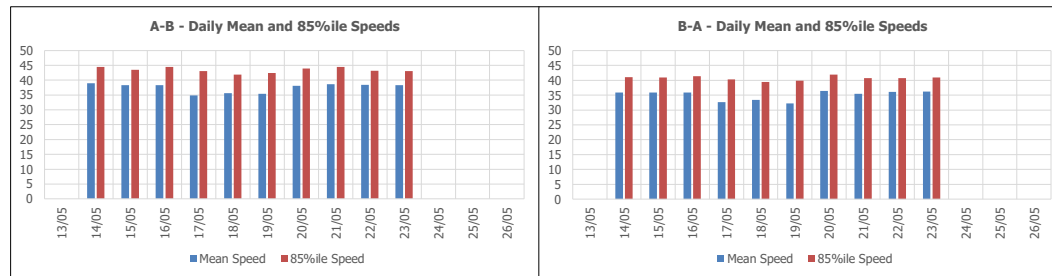
Client: Pegasus Group
Project Number: ID-0424-0103
Site Number: Site 1



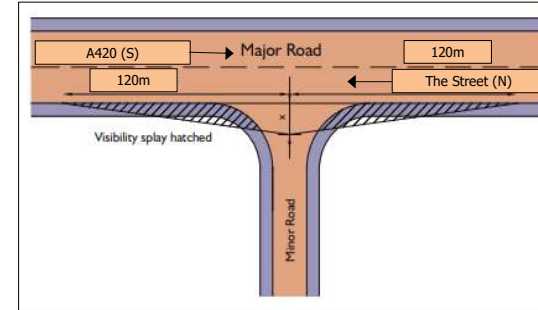
Mean and 85%ile Speed Summary

Direction A-B (Mph)															
Date	13/05	14/05	15/05	16/05	17/05	18/05	19/05	20/05	21/05	22/05	23/05	24/05	25/05	26/05	Max
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
Mean Speed (mph)	-	38.9	38.3	38.3	34.9	35.7	35.4	38.1	38.7	38.4	38.3	-	-	-	38.9
85%ile Speed (mph)	-	44.4	43.5	44.5	43.1	41.9	42.4	43.9	44.4	43.2	43.1	-	-	-	44.5
85%ile Speed (kph)	-	71.0	69.6	71.2	69.0	67.0	67.84	70.24	71.04	69.12	68.96	-	-	-	71.2
Visibility Splay (m)	-	120	120	120	120	120	120	120	120	120	120	-	-	-	120

Direction B-A (Mph)															
Date	13/05	14/05	15/05	16/05	17/05	18/05	19/05	20/05	21/05	22/05	23/05	24/05	25/05	26/05	Max
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
Mean Speed (mph)	-	35.9	35.9	35.9	32.6	33.4	32.2	36.4	35.5	36.1	36.2	-	-	-	36.4
85%ile Speed (mph)	-	41.0	40.9	41.4	40.3	39.4	39.8	41.9	40.7	40.7	40.9	-	-	-	41.9
85%ile Speed (kph)	-	65.6	65.4	66.2	64.5	63.0	63.7	67.0	65.1	65.1	65.4	-	-	-	67.0
Visibility Splay (m)	-	120	120	120	90	90	90	120	120	120	120	-	-	-	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.

Client: Pegasus Group
Project Number: ID-0424-0103
Site Number: Site 1
Flow from: A420 (S)

[illegible]

Date	Tuesday, 14/05/2024																						
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	E5th	Nalle
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	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-	-
14:15	11	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	42.9	-
14:30	22	0	0	0	1	8	6	5	2	0	0	0	0	0	0	0	0	0	0	0	37.6	42.8	-
14:45	32	0	0	0	0	10	14	5	3	0	0	0	0	0	0	0	0	0	0	0	37.8	42.4	-
15:00	16	0	0	0	0	5	10	9	3	0	0	0	0	0	0	0	0	0	0	0	38.9	43.2	-
15:15	14	0	0	0	0	1	5	6	2	0	0	0	0	0	0	0	0	0	0	0	41.3	47.2	-
15:30	18	0	0	0	1	2	1	3	9	2	0	0	0	0	0	0	0	0	0	0	38.7	44.5	-
15:45	25	0	0	0	0	5	5	10	9	0	0	0	0	0	0	0	0	0	0	0	38.9	43.2	-
16:00	32	0	0	0	0	1	7	6	11	7	0	0	0	0	0	0	0	0	0	0	40.2	46.3	-
16:15	28	0	0	0	0	2	8	15	3	0	0	0	0	0	0	0	0	0	0	0	40.6	43.8	-
16:30	23	0	0	2	1	9	4	9	4	1	0	0	0	0	0	0	0	0	0	0	37.8	45.5	-
16:45	19	0	0	0	0	0	1	5	11	2	0	0	0	0	0	0	0	0	0	0	41.1	44.6	-
17:00	32	0	0	0	1	10	6	12	3	0	0	0	0	0	0	0	0	0	0	0	38.9	45.2	-
17:15	34	0	0	1	1	4	12	13	2	1	1	0	0	0	0	0	0	0	0	0	40.4	44.6	-
17:30	37	0	0	0	0	1	5	18	7	4	2	0	0	0	0	0	0	0	0	0	38.9	45.6	-
17:45	23	0	0	0	0	0	2	13	2	0	0	0	0	0	0	0	0	0	0	0	41.9	45.2	-
18:00	18	0	0	0	0	1	10	7	0	0	0	0	0	0	0	0	0	0	0	0	39.2	43.3	-
18:15	20	0	0	0	1	1	8	6	3	1	0	0	0	0	0	0	0	0	0	0	40.6	46.4	-
18:30	13	0	0	4	1	1	5	3	5	2	0	0	0	0	0	0	0	0	0	0	38.8	46	-
18:45	11	0	0	0	0	0	2	2	3	4	0	0	0	0	0	0	0	0	0	0	42	47.6	-
19:00	15	0	0	0	0	1	2	9	2	1	0	0	0	0	0	0	0	0	0	0	38.5	43.1	-
19:15	6	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	-
19:30	4	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	34.6	-	-
19:45	4	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	46.6	-	-
20:00	4	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-	-
20:15	10	0	0	0	0	1	3	2	3	1	0	0	0	0	0	0	0	0	0	0	38.1	-	-
20:30	6	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	40.2	-	-
20:45	3	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	45.7	-	-
21:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	43.9	-	-
21:15	7	0	0	0	3	0	2	1	5	1	0	0	0	0	0	0	0	0	0	0	35.8	-	-
21:30	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-	-
21:45	4	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	34.6	-	-
22:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	-
22:15	5	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	38.9	44.4	-
22:30	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-	-
22:45	4	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	47.1	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Date

Wednesday 15/05/2024

Time	Speeds (Mph)																		Mean	85th %ile		
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	49.9	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	47.9	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	46.5	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
04:30	3	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	36.4	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	37.3	-
06:00	5	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	37.8	-
06:15	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	42.7	-
06:30	5	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	44.8	-
06:45	17	0	0	0	2	1	0	5	7	2	0	0	0	0	0	0	0	0	0	0	38	44.8
07:00	14	0	0	0	0	0	0	0	6	5	2	1	0	0	0	0	0	0	0	0	41.8	47.9
07:15	25	0	0	0	0	1	0	6	15	3	0	0	0	0	0	0	0	0	0	0	41.1	44.6
07:30	30	0	0	0	0	0	0	8	21	1	0	0	0	0	0	0	0	0	0	0	41.3	43.2
07:45	33	0	0	0	1	0	0	12	11	8	1	0	0	0	0	0	0	0	0	0	41.6	48.3
08:00	34	0	0	0	1	0	3	13	13	4	0	0	0	0	0	0	0	0	0	0	39.5	44
08:15	39	0	0	0	0	0	4	12	20	3	0	0	0	0	0	0	0	0	0	0	40.1	43.8
08:30	36	0	0	0	0	1	5	20	6	2	1	0	0	0	0	0	0	0	0	0	38.8	44.5
08:45	34	0	0	0	0	0	3	15	11	3	1	0	0	0	0	0	0	0	0	0	40.4	46.3
09:00	14	0	0	0	0	0	1	7	5	1	0	0	0	0	0	0	0	0	0	0	39.9	44.5
09:15	17	0	0	0	0	2	10	3	0	0	0	0	0	0	0	0	0	0	0	0	36.5	40.9
09:30	10	0	0	0	0	1	2	4	1	1	1	0	0	0	0	0	0	0	0	0	39.4	-
09:45	10	0	0	1	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	35.7	-
10:00	9	0	0	0	0	0	4	1	0	0	1	1	0	0	0	0	0	0	0	0	39.4	-
10:15	17	0	1	1	0	0	3	3	7	1	1	0	0	0	0	0	0	0	0	0	38.1	45.2
10:30	14	0	0	0	1	0	2	10	1	0	0	0	0	0	0	0	0	0	0	0	36	39.3
10:45	13	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	0	0	0	40.9	49.5
11:00	6	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	37	-
11:15	14	0	0	0	0	0	3	6	3	1	1	0	0	0	0	0	0	0	0	0	39.9	46.7
11:30	19	0	0	0	2	1	7	5	3	1	0	0	0	0	0	0	0	0	0	0	34.5	42.7
11:45	16	0	0	0	0	0	6	8	2	0	0	0	0	0	0	0	0	0	0	0	37.2	40.3
12:00	16	0	1	1	1	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	34.1	41
12:15	15	0	0	1	1	0	5	6	1	0	1	0	0	0	0	0	0	0	0	0	35.1	40.4
12:30	19	0	0	1	0	3	5	7	3	0	0	0	0	0	0	0	0	0	0	0	34.2	40
12:45	11	0	0	0	1	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	37.3	42.4
13:00	8	0	0	0	0	2	2	3	0	1	0	0	0	0	0	0	0	0	0	0	35.7	-
13:15	18	0	0	0	0	0	0	6	5	4	1	0	0	0	0	0	0	0	0	0	43.1	49.8
13:30	7	0	0	0	0	0	4	1	0	2	0	0	0	0	0	0	0	0	0	0	42.8	-
13:45	9	0	0	0	0	0	3	3	1	1	0	1	0	0	0	0	0	0	0	0	39.8	-
14:00	10	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	32.7	-
14:15	10	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	38.7	-
14:30	16	0	0	0	1	2	3	7	3	0	0	0	0	0	0	0	0	0	0	0	35.4	40.8
14:45	33	0	0	0	1	2	4	13	9	4	0	0	0	0	0	0	0	0	0	0	38.4	43.9
15:00	23	0	0	0	0	0	3	8	7	4	1	0	0	0	0	0	0	0	0	0	41.3	47.8
15:15	22	0	0	0	1	1	10	5	5	0	0	0	0	0	0	0	0	0	0	0	35.6	40.3
15:30	10	0	0	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	40.7	-
15:45	32	0	0	0	0	0	1	5	18	7	0	1	0	0	0	0	0	0	0	0	38	41.5
16:00	21	0	0	0	0	2	2	11	4	2	0	0	0	0	0	0	0	0	0	0	39	44.3
16:15	22	0	0	0	0	0	3	10	5	3	1	0	0	0	0	0	0	0	0	0	40.3	45.5
16:30	21	0	0	0	0	0	6	10	4	1	0	0	0	0	0	0	0	0	0	0	37.8	41.3
16:45	28	0	0	0	1	5	2	9	7	0	0	0	1	0	0	0	0	0	0	0	36.9	42.4
17:00	27	0	0	0	1	2	8	9	7	0	0	0	0	0	0	0	0	0	0	0	36.3	41.9
17:15	26	0	0	0	1	0	1	16	8	0	0	0	0	0	0	0	0	0	0	0	37.8	42.8
17:30	20	0	0	1	0	1	5	5	8	0	0	0	0	0	0	0	0	0	0	0	36.9	42.9
17:45	31	0	0	0	3	5	5	11	7	0	0	0	0	0	0	0	0	0	0	0	34.5	41
18:00	19	0	0	0	0	0	1	7	9	2	0	0	0	0	0	0	0	0	0	0	40.2	44.3
18:15	19	0	0	0	0	1	0	7	7	3	1	0	0	0	0	0	0	0	0	0	36.2	42.8
18:30	16	0	0	1	2	5	3	2	3	0	0	0	0	0	0	0	0	0	0	0	31.4	41.8
18:45	10	0	0	0	2	0	0	2	5	0	1	0	0	0	0	0	0	0	0	0	38.2	-
19:00	5	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	42.9	-
19:15	9	0	0	0	1	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	36.9	-
19:30	7	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	0	0	0	0	39.8	-
19:45	12	0	0																			

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Date	Monday, 20/05/2024																					
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 Mile
00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:05	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	48.4	-
00:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	62.3	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	47.8	-
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	48.8	-
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	0	2	0	0	0	0	0	0	0	0	0	0	0	0	38	-
04:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-
05:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41.8	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
06:00	5	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	35.6	-
06:15	5	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	39.5	-
06:30	3	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	40.3	-
06:45	16	45	0	1	0	0	0	6	5	3	3	0	0	0	0	0	0	0	0	0	29.6	46.1
07:00	14	0	0	0	0	0	0	1	4	8	1	0	0	0	0	0	0	0	0	0	41.2	44.1
07:15	24	0	0	0	0	0	0	3	10	4	7	0	0	0	0	0	0	0	0	0	40.5	46.6
07:30	19	0	0	0	0	0	1	1	13	4	4	0	0	0	0	0	0	0	0	0	40.5	47.1
07:45	24	0	0	0	0	0	1	11	11	1	0	0	0	0	0	0	0	0	0	0	39.8	43.6
08:00	26	0	0	0	0	0	1	14	6	4	1	0	0	0	0	0	0	0	0	0	40.8	46.9
08:15	30	0	0	0	0	0	3	15	9	1	1	0	0	0	0	0	0	0	0	0	38.9	43.8
08:30	28	0	0	0	0	0	1	1	12	13	1	0	0	0	0	0	0	0	0	0	39.2	42.6
08:45	38	0	0	0	0	0	2	12	17	4	1	0	0	0	0	0	0	0	0	0	40	48
09:00	15	0	1	0	0	0	2	2	5	5	0	0	0	0	0	0	0	0	0	0	40.4	48.2
09:15	9	0	0	0	0	0	1	5	3	3	0	0	0	0	0	0	0	0	0	0	38.9	-
09:30	8	0	0	0	0	0	1	4	1	1	1	0	0	0	0	0	0	0	0	0	40.1	-
09:45	11	0	1	1	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	31.3	37.8
10:00	18	0	1	0	0	0	4	11	2	0	0	0	0	0	0	0	0	0	0	0	35.6	38.5
10:15	6	0	1	1	4	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
10:30	13	0	0	1	4	1	3	3	2	1	1	0	0	0	0	0	0	0	0	0	30.1	42.6
10:45	9	0	0	0	0	0	4	9	2	2	1	0	0	0	0	0	0	0	0	0	37.9	-
11:00	10	0	0	0	1	3	1	5	1	0	0	0	0	0	0	0	0	0	0	0	40.5	-
11:15	17	0	1	0	0	0	4	9	2	0	1	0	0	0	0	0	0	0	0	0	36.8	42.4
11:30	9	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	33.9	-
11:45	11	0	0	0	0	0	3	5	1	0	1	0	0	0	0	0	0	0	0	0	38.7	46.2
12:00	13	1	0	0	0	0	0	7	5	2	1	0	0	0	0	0	0	0	0	0	35.7	41.6
12:15	7	0	0	0	0	0	3	3	1	1	0	0	0	0	0	1	0	0	0	0	37.6	-
12:30	15	0	0	1	0	0	3	4	3	4	0	0	0	0	0	0	0	0	0	0	38.7	47.2
12:45	17	0	0	1	3	4	0	6	3	0	0	0	0	0	0	0	0	0	0	0	32.1	41
13:00	10	0	0	0	0	4	3	3	0	3	0	0	0	0	0	0	0	0	0	0	37.2	43
13:15	12	0	0	0	0	4	3	1	4	0	0	0	0	0	0	0	0	0	0	0	34.6	44.3
13:30	10	0	0	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	38.6	-
13:45	9	0	0	0	0	2	2	3	2	3	1	0	0	0	0	0	0	0	0	0	36.1	-
14:00	11	0	0	0	2	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	35.6	42.1
14:15	10	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	40.7	-
14:30	16	0	0	0	0	1	1	6	6	1	1	0	0	0	0	0	0	0	0	0	40.4	46
14:45	38	0	0	1	4	8	14	10	1	0	0	0	0	0	0	0	0	0	0	0	36.8	42
15:00	19	0	0	0	0	5	12	2	0	0	0	0	0	0	0	0	0	0	0	0	38.5	38.5
15:15	21	0	0	0	0	2	4	1	12	2	0	0	0	0	0	0	0	0	0	0	39.4	44.4
15:30	12	0	0	0	1	0	2	3	6	0	0	0	0	0	0	0	0	0	0	0	38.7	44.2
15:45	20	0	0	0	0	3	3	10	5	2	0	1	0	0	0	0	0	0	0	0	39.3	42.2
16:00	21	0	0	0	0	0	1	5	11	3	1	0	0	0	0	0	0	0	0	0	41.6	45.4
16:15	20	0	0	0	0	1	6	4	8	1	0	0	0	0	0	0	0	0	0	0	38.9	44.4
16:30	18	0	0	0	0	5	7	4	3	0	0	0	0	0	0	0	0	0	0	0	38	43.8
16:45	22	0	0	0	3	1	4	7	5	2	0	0	0	0	0	0	0	0	0	0	36.5	43.6
17:00	24	0	0	0	0	0	6	18	6	4	4	0	0	0	0	0	0	0	0	0	38.6	44.3
17:15	23	0	0	0	0	2	6	6	7	3	0	0	0	0	0	0	0	0	0	0	38.5	44.5
17:30	27	0	0	0	1	1	4	12	5	4	0	0	0	0	0	0	0	0	0	0	38.1	45.6
17:45	23	0	0	0	3	3	19	6	3	0	0	0	0	0	0	0	0	0	0	0	36.8	43.2
18:00	26	0	0	0	0	0	6	11	8	1	0	0	0	0	0	0	0	0	0	0	38.2	43.4
18:15	21	0	0	0	3	2	3	6	3	3	1	0	0	0	0	0	0	0	0	0	36.5	46.3
18:30	12	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	37.6	40.9
18:45	12	0	0	0	1	3	1	4	2	1	0	0	0	0	0	0	0	0	0	0	35.1	42.1
19:00	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	40.4	-
19:15	11	0	0	0	0	1	4	15	1	0	0	0	0	0	0	0	0	0	0	0	41	48.2
19:30	4	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	39.5	-
19:45	9	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	35.2	-
20:00	6	0	0	0	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	40.2	-

[illegible]

Wednesday 22/05/2024

[illegible]

Date	Thursday	23/05/2024																					
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 Ntile	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	38.9	-	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	45	-	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
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	0	0	0	0	0	0	0	1	0	0	0	44.8	-	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
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	34.5	-	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	43.1	-	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
05:15	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	43.6	-	
05:30	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	36.6	-	
05:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	
06:00	5	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	38.8	-	
06:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-	
06:30	5	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	35.9	-	
06:45	13	0	1	0	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	43.6	
07:00	13	0	0	1	0	2	1	2	6	1	0	0	0	0	0	0	0	0	0	0	37.5	42.9	
07:15	21	0	0	0	0	0	3	6	11	1	0	0	0	0	0	0	0	0	0	0	40	42.3	
07:30	36	0	0	0	0	3	3	14	14	3	0	0	0	0	0	0	0	0	0	0	46.4	44.5	
07:45	30	0	0	0	0	1	6	6	6	1	0	0	0	0	0	0	0	0	0	0	37.5	42	
08:00	13	0	0	0	0	0	1	2	6	3	1	0	0	0	0	0	0	0	0	0	42.4	48.8	
08:15	39	0	0	0	0	2	9	9	16	0	0	0	0	0	0	0	0	0	0	0	38.1	42.8	
08:30	36	0	0	0	0	2	7	10	11	6	0	0	0	0	0	0	0	0	0	0	39.4	45.5	
08:45	30	0	0	0	0	3	18	6	2	0	0	0	0	0	0	0	0	0	0	0	38.3	41.4	
09:00	13	0	0	0	0	0	5	4	5	0	1	0	0	0	0	0	0	0	0	0	38	43.5	
09:15	9	0	0	0	0	0	4	4	0	0	1	0	0	0	0	0	0	0	0	0	37.4	-	
09:30	20	0	1	0	0	2	5	5	0	0	1	0	0	0	0	0	0	0	0	0	38.1	44.5	
09:45	7	0	0	0	1	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	38.4	-	
10:00	5	0	0	0	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0	42	-	
10:15	7	0	0	0	0	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0	31.7	-	
10:30	9	0	0	0	0	0	3	5	0	1	0	0	0	0	0	0	0	0	0	0	37	-	
10:45	14	0	0	0	0	1	3	8	1	1	0	0	0	0	0	0	0	0	0	0	36.4	40.5	
11:00	12	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	36	-	
11:15	10	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	36.1	-	
11:30	6	0	0	1	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	34.3	-	
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	330	0	0	5	3	13	62	1															

[illegible]

[illegible]

Date Tuesday 14/05/2024

Time	Speeds (Mph)																	Mean	85th %ile			
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
14:15	9	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
14:30	18	0	0	1	0	1	6	7	3	0	0	0	0	0	0	0	0	0	0	0	35.2	42.4
14:45	16	0	1	0	0	0	6	6	2	0	1	0	0	0	0	0	0	0	0	0	35.5	42.8
15:00	21	0	0	0	0	2	3	11	4	1	0	0	0	0	0	0	0	0	0	0	37.3	41.4
15:15	33	0	0	0	1	3	7	17	5	0	0	0	0	0	0	0	0	0	0	0	35.6	40.2
15:30	16	0	0	1	0	0	7	6	1	1	0	0	0	0	0	0	0	0	0	0	34.7	40.9
15:45	21	0	0	1	1	3	8	8	0	0	0	0	0	0	0	0	0	0	0	0	32.6	38.4
16:00	26	0	0	1	1	0	5	15	3	0	1	0	0	0	0	0	0	0	0	0	36	40.4
16:15	20	0	0	0	0	2	7	7	4	0	0	0	0	0	0	0	0	0	0	0	35.2	40.9
16:30	15	0	0	0	0	1	5	7	2	0	0	0	0	0	0	0	0	0	0	0	36	40
16:45	22	0	1	0	0	1	4	8	5	2	1	0	0	0	0	0	0	0	0	0	38.2	45.3
17:00	27	0	0	0	0	2	17	8	0	0	0	0	0	0	0	0	0	0	0	0	37.9	41.3
17:15	29	0	0	0	0	3	6	13	6	0	1	0	0	0	0	0	0	0	0	0	36.7	41.4
17:30	24	0	0	1	0	0	7	7	9	0	0	0	0	0	0	0	0	0	0	0	36.6	41.6
17:45	22	0	0	0	0	1	4	11	4	2	0	0	0	0	0	0	0	0	0	0	37.9	42.3
18:00	21	0	0	1	0	1	3	12	3	0	1	0	0	0	0	0	0	0	0	0	36.6	40.4
18:15	14	0	1	1	0	0	2	8	2	0	0	0	0	0	0	0	0	0	0	0	34.6	42
18:30	13	0	0	0	0	4	4	5	0	0	0	0	0	0	0	0	0	0	0	0	32.9	36.8
18:45	16	0	1	0	0	0	4	5	5	0	1	0	0	0	0	0	0	0	0	0	37.2	43
19:00	19	0	0	1	0	0	6	9	3	0	0	0	0	0	0	0	0	0	0	0	35.5	40.7
19:15	15	0	0	1	0	1	3	9	1	0	0	0	0	0	0	0	0	0	0	0	35.2	39.5
19:30	18	0	0	0	1	0	7	4	4	2	0	0	0	0	0	0	0	0	0	0	36.6	44.1
19:45	9	0	0	1	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
20:00	8	0	1	0	0	1	3	2	0	0	1	0	0	0	0	0	0	0	0	0	33.9	-
20:15	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-
20:30	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
20:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
21:00	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	42.9	-
21:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
21:30	5	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	35.4	-
21:45	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	37.5	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
22:45	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	39.3	-
23:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
23:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
23:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-
23:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	46.8	-
07:00 - 19:00	386	0	4	7	4	24																

Date _____

Date	Time	Speeds (Mph)																				Mean	85th %tile
		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		
Wednesday 12/09/2024	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	02:30	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	-	-	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
	05:00	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	-
	05:15	2	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	38.3	-
	05:30	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	38.1	-
	05:45	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	34.2	-
	06:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35	-
	06:15	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	36.6	-
	06:30	3	0	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	39.9	-
	06:45	9	0	0	2	0	1	2	2	2	2	0	0	0	0	0	0	0	0	0	0	32.6	-
	07:00	7	0	0	1	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	34.6	-
	07:15	18	4	0	1	0	0	6	4	7	0	0	0	0	0	0	0	0	0	0	0	36.6	41.3
	07:30	19	0	0	0	0	0	0	4	11	2	1	1	0	0	0	0	0	0	0	0	38.3	42.1
	07:45	25	0	0	0	0	0	1	12	8	3	1	0	0	0	0	0	0	0	0	0	35.9	41
	08:00	18	0	0	0	0	0	0	6	9	3	0	0	0	0	0	0	0	0	0	0	36.9	41.3
	08:15	28	0	0	0	0	0	0	6	15	4	2	1	0	0	0	0	0	0	0	0	38.2	42.6
	08:30	25	0	0	0	0	0	2	8	11	3	0	0	1	0	0	0	0	0	0	0	36.4	40.4
	08:45	30	0	1	1	0	2	5	13	8	5	0	0	0	0	0	0	0	0	0	0	35.3	40.3
	09:00	27	0	0	0	0	0	4	18	0	0	0	0	0	0	0	0	0	0	0	0	37.7	41.6
	09:15	13	0	0	0	0	0	4	4	3	2	0	0	0	0	0	0	0	0	0	0	38.7	44.8
	09:30	13	0	0	0	0	1	1	4	3	4	0	0	0	0	0	0	0	0	0	0	35.7	42.9
	09:45	9	0	0	0	0	0	0	4	2	3	0	0	0	0	0	0	0	0	0	0	36.9	-
	10:00	11	0	0	0	2	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	32.7	38.5
	10:15	11	0	0	2	0	1	2	3	3	0	0	0	0	0	0	0	0	0	0	0	32.4	40.3
	10:30	15	0	0	0	0	0	2	3	7	3	0	0	0	0	0	0	0	0	0	0	36.5	41.9
	10:45	16	0	1	1	0	1	6	4	3	0	0	0	0	0	0	0	0	0	0	0	32.8	40.4
	11:00	20	0	0	1	1	4	2	9	2	1	1	0	0	0	0	0	0	0	0	0	35.4	40.3
	11:15	6	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	39.1	-
	11:30	21	0	1	1	0	3	5	10	1	0	0	0	0	0	0	0	0	0	0	0	32.7	37.2
	11:45	11	0	0	0	0	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	35.5	40.6
	12:00	14	0	1	0	0	3	3	6	1	0	0	0	0	0	0	0	0	0	0	0	32.5	27.4
	12:15	13	0	0	3	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	32.7	39.8
	12:30	10	0	0	0	1	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-
	12:45	14	0	0	0	0	1	2	5	4	1	0	1	0	0	0	0	0	0	0	0	34.7	40.3
13:00	9	5	0	1	1	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	
13:15	8	0	0	0	0	0	0	0	6	1	1	0	0	0	0	0	0	0	0	0	39.9	-	
13:30	16	0	0	1	0	0	4	6	4	0	0	1	0	0	0	0	0	0	0	0	37.4	41.5	
13:45	18	0	0	0	0	1	1	9	5	2	0	0	0	0	0	0	0	0	0	0	34.6	40.1	
14:00	14	0	0	0	0	4	4	3	2	1	0	0	0	0	0	0	0	0	0	0	35.9	43.7	
14:15	18	0	0	0	1	0	1	7	8	1	0	0	0	0	0	0	0	0	0	0	33.9	38.3	
14:30	15	0	1	2	0	0	0	4	7	1	0	0	0	0	0	0	0	0	0	0	32.6	39.7	
14:45	21	0	0	0	0	0	5	10	6	0	0	0	0	0	0	0	0	0	0	0	37.9	41.6	
15:00	18	0	0	1	0	0	5	5	5	1	0	0	0	0	0	0	0	0	0	0	42.1	36	
15:15	40	0	0	1	0	2	12	20	5	0	0	0	0	0	0	0	0	0	0	0	35.5	39.8	
15:30	20	0	0	1	2	1	2	11	3	0	0	0	0	0	0	0	0	0	0	0	34.7	41.2	
15:45	14	0	0	0	0	0	0	4	9	1	0	0	0	0	0	0	0	0	0	0	36.6	38.7	
16:00	21	0	0	0	1	3	3	12	2	0	0	0	0	0	0	0	0	0	0	0	35.8	39.8	
16:15	20	0	0	0	0	0	0	8	6	1	0	0	0	0	0	0	0	0	0	0	38.1	41.8	
16:30	20	0	0	1	0	0	5	10	4	0	0	0	0	0	0	0	0	0	0	0	36.5	41.7	
16:45	33	0	0	0	2	2	12	10	5	3	3	1	0	0	0	0	0	0	0	0	37	43	
17:00	36	0	0	0	0	0	5	17	3	0	0	0	0	0	0	0	0	0	0	0	37.5	40.8	
17:15	32	0	0	1	0	1	2	16	7	5	0	0	0	0	0	0	0	0	0	0	38.7	45.9	
17:30	36	0	0	0	0	0	10	18	8	0	0	0	0	0	0	0	0	0	0	0	37	40.7	
17:45	30	0	0	0	0	1	7	11	7	0	0	0	0	0	0	0	0	0	0	0	37.5	45	
18:00	26	0	0	0	0	0	2	8	12	3	0	0	0	0	0	0	0	0	0	0	36.6	40.7	
18:15	18	0	0	0	1	0	0	6	8	2	0	1	0	0	0	0	0	0	0	0	35.9	42.1	
18:30	14	0	0	0	1	0	2	5	3	1	0	0	0	0	0	0	0	0	0	0	35.6	44.1	
18:45	13	0	0	1	2	2	0	4	4	1	0	0	0	0	0	0	0	0	0	0	31.6	29.3	
19:00	16	0	0	0	7	2	2	0	1	3	3	0	0	0	0	0	0	0	0	0	27.8	40.8	
19:15	11	0	0	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	0	35.1	39.7	
19:30	17	0	0	0	0	0	6	9	2	0	0	0	0	0	0	0	0	0	0	0	36.3	40.4	
19:45	8	0	0	1	1	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	34.2	-	
20:00	11	0	0	0	1	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	38.6	44.5	
20:15	10	0	2	0	0	1	1	1	2	1	1												

Date Thursday 16/05/2024

Time	Speeds (Mph)																			Mean	85th %ile	
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	36.1	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
05:15	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	37.1	-
05:30	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	36	-
05:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-
06:00	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
06:15	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	39.2	-
06:30	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	36	-
06:45	10	1	0	1	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	32.2	-
07:00	10	0	0	0	1	0	4	4	0	1	0	0	0	0	0	0	0	0	0	0	35.8	-
07:15	19	0	0	0	0	0	6	0	4	5	2	0	0	0	0	0	0	0	0	0	35	43.5
07:30	11	0	0	0	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	0	40.8	45.3
07:45	21	0	0	0	0	1	6	8	6	0	0	0	0	0	0	0	0	0	0	0	36.9	41.5
08:00	24	0	0	1	0	0	4	9	8	2	0	0	0	0	0	0	0	0	0	0	38	43.6
08:15	27	0	0	0	0	0	13	8	6	0	0	0	0	0	0	0	0	0	0	0	38.6	43
08:30	24	0	0	0	0	2	9	11	2	0	0	0	0	0	0	0	0	0	0	0	35.2	38.3
08:45	37	0	0	0	0	0	5	25	5	2	0	0	0	0	0	0	0	0	0	0	37.9	42.6
09:00	22	0	0	0	0	0	4	13	5	0	0	0	0	0	0	0	0	0	0	0	38.2	41.6
09:15	11	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	35.7	38.5
09:30	14	0	0	0	0	0	1	6	6	1	0	0	0	0	0	0	0	0	0	0	35.9	39.1
09:45	12	0	1	0	0	0	2	5	3	0	1	0	0	0	0	0	0	0	0	0	37.3	43.8
10:00	12	0	0	0	2	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	31.9	39.3
10:15	10	0	1	0	2	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	29.6	-
10:30	11	0	1	2	0	1	0	4	2	1	0	0	0	0	0	0	0	0	0	0	32.7	44.1
10:45	15	0	0	0	2	2	7	3	1	0	0	0	0	0	0	0	0	0	0	0	31.9	37.3
11:00	8	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-
11:15	8	0	0	2	1	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	31.9	-
11:30	15	0	0	1	2	3	3	4	2	0	0	0	0	0	0	0	0	0	0	0	32.1	40.4
11:45	21	0	0	1	0	0	7	9	4	0	0	0	0	0	0	0	0	0	0	0	35.6	41.2
12:00	6	0	0	0	0	2	1	1	1	0	1	0	0	0	0	0	0	0	0	0	36.8	-
12:15	13	0	1	0	0	1	4	4	2	1	0	0	0	0	0	0	0	0	0	0	34.2	40.8
12:30	18	0	1	1	1	0	4	6	4	1	0	0	0	0	0	0	0	0	0	0	34.2	41.6
12:45	11	0	0	1	0	1	3	2	2	1	1	0	0	0	0	0	0	0	0	0	36.2	47.5
13:00	13	0	2	1	3	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	27.6	38.8
13:15	10	0	0	0	0	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	35.3	-
13:30	14	0	0	0	0	1	1	3	7	1	1	0	0	0	0	0	0	0	0	0	35.2	40.7
13:45	19	0	0	0	0	1	9	5	4	0	0	0	0	0	0	0	0	0	0	0	36.1	40.8
14:00	10	0	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
14:15	17	0	0	0	3	2	4	6	1	0	0	0	0	0	0	0	0	0	0	0	31.7	39.1
14:30	9	0	0	0	1	0	3	4	0	0	1	0	0	0	0	0	0	0	0	0	35.7	-
14:45	12	0	0	0	0	0	5	4	3	0	0	0	0	0	0	0	0	0	0	0	37.6	43.7
15:00	26	0	1	0	0	1	5	14	5	0	0	0	0	0	0	0	0	0	0	0	36.2	42.8
15:15	28	0	0	0	2	1	11	12	2	0	0	0	0	0	0	0	0	0	0	0	34.7	38.5
15:30	18	0	0	0	0	3	5	9	1	0	0	0	0	0	0	0	0	0	0	0	34.7	39.4
15:45	16	0	0	0	0	1	2	8	5	0	0	0	0	0	0	0	0	0	0	0	37.6	41.7
16:00	24	0	0	0	0	3	3	6	8	4	0	0	0	0	0	0	0	0	0	0	34.1	40.7
16:15	19	0	0	1	0	0	10	6	1	1	0	0	0	0	0	0	0	0	0	0	35.1	39.5
16:30	20	0	0	0	0	1	8	8	2	1	0	0	0	0	0	0	0	0	0	0	36.1	43.3
16:45	24	0	1	0	0	0	4	10	6	2	1	0	0	0	0	0	0	0	0	0	37.8	43.6
17:00	30	0	1	0	2	1	9	12	4	1	0	0	0	0	0	0	0	0	0	0	35.2	41.2
17:15	29	0	0	0	0	1	6	16	4	2	0	0	0	0	0	0	0	0	0	0	37.5	42.2
17:30	33	0	0	0	0	1	10	13	7	2	0	0	0	0	0	0	0	0	0	0	37.4	40.9
17:45	24	0	0	1	0	0	4	6	9	3	1	0	0	0	0	0	0	0	0	0	39.9	46.8
18:00	16	0	0	0	0	0	3	6	4	1	1	1	0	0	0	0	0	0	0	0	40.2	47.9
18:15	16	0	0	0	0	0	7	6	3	0	0	0	0	0	0	0	0	0	0	0	35.9	41.8
18:30	12	0	0	0	0	0	6	2	3	1	0	0	0	0	0	0	0	0	0	0	38	42.6
18:45	12	0	0	0	1	1	3	5	1	1	0	0	0	0	0	0	0	0	0	0	35.6	41.6
19:00	13	0	0	0	1	1	3	4	2	1	0	0	0	0	1	0	0	0	0	0	38.3	47.5
19:15	7	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	41.9	-
19:30	6	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	37.4	-
19:45	4	0	0	1																		

Date	Friday 17/05/2024																				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	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
04:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-																
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
05:00	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-																
05:15	4	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	42.8	-																
05:30	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-																
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																
06:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-																
06:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-																
06:30	5	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	35.6	-																
06:45	9	0	0	1	0	0	2	5	0	1	0	0	0	0	0	0	0	0	0	0	36.2	-																
07:00	8	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	37.4	-																
07:15	16	0	0	0	1	2	2	6	3	2	0	0	0	0	0	0	0	0	0	0	37.4	45.1																
07:30	19	0	0	0	0	3	10	6	0	0	0	0	0	0	0	0	0	0	0	0	38.1	43.1																
07:45	14	0	0	0	0	1	4	6	2	1	0	0	0	0	0	0	0	0	0	0	36.8	43.3																
08:00	12	0	0	0	0	0	2	6	4	0	0	0	0	0	0	0	0	0	0	0	37.8	42																
08:15	13	0	0	0	0	0	5	6	2	0	0	0	0	0	0	0	0	0	0	0	35.9	39.9																
08:30	22	0	0	0	1	1	4	10	6	0	0	0	0	0	0	0	0	0	0	0	36.8	41.3																
08:45	35	0	0	0	0	1	14	18	2	0	0	0	0	0	0	0	0	0	0	0	35.7	39.1																
09:00	26	0	0	0	0	0	10	8	0	0	0	0	0	0	0	0	0	0	0	0	37.2	42																
09:15	7	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	37.1	-																
09:30	16	0	0	1	0	0	4	9	1	0	0	0	0	0	1	1	0	0	0	0	36.7	-																
09:45	7	0	1	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	33.7	40.9																
10:00	11	0	0	2	0	0	3	4	1	1	0	0	0	0	0	0	0	0	0	0	34.6	41.5																
10:15	15	0	1	1	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	36.6	42.3																
10:30	13	0	1	1	0	1	5	5	5	0	0	0	0	0	0	0	0	0	0	0	31.3	37.4																
10:45	19	0	0	0	0	3	5	5	3	2	0	0	0	1	0	0	0	0	0	0	38.3	45.1																
11:00	9	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-																
11:15	12	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-																
11:30	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	33.8	38.9																
11:45	14	0	0	2	1	1	0	3	5	3	0	0	0	0	0	0	0	0	0	0	33.6	41.4																
12:00	13	0	0	2	1	3	1	5	1	0	0	0	0	0	0	0	0	0	0	0	30.5	38.2																
12:15	14	0	0	0	1	0	2	5	2	1	0	0	0	0	0	0	0	0	0	0	33.6	41.7																
12:30	10	0	1	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	35.3	-																
12:45	17	0	0	0	0	2	7	7	1	0	0	0	0	0	0	0	0	0	0	0	34.4	37.6																
13:00	20	0	0	3	2	2	7	6	0	0	0	0	0	0	0	0	0	0	0	0	29.9	37.7																
13:15	18	0	1	1	0	4	4	8	1	0	0	0	0	0	0	0	0	0	0	0	33.6	39.1																
13:30	18	0	0	0	2	0	6	6	2	0	0	0	0	0	0	0	0	0	0	0	32.3	40.1																
13:45	10	0	0	0	0	2	1	4	2	1	0	0	0	0	0	0	0	0	0	0	37	-																
14:00	22	0	0	0	1	2	7	8	3	1	0	0	0	0	0	0	0	0	0	0	35.1	40.8																
14:15	0	17	3	0	0	2	6	4	3	2	0	0	0	0	0	0	0	0	0	0	32.2	39.6																
14:30	19	0	0	2	0	2	6	4	4	0	0	0	0	0	1	0	0	0	0	0	35.3	41.1																
14:45	19	0	0	0	0	1	14	2	2	0	0	0	0	0	0	0	0	0	0	0	34.6	39.4																
15:00	28	0	0	0	0	1	9	8	8	2	0	0	0	0	0	0	0	0	0	0	37.6	43.6																
15:15	39	0	0	2	0	0	16	16	5	0	0	0	0	0	0	0	0	0	0	0	35.1	38.5																
15:30	21	0	0	1	0	3	4	8	5	0	0	0	0	0	0	0	0	0	0	0	35.8	42.4																
15:45	22	0	0	0	2	3	11	5	1	0	0	0	0	0	0	0	0	0	0	0	33.2	37.8																
16:00	29	0	5	13	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	24.7																
16:15	24	0	3	5	10	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.4	20.8																
16:30	27	5	9	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	21.3																
16:45	23	9	7	6	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	20.4																
17:00	17	0	6	6	2	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	21.6	21.6																
17:15	22	1	7	3	2	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	23.4	38.6																
17:30	34	0	0	1	1	1	8	13	8	1	1	0	0	0	0	0	0	0	0	0	37	42.3																
17:45	31	0	1	0	1	5	7	9	6	1	0	1	0	0	0	0	0	0	0	0	35.1	43.1																
18:00	23	0	0	1	0	1	6	11	3	0	0	0	0	0	0	0	0	0	0	0	36	41.7																
18:15	15	0	0	0	1	0	1	10	2	0	1	0	0	0	0	0	0	0	0	0	37.4	40.6																
18:30	7	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	37.4	-																
18:45	13	0	1	0	0	1	3	4	4	0	0	0	0	0	0	0	0	0	0	0	35	43.1																
19:00	6	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-																
19:15	7	0	0	1	1	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	30.6	-																
19:30	5	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	27.9	-																
19:45	5	0	1	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-																
20:00	5	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-																
2																																						

Saturday 18/05/2024

[illegible]

Date	Sunday	19/05/2024																			Speeds (Mph)																			Mean	85th %ile
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	41.5																				
00:00	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	34.9	-																			
00:15	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41.4	-																			
00:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.1	-																			
00:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
01:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-																			
01:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	41.7	-																			
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-																			
02:15	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	50.8	-																			
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-																			
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
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	0	1	0	0	0	0	0	0	0	0	0	0	0	40.6	-																			
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
05:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.7	-																			
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
06:00	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-																			
06:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-																			
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
06:45	3	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	31.6	-																			
07:00	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-																			
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
07:30	6	0	1	1	1	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	29.5	-																			
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
08:00	6	0	1	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	33.4	-																			
08:15	4	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	32.3	-																			
08:30	6	0	0	1	1	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	35.2	-																			
08:45	11	0	0	0	0	0	0	5	2	3	1	0	0	0	0	0	0	0	0	0	37	42																			
09:00	5	0	0	1	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	30	-																			
09:15	15	0	1	4	2	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	28.8	39.7																			
09:30	16	0	0	5	3	1	5	1	5	1	1	0	0	0	0	0	0	0	0	0	27.2	36.3																			
09:45	8	0	0	0	2	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	33.7	-																			
10:00	14	0	0	1	1	0	1	7	3	1	0	0	0	0	0	0	0	0	0	0	36.1	41.6																			
10:15	12	0	0	1	4	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	28.6	36.4																			
10:30	8	0	0	2	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	31.7	-																			
10:45	15	0	1	3	0	2	3	4	4	1	0	0	0	0	0	0	0	0	0	0	30.7	40																			
11:00	17	0	0	3	2	1	3	4	4	0	0	0	0	0	0	0	0	0	0	0	31.4	41.3																			
11:15	15	0	0	1	0	2	6	4	4	2	0	0	0	0	0	0	0	0	0	0	33.6	40.7																			
11:30	17	0	1	1	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	34.5	41.7																			
11:45	15	0	1	2	1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	30.5	36.6																			
12:00	17	0	0	2	5	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	27.4	35.5																			
12:15	19	0	0	2	0	4	3	6	3	3	1	0	0	0	0	0	0	0	0	0	33.8	40.4																			
12:30	19	0	6	2	2	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	27	37.4																			
12:45	15	0	0	5	1	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	29.5	38.9																			
13:00	7	0	0	1	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-																			
13:15	25	0	0	0	0	0	0	11	6	8	0	0	0	0	0	0	0	0	0	0	37	42.5																			
13:30	19	0	0	2	1	1	4	7	4	0	0	0	0	0	0	0	0	0	0	0	34.1	41.6																			
13:45	21	0	0	1	2	2	6	3	6	0	0	1	0	0	0	0	0	0	0	0	34.9	41.2																			
14:00	22	0	1	3	0	0	10	6	2	0	0	0	0	0	0	0	0	0	0	0	31.5	38																			
14:15	19	0	0	1	0	3	8	5	2	0	0	0	0	0	0	0	0	0	0	0	33.4	39.4																			
14:30	20	1	0	3	1	2	4	8	1	0	0	0	0	0	0	0	0	0	0	0	30.6	39.1																			
14:45	23	0	2	0	1	5	9	5	1	0	0	0	0	0	0	0	0	0	0	0	30.7	38.5																			
15:00	21	0	2	0	0	3	8	6	2	0	0	0	0	0	0	0	0	0	0	0	32.1	38.1																			
15:15	23	0	0	15	0	0	6	9	4	0	0	0	0	0	0	0	0	0	0	0	33.9	40.6																			
15:30	34	0	0	1	0	11	9	9	4	0	0	0	0	0	0	0	0	0	0	0	32.9	39.3																			
15:45	29	0	1	1	0	5	11	8	2	1	0	0	0	0	0	0	0	0	0	0	32.9	39.4																			
16:00	27	0	0	1	0	5	13	8	0	0	0	0	0	0	0	0	0	0	0	0	32.4	36.7																			
16:15	1	24	1	7	3	7	7	3	3	1	0	0	0	0	0	0	0	0	0	0	28.6	37.2																			
16:30	29	0	1	0	1	2	20	3	2	0	0	0	0	0	0	0	0	0	0	0	32.6	35.9																			
16:45	32	0	0	1	0	10	12	6	3	0	0	0	0	0	0	0	0	0	0	0	32.7	39.2																			
17:00	31	5	2	4	6	8	8	3	5	3	0	0	0	0	0	0	0	0	0	0	27.3	37.5																			
17:15	25	0	4	0	1	7	8	3	2	0	0	0	0	0	0	0	0	0	0	0	29	37																			
17:30	21	0	0	2	1	2	6	8	2	0	0	0	0	0	0	0	0	0	0	0	33.2	38.8																			
17:45	19	0	0	0	0	4	5	8	2	0	0	0	0	0	0	0	0	0	0	0	34.4	39.1																			
18:00	12	0	1	2	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	29.9	36.1																			
18:15	8	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	33.9	-																			
18:30	10	0	0	0	0	1	0	5	2	1	0	1	0	0	0	0	0	0	0	0	35.4	-																			
18:45	12	0	0	0	0	1	2	4	3	2	0	0	0	0	0	0	0	0	0	0	33.6	41.8																			
19:00	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-																			
19:15	6	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	36.8	-																			
19:30	10	0	0	0	0	0	0	5	3	2	0	0	0	0	0	0	0	0	0	0	35.9	-																			
19:45	7	0	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	34	-																			
20:00	8	2	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	32.1	-																			
20:15																																									

Date	Monday 20/05/2024		Speeds (Mph)																				Mean	85th %ile
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100				
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	-	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.5	-	-	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.7	-	-	
05:00	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	38.5	-	-	
05:15	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	38.1	-	-	
05:30	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	40.8	-	-	
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
06:00	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37.4	-	-	
06:15	6	0	0	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	38.1	-	-	
06:30	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-	-	
06:45	5	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	39	-	-	
07:00	8	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	40.5	-	-	
07:15	23	0	0	0	0	2	1	12	3	0	0	0	0	0	0	0	0	0	0	0	38.4	43.1	-	
07:30	14	0	0	0	0	1	2	6	5	0	0	0	0	0	0	0	0	0	0	0	38.5	43	-	
07:45	20	0	0	0	0	1	3	13	3	0	0	0	0	0	0	0	0	0	0	0	37.1	40.2	-	
08:00	13	0	0	0	0	0	2	7	4	0	0	0	0	0	0	0	0	0	0	0	38.1	41.8	-	
08:15	16	0	0	0	0	0	9	6	1	0	0	0	0	0	0	0	0	0	0	0	39.3	41.8	-	
08:30	24	0	0	0	0	0	10	12	2	0	0	0	0	0	0	0	0	0	0	0	36.1	39.6	-	
08:45	27	0	0	1	0	0	8	7	9	2	0	0	0	0	0	0	0	0	0	0	37.6	43.6	-	
09:00	31	0	0	0	0	1	5	19	5	1	0	0	0	0	0	0	0	0	0	0	36.7	40.7	-	
09:15	12	0	1	0	0	0	6	3	2	0	0	0	0	0	0	0	0	0	0	0	33.8	41.1	-	
09:30	15	0	0	0	0	0	1	9	4	1	0	0	0	0	0	0	0	0	0	0	39.3	43.1	-	
09:45	17	0	0	0	0	0	2	9	6	0	0	0	0	0	0	0	0	0	0	0	38.2	41.9	-	
10:00	6	0	0	0	0	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	35.7	-	-	
10:15	11	0	0	0	0	3	3	1	4	0	0	0	0	0	0	0	0	0	0	0	35.3	41.5	-	
10:30	17	0	0	1	0	2	8	6	0	0	0	0	0	0	0	0	0	0	0	0	32.9	37.5	-	
10:45	11	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	36	38.2	-	
11:00	14	0	2	2	4	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	26.5	36.7	-	
11:15	10	0	0	0	0	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	35.6	-	-	
11:30	11	0	1	1	0	0	3	5	0	1	0	0	0	0	0	0	0	0	0	0	32.8	41	-	
11:45	9	0	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	36.7	-	-	
12:00	15	0	0	0	0	0	5	5	4	1	0	0	0	0	0	0	0	0	0	0	38.3	44.6	-	
12:15	9	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-	-	
12:30	13	0	0	1	0	2	4	5	1	0	0	0	0	0	0	0	0	0	0	0	33.4	38.3	-	
12:45	12	0	0	2	0	3	2	2	2	1	0	0	0	0	0	0	0	0	0	0	32.6	43.9	-	
13:00	8	0	1	0	0	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	35.8	41.2	-	
13:15	17	0	0	2	2	1	3	7	2	0	0	0	0	0	0	0	0	0	0	0	33.2	39.6	-	
13:30	10	0	0	0	1	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	34.2	-	-	
13:45	9	0	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	0	39.3	-	-	
14:00	18	0	1	1	0	0	3	9	3	0	0	0	0	0	0	0	0	0	0	0	34.7	41.1	-	
14:15	20	0	0	1	0	1	7	7	3	1	0	0	0	0	0	0	0	0	0	0	34.9	40.4	-	
14:30	12	0	0	0	0	1	2	5	4	0	0	0	0	0	0	0	0	0	0	0	38.1	44.4	-	
14:45	14	0	0	0	0	1	2	6	4	1	0	0	0	0	0	0	0	0	0	0	37.8	44.2	-	
15:00	24	0	0	0	0	0	8	8	7	1	0	0	0	0	0	0	0	0	0	0	37.8	41.9	-	
15:15	30	0	0	0	0	6	7	15	2	0	0	0	0	0	0	0	0	0	0	0	35.1	39.7	-	
15:30	21	0	0	0	1	0	6	11	3	0	0	0	0	0	0	0	0	0	0	0	36.1	41.7	-	
15:45	15	0	0	1	1	0	4	5	3	0	0	0	0	1	0	0	0	0	0	0	37.2	43.1	-	
16:00	23	0	0	1	0	1	2	14	4	1	0	0	0	0	0	0	0	0	0	0	36.8	41.2	-	
16:15	26	0	0	0	0	0	6	12	3	1	3	0	1	0	0	0	0	0	0	0	39.7	51.5	-	
16:30	27	0	0	1	1	2	6	12	3	1	1	0	0	0	0	0	0	0	0	0	35.5	40.1	-	
16:45	27	0	1	0	0	0	4	13	7	1	0	0	0	0	0	0	0	0	0	0	37.9	43.6	-	
17:00	26	0	0	1	1	2	6	9	5	0	0	2	0	0	0	0	0	0	0	0	37	44.2	-	
17:15	26	0	0	1	1	0	5	9	9	0	1	0	0	0	0	0	0	0	0	0	37.5	42.6	-	
17:30	21	0	0	1	0	0	5	10	5	0	0	0	0	0	0	0	0	0	0	0	36.5	41.6	-	
17:45	23	0	0	0	1	0	4	13	5	0	1	0	0	0	0	0	0	0	0	0	37.8	42.1	-	
18:00	14	0	0	0	1	0	5	2	4	1	1	0	0	0	0	0	0	0	0	0	37.5	46.2	-	
18:15	10	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	36.2	-	-	
18:30	17	0	1	4	1	0	3	3	3	2	0	0	0	0	0	0	0	0	0	0	31.6	45.3	-	
18:45	11	0	0	1	1	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	32.4	41	-	
19:00																								

Date _____

Tuesday 21/05/2024

Date	Time	Speeds (Mph)																				Mean	85th %ile
		Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
07:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.9	-	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.2	-	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
05:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.2	-	
05:15	4	0	0	0	0	1	1	0	1	1	0	1	1	1	1	1	1	1	1	1	39.3	-	
05:30	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	40.1	-	
05:45	5	0	0	1	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	33.4	-	
06:00	4	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-	
06:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-	
06:30	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-	
06:45	11	0	0	2	0	0	2	5	1	1	1	0	0	0	0	0	0	0	0	0	35	45	
07:00	11	0	0	1	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	35	38.8	
07:15	19	0	0	0	0	0	5	10	3	1	0	0	0	0	0	0	0	0	0	0	38.2	-	
07:30	23	0	0	0	0	0	0	3	12	7	1	0	0	0	0	0	0	0	0	0	38	42.2	
07:45	26	0	0	0	0	0	0	6	13	6	1	0	0	0	0	0	0	0	0	0	38.2	42.3	
08:00	31	0	0	0	0	0	0	4	16	7	4	0	0	0	0	0	0	0	0	0	39.2	44.5	
08:15	31	0	0	0	0	0	1	7	18	5	0	0	0	0	0	0	0	0	0	0	36.9	40.1	
08:30	19	0	0	0	0	0	3	2	9	3	1	1	0	0	0	0	0	0	0	0	37.7	41.2	
08:45	30	0	2	0	0	1	11	15	1	0	0	0	0	0	0	0	0	0	0	0	34.2	39	
09:00	24	0	0	0	0	0	10	9	4	1	0	0	0	0	0	0	0	0	0	0	36.8	41.6	
09:15	14	0	0	0	0	0	3	6	3	2	0	0	0	0	0	0	0	0	0	0	34.7	40.4	
09:30	15	0	0	0	0	1	1	4	6	3	0	0	0	0	0	0	0	0	0	0	35.7	40.6	
09:45	13	0	1	0	0	1	4	5	2	0	0	0	0	0	0	0	0	0	0	0	33.9	40.2	
10:00	15	0	0	0	0	0	2	8	4	1	0	0	0	0	0	0	0	0	0	0	38.5	42.6	
10:15	19	0	0	0	1	1	4	9	1	2	2	1	0	0	0	0	0	0	0	0	36.7	45.8	
10:30	10	0	1	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	35.8	-	
10:45	11	0	0	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	33.8	38.3	
11:00	13	0	0	3	1	2	1	4	2	0	0	0	0	0	0	0	0	0	0	0	30.6	39.9	
11:15	12	0	0	3	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	31.5	40.5	
11:30	11	0	0	2	3	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	27.6	42	
11:45	15	0	0	0	1	0	7	4	3	0	0	0	0	0	0	0	0	0	0	0	34.7	41	
12:00	14	0	0	0	2	3	6	1	3	6	1	0	0	0	0	0	0	0	0	0	33.8	47.8	
12:15	12	0	0	1	0	1	4	2	3	1	0	0	0	0	0	0	0	0	0	0	35	41.3	
12:30	10	0	0	0	0	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	35.3	-	
12:45	16	0	0	0	1	1	4	4	4	2	1	0	0	0	0	0	0	0	0	0	32.4	42.6	
13:00	11	0	0	2	2	0	3	4	0	3	4	0	0	0	0	0	0	0	0	0	29.3	38.9	
13:15	8	0	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-	
13:30	11	0	0	0	0	2	1	4	2	1	0	0	0	0	0	0	0	0	0	0	38.8	48.1	
13:45	12	0	0	0	0	0	6	2	3	1	0	0	0	0	0	0	0	0	0	0	37.2	43.1	
14:00	17	0	1	1	5	9	0	1	5	9	0	1	1	0	0	0	0	0	0	0	34.5	38.8	
14:15	15	0	0	2	0	2	4	5	2	0	0	0	0	0	0	0	0	0	0	0	33.1	39.8	
14:30	20	0	0	0	1	2	4	9	4	0	0	0	0	0	0	0	0	0	0	0	35.7	40.6	
14:45	16	0	0	0	0	0	4	7	3	2	0	0	0	0	0	0	0	0	0	0	39	44.7	
15:00	25	0	0	0	0	2	4	10	6	3	0	0	0	0	0	0	0	0	0	0	37.8	44.2	
15:15	32	0	0	0	0	0	9	7	14	2	0	0	0	0	0	0	0	0	0	0	33.8	39	
15:30	20	0	0	0	0	1	3	10	5	1	0	0	0	0	0	0	0	0	0	0	37.7	42.1	
15:45	12	0	1	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	34.4	38.4	
16:00	21	0	0	0	0	6	10	4	1	0	0	0	0	0	0	0	0	0	0	0	37.4	41.1	
16:15	25	0	0	2	0	0	6	11	6	0	0	0	0	0	0	0	0	0	0	0	36.3	42	
16:30	24	0	0	0	2	4	7	8	3	0	0	0	0	0	0	0	0	0	0	0	33.7	39.5	
16:45	26	0	1	0	2	5	8	10	5	8	10	0	0	0	0	0	0	0	0	0	37.2	42.4	
17:00	47	0	0	0	4	6	10	15	11	1	0	0	0	0	0	0	0	0	0	0	35.3	41.5	
17:15	33	0	0	0	0	3	15	6	6	1	2	0	0	0	0	0	0	0	0	0	36.8	43	
17:30	24	0	0	0	2	0	9	6	6	1	0	0	0	0	0	0	0	0	0	0	35.7	41.8	
17:45	30	0	1	3	3	2	11	12	1	0	0	0	0	0	0	0	0	0	0	0	33	37.9	
18:00	29	0	0	3	0	1	11	11	1	1	1	0	0	0	0	0	0	0	0	0	34.7	39.6	
18:15	20	0	0	0	2	0	5	7	5	1	0	0	0	0	0	0	0	0	0	0	36.4	41.2	
18:30	19	0	0	2	0	3	8	4	2	0	0	0	0	0	0	0	0	0	0	0	32.2	36.7	
18:45	19	0	2	1	3	1	4	7	2	1	1	0	0	0	0	0	0	0	0	0	33.7	40	
19:00	18	0	0	2	1	4	0	8	2	1	0	0	0	0	0	0	0	0	0	0	33.2	41.8	
19:15	18	0	0	0	1	0	6	10	1	0	0	0	0	0	0	0	0	0	0	0	35.5	39.7	
19:30	13	0	0	1	0	4	2	5	1	0	0	0	0	0	0	0	0	0	0	0	32.6	38.6	
19:45	9	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	36.4	-	
20:00	6	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0</					

Date Wednesday 22/05/2024

Time	Speeds (Mph)																			Mean	85th %ile	
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41.4	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
05:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
05:15	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	36	-
05:30	2	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	34.7	-
05:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	38	-
06:30	5	0	0	0	0	1	0	2	1	1	0	1	0	0	0	0	0	0	0	0	38.1	-
06:45	12	0	1	0	0	0	3	6	2	0	1	0	0	0	0	0	0	0	0	0	34.9	41.1
07:00	18	0	0	0	0	0	7	9	2	0	0	0	0	0	0	0	0	0	0	0	36.5	39.9
07:15	19	0	1	0	0	0	3	10	5	0	0	0	0	0	0	0	0	0	0	0	36.8	41.2
07:30	20	0	0	0	0	2	4	8	4	2	0	0	0	0	0	0	0	0	0	0	37.2	42.5
07:45	24	1	0	0	0	0	3	13	7	0	0	0	0	0	0	0	0	0	0	0	36.3	40.6
08:00	13	0	0	0	0	0	3	9	1	0	0	0	0	0	0	0	0	0	0	0	36.8	39.3
08:15	23	0	0	0	0	0	2	14	7	0	0	0	0	0	0	0	0	0	0	0	38.7	42.1
08:30	19	0	0	0	0	4	3	11	1	0	0	0	0	0	0	0	0	0	0	0	34.5	39
08:45	34	0	0	0	2	1	4	24	2	1	0	0	0	0	0	0	0	0	0	0	35.9	38.8
09:00	22	0	0	0	0	1	9	5	6	1	0	0	0	0	0	0	0	0	0	0	36.6	43.5
09:15	13	0	0	0	0	1	5	5	2	0	0	0	0	0	0	0	0	0	0	0	35.7	40.4
09:30	15	0	0	0	0	0	3	11	1	0	0	0	0	0	0	0	0	0	0	0	37.1	38.8
09:45	9	0	0	0	0	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	31.1	-
10:00	11	0	0	0	0	0	3	4	4	0	0	0	0	0	0	0	0	0	0	0	38.1	44.1
10:15	11	0	0	0	0	2	5	3	1	0	0	0	0	0	0	0	0	0	0	0	37.2	37.9
10:30	11	0	0	1	1	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	32.3	38.9
10:45	7	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	33.6	-
11:00	18	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	38.4	-
11:15	10	0	0	0	0	1	5	2	1	1	0	0	0	0	0	0	0	0	0	0	35.2	-
11:30	10	0	0	0	0	1	2	7	0	0	0	0	0	0	0	0	0	0	0	0	35	-
11:45	19	0	0	0	0	4	4	9	2	0	0	0	0	0	0	0	0	0	0	0	34.7	39.6
12:00	8	0	0	0	1	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
12:15	12	0	0	0	0	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	32.4	35.8
12:30	10	0	0	0	0	1	2	4	2	1	0	0	0	0	0	0	0	0	0	0	37.7	-
12:45	9	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	35.3	-
13:00	16	0	0	0	0	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	36.1	40
13:15	6	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-
13:30	11	0	1	1	0	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	32.6	42.5
13:45	14	0	0	0	0	0	4	7	3	0	0	0	0	0	0	0	0	0	0	0	37	42.6
14:00	11	0	0	0	0	1	4	4	1	0	1	0	0	0	0	0	0	0	0	0	37.2	43.9
14:15	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	35.9	-
14:30	9	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	37	-
14:45	6	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	38.6	-
15:00	31	0	0	1	3	2	11	12	2	0	0	0	0	0	0	0	0	0	0	0	33.3	38.4
15:15	25	0	0	0	1	2	9	7	4	2	0	0	0	0	0	0	0	0	0	0	35.9	41.4
15:30	11	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0	36.2	39.6
15:45	19	0	0	0	2	2	5	8	2	0	0	0	0	0	0	0	0	0	0	0	34.4	38.9
16:00	17	0	0	0	0	2	10	5	0	0	0	0	0	0	0	0	0	0	0	0	37.1	36.3
16:15	18	0	0	0	0	0	9	8	1	0	0	0	0	0	0	0	0	0	0	0	35.4	38.5
16:30	23	0	0	0	0	2	9	8	4	0	0	0	0	0	0	0	0	0	0	0	35.8	42
16:45	22	0	0	0	1	0	11	7	3	0	0	0	0	0	0	0	0	0	0	0	34.8	40
17:00	30	0	0	0	0	1	4	15	9	0	0	0	1	0	0	0	0	0	0	0	38.5	43
17:15	33	0	0	0	0	1	8	17	4	3	0	0	0	0	0	0	0	0	0	0	37.7	43.8
17:30	23	0	0	0	0	1	6	11	5	0	0	0	0	0	0	0	0	0	0	0	36.9	41.1
17:45	28	0	0	0	0	1	7	14	5	1	0	0	0	0	0	0	0	0	0	0	36.9	42.3
18:00	16	0	0	0	1	0	6	5	4	0	0	0	0	0	0	0	0	0	0	0	36.5	41
18:15	17	0	0	0	0	0	2	8	6	1	0	0	0	0	0	0	0	0	0	0	38.3	42
18:30	13	0	0	0	0	0	4	7	2	0	0	0	0	0	0	0	0	0	0	0	37.2	40.3
18:45	11	0	0	0	1	0	3	2	4	1	0	0	0	0	0	0	0	0	0	0	38.5	44.8
19:00	14	0	0	0	1	0	2	5	4	1	0	1	0	0	0	0	0	0	0	0	39.8	45.2
19:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-
19:30	9	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	39.6	-
19:45	11	0	0	0	0	1	4	4	1													

Date _____

Date	Time	Speeds (Mph)																				Mean	85th %tile
Thursday	23/09/2024	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
	05:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
	05:15	3	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	40.6	-
	05:30	3	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	-
	05:45	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	37.5	-
	06:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
	06:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.4	-
	06:30	8	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-
	06:45	8	0	0	1	0	0	0	5	1	0	1	0	0	0	0	0	0	0	0	0	36.9	-
	07:00	16	0	0	0	0	1	3	14	5	2	1	0	0	0	0	0	0	0	0	0	37.4	40.4
	07:15	21	0	0	0	0	0	3	12	6	0	0	0	0	0	0	0	0	0	0	0	38	41.5
	07:30	16	0	0	0	0	0	1	9	6	0	0	0	0	0	0	0	0	0	0	0	38.8	42
	07:45	21	0	0	0	1	2	5	10	3	0	0	0	0	0	0	0	0	0	0	0	35.3	40.5
	08:00	25	0	0	0	0	1	3	14	5	2	0	0	0	0	0	0	0	0	0	0	37.9	42.9
	08:15	20	0	0	0	1	2	6	6	5	0	1	0	0	0	0	0	0	0	0	0	36.5	42.4
	08:30	23	0	0	0	0	1	4	10	7	1	0	0	0	0	0	0	0	0	0	0	37.9	41.7
	08:45	35	0	0	3	0	0	15	10	7	0	0	0	0	0	0	0	0	0	0	0	34.6	40.4
	09:00	18	0	0	0	0	0	6	6	5	1	0	0	0	0	0	0	0	0	0	0	37.5	43.7
	09:15	16	0	0	0	0	2	5	8	1	0	0	0	0	0	0	0	0	0	0	0	34.9	39.1
	09:30	8	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	37.7	-
	09:45	12	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	38.3	44.6
	10:00	0	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	37.7	-
	10:15	15	0	1	1	1	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	31.5	37.5
	10:30	12	0	0	0	0	0	7	4	1	0	0	0	0	0	0	0	0	0	0	0	35.4	39.7
	10:45	8	0	0	1	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	34.7	-
	11:00	9	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-
	11:15	14	0	1	0	0	2	7	4	0	0	0	0	0	0	0	0	0	0	0	0	32.2	38.4
	11:30	9	0	0	0	1	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	34.7	-
	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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			

Date _____

[illegible]

Saturday 25/05/2024

[illegible]

Intelligent Data Collection Limited

Client: Pegasus Group
 Project Number: ID-0424-0103
 Site Number: Site 1
 Flow from: Two-way Total



5-day Summary

Time	Speeds (Mph)																			Mean	85th %ile
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	0	0	0	2	0	4	3	1	0	1	0	0	0	0	0	0	0	46.11	-
01:00	0	0	0	0	0	3	1	3	2	1	0	0	0	0	0	0	0	0	0	44.02	-
02:00	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	42.23	-
03:00	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	37.83	-
04:00	0	0	0	2	1	5	8	4	2	0	1	0	0	0	0	0	0	0	0	36.87	-
05:00	0	0	3	3	8	23	29	25	5	1	0	0	0	0	0	0	0	0	0	36.47	-
06:00	1	1	8	8	10	46	124	91	33	9	1	0	0	0	0	0	0	0	0	38.24	44.68
07:00	1	6	23	19	64	154	227	104	37	7	1	0	0	0	0	0	0	0	0	39.03	43.82
08:00	0	3	14	8	42	253	688	447	116	23	4	2	1	0	0	0	0	0	0	38.43	42.97
09:00	0	7	14	11	25	181	331	184	31	4	5	0	0	0	0	0	0	0	0	36.95	42.30
10:00	0	10	21	24	40	167	233	102	30	9	2	0	1	0	0	0	0	0	0	35.66	41.43
11:00	0	8	26	21	45	165	269	95	22	12	1	0	0	0	0	0	0	0	0	35.50	41.69
12:00	1	6	23	19	64	154	227	104	37	7	1	0	0	0	0	0	0	0	0	35.45	42.17
13:00	0	9	15	16	32	143	226	103	34	5	3	0	0	0	0	0	0	0	0	36.40	42.42
14:00	0	3	28	21	58	235	359	195	36	9	0	1	1	0	0	0	0	0	0	35.89	42.21
15:00	0	2	10	26	73	288	488	270	43	9	1	1	1	0	1	0	0	0	0	37.03	41.95
16:00	21	53	90	61	60	237	426	237	62	15	1	3	0	0	0	0	0	0	0	34.40	39.74
17:00	6	37	36	49	86	294	623	369	83	14	6	0	0	0	0	0	0	0	0	36.08	41.93
18:00	0	4	22	33	43	188	315	200	48	17	1	1	0	0	0	0	0	0	0	36.79	42.87
19:00	0	2	21	13	26	110	225	102	31	7	4	1	1	0	0	0	0	0	0	37.09	43.94
20:00	0	5	8	6	18	57	108	70	21	5	2	0	0	0	0	0	0	0	0	37.04	43.85
21:00	0	0	2	5	17	61	77	38	9	2	0	0	0	0	0	0	0	0	0	36.32	-
22:00	0	0	0	1	5	35	41	21	6	1	1	0	0	0	0	0	0	0	0	37.05	-
23:00	0	0	1	0	3	12	28	10	6	0	0	0	0	0	0	0	0	0	0	36.90	-
07:00 - 19:00	29	143	308	295	598	2446	4618	2692	644	144	27	8	6	0	1	0	0	0	0	36.73	42.25
06:00 - 22:00	30	151	347	327	669	2720	5152	2993	738	167	34	9	7	0	1	0	0	0	0	36.77	42.34
06:00 - 00:00	30	151	348	328	677	2767	5221	3024	750	168	35	9	7	0	1	0	0	0	0	36.76	42.34
00:00 - 00:00	30	151	351	333	686	2800	5264	3061	766	172	37	10	7	0	1	0	0	0	0	36.78	42.37

7-day Summary

Time	Speeds (Mph)																			Mean	85th %ile
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	0	0	0	5	6	11	3	1	0	0	0	0	0	0	0	0	0	41.68	-
01:00	0	0	0	0	0	4	5	2	4	2	1	1	0	0	0	0	0	0	0	41.83	-
02:00	0	0	0	0	1	2	3	1	4	1	0	0	0	0	0	0	0	0	0	40.18	-
03:00	0	0	0	0	0	3	1	5	0	0	0	0	0	0	0	0	0	0	0	39.73	-
04:00	0	1	0	2	5	8	4	2	0	1	0	0	0	0	0	0	0	0	0	35.55	-
05:00	0	1	3	3	8	25	29	28	5	1	0	0	0	0	0	0	0	0	0	36.26	-
06:00	1	2	9	10	13	53	139	98	35	10	1	0	0	0	0	0	0	0	0	36.96	44.68
07:00	1	4	15	12	32	148	451	404	110	22	2	0	2	0	0	0	0	0	0	38.31	43.86
08:00	1	7	27	19	57	295	728	468	125	24	5	2	1	0	0	0	0	0	0	37.28	42.99
09:00	0	13	40	44	68	279	422	219	36	4	6	0	0	0	0	0	0	0	0	35.81	41.64
10:00	0	13	59	46	61	239	355	144	44	10	2	0	1	0	0	0	0	0	0	35.01	41.15
11:00	0	13	55	38	57	242	412	143	26	15	1	0	0	0	0	0	0	0	0	35.10	41.33
12:00	1	8	52	37	104	222	345	148	44	9	2	0	0	0	0	0	0	0	0	34.92	41.61
13:00	0	11	24	27	51	202	317	147	46	7	4	1	0	0	0	0	0	0	0	36.10	42.28
14:00	1	9	39	24	71	303	437	228	43	12	0	1	1	0	0	0	0	0	0	35.76	42.03
15:00	0	5	17	37	100	361	563	309	49	9	1	1	1	0	1	0	0	0	0	36.53	41.72
16:00	22	56	96	71	94	334	501	272	70	18	1	3	1	0	0	0	0	0	0	34.64	40.07
17:00	6	46	44	58	113	365	706	397	88	15	6	0	0	0	0	0	0	0	0	35.71	41.55
18:00	0	5	28	36	55	230	371	232	55	19	1	1	0	0	0	0	0	0	0	36.53	42.79
19:00	0	3	24	18	33	132	264	127	40	7	4	1	1	0	0	0	0	0	0	36.82	43.89
20:00	0	5	8	9	26	72	142	84	23	5	2	0	0	0	0	0	0	0	0	36.86	43.85
21:00	0	0	2	8	23	73	92	44	12	2	0	0	0	0	0	0	0	0	0	36.18	-
22:00	0	0	0	1	7	46	48	28	7	1	1	0	0	0	0	0	0	0	0	36.97	-
23:00	0	0	1	0	3	16	31	19	7	1	1	0	0	0	0	0	0	0	0	37.61	-
07:00 - 19:00	32	190	496	449	863	3220	5608	3111	736	164	31	9	7	0	1	0	0	0	0	36.17	41.94
06:00 - 22:00	33	200	539	494	958	3550	6245	3464	846	188	38	10	8	0	1	0	0	0	0	36.23	42.02
06:00 - 00:00	33	200	540	495	968	3612	6324	3511	860	190	40	10	8	0	1	0	0	0	0	36.24	42.02
00:00 - 00:00	33	202	544	500	979	3656	6376	3562	878	195	43	12	8	0	1	0	0	0	0	36.26	42.07

Intelligent Data Collection Limited

Client: Pegasus Group
Project Number: ID-0424-0103
Site Number: Site 1
Flow from: A420 (S) to: The Street (N)



5-day Summary

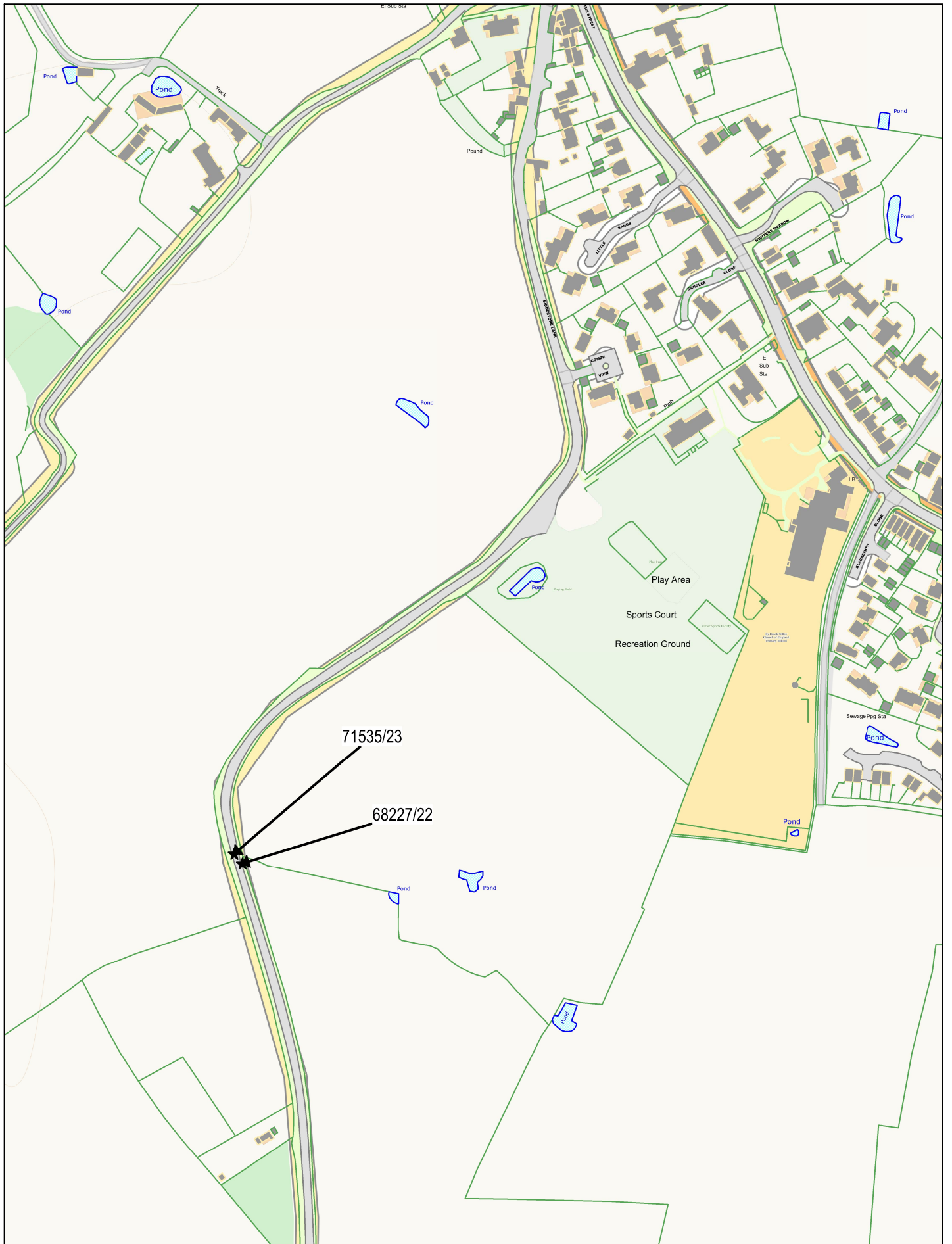
Time	Speeds (Mph)																			Mean	85th %ile
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	0	0	0	1	0	2	3	0	0	1	0	0	0	0	0	0	0	47.45	-
01:00	0	0	0	0	0	0	1	1	3	2	1	0	0	0	0	0	0	0	0	47.34	-
02:00	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	47.12	-
03:00	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	36.83	-
04:00	0	0	0	2	1	2	7	3	2	0	1	0	0	0	0	0	0	0	0	37.01	-
05:00	0	0	1	3	2	8	7	6	2	1	0	0	0	0	0	0	0	0	0	36.82	-
06:00	0	0	0	8	5	24	61	70	29	7	1	0	0	0	0	0	0	0	0	39.73	45.14
07:00	0	0	5	2	9	47	202	277	82	19	2	0	2	0	0	0	0	0	0	40.79	45.55
08:00	0	0	8	4	20	88	357	322	98	20	3	2	1	0	0	0	0	0	0	39.98	44.77
09:00	0	3	13	9	7	59	144	97	23	3	4	0	0	0	0	0	0	0	0	37.52	43.20
10:00	0	3	7	13	16	62	111	57	22	8	2	0	0	0	0	0	0	0	0	36.94	42.79
11:00	0	1	6	10	19	82	137	56	17	11	1	0	0	0	0	0	0	0	0	36.91	43.43
12:00	1	2	8	11	29	69	131	68	28	3	0	0	0	0	0	0	0	0	0	36.57	42.94
13:00	0	3	1	1	14	52	112	64	27	5	1	0	0	0	0	0	0	0	0	38.27	44.43
14:00	0	0	16	12	26	112	209	134	28	6	0	1	0	0	0	0	0	0	0	36.44	42.97
15:00	0	0	2	8	24	105	208	177	31	9	1	1	0	0	1	0	0	0	0	38.43	43.48
16:00	4	24	46	34	29	81	201	145	47	6	1	2	0	0	0	0	0	0	0	35.48	40.70
17:00	4	22	19	29	51	114	302	211	55	7	2	0	0	0	0	0	0	0	0	36.39	42.40
18:00	0	0	4	19	25	66	146	122	35	10	0	0	0	0	0	0	0	0	0	37.81	44.11
19:00	0	0	2	4	7	40	108	52	17	3	2	1	0	0	0	0	0	0	0	38.76	45.98
20:00	0	1	2	2	6	24	58	42	15	3	2	0	0	0	0	0	0	0	0	38.77	-
21:00	0	0	2	2	9	30	41	24	5	1	0	0	0	0	0	0	0	0	0	36.84	-
22:00	0	0	0	2	18	26	15	5	1	1	0	0	0	0	0	0	0	0	0	38.57	-
23:00	0	0	0	0	3	4	12	7	4	0	0	0	0	0	0	0	0	0	0	37.69	-
07:00 - 19:00	9	58	135	152	269	937	2260	1730	493	107	17	6	3	0	1	0	0	0	0	37.91	43.64
06:00 - 22:00	9	59	141	168	296	1055	2528	1918	559	121	22	7	3	0	1	0	0	0	0	37.98	43.69
06:00 - 00:00	9	59	141	168	301	1077	2566	1940	568	122	23	7	3	0	1	0	0	0	0	37.98	43.71
00:00 - 00:00	9	59	142	173	304	1091	2582	1954	581	125	25	8	3	0	1	0	0	0	0	37.99	43.76

7-day Summary

Time	Speeds (Mph)																			Mean	85th %ile
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	0	0	0	1	5	5	3	0	1	1	0	0	0	0	0	0	0	45.28	-
01:00	0	0	0	0	0	2	1	1	4	2	1	1	0	0	0	0	0	0	0	44.71	-
02:00	0	0	0	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	42.21	-
03:00	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	36.83	-
04:00	0	1	0	2	1	2	7	3	2	0	1	0	0	0	0	0	0	0	0	36.15	-
05:00	0	1	1	3	2	9	7	8	2	1	0	0	0	0	0	0	0	0	0	36.23	-
06:00	0	0	0	10	8	27	70	77	30	8	1	0	0	0	0	0	0	0	0	38.37	45.14
07:00	0	2	9	7	9	52	214	293	90	21	2	0	0	2	0	0	0	0	0	40.07	45.52
08:00	1	3	18	13	33	113	378	333	105	21	3	2	1	0	0	0	0	0	0	38.19	44.69
09:00	0	5	25	32	37	137	211	119	27	3	4	0	0	0	0	0	0	0	0	36.39	42.07
10:00	0	3	27	25	26	119	196	92	34	8	2	0	0	0	0	0	0	0	0	36.40	42.32
11:00	0	3	18	20	22	123	234	85	21	14	1	0	0	0	0	0	0	0	0	36.52	42.66
12:00	1	2	15	19	52	106	201	104	34	5	1	0	0	0	0	0	0	0	0	36.38	42.72
13:00	0	3	3	4	19	67	164	82	38	7	1	1	0	0	0	0	0	0	0	37.98	44.13
14:00	0	2	20	13	28	129	248	155	34	9	0	1	0	0	0	0	0	0	0	36.62	43.13
15:00	0	0	7	14	27	122	239	197	36	9	1	1	0	0	1	0	0	0	0	37.83	43.42
16:00	4	25	47	36	31	96	239	167	54	8	1	2	1	0	0	0	0	0	0	36.16	41.44
17:00	4	22	21	32	51	132	341	227	60	8	2	0	0	0	0	0	0	0	0	36.44	42.57
18:00	0	0	7	20	28	79	177	139	40	11	0	0	0	0	0	0	0	0	0	37.58	44.04
19:00	0	1	2	8	10	50	132	68	23	3	2	1	0	0	0	0	0	0	0	38.41	45.61
20:00	0	1	2	2	9	32	76	49	17	3	2	0	0	0	0	0	0	0	0	38.44	-
21:00	0	0	2	3	12	34	46	28	7	1	0	0	0	0	0	0	0	0	0	37.05	-
22:00	0	0	0	0	2	20	32	20	6	1	1	0	0	0	0	0	0	0	0	38.81	-
23:00	0	0	0	0	3	7	12	13	5	1	1	0	0	0	0	0	0	0	0	38.69	-
07:00 - 19:00	10	70	217	235	363	1275	2842	1993	573	124	18	7	4	0	1	0	0	0	0	37.59	43.31
06:00 - 22:00	10	71	223	258	402	1418	3166	2215	650	139	23	8	4	0	1	0	0	0	0	37.47	43.36
06:00 - 00:00	10	71	223	258	407	1445	3210	2248	661	141	25	8	4	0	1	0	0	0	0	37.49	43.39
00:00 - 00:00	10	73	224	263	410	1463	3231	2267	676	144	28	10	4	0	1	0	0	0	0	37.50	43.44



Appendix B



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Wiltshire
COUNCIL

Biddestone Lane for Pegasus

SCALE	1 : 3000
DATE	26/09/2024
DRAWING No.	
DRAWN BY	

Accidents between dates 01/03/2021 and 29/02/2024 (36) months
Selection: Notes:
Biddestone Lane for Pegasus

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties			Causation Factors/ Prob	Ped			Light	Weather	Road Surface	Vehicle Types
						Ftl	Ser	Sl		L	M	D				
68227/22	Slight	30/06/2022	Thu	1608	386466 175857	0	0	2	103V1A 103V2A 703V1B 703V2B	0	0	0	Light	Raining without high winds	Wet/Damp	9 11
71535/23	Serious	08/07/2023	Sat	1351	386461 175863	0	1	1	602V1A 410V1B 306V1B	0	0	0	Light	Fine without high winds	Dry	9 9
Column Totals		Slight :	1			0	1	0					Light :	2		Dry : 1
		Serious :	1										Dark :	0		Wet : 1
		Fatal :	0													

Total number of accidents listed: 2

Details of Personal Injury Accidents for Period - 01/03/2021 to 29/02/2024 (36) months

Selection:

Notes:
Biddestone Lane for Pegasus

Police Ref.	Day	Location Description	Vehicles					Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

68227/22

R1: C 86

E 386,466

N 175,857

Thursday

30/06/2022

1608hrs

Daylight:street lights present

Wet/Damp

Raining without high winds

60 mph

C86, APPROX 500M S OF B4039, YATTON KEYNELL. SMO

Veh 1 Car

Veh 1 Car

Veh 2 Bus/coach

Going ahead LH bend N to S

Going ahead LH bend N to S

FSP

Going ahead RH bend S to N

F 62 Slight

F 83 Slight

Causation Factor:		Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 2	Very Likely
3rd:	Road layout (eg bend, hill crest)	Vehicle 1	Possible
4th:	Road layout (eg bend, hill crest)	Vehicle 2	Possible
V1(CAR) TRAV N. V2(BUS) TRAV S. BOTH V1 AND V2 HAVE MISJUDGED THE WIDTH OF RD CAUSING V1 TO COLLIDE FRONT O/S WITH V2 FRONT O/S. SMO			

71535/23

R1: C 86

E 386,461

N 175,863

Saturday

08/07/2023

1351hrs

Daylight:street lights present

Dry

Fine without high winds

50 mph

C86 BIDDESTONE LANE, APPROX 1130M N OF A420, YATTON KEYNELL. SMO

Veh 1 Car

Veh 2 Car

Going ahead LH bend N to S

Going ahead RH bend S to N

M 19 Serious

F 39 Slight

Causation Factor:		Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Possible
3rd:	Exceeding speed limit	Vehicle 1	
V1(CAR) TRAV S. V2(CAR) TRAV N. V1 HAS LOST CONTROL ON LEFT HAND BEND AND COLLIDED FRONT WITH V2 FRONT. SMO			



Appendix C

Calculation Reference: AUDIT-563501-250328-0300

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	SM SOMERSET	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	IM ISLE OF MAN	2 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: 27 to 99 (units:)
Range Selected by User: 10 to 100 (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: 28/03/2015 to 28/03/2025

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	3 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	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.

Selected Location Sub Categories:

Village	9
---------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

C3	9 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	7 days
5,001 to 10,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	6 days
1.6 to 2.0	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	9 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	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: Survey date: FRIDAY	DETACHED HOUSES 99 29/04/22	CHESHIRE WEST & CHESTER Survey Type: MANUAL
2	IM-03-A-01 BALLAKILLOWEY ROAD COLBY BALLAKILLOWEY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES 31 21/05/24	ISLE OF MAN Survey Type: MANUAL
3	IM-03-A-02 SHORE ROAD KIRK MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: Survey date: THURSDAY	MIXED HOUSES 27 23/05/24	ISLE OF MAN Survey Type: MANUAL
4	LE-03-A-02 MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: Survey date: THURSDAY	DETACHED & OTHERS 85 28/06/18	LEICESTERSHIRE Survey Type: MANUAL
5	SF-03-A-06 BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: Survey date: FRIDAY	DETACHED & SEMI-DETACHED 38 22/09/17	SUFFOLK Survey Type: MANUAL
6	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES 42 25/09/18	SOMERSET Survey Type: MANUAL
7	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES 41 25/09/18	SOMERSET Survey Type: MANUAL
8	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: Survey date: THURSDAY	BUNGALOWS 57 19/10/17	WEST SUSSEX Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9WS-03-A-25PRIVATE HOUSES & FLATSWEST SUSSEX
LIDSEY ROAD
WOODGATE

Neighbourhood Centre (PPS6 Local Centre)
Village

Total No of Dwellings:65
Survey date: WEDNESDAY18/09/24Survey 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

Total People to Total Vehicles ratio (all time periods and directions): 1.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.072	9	54	0.311	9	54	0.383
08:00 - 09:00	9	54	0.175	9	54	0.379	9	54	0.554
09:00 - 10:00	9	54	0.171	9	54	0.241	9	54	0.412
10:00 - 11:00	9	54	0.140	9	54	0.188	9	54	0.328
11:00 - 12:00	9	54	0.134	9	54	0.146	9	54	0.280
12:00 - 13:00	9	54	0.165	9	54	0.190	9	54	0.355
13:00 - 14:00	9	54	0.173	9	54	0.165	9	54	0.338
14:00 - 15:00	9	54	0.186	9	54	0.181	9	54	0.367
15:00 - 16:00	9	54	0.262	9	54	0.171	9	54	0.433
16:00 - 17:00	9	54	0.328	9	54	0.181	9	54	0.509
17:00 - 18:00	9	54	0.320	9	54	0.157	9	54	0.477
18:00 - 19:00	9	54	0.227	9	54	0.122	9	54	0.349
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.353			2.432			4.785

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: 27 - 99 (units:)
 Survey date range: 28/03/15 - 28/03/25
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.004	9	54	0.002	9	54	0.006
08:00 - 09:00	9	54	0.004	9	54	0.006	9	54	0.010
09:00 - 10:00	9	54	0.002	9	54	0.002	9	54	0.004
10:00 - 11:00	9	54	0.000	9	54	0.002	9	54	0.002
11:00 - 12:00	9	54	0.000	9	54	0.000	9	54	0.000
12:00 - 13:00	9	54	0.000	9	54	0.000	9	54	0.000
13:00 - 14:00	9	54	0.002	9	54	0.002	9	54	0.004
14:00 - 15:00	9	54	0.002	9	54	0.002	9	54	0.004
15:00 - 16:00	9	54	0.006	9	54	0.006	9	54	0.012
16:00 - 17:00	9	54	0.002	9	54	0.002	9	54	0.004
17:00 - 18:00	9	54	0.004	9	54	0.002	9	54	0.006
18:00 - 19:00	9	54	0.002	9	54	0.002	9	54	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

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 OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.004	9	54	0.000	9	54	0.004
08:00 - 09:00	9	54	0.002	9	54	0.002	9	54	0.004
09:00 - 10:00	9	54	0.004	9	54	0.004	9	54	0.008
10:00 - 11:00	9	54	0.002	9	54	0.004	9	54	0.006
11:00 - 12:00	9	54	0.006	9	54	0.000	9	54	0.006
12:00 - 13:00	9	54	0.004	9	54	0.008	9	54	0.012
13:00 - 14:00	9	54	0.006	9	54	0.008	9	54	0.014
14:00 - 15:00	9	54	0.000	9	54	0.000	9	54	0.000
15:00 - 16:00	9	54	0.000	9	54	0.002	9	54	0.002
16:00 - 17:00	9	54	0.000	9	54	0.000	9	54	0.000
17:00 - 18:00	9	54	0.000	9	54	0.000	9	54	0.000
18:00 - 19:00	9	54	0.000	9	54	0.000	9	54	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

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 PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.002	9	54	0.002	9	54	0.004
08:00 - 09:00	9	54	0.000	9	54	0.000	9	54	0.000
09:00 - 10:00	9	54	0.000	9	54	0.000	9	54	0.000
10:00 - 11:00	9	54	0.000	9	54	0.000	9	54	0.000
11:00 - 12:00	9	54	0.000	9	54	0.000	9	54	0.000
12:00 - 13:00	9	54	0.000	9	54	0.000	9	54	0.000
13:00 - 14:00	9	54	0.000	9	54	0.000	9	54	0.000
14:00 - 15:00	9	54	0.000	9	54	0.000	9	54	0.000
15:00 - 16:00	9	54	0.002	9	54	0.002	9	54	0.004
16:00 - 17:00	9	54	0.000	9	54	0.000	9	54	0.000
17:00 - 18:00	9	54	0.002	9	54	0.002	9	54	0.004
18:00 - 19:00	9	54	0.000	9	54	0.000	9	54	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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 CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.002	9	54	0.008	9	54	0.010
08:00 - 09:00	9	54	0.006	9	54	0.025	9	54	0.031
09:00 - 10:00	9	54	0.002	9	54	0.010	9	54	0.012
10:00 - 11:00	9	54	0.008	9	54	0.000	9	54	0.008
11:00 - 12:00	9	54	0.004	9	54	0.008	9	54	0.012
12:00 - 13:00	9	54	0.008	9	54	0.000	9	54	0.008
13:00 - 14:00	9	54	0.000	9	54	0.002	9	54	0.002
14:00 - 15:00	9	54	0.008	9	54	0.002	9	54	0.010
15:00 - 16:00	9	54	0.010	9	54	0.008	9	54	0.018
16:00 - 17:00	9	54	0.014	9	54	0.002	9	54	0.016
17:00 - 18:00	9	54	0.012	9	54	0.021	9	54	0.033
18:00 - 19:00	9	54	0.010	9	54	0.004	9	54	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.090			0.174

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 VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.082	9	54	0.388	9	54	0.470
08:00 - 09:00	9	54	0.214	9	54	0.621	9	54	0.835
09:00 - 10:00	9	54	0.225	9	54	0.315	9	54	0.540
10:00 - 11:00	9	54	0.171	9	54	0.243	9	54	0.414
11:00 - 12:00	9	54	0.171	9	54	0.175	9	54	0.346
12:00 - 13:00	9	54	0.221	9	54	0.266	9	54	0.487
13:00 - 14:00	9	54	0.216	9	54	0.204	9	54	0.420
14:00 - 15:00	9	54	0.239	9	54	0.243	9	54	0.482
15:00 - 16:00	9	54	0.412	9	54	0.225	9	54	0.637
16:00 - 17:00	9	54	0.474	9	54	0.247	9	54	0.721
17:00 - 18:00	9	54	0.447	9	54	0.221	9	54	0.668
18:00 - 19:00	9	54	0.315	9	54	0.181	9	54	0.496
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.187			3.329			6.516

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.037	9	54	0.058	9	54	0.095
08:00 - 09:00	9	54	0.066	9	54	0.192	9	54	0.258
09:00 - 10:00	9	54	0.076	9	54	0.049	9	54	0.125
10:00 - 11:00	9	54	0.041	9	54	0.035	9	54	0.076
11:00 - 12:00	9	54	0.021	9	54	0.039	9	54	0.060
12:00 - 13:00	9	54	0.047	9	54	0.043	9	54	0.090
13:00 - 14:00	9	54	0.031	9	54	0.037	9	54	0.068
14:00 - 15:00	9	54	0.035	9	54	0.041	9	54	0.076
15:00 - 16:00	9	54	0.181	9	54	0.101	9	54	0.282
16:00 - 17:00	9	54	0.070	9	54	0.060	9	54	0.130
17:00 - 18:00	9	54	0.066	9	54	0.056	9	54	0.122
18:00 - 19:00	9	54	0.047	9	54	0.037	9	54	0.084
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.718			0.748			1.466

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 BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.000	9	54	0.019	9	54	0.019
08:00 - 09:00	9	54	0.000	9	54	0.014	9	54	0.014
09:00 - 10:00	9	54	0.000	9	54	0.004	9	54	0.004
10:00 - 11:00	9	54	0.008	9	54	0.004	9	54	0.012
11:00 - 12:00	9	54	0.002	9	54	0.004	9	54	0.006
12:00 - 13:00	9	54	0.000	9	54	0.002	9	54	0.002
13:00 - 14:00	9	54	0.002	9	54	0.000	9	54	0.002
14:00 - 15:00	9	54	0.004	9	54	0.004	9	54	0.008
15:00 - 16:00	9	54	0.023	9	54	0.002	9	54	0.025
16:00 - 17:00	9	54	0.004	9	54	0.000	9	54	0.004
17:00 - 18:00	9	54	0.012	9	54	0.004	9	54	0.016
18:00 - 19:00	9	54	0.014	9	54	0.000	9	54	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.057			0.126

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 TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.000	9	54	0.000	9	54	0.000
08:00 - 09:00	9	54	0.000	9	54	0.006	9	54	0.006
09:00 - 10:00	9	54	0.000	9	54	0.000	9	54	0.000
10:00 - 11:00	9	54	0.000	9	54	0.002	9	54	0.002
11:00 - 12:00	9	54	0.002	9	54	0.000	9	54	0.002
12:00 - 13:00	9	54	0.000	9	54	0.000	9	54	0.000
13:00 - 14:00	9	54	0.000	9	54	0.000	9	54	0.000
14:00 - 15:00	9	54	0.002	9	54	0.000	9	54	0.002
15:00 - 16:00	9	54	0.000	9	54	0.000	9	54	0.000
16:00 - 17:00	9	54	0.004	9	54	0.002	9	54	0.006
17:00 - 18:00	9	54	0.000	9	54	0.000	9	54	0.000
18:00 - 19:00	9	54	0.002	9	54	0.000	9	54	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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 COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.000	9	54	0.002	9	54	0.002
08:00 - 09:00	9	54	0.000	9	54	0.000	9	54	0.000
09:00 - 10:00	9	54	0.000	9	54	0.000	9	54	0.000
10:00 - 11:00	9	54	0.000	9	54	0.000	9	54	0.000
11:00 - 12:00	9	54	0.000	9	54	0.000	9	54	0.000
12:00 - 13:00	9	54	0.000	9	54	0.000	9	54	0.000
13:00 - 14:00	9	54	0.000	9	54	0.000	9	54	0.000
14:00 - 15:00	9	54	0.000	9	54	0.000	9	54	0.000
15:00 - 16:00	9	54	0.008	9	54	0.008	9	54	0.016
16:00 - 17:00	9	54	0.000	9	54	0.000	9	54	0.000
17:00 - 18:00	9	54	0.008	9	54	0.008	9	54	0.016
18:00 - 19:00	9	54	0.000	9	54	0.000	9	54	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.018			0.034

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.000	9	54	0.021	9	54	0.021
08:00 - 09:00	9	54	0.000	9	54	0.021	9	54	0.021
09:00 - 10:00	9	54	0.000	9	54	0.004	9	54	0.004
10:00 - 11:00	9	54	0.008	9	54	0.006	9	54	0.014
11:00 - 12:00	9	54	0.004	9	54	0.004	9	54	0.008
12:00 - 13:00	9	54	0.000	9	54	0.002	9	54	0.002
13:00 - 14:00	9	54	0.002	9	54	0.000	9	54	0.002
14:00 - 15:00	9	54	0.006	9	54	0.004	9	54	0.010
15:00 - 16:00	9	54	0.031	9	54	0.010	9	54	0.041
16:00 - 17:00	9	54	0.008	9	54	0.002	9	54	0.010
17:00 - 18:00	9	54	0.021	9	54	0.012	9	54	0.033
18:00 - 19:00	9	54	0.016	9	54	0.000	9	54	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.086			0.182

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 TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.122	9	54	0.474	9	54	0.596
08:00 - 09:00	9	54	0.287	9	54	0.858	9	54	1.145
09:00 - 10:00	9	54	0.303	9	54	0.379	9	54	0.682
10:00 - 11:00	9	54	0.229	9	54	0.285	9	54	0.514
11:00 - 12:00	9	54	0.200	9	54	0.227	9	54	0.427
12:00 - 13:00	9	54	0.276	9	54	0.311	9	54	0.587
13:00 - 14:00	9	54	0.249	9	54	0.243	9	54	0.492
14:00 - 15:00	9	54	0.289	9	54	0.291	9	54	0.580
15:00 - 16:00	9	54	0.635	9	54	0.344	9	54	0.979
16:00 - 17:00	9	54	0.567	9	54	0.311	9	54	0.878
17:00 - 18:00	9	54	0.546	9	54	0.309	9	54	0.855
18:00 - 19:00	9	54	0.390	9	54	0.223	9	54	0.613
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.093			4.255			8.348

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.047	9	54	0.274	9	54	0.321
08:00 - 09:00	9	54	0.142	9	54	0.340	9	54	0.482
09:00 - 10:00	9	54	0.146	9	54	0.214	9	54	0.360
10:00 - 11:00	9	54	0.111	9	54	0.153	9	54	0.264
11:00 - 12:00	9	54	0.099	9	54	0.120	9	54	0.219
12:00 - 13:00	9	54	0.132	9	54	0.144	9	54	0.276
13:00 - 14:00	9	54	0.140	9	54	0.126	9	54	0.266
14:00 - 15:00	9	54	0.151	9	54	0.146	9	54	0.297
15:00 - 16:00	9	54	0.216	9	54	0.144	9	54	0.360
16:00 - 17:00	9	54	0.293	9	54	0.151	9	54	0.444
17:00 - 18:00	9	54	0.285	9	54	0.136	9	54	0.421
18:00 - 19:00	9	54	0.210	9	54	0.109	9	54	0.319
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.972			2.057			4.029

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 LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.014	9	54	0.031	9	54	0.045
08:00 - 09:00	9	54	0.027	9	54	0.031	9	54	0.058
09:00 - 10:00	9	54	0.016	9	54	0.019	9	54	0.035
10:00 - 11:00	9	54	0.027	9	54	0.029	9	54	0.056
11:00 - 12:00	9	54	0.029	9	54	0.025	9	54	0.054
12:00 - 13:00	9	54	0.029	9	54	0.035	9	54	0.064
13:00 - 14:00	9	54	0.019	9	54	0.021	9	54	0.040
14:00 - 15:00	9	54	0.027	9	54	0.029	9	54	0.056
15:00 - 16:00	9	54	0.031	9	54	0.014	9	54	0.045
16:00 - 17:00	9	54	0.031	9	54	0.027	9	54	0.058
17:00 - 18:00	9	54	0.029	9	54	0.014	9	54	0.043
18:00 - 19:00	9	54	0.010	9	54	0.010	9	54	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.289			0.285			0.574

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 MOTOR CYCLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	54	0.000	9	54	0.002	9	54	0.002
08:00 - 09:00	9	54	0.000	9	54	0.000	9	54	0.000
09:00 - 10:00	9	54	0.002	9	54	0.002	9	54	0.004
10:00 - 11:00	9	54	0.000	9	54	0.000	9	54	0.000
11:00 - 12:00	9	54	0.000	9	54	0.002	9	54	0.002
12:00 - 13:00	9	54	0.000	9	54	0.002	9	54	0.002
13:00 - 14:00	9	54	0.006	9	54	0.008	9	54	0.014
14:00 - 15:00	9	54	0.006	9	54	0.004	9	54	0.010
15:00 - 16:00	9	54	0.006	9	54	0.002	9	54	0.008
16:00 - 17:00	9	54	0.002	9	54	0.002	9	54	0.004
17:00 - 18:00	9	54	0.000	9	54	0.002	9	54	0.002
18:00 - 19:00	9	54	0.004	9	54	0.000	9	54	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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.

Town & Country Planning Act 1990 (as amended)
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