



Farm Shop and Café at Land Near Calne, Wiltshire

Transport Statement

Client: G & SM Wilkins and Son

i-Transport Ref: JO/ITM200369-001A R

Date: 18 May 2026

Farm Shop and Café at Land Near Calne, Wiltshire

Transport Statement

Client: G & SM Wilkins and Son

i-Transport Ref: JO/ITM200369-001A R

Date: 18 May 2026

i-Transport LLP

King's House
40 King Street West
Manchester
M3 2WY

Tel: 0161 830 2172

www.i-transport.co.uk

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of i-Transport LLP

If this report is to be placed on any approved website for planning purposes, this should comply with data protection principles, please seek our permission and you must ensure that all the private and personal information and data within this report is redacted.

Quality Management

Report No.	Comments	Date	Author	Authorised
ITM200369-001	Draft	September 2025	Jonathan Orton	Jonathan Orton
ITM200369-001A	Final	May 2026	Jonathan Orton	Jonathan Orton

File Ref: M:\Projects\200369ITM - Nolands Farm\Admin\Report and Tech Notes\ITM200369-001A R.docx

Contents

SECTION 1	Introduction	1
SECTION 2	Development Proposals	3
SECTION 3	Sustainable Transport and Existing Highway Conditions	6
SECTION 4	Trip Generation Methodology	9
SECTION 5	Future Year Traffic Flows & Traffic Impact	12
SECTION 6	Summary and Conclusion	15

Figures

Figure 1.1	Site Location
Figure 2.1	Extract of Site Layout
Figure 3.1	PRoWs in the Vicinity of the Site

Drawings

ITM220369-GA-002A	Proposed Site Access Arrangements
ITM220369-GA-003A	Swept Path Analysis of Refuse Vehicle
ITM220369-GA-004A	Swept Path Analysis of 10m Rigid Vehicle

Appendices

APPENDIX A.	Site Layout
APPENDIX B.	Traffic Survey Data
APPENDIX C.	Full Breakdown of Trip Generation Methodology
APPENDIX D.	Junctions11 Outputs

SECTION 1 Introduction

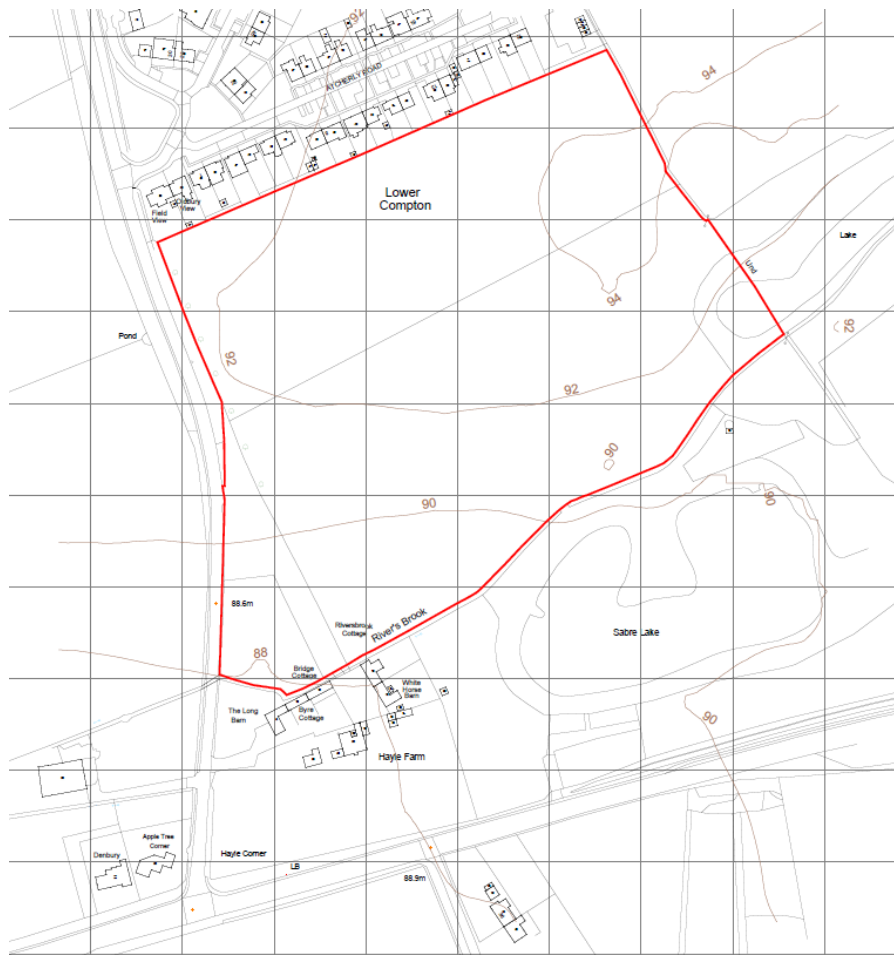
1.1 Overview

- 1.1.1 G & SM Wilkins and Son has appointed i-Transport to provide transport and highways advice to support a planning application for a new farm shop and café. The farm shop and café are to be accessed via new access off an Unnamed Road with car parking, servicing and landscaping provided as part of the proposals.

1.2 Site Location

- 1.2.1 The site is located to the north of the A4 and adjacent an Unnamed Road which provides access to Hills Quarry and a small residential area which is located to the north of the site. The western boundary is formed by the Unnamed Road, which will provide access to the site, as detailed below in **Section 2**. Existing residential properties are located along the northern boundary, open fields to the east and a single property and lake to the south. The site location is provided in **Figure 1.1**.

Figure 1.1: Site Location



1.3 **Structure of the Report**

1.3.1 Following this introductory section, the report is structure as follows:

- [Section 2](#) details the development proposals and access for the site.
- [Section 3](#) outlines the sustainable transport provision and existing highway conditions.
- [Section 4](#) presents the trip generation associated with the development proposals.
- [Section 5](#) sets out the future traffic flows and the traffic impacts of the proposals.
- [Section 6](#) summaries and concludes the report.

SECTION 2 Development Proposals

2.1 Overview

2.1.1 The proposals for the site consist of a new farm shop and café with associated parking and landscaping. Access to the proposals is to be located off the Unnamed Road along the western boundary of the site.

2.2 Development Proposals

2.2.1 The farm shop and café will be provided in a single building with a total floor area of 425sqm, which is to be located in the northern part of the site. A service yard is to be located to the north of the building.

2.2.2 Car parking is to be located to the south west of the farm shop and café building providing 73 car parking spaces including 5 accessible spaces and 4 electric charging spaces. Access to the car park is to the south of the site access junction.

2.2.3 Access to the service yard is provided to the north of the access, via a dedicated gated route which will limit conflicts with other vehicles and pedestrians.

2.2.4 The proposals are shown in the site layout provided in [Appendix A](#), with an extract provided in **Figure 2.1** below.

Figure 2.1: Extract of Site Layout



2.3 Access

2.3.1 A new access will be provided directly off the adopted Unnamed Road. The access will consist of a simple priority-controlled T-junction, located at the northern end of the site. Drawing **ITM200369-GA-002 Rev A** illustrates the junction arrangements for the proposals.

2.3.2 The Unnamed Road is subject to a 40mph speed limit, an ATC has been undertaken along the road to determine the current speeds. The ATC survey undertaken between 12th June 2025 and 25th June 2025 and recorded the following current 85th percentile speeds, which results in the following required visibility splays based on DMRB parameters:

- Northbound = 41.8mph – visibility requirement 111.0m.
- Southbound = 43.1mph – visibility requirement 116.6m.

2.3.3 These visibility splays are shown on the drawing. The ATC survey data is provided in **Appendix B**.

2.4 Parking

2.4.1 Wiltshire County Council parking standards does not outline specific parking standards for the proposals. Therefore, food retail and a restaurant standard have been applied to set out a suitable level of parking. The table outlines the standards, requirement and the provision.

Table 2.1: Parking Standards, Requirements and Provision

Use	Standard	Requirement	Provision
Food Retail	1 space per 35sqm	12 spaces	73 spaces
Restaurant	1 space per 5sqm public floor area	85 spaces (applied to total floor area)	

2.4.2 The car parking proposed as part of the proposals is in line with standards for a restaurant and is therefore considered suitable for the proposals. A car parking accumulation is presented in **Section 5** to provide further justification of the proposed car parking.

2.5 Servicing

2.5.1 As described above, the service yard is located to the north of the farm shop and café building, with a dedicated route to the service yard from the access to the site.

2.5.2 Drawing **ITM200369-GA-003 Rev A** illustrates a refuse vehicle, which will be the largest vehicles for servicing the site. Drawing **ITM200369-GA-004 Rev A** shows the swept path analysis of a 10m rigid which will be the largest vehicle delivering to the site.

2.5.3 The drawings demonstrate that both vehicles can manoeuvre to and within the service yard and exiting the site in a forward gear.

SECTION 3 Sustainable Transport and Existing Highway Conditions

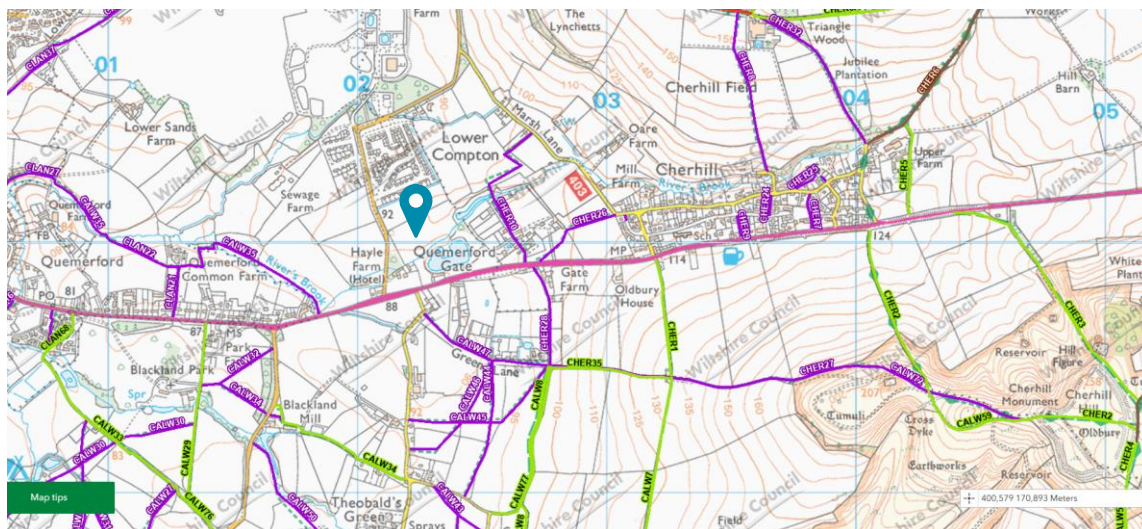
3.1 Introduction

- 3.1.1 This section outlines the sustainable transport options from the site, including walking, cycling and public transport.
- 3.1.2 The existing highway conditions in the vicinity of the site are also described in this section including speeds, traffic flows and accident data.

3.2 Sustainable Transport

- 3.2.1 A footway is provided along the Unnamed Road which provides access to the site, providing a connection to the residential dwellings to the north and to the provision along the A4 to the south.
- 3.2.2 Bus stops are located on the A4 to the west of the junction with the Unnamed Road approximately 400m from the site and on the Unnamed Road at the Atcherly Road junction to the north. The bus stops on the A4 provides access to a number of bus services, including the No. 42 bus service which runs hourly between Calne and Marlborough. The 42-bus service also stops at the Atcherly Road (to the north of the site) but at a reduced frequency.
- 3.2.3 An extensive network of Public Right of Ways (PRoWs) is provided in the vicinity of the site, including towards the Cherwell White Horse. The proposals will provide a suitable stop for walkers and therefore the access on foot has been one of the priorities to the site. **Figure 3.1** sets out the PRoWs in the vicinity of the site.

Figure 3.1: PRoWs in the Vicinity of the Site



3.3 Existing Highway Conditions

- 3.3.1 The Unnamed Road is c.6.5m wide and is subject to a 40mph speed limit. A footway is provided along the western side of the road providing a pedestrian route from the existing residential dwellings to the north and to the A4 and the bus stops to the south.
- 3.3.2 The road provides access to Hills Quarry and a residential dwelling to the north of the proposed site. The road meets the A4 at a priority-controlled junction, which consist of a deceleration lane for vehicles turning into the Unnamed Road from the west and a right turn lane for vehicles entering the Unnamed Road from the east.
- 3.3.3 The A4 provides a direct route to Calne approximately 4km to the west. To the east the A4 continue to Marlborough where it meets the A346.

3.4 Traffic Flows

- 3.4.1 As detailed in [Section 2](#), an ATC was undertaken in June 2025 to obtain flows along the Unnamed Road where access will be provided to the proposals. In addition, a traffic count was also undertaken at the A4 junction with the Unnamed Road.
- 3.4.2 The surveys were undertaken on Thursday 12th June 2025 between 1500 – 1900 and Saturday 14th June 2025 between 10:00 – 16:00. A queue survey was also undertaken at the junction at the same time as the turning count. The junction survey data is also provided in [Appendix B](#).
- 3.4.3 The peak hours for the weekday PM peak hour and Saturday peak hour are as follows:
- Weekday PM Peak Hour: 1645-1745.

- Saturday Peak Hour: 1115-1215.

3.4.4 These surveyed flows are presented in Table 3.1.

Table 3.1: 2025 Base Traffic Flows

Unnamed Road / Site Access						
Time	Left Turn into Site	Unnamed Road (north to south)	Site Access – Right Turn	Site Access – Left Turn	Unnamed Road (south to north)	Right Turn into Site
Weekday: 16:45 – 17:45	0	82	0	0	111	0
Weekend: 11:15 – 12:15	0	122	0	0	124	0
A4 / Unnamed Road						
Time	Left Turn into Unnamed Road	A4 (west to east)	Unnamed Road – Right Turn	Unnamed Road – Left Turn	A4 (east to west)	Right Turn into Unnamed Road
Weekday: 16:45 – 17:45	81	223	66	16	369	30
Weekend: 11:15 – 12:15	109	214	104	18	246	15

3.5 Accident Data

3.5.1 Data from crash map demonstrates that there were no accidents along the Unnamed Road between 2020 - 2024. In addition, no accidents have been recorded at the junction with the Unnamed Road and the A4 in the same time period.

SECTION 4 Trip Generation Methodology

4.1 Trip Generation

4.1.1 Whilst there are a number of sites within the TRICS database with a farm shop and café, these do not allow for the production of trip rates. Data from these sites has been used where possible to inform the trip generation.

4.1.2 The size of the proposals will provide less than 100 seats on a regular basis. For the basis of the trip generation 150 seats have been used which provides a robust estimate for the café and would also account for trips to the farm shop, however, in reality a proportion of these will be linked to the café, but linked trips have not been accounted for in the trip generation to present a robust estimate.

4.1.3 The methodology for trip generation for the proposals is as follows:

- 150 seats available, which equates to **150** trips (robust assessment).
- 11% of trips will be on foot based on the TEMpro Recreation and Social Journey Purpose data for the MSOA (Wiltshire 013) where the site is located and would account for those visiting the Cherwell White Horse or using the number of PRoWs in the area.
- 3% of trips will be cycle trips. This is based on the information presented for the sites within TRICS.
- Applying the walking and cycling proportion results in **129** vehicle trips.
- Table sizes will range, therefore for a robust assessment of an average of 2 occupants per vehicle have been applied. This would result in **65** vehicle trips.
- It is envisaged that there will be likely 6 sittings per day with c.1hr 20mins applied to each sitting, with the café opening for 8 hours a day, resulting in a total of **387** vehicle trips per day.

4.1.4 The trip generation is considered robust as this assumes all tables are occupied for each sitting. The trip generation has also been applied for a weekday and weekend day. A full breakdown of the trip generation is presented in **Appendix C**.

4.1.5 In order to assign the total number of trips presented above across a weekday and weekend day, the proportion of trips per hour from the surveys undertaken in the TRICS database have been used. Table 4.1 presents the proportions from the TRICS survey data.

Table 4.1: Arrival and Departure Proportions from TRICS survey data

Time	Weekday			Weekend Day		
	Arrival	Departure	Total at Each Hour	Arrival	Departure	Total at Each Hour
0800-0900	-	-	-	61%	39%	3%
0900-1000	81%	19%	14%	74%	26%	9%
1000-1100	74%	26%	9%	53%	47%	16%
1100-1200	56%	44%	14%	50%	50%	16%
1200-1300	40%	60%	11%	51%	49%	16%
1300-1400	44%	56%	13%	57%	43%	17%
1400-1500	40%	60%	11%	40%	60%	11%
1500-1600	41%	59%	12%	38%	62%	8%
1600-1700	22%	78%	11%	31%	69%	6%
1700-1800	25%	75%	4%	38%	63%	1%

4.1.6 The proportions presented in Table 4.1 have been applied to the total 387 vehicle trips, the trip generation arrival and departure profile for a weekday and weekend day are presented in Table 4.2, with the peak hours highlighted.

Table 4.2: Trip Generation for a Weekday and Weekend Day

Time	Weekday			Weekend Day		
	Arrival	Departure	Total at Each Hour	Arrival	Departure	Total at Each Hour
0800-0900	-	-	-	7	4	12
0900-1000	45	11	56	25	9	33
1000-1100	27	9	36	33	29	62
1100-1200	31	24	55	31	31	62
1200-1300	17	25	42	33	31	64
1300-1400	21	27	49	37	28	64
1400-1500	18	27	44	16	25	41
1500-1600	19	28	47	12	20	33
1600-1700	9	32	42	7	16	23
1700-1800	4	13	17	1	2	3

4.1.7 The trip generation table demonstrates that during the weekday the café will not be open during the traditional morning peak hour and therefore it is not proposed to undertake any assessments during this time. Assessments will be undertaken for the weekday evening peak and the weekend peak hour.

4.1.8 The development traffic flows at the site access and A4 junction are set out in Table 4.3 below.

Table 4.3: Development Traffic Flows

Unnamed Road / Site Access						
Time	Left Turn into Site	Unnamed Road (north to south)	Site Access – Right Turn	Site Access – Left Turn	Unnamed Road (south to north)	Right Turn into Site
Weekday: 16:45 – 17:45	0	0	0	32	0	9
Weekend: 11:15 – 12:15	0	0	0	31	0	31
A4 / Unnamed Road						
Time	Left Turn into Unnamed Road	A4 (west to east)	Unnamed Road – Right Turn	Unnamed Road – Left Turn	A4 (east to west)	Right Turn into Unnamed Road
Weekday: 16:45 – 17:45	7	0	26	6	0	2
Weekend: 11:15 – 12:15	27	0	26	5	0	4

SECTION 5 Future Year Traffic Flows & Traffic Impact

5.1 Introduction

5.1.1 This section of the report sets out the background growth, committed developments and impact of the development on the highway in the vicinity of the site.

5.2 Committed Developments & Background Traffic Growth

5.2.1 Wiltshire Council's planning application portal has been reviewed and there are no significant developments in the area which need to be accounted for in this application. However, to provide a robust assessment growth has been applied to the A4 and Unnamed Road using the factors outlined below and the 2030 traffic flows are presented in Table 5.1:

- PM Peak Period: 2025 – 2030 = 1.0493
- Saturday: 2025 – 2030 = 1.05188

Table 5.1: 2030 Traffic Flows

Unnamed Road / Site Access						
Time	Left Turn into Site	Unnamed Road (north to south)	Site Access – Right Turn	Site Access – Left Turn	Unnamed Road (south to north)	Right Turn into Site
Weekday: 16:45 – 17:45	0	86	0	0	117	0
Weekend: 11:15 – 12:15	0	128	0	0	131	0
A4 / Unnamed Road						
Time	Left Turn into Unnamed Road	A4 (west to east)	Unnamed Road – Right Turn	Unnamed Road – Left Turn	A4 (east to west)	Right Turn into Unnamed Road
Weekday: 16:45 – 17:45	85	234	69	17	388	32
Weekend: 11:15 – 12:15	115	225	109	19	258	16

5.3 Assessment Traffic Flows

5.3.1 The development traffic has been applied to the 2030 traffic flows to produce 2030 + Development traffic flows at the site access and A4 / Unnamed Road. The flows are presented in Table 5.2. These flows have been used to assess the impact of the development.

Table 5.2: 2030 + Development Traffic Flows

Unnamed Road / Site Access						
Time	Left Turn into Site	Unnamed Road (north to south)	Site Access – Right Turn	Site Access – Left Turn	Unnamed Road (south to north)	Right Turn into Site
Weekday: 16:45 – 17:45	0	86	0	32	117	9
Weekend: 11:15 – 12:15	0	128	0	31	131	31
A4 / Unnamed Road						
Time	Left Turn into Unnamed Road	A4 (west to east)	Unnamed Road – Right Turn	Unnamed Road – Left Turn	A4 (east to west)	Right Turn into Unnamed Road
Weekday: 16:45 – 17:45	92	234	95	23	388	34
Weekend: 11:15 – 12:15	142	225	136	24	258	20

5.4 Traffic Impact

5.4.1 The impact of the development has been assessed at the proposed site access off the Unnamed Road and at the Unnamed Road / A4 junction. Table 5.3 presents the site access in the development scenario and Table 5.4 presents the baseline, 2030 future year and the 2030 + development future year assessments at the Unnamed Road / A4 junction.

Table 5.3: Site Access 2030 + Development Junction Operation

	Weekday PM Peak Hour		Saturday Peak Hour	
	RFC	Queue	RFC	Queue
Site Access	0.05	0	0.05	0
Unnamed Road - RT	0.02	0	0.06	0

Table 5.4: A4 / Unnamed Junction Operation

	Weekday PM Peak Hour		Saturday Peak Hour	
	RFC	Queue	RFC	Queue
Baseline				
Unnamed Road	0.20	0	0.28	0
A4 - RT	0.06	0	0.03	0

	Weekday PM Peak Hour		Saturday Peak Hour	
2030 Future Year				
Unnamed Road	0.21	0	0.30	0
A4 - RT	0.06	0	0.03	0
2030 Future Year + Development				
Unnamed Road	0.29	0	0.38	1
A4 - RT	0.06	0	0.04	0

5.4.2 The junction capacity assessments demonstrate that the proposed site access junction and the Unnamed Road / A4 junction can comfortably accommodate the traffic associated with the proposals. The full Junctions11 outputs are provided in [Appendix D](#).

5.5 Car Parking Accumulation

5.5.1 A car parking accumulation exercise has been undertaken for a weekday and weekend, and the parking demand is presented in Table 5.5.

Table 5.5: Car Parking Demand

Time	Weekday	Weekend Day
	Accumulation	Accumulation
0800-0900	-	3
0900-1000	34	19
1000-1100	51	22
1100-1200	58	22
1200-1300	50	24
1300-1400	44	33
1400-1500	35	24
1500-1600	26	16
1600-1700	3	8
1700-1800	0	7

5.5.2 The table demonstrates that the weekday and weekend day the demand for parking can be accommodated within the proposed car park.

SECTION 6 **Summary and Conclusion**

6.1 **Summary**

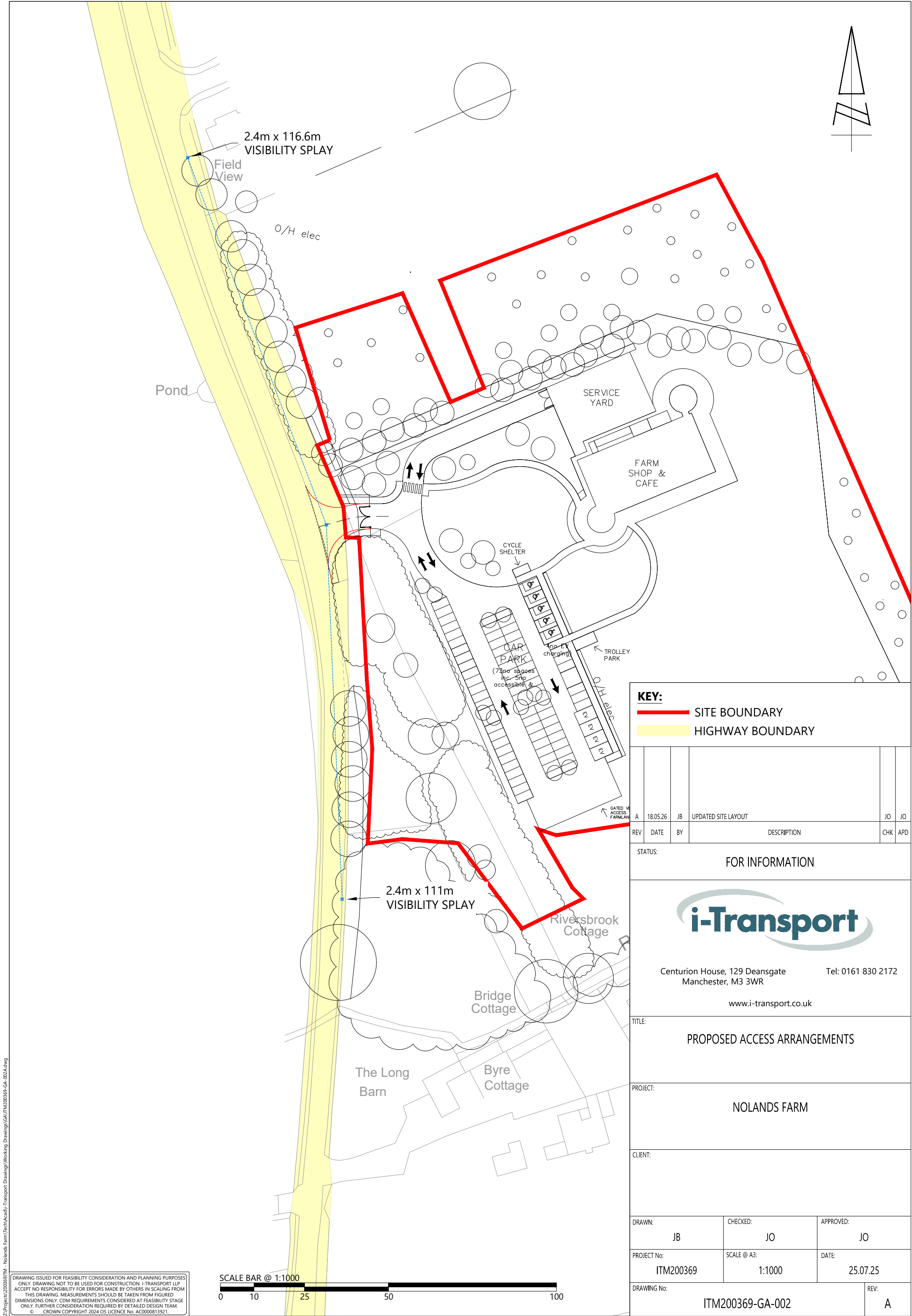
- 6.1.1 G & SM Wilkins and Son are proposing a new farm shop and café to the north of the A4 to the east of Calne.
- 6.1.2 The proposals include a farm and café in the same building, parking and landscaping. Access to the site is via a new simple priority-controlled T-junction off an Unnamed Road to the north of the A4. Visibility requirements from the new access have been based on existing speeds and can be achieved from the access. The access also operates comfortably within capacity with the traffic associated with the proposals.
- 6.1.3 The site is located in close proximity to the Cherwell White Horse and a network of PROWs in the vicinity of the site and therefore will attract walkers to the site. A bus stop is also located at the junction with the A4 and Atcherly Road, which provides a connection to Calne.
- 6.1.4 The trips associated with the proposals have been based on 150 seats which is robust, modal split data for the surrounding area and arrival and departure profiles from similar sites in TRICS have been used to determine the trip generation and arrival and departure profile across a weekday and weekend day.
- 6.1.5 The proposals will produce a nominal level of traffic in the morning peak hour and therefore only the evening peak hour and a weekend peak hour have been assessed. c.40 two-way trips are forecast in the evening peak hour, and c.60 two-way trips are forecast in the weekend peak hour. A junction capacity assessment has been undertaken at the Unnamed Road / A4 junction for the evening and weekend peak hours, and this demonstrates that the junction continues to operate with the proposals in place.
- 6.1.6 A car parking accumulation has been undertaken which demonstrates that the proposals will be able to accommodate the parking demand.

6.2 **Conclusions**

- 6.2.1 The proposals have been assessed against the four transport tests in the NPPF, and the following conclusions are made against these:

- **Safe and Suitable Access:** it has been demonstrated that an access can be provided off the Unnamed Road, which is designed to accommodate all vehicles accessing the site, visibility can be achieved from the access, and the proposed access would operate well within capacity.
- **Internal Design:** the site has been designed to provide appropriate provision for those visiting the site, including parking, landscaping and service vehicles.
- **Traffic Impact:** the proposals would result in a minimal increase in trips, and these can be accommodated on the existing highway network.
- **Sustainable Transport:** pedestrian links are provided into the site and buses are located along the A4, meaning that sustainable transport is accessible from the site.

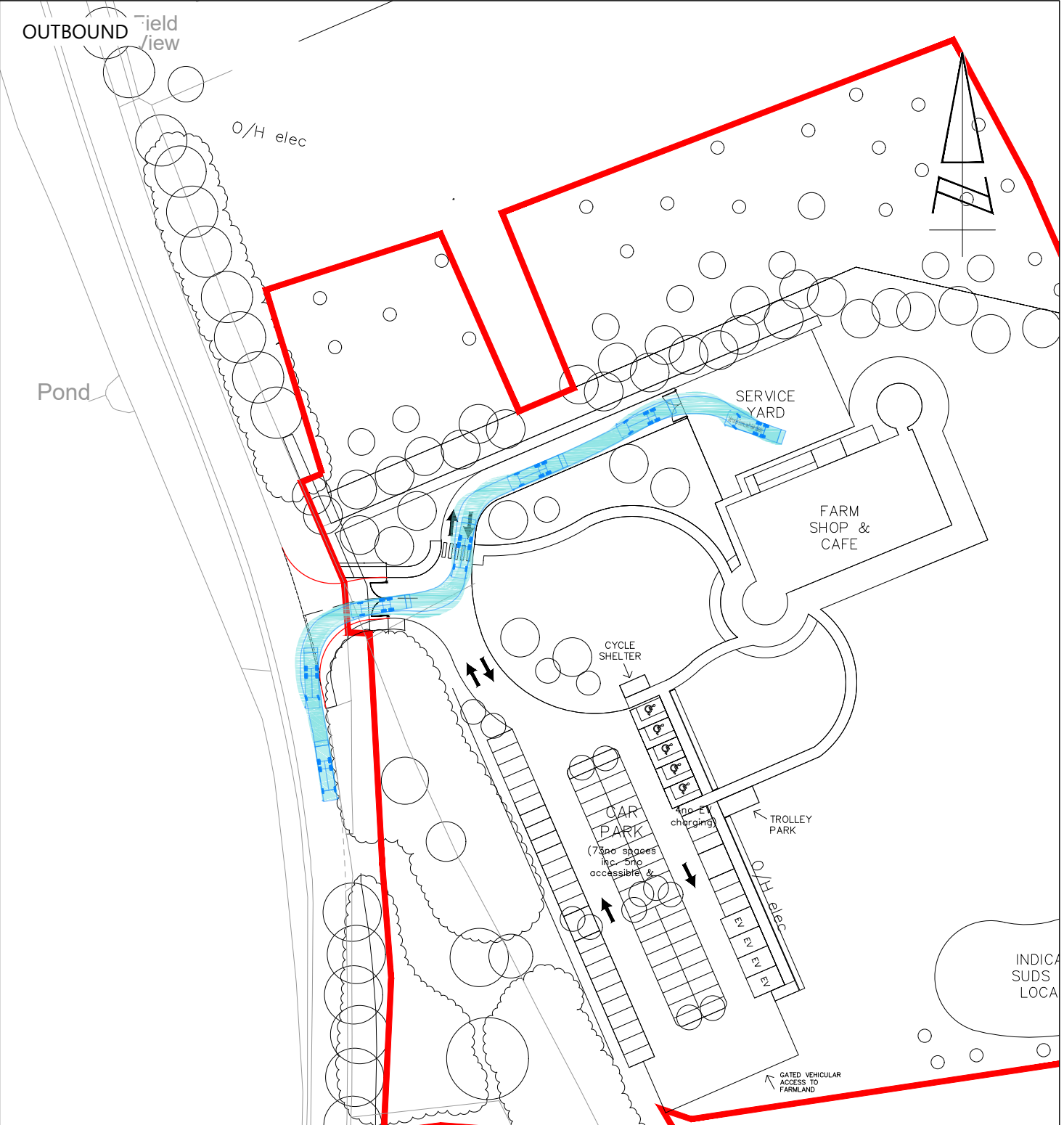
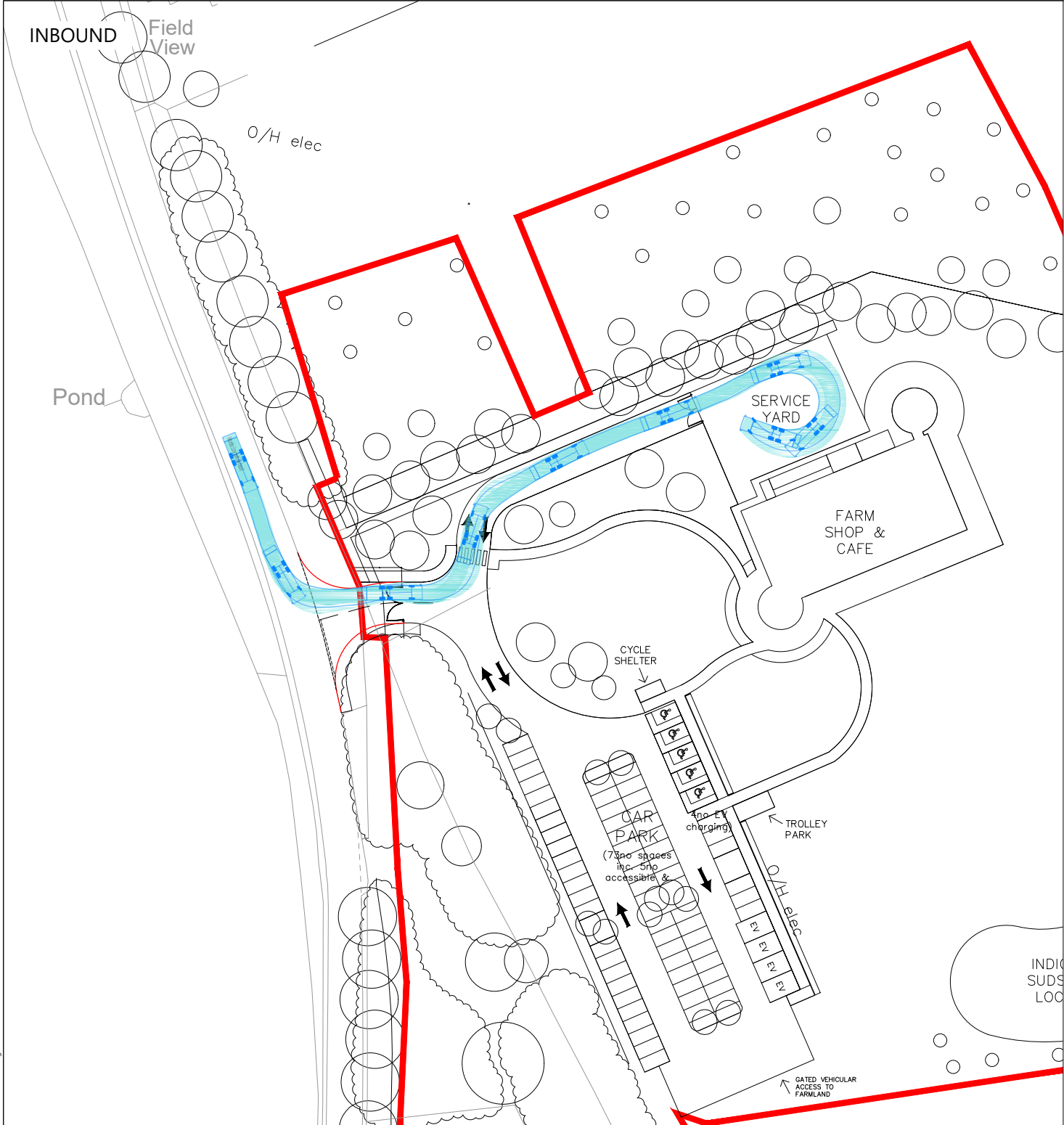
DRAWINGS



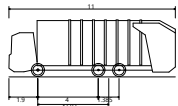
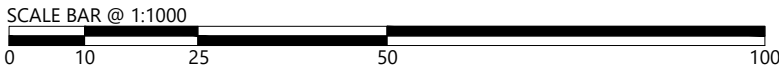
KEY:												
		SITE BOUNDARY										
		HIGHWAY BOUNDARY										
A	18.05.26	JB	UPDATED SITE LAYOUT			JO	JO					
REV	DATE	BY				DESCRIPTION	CHK	APD				
STATUS:						FOR INFORMATION						
i-Transport Centurion House, 129 Deansgate Manchester, M3 3WR www.i-transport.co.uk Tel: 0161 830 2172												
TITLE:								PROPOSED ACCESS ARRANGEMENTS				
PROJECT:								NOLANDS FARM				
CLIENT:												
DRAWN:			CHECKED:			APPROVED:						
JB			JO			JO						
PROJECT No:			SCALE @ A3:			DATE:						
ITM200369			1:1000			25.07.25						
DRAWING No:						REV:						
ITM200369-GA-002						A						

Z:\Projects\200369\ITM - Noland Farm\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITM200369-GA-002A.dwg

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. AC0000813921.



DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. AC0000813921.



Mercedes Eonic (with 6x4 chassis)
Overall Length 11.000m
Overall Width 2.500m
Overall Body Height 3.750m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.000m

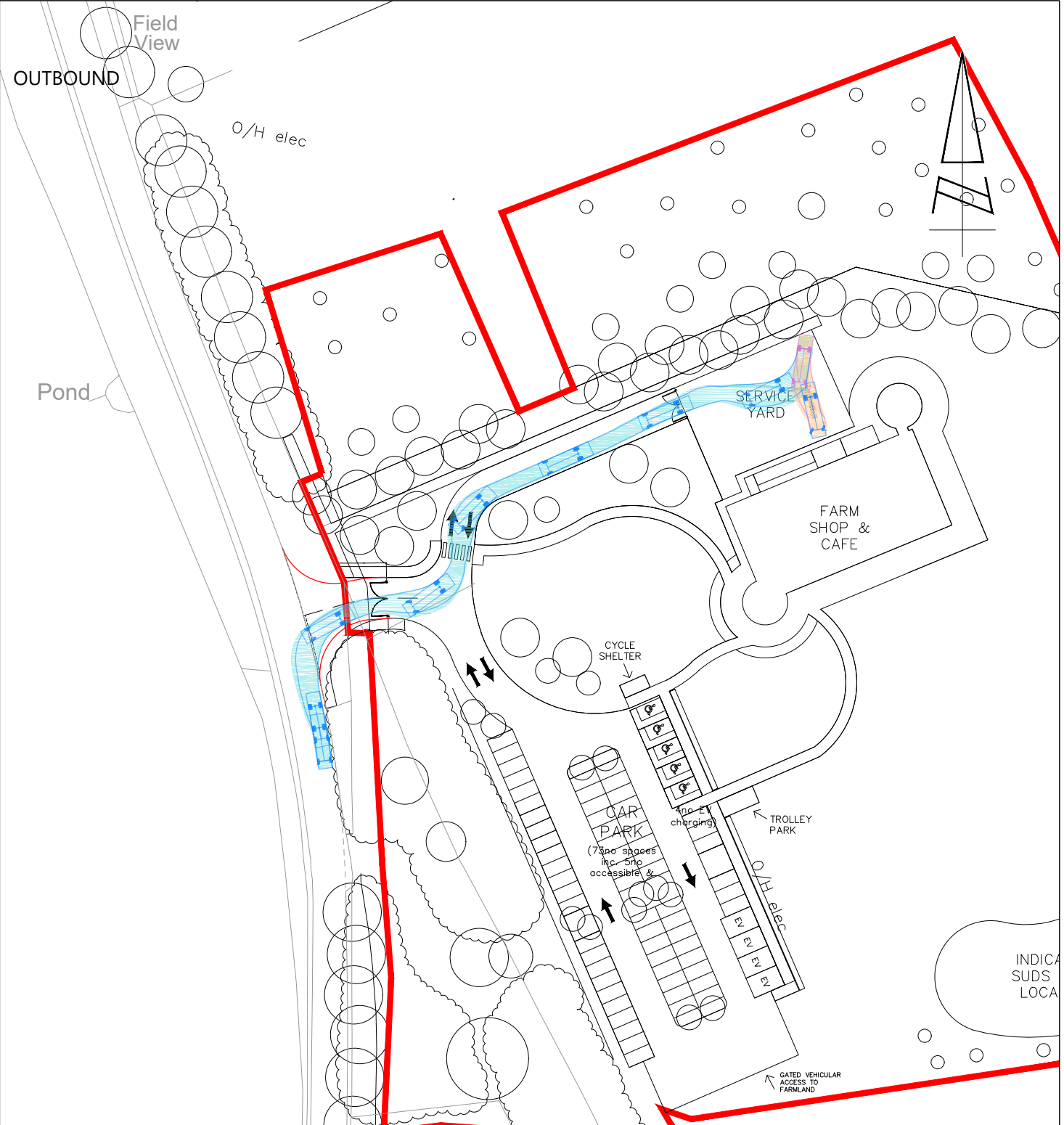
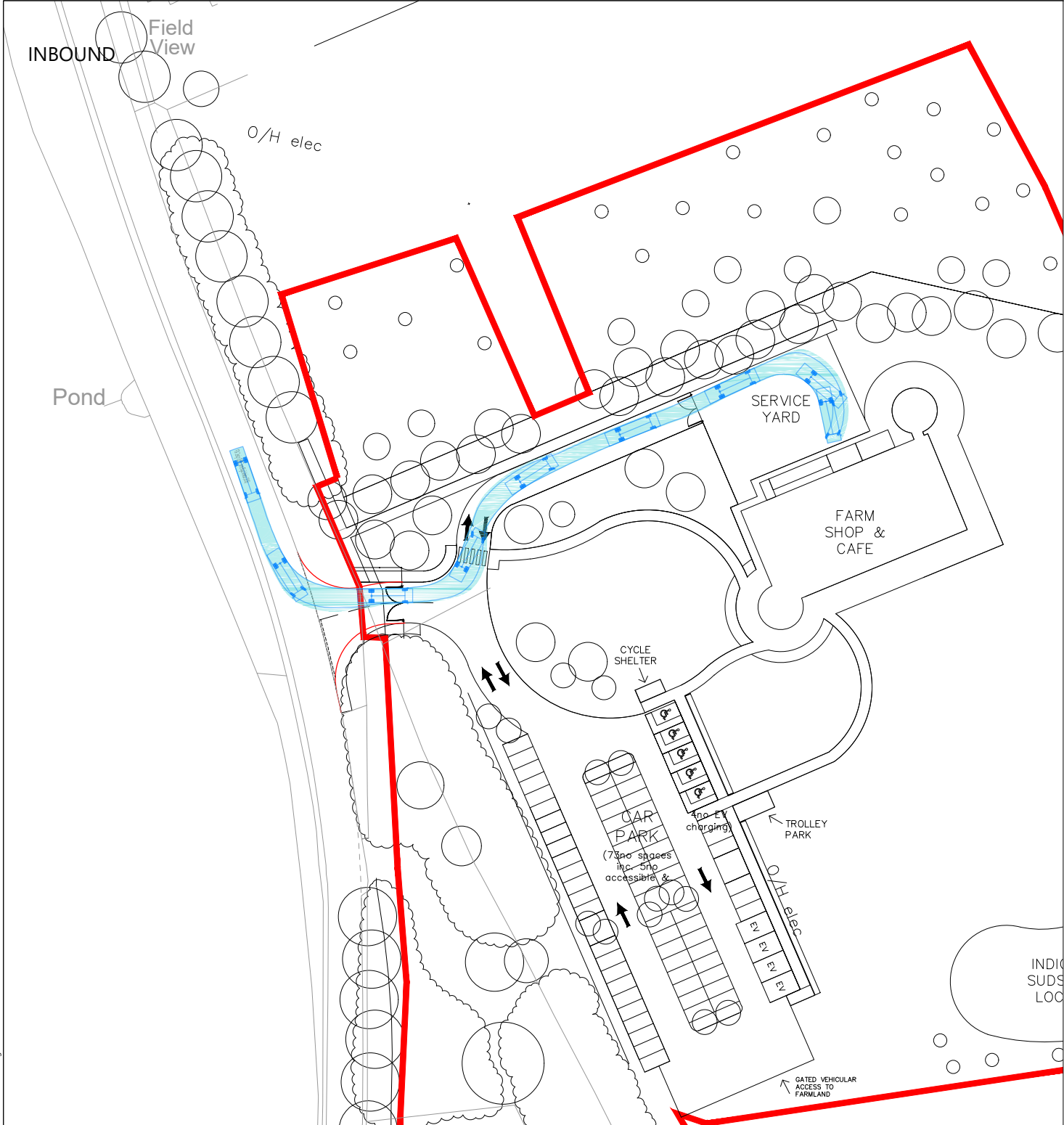


Centurion House, 129 Deansgate
Manchester, M3 3WR
Tel: 0161 830 2172
www.i-transport.co.uk

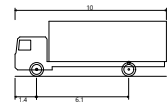
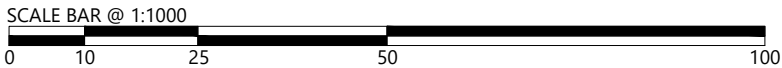
REV	DATE	BY	DESCRIPTION	CHK	APD
A	18.05.26	JB	UPDATED SITE LAYOUT	JO	JO
STATUS:			FOR INFORMATION		

TITLE:		SWEPT PATH ANALYSIS - REFUSE VEHICLE	
PROJECT:		NOLANDS FARM	
CLIENT:		NOLANDS FARM	

DRAWN:	CHECKED:	APPROVED:
MS	JB	JO
PROJECT No:	SCALE @ A3:	DATE:
ITM200369	1:1000	14.08.25
DRAWING No:	ITM2000369-GA-003	
REV:	A	



DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. AC0000813921.



PTA Design 13/18 Tonne Rigid Vehicle (2016) - including wing mirrors
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Bin Body Ground Clearance 0.940m
Track Width 2.470m
Lock to lock time 3.08s
Kerb to Kerb Turning Radius 11.000m

 Centurion House, 129 Deansgate Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk				TITLE: SWEPT PATH ANALYSIS - 10M RIGID VEHICLE		DRAWN: MS	CHECKED: JB	APPROVED: JO
REV A 18.05.26 BY JB DESCRIPTION FOR INFORMATION				PROJECT: NOLANDS FARM		PROJECT No: ITM200369	SCALE @ A3: 1:1000	DATE: 14.08.25
STATUS: FOR INFORMATION				CLIENT: NOLANDS FARM		DRAWING No: ITM2000369-GA-004	REV: A	

APPENDIX A. Site Layout



NOLANDS

Proposed Site Plan

LEGEND

- Land Ownership Boundary
- Application Site Boundary
- Existing trees to be retained
- Proposed trees
- Proposed hedgerow

K	Changed colour of proposed trees	KD	14.05.26
J	Updates to landscape	KD	21.04.26
I	Removed trees too close to power line, added native hedgerow, removed pond	KD	05.02.26
H	Pond moved, footpath and road added, boundary updated, service yard updated, play area, trolley & cycle shelter moved	KD	27.01.26
G	Car park updated, path added, labels updated, bike shelter added	KD	05.01.26
F	Add concret plinths for ASHP to rear of build and update Key	CH	19.12.25
E	Added proposed & existing trees, hedges & scrub. Hatches added / updated. Car park reworked. Pathway & grass area amended.	KD	09.12.25
D	Removed trees, updated garden centre building, fixed layers updated hatching	KD	20.11.25
C	Changes to layout and boundary update	SC	22.09.25
B	Changes to car parking layout and boundary update	KD	21.07.25
A	Rotated entrance doors, amended car parking	KD	14.07.25

Rev.	Notes	A/m'd	Date
------	-------	-------	------

DRAWING STATUS:
PLANNING

PROJECT:
NOLANDS - MASTERPLAN

CLIENT:
NOLANDS FARM

TITLE:
Proposed Site Plan

DATE: JAN 2025	DRAWN: AW/SC
SCALE: 1:500 @ A1	CHECKED: KF
DRAWING N°: M23.110(b).D.008	REVISION: K

PleydellSmithyman

THIS DRAWING MAY NOT BE USED WITHOUT THE CONSENT OF:

PLEYDELL SMITHYMAN LIMITED
20a, THE WHARFAGE, IRONBRIDGE,
SHROPSHIRE, TF8 7NH.

TEL: 01952 433211 FAX: 01952 433323

EMAIL: psl@pleydellsmithyman.co.uk
WEBSITE: www.pleydellsmithyman.co.uk

Based upon Ordnance Survey Digital Data with the permission of the controller of H.M. Stationery Office. Licence No: AC0000808122. Crown Copyright Pleydell Smithyman Limited.

APPENDIX B. Traffic Survey Data

Cherhill A1C

Report Id 322/25
 Site Name Site 1 of 1
 Description Local Road, 105m north of A4
 Direction Northbound

Thursday 12 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 0.85	Average	Standard deviation
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	4	1	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	-	35.9	4.3	
0100 - 0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	42.6	-	
0200 - 0300	2	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-	36.3	5.6	
0300 - 0400	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38.1	-	
0400 - 0500	4	0	0	2	2	0	0	4	0	2	0	3	0	0	0	0	2	0	0	0	0	0	2	3	2	0	0	0	0	0	0	-	34.4	2.4	
0500 - 0600	26	1	7	16	2	2	1	22	0	1	22	0	0	0	0	0	0	0	1	1	0	0	1	5	8	8	2	0	0	0	0	42.6	36.1	8.7	
0600 - 0700	32	5	8	13	6	1	1	22	2	6	0	0	0	0	0	0	0	0	1	0	0	0	1	10	12	5	2	0	0	0	1	43.1	37.1	9.7	
0700 - 0800	73	15	17	27	14	0	1	50	0	15	0	3	0	0	0	0	0	0	0	0	0	1	5	12	36	14	4	1	0	0	0	42.4	37.5	5.3	
0800 - 0900	89	30	16	25	18	0	0	59	0	12	2	9	0	0	1	6	0	0	0	0	0	1	6	24	39	16	2	1	0	0	0	41.4	36.6	4.8	
0900 - 1000	50	9	14	10	17	1	0	32	1	11	0	2	0	0	0	3	0	0	1	0	0	3	2	15	23	6	0	0	0	0	0	39.9	34.5	5.8	
1000 - 1100	57	10	13	15	19	0	0	36	0	8	2	8	0	0	1	2	0	0	0	0	0	1	10	18	18	8	1	0	1	0	0	41.0	35.1	5.6	
1100 - 1200	56	10	18	13	15	0	0	40	0	9	0	3	0	0	0	4	0	0	0	0	0	2	11	23	15	4	1	0	0	0	0	38.5	33.4	5.0	
1200 - 1300	79	19	22	21	17	0	0	61	0	11	1	5	0	0	0	1	0	0	0	0	0	1	2	9	17	34	16	0	0	0	0	40.4	35.4	5.2	
1300 - 1400	87	22	15	26	24	0	0	48	0	19	4	8	0	2	0	6	0	0	0	0	0	3	18	28	22	11	4	0	0	0	0	41.2	34.0	5.9	
1400 - 1500	77	16	21	13	27	0	2	57	0	6	3	6	0	1	1	1	0	0	0	0	0	0	6	23	31	15	2	0	0	0	0	41.2	36.3	4.5	
1500 - 1600	92	27	18	22	25	0	0	72	1	12	4	1	0	0	0	2	0	0	0	0	0	0	6	29	36	17	2	0	1	1	0	41.7	37.0	5.6	
1600 - 1700	98	26	21	25	26	0	0	86	0	9	2	0	0	0	0	1	0	0	0	0	0	0	6	19	47	19	5	1	0	0	0	43.2	37.7	5.1	
1700 - 1800	98	31	20	32	15	1	0	91	2	4	0	0	0	0	0	0	0	0	0	0	0	2	16	51	20	6	0	0	2	0	0	42.1	38.5	5.5	
1800 - 1900	58	15	18	11	14	1	0	53	0	3	0	1	0	0	0	0	0	0	0	2	0	0	1	9	22	17	6	1	0	0	0	44.2	38.5	6.7	
1900 - 2000	51	18	13	14	6	0	0	48	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	10	26	10	3	1	0	0	0	43.1	38.1	4.3	
2000 - 2100	32	10	7	7	8	1	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	9	13	2	1	0	0	0	0	44.2	38.6	6.7	
2100 - 2200	21	5	3	8	0	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	10	5	0	1	0	0	0	43.8	37.4	6.3	
2200 - 2300	19	3	9	3	4	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	1	1	1	0	0	0	42.9	36.3	5.6	
2300 - 0000	6	3	0	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	1	0	0	0	0	0	-	36.7	8.9	
0700 - 1900	914	232	211	240	231	3	3	685	4	119	18	46	0	3	4	29	0	0	0	1	4	1	13	82	233	374	163	33	4	3	3	0	41.4	36.4	5.6
0600 - 2200	1050	270	244	277	259	5	4	895	7	129	18	46	0	3	4	29	0	0	0	2	5	1	13	86	262	431	196	40	7	3	3	1	41.6	36.6	5.8
0600 - 0000	1075	276	253	282	264	5	4	830	7	129	18	46	0	3	4	29	0	0	0	2	5	2	13	89	267	442	198	42	8	3	3	1	41.6	36.6	5.8
0000 - 0000	1113	278	263	304	268	7	5	862	7	132	18	46	0	3	4	29	0	0	0	3	6	2	13	90	277	454	209	44	8	3	3	1	41.7	36.6	5.8

Friday 13 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 0.85	Average Speed	Standard deviation	
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph
0000 - 0100	3	1	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38.4	5.9	
0100 - 0200	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	37.1	1.8		
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300 - 0400	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	34.6	2.5		
0400 - 0500	3	0	0	2	1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	-	32.5	5.0	
0500 - 0600	25	5	4	14	2	2	1	19	0	1	0	0	0	0	2	0	0	0	0	0	1	1	5	10	5	2	0	0	0	0	42.4	35.5	7.7	
0600 - 0700	21	4	2	4	11	0	1	16	0	2	0	1	0	0	0	0	1	7	1	0	0	2	3	7	7	1	1	0	0	0	44.5	38.3	6.0	
0700 - 0800	59	11	14	17	17	0	1	40	1	12	1	2	0	1	0	0	1	19	15	6	6	1	10	19	15	6	1	0	0	0	44.2	37.1	6.6	
0800 - 0900	94	20	21	28	25	0	0	75	0	7	1	6	3	0	1	1	1	0	0	0	0	0	13	29	40	11	1	0	0	0	39.3	35.4	4.4	
0900 - 1000	107	27	26	26	28	1	0	83	1	9	1	6	0	0	0	6	0	0	0	1	0	0	6	8	33	38	14	6	1	0	0	40.8	35.4	6.4
1000 - 1100	102	20	32	27	23	2	0	84	2	7	4	2	0	0	0	0	1	0	0	0	0	3	9	40	36	12	1	0	0	0	39.5	34.7	4.9	
1100 - 1200	140	34	31	29	46	0	4	114	0	12	1	6	0	0	1	2	0	0	0	0	0	0	11	42	49	28	8	1	0	0	42.0	36.9	5.6	
1200 - 1300	123	25	28	33	37	1	3	97	1	7	3	5	0	0	2	4	0	0	0	3	0	0	16	25	47	20	6	2	2	0	0	42.1	36.1	7.1
1300 - 1400	126	28	34	32	32	1	1	88	0	14	7	5	0	0	0	1	0	0	0	0	0	0	10	38	60	16	2	0	0	0	39.9	36.2	4.2	
1400 - 1500	111	24	33	24	30	1	0	85	1	9	9	1	0	0	0	1	4	0	0	0	0	0	1	2	13	26	50	16	3	0	0	40.2	35.5	5.1
1500 - 1600	146	38	34	34	40	2	0	121	0	15	2	4	0	0	0	0	2	0	0	0	2	1	2	4	37	62	27	9	1	0	0	42.3	37.0	5.9
1600 - 1700	128	35	30	36	27	2	1	106	2	13	0	1	0	0	0	0	1	0	0	0	0	2	10	16	52	33	10	2	1	0	0	44.1	37.9	6.4
1700 - 1800	97	25	31	23	18	2	0	87	1	6	1	0	0	0	0	0	0	0	0	0	1	1	0	0	7	17	41	23	7	0	0	42.4	37.2	6.1
1800 - 1900	68	22	15	18	13	1	2	56	1	7	0	1	0	0	0	0	0	0	0	0	1	0	0	15	33	12	5	1	0	1	0	42.8	38.1	6.0
1900 - 2000	43	10	11	16	6	0	0	42	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	10	19	7	2	1	0	0	42.2	37.0	5.0	
2000 - 2100	40	7	8	12	13	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	20	7	1	0	0	0	40.8	37.3	3.9	
2100 - 2200	26	9	7	8	2	0	1	22	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	8	9	3	1	0	0	1	0	43.9	37.1	7.5
2200 - 2300	20	7	2	4	7	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	11	2	0	0	0	0	39.7	36.2	3.0	
2300 - 0000	13	3	8	1	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	5	1	0	0	0	0	42.9	38.5	4.6	
0700 - 1900	1301	309	329	327	336	12	12	1048	10	118	30	39	3	1	5	22	1	0	2	7	6	17	107	330	527	227	64	8	5	1	0	41.6	36.4	5.8
0600 - 2200	1431	339	357	367	368	12	14	1168	11	123	30	40	3	1	5	23	1	0	2	7	6	17	117	362	582	251	69	11	5	2	0	41.6	36.5	5.8
0600 - 0000	1464	349	367	372	376	12	14	1201	11	123	30	40	3	1	5	23	1	0	2	7	6	17	118	372	596	258	70	11	5	2	0	41.6	36.5	5.8
0000 - 0000	1499	355	373	388	383	14	15	1228	11	125	31	40	3	1	7	23	1	0	2	8	7	17	120	380	611	263	73	11	5	2	0	41.6	36.5	5.8

Saturday 14 June 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme														Vehicle Speed											P-Tile 0.85	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	7	3	2	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	-	33.2	3.5
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	35.8	-
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	-	33.9	6.9
0400 - 0500	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	45.7	-
0500 - 0600	14	2	4	6	2	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	5	0	0	0	0	0	0	41.4	38.4	3.1
0600 - 0700	13	1	3	3	6	0	0	11	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	4	6	2	0	0	0	0	0	41.7	35.2	4.8
0700 - 0800	24	4	5	7	8	2	0	15	0	1	0	5	0	0	0	1	0	0	0	2	0	0	3	5	7	4	3	0	0	0	0	44.5	35.0	8.9
0800 - 0900	26	6	1	7	12	2	0	18	0	3	0	2	0	0	1	0	0	0	0	1	1	0	4	9	8	2	1	0	0	0	0	39.8	33.7	7.1
0900 - 1000	70	19	10	19	22	2	1	60	1	4	0	2	0	0	0	0	0	0	1	2	0	0	5	19	31	10	0	2	0	0	0	40.4	35.5	6.8
1000 - 1100	95	22	27	31	15	3	0	88	0	2	0	1	0	0	0	1	0	0	0	1	2	0	2	30	40	18	2	0	0	0	0	41.4	36.3	5.2
1100 - 1200	118	25	31	39	23	1	0	110	0	7	0	0	0	0	0	0	0	0	0	1	0	1	3	34	54	22	2	1	0	0	0	41.5	36.8	4.9
1200 - 1300	83	26	17	19	21	1	0	77	1	3	1	0	0	0	0	0	0	0	0	1	0	1	2	17	42	17	3	0	1	0	0	42.1	37.7	4.9
1300 - 1400	109	32	28	25	24	2	2	89	0	6	0	0	0	0	0	0	0	0	0	1	2	1	4	31	48	18	3	0	1	0	0	41.0	36.2	5.8
1400 - 1500	108	28	28	21	31	0	3	101	2	1	0	0	0	0	1	0	0	0	0	0	0	0	5	26	45	26	5	0	0	1	0	42.2	37.4	5.1
1500 - 1600	96	26	25	23	22	1	1	85	1	8	0	0	0	0	0	0	0	0	1	0	0	0	5	20	44	19	6	1	0	0	0	41.7	37.1	5.3
1600 - 1700	64	20	14	15	15	0	0	60	0	4	0	0	0	0	0	0	0	0	0	1	3	4	14	24	15	2	1	0	0	0	0	41.6	36.2	6.0
1700 - 1800	54	11	15	11	17	1	0	51	0	2	0	0	0	0	0	0	0	0	1	4	1	1	11	20	13	3	0	0	0	0	0	42.7	35.8	8.0
1800 - 1900	56	17	18	8	13	1	1	52	0	1	0	0	1	0	0	0	0	0	0	2	1	2	10	26	14	1	0	0	0	0	0	42.1	36.6	6.1
1900 - 2000	28	9	8	6	5	0	0	26	0	2	0	0	0	0	0	0	0	0	0	1	3	2	8	12	1	1	0	0	0	0	0	39.4	33.8	6.9
2000 - 2100	32	10	12	4	6	0	0	30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9	14	5	2	0	0	0	0	0	40.9	37.1	4.3
2100 - 2200	18	5	5	5	3	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	8	3	2	0	0	0	0	0	44.8	37.1	5.4
2200 - 2300	30	10	11	8	1	0	0	29	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7	16	4	2	0	0	0	0	0	43.0	37.1	4.7
2300 - 0000	22	3	5	7	7	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	10	6	1	1	0	0	0	0	38.1	34.0	4.9
0700 - 1900	903	236	219	225	223	16	8	816	5	42	1	10	1	0	2	2	0	0	1	10	13	7	40	226	399	178	31	5	2	1	0	41.5	36.5	5.9
0600 - 2200	994	261	247	243	243	16	8	900	5	47	1	11	1	0	2	3	0	0	1	10	14	10	46	251	429	189	36	5	2	1	0	41.5	36.5	5.8
0600 - 0000	1046	274	263	258	251	16	8	951	5	48	1	11	1	0	2	3	0	0	1	10	14	11	50	268	451	194	39	5	2	1	0	41.4	36.4	5.8
0000 - 0000	1072	280	270	269	253	16	9	976	5	48	1	11	1	0	2	3	0	0	1	10	14	11	52	273	464	199	40	5	2	1	0	41.4	36.4	5.8

Sunday 15 June 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme													Vehicle Speed											P-Tile 0.85	Average Speed	Standard deviation				
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph							
0000 - 0100	16	7	8	0	1	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	3	6	5	1	1	0	0	0	0	40.3	34.6	5.6				
0100 - 0200	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	37.3	0.3				
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0300 - 0400	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	36.4	-				
0400 - 0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.0	-				
0500 - 0600	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	34.1	-				
0600 - 0700	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	30.6	-				
0700 - 0800	12	1	2	2	7	2	0	8	0	2	0	0	0	0	0	0	0	0	1	1	2	1	2	4	3	0	0	0	0	0	42.4	33.0	10.5				
0800 - 0900	17	0	4	5	8	1	0	15	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	6	7	1	0	0	0	0	39.8	33.3	8.4				
0900 - 1000	50	10	7	11	22	4	2	43	1	0	0	0	0	0	0	0	0	0	0	2	4	0	0	17	20	5	2	0	0	0	40.1	34.1	7.9				
1000 - 1100	83	21	18	19	25	2	1	77	0	2	0	1	0	0	0	0	0	0	0	2	2	2	1	1	27	40	7	3	0	0	39.8	35.3	6.2				
1100 - 1200	97	19	24	26	28	5	2	85	2	3	0	0	0	0	0	0	0	0	2	2	2	2	4	26	35	19	3	2	0	0	41.5	35.3	7.6				
1200 - 1300	125	23	37	27	38	1	4	117	1	2	0	0	0	0	0	0	0	0	0	1	0	0	5	31	60	20	6	1	1	0	0	41.6	37.1	5.1			
1300 - 1400	99	30	26	26	17	2	1	94	0	2	0	0	0	0	0	0	0	0	2	2	0	2	27	40	22	4	0	0	0	0	42.2	36.6	6.1				
1400 - 1500	105	22	28	22	33	3	1	99	0	2	0	0	0	0	0	0	0	0	1	2	1	0	2	21	51	22	4	0	1	0	0	41.7	37.1	6.6			
1500 - 1600	87	20	24	28	15	0	3	82	0	1	1	0	0	0	0	0	0	0	0	0	1	1	1	22	46	12	4	1	0	0	0	41.9	37.2	4.4			
1600 - 1700	48	15	14	9	10	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	24	9	5	0	0	0	0	43.3	38.6	4.0				
1700 - 1800	58	13	19	13	13	2	0	54	0	1	0	1	0	0	0	0	0	0	1	2	0	0	12	29	11	2	0	0	1	0	40.8	37.1	7.1				
1800 - 1900	64	17	21	20	6	0	4	58	0	2	0	0	0	0	0	0	0	0	1	0	0	0	16	26	18	3	0	0	0	0	43.2	37.6	5.2				
1900 - 2000	31	7	8	7	9	0	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	2	5	13	8	2	1	0	0	0	43.8	38.9	5.1				
2000 - 2100	20	7	5	0	8	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	7	5	2	0	0	0	0	43.4	38.0	5.0				
2100 - 2200	16	2	9	4	1	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	6	2	2	1	0	0	0	45.7	38.6	5.4				
2200 - 2300	10	2	2	6	0	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	5	2	0	1	0	0	0	-	39.4	6.2				
2300 - 0000	5	2	2	1	0	0	0	5	0	2	0	1	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	-	37.2	11.9				
0700 - 1900	845	191	224	208	222	22	18	780	4	17	1	3	0	0	0	0	0	0	0	0	0	3	15	15	5	16	217	382	149	36	4	2	1	0	41.4	36.5	6.3
0600 - 2200	913	208	246	219	240	22	18	845	4	20	1	3	0	0	0	0	0	0	0	0	0	3	15	15	5	18	234	408	164	42	6	2	1	0	41.6	36.6	6.3
0600 - 0000	928	212	250	226	240	22	18	859	4	21	1	3	0	0	0	0	0	0	0	0	0	3	15	15	5	19	238	414	166	42	7	3	1	0	41.6	36.6	6.3
0000 - 0000	949	221	259	227	242	22	18	879	4	22	1	3	0	0	0	0	0	0	0	0	0	3	15	15	5	22	245	423	167	43	7	3	1	0	41.5	36.6	6.3

Monday 16 June 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme													Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	2	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.3	15.6		
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	40.5	-		
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0400 - 0500	3	1	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	-	42.3	6.6		
0500 - 0600	28	1	7	14	6	1	22	2	1	0	0	0	1	0	0	0	0	0	0	0	2	6	11	8	0	0	0	0	0	0	41.5	36.1	6.3	
0600 - 0700	30	12	4	5	9	1	22	1	3	0	1	0	0	2	0	0	1	0	0	0	1	9	11	5	2	0	1	0	0	0	43.6	36.6	8.0	
0700 - 0800	60	12	14	20	14	0	47	0	10	0	0	0	0	1	2	0	0	0	0	0	1	4	8	26	19	2	0	0	0	0	43.1	37.8	4.9	
0800 - 0900	91	22	24	29	16	0	67	0	12	0	7	0	0	0	5	0	0	0	0	0	0	13	20	39	15	4	0	0	0	0	41.2	36.2	5.1	
0900 - 1000	89	24	23	24	18	0	70	1	10	2	4	0	0	0	2	0	0	0	0	0	0	9	28	34	18	0	0	0	0	0	42.1	36.3	4.4	
1000 - 1100	79	18	19	21	21	0	58	0	9	4	7	0	0	0	1	0	0	0	0	0	0	14	37	58	10	11	0	0	0	0	39.1	33.7	4.5	
1100 - 1200	94	27	22	22	23	1	68	0	13	3	6	0	0	1	2	0	0	0	1	0	1	10	32	39	9	2	0	0	0	0	39.3	35.1	4.9	
1200 - 1300	120	24	31	29	36	2	97	0	10	3	3	0	0	1	2	0	0	0	0	2	1	8	33	57	16	3	0	0	0	0	40.6	35.9	5.1	
1300 - 1400	109	32	30	24	23	3	79	3	9	9	3	0	0	0	4	0	0	1	2	0	0	17	32	39	13	4	0	0	0	0	40.2	34.7	6.4	
1400 - 1500	127	27	33	40	27	0	92	4	14	8	3	0	0	2	4	0	0	0	1	2	4	14	38	54	11	2	1	0	0	0	39.6	34.6	5.7	
1500 - 1600	119	36	32	27	24	1	96	2	10	3	3	1	0	0	3	0	0	0	0	0	0	11	37	46	18	6	0	0	0	0	41.4	36.0	5.3	
1600 - 1700	95	19	24	25	25	2	83	2	9	0	0	0	0	0	0	0	0	1	0	0	0	21	39	26	7	0	0	0	0	42.8	38.2	5.0		
1700 - 1800	107	23	38	28	18	1	96	1	8	0	0	0	0	0	0	0	0	0	0	0	0	18	47	28	9	2	0	0	0	0	44.0	39.1	5.1	
1800 - 1900	78	22	25	16	15	0	73	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	14	30	22	8	1	1	0	0	44.5	39.0	5.3	
1900 - 2000	35	12	8	6	9	0	34	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	22	5	3	1	0	0	0	0	44.0	38.9	4.5	
2000 - 2100	31	7	11	8	5	0	29	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	15	5	3	0	0	0	0	0	43.6	39.0	5.5	
2100 - 2200	25	5	6	4	10	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8	11	3	0	0	1	0	0	40.6	36.5	6.1	
2200 - 2300	15	3	6	2	4	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	3	1	1	0	0	0	0	46.7	39.3	5.9	
2300 - 0000	5	1	1	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	-	37.1	7.6	
0700 - 1900	1168	286	315	305	282	9	908	16	118	32	36	1	0	5	25	0	0	0	1	7	4	10	103	321	464	206	47	4	1	0	0	41.5	36.3	5.5
0600 - 2200	1289	322	344	328	295	10	3	1036	14	124	32	37	1	0	7	25	0	0	2	7	4	11	105	349	523	224	55	5	4	0	0	41.6	36.4	5.5
0600 - 0000	1309	326	351	332	300	10	3	1056	14	124	32	37	1	0	7	25	0	0	2	7	4	12	105	354	530	229	56	6	4	0	0	41.6	36.5	5.6
0000 - 0000	1343	329	359	347	308	11	4	1083	16	126	32	37	1	1	7	25	0	0	2	8	4	13	107	361	541	239	58	6	4	0	0	41.6	36.5	5.6

Tuesday 17 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation			
			15-30	30-45						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph		
0000 - 0100	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	41.4	-		
0100 - 0200	3	3	0	0	0	0	0	3	0	0	0	0	0	1	2	0	0	0	3	0	0	1	1	0	2	0	0	0	0	0	-	37.0	6.2		
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0400 - 0500	2	2	0	0	2	0	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	34.6	1.3	
0500 - 0600	26	2	7	13	4	2	1	22	0	1	0	0	0	0	0	0	0	0	0	0	0	4	9	7	4	0	0	0	0	0	0	45.2	37.8	8.3	
0600 - 0700	28	3	7	7	11	2	0	18	2	4	0	0	0	0	0	1	1	0	0	2	0	4	4	9	4	3	2	0	0	0	0	46.7	36.3	9.3	
0700 - 0800	78	13	19	26	20	1	0	56	0	13	0	4	0	0	0	2	0	0	1	0	1	12	14	29	13	5	3	0	0	0	0	42.7	36.4	6.9	
0800 - 0900	81	19	27	18	17	0	0	66	1	6	1	2	0	0	0	3	2	0	0	0	0	8	24	32	12	4	1	0	0	0	0	41.1	36.3	5.0	
0900 - 1000	85	13	17	28	27	0	0	72	1	8	0	2	0	0	0	0	2	0	0	0	2	12	31	30	7	3	0	0	0	0	0	39.4	34.8	4.8	
1000 - 1100	101	24	21	26	30	1	0	80	1	13	3	0	0	0	0	0	1	0	0	1	9	35	39	14	2	0	0	0	0	0	0	40.5	35.4	5.1	
1100 - 1200	88	19	23	26	20	0	0	67	0	9	2	5	0	0	0	1	4	0	0	0	1	7	29	37	12	1	1	0	0	0	0	40.0	36.0	4.5	
1200 - 1300	104	23	26	20	35	0	0	81	0	13	6	1	0	0	0	0	3	0	0	0	0	14	37	35	13	5	0	0	0	0	0	40.3	35.5	4.9	
1300 - 1400	123	34	28	36	25	0	2	81	0	16	15	4	0	0	0	2	3	0	0	0	15	52	36	17	3	0	0	0	0	0	0	40.2	35.1	4.4	
1400 - 1500	118	26	27	37	28	2	0	92	1	8	12	2	0	0	0	0	1	0	0	0	1	0	12	30	51	19	2	1	1	0	0	40.9	35.9	5.8	
1500 - 1600	130	42	38	28	22	1	0	104	1	13	4	4	0	0	0	0	3	0	0	0	0	14	32	46	27	7	3	0	0	0	0	41.7	36.9	5.8	
1600 - 1700	115	25	34	31	25	2	0	101	0	10	0	1	0	0	0	0	1	0	0	0	0	64	29	5	0	0	0	0	0	0	0	42.4	37.9	5.3	
1700 - 1800	111	31	31	25	24	1	0	101	1	8	0	0	0	0	0	0	0	0	0	0	0	18	45	36	8	1	2	0	0	0	0	43.8	39.1	5.6	
1800 - 1900	75	22	20	14	19	4	1	62	0	7	0	1	0	0	0	0	0	0	0	3	2	0	3	12	32	20	2	1	0	0	0	42.9	36.8	7.4	
1900 - 2000	58	14	14	9	21	2	1	54	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	26	14	3	0	0	0	41.5	37.5	5.4	
2000 - 2100	37	9	6	15	7	0	0	35	0	2	0	0	0	0	0	0	0	0	0	0	0	1	11	20	4	1	0	0	0	0	0	40.0	36.5	3.8	
2100 - 2200	24	8	1	5	10	0	1	22	0	1	0	0	0	0	0	0	0	0	0	0	1	0	7	14	1	0	0	0	0	0	0	39.3	35.3	5.7	
2200 - 2300	11	4	1	3	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	1	1	0	0	0	0	48.0	38.2	8.4	
2300 - 0000	8	2	3	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	-	40.3	2.6	
0700 - 1900	1209	291	311	315	292	12	3	963	8	124	42	29	0	0	8	22	0	0	0	7	8	4	109	325	476	219	47	11	3	0	0	0	41.5	36.4	5.5
0600 - 2200	1356	325	339	351	341	16	5	1092	8	132	42	29	0	0	9	23	0	0	0	10	10	4	115	360	545	242	54	13	3	0	0	0	41.5	36.4	5.6
0600 - 0000	1375	331	343	356	345	16	5	1111	8	132	42	29	0	0	9	23	0	0	0	10	10	5	115	362	551	250	55	14	3	0	0	0	41.5	36.5	5.6
0000 - 0000	1407	337	350	369	351	18	6	1138	8	133	42	29	0	0	9	23	0	0	0	11	11	5	116	367	561	260	59	14	3	0	0	0	41.5	36.5	5.7

Wednesday 18 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation			
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph	
0000 - 0100	4	1	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	41.9	4.0			
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0300 - 0400	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	34.1	-		
0400 - 0500	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	-	31.9	3.6		
0500 - 0600	26	3	6	14	3	2	1	22	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	12	7	1	0	0	0	0	41.8	36.0	8.9		
0600 - 0700	28	12	0	17	10	0	1	20	1	3	0	1	0	1	0	1	0	0	0	0	0	3	6	13	4	1	0	0	0	0	43.8	36.7	5.8		
0700 - 0800	76	13	31	13	20	0	1	62	3	13	0	4	0	0	0	0	0	0	0	0	0	10	21	23	14	6	1	0	0	0	43.0	36.6	6.0		
0800 - 0900	80	26	15	18	21	0	0	68	0	4	2	2	0	0	1	3	0	0	0	0	0	0	4	16	41	15	4	0	0	0	0	42.0	37.4	4.4	
0900 - 1000	55	11	16	15	13	1	0	41	1	7	1	4	0	0	0	0	0	0	0	0	1	0	4	18	19	11	1	1	0	0	41.8	36.2	5.7		
1000 - 1100	55	11	13	11	20	1	0	35	0	7	2	5	0	0	0	0	0	0	0	0	0	1	5	16	20	11	1	0	0	0	40.3	35.4	5.9		
1100 - 1200	60	13	13	17	17	2	0	44	0	11	0	3	0	0	0	0	0	0	0	0	1	0	3	15	26	13	1	0	0	0	41.0	35.8	6.0		
1200 - 1300	85	16	19	25	25	1	2	62	0	7	4	5	0	0	1	3	0	0	0	0	1	0	12	23	35	10	2	1	0	0	40.1	35.1	6.0		
1300 - 1400	86	18	25	22	21	0	1	54	0	15	6	5	0	0	0	5	0	0	0	0	0	1	15	23	33	12	2	0	0	0	40.5	35.2	5.1		
1400 - 1500	91	30	22	15	24	4	1	56	0	8	11	5	0	0	1	2	3	0	0	0	0	3	1	0	9	32	30	12	3	0	0	1	40.5	35.0	7.6
1500 - 1600	106	36	26	22	22	1	0	86	1	12	4	1	0	0	0	1	0	0	0	0	0	0	5	19	43	32	5	0	1	0	0	43.3	37.8	5.5	
1600 - 1700	113	28	13	36	36	0	1	101	1	9	1	0	0	0	0	0	0	0	0	0	0	1	1	14	46	41	6	3	0	0	0	43.8	39.3	5.1	
1700 - 1800	105	23	10	23	0	0	0	86	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	38.1	6.1		
1800 - 1900	67	15	22	13	17	2	1	60	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	11	26	18	4	3	0	0	44.2	38.0	6.8
1900 - 2000	60	17	19	10	14	1	2	55	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	2	12	25	15	4	1	0	0	44.6	37.8	6.0	
2000 - 2100	34	7	8	3	8	0	0	34	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	37.8	4.1		
2100 - 2200	43	12	10	10	11	1	1	40	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	20	7	1	0	0	0	40.4	36.5	4.3	
2200 - 2300	19	9	3	2	5	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	9	3	1	1	0	0	42.4	37.3	6.5		
2300 - 0000	2	11	0	10	4	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	41.2	36.2	2.9		
0700 - 1900	979	239	224	258	258	14	7	754	6	105	31	34	0	1	4	23	0	0	1	10	5	4	72	221	388	218	44	14	1	0	1	42.5	36.9	6.1	
0600 - 2200	1144	280	260	303	301	15	12	901	7	112	31	36	0	2	4	24	0	0	2	10	5	5	80	259	463	252	51	15	1	0	1	42.5	37.0	5.9	
0800 - 0400	291	267	273	308	307	7	110	306	7	110	31	36	0	2	4	25	0	0	2	11	5	6	82	265	477	256	53	16	0	0	1	42.4	37.0	5.9	
1207 - 2906	296	274	325	312	312	17	14	959	7	112	31	36	0	2	4	25	0	0	3	11	5	7	84	269	491	263	56	16	1	0	1	42.4	37.0	6.0	

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation	
			3 Axis Rigid	3 Axis Rigid						4 Axis Artic	4 Axis Artic	5 Axis Artic	6 Axis Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
0000 - 0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	43.6	10.3				
0100 - 0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	36.8	-				
0200 - 0300	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.4	-				
0300 - 0400	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	40.8	0.8				
0400 - 0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.9	-				
0500 - 0600	26	1	7	12	6	0	1	22	2	7	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	42.7	37.1	6.2			
0600 - 0700	33	10	5	10	8	0	0	28	0	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	43.7	37.5	6.8			
0700 - 0800	62	9	12	16	23	5	1	43	3	14	0	3	3	0	1	1	6	0	1	1	27	14	3	1	0	0	0	42.5	37.6	5.1			
0800 - 0900	85	20	21	20	24	1	0	61	1	9	1	4	0	0	1	2	5	0	0	0	1	1	14	15	30	18	5	1	0	0	43.0	36.7	6.3
0900 - 1000	54	13	10	16	15	1	0	32	0	14	1	3	0	0	0	2	0	0	1	0	1	10	7	20	13	2	0	0	41.7	35.9	6.2		
1000 - 1100	49	8	18	10	0	0	0	37	0	6	1	4	0	0	0	1	5	16	6	0	0	0	0	0	0	0	0	41.6	36.1	5.6			
1100 - 1200	47	9	7	18	13	0	0	32	0	10	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	42.6	36.1	5.4			
1200 - 1300	78	17	17	19	25	0	0	56	1	9	3	4	0	0	0	5	5	0	0	0	0	14	20	27	12	3	1	1	0	41.4	36.2	6.0	
1300 - 1400	67	19	18	17	0	0	0	44	1	11	4	4	0	0	0	1	1	18	21	4	0	18	21	6	1	0	0	0	41.7	35.2	5.9		
1400 - 1500	71	20	11	25	15	0	0	2	52	0	10	4	1	0	0	0	2	0	0	0	0	6	17	22	19	6	1	0	0	43.6	37.8	5.3	
1500 - 1600	104	37	38	13	21	0	0	2	79	2	15	5	1	0	0	0	0	0	0	0	0	4	19	52	24	5	0	0	0	41.8	37.9	4.1	
1600 - 1700	100	24	27	22	1	0	0	63	1	12	1	1	0	0	0	1	1	0	0	0	0	1	20	37	38								

[illegible][illegible]

0000 - 0000	1055	265	242	272	276	16	5	959	7	55	0	7	0	1	1	4	0	0	2	11	7	5	50	250	478	192	44	11	3	2	0	41.6	36.9	5.9
-------------	------	-----	-----	-----	-----	----	---	-----	---	----	---	---	---	---	---	---	---	---	---	----	---	---	----	-----	-----	-----	----	----	---	---	---	------	------	-----

Sunday 22 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme				5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation	
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic					MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph
0000 - 0100	11	4	3	2	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0	43.8	37.5	4.0	
0100 - 0200	7	2	2	0	3	0	0	6	0	1	7	0	0	0	0	0	0	0	0	0	2	3	1	1	0	0	0	0	0	-	33.8	5.0	-	
0200 - 0300	6	3	2	0	1	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	1	1	0	-	45.4	12.6	-	
0300 - 0400	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	41.1	-	-	
0400 - 0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	46.0	-	-	
0500 - 0600	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	35.9	1.6	-	
0600 - 0700	6	2	2	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	-	32.7	7.5	-
0700 - 0800	7	1	2	2	2	0	0	5	0	1	0	0	0	0	0	1	0	0	0	0	1	0	2	1	3	0	0	0	0	0	-	34.5	8.2	-
0800 - 0900	23	4	1	6	12	3	1	14	2	2	0	0	0	0	0	1	0	0	0	0	2	3	1	1	6	8	2	0	0	0	38.9	30.8	9.3	
0900 - 1000	53	11	13	15	14	5	0	46	1	0	0	1	0	0	0	0	0	0	5	1	0	2	12	26	5	1	1	1	0	0	39.5	34.0	8.4	
1000 - 1100	73	15	15	25	18	1	1	66	4	1	0	0	0	0	0	0	0	0	0	1	0	5	18	34	13	2	0	0	0	0	40.5	36.6	5.1	
1100 - 1200	113	28	24	29	32	0	0	107	1	5	0	0	0	0	0	0	0	0	0	0	1	3	29	60	15	5	0	0	0	0	40.3	36.8	4.1	
1200 - 1300	116	32	31	28	25	1	1	105	3	5	0	0	0	1	0	0	0	0	0	1	1	3	25	55	26	5	0	0	0	0	41.3	37.1	4.5	
1300 - 1400	114	30	26	24	34	1	2	103	4	3	1	0	0	0	0	0	0	0	0	0	2	0	26	64	21	2	0	0	0	0	41.5	37.2	4.0	
1400 - 1500	96	27	17	25	27	1	0	93	1	1	0	0	0	0	0	0	0	0	1	0	0	2	23	46	19	3	2	0	0	0	42.1	37.4	5.2	
1500 - 1600	78	23	21	21	13	1	2	75	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21	34	16	0	2	0	0	0	41.9	36.9	5.4	
1600 - 1700	43	12	14	9	8	2	0	40	0	1	0	0	0	0	0	0	0	0	1	1	0	2	12	15	10	0	1	1	0	0	43.4	36.7	7.3	
1700 - 1800	50	13	14	10	13	1	0	44	1	4	0	0	0	0	0	0	0	0	0	0	1	10	23	11	4	0	0	0	0	0	42.7	37.8	5.4	
1800 - 1900	38	10	8	7	13	1	0	36	0	1	0	0	0	0	0	0	0	0	0	1	0	2	7	15	8	4	1	0	0	0	45.1	37.6	6.9	
1900 - 2000	26	7	2	7	10	0	0	24	0	2	0	0	0	0	0	0	0	0	0	0	0	5	12	8	1	0	0	0	0	0	43.0	38.9	3.6	
2000 - 2100	21	9	3	4	5	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	8	7	0	0	0	0	0	43.4	37.7	4.1	
2100 - 2200	9	3	4	2	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	1	1	0	0	0	0	-	37.0	5.3	-
2200 - 2300	9	2	3	1	3	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	3	2	1	0	0	0	0	-	36.4	7.3	-
2300 - 0000	5	1	2	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	-	36.3	8.6	-
0700 - 1900	804	206	186	201	211	17	7	734	17	24	1	1	1	0	0	2	0	0	0	12	9	3	25	191	381	149	26	7	1	0	0	41.5	36.7	5.6
0600 - 2200	866	227	197	214	228	18	8	791	17	27	1	1	1	0	0	2	0	0	0	12	9	4	27	206	406	166	28	7	1	0	0	41.6	36.7	5.6
0600 - 0000	880	230	202	215	235	18	8	804	17	28	1	1	1	0	0	2	0	0	0	12	9	5	29	208	410	170	28	7	2	1	0	41.6	36.7	5.6
0600 - 0000	888	240	209	219	240	18	8	829	17	31	1	1	1	0	0	2	0	0	0	12	9	5	31	215	421	175	30	7	2	1	0	41.6	36.8	5.7

Monday 23 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme												Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph			MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
0000 - 0100	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

0600 - 0000	1341	340	340	325	336	11	9	1085	9	119	37	42	1	0	7	20	0	1	2	8	6	8	115	355	538	248	51	7	2	1	0	41.5	36.4	5.5
0000 - 0000	1371	345	345	340	341	11	10	1110	9	123	37	42	1	0	7	20	0	1	2	8	6	8	115	362	552	256	52	7	2	1	0	41.5	36.4	5.5

Wednesday 25 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph			MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
0000 - 0100	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.1	0.9		
0100 - 0200	4	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.2	0.5			
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0400 - 0500	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0500 - 0600	28	1	7	16	4	1	1	24	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	15	7	2	0	0	0	0	42.6	37.5	6.4	
0600 - 0700	27	4	6	9	8	0	2	17	0	6	0	0	0	0	0	2	0	0	0	0	0	0	0	3	5	13	4	1	1	0	0	0	43.7	37.5	6.0	
0700 - 0800	72	13	29	20	23	1	0	50	2	8	0	5	0	1	5	0	0	0	0	0	0	1	3	4	15	30	13	5	1	0	0	0	42.4	36.8	6.4	
0800 - 0900	83	25	15	24	19	1	1	58	2	7	1	7	0	0	0	5	1	0	0	0	0	1	0	0	12	22	25	18	2	3	0	0	0	42.2	36.6	6.4
0900 - 1000	52	15	12	9	16	0	1	38	1	5	1	3	0	0	0	1	2	0	0	0	0	0	0	1	8	19	11	12	1	0	0	0	41.8	34.9	5.6	
1000 - 1100	61	17	7	19	18	1	0	38	2	10	1	8	0	0	1	0	0	0	0	0	0	0	1	0	4	19	26	4	5	1	0	0	41.1	35.7	6.2	
1100 - 1200	56	7	15	17	17	2	0	35	0	12	0	4	0	0	0	0	3	0	0	0	0	0	0	0	15	30	6	2	1	0	0	0	41.0	36.2	6.5	
1200 - 1300	79	21	15	16	27	5	0	54	0	10	2	2	0	0	1	5	0	0	0	1	2	3	2	13	17	26	14	1	0	0	0	0	40.6	33.5	7.5	
1300 - 1400	82	26	25	15	16	3	0	61	0	5	4	6	0	0	0	3	0	0	0	0	0	1	2	6	19	34	19	1	0	0	0	0	41.0	36.0	5.8	
1400 - 1500	81	19	21	13	28	1	0	47	0	14	6	5	0	1	2	5	0	0	0	0	0	1	1	1	16	22	29	8	3	0	0	0	39.6	34.4	6.0	
1500 - 1600	94	32	28	21	13	0	1	73	0	14	4	1	0	0	0	1	0	0	0	0	0	0	0	0	11	23	36	22	2	0	0	0	41.3	36.6	4.7	
1600 - 1700	95	22	17	30	26	2	0	86	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	41	27	12	5	0	0	0	45.7	40.0	5.9	
1700 - 1800	115	30	27	31	30	1	0	106	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16	57	33	4	3	0	0	0	43.0	38.6	5.1	
1800 - 1900	82	24	19	25	14	1	1	78	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	37	24	8	0	0	0	0	44.1	39.0	5.0	
1900 - 2000	50	10	16	12	12	0	1	46	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	22	11	3	0	0	0	42.7	37.6	4.4	
2000 - 2100	39	7	12	10	10	1	0	36	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	14	9	3	1	0	0	43.8	38.1	7.1	
2100 - 2200	23	4	8	3	8	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8	6	0	1	1	0	0	44.8	37.4	8.9
2200 - 2300	25	8	6	4	7	0	0	23	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	10	7	0	0	0	0	44.5	37.9	5.6	
2300 - 0000	4	11	4	3	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	42.2	36.6	4.2	
0700 - 1900	952	251	208	245	248	18	5	724	7	100	19	42	0	1	5	30	1	0	1	0	1	9	11	8	76	205	382	200	46	14	0	0	0	42.2	36.7	6.2
0600 - 2200	1091	276	250	279	286	19	8	946	7	111	19	42	0	1	5	32	1	0	2	9	13	9	81	237	409	236	53	17	1	0	0	0	42.3	36.8	6.2	
0600 - 0000	1127	288	259	284	286	19	8	880	8	112	19	42	0	1	5	32	1	0	2	9	13	10	82	246	453	240	53	18	1	0	0	0	42.4	36.9	6.2	
0000 - 0000	1163	295	267	300	301	20	9	912	8	114	19	42	0	1	5	32	1	0	2	10	13	10	84	247	476	247	55	18	1	0	0	0	42.3	36.9	6.1	

Virtual Day (14)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph					MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph							
0000 - 0100	5	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.2	5.2				
0100 - 0200	2	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.3	4.0				
0200 - 0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	41.4	-				
0300 - 0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.6	-				
0400 - 0500	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	36.1	5.3			
0500 - 0600	21	2	5	11	4	1	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	8	6	1	0	0	0	0	42.5	37.1	6.9			
0600 - 0700	22	4	4	8	7	1	1	16	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	9	4	1	0	0	0	0	43.0	36.8	7.0			
0700 - 0800	52	9	11	17	15	1	0	36	1	9	0	3	0	0	0	0	2	0	0	0	0	0	0	1	5	11	20	11	3	1	0	0	0	42.4	36.7	6.2		
0800 - 0900	68	16	16	17	17	1	0	50	1	7	1	4	0	0	1	3	0	0	0	0	0	0	1	7	18	26	11	3	0	0	0	0	0	41.5	35.9	5.9		
0900 - 1000	72	17	17	17	21	1	1	57	1	7	1	3	0	0	0	1	0	0	0	0	0	0	1	7	22	28	10	2	0	0	0	0	0	40.4	35.3	6.0		
1000 - 1100	82	19	20	22	21	1	0	67	1	7	1	3	0	0	0	1	0	0	0	0	0	0	1	6	27	32	12	2	0	0	0	0	0	40.5	35.7	5.2		
1100 - 1200	93	20	24	26	23	1	1	75	1	10	1	3	0	0	0	2	0	0	0	0	0	0	1	0	6	27	40	14	3	1	0	0	0	40.7	36.1	5.3		
1200 - 1300	102	25	23	25	29	1	1	84	1	8	2	3	0	0	0	1	1	1	0	0	0	0	1	10	27	41	17	6	3	0	0	0	0	40.9	36.0	5.6		
1300 - 1400	105	26	25	26	26	1	1	106	2	10	3	0	0	0	0	1	1	0	0	0	0	0	1	11	40	51	17	6	3	1	0	0	0	40.8	35.7	5.3		
1400 - 1500	105	26	25	25	25	1	1	82	1	9	5	3	0	0	0	1	2	0	0	0	0	0	1	10	29	42	17	5	1	0	0	0	0	40.9	35.9	5.6		
1500 - 1600	112	33	29	26	23	1	1	94	1	11	3	1	0	0	0	0	1	0	0	0	0	0	1	7	26	48	24	5	0	0	0	0	0	41.9	37.2	5.2		
1600 - 1700	90	22	24	20	24	1	0	80	2	8	2	0	0	0	0	0	0	0	0	0	0	0	0	15	38	26	15	6	0	0	0	0	0	43.5	38.3	5.5		
1700 - 1800	94	24	27	24	19	2	0	85	1	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	15	41	25	7	2	0	0	0	0	43.5	38.5	5.8	
1800 - 1900	66	19	19	14	14	1	1	60	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	12	27	18	5	1	0	0	0	43.5	38.1	6.1	
1900 - 2000	44	13	11	10	10	1	0	41	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	9	19	10	2	0	0	0	0	0	0	42.9	37.8	5.8		
2000 - 2100	33	8	3	8	9	0	0	31	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	13	8	4	0	0	0	0	0	42.5	37.7	5.3		
2100 - 2200	25	7	7	5	5	0	1	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	11	4	1	1	0	0	0	42.1	37.2	6.5	
2200 - 2300	18	5	5	4	4	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	8	3	1	0	0	0	0	0	41.9	37.2	6.2		
2300 - 0000	10	3	3	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	38.9	5.1			
0700 - 0800	1040	258	257	261	263	12	7	850	9	95	19	26	1	1	4	4	17	0	0	0	0	0	1	8	7	7	75	260	425	202	45	8	2	1	0	41.7	36.6	5.7
0800 - 0900	229	291	287	293	293	13	9	961	9	102	19	27	1	1	4	4	18	0	0	0	0	0	2	9	8	8	80	288	478	227	52	10	3	1	0	41.8	36.7	5.8
0900 - 1000	299	295	299	295	299	13	8	998	9	102	17	27	1	1	4	4	18	0	0	0	0	0	2	9	8	8	80	288	478	227	53	10	3	1	0	41.8	36.7	5.8
1000 - 1100	1124	304	302	312	305	14	10	1016	10	104	20	27	1	1	4	4	18	0	0	0	0	0	2	9	8	8	80	302	502	240	55	10	3	1	0	41.8	36.7	5.8

Virtual Week (2)																																				
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation	
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph			MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
Mon	1448	350	388	365	346	11	6	1177	14	147	26	34	2	2	6	25	0	1	2	8	3	12	104	372	564	293	80	8	3	1	0	42.2	36.9	5.6		
Tue	1389	341	348	355	346	15	8	1125	9	128	40	36	1	0	8	22	0	1	1	10	9	7	116	365	557	258	56	11	3	1	0	41.5	36.5	5.6		
Wed	1185	296	271	313	307	19	12	936	8	113	25	39	0	2	5	29	1	0	3	11	9	9	84	258	484	255	56	17	1	0	1	42.4	36.9	6.1		
Thu	1099	279	262	294	265	7	8	860	9	129	20	36	0	2	4	26	0	0	2	5	4	10	95	248	437	236	49	11	3	2	1	42.1	36.9	5.7		
Fri	1455	363	359	365	368	12	15	1194	14	132	26	31	2	2	6	21	1	1	2	7	8	14	108	378	582	271	70	11	5	2	0	41.7	36.6	5.7		
Sat	1064	273	256	271	265	16	7	868	6	52	1	9	1	1	2	4	0	0	2	11	11	8	51	262	471	196	42	8	3	2	0	41.4	36.7	5.8		
Sun	929	231	234	223	241	20	13	854	11	27	1	2	1	0	0	1	0	0	2	14	12	5	27	230	422	171	37	7	3	1	0	41.6	36.7	5.8		
8567		2131	2116	2184	2137	99	68	7112	69	726	137	186	5	8	30	126	2	2	12	64	55	63	584	2111	3515	1680	388	72	19	7	1	41.8	36.7	5.8		
Total																																				
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation	
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph			MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
17134		4262	4232	4367	4273	197	136	14224	137	1452	274	372	9	15	60	252	3	3	24	127	109	126	1167	4222	7029	3359	775	143	38	13	2	41.8	36.7	5.8		

Cherhill A1C

Report Id 322/25
Site Name Site 1 of 1
Description Local Road, 105m north of A4
Direction Southbound

Thursday 12 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation			
			15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph	
0000 - 0100	2	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	36.6	5.1		
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	33.6	-		
0200 - 0300	2	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	37.8	9.5		
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0400 - 0500	4	0	0	2	2	0	0	2	2	2	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-	38.7	4.0	
0500 - 0600	14	0	6	2	6	0	0	11	0	0	0	0	0	0	0	2	0	0	0	0	0	1	2	7	3	1	0	0	0	0	43.2	37.7	4.9		
0600 - 0700	60	8	17	16	19	0	0	43	1	7	7	1	0	0	0	1	0	0	0	0	0	0	1	14	25	13	6	1	0	0	0	42.7	38.1	5.0	
0700 - 0800	112	24	26	38	24	0	0	80	1	18	5	5	0	0	0	3	0	0	0	0	0	0	4	30	46	23	7	2	0	0	0	42.2	37.9	4.9	
0800 - 0900	128	43	40	23	22	0	0	109	0	8	0	7	0	1	2	1	0	0	0	0	0	1	14	29	50	25	8	1	0	0	0	42.4	36.8	5.3	
0900 - 1000	65	25	11	14	15	0	0	48	0	9	0	5	0	0	2	1	0	0	0	0	0	0	4	17	29	12	2	1	0	0	0	41.5	37.0	4.7	
1000 - 1100	74	21	13	15	25	0	0	49	1	12	1	9	0	1	0	1	0	0	0	0	0	0	2	20	37	7	6	1	0	1	0	41.3	37.8	5.2	
1100 - 1200	63	13	22	14	14	0	0	43	1	9	1	7	0	0	0	2	0	0	0	0	0	0	9	16	19	14	5	0	0	0	0	42.8	36.7	5.3	
1200 - 1300	59	15	11	15	18	0	0	41	0	8	0	7	0	0	0	3	0	0	0	0	0	1	1	5	15	21	12	3	1	0	0	0	42.1	36.5	6.0
1300 - 1400	69	12	25	13	19	0	0	48	1	10	0	7	0	0	1	2	0	0	0	0	0	1	2	17	35	9	5	0	0	0	0	42.1	36.9	4.7	
1400 - 1500	81	16	16	21	28	0	0	64	3	4	0	6	0	1	3	0	0	0	0	0	0	0	4	22	22	19	8	0	0	0	0	43.2	37.5	5.6	
1500 - 1600	82	24	20	24	14	0	0	67	2	8	1	1	0	1	1	1	0	0	0	0	0	0	3	17	34	23	3	0	0	1	1	43.1	38.7	6.2	
1600 - 1700	89	26	17	29	17	0	1	75	1	11	0	0	0	0	0	1	0	0	0	0	0	0	4	22	31	24	8	0	0	0	0	42.9	38.2	4.9	
1700 - 1800	84	28	21	13	22	0	3	75	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	35	31	5	4	1	1	0	0	44.3	40.6	5.4	
1800 - 1900	67	19	14	12	22	0	1	63	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	31	23	7	0	0	0	0	43.4	39.6	4.0	
1900 - 2000	35	11	13	8	3	0	0	34	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	8	12	8	4	1	0	0	0	45.2	38.6	5.8	
2000 - 2100	15	2	4	5	4	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	44.5	38.8	5.2	
2100 - 2200	10	3	2	1	4	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	2	1	0	0	0	-	40.2	6.2	
2200 - 2300	8	2	1	3	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	1	0	0	0	0	-	40.0	5.5	
2300 - 0000	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	53.4	-	
0700 - 1900	973	266	236	231	240	0	5	762	10	106	8	54	0	4	9	15	0	0	0	0	0	1	4	52	222	390	222	67	10	1	3	1	42.7	37.9	5.3
0600 - 2200	1093	290	272	261	270	0	5	862	11	116	15	55	0	4	9	16	0	0	0	0	0	1	4	56	249	434	250	81	13	1	3	1	42.8	37.9	5.3
0600 - 0000	1102	292	273	265	272	0	5	871	11	116	15	55	0	4	9	16	0	0	0	0	0	1	4	56	249	436	254	82	14	1	3	1	42.9	38.0	5.4
0000 - 0000	1125	293	279	273	280	0	5	887	11	120	16	55	0	4	9	16	0	0	0	0	0	1	4	57	255	446	260	83	14	1	3	1	42.9	38.0	5.4

Friday 13 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title 0.85	Average Speed	Standard deviation		
			15-30	30-45	45-00						5 Axle Rigid	6 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph	
0000 - 0100	2	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39.7	8.5		
0100 - 0200	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.8	2.8			
0200 - 0300	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	50.0	-			
0300 - 0400	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.6	-			
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	43.2	-			
0500 - 0600	8	0	1	3	4	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	-	38.4	3.4			
0600 - 0700	56	13	17	10	16	0	0	37	1	8	7	2	0	0	0	0	0	0	0	0	0	0	1	18	24	9	5	0	0	0	42.0	37.5	4.3		
0700 - 0800	116	21	24	32	39	0	0	83	1	17	8	5	0	0	0	0	0	0	0	0	0	0	1	4	29	44	26	9	3	0	0	43.9	38.0	5.3	
0800 - 0900	129	32	45	29	23	0	0	104	0	12	1	7	0	2	1	2	0	0	0	0	0	0	8	23	66	23	9	0	0	0	0	42.7	37.4	4.5	
0900 - 1000	125	35	28	29	33	0	0	101	1	7	1	6	0	1	2	6	0	0	0	0	0	0	1	3	30	60	27	4	0	0	0	41.5	37.5	4.2	
1000 - 1100	140	34	42	35	29	0	1	116	0	12	3	6	0	0	0	1	0	0	0	0	0	0	10	37	69	19	5	0	0	0	0	40.9	36.5	4.1	
1100 - 1200	122	27	27	31	37	1	1	96	2	13	3	4	0	0	1	1	0	0	0	0	0	0	1	1	23	65	25	2	2	0	0	0	41.2	37.1	5.9
1200 - 1300	117	30	25	27	35	0	1	99	1	9	0	4	0	0	1	0	2	0	0	0	0	0	6	32	45	27	6	1	0	0	0	41.8	37.5	4.6	
1300 - 1400	108	31	35	20	42	0	3	80	5	1	0	5	1	0	1	3	0	0	0	0	0	0	1	34	43	24	6	0	0	0	0	42.0	37.5	4.2	
1400 - 1500	122	31	32	24	35	1	1	105	2	11	0	1	0	0	0	0	0	0	0	0	0	0	1	26	48	38	6	2	0	0	0	42.2	38.5	4.9	
1500 - 1600	117	32	34	28	23	0	1	105	1	8	0	0	0	0	1	1	0	0	0	0	0	0	1	24	47	36	8	1	0	0	0	43.8	38.7	4.6	
1600 - 1700	103	24	14	42	23	0	1	85	2	12	0	2	0	0	0	0	0	0	0	0	0	0	3	20	37	31	9	1	0	0	0	44.1	38.7	5.3	
1700 - 1800	81	20	23	20	18	0	0	74	1	5	0	0	0	0	0	1	0	0	0	0	0	0	0	2	10	35	27	7	0	0	0	0	44.0	39.2	4.5
1800 - 1900	50	13	13	14	10	0	1	45	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	8	15	17	3	3	0	0	0	44.3	38.8	6.4
1900 - 2000	37	8	4	10	15	0	0	36	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	9	3	3	0	1	0	0	0	43.6	37.7	6.1
2000 - 2100	22	4	8	6	4	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	10	2	3	0	0	0	0	45.0	37.7	5.3
2100 - 2200	14	7	5	1	1	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	1	1	2	0	0	0	55.2	42.0	8.8
2200 - 2300	12	4	2	1	5	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	5	2	1	0	0	0	0	49.4	40.9	6.8
2300 - 0000	6	2	2	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	1	1	0	0	0	-	39.1	5.3		
0700 - 1900	1330	330	342	331	327	2	10	1093	15	121	16	40	1	6	8	18	0	0	1	1	3	3	44	296	574	320	74	13	1	0	0	42.4	37.8	4.9	
0600 - 2200	1459	362	376	358	363	2	11	1200	17	130	23	42	1	6	8	19	0	0	1	1	3	3	50	332	624	341	86	14	4	0	0	0	42.5	37.9	4.9
0600 - 0000	1477	368	380	360	369	2	11	1218	17	130	23	42	1	6	8	19	0	0	1	1	3	3	50	336	628	347	89	15	4	0	0	0	42.5	37.9	5.0
0000 - 0000	1492	368	383	363	378	2	11	1229	17	132	24	42	1	6	8	20	0	0	1	1	3	3	51	340	632	351	91	15	4	0	0	0	42.6	37.9	5.0

Saturday 14 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation	
			3 Axle Rigid	4 Axle Rigid							3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
0000 - 0100	5	2	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.9	1.8	
0100 - 0200	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.1	3.9		
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300 - 0400	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.7	0.6		
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0500 - 0600	4	0	0	0	4	0	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	-	35.9	2.5	
0600 - 0700	15	3	2	5	5	0	0	12	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	3	6	4	1	0	0	0	0	43.2	37.7	4.6
0700 - 0800	32	2	8	14	8	0	0	25	0	0	8	0	0	0	0	0	0	0	0	0	0	0	16	6	10	3	0	0	0	0	41.5	37.4	4.4	
0800 - 0900	63	9	23	15	16	0	0	56	0	5	0	1	0	0	0	0	0	0	0	0	0	0	2	21	17	18	4	0	0	0	1	43.5	38.4	6.2
0900 - 1000	96	24	25	21	26	0	1	91	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	21	43	19	9	1	1	0	0	43.1	38.4	5.0
1000 - 1100	108	28	22	32	26	0	1	100	0	5	0	1	0	0	0	0	0	0	0	0	0	0	1	27	39	28	11	0	0	0	0	43.5	38.3	5.3
1100 - 1200	120	32	25	31	32	0	0	112	1	7	0	0	0	0	0	0	0	0	0	0	0	0	4	27	51	27	8	2	1	0	0	42.8	38.3	4.9
1200 - 1300	88	27	12	17	32	0	0	86	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	12	48	23	3	0	0	0	1	42.5	38.8	4.8
1300 - 1400	53	18	32	26	17	0	0	86	0	7	0	0	0	0	0	0	0	0	0	0	0	0	33	35	30	3	0	0	0	0	43.0	38.6	4.5	
1400 - 1500	97	26	25	24	22	0	1	94	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	14	58	16	7	0	0	0	0	42.4	38.2	3.9
1500 - 1600	84	27	21	17	19	0	0	79	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	17	40	19	5	1	0	0	0	43.0	38.3	4.7
1600 - 1700	45	14	9	12	10	0	0	41	0	3	0	0	0	0	0	0	0	0	0	0	0	0	17	14	10	2	2	0	0	0	43.4	38.6	5.7	
1700 - 1800	46	11	13	13	9	0	0	43	0	1	0	0	0	2	0	0	0	0	0	0	0	0	8	21	11	2	0	0	0	0	0	41.4	36.4	7.5
1800 - 1900	52	20	13	13	6	0	0	50	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	11	28	7	4	1	0	0	0	43.5	38.1	4.6
1900 - 2000	37	9	10	8	10	0	0	36	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	14	9	6	0	0	1	0	45.6	40.0	6.5
2000 - 2100	18	7	4	3	4	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8	1	2	0	0	0	0	42.4	37.1	5.0	
2100 - 2200	16	5	4	4	3	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	3	1	3	0	0	0	51.0	40.5	7.4
2200 - 2300	18	3	8	4	3	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	2	4	2	0	0	0	0	42.7	36.9	6.0
2300 - 0000	10	2	4	2	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	4	0	0	0	0	0	-	36.2	6.3	
0700 - 1900	924	238	228	235	223	0	3	863	3	40	0	10	2	0	1	2	0	0	2	0	2	0	18	197	411	223	58	8	2	1	2	42.8	38.3	5.0
0600 - 2200	1010	262	248	255	245	0	3	943	3	43	2	11	2	0	1	2	0	0	2	0	2	1	21	215	444	240	68	11	2	2	2	42.9	38.3	5.1
0600 - 0000	1038	267	260	261	250	0	3	971	3	43	2	11	2	0	2	2	0	0	2	0	2	1	23	228	450	244	70	12	2	2	2	42.9	38.3	5.2
0000 - 0000	1051	269	263	263	256	0	3	981	3	44	3	11	2	0	2	2	0	0	2	0	2	1	23	230	459	246	70	12	2	2	2	42.9	38.3	5.2

Sunday 15 June 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme														Vehicle Speed											P-Tile 0.85	Average Speed	Standard deviation			
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph						
0000 - 0100	6	2	3	1	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	0	0	0	0	-	38.9	7.3				
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0300 - 0400	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	36.1	-				
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0600 - 0700	11	0	4	6	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	2	1	0	0	0	0	0	43.6	37.5	5.0			
0700 - 0800	16	3	3	5	5	1	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	43.9	36.3	6.8			
0800 - 0900	38	12	7	8	11	0	35	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7	19	9	2	0	1	0	0	0	44.3	38.5	5.3			
0900 - 1000	69	10	15	19	25	0	2	63	1	3	0	0	0	0	0	0	0	0	0	0	0	3	15	33	14	4	0	0	0	0	0	42.8	37.5	4.4			
1000 - 1100	99	23	24	27	25	1	3	93	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4	24	45	20	2	1	0	0	0	41.8	36.7	5.5			
1100 - 1200	91	25	21	29	16	0	1	85	2	3	0	0	0	0	0	0	0	0	0	0	0	3	22	39	20	7	0	0	0	0	41.5	37.6	4.2				
1200 - 1300	121	29	43	23	26	0	1	113	0	6	1	0	0	0	0	0	0	0	0	0	0	1	0	3	26	61	23	7	0	0	0	41.7	37.5	4.5			
1300 - 1400	93	28	19	19	27	0	0	87	1	5	0	0	0	0	0	0	0	0	0	0	0	0	5	16	44	22	4	2	0	0	0	42.2	37.9	4.6			
1400 - 1500	89	22	23	19	25	0	0	87	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	18	32	23	9	3	0	0	0	44.5	38.7	5.6			
1500 - 1600	79	16	21	25	17	0	1	76	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	15	33	23	5	1	0	0	0	42.6	38.7	4.5			
1600 - 1700	37	9	12	6	10	0	0	36	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	16	11	2	1	0	0	0	42.4	39.1	4.4				
1700 - 1800	43	10	11	9	13	0	1	41	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	14	12	4	2	2	0	0	47.0	40.3	6.4			
1800 - 1900	43	11	14	6	12	0	1	41	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	22	10	6	1	0	0	0	46.4	39.9	4.9			
1900 - 2000	39	5	10	10	14	0	1	36	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	7	18	10	1	0	0	0	0	42.3	37.1	5.7			
2000 - 2100	17	5	5	3	4	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	3	2	0	0	0	0	44.9	38.5	5.2			
2100 - 2200	13	6	3	2	2	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8	2	0	1	0	0	0	44.4	38.2	5.3			
2200 - 2300	4	2	2	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	-	41.5	6.4				
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0700 - 1900	818	198	213	195	212	2	11	770	4	29	2	0	0	0	0	0	0	0	0	0	0	0	1	2	3	25	108	361	190	54	11	3	0	0	42.6	38.1	5.0
0600 - 2200	888	214	235	216	233	2	12	846	4	32	2	0	0	0	0	0	0	0	0	0	0	0	4	3	29	178	403	207	58	12	3	0	0	42.6	38.0	5.0	
0600 - 0000	902	216	237	216	233	2	12	849	4	33	2	0	0	0	0	0	0	0	0	0	0	0	1	4	3	29	179	403	208	59	12	3	0	0	42.7	38.0	5.0
0000 - 0000	909	218	241	217	233	2	12	854	4	35	2	0	0	0	0	0	0	0	0	0	0	0	1	4	3	30	180	406	210	60	12	3	0	0	42.7	38.0	5.1

Monday 16 June 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme															Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-	46.1	1.9
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	39.4	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	4	1	0	2	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	-	35.2	4.4
0500 - 0600	13	1	3	2	7	0	0	10	0	1	1	0	0	1	0	0	0	0	0	0	0	0	4	5	3	0	1	0	0	0	0	42.7	38.8	5.5
0600 - 0700	59	7	14	17	21	0	0	42	0	7	7	2	0	0	0	1	0	0	0	0	0	0	3	10	28	13	4	0	1	0	0	43.1	38.4	4.9
0700 - 0800	134	33	31	32	38	1	0	104	0	12	9	3	0	0	1	4	0	0	0	0	1	0	2	35	59	29	8	0	0	0	0	42.2	37.4	4.5
0800 - 0900	130	37	31	39	23	0	0	115	1	6	0	4	0	1	0	3	0	0	0	0	0	0	4	18	61	38	9	0	0	0	0	43.7	38.7	4.3
0900 - 1000	106	30	22	28	26	0	1	78	0	15	0	7	0	1	1	3	0	0	0	0	0	0	3	35	49	19	0	0	0	0	0	40.3	36.4	3.6
1000 - 1100	79	16	23	25	15	0	0	66	0	6	1	6	0	0	0	0	0	0	0	0	0	0	3	21	39	12	4	0	0	0	0	41.0	37.0	4.2
1100 - 1200	94	23	29	23	19	0	0	71	0	12	1	7	0	0	2	1	0	0	0	0	0	0	4	23	47	17	3	0	0	0	0	41.6	37.4	4.0
1200 - 1300	107	37	18	21	31	0	1	85	0	14	1	4	0	1	0	1	0	0	0	0	0	0	6	26	54	15	6	0	0	0	0	41.3	36.9	4.3
1300 - 1400	109	29	30	30	40	0	0	85	2	8	1	9	0	0	0	4	0	0	0	0	0	0	3	34	43	25	4	0	0	0	0	41.5	37.3	4.1
1400 - 1500	131	28	26	33	44	1	1	110	1	10	2	3	0	0	1	2	0	0	1	0	1	1	6	30	46	35	10	1	0	0	0	43.4	37.4	6.4
1500 - 1600	111	31	34	23	23	0	0	90	5	10	0	2	0	1	0	3	0	0	0	0	0	0	10	21	53	24	3	0	0	0	0	41.7	37.1	4.4
1600 - 1700	88	20	21	26	21	0	0	73	2	9	0	1	0	0	0	2	1	0	0	0	0	0	2	17	37	20	12	0	0	0	0	44.6	38.9	4.8
1700 - 1800	70	22	21	13	14	0	2	59	0	9	0	0	0	0	0	0	0	0	0	1	0	0	7	24	29	8	1	0	0	0	0	44.5	40.1	4.6
1800 - 1900	50	8	23	9	10	0	0	48	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	25	12	6	3	1	0	0	0	46.1	40.6	5.3
1900 - 2000	37	8	6	15	8	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	7	14	8	5	0	0	0	0	44.6	38.2	5.9
2000 - 2100	21	9	3	1	8	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	12	2	3	1	0	0	0	46.1	39.0	5.7
2100 - 2200	17	10	2	3	2	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	5	6	2	0	2	0	0	0	46.2	37.3	6.9
2200 - 2300	7	2	1	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	-	39.1	4.3
2300 - 0000	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	-	39.3	5.0
0700 - 1900	1209	314	309	302	284	2	5	994	11	113	15	46	0	4	5	23	1	0	1	0	3	1	43	270	537	275	73	5	1	0	0	42.5	37.7	4.7
0600 - 2200	1343	348	334	338	323	2	5	1099	11	122	22	48	0	4	5	24	1	0	1	0	3	2	52	293	597	300	85	8	2	0	0	42.8	37.8	4.8
0600 - 0000	1352	350	336	340	326	2	5	1108	11	122	22	48	0	4	5	24	1	0	1	0	3	2	52	294	601	304	85	8	2	0	0	42.8	37.8	4.8
0000 - 0000	1372	352	340	346	334	2	5	1125	11	123	23	48	0	5	5	24	1	0	1	0	3	2	52	300	608	309	86	9	2	0	0	42.8	37.8	4.8

Time	Hourly Totals	00-15	15 Minute Bin		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes AXA Scheme										Vehicle Speed										P-1.85	Average Speed	Standard deviation
			00-15	15-30						30-45	3 Axis Rigid	4 Axis Rigid	5 Axis Artic	6 Axis Artic	5 Axis Artic	6 Axis Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-		
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.9	-			
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0400 - 0500	2	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	32.2	5.6			
0500 - 0600	15	1	3	5	6	0	0	13	0	0	1	0	0	1	0	0	0	4	6	3	2	0	0	0	0	0	0	43.8	38.5	4.1		
0600 - 0700	67	14	11	21	21	0	1	49	0	8	21	0	0	2	1	0	0	9	29	19	5	0	1	0	0	0	43.8	39.2	5.7			
0700 - 0800	155	40	44	61	0	0	104	0	21	24	5	0	0	0	11	39	73	0	0	0	0	0	0	0	0	0	44	40.9	36.7	4.3		
0800 - 0900	133	46	35	34	18	0	0	111	1	12	1	4	0	1	1	2	0	0	0	0	0	0	0	0	0	0	41	37.5	4.0			
0900 - 1000	94	18	23	27	26	0	0	74	0	12	1	4	0	0	1	1	0	0	0	0	0	5	25	39	18	4	3	0	43.2	37.8	5.0	
1000 - 1100	28	29	20	23	23	0	0	83	0	12	25	0	4	0	2	63	14	0	0	0	0	2	63	22	14	2	0	0	40.2	37.2	3.5	
1100 - 1200	88	28	23	21	16	0	2	69	1	10	1	3	0	0	0	0	0	1	1	0	0	3	25	32	17	7	2	0	42.7	37.5	5.8	
1200 - 1300	101	27	25	18	31	1	0	74	0	16	2	2	0	0	3	3	0	0	1	2	0	1	34	41	17	5	0	0	41.5	36.4	5.5	
1300 - 1400	130	36	27	22	22	0	2	77	2	12	1	7	0	0	2	44	24	0	0	0	0	22	44	24	0	0	0	0	43.1	37.8	5.3	
1400 - 1500	124	25	18	37	44	0	1	104	2	9	1	4	0	0	1	2	0	0	0	0	0	5	24	48	37	8	2	0	42.7	38.4	4.7	
1500 - 1600	121	26	24	39	32	0	0	110	4	5	1	1	0	0	0	0	0	0	1	0	0	1	30	50	28	10	2	0	43.7	38.5	4.8	
1600 - 1700	122	20	19	18	20	0	0	111	0	6	1	0	0	0	0	0	0	0	1	0	0	12	33	24	0	0	0	0	44.4	39.0	4.5	
17																																

[illegible]

Thursday 19 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation					
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	
0000-0100	4	0	2	0	2	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	43.7	8.8			
0100-0200	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	39.7	2.1			
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0300-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0400-0500	2	1	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	32.6	8.5			
0500-0600	15	3	4	3	5	0	0	13	0	0	0	0	0	1	1	0	0	0	0	0	0	1	3	3	6	2	0	0	0	45.2	39.0	5.6			
0600-0700	62	10	12	26	14	0	0	48	0	4	8	1	0	0	0	1	0	0	0	0	0	5	19	22	15	1	0	0	0	41.6	36.7	4.5			
0700-0800	115	24	28	30	33	0	0	89	0	16	5	3	0	0	0	2	0	0	0	0	0	4	22	56	24	8	1	0	0	43.1	38.2	4.5			
0800-0900	136	39	35	36	26	0	1	117	1	9	0	4	0	1	0	3	0	0	0	0	0	3	31	62	30	8	1	1	0	0	42.2	38.1	4.5		
0900-1000	65	18	17	12	18	0	0	42	0	12	1	5	0	0	0	3	2	0	0	0	0	0	3	11	30	18	2	1	0	0	42.7	38.1	4.5		
1000-1100	68	14	17	19	18	0	1	46	0	10	1	7	0	0	0	3	0	0	0	0	0	1	3	13	29	17	4	0	1	0	42.7	38.1	5.5		
1100-1200	45	8	11	8	18	0	0	31	2	9	0	2	0	0	1	0	0	0	0	0	0	2	6	24	10	3	0	0	0	42.5	38.2	4.4			
1200-1300	62	12	16	12	22	0	0	41	2	10	2	5	0	1	1	0	0	0	0	0	0	9	27	19	5	1	1	0	0	44.2	39.6	4.6			
1300-1400	76	14	14	14	19	0	0	53	0	11	1	4	0	0	0	5	0	0	0	0	0	0	6	17	32	16	4	1	0	0	42.3	37.6	4.8		
1400-1500	70	17	16	22	15	0	0	59	0	8	0	1	0	0	0	2	0	0	0	0	0	0	7	27	26	7	2	1	0	0	45.0	40.5	5.0		
1500-1600	81	24	18	18	21	1	3	65	0	11	0	0	0	0	0	1	0	0	0	0	0	1	11	36	21	10	1	0	0	0	44.4	39.1	5.2		
1600-1700	85	22	17	29	17	1	0	74	0	10	0	0	0	0	0	0	0	0	0	0	0	1	10	23	37	9	4	0	0	0	45.2	40.7	5.2		
1700-1800	75	30	14	13	18	0	2	68	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	30	26	13	2	0	1	0	46.6	41.6	5.0		
1800-1900	49	14	7	16	12	0	1	46	0	2	0	0	0	0	0	0	0	0	0	0	0	1	8	25	11	3	1	0	0	0	43.3	38.9	4.5		
1900-2000	29	10	8	4	7	1	0	26	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	7	9	8	2	1	1	0	0	46.0	39.2	6.5	
2000-2100	30	10	7	8	5	0	0	29	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	9	12	5	2	0	0	0	42.2	36.9	5.3		
2100-2200	16	3	4	6	3	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	4	1	0	1	0	0	45.7	37.9	8.9		
2200-2300	6	1	3	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	1	0	-	43.2	10.0			
2300-0000	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.5	-			
0700-1900	827	241	220	229	237	2	9	731	5	113	10	31	0	2	6	18	0	0	0	0	0	237	1	24	148	401	255	74	35	3	2	0	43.9	39.0	5.0
0600-2200	1064	274	251	273	266	3	9	850	5	120	18	32	0	2	7	18	0	0	0	0	0	3	3	31	185	450	287	82	16	5	2	0	43.6	38.8	5.1
0600-0000	1071	276	254	273	268	3	9	857	5	120	18	32	0	2	7	18	0	0	0	0	0	3	3	32	185	453	287	83	17	6	2	0	43.8	38.8	5.1
0000-0000	1094	280	262	276	276	3	9	877	5	121	18	32	0	3	8	18	0	0	0	0	0	3	3	34	189	458	295	86	16	6	2	0	43.8	38.8	5.2

Friday 20 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation				
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph
0000-0100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	34.0	-			
0100-0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	65.2	-			
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0300-0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	41.2	-			
0400-0500	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	35.7	1.9		
0500-0600	17	0	3	6	8	0	1	12	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	1	2	4	7	2	0	0	44.3	38.9	5.8	
0600-0700	55	10	14	17	14	0	0	36	0	5	11	3	0	0	0	0	0	0	0	0	0	0	0	1	9	28	12	4	1	0	0	43.8	38.6	4.6
0700-0800	110	24	28	22	36	0	0	63	1	13	3	2	0	1	0	3	0	0	0	0	0	0	1	6	3	40	26	3	3	0	0	42.7	37.2	5.3
0800-0900	136	37	38	42	19	1	0	121	1	10	1	1	1	0	0	0	0	0	0	0	0	0	2	3	27	62	33	8	0	0	0	42.4	37.5	5.4
0900-1000	116	17	37	40	22	0	1	86	3	13	0	7	0	0	0	6	0	0	0	0	0	0	0	8	32	48	24	3	1	0	0	41.2	36.7	4.7
1000-1100	121	26	31	32	32	0	0	110	0	8	0	0	0	0	0	0	0	0	0	0	0	0	4	25	50	35	7	0	0	0	42.7	38.1	4.6	
1100-1200	87	17	27	18	25	0	2	69	0	12	1	3	0	0	0	0	0	0	0	0	0	0	1	17	34	26	5	3	0	1	0	43.8	39.3	5.5
1200-1300	106	21	37	26	22	0	0	86	1	13	0	4	0	0	0	1	1	0	0	0	0	0	2	20	47	31	6	0	0	0	43.4	38.5	4.2	
1300-1400	107	36	23	28	20	0	2	93	2	7	0	0	0	0	0	0	2	0	0	0	0	0	3	19	52	25	8	0	0	0	42.6	38.1	4.4	
1400-1500	145	40	37	40	28	0	0	119	2	17	0	3	0	0	0	0	0	0	0	0	0	0	3	22	66	35	15	3	1	0	0	44.5	39.1	5.2
1500-1600	134	32	29	39	34	0	1	117	1	12	0	0	0	0	0	2	0	1	0	0	0	0	1	2	24	57	41	8	1	0	0	43.3	38.6	4.5
1600-1700	86	21	23	21	21	0	1	77	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	9	29	34	10	2	0	0	44.9	39.9	4.5	
1700-1800	50	16	11	10	13	0	0	46	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20	21	4	2	1	0	0	45.2	41.1	4.9
1800-1900	43	11	10	12	10	0	2	38	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	20	11	5	3	0	0	0	49.2	40.8	6.2
1900-2000	43	14	10	8	11	1	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21	7	4	3	0	0	0	45.3	39.1	6.3	
2000-2100	35	8	6	8	6	0	0	35	8	12	2	2	0	0	0	0	0	0	0	0	0	0	14	5	14	5	0	0	0	0	42.5	35.1	8.1	
2100-2200	30	5	6	11	8	0	1	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	6	11	0	1	1	0	42.8	36.6	7.6
2200-2300	121	4	1	4	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4	2	0	0	0	41.3	34.7	6.2
2300-0000	10	3	0	10	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	24.4	2.4	
0700-1900	1242	298	331	330	282	1	9	1045	12	118	9	22	1	7	2	15	0	1	0	0	0	4	35	230	525	342	82	18	3	1	0	43.2	38.4	5.0
0600-2200	1404	335	373	375	321	2	10	1183	14	125	20	25	1	7	2	15	0	0	1	2	3	7	38	259	598	378	91	23	4	0	43.1	38.4	5.2	
0900-0000	1442	342	376	383	325	2	14	1205	14	128	20	25	1	7	2	15	0	0	1	2	3	7	38	259	598	378	91	23	4	0	43.1	38.3	5.2	
0000-0000	1448	344	379	391	324	2	11	1221	14	128	20	25	1	7	4	15	0	0	1	2	3	9	41	266	616	388	93	23	4	1	1	43.1	38.3	5.3

0000 - 0000	1023	271	252	251	249	2	9	935	7	58	2	6	0	0	1	3	0	0	0	0	5	4	23	199	447	246	74	17	8	0	0	43.6	38.5	5.3
-------------	------	-----	-----	-----	-----	---	---	-----	---	----	---	---	---	---	---	---	---	---	---	---	---	---	----	-----	-----	-----	----	----	---	---	---	------	------	-----

Sunday 22 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme										5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph					MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph						
0000 - 0100	4	3	0	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	-	42.4	8.4					
0100 - 0200	5	1	2	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-	36.6	6.5					
0200 - 0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	45.6	-					
0300 - 0400	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	38.9	-					
0400 - 0500	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.2	-					
0500 - 0600	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	32.4	-					
0600 - 0700	8	0	3	5	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	-	40.6	4.2					
0700 - 0800	22	3	5	5	9	0	1	20	0	1	0	0	0	0	0	0	0	0	0	0	0	3	10	6	2	0	0	1	0	45.0	40.2	6.4					
0800 - 0900	29	9	6	3	11	0	0	27	0	2	0	0	0	0	0	0	0	0	0	0	0	7	9	11	2	0	0	0	0	43.3	38.8	4.2					
0900 - 1000	77	20	14	22	21	1	1	71	2	1	0	0	0	0	0	1	0	0	0	0	0	1	1	3	18	29	23	2	0	0	42.4	37.1	5.0				
1000 - 1100	95	20	18	35	22	0	2	89	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	19	38	26	5	1	0	43.1	38.2	5.6				
1100 - 1200	112	25	33	19	35	1	2	102	2	5	0	0	0	0	0	0	0	0	0	1	0	0	1	2	24	58	20	5	0	1	0	41.4	37.2	5.7			
1200 - 1300	116	23	29	34	30	0	0	108	1	6	0	0	0	1	0	0	0	0	0	0	0	0	2	26	53	27	6	2	0	0	42.8	38.1	4.5				
1300 - 1400	94	19	34	16	25	0	1	88	0	4	0	0	0	0	0	0	0	0	0	0	0	2	12	43	32	4	0	0	1	0	43.1	38.9	4.6				
1400 - 1500	92	29	20	20	23	0	0	89	0	3	0	0	0	0	0	0	0	0	0	0	0	0	13	45	24	6	3	1	0	0	43.3	39.4	4.7				
1500 - 1600	70	14	23	16	17	0	1	69	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	31	19	6	1	0	0	0	43.4	38.7	4.7				
1600 - 1700	36	8	8	10	10	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	18	6	2	1	0	0	0	41.9	38.0	5.2				
1700 - 1800	47	9	8	16	14	0	2	39	0	6	0	0	0	0	0	0	0	0	0	0	0	0	9	18	14	2	3	1	0	0	44.7	39.8	6.0				
1800 - 1900	30	6	6	6	12	0	1	29	0	0	0	0	0	0	0	0	0	0	0	0	0	8	9	10	3	0	0	0	0	0	43.8	38.8	4.4				
1900 - 2000	27	3	9	11	4	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	10	4	2	0	0	0	0	47.3	40.7	6.3				
2000 - 2100	18	9	3	3	3	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	11	3	1	0	0	0	0	43.1	37.5	4.2				
2100 - 2200	4	1	1	2	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	-	37.4	4.9					
2200 - 2300	5	1	1	0	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	-	40.0	5.8				
2300 - 0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	37.2	-				
0700 - 1900	820	185	204	202	229	2	11	767	8	29	0	0	1	0	0	2	0	0	0	1	0	2	2	16	158	361	218	45	11	4	2	0	42.9	38.4	5.1		
0600 - 2200	877	198	220	223	236	2	11	821	9	30	1	0	1	0	0	2	0	0	0	1	0	2	3	18	164	385	234	51	13	4	2	0	43.1	38.4	5.1		
0600 - 0800	883	199	221	224	238	2	11	826	9	31	1	0	1	0	0	2	0	0	0	1	0	2	3	19	164	386	237	52	13	4	2	0	43.1	38.5	5.1		
0600 - 0900	886	205	224	227	240	2	12	837	9	32	1	0	1	0	0	2	0	0	0	1	0	2	3	20	169	388	238	56	13	4	2	0	43.1	38.5	5.2		

Monday 23 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation	
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph
0000 - 0100	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	48.8	-		
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0400 - 0500	3	3	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	34.9	1.2		
0500 - 0600	11	2	2	1	6	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5	3	0	1	0	0	0	44.3	39.6	4.4		
0600 - 0700	49	8	17	10	14	0	0	32	0	7	8	2	0	0	0	0	0	0	0	0	0	3	8	23	11	4	0	0	0	42.9	38.0	4.6		
0700 - 0800	128	36	24	36	32	0	0	89	0	20	9	3	0	1	1	5	0	0	0	0	0	0	5	38	56	20	8	1	0	0	41.6	37.0	4.5	
0800 - 0900	114	36	28	26	24	0	0	99	0	8	1	2	1	1	1	1	0	0	0	0	0	8	17	44	39	5	1	0	0	43.4	38.3	4.9		
0900 - 1000	101	22	23	29	27	0	0	79	2	8	0	6	0	1	0	2	0	0	0	0	5	29	38	20	7	2	0	0	0	42.7	37.7	5.1		
1000 - 1100	73	18	14	20	21	0	0	65	0	11	0	2	0	0	0	0	0	0	0	0	1	4	15	33	17	3	0	0	0	42.1	37.1	4.4		
1100 - 1200	114	26	33	20	35	0	1	94	0	6	0	2	0	1	2	3	0	0	0	0	0	1	4	25	64	15	3	1	0	1	0	40.4	37.1	4.6
1200 - 1300	95	17	27	29	22	0	0	72	1	13	0	5	0	1	1	2	0	0	0	0	0	1	7	22	34	20	8	1	1	0	43.2	37.4	6.4	
1300 - 1400	130	28	35	34	34	0	1	104	2	16	0	4	0	2	0	0	0	0	0	0	0	2	25	53	38	10	2	0	0	0	43.1	38.7	4.7	
1400 - 1500	150	29	31	40	50	0	1	125	0	15	0	4	1	1	1	1	1	0	0	0	0	5	34	81	24	6	0	0	0	40.6	37.4	4.0		
1500 - 1600	119	36	31	21	31	0	1	102	0	9	0	3	0	1	0	3	0	0	0	0	0	2	27	62	24	3	1	0	0	41.2	37.7	4.0		
1600 - 1700	90	27	17	27	19	0	2	74	0	13	0	0	0	0	0	1	0	0	0	0	0	0	0	3	43	32	8	4	0	0	44.8	40.7	4.3	
1700 - 1800	69	21	5	12	14	0	0	59	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	6	26	19	7	0	0	0	44.7	40.2	4.8	
1800 - 1900	47	8	7	18	14	0	0	46	0	1	0	0	0	0	0	0	0	0	0	0	1	7	15	15	6	3	0	0	0	45.4	40.1	5.2		
1900 - 2000	45	20	6	11	8	0	2	40	0	3	0	0	0	0	0	0	0	0	0	0	3	7	19	12	2	1	1	0	0	44.5	38.7	5.8		
2000 - 2100	28	5	9	4	27	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	9	11	11	2	2	0	0	0	0	43.4	39.7	4.8		
2100 - 2200	25	7	6	5	7	0	1	23	0	1	0	0	0	0	0	0	0	0	0	0	3	6	10	5	0	1	0	0	0	41.6	36.7	5.6		
2200 - 2300	6	2	0	1	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	-	39.3	4.4		
2300 - 0000	3	3	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	46.8	14.0		
0700 - 1900	1220	304	282	311	323	0	7	1003	5	125	10	32	2	8	9	18	1	0	0	0	1	3	43	248	549	283	73	17	2	1	0	42.7	38.1	4.9
0000 - 2200	1367	344	321	346	356	0	10	1125	5	137	18	34	2	8	9	18	1	0	0	0	1	3	52	274	620	322	81	21	3	1	0	42.7	38.1	4.9
0000 - 0000	1367	344	321	346	356	0	10	1125	5	137	18	34	2	8	9	18	1	0	0	0	1	3	52	274	620	322	81	21	3	1	0	42.8	38.1	4.9
0000 - 0000	1367	349	325	351	356	0	10	1147	5	139	18	34	2	8	9	18	1	0	0	0	1	3	52	278	621	328	82	21	3	2	0	42.8	38.1	4.9

0600 - 0000	1362	341	370	340	311	3	12	1116	8	121	31	43	0	5	6	16	0	1	1	0	3	3	54	327	536	326	85	22	4	1	0	42.9	38.0	5.2
0000 - 0000	1386	343	375	346	322	3	12	1134	8	123	33	43	0	5	6	16	0	1	1	0	3	3	54	331	550	331	85	23	4	1	0	42.8	38.0	5.2

Wednesday 25 June 2025

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation				
			15-30	30-45			Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph		
0000 - 0100	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38.6	5.3			
0100 - 0200	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	41.0	4.7			
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0400 - 0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.5	-			
0500 - 0600	12	1	4	2	5	0	0	10	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	5	2	1	0	0	0	0	43.9	37.8	4.7			
0600 - 0700	58	8	14	20	16	0	1	38	0	9	7	2	0	1	0	0	0	0	0	0	0	1	12	28	9	7	1	0	0	0	44.3	38.9	5.0			
0700 - 0800	119	19	33	31	36	0	0	89	1	15	5	6	0	0	0	3	0	0	0	0	0	0	4	30	55	21	8	1	0	0	42.1	37.4	4.5			
0800 - 0900	114	31	36	31	16	0	1	101	0	5	0	4	0	0	1	2	0	0	0	0	0	5	24	46	33	4	2	0	0	0	42.9	38.1	4.8			
0900 - 1000	73	18	20	14	21	0	3	46	0	11	0	6	0	1	2	4	0	0	0	0	0	2	24	24	16	3	4	0	0	0	43.2	37.9	5.7			
1000 - 1100	61	21	16	14	10	0	0	44	0	6	2	6	0	0	1	2	0	0	0	0	0	2	13	5	2	0	0	0	0	0	43.1	38.2	5.1			
1100 - 1200	70	20	13	19	18	0	0	42	1	16	0	5	0	0	2	4	0	0	0	0	0	2	3	17	26	16	5	0	1	0	43.7	37.6	6.0			
1200 - 1300	56	13	11	10	22	0	1	42	0	6	1	4	0	0	1	1	0	0	0	0	1	1	9	26	17	1	0	1	0	0	42.7	38.3	4.8			
1300 - 1400	66	10	23	15	18	0	1	49	0	5	1	6	0	0	2	2	0	0	0	0	0	4	18	20	18	5	1	0	0	0	43.6	37.6	5.1			
1400 - 1500	84	18	18	29	19	0	0	66	3	8	1	2	0	1	2	1	0	0	0	0	0	1	0	3	17	29	25	8	1	0	0	44.4	38.5	5.6		
1500 - 1600	78	18	22	17	21	2	0	57	1	12	0	1	0	0	0	5	0	0	0	0	0	2	0	4	15	31	21	4	1	0	0	42.1	37.3	5.8		
1600 - 1700	109	39	27	23	20	0	2	95	1	10	0	0	0	1	0	0	0	0	0	0	0	1	3	12	39	41	11	1	1	0	0	43.7	39.7	5.0		
1700 - 1800	71	24	14	16	17	1	0	65	0	5	0	0	0	0	0	0	0	0	0	0	0	2	0	7	27	23	7	1	1	0	0	44.7	39.3	6.1		
1800 - 1900	52	12	16	14	10	0	0	49	0	3	0	0	0	0	0	0	0	0	0	0	0	6	11	13	15	4	3	0	0	0	44.9	38.8	6.2			
1900 - 2000	30	8	8	5	9	0	0	29	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	9	8	8	1	0	0	0	48.4	41.4	5.6			
2000 - 2100	25	9	6	7	0	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	3	7	9	6	2	0	0	0	0	43.5	37.6	5.0			
2100 - 2200	16	3	3	4	6	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	8	2	3	0	0	0	46.6	38.2	5.9			
2200 - 2300	9	4	3	1	1	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	3	1	1	0	0	0	0	-	37.1	9.8			
2300 - 0000	3	3	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	-	38.1	2.1			
0700 - 1900	953	243	249	233	228	3	8	745	7	102	10	40	0	3	11	24	0	0	0	0	0	5	4	40	200	359	259	65	17	3	1	0	43.2	38.2	5.3	
0600 - 2200	1082	271	280	269	262	3	10	851	7	113	17	42	0	4	11	24	0	0	0	0	0	5	5	41	226	413	284	85	19	3	1	0	43.4	38.3	5.4	
0600 - 0000	1094	276	284	271	263	4	10	861	7	114	17	42	0	4	11	26	0	0	0	0	0	1	5	5	41	226	419	288	86	19	3	1	0	43.4	38.3	5.4
0000 - 0000	1111	279	288	276	268	4	10	876	7	114	17	42	0	4	11	26	0	0	0	0	0	1	5	5	41	231	426	292	87	19	3	1	0	43.4	38.3	5.4

Virtual Day (14)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 0.85	Average Speed	Standard deviation					
			15-30	30-45			Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph				MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	3	1	1	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.3	7.5		
0100 - 0200	2	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38.0	8.5		
0200 - 0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.3	-		
0300 - 0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38.8	-		
0400 - 0500	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.4	5.4		
0500 - 0600	10	1	2	2	5	0	0	8	0	0	1	0	0	0	1	1	0	0	0	0	0	0	2	4	3	1	0	0	0	42.8	38.5	4.5		
0600 - 0700	45	7	11	15	13	0	0	33	0	5	5	1	0	0	0	0	0	0	0	0	0	0	1	10	20	10	3	0	0	42.9	38.3	4.8		
0700 - 0800	98	21	24	26	27	0	0	71	0	12	7	4	0	0	0	2	0	0	0	0	0	0	4	25	42	20	5	1	0	42.2	37.5	4.8		
0800 - 0900	105	31	29	27	19	0	0	90	1	7	1	3	0	1	1	2	0	0	0	0	0	0	4	22	46	25	6	1	0	42.6	37.9	4.9		
0900 - 1000	87	22	21	22	22	0	1	69	1	8	0	4	0	0	1	2	0	0	0	0	0	0	4	23	37	18	4	1	0	42.1	37.5	4.8		
1000 - 1100	92	23	22	24	23	0	1	78	0	7	1	4	0	0	0	1	0	0	0	0	0	0	3	21	41	21	5	1	0	42.2	37.7	4.7		
1100 - 1200	92	23	24	21	24	0	1	75	1	9	1	3	0	0	0	1	1	0	0	0	0	0	3	20	43	19	5	1	0	41.9	37.6	5.0		
1200 - 1300	91	23	22	20	26	0	0	75	1	9	1	3	0	0	0	1	1	0	0	0	0	0	3	20	40	20	5	1	0	42.4	37.7	5.1		
1300 - 1400	95	23	28	22	22	0	1	78	1	9	1	4	0	0	0	2	0	0	0	0	0	0	3	21	40	24	6	1	0	42.5	38.0	4.7		
1400 - 1500	106	26	25	26	29	0	1	91	1	8	1	2	0	0	1	1	0	0	0	0	0	0	3	22	46	26	8	1	0	43.1	38.3	5.0		
1500 - 1600	97	26	25	23	23	0	1	84	1	8	0	1	0	1	0	1	0	0	0	0	0	0	3	19	42	25	6	1	0	43.0	38.2	4.9		
1600 - 1700	79	21	17	18	18	0	0	68	0	11	7	0	0	0	0	1	0	0	0	0	0	0	2	12	30	8	1	0	0	44.4	39.5	5.1		
1700 - 1800	63	20	16	13	14	0	1	57	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	7	24	22	7	2	1	45.0	40.2	5.5		
1800 - 1900	49	13	12	11	12	0	1	46	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	7	20	13	5	2	0	44.9	39.5	5.3		
1900 - 2000	39	11	10	9	9	0	0	37	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	7	14	10	4	1	1	45.2	39.1	6.3		
2000 - 2100	25	8	6	6	6	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	2	0	0	61.3	38.0	5.7		
2100 - 2200	16	4	4	4	4	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	44.5	38.1	6.7		
2200 - 2300	9	3	2	2	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	0	0	0	-	38.4	6.9		
2300 - 0000	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	1	38.2	6.8		
0700 - 1900	1053	269	264	261	259	1	8	881	8	93	11	29	1	3	5	13	0	0	1	0	0	2	3	34	220	451	259	68	13	3	1	42.9	38.2	5.0
0600 - 2200	1178	298	295	295	290	2	10	988	9	101	16	30	1	3	6	14	0	0	1	0	0	3	3	39	244	501	288	79	16	4	1	43.1	38.2	5.1
0600 - 2000	1191	299	292	293	286	2	10	1007	10	101	16	30	30	1	3	14	0	0	1	0	0	3	3	39	247	505	291	77	17	4	1	43.1	38.2	5.1
0600 - 2000	1229	304	303	303	299	2	10	1015	9	102	17	30	1	4	6	14	0	0	1	0	3	3	4	40	251	512	295	81	17	4	1	43.1	38.2	5.1

Virtual Week (2)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 0.85	Average Speed	Standard deviation		
			00-15	15-30		30-45	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph						
Mon	1382	351	333	349	350	1	8	1136	8	131	21	41	1	7	7	21	1	0	1	0	2	3	52	289	615	319	84	15	3	1	0	42.8	38.0	4.9
Tue	1407	359	362	351	335	3	11	1144	11	133	37	39	0	4	9	18	1	1	1	1	4	4	50	326	587	322	88	21	4	1	0	42.7	38.0	5.1
Wed	1159	297	286	291	286	2	14	918	7	118	19	43	0	7	11	23	0	0	0	1	3	5	39	231	468	309	87	21	4	3	0	43.4	38.5	5.3
Thu	1110	287	271	275	278	2	7	882	8	121	17	44	0	4	9	18	0	0	0	0	2	4	46	222	452	278	85	16	4	3	1	43.4	38.4	5.3
Fri	1470	356	381	377	356	2	11	1225	16	130	22	34	1	7	6	18	0	0	1	2	3	6	46	303	624	370	92	19	4	1	1	42.8	38.1	5.1
Sat	1037	270	258	257	253	1	6	858	5	51	3	9	1	0	2	3	0	0	1	0	4	3	23	215	453	246	72	15	5	1	1	43.2	38.4	5.2
Sun	903	212	233	222	237	2	12	846	7	34	2	0	1	0	0	1	0	0	1	1	3	3	25	175	397	224	58	13	4	1	0	42.9	38.2	5.1
	8466	2130	2122	2121	2094	13	69	7108	60	716	119	208	4	27	42	101	2	1	4	3	21	26	281	1760	3585	2067	566	119	27	10	2	43.1	38.2	5.1

Total

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed															P-Tile 0.85	Average Speed	Standard deviation
			00-15	15-30						30-45	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
	16932	4260	4244	4241	4187	25	137	14216	120	1432	237	416	7	53	84	201	3	1	7	6	41	51	561	3520	7169	4133	1131	237	53	19	4	43.1	38.2	5.1			

Cherhill
Classified Junction Count

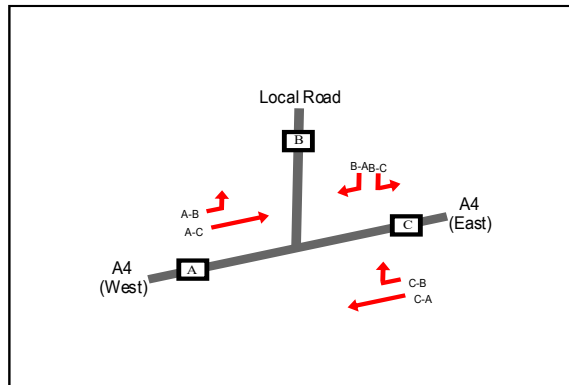
Site 1 of 1
Local Road
A4 (East)
A4 (West)

Lat/Long
lat 51.427029° lon -1.971034°

Date
Thursday 12 June 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Thursday PM Peak)



TIME	Movement A-B								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	15	0	3	0	0	0	18	18.00
1515 - 1530	0	0	9	0	1	1	1	1	13	15.80
1530 - 1545	0	0	16	0	1	1	0	0	18	18.50
1545 - 1600	0	0	12	0	2	1	2	1	18	22.10
Hourly Total	0	0	52	0	7	3	3	2	67	74.40
Hourly Average	0.00	0.00	13.00	0.00	1.75	0.75	0.75	0.50	16.75	18.60
1600 - 1615	0	0	15	0	1	1	1	0	18	19.80
1615 - 1630	0	0	17	0	2	0	0	0	19	19.00
1630 - 1645	0	0	12	0	5	0	0	0	17	17.00
1645 - 1700	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	0	0	59	0	10	1	1	0	71	72.80
Hourly Average	0.00	0.00	14.75	0.00	2.50	0.25	0.25	0.00	17.75	18.20
1700 - 1715	0	0	17	0	3	0	0	0	20	20.00
1715 - 1730	0	0	13	0	2	0	0	1	16	17.00
1730 - 1745	0	0	22	0	5	0	0	0	27	27.00
1745 - 1800	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	0	0	63	0	12	0	0	1	76	77.00
Hourly Average	0.00	0.00	15.75	0.00	3.00	0.00	0.00	0.25	19.00	19.25
1800 - 1815	0	0	10	0	0	0	0	0	10	10.00
1815 - 1830	0	0	15	0	2	0	0	0	17	17.00
1830 - 1845	3	0	3	0	2	0	0	0	8	5.60
1845 - 1900	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	3	0	39	0	5	0	0	0	47	44.60
Hourly Average	0.75	0.00	9.75	0.00	1.25	0.00	0.00	0.00	11.75	11.15
Session Total	3	0	213	0	34	4	4	3	261	268.80
Session Average	0.19	0.00	13.31	0.00	2.13	0.25	0.25	0.19	16.31	16.80

Date
Saturday 14 June 2025

Weather
Sunny Intervals
Temp: 19°C

1000 - 1600 (Saturday 6H Session)

TIME	Movement A-B								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	17	0	1	0	0	0	18	18.00
1015 - 1030	2	0	20	0	1	1	0	0	24	22.90
1030 - 1045	2	0	21	0	2	0	0	0	25	23.40
1045 - 1100	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	4	0	69	0	4	1	0	0	78	75.30
Hourly Average	1.00	0.00	17.25	0.00	1.00	0.25	0.00	0.00	19.50	18.83
1100 - 1115	0	0	21	0	2	0	0	0	23	23.00
1115 - 1130	1	0	22	0	2	1	0	1	27	27.70
1130 - 1145	1	0	24	0	8	0	0	0	33	32.20
1145 - 1200	0	0	22	0	0	1	0	0	23	23.50
Hourly Total	2	0	89	0	12	2	0	1	106	106.40
Hourly Average	0.50	0.00	22.25	0.00	3.00	0.50	0.00	0.25	26.50	26.60
1200 - 1215	0	0	24	0	0	0	0	0	24	24.00
1215 - 1230	0	0	15	0	1	0	0	0	16	16.00
1230 - 1245	0	0	13	0	1	0	0	0	14	14.00
1245 - 1300	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	0	68	0	3	0	0	0	71	71.00
Hourly Average	0.00	0.00	17.00	0.00	0.75	0.00	0.00	0.00	17.75	17.75
1300 - 1315	1	0	17	0	2	0	0	0	20	19.20
1315 - 1330	0	0	21	0	2	0	0	1	24	25.00
1330 - 1345	1	0	6	0	2	0	0	0	9	8.20
1345 - 1400	0	0	22	0	2	0	0	0	24	24.00
Hourly Total	2	0	66	0	8	0	0	1	77	76.40
Hourly Average	0.50	0.00	16.50	0.00	2.00	0.00	0.00	0.25	19.25	19.10
1400 - 1415	0	0	25	0	2	0	0	0	27	27.00
1415 - 1430	0	0	24	0	2	0	0	0	26	26.00
1430 - 1445	0	2	15	0	2	0	0	0	19	17.80
1445 - 1500	0	1	23	0	3	0	0	0	27	26.40
Hourly Total	0	3	87	0	9	0	0	0	99	97.20
Hourly Average	0.00	0.75	21.75	0.00	2.25	0.00	0.00	0.00	24.75	24.30
1500 - 1515	0	0	23	0	1	0	0	1	25	26.00
1515 - 1530	0	0	22	0	1	0	0	0	23	23.00
1530 - 1545	0	0	15	0	3	0	0	0	18	18.00
1545 - 1600	0	0	16	0	0	0	0	0	16	16.00

Hourly Total	0	0	76	0	5	0	0	1	82	83.00
Hourly Average	0.00	0.00	19.00	0.00	1.25	0.00	0.00	0.25	20.50	20.75
Session Total	8	3	455	0	41	3	0	3	513	509.30
Session Average	0.33	0.13	18.96	0.00	1.71	0.13	0.00	0.13	21.38	21.22

Cherhill
Classified Junction Count

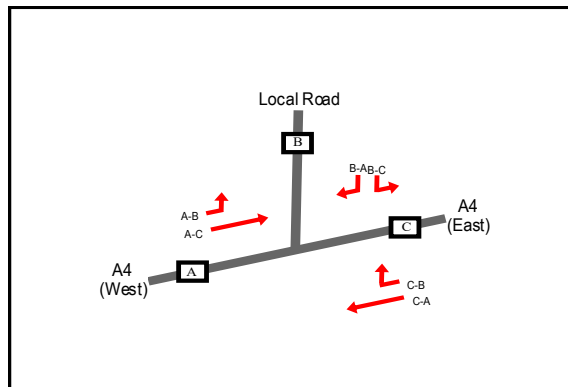
Site 1 of 1
Local Road
A4 (East)
A4 (West)

Lat/Long
lat 51.427029° lon -1.971034°

Date
Thursday 12 June 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Thursday PM Peak)



TIME	Movement A-C								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	38	0	8	0	0	0	46	46.00
1515 - 1530	1	0	33	1	8	1	1	1	46	48.00
1530 - 1545	1	1	50	0	12	0	1	0	65	64.90
1545 - 1600	0	1	47	0	7	0	1	0	56	56.70
Hourly Total	2	2	168	1	35	1	3	1	213	215.60
Hourly Average	0.50	0.50	42.00	0.25	8.75	0.25	0.75	0.25	53.25	53.90
1600 - 1615	0	0	37	0	6	1	0	0	44	44.50
1615 - 1630	0	0	47	1	7	0	0	0	55	55.00
1630 - 1645	0	0	30	0	10	0	0	0	40	40.00
1645 - 1700	0	0	44	0	7	0	0	0	51	51.00
Hourly Total	0	0	158	1	30	1	0	0	190	190.50
Hourly Average	0.00	0.00	39.50	0.25	7.50	0.25	0.00	0.00	47.50	47.63
1700 - 1715	0	2	55	0	3	2	0	1	63	63.80
1715 - 1730	0	1	38	0	10	1	0	0	50	49.90
1730 - 1745	0	3	47	0	5	1	0	0	56	54.70
1745 - 1800	0	1	49	0	5	0	0	1	56	56.40
Hourly Total	0	7	189	0	23	4	0	2	225	224.80
Hourly Average	0.00	1.75	47.25	0.00	5.75	1.00	0.00	0.50	56.25	56.20
1800 - 1815	0	1	34	0	1	1	1	1	39	41.20
1815 - 1830	0	1	31	0	4	0	0	0	36	35.40
1830 - 1845	0	0	27	0	4	1	0	0	32	32.50
1845 - 1900	0	0	35	0	7	0	0	0	42	42.00
Hourly Total	0	2	127	0	16	2	1	1	149	151.10
Hourly Average	0.00	0.50	31.75	0.00	4.00	0.50	0.25	0.25	37.25	37.78
Session Total	2	11	642	2	104	8	4	4	777	782.00
Session Average	0.13	0.69	40.13	0.13	6.50	0.50	0.25	0.25	48.56	48.88

Date
Saturday 14 June 2025

Weather
Sunny Intervals
Temp: 19°C

1000 - 1600 (Saturday 6H Session)

TIME	Movement A-C								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	1	4	53	0	3	0	0	0	61	57.80
1015 - 1030	0	1	80	0	5	0	0	0	86	85.40
1030 - 1045	0	2	55	0	6	0	0	0	63	61.80
1045 - 1100	0	1	52	0	8	0	0	0	61	60.40
Hourly Total	1	8	240	0	22	0	0	0	271	265.40
Hourly Average	0.25	2.00	60.00	0.00	5.50	0.00	0.00	0.00	67.75	66.35
1100 - 1115	0	5	54	0	3	0	0	0	62	59.00
1115 - 1130	0	6	49	0	4	0	0	0	59	55.40
1130 - 1145	0	1	43	0	2	0	0	0	46	45.40
1145 - 1200	0	4	42	0	4	0	0	0	50	47.60
Hourly Total	0	16	188	0	13	0	0	0	217	207.40
Hourly Average	0.00	4.00	47.00	0.00	3.25	0.00	0.00	0.00	54.25	51.85
1200 - 1215	0	1	62	0	3	0	0	0	66	65.40
1215 - 1230	0	2	56	0	6	0	1	0	65	65.10
1230 - 1245	0	2	52	0	4	0	0	0	58	56.80
1245 - 1300	0	0	42	0	8	0	0	0	50	50.00
Hourly Total	0	5	212	0	21	0	1	0	239	237.30
Hourly Average	0.00	1.25	53.00	0.00	5.25	0.00	0.25	0.00	59.75	59.33
1300 - 1315	0	2	40	0	4	0	0	0	46	44.80
1315 - 1330	0	1	59	0	4	0	0	1	65	65.40
1330 - 1345	0	2	50	0	4	0	1	0	57	57.10
1345 - 1400	0	3	42	0	3	0	0	0	48	46.20
Hourly Total	0	8	191	0	15	0	1	1	216	213.50
Hourly Average	0.00	2.00	47.75	0.00	3.75	0.00	0.25	0.25	54.00	53.38
1400 - 1415	0	0	33	1	2	0	0	0	36	36.00
1415 - 1430	0	2	38	0	0	0	0	0	40	38.80
1430 - 1445	0	0	33	0	6	0	1	0	40	41.30
1445 - 1500	0	2	32	0	3	0	0	0	37	35.80
Hourly Total	0	4	136	1	11	0	1	0	153	151.90
Hourly Average	0.00	1.00	34.00	0.25	2.75	0.00	0.25	0.00	38.25	37.98
1500 - 1515	0	2	34	0	1	0	0	0	37	35.80
1515 - 1530	0	1	42	0	3	0	0	0	46	45.40
1530 - 1545	1	0	44	0	4	0	0	0	49	48.20
1545 - 1600	0	36	35	0	6	0	0	0	77	55.40

Hourly Total	1	39	155	0	14	0	0	0	209	184.80
Hourly Average	0.25	9.75	38.75	0.00	3.50	0.00	0.00	0.00	52.25	46.20
Session Total	2	80	1122	1	96	0	3	1	1305	1260.30
Session Average	0.08	3.33	46.75	0.04	4.00	0.00	0.13	0.04	54.38	52.51

Cherhill
Classified Junction Count

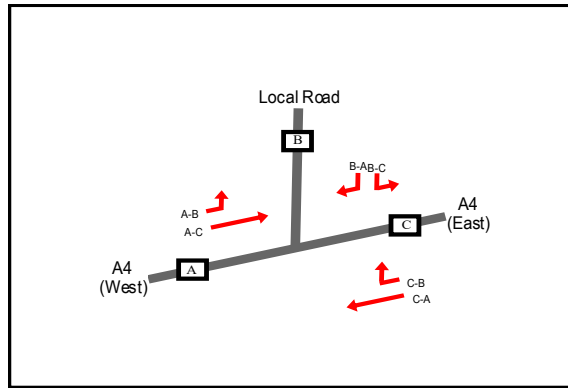
Site 1 of 1
Local Road
A4 (East)
A4 (West)

Lat/Long
lat 51.427029° lon -1.971034°

Date
Thursday 12 June 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Thursday PM Peak)



TIME	Movement B-A								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	14	0	1	0	2	0	17	19.60
1515 - 1530	0	0	13	0	2	1	1	0	17	18.80
1530 - 1545	0	0	12	0	3	0	0	0	15	15.00
1545 - 1600	0	0	7	0	2	0	0	0	9	9.00
Hourly Total	0	0	46	0	8	1	3	0	58	62.40
Hourly Average	0.00	0.00	11.50	0.00	2.00	0.25	0.75	0.00	14.50	15.60
1600 - 1615	0	1	19	0	5	0	0	0	25	24.40
1615 - 1630	0	0	18	0	1	0	0	0	19	19.00
1630 - 1645	1	0	15	0	3	0	0	0	19	18.20
1645 - 1700	0	0	13	0	4	0	0	0	17	17.00
Hourly Total	1	1	65	0	13	0	0	0	80	78.60
Hourly Average	0.25	0.25	16.25	0.00	3.25	0.00	0.00	0.00	20.00	19.65
1700 - 1715	0	1	21	0	3	0	0	0	25	24.40
1715 - 1730	0	2	11	0	3	0	0	0	16	14.80
1730 - 1745	0	0	6	0	4	0	0	0	10	10.00
1745 - 1800	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	0	3	57	0	11	0	0	0	71	69.20
Hourly Average	0.00	0.75	14.25	0.00	2.75	0.00	0.00	0.00	17.75	17.30
1800 - 1815	0	0	12	0	3	0	0	0	15	15.00
1815 - 1830	1	0	13	0	0	0	0	0	14	13.20
1830 - 1845	0	1	7	0	0	0	0	0	8	7.40
1845 - 1900	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	1	1	44	0	3	0	0	0	49	47.60
Hourly Average	0.25	0.25	11.00	0.00	0.75	0.00	0.00	0.00	12.25	11.90
Session Total	2	5	212	0	35	1	3	0	258	257.80
Session Average	0.13	0.31	13.25	0.00	2.19	0.06	0.19	0.00	16.13	16.11

Date
Saturday 14 June 2025

Weather
Sunny Intervals
Temp: 19°C

1000 - 1600 (Saturday 6H Session)

TIME	Movement B-A								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	1	0	16	0	3	0	0	1	21	21.20
1015 - 1030	0	0	14	0	3	0	0	0	17	17.00
1030 - 1045	1	0	28	0	3	0	0	0	32	31.20
1045 - 1100	1	0	16	0	1	0	0	0	18	17.20
Hourly Total	3	0	74	0	10	0	0	1	88	86.60
Hourly Average	0.75	0.00	18.50	0.00	2.50	0.00	0.00	0.25	22.00	21.65
1100 - 1115	0	0	27	0	3	0	0	0	30	30.00
1115 - 1130	0	0	23	0	1	0	0	1	25	26.00
1130 - 1145	0	0	25	0	1	0	0	0	26	26.00
1145 - 1200	0	0	24	0	2	0	0	0	26	26.00
Hourly Total	0	0	99	0	7	0	0	1	107	108.00
Hourly Average	0.00	0.00	24.75	0.00	1.75	0.00	0.00	0.25	26.75	27.00
1200 - 1215	0	0	25	0	1	0	0	0	26	26.00
1215 - 1230	0	0	9	0	1	0	0	0	10	10.00
1230 - 1245	0	0	15	0	2	0	0	0	17	17.00
1245 - 1300	0	0	22	0	2	0	0	1	25	26.00
Hourly Total	0	0	71	0	6	0	0	1	78	79.00
Hourly Average	0.00	0.00	17.75	0.00	1.50	0.00	0.00	0.25	19.50	19.75
1300 - 1315	0	0	14	0	2	0	0	0	16	16.00
1315 - 1330	0	0	25	0	2	0	0	0	27	27.00
1330 - 1345	0	0	16	0	4	1	0	0	21	21.50
1345 - 1400	0	0	18	0	0	0	0	0	18	18.00
Hourly Total	0	0	73	0	8	1	0	0	82	82.50
Hourly Average	0.00	0.00	18.25	0.00	2.00	0.25	0.00	0.00	20.50	20.63
1400 - 1415	0	0	22	0	2	0	0	0	24	24.00
1415 - 1430	0	0	20	0	4	0	0	0	24	24.00
1430 - 1445	0	0	18	0	1	0	0	0	19	19.00
1445 - 1500	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	0	0	78	0	8	0	0	0	86	86.00
Hourly Average	0.00	0.00	19.50	0.00	2.00	0.00	0.00	0.00	21.50	21.50
1500 - 1515	0	0	22	0	1	0	0	0	23	23.00
1515 - 1530	0	0	20	0	0	0	0	0	20	20.00
1530 - 1545	0	0	17	0	0	0	0	0	17	17.00
1545 - 1600	0	0	13	0	3	0	0	0	16	16.00

Hourly Total	0	0	72	0	4	0	0	0	76	76.00
Hourly Average	0.00	0.00	18.00	0.00	1.00	0.00	0.00	0.00	19.00	19.00
Session Total	3	0	467	0	43	1	0	3	517	518.10
Session Average	0.13	0.00	19.46	0.00	1.79	0.04	0.00	0.13	21.54	21.59

Cherhill
Classified Junction Count

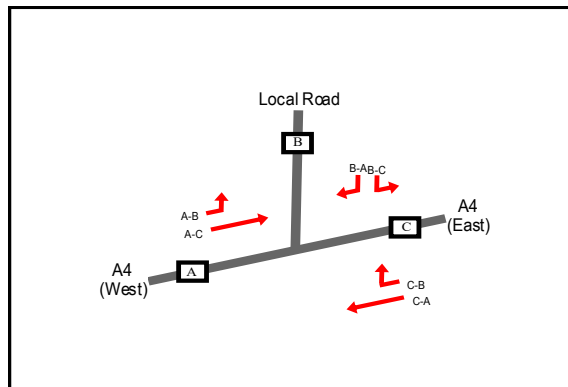
Site 1 of 1
Local Road
A4 (East)
A4 (West)

Lat/Long
lat 51.427029° lon -1.971034°

Date
Thursday 12 June 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Thursday PM Peak)



TIME	Movement B-C								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	5	0	2	1	0	0	8	8.50
1515 - 1530	0	0	2	0	1	0	0	1	4	5.00
1530 - 1545	0	0	4	0	0	0	2	0	6	8.60
1545 - 1600	0	0	4	0	1	0	1	0	6	7.30
Hourly Total	0	0	15	0	4	1	3	1	24	29.40
Hourly Average	0.00	0.00	3.75	0.00	1.00	0.25	0.75	0.25	6.00	7.35
1600 - 1615	0	0	1	0	0	0	1	1	3	5.30
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	8	0	1	1	0	0	10	10.50
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	11	0	1	1	1	1	15	17.80
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.25	0.25	0.25	3.75	4.45
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	4	0	1	0	0	1	6	7.00
1730 - 1745	1	0	4	0	0	0	0	0	5	4.20
1745 - 1800	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	1	0	13	0	3	0	0	1	18	18.20
Hourly Average	0.25	0.00	3.25	0.00	0.75	0.00	0.00	0.25	4.50	4.55
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	1	0	1	0	0	0	2	2.00
1830 - 1845	0	0	2	0	1	0	0	0	3	3.00
1845 - 1900	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	17	0	3	0	0	0	20	20.00
Hourly Average	0.00	0.00	4.25	0.00	0.75	0.00	0.00	0.00	5.00	5.00
Session Total	1	0	56	0	11	2	4	3	77	85.40
Session Average	0.06	0.00	3.50	0.00	0.69	0.13	0.25	0.19	4.81	5.34

Date
Saturday 14 June 2025

Weather
Sunny Intervals
Temp: 19°C

1000 - 1600 (Saturday 6H Session)

TIME	Movement B-C								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	9	0	0	0	0	0	9	9.00
1015 - 1030	0	0	6	0	0	0	0	0	6	6.00
1030 - 1045	0	0	3	0	0	0	0	0	3	3.00
1045 - 1100	0	0	6	0	1	0	1	0	8	9.30
Hourly Total	0	0	24	0	1	0	1	0	26	27.30
Hourly Average	0.00	0.00	6.00	0.00	0.25	0.00	0.25	0.00	6.50	6.83
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	2	0	0	0	0	1	3	4.00
1130 - 1145	0	0	5	0	1	0	0	0	6	6.00
1145 - 1200	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	12	0	2	0	0	1	15	16.00
Hourly Average	0.00	0.00	3.00	0.00	0.50	0.00	0.00	0.25	3.75	4.00
1200 - 1215	0	0	3	0	0	0	0	0	3	3.00
1215 - 1230	1	0	1	0	0	0	0	0	2	1.20
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	0	10	0	0	0	0	0	11	10.20
Hourly Average	0.25	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.75	2.55
1300 - 1315	0	0	4	0	0	0	0	0	4	4.00
1315 - 1330	0	0	3	0	0	0	0	1	4	5.00
1330 - 1345	0	0	6	0	0	0	0	0	6	6.00
1345 - 1400	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	14	0	2	0	0	1	17	18.00
Hourly Average	0.00	0.00	3.50	0.00	0.50	0.00	0.00	0.25	4.25	4.50
1400 - 1415	0	0	3	0	0	0	0	0	3	3.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	3	0	0	0	1	0	4	5.30
1445 - 1500	0	1	4	0	0	0	0	0	5	4.40
Hourly Total	0	1	12	0	0	0	1	0	14	14.70
Hourly Average	0.00	0.25	3.00	0.00	0.00	0.00	0.25	0.00	3.50	3.68
1500 - 1515	0	0	2	0	1	0	0	1	4	5.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	2	0	0	0	2	2.00
1545 - 1600	0	0	2	0	1	0	0	0	3	3.00

Hourly Total	0	0	4	0	4	0	0	1	9	10.00
Hourly Average	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.25	2.25	2.50
Session Total	1	1	76	0	9	0	2	3	92	96.20
Session Average	0.04	0.04	3.17	0.00	0.38	0.00	0.08	0.13	3.83	4.01

Cherhill
Classified Junction Count

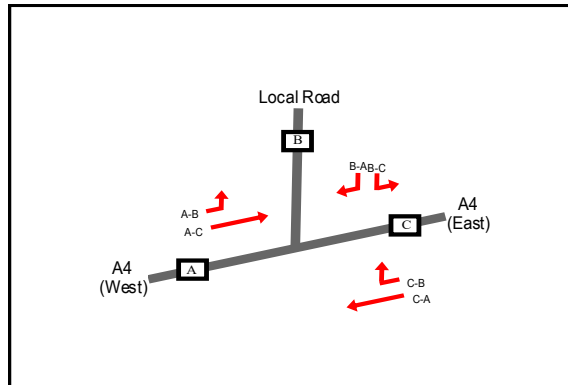
Site 1 of 1
Local Road
A4 (East)
A4 (West)

Lat/Long
lat 51.427029° lon -1.971034°

Date
Thursday 12 June 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Thursday PM Peak)



TIME	Movement C-A								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	91	2	12	0	0	0	106	105.20
1515 - 1530	0	0	50	0	9	3	0	0	62	63.50
1530 - 1545	0	1	53	0	13	2	0	0	69	69.40
1545 - 1600	0	3	54	2	6	0	2	0	67	67.80
Hourly Total	1	4	248	4	40	5	2	0	304	305.90
Hourly Average	0.25	1.00	62.00	1.00	10.00	1.25	0.50	0.00	76.00	76.48
1600 - 1615	0	1	74	0	16	0	2	1	94	97.00
1615 - 1630	0	1	68	0	13	0	0	0	82	81.40
1630 - 1645	0	0	63	0	15	1	0	0	79	79.50
1645 - 1700	0	0	63	1	20	0	1	0	85	86.30
Hourly Total	0	2	268	1	64	1	3	1	340	344.20
Hourly Average	0.00	0.50	67.00	0.25	16.00	0.25	0.75	0.25	85.00	86.05
1700 - 1715	0	1	68	0	12	0	1	0	82	82.70
1715 - 1730	0	0	88	0	16	1	0	1	106	107.50
1730 - 1745	0	2	80	0	9	0	1	0	92	92.10
1745 - 1800	0	0	76	0	6	0	1	0	83	84.30
Hourly Total	0	3	312	0	43	1	3	1	363	366.60
Hourly Average	0.00	0.75	78.00	0.00	10.75	0.25	0.75	0.25	90.75	91.65
1800 - 1815	0	0	66	0	4	0	0	0	70	70.00
1815 - 1830	0	3	45	1	4	1	0	0	54	52.70
1830 - 1845	0	4	54	0	4	0	0	0	62	59.60
1845 - 1900	0	1	39	0	8	0	2	0	50	52.00
Hourly Total	0	8	204	1	20	1	2	0	236	234.30
Hourly Average	0.00	2.00	51.00	0.25	5.00	0.25	0.50	0.00	59.00	58.58
Session Total	1	17	1032	6	167	8	10	2	1243	1251.00
Session Average	0.06	1.06	64.50	0.38	10.44	0.50	0.63	0.13	77.69	78.19

Date
Saturday 14 June 2025

Weather
Sunny Intervals
Temp: 19°C

1000 - 1600 (Saturday 6H Session)

TIME	Movement C-A								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	1	39	0	2	0	0	0	42	41.40
1015 - 1030	0	3	27	0	3	0	0	0	33	31.20
1030 - 1045	0	1	36	0	2	0	0	0	39	38.40
1045 - 1100	0	0	26	0	3	0	0	0	29	29.00
Hourly Total	0	5	128	0	10	0	0	0	143	140.00
Hourly Average	0.00	1.25	32.00	0.00	2.50	0.00	0.00	0.00	35.75	35.00
1100 - 1115	0	1	53	0	4	0	0	1	59	59.40
1115 - 1130	2	2	51	0	3	0	0	1	59	57.20
1130 - 1145	10	4	65	0	6	0	0	1	86	76.60
1145 - 1200	0	0	49	0	4	0	0	0	53	53.00
Hourly Total	12	7	218	0	17	0	0	3	257	246.20
Hourly Average	3.00	1.75	54.50	0.00	4.25	0.00	0.00	0.75	64.25	61.55
1200 - 1215	0	2	50	0	8	0	0	0	60	58.80
1215 - 1230	1	6	53	0	3	0	0	0	63	58.60
1230 - 1245	0	1	45	0	0	0	0	1	47	47.40
1245 - 1300	1	1	47	0	2	0	1	0	52	51.90
Hourly Total	2	10	195	0	13	0	1	1	222	216.70
Hourly Average	0.50	2.50	48.75	0.00	3.25	0.00	0.25	0.25	55.50	54.18
1300 - 1315	0	2	45	0	3	0	0	0	50	48.80
1315 - 1330	0	1	46	0	5	0	0	0	52	51.40
1330 - 1345	0	2	61	0	9	0	0	0	72	70.80
1345 - 1400	0	10	52	0	5	0	0	0	67	61.00
Hourly Total	0	15	204	0	22	0	0	0	241	232.00
Hourly Average	0.00	3.75	51.00	0.00	5.50	0.00	0.00	0.00	60.25	58.00
1400 - 1415	0	10	53	0	2	0	0	0	65	59.00
1415 - 1430	0	3	42	1	3	0	1	0	50	49.50
1430 - 1445	0	0	36	1	5	0	0	0	42	42.00
1445 - 1500	0	2	39	1	1	0	1	1	45	46.10
Hourly Total	0	15	170	3	11	0	2	1	202	196.60
Hourly Average	0.00	3.75	42.50	0.75	2.75	0.00	0.50	0.25	50.50	49.15
1500 - 1515	0	4	44	0	8	0	0	0	56	53.60
1515 - 1530	3	3	47	0	8	0	0	0	61	56.80
1530 - 1545	0	2	55	0	2	0	0	0	59	57.80
1545 - 1600	0	0	56	0	4	0	0	0	60	60.00

Hourly Total	3	9	202	0	22	0	0	0	236	228.20
Hourly Average	0.75	2.25	50.50	0.00	5.50	0.00	0.00	0.00	59.00	57.05
Session Total	17	61	1117	3	95	0	3	5	1301	1259.70
Session Average	0.71	2.54	46.54	0.13	3.96	0.00	0.13	0.21	54.21	52.49

Cherhill
Classified Junction Count

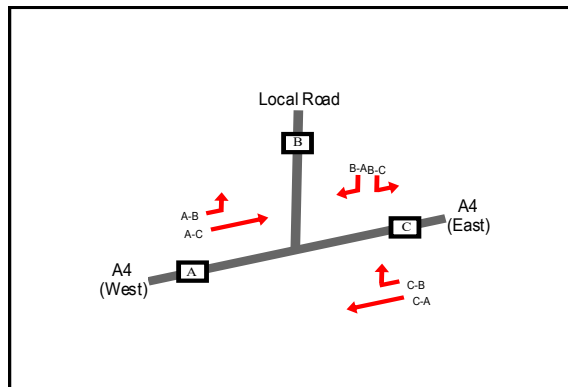
Site 1 of 1
Local Road
A4 (East)
A4 (West)

Lat/Long
lat 51.427029° lon -1.971034°

Date
Thursday 12 June 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Thursday PM Peak)



TIME	Movement C-B								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	5	0	2	2	1	0	10	12.30
1515 - 1530	0	0	3	0	1	0	0	0	4	4.00
1530 - 1545	0	0	3	0	0	2	0	0	5	6.00
1545 - 1600	0	0	5	0	2	0	0	0	7	7.00
Hourly Total	0	0	16	0	5	4	1	0	26	29.30
Hourly Average	0.00	0.00	4.00	0.00	1.25	1.00	0.25	0.00	6.50	7.33
1600 - 1615	0	0	7	0	2	1	0	0	10	10.50
1615 - 1630	0	0	2	0	0	1	0	0	3	3.50
1630 - 1645	0	0	4	0	3	1	0	0	8	8.50
1645 - 1700	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	0	0	23	0	6	3	0	0	32	33.50
Hourly Average	0.00	0.00	5.75	0.00	1.50	0.75	0.00	0.00	8.00	8.38
1700 - 1715	0	0	8	0	3	0	0	0	11	11.00
1715 - 1730	0	0	3	0	1	0	0	0	4	4.00
1730 - 1745	1	0	4	0	0	0	0	0	5	4.20
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	0	20	0	4	0	0	0	25	24.20
Hourly Average	0.25	0.00	5.00	0.00	1.00	0.00	0.00	0.00	6.25	6.05
1800 - 1815	0	0	4	0	1	0	0	0	5	5.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	11	0	2	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.75	0.00	0.50	0.00	0.00	0.00	3.25	3.25
Session Total	1	0	70	0	17	7	1	0	96	100.00
Session Average	0.06	0.00	4.38	0.00	1.06	0.44	0.06	0.00	6.00	6.25

Date
Saturday 14 June 2025

Weather
Sunny Intervals
Temp: 19°C

1000 - 1600 (Saturday 6H Session)

TIME	Movement C-B								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1000 - 1015	0	0	3	0	1	0	1	0	5	6.30
1015 - 1030	0	0	4	0	0	0	0	0	4	4.00
1030 - 1045	0	0	5	0	0	0	1	0	6	7.30
1045 - 1100	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	15	0	2	0	2	0	19	21.60
Hourly Average	0.00	0.00	3.75	0.00	0.50	0.00	0.50	0.00	4.75	5.40
1100 - 1115	0	0	3	0	0	0	0	0	3	3.00
1115 - 1130	1	0	3	0	1	0	0	0	5	4.20
1130 - 1145	0	0	7	0	1	0	0	0	8	8.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	14	0	2	0	0	0	17	16.20
Hourly Average	0.25	0.00	3.50	0.00	0.50	0.00	0.00	0.00	4.25	4.05
1200 - 1215	0	0	2	0	0	0	0	0	2	2.00
1215 - 1230	0	0	2	0	0	0	0	0	2	2.00
1230 - 1245	0	0	5	0	0	0	0	0	5	5.00
1245 - 1300	1	0	4	0	0	0	0	1	6	6.20
Hourly Total	1	0	13	0	0	0	0	1	15	15.20
Hourly Average	0.25	0.00	3.25	0.00	0.00	0.00	0.00	0.25	3.75	3.80
1300 - 1315	1	1	10	0	0	0	0	0	12	10.60
1315 - 1330	0	0	5	0	0	0	0	0	5	5.00
1330 - 1345	0	0	4	0	1	0	0	0	5	5.00
1345 - 1400	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	1	21	0	1	0	0	0	24	22.60
Hourly Average	0.25	0.25	5.25	0.00	0.25	0.00	0.00	0.00	6.00	5.65
1400 - 1415	0	0	2	0	0	0	1	0	3	4.30
1415 - 1430	0	0	5	0	0	0	0	0	5	5.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	12	0	0	0	1	0	13	14.30
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.25	0.00	3.25	3.58
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	1	0	0	0	1	0	0	0	2	1.20
1530 - 1545	0	1	3	0	1	0	0	0	5	4.40
1545 - 1600	0	1	4	0	2	0	1	0	8	8.70

Hourly Total	1	2	9	0	4	0	1	0	17	16.30
Hourly Average	0.25	0.50	2.25	0.00	1.00	0.00	0.25	0.00	4.25	4.08
Session Total	4	3	84	0	9	0	4	1	105	106.20
Session Average	0.17	0.13	3.50	0.00	0.38	0.00	0.17	0.04	4.38	4.43

Cherhill
Queue Length Survey

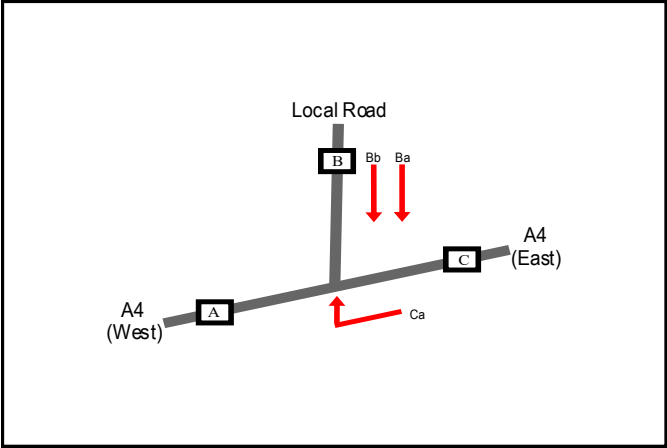
Site 1 of 1
Local Road
A4 (East)
A4 (West)

Lat/Long
lat 51.427029° lon -1.971034°

Date
Thursday 12 June 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Thursday PM Peak)



TIME	Ba	Bb	Ca
1500 - 1501	0	0	0
1501 - 1502	0	0	1
1502 - 1503	1	1	0
1503 - 1504	0	1	0
1504 - 1505	0	0	0
1505 - 1506	0	0	0
1506 - 1507	0	0	0
1507 - 1508	0	0	0
1508 - 1509	0	2	1
1509 - 1510	1	0	1
1510 - 1511	0	0	0
1511 - 1512	0	1	0
1512 - 1513	1	1	0
1513 - 1514	0	1	0
1514 - 1515	0	3	0
1515 - 1516	0	2	0
1516 - 1517	0	1	1
1517 - 1518	0	1	0
1518 - 1519	0	2	0
1519 - 1520	0	1	0
1520 - 1521	0	0	0
1521 - 1522	1	1	0
1522 - 1523	0	1	0
1523 - 1524	0	1	0
1524 - 1525	0	0	0
1525 - 1526	0	1	1
1526 - 1527	0	1	0
1527 - 1528	0	2	0
1528 - 1529	0	1	0
1529 - 1530	0	1	0
1530 - 1531	0	0	0
1531 - 1532	0	0	0
1532 - 1533	0	1	1
1533 - 1534	0	0	0
1534 - 1535	1	2	0
1535 - 1536	1	0	1
1536 - 1537	0	0	0
1537 - 1538	0	1	0
1538 - 1539	1	2	0
1539 - 1540	0	1	0
1540 - 1541	0	1	0
1541 - 1542	0	1	0
1542 - 1543	0	0	1
1543 - 1544	0	0	0
1544 - 1545	0	0	0
1545 - 1546	0	1	0
1546 - 1547	0	1	0
1547 - 1548	0	0	0
1548 - 1549	0	0	1
1549 - 1550	0	0	0
1550 - 1551	0	0	0
1551 - 1552	1	0	0
1552 - 1553	0	0	0
1553 - 1554	0	0	0
1554 - 1555	0	2	0
1555 - 1556	0	1	1
1556 - 1557	0	1	0
1557 - 1558	0	2	0
1558 - 1559	0	0	0
1559 - 1600	0	0	0
Hourly Average	0.13	0.72	0.17

1600 - 1601	0	1	0
1601 - 1602	0	1	0
1602 - 1603	0	2	0
1603 - 1604	0	2	0
1604 - 1605	0	0	1
1605 - 1606	0	1	0
1606 - 1607	0	3	0
1607 - 1608	0	1	0
1608 - 1609	0	1	0
1609 - 1610	0	1	0
1610 - 1611	0	1	0
1611 - 1612	0	0	0
1612 - 1613	0	0	0
1613 - 1614	0	1	0
1614 - 1615	0	1	0
1615 - 1616	0	2	0
1616 - 1617	0	0	0
1617 - 1618	0	3	0
1618 - 1619	0	1	0
1619 - 1620	0	4	0
1620 - 1621	0	3	0
1621 - 1622	0	2	0
1622 - 1623	0	0	0
1623 - 1624	0	0	0
1624 - 1625	0	1	0
1625 - 1626	0	1	0
1626 - 1627	0	1	0
1627 - 1628	0	0	0
1628 - 1629	0	0	0
1629 - 1630	0	1	0
1630 - 1631	0	1	0
1631 - 1632	0	0	0
1632 - 1633	1	1	0
1633 - 1634	0	1	0
1634 - 1635	0	3	1
1635 - 1636	0	1	0
1636 - 1637	0	0	0
1637 - 1638	0	0	0
1638 - 1639	0	1	0
1639 - 1640	1	1	0
1640 - 1641	1	1	0
1641 - 1642	0	0	1
1642 - 1643	0	0	0
1643 - 1644	1	1	0
1644 - 1645	1	3	0
1645 - 1646	0	1	0
1646 - 1647	0	3	0
1647 - 1648	0	1	0
1648 - 1649	0	1	0
1649 - 1650	0	1	0
1650 - 1651	0	0	1
1651 - 1652	0	1	0
1652 - 1653	0	1	0
1653 - 1654	0	0	0
1654 - 1655	0	0	0
1655 - 1656	0	0	1
1656 - 1657	0	1	0
1657 - 1658	0	1	0
1658 - 1659	0	1	0
1659 - 1700	0	0	1
Hourly Average	0.08	1.02	0.10

1700 - 1701	0	0	0
1701 - 1702	0	2	0
1702 - 1703	0	1	0
1703 - 1704	0	0	0
1704 - 1705	0	0	0
1705 - 1706	1	0	0
1706 - 1707	0	0	0
1707 - 1708	0	1	0
1708 - 1709	0	2	0
1709 - 1710	0	2	0
1710 - 1711	0	1	0
1711 - 1712	0	1	0
1712 - 1713	0	0	0
1713 - 1714	0	2	0
1714 - 1715	1	2	0
1715 - 1716	0	2	0
1716 - 1717	0	2	0
1717 - 1718	0	1	0
1718 - 1719	0	1	0
1719 - 1720	0	1	0
1720 - 1721	0	1	0
1721 - 1722	0	2	0
1722 - 1723	0	1	0
1723 - 1724	0	0	0
1724 - 1725	0	0	0
1725 - 1726	0	0	0
1726 - 1727	0	1	0
1727 - 1728	0	1	0
1728 - 1729	0	1	0
1729 - 1730	0	1	0
1730 - 1731	0	1	0
1731 - 1732	0	0	0
1732 - 1733	1	0	1
1733 - 1734	0	1	0
1734 - 1735	0	1	0
1735 - 1736	0	0	0
1736 - 1737	0	0	0
1737 - 1738	0	0	0
1738 - 1739	0	0	0
1739 - 1740	0	0	0
1740 - 1741	0	1	0
1741 - 1742	0	1	0
1742 - 1743	0	1	0
1743 - 1744	1	1	0
1744 - 1745	0	1	0
1745 - 1746	0	1	0
1746 - 1747	0	1	0
1747 - 1748	0	1	0
1748 - 1749	0	1	0
1749 - 1750	0	1	0
1750 - 1751	0	0	0
1751 - 1752	0	1	0
1752 - 1753	0	1	0
1753 - 1754	0	1	0
1754 - 1755	1	1	0
1755 - 1756	0	2	0
1756 - 1757	0	1	0
1757 - 1758	0	0	0
1758 - 1759	0	1	0
1759 - 1800	0	0	0
Hourly Average	0.08	0.83	0.02

1800 - 1801	0	1	0
1801 - 1802	0	0	0
1802 - 1803	0	0	0
1803 - 1804	0	1	0
1804 - 1805	0	2	0
1805 - 1806	0	2	0
1806 - 1807	0	0	0
1807 - 1808	0	0	0
1808 - 1809	0	2	0
1809 - 1810	0	1	0
1810 - 1811	0	0	0
1811 - 1812	0	0	0
1812 - 1813	0	1	0
1813 - 1814	0	1	0
1814 - 1815	0	0	0
1815 - 1816	0	0	0
1816 - 1817	0	0	0
1817 - 1818	0	0	0
1818 - 1819	0	0	0
1819 - 1820	0	0	0
1820 - 1821	0	1	0
1821 - 1822	0	1	0
1822 - 1823	0	0	0
1823 - 1824	0	0	0
1824 - 1825	0	0	0
1825 - 1826	0	0	0
1826 - 1827	0	2	0
1827 - 1828	0	1	0
1828 - 1829	0	1	0
1829 - 1830	0	1	0
1830 - 1831	0	0	1
1831 - 1832	0	0	1
1832 - 1833	0	0	0
1833 - 1834	0	1	0
1834 - 1835	0	1	0
1835 - 1836	0	0	0
1836 - 1837	0	1	0
1837 - 1838	0	1	0
1838 - 1839	0	0	0
1839 - 1840	0	0	0
1840 - 1841	0	0	0
1841 - 1842	0	1	0
1842 - 1843	0	0	0
1843 - 1844	0	0	0
1844 - 1845	0	0	0
1845 - 1846	0	1	0
1846 - 1847	1	1	0
1847 - 1848	0	1	0
1848 - 1849	0	0	0
1849 - 1850	0	1	0
1850 - 1851	0	1	0
1851 - 1852	0	0	0
1852 - 1853	0	1	0
1853 - 1854	0	1	0
1854 - 1855	0	0	0
1855 - 1856	0	1	0
1856 - 1857	0	1	0
1857 - 1858	0	1	0
1858 - 1859	1	0	0
1859 - 1900	1	1	0
Hourly Average	0.05	0.57	0.03
Session Total	0.09	0.78	0.08

Date

Saturday 14 June 2025

Weather

Sunny Intervals

Temp: 19°C

1000 - 1600 (Saturday 6H Session)

TIME	Ba	Bb	Ca
1000 - 1001	1	2	0
1001 - 1002	1	2	2
1002 - 1003	0	1	0
1003 - 1004	0	1	0
1004 - 1005	0	0	0
1005 - 1006	0	0	0
1006 - 1007	0	1	1
1007 - 1008	0	1	0
1008 - 1009	0	0	0
1009 - 1010	0	1	1
1010 - 1011	1	1	0
1011 - 1012	0	0	0
1012 - 1013	0	1	0
1013 - 1014	0	1	0
1014 - 1015	1	2	0
1015 - 1016	0	1	0
1016 - 1017	0	1	0
1017 - 1018	0	0	1
1018 - 1019	1	0	0
1019 - 1020	1	1	1
1020 - 1021	0	1	0
1021 - 1022	0	0	0
1022 - 1023	0	0	0
1023 - 1024	0	1	0
1024 - 1025	0	0	0
1025 - 1026	0	2	0
1026 - 1027	0	0	0
1027 - 1028	0	1	1
1028 - 1029	0	0	0
1029 - 1030	0	0	0
1030 - 1031	0	2	0
1031 - 1032	0	2	0
1032 - 1033	0	1	0
1033 - 1034	1	1	0
1034 - 1035	0	1	0
1035 - 1036	0	1	0
1036 - 1037	0	1	1
1037 - 1038	0	1	0
1038 - 1039	0	1	0
1039 - 1040	0	3	0
1040 - 1041	0	1	0
1041 - 1042	0	1	0
1042 - 1043	0	0	0
1043 - 1044	0	2	0
1044 - 1045	0	2	0
1045 - 1046	0	1	0
1046 - 1047	0	1	0
1047 - 1048	1	2	0
1048 - 1049	0	0	0
1049 - 1050	0	1	0
1050 - 1051	0	0	0
1051 - 1052	0	1	0
1052 - 1053	1	0	0
1053 - 1054	0	1	1
1054 - 1055	1	1	0
1055 - 1056	0	1	0
1056 - 1057	0	0	0
1057 - 1058	0	0	0
1058 - 1059	0	2	0
1059 - 1100	0	2	0
Hourly Average	0.17	0.92	0.15

1100 - 1101	0	1	1
1101 - 1102	0	0	0
1102 - 1103	0	1	0
1103 - 1104	0	1	0
1104 - 1105	0	1	0
1105 - 1106	0	1	0
1106 - 1107	0	1	0
1107 - 1108	0	2	0
1108 - 1109	0	2	0
1109 - 1110	0	0	0
1110 - 1111	0	1	0
1111 - 1112	0	1	1
1112 - 1113	0	2	0
1113 - 1114	0	1	0
1114 - 1115	0	2	0
1115 - 1116	0	0	0
1116 - 1117	0	1	0
1117 - 1118	0	4	0
1118 - 1119	0	1	0
1119 - 1120	0	2	1
1120 - 1121	0	0	0
1121 - 1122	1	1	0
1122 - 1123	1	1	0
1123 - 1124	0	1	0
1124 - 1125	0	1	1
1125 - 1126	0	1	1
1126 - 1127	0	1	0
1127 - 1128	0	0	0
1128 - 1129	0	1	0
1129 - 1130	0	0	0
1130 - 1131	0	0	0
1131 - 1132	0	0	0
1132 - 1133	0	0	0
1133 - 1134	0	2	1
1134 - 1135	1	5	0
1135 - 1136	0	4	0
1136 - 1137	1	0	0
1137 - 1138	1	1	0
1138 - 1139	0	1	0
1139 - 1140	0	2	0
1140 - 1141	0	1	0
1141 - 1142	0	0	0
1142 - 1143	0	1	0
1143 - 1144	0	1	0
1144 - 1145	0	0	0
1145 - 1146	0	1	0
1146 - 1147	0	1	0
1147 - 1148	0	1	0
1148 - 1149	0	2	0
1149 - 1150	0	3	0
1150 - 1151	0	1	0
1151 - 1152	0	1	0
1152 - 1153	0	1	0
1153 - 1154	0	2	0
1154 - 1155	0	1	0
1155 - 1156	0	2	0
1156 - 1157	0	3	0
1157 - 1158	1	0	0
1158 - 1159	0	0	0
1159 - 1200	0	0	0
Hourly Average	0.10	1.15	0.10

1200 - 1201	0	1	0
1201 - 1202	0	1	0
1202 - 1203	0	1	0
1203 - 1204	0	1	0
1204 - 1205	0	1	0
1205 - 1206	0	2	0
1206 - 1207	0	2	0
1207 - 1208	1	2	0
1208 - 1209	0	0	0
1209 - 1210	0	2	0
1210 - 1211	0	1	0
1211 - 1212	0	1	0
1212 - 1213	0	1	0
1213 - 1214	1	1	0
1214 - 1215	0	1	0
1215 - 1216	0	1	0
1216 - 1217	0	1	0
1217 - 1218	0	1	0
1218 - 1219	0	0	0
1219 - 1220	0	1	0
1220 - 1221	0	0	0
1221 - 1222	0	0	0
1222 - 1223	0	0	0
1223 - 1224	0	0	0
1224 - 1225	0	0	0
1225 - 1226	0	1	0
1226 - 1227	0	0	0
1227 - 1228	0	1	0
1228 - 1229	0	1	0
1229 - 1230	0	0	1
1230 - 1231	0	1	1
1231 - 1232	0	1	0
1232 - 1233	0	0	0
1233 - 1234	0	1	0
1234 - 1235	0	1	0
1235 - 1236	0	2	0
1236 - 1237	0	0	0
1237 - 1238	0	1	0
1238 - 1239	0	1	1
1239 - 1240	0	1	0
1240 - 1241	0	1	0
1241 - 1242	0	1	0
1242 - 1243	0	1	0
1243 - 1244	0	1	0
1244 - 1245	0	1	0
1245 - 1246	0	0	0
1246 - 1247	0	1	0
1247 - 1248	1	1	0
1248 - 1249	0	1	0
1249 - 1250	0	1	0
1250 - 1251	0	1	0
1251 - 1252	0	1	0
1252 - 1253	0	2	0
1253 - 1254	0	2	1
1254 - 1255	0	2	0
1255 - 1256	0	1	0
1256 - 1257	0	1	0
1257 - 1258	0	2	0
1258 - 1259	0	1	0
1259 - 1300	0	1	1
Hourly Average	0.05	0.95	0.08

1300 - 1301	0	2	1
1301 - 1302	0	1	0
1302 - 1303	0	1	0
1303 - 1304	0	0	0
1304 - 1305	0	0	0
1305 - 1306	0	1	0
1306 - 1307	0	0	0
1307 - 1308	0	0	0
1308 - 1309	0	2	0
1309 - 1313	0	1	1
1313 - 1311	0	0	1
1311 - 1312	1	0	0
1312 - 1313	1	0	0
1313 - 1314	0	1	0
1314 - 1315	0	0	0
1315 - 1316	0	0	0
1316 - 1317	0	2	0
1317 - 1318	0	0	1
1318 - 1319	0	1	0
1319 - 1320	0	1	0
1320 - 1321	0	1	0
1321 - 1322	0	0	0
1322 - 1323	0	1	0
1323 - 1324	0	1	0
1324 - 1325	0	1	0
1325 - 1326	0	0	0
1326 - 1327	1	1	0
1327 - 1328	0	2	0
1328 - 1329	1	2	0
1329 - 1330	0	1	0
1330 - 1331	0	1	0
1331 - 1332	0	2	0
1332 - 1333	0	2	0
1333 - 1334	0	2	0
1334 - 1335	0	0	0
1335 - 1336	1	1	0
1336 - 1337	1	1	0
1337 - 1338	0	0	0
1338 - 1339	0	1	0
1339 - 1340	0	1	0
1340 - 1341	0	1	0
1341 - 1342	0	3	1
1342 - 1343	0	1	0
1343 - 1344	0	2	0
1344 - 1345	0	0	0
1345 - 1346	1	0	0
1346 - 1347	0	2	0
1347 - 1348	0	3	0
1348 - 1349	0	1	0
1349 - 1350	0	0	0
1350 - 1351	0	1	0
1351 - 1352	0	0	0
1352 - 1353	0	0	0
1353 - 1354	0	0	0
1354 - 1355	0	0	0
1355 - 1356	0	1	0
1356 - 1357	0	1	0
1357 - 1358	0	1	0
1358 - 1359	0	1	0
1359 - 1400	0	0	0
Hourly Average	0.12	0.87	0.08

1400 - 1401	0	0	0
1401 - 1402	0	1	0
1402 - 1403	0	1	0
1403 - 1404	0	1	0
1404 - 1405	0	0	0
1405 - 1406	0	1	0
1406 - 1407	0	1	0
1407 - 1408	0	0	1
1408 - 1409	0	2	1
1409 - 1410	0	2	0
1410 - 1411	0	0	0
1411 - 1412	0	1	0
1412 - 1413	0	3	0
1413 - 1414	0	0	0
1414 - 1415	0	1	0
1415 - 1416	0	1	0
1416 - 1417	1	1	0
1417 - 1418	0	0	0
1418 - 1419	1	1	0
1419 - 1420	0	0	0
1420 - 1421	0	0	0
1421 - 1422	0	1	1
1422 - 1423	0	0	0
1423 - 1424	0	1	0
1424 - 1425	0	1	0
1425 - 1426	0	1	0
1426 - 1427	0	0	0
1427 - 1428	0	1	0
1428 - 1429	0	1	1
1429 - 1430	0	2	0
1430 - 1431	0	2	0
1431 - 1432	0	0	0
1432 - 1433	0	2	0
1433 - 1434	1	2	0
1434 - 1435	0	1	0
1435 - 1436	0	0	1
1436 - 1437	0	2	1
1437 - 1438	0	1	0
1438 - 1439	0	1	0
1439 - 1440	0	0	0
1440 - 1441	0	0	0
1441 - 1442	0	1	0
1442 - 1443	0	0	0
1443 - 1444	0	0	0
1444 - 1445	0	0	0
1445 - 1446	0	1	0
1446 - 1447	0	1	0
1447 - 1448	0	1	0
1448 - 1449	0	0	0
1449 - 1450	0	0	1
1450 - 1451	0	1	0
1451 - 1452	0	1	0
1452 - 1453	0	0	0
1453 - 1454	0	0	0
1454 - 1455	0	0	0
1455 - 1456	0	1	0
1456 - 1457	0	0	0
1457 - 1458	0	0	0
1458 - 1459	0	0	0
1459 - 1500	0	1	0
Hourly Average	0.05	0.73	0.12

1500 - 1501	0	0	0
1501 - 1502	0	2	0
1502 - 1503	0	2	0
1503 - 1504	0	0	0
1504 - 1505	0	0	0
1505 - 1506	0	2	0
1506 - 1507	0	1	0
1507 - 1508	1	2	0
1508 - 1509	1	1	0
1509 - 1510	0	1	0
1510 - 1511	0	0	0
1511 - 1512	0	1	0
1512 - 1513	0	1	0
1513 - 1514	0	0	0
1514 - 1515	0	1	0
1515 - 1516	0	1	0
1516 - 1517	0	1	0
1517 - 1518	0	1	0
1518 - 1519	0	1	0
1519 - 1520	0	3	0
1520 - 1521	0	4	0
1521 - 1522	0	2	0
1522 - 1523	0	1	0
1523 - 1524	0	0	0
1524 - 1525	0	0	0
1525 - 1526	0	0	0
1526 - 1527	0	0	0
1527 - 1528	0	0	0
1528 - 1529	0	0	0
1529 - 1530	0	0	0
1530 - 1531	0	1	0
1531 - 1532	0	1	0
1532 - 1533	0	0	0
1533 - 1534	0	0	0
1534 - 1535	0	1	0
1535 - 1536	0	1	0
1536 - 1537	0	0	0
1537 - 1538	0	1	0
1538 - 1539	0	1	0
1539 - 1540	0	0	0
1540 - 1541	0	1	0
1541 - 1542	1	1	0
1542 - 1543	0	1	0
1543 - 1544	0	1	0
1544 - 1545	0	1	0
1545 - 1546	0	0	0
1546 - 1547	0	1	0
1547 - 1548	0	0	0
1548 - 1549	0	1	0
1549 - 1550	0	0	0
1550 - 1551	0	0	1
1551 - 1552	0	0	0
1552 - 1553	0	0	1
1553 - 1554	0	0	1
1554 - 1555	0	2	0
1555 - 1556	0	2	0
1556 - 1557	0	1	0
1557 - 1558	0	0	0
1558 - 1559	0	2	0
1559 - 1600	0	1	0
Hourly Average	0.05	0.82	0.05
Session Total	0.09	0.91	0.10

Cherhill
Queue Length Survey

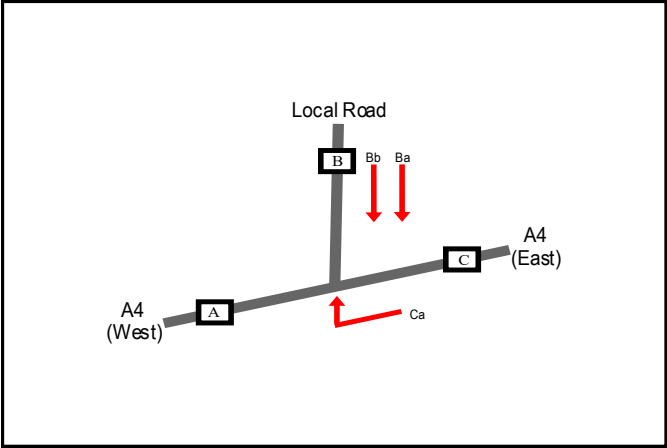
Site 1 of 1
Local Road
A4 (East)
A4 (West)

Lat/Long
lat 51.427029° lon -1.971034°

Date
Thursday 12 June 2025

Weather
Cloudy
Temp: 14°C

1500 - 1900 (Thursday PM Peak)



TIME	Ba	Bb	Ca
15:00	0	0	0
15:01	0	0	0
15:02	0	0	0
15:03	0	1	0
15:04	0	0	0
15:05	0	0	0
15:06	0	0	0
15:07	0	0	0
15:08	0	1	0
15:09	0	0	1
15:10	0	0	0
15:11	0	0	0
15:12	0	0	0
15:13	0	0	0
15:14	0	0	0
15:15	0	2	0
15:16	0	0	1
15:17	0	1	0
15:18	0	0	0
15:19	0	0	0
15:20	0	0	0
15:21	0	0	0
15:22	0	0	0
15:23	0	0	0
15:24	0	0	0
15:25	0	0	0
15:26	0	0	0
15:27	0	0	0
15:28	0	1	0
15:29	0	0	0
15:30	0	0	0
15:31	0	0	0
15:32	0	0	0
15:33	0	0	0
15:34	0	0	0
15:35	0	0	0
15:36	0	0	0
15:37	0	0	0
15:38	0	0	0
15:39	0	1	0
15:40	0	1	0
15:41	0	0	0
15:42	0	0	0
15:43	0	0	0
15:44	0	0	0
15:45	0	0	0
15:46	0	1	0
15:47	0	0	0
15:48	0	0	0
15:49	0	0	0
15:50	0	0	0
15:51	0	0	0
15:52	0	0	0
15:53	0	0	0
15:54	0	0	0
15:55	0	1	1
15:56	0	0	0
15:57	0	0	0
15:58	0	0	0
15:59	0	0	0
Hourly Average	0.00	0.17	0.05

16:00	0	0	0
16:01	0	1	0
16:02	0	0	0
16:03	0	1	0
16:04	0	0	0
16:05	0	0	0
16:06	0	0	0
16:07	0	0	0
16:08	0	1	0
16:09	0	1	0
16:10	0	0	0
16:11	0	0	0
16:12	0	0	0
16:13	0	0	0
16:14	0	0	0
16:15	0	1	0
16:16	0	0	0
16:17	0	0	0
16:18	0	1	0
16:19	0	0	0
16:20	0	3	0
16:21	0	2	0
16:22	0	0	0
16:23	0	0	0
16:24	0	0	0
16:25	0	0	0
16:26	0	0	0
16:27	0	0	0
16:28	0	0	0
16:29	0	0	0
16:30	0	0	0
16:31	0	0	0
16:32	0	0	0
16:33	0	1	0
16:34	0	0	0
16:35	0	0	0
16:36	0	0	0
16:37	0	0	0
16:38	0	0	0
16:39	0	0	0
16:40	0	1	0
16:41	0	0	0
16:42	0	0	0
16:43	0	0	0
16:44	0	1	0
16:45	0	0	0
16:46	0	1	0
16:47	0	0	0
16:48	0	0	0
16:49	0	0	0
16:50	0	0	0
16:51	0	0	0
16:52	0	0	0
16:53	0	0	0
16:54	0	0	0
16:55	0	0	0
16:56	0	0	0
16:57	0	0	0
16:58	0	0	0
16:59	0	0	0
Hourly Average	0.00	0.25	0.00

17:00	0	0	0
17:01	0	0	0
17:02	0	0	0
17:03	0	0	0
17:04	0	0	0
17:05	0	0	0
17:06	0	0	0
17:07	0	0	0
17:08	0	0	0
17:09	0	2	0
17:10	0	0	0
17:11	0	0	0
17:12	0	0	0
17:13	0	0	0
17:14	0	1	0
17:15	0	0	0
17:16	0	0	0
17:17	0	0	0
17:18	0	0	0
17:19	0	1	0
17:20	0	0	0
17:21	0	0	0
17:22	0	0	0
17:23	0	0	0
17:24	0	0	0
17:25	0	0	0
17:26	0	0	0
17:27	0	1	0
17:28	0	0	0
17:29	0	1	0
17:30	0	0	0
17:31	0	0	0
17:32	0	0	0
17:33	0	0	0
17:34	0	1	0
17:35	0	0	0
17:36	0	0	0
17:37	0	0	0
17:38	0	0	0
17:39	0	0	0
17:40	0	0	0
17:41	0	0	0
17:42	0	0	0
17:43	0	0	0
17:44	0	0	0
17:45	0	0	0
17:46	0	0	0
17:47	0	0	0
17:48	0	0	0
17:49	0	0	0
17:50	0	0	0
17:51	0	0	0
17:52	0	0	0
17:53	0	0	0
17:54	0	0	0
17:55	0	0	0
17:56	0	1	0
17:57	0	0	0
17:58	0	0	0
17:59	0	0	0
Hourly Average	0.00	0.13	0.00

18:00	0	0	0
18:01	0	0	0
18:02	0	0	0
18:03	0	0	0
18:04	0	0	0
18:05	0	2	0
18:06	0	0	0
18:07	0	0	0
18:08	0	0	0
18:09	0	0	0
18:10	0	0	0
18:11	0	0	0
18:12	0	0	0
18:13	0	1	0
18:14	0	0	0
18:15	0	0	0
18:16	0	0	0
18:17	0	0	0
18:18	0	0	0
18:19	0	0	0
18:20	0	0	0
18:21	0	1	0
18:22	0	0	0
18:23	0	0	0
18:24	0	0	0
18:25	0	0	0
18:26	0	0	0
18:27	0	0	0
18:28	0	0	0
18:29	0	1	0
18:30	0	0	0
18:31	0	0	0
18:32	0	0	0
18:33	0	0	0
18:34	0	0	0
18:35	0	0	0
18:36	0	0	0
18:37	0	0	0
18:38	0	0	0
18:39	0	0	0
18:40	0	0	0
18:41	0	0	0
18:42	0	0	0
18:43	0	0	0
18:44	0	0	0
18:45	0	0	0
18:46	0	1	0
18:47	0	0	0
18:48	0	0	0
18:49	0	0	0
18:50	0	0	0
18:51	0	0	0
18:52	0	0	0
18:53	0	0	0
18:54	0	0	0
18:55	0	0	0
18:56	0	0	0
18:57	0	0	0
18:58	0	0	0
18:59	0	0	0
Hourly Average	0.00	0.10	0.00
Session Total	0.00	0.16	0.01

Date

Saturday 14 June 2025

Weather

Sunny Intervals

Temp: 19°C

1000 - 1600 (Saturday 6H Session)

TIME	Ba	Bb	Ca
10:00	0	0	0
10:01	0	1	0
10:02	0	1	0
10:03	0	0	0
10:04	0	0	0
10:05	0	0	0
10:06	0	0	0
10:07	0	1	0
10:08	0	0	0
10:09	0	0	0
10:10	0	0	0
10:11	0	0	0
10:12	0	1	0
10:13	0	0	0
10:14	0	0	0
10:15	0	0	0
10:16	0	0	0
10:17	0	0	0
10:18	0	0	0
10:19	1	0	0
10:20	0	0	0
10:21	0	0	0
10:22	0	0	0
10:23	0	0	0
10:24	0	0	0
10:25	0	0	0
10:26	0	0	0
10:27	0	0	0
10:28	0	0	0
10:29	0	0	0
10:30	0	0	0
10:31	0	2	0
10:32	0	0	0
10:33	0	0	0
10:34	0	0	0
10:35	0	0	0
10:36	0	1	1
10:37	0	0	0
10:38	0	0	0
10:39	0	0	0
10:40	0	0	0
10:41	0	0	0
10:42	0	0	0
10:43	0	0	0
10:44	0	1	0
10:45	0	0	0
10:46	0	0	0
10:47	0	0	0
10:48	0	0	0
10:49	0	0	0
10:50	0	0	0
10:51	0	0	0
10:52	0	0	0
10:53	0	0	0
10:54	0	1	0
10:55	0	0	0
10:56	0	0	0
10:57	0	0	0
10:58	0	0	0
10:59	0	2	0
Hourly Average	0.02	0.18	0.02

11:00	0	0	0
11:01	0	0	0
11:02	0	0	0
11:03	0	0	0
11:04	0	1	0
11:05	0	0	0
11:06	0	0	0
11:07	0	0	0
11:08	0	0	0
11:09	0	0	0
11:10	0	0	0
11:11	0	1	0
11:12	0	1	0
11:13	0	0	0
11:14	0	0	0
11:15	0	0	0
11:16	0	0	0
11:17	0	1	0
11:18	0	0	0
11:19	0	0	0
11:20	0	0	0
11:21	0	0	0
11:22	1	0	0
11:23	0	0	0
11:24	0	1	0
11:25	0	0	0
11:26	0	0	0
11:27	0	0	0
11:28	0	0	0
11:29	0	0	0
11:30	0	0	0
11:31	0	0	0
11:32	0	0	0
11:33	0	0	0
11:34	0	2	0
11:35	0	0	0
11:36	0	0	0
11:37	0	0	0
11:38	0	0	0
11:39	0	0	0
11:40	0	0	0
11:41	0	0	0
11:42	0	0	0
11:43	0	0	0
11:44	0	0	0
11:45	0	0	0
11:46	0	0	0
11:47	0	1	0
11:48	0	0	0
11:49	0	0	0
11:50	0	0	0
11:51	0	0	0
11:52	0	1	0
11:53	0	1	0
11:54	0	0	0
11:55	0	1	0
11:56	0	0	0
11:57	0	0	0
11:58	0	0	0
11:59	0	0	0
Hourly Average	0.02	0.18	0.00

12:00	0	0	0
12:01	0	1	0
12:02	0	0	0
12:03	0	0	0
12:04	0	1	0
12:05	0	1	0
12:06	0	0	0
12:07	0	1	0
12:08	0	0	0
12:09	0	0	0
12:10	0	1	0
12:11	0	0	0
12:12	0	0	0
12:13	0	0	0
12:14	0	1	0
12:15	0	0	0
12:16	0	0	0
12:17	0	0	0
12:18	0	0	0
12:19	0	0	0
12:20	0	0	0
12:21	0	0	0
12:22	0	0	0
12:23	0	0	0
12:24	0	0	0
12:25	0	0	0
12:26	0	0	0
12:27	0	0	0
12:28	0	0	0
12:29	0	0	0
12:30	0	0	1
12:31	0	1	0
12:32	0	0	0
12:33	0	0	0
12:34	0	0	0
12:35	0	0	0
12:36	0	0	0
12:37	0	1	0
12:38	0	0	0
12:39	0	1	0
12:40	0	0	0
12:41	0	1	0
12:42	0	0	0
12:43	0	0	0
12:44	0	0	0
12:45	0	0	0
12:46	0	0	0
12:47	0	0	0
12:48	0	0	0
12:49	0	0	0
12:50	0	0	0
12:51	0	0	0
12:52	0	1	0
12:53	0	0	0
12:54	0	0	0
12:55	0	0	0
12:56	0	0	0
12:57	0	0	0
12:58	0	1	0
12:59	0	0	0
Hourly Average	0.00	0.20	0.02

13:00	0	0	1
13:01	0	0	0
13:02	0	0	0
13:03	0	0	0
13:04	0	0	0
13:05	0	0	0
13:06	0	0	0
13:07	0	0	0
13:08	0	0	0
13:09	0	0	0
13:10	0	0	1
13:11	0	0	0
13:12	1	0	0
13:13	0	0	0
13:14	0	0	0
13:15	0	0	0
13:16	0	0	0
13:17	0	0	0
13:18	0	0	0
13:19	0	0	0
13:20	0	1	0
13:21	0	0	0
13:22	0	0	0
13:23	0	1	0
13:24	0	1	0
13:25	0	0	0
13:26	0	0	0
13:27	0	0	0
13:28	0	2	0
13:29	0	0	0
13:30	0	0	0
13:31	0	0	0
13:32	0	0	0
13:33	0	0	0
13:34	0	0	0
13:35	0	0	0
13:36	1	1	0
13:37	0	0	0
13:38	0	0	0
13:39	0	0	0
13:40	0	0	0
13:41	0	0	0
13:42	0	0	0
13:43	0	0	0
13:44	0	0	0
13:45	1	0	0
13:46	0	0	0
13:47	0	0	0
13:48	0	0	0
13:49	0	0	0
13:50	0	0	0
13:51	0	0	0
13:52	0	0	0
13:53	0	0	0
13:54	0	0	0
13:55	0	0	0
13:56	0	0	0
13:57	0	0	0
13:58	0	0	0
13:59	0	0	0
Hourly Average	0.05	0.10	0.03

14:00	0	0	0
14:01	0	0	0
14:02	0	0	0
14:03	0	0	0
14:04	0	0	0
14:05	0	0	0
14:06	0	0	0
14:07	0	0	0
14:08	0	0	1
14:09	0	0	0
14:10	0	0	0
14:11	0	0	0
14:12	0	0	0
14:13	0	0	0
14:14	0	0	0
14:15	0	0	0
14:16	0	0	0
14:17	0	0	0
14:18	0	0	0
14:19	0	0	0
14:20	0	0	0
14:21	0	0	0
14:22	0	0	0
14:23	0	0	0
14:24	0	0	0
14:25	0	0	0
14:26	0	0	0
14:27	0	0	0
14:28	0	0	0
14:29	0	0	0
14:30	0	0	0
14:31	0	0	0
14:32	0	0	0
14:33	0	0	0
14:34	0	0	0
14:35	0	0	0
14:36	0	0	1
14:37	0	1	0
14:38	0	0	0
14:39	0	0	0
14:40	0	0	0
14:41	0	0	0
14:42	0	0	0
14:43	0	0	0
14:44	0	0	0
14:45	0	0	0
14:46	0	0	0
14:47	0	0	0
14:48	0	0	0
14:49	0	0	0
14:50	0	0	0
14:51	0	0	0
14:52	0	0	0
14:53	0	0	0
14:54	0	0	0
14:55	0	0	0
14:56	0	0	0
14:57	0	0	0
14:58	0	0	0
14:59	0	1	0
Hourly Average	0.00	0.03	0.03

15:00	0	0	0
15:01	0	0	0
15:02	0	0	0
15:03	0	0	0
15:04	0	0	0
15:05	0	0	0
15:06	0	0	0
15:07	0	1	0
15:08	1	0	0
15:09	0	0	0
15:10	0	0	0
15:11	0	0	0
15:12	0	0	0
15:13	0	0	0
15:14	0	0	0
15:15	0	0	0
15:16	0	0	0
15:17	0	0	0
15:18	0	0	0
15:19	0	0	0
15:20	0	3	0
15:21	0	0	0
15:22	0	0	0
15:23	0	0	0
15:24	0	0	0
15:25	0	0	0
15:26	0	0	0
15:27	0	0	0
15:28	0	0	0
15:29	0	0	0
15:30	0	0	0
15:31	0	0	0
15:32	0	0	0
15:33	0	0	0
15:34	0	0	0
15:35	0	0	0
15:36	0	0	0
15:37	0	0	0
15:38	0	0	0
15:39	0	0	0
15:40	0	0	0
15:41	0	1	0
15:42	0	0	0
15:43	0	0	0
15:44	0	0	0
15:45	0	0	0
15:46	0	0	0
15:47	0	0	0
15:48	0	0	0
15:49	0	0	0
15:50	0	0	0
15:51	0	0	0
15:52	0	0	0
15:53	0	0	0
15:54	0	0	0
15:55	0	2	0
15:56	0	1	0
15:57	0	0	0
15:58	0	0	0
15:59	0	0	0
Hourly Average	0.02	0.13	0.00
Session Total	0.02	0.14	0.02

APPENDIX C. Full Breakdown of Trip Generation Methodology

Farm Shop and Café - Trip Generation

TRICS Site Information
TRICS - Mixed Farm Diversification - Farm Shop and Café

Site BY-16-C-01	Car Parking Spaces		Total		70
Friday	Arrival	Departure	Total	Accumulation	
07:00-08:00					
08:00-09:00	0	0	0	0	
09:00-10:00	30	13	43	42	
10:00-11:00	23	4	27	61	
11:00-12:00	17	22	39	56	
12:00-13:00	8	25	33	39	
13:00-14:00	15	21	36	33	
14:00-15:00	13	23	36	23	
15:00-16:00	17	13	30	27	
16:00-17:00	7	22	29	12	
17:00-18:00	0	0	0	0	
cycle trips				273	#VALUE! n/a

Arrival and Departure Profiles			
Friday	Arrival	Departure	Total
07:00-08:00			
08:00-09:00	#DIV/0!	#DIV/0!	
09:00-10:00	70%	30%	16%
10:00-11:00	85%	15%	10%
11:00-12:00	44%	56%	14%
12:00-13:00	24%	76%	12%
13:00-14:00	42%	58%	13%
14:00-15:00	36%	64%	13%
15:00-16:00	57%	43%	11%
16:00-17:00	24%	76%	11%
17:00-18:00	#DIV/0!	#DIV/0!	0%

Average Arrival and Departure Profiles

Trip Generation

- 150 seats
- 14% walking and cycling
- 129 Trips
- 2 average occupants per vehicles
- 65 trips
- 6 1hr 20 mins sittings
- 387 per day

Trip Generation applied to Average Arrival and Departure Profiles

Site WK-16-C-03	Car Parking Spaces		Total		20
Friday	Arrival	Departure	Total	Accumulation	
07:00-08:00					
08:00-09:00	0	0	0	0	
09:00-10:00	11	1	12	10	
10:00-11:00	5	3	8	12	
11:00-12:00	9	4	13	17	
12:00-13:00	5	4	9	18	
13:00-14:00	5	6	11	17	
14:00-15:00	4	5	9	16	
15:00-16:00	3	9	12	10	
16:00-17:00	2	8	10	4	
17:00-18:00	2	6	8	0	
cycle trips				92	98%
				2	2%

Friday	Arrival	Departure	Total
07:00-08:00			
08:00-09:00	#DIV/0!	#VALUE!	
09:00-10:00	92%	8%	13%
10:00-11:00	63%	38%	9%
11:00-12:00	69%	31%	14%
12:00-13:00	56%	44%	10%
13:00-14:00	45%	55%	12%
14:00-15:00	44%	56%	10%
15:00-16:00	25%	75%	13%
16:00-17:00	20%	80%	11%
17:00-18:00	25%	75%	9%

Friday	Arrival	Departure	Total
07:00-08:00			
08:00-09:00			
09:00-10:00	81%	19%	14%
10:00-11:00	74%	26%	9%
11:00-12:00	56%	44%	14%
12:00-13:00	40%	60%	11%
13:00-14:00	44%	56%	13%
14:00-15:00	40%	60%	11%
15:00-16:00	41%	59%	12%
16:00-17:00	22%	78%	11%
17:00-18:00	25%	75%	4%

Friday	Arrival	Departure	Total	Accumulation
07:00-08:00				
08:00-09:00	#DIV/0!	#DIV/0!	0	
09:00-10:00	45	11	56	34
10:00-11:00	27	9	36	51
11:00-12:00	31	24	55	58
12:00-13:00	17	25	42	50
13:00-14:00	21	27	49	44
14:00-15:00	18	27	44	35
15:00-16:00	19	28	47	26
16:00-17:00	9	32	42	3
17:00-18:00	4	13	17	-5

Site AK-16-C-01	Car Parking Spaces		Total		26
Saturday	Arrival	Departure	Total	Accumulation	
07:00-08:00					
08:00-09:00	10	7	17	5	
09:00-10:00	21	17	38	9	
10:00-11:00	28	29	57	8	
11:00-12:00	20	26	46	2	
12:00-13:00	25	25	50	2	
13:00-14:00	19	15	34	6	
14:00-15:00	3	7	10	2	
15:00-16:00	1	1	2	2	
cycle trips				254	96%
				10	4%

Saturday	Arrival	Departure	Total
07:00-08:00			
08:00-09:00	59%	41%	7%
09:00-10:00	55%	45%	15%
10:00-11:00	49%	51%	22%
11:00-12:00	43%	57%	18%
12:00-13:00	50%	50%	20%
13:00-14:00	56%	44%	13%
14:00-15:00	30%	70%	4%
15:00-16:00	50%	50%	1%

Site CA-16-C-02	Car Parking Spaces		Total		34
Saturday	Arrival	Departure	Total	Accumulation	
07:00-08:00					
08:00-09:00	1	0	1	2	
09:00-10:00	11	1	12	12	
10:00-11:00	34	32	66	14	
11:00-12:00	47	40	87	21	
12:00-13:00	48	41	89	28	
13:00-14:00	57	55	112	30	
14:00-15:00	33	37	70	26	
15:00-16:00	33	42	75	17	
16:00-17:00	9	19	28	7	
17:00-18:00	3	5	8	5	
cycle trips				549	94%
				32	6%

Saturday	Arrival	Departure	Total
07:00-08:00			
08:00-09:00	100%	0%	0%
09:00-10:00	92%	8%	2%
10:00-11:00	52%	48%	12%
11:00-12:00	54%	46%	16%
12:00-13:00	54%	46%	16%
13:00-14:00	51%	49%	20%
14:00-15:00	47%	53%	13%
15:00-16:00	44%	56%	14%
16:00-17:00	32%	68%	5%
17:00-18:00	38%	63%	1%

Site SL-16-C-01	Car Parking Spaces		Total		27
Saturday	Arrival	Departure	Total	Accumulation	
07:00-08:00					
08:00-09:00	1	3	4	1	
09:00-10:00	13	4	17	10	
10:00-11:00	15	11	26	14	
11:00-12:00	14	13	27	15	
12:00-13:00	13	13	26	15	
13:00-14:00	20	11	31	24	
14:00-15:00	12	17	29	19	
15:00-16:00	4	17	21	6	
16:00-17:00	4	9	13	1	
17:00-18:00	0	0	0	0	
cycle trips				194	99%
				2	1%

Saturday	Arrival	Departure	Total
07:00-08:00			
08:00-09:00	25%	75%	2%
09:00-10:00	76%	24%	9%
10:00-11:00	58%	42%	13%
11:00-12:00	52%	48%	14%
12:00-13:00	50%	50%	13%
13:00-14:00	65%	35%	16%
14:00-15:00	41%	59%	15%
15:00-16:00	19%	81%	11%
16:00-17:00	31%	69%	7%
17:00-18:00	#DIV/0!	#DIV/0!	0%

Saturday	Arrival	Departure	Total
07:00-08:00			
08:00-09:00	61%	39%	3%
09:00-10:00	74%	26%	9%
10:00-11:00	53%	47%	16%
11:00-12:00	50%	50%	16%
12:00-13:00	51%	49%	16%
13:00-14:00	57%	43%	17%
14:00-15:00	40%	60%	11%
15:00-16:00	38%	62%	8%
16:00-17:00	31%	69%	6%
17:00-18:00	38%	63%	1%

Saturday	Arrival	Departure	Total	
07:00-08:00				
08:00-09:00	7	4	12	3
09:00-10:00	25	9	33	19
10:00-11:00	33	29	62	22
11:00-12:00	31	31	62	22
12:00-13:00	33	31	64	24
13:00-14:00	37	28	64	33
14:00-15:00	16	25	41	24
15:00-16:00	12	20	33	16
16:00-17:00	7	16	23	8
17:00-18:00	1	2	3	7

APPENDIX D. Junctions11 Outputs

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.1.1.2424											
© Copyright TRL Software Limited, 2026											
For sales and distribution information, program advice and maintenance, contact TRL Software:											
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Site Access_Unnamed Road.j11

Path: M:\Projects\200369\ITM - Nolands Farm\Tech\Junction Assessments\Picady

Report generation date: 15/05/2026 16:09:00

»D1 - 2030 | Base + Development | PM

»D2 - 2030 | Base + Development | Saturday

Summary of junction performance

	PM						Saturday					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2030 - Base + Development												
Stream B-AC	D1	0.0	5.09	0.05	A	894 %	D2	0.0	5.18	0.05	A	485 %
Stream C-AB		0.0	5.40	0.02	A	[Stream C-AB]		0.1	5.57	0.06	A	[Stream C-AB]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Unnamed Road / Site access
Location	
Site number	
Date	08/09/2025
Version	
Status	Proposed Site Access
Identifier	
Client	
Jobnumber	ITM200369
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Base + Development	PM	ONE HOUR	16:30	18:00	15	✓
D2	2030	Base + Development	Saturday	ONE HOUR	11:00	12:30	15	✓

Analysis Set Details

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

D1 - 2030 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Unnamed Road / Site Access	T-Junction	Two-way	Two-way	Two-way	0.91	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	894	Stream C-AB	0.91	A

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.15	27	105

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	600	0.107	0.270	0.170	0.386
B-C	769	0.115	0.292	-	-
C-B	632	0.240	0.240	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Base + Development	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	86	100.000
B		ONE HOUR	✓	32	100.000
C		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	86
	B	0	0	32
	C	117	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	5.09	0.0	A	29	44
C-AB	0.02	5.40	0.0	A	10	15
C-A					106	159
A-B					0	0
A-C					79	118

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	751	0.032	24	0.0	0.0	4.954	A
C-AB	8	2	0.00	674	0.012	8	0.0	0.0	5.400	A
C-A	87	22	0.00			87				
A-B	0	0	0.00			0				
A-C	65	16	0.00			65				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	747	0.039	29	0.0	0.0	5.012	A
C-AB	10	2	0.00	683	0.014	10	0.0	0.0	5.347	A
C-A	104	26	0.00			104				
A-B	0	0	0.00			0				
A-C	77	19	0.00			77				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	742	0.047	35	0.0	0.0	5.094	A
C-AB	12	3	0.00	694	0.018	12	0.0	0.0	5.276	A
C-A	127	32	0.00			127				
A-B	0	0	0.00			0				
A-C	95	24	0.00			95				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	742	0.047	35	0.0	0.0	5.094	A
C-AB	12	3	0.00	694	0.018	12	0.0	0.0	5.276	A
C-A	127	32	0.00			127				
A-B	0	0	0.00			0				
A-C	95	24	0.00			95				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	747	0.039	29	0.0	0.0	5.012	A
C-AB	10	2	0.00	683	0.014	10	0.0	0.0	5.350	A
C-A	104	26	0.00			104				
A-B	0	0	0.00			0				
A-C	77	19	0.00			77				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	751	0.032	24	0.0	0.0	4.957	A
C-AB	8	2	0.00	674	0.012	8	0.0	0.0	5.403	A
C-A	87	22	0.00			87				
A-B	0	0	0.00			0				
A-C	65	16	0.00			65				

D2 - 2030 | Base + Development | Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Unnamed Road / Site Access	T-Junction	Two-way	Two-way	Two-way	1.16	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	485	Stream C-AB	1.16	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030	Base + Development	Saturday	ONE HOUR	11:00	12:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	128	100.000
B		ONE HOUR	✓	31	100.000
C		ONE HOUR	✓	162	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	128
	B	0	0	31
	C	131	31	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	5.18	0.0	A	28	43
C-AB	0.06	5.57	0.1	A	35	52
C-A					114	171
A-B					0	0
A-C					117	176

Main Results for each time segment

11:00 - 11:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	741	0.031	23	0.0	0.0	5.013	A
C-AB	27	7	0.00	674	0.041	27	0.0	0.1	5.563	A
C-A	95	24	0.00			95				
A-B	0	0	0.00			0				
A-C	96	24	0.00			96				

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	736	0.038	28	0.0	0.0	5.083	A
C-AB	34	8	0.00	683	0.049	34	0.1	0.1	5.547	A
C-A	112	28	0.00			112				
A-B	0	0	0.00			0				
A-C	115	29	0.00			115				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	0.00	728	0.047	34	0.0	0.0	5.184	A
C-AB	43	11	0.00	694	0.062	43	0.1	0.1	5.528	A
C-A	135	34	0.00			135				
A-B	0	0	0.00			0				
A-C	141	35	0.00			141				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	0.00	728	0.047	34	0.0	0.0	5.184	A
C-AB	43	11	0.00	694	0.062	43	0.1	0.1	5.528	A
C-A	135	34	0.00			135				
A-B	0	0	0.00			0				
A-C	141	35	0.00			141				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	0.00	736	0.038	28	0.0	0.0	5.086	A
C-AB	34	8	0.00	683	0.049	34	0.1	0.1	5.552	A
C-A	112	28	0.00			112				
A-B	0	0	0.00			0				
A-C	115	29	0.00			115				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	741	0.031	23	0.0	0.0	5.015	A
C-AB	27	7	0.00	674	0.041	27	0.1	0.1	5.569	A
C-A	95	24	0.00			95				
A-B	0	0	0.00			0				
A-C	96	24	0.00			96				

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.1.1.2424						
© Copyright TRL Software Limited, 2026						
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: A4_Local Road.j11

Path: M:\Projects\200369\ITM - Nolands Farm\Tech\Junction Assessments\Picady

Report generation date: 15/05/2026 16:10:40

- »D1 - 2025 | Base | PM
- »D2 - 2025 | Base | Saturday
- »D3 - 2030 | Base | PM
- »D4 - 2030 | Base | Saturday
- »D5 - 2030 | Base + Dev | PM
- »D6 - 2030 | Base + Dev | Saturday

Summary of junction performance

	PM			Saturday		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 - Base						
Stream B-AC	0.2	9.68	0.20	0.4	10.44	0.28
Stream C-AB	0.1	6.39	0.06	0.0	6.26	0.03
2030 - Base						
Stream B-AC	0.3	9.99	0.21	0.4	10.84	0.30
Stream C-AB	0.1	6.46	0.06	0.0	6.33	0.03
2030 - Base + Dev						
Stream B-AC	0.4	11.14	0.29	0.6	12.30	0.38
Stream C-AB	0.1	6.51	0.06	0.0	6.46	0.04

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

File summary

File Description

Title	A4 / Local Road
Location	Cherhill
Site number	
Date	18/08/2025
Version	
Status	Existing
Identifier	
Client	Nolands Farm
Jobnumber	ITM200369
Enumerator	DM
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	PM	ONE HOUR	16:30	18:00	15	✓
D2	2025	Base	Saturday	ONE HOUR	11:00	12:30	15	✓
D3	2030	Base	PM	ONE HOUR	16:30	18:00	15	✓
D4	2030	Base	Saturday	ONE HOUR	11:00	12:30	15	✓
D5	2030	Base + Dev	PM	ONE HOUR	16:30	18:00	15	✓
D6	2030	Base + Dev	Saturday	ONE HOUR	11:00	12:30	15	✓

Analysis Set Details

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

D1 - 2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.26	A

Arms

Arms

Arm	Name	Description	Arm type
A	Local Road		Major
B	Local Road		Minor
C	A4 (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A4 (East)	7.17		✓	2.90	100.0	✓	15.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
Local Road	One lane	4.41	27	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	578	0.100	0.252	0.159	0.360
B-C	741	0.108	0.273	-	-
C-B	680	0.250	0.250	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Local Road		ONE HOUR	✓	304	100.000
		ONE HOUR	✓	82	100.000
A4 (East)		ONE HOUR	✓	399	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		Local Road	Local Road	A4 (East)
	Local Road	0	81	223
	Local Road	66	0	16
	A4 (East)	369	30	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		Local Road	Local Road	A4 (East)
	Local Road	0	0	2
	Local Road	0	0	0
	A4 (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	9.68	0.2	A	75	113
C-AB	0.06	6.39	0.1	A	28	41
C-A					339	508
A-B					74	111
A-C					205	307

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	0.00	507	0.122	61	0.0	0.1	8.060	A
C-AB	23	6	0.00	623	0.036	22	0.0	0.0	5.995	A
C-A	278	69	0.00			278				
A-B	61	15	0.00			61				
A-C	168	42	0.00			168				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	488	0.151	74	0.1	0.2	8.680	A
C-AB	27	7	0.00	612	0.044	27	0.0	0.0	6.156	A
C-A	332	83	0.00			332				
A-B	73	18	0.00			73				
A-C	200	50	0.00			200				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	0.00	462	0.195	90	0.2	0.2	9.671	A
C-AB	33	8	0.00	596	0.055	33	0.0	0.1	6.390	A
C-A	406	102	0.00			406				
A-B	89	22	0.00			89				
A-C	246	61	0.00			246				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	0.00	462	0.195	90	0.2	0.2	9.685	A
C-AB	33	8	0.00	596	0.055	33	0.1	0.1	6.390	A
C-A	406	102	0.00			406				
A-B	89	22	0.00			89				
A-C	246	61	0.00			246				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	18	0.00	488	0.151	74	0.2	0.2	8.695	A
C-AB	27	7	0.00	612	0.044	27	0.1	0.0	6.159	A
C-A	332	83	0.00			332				
A-B	73	18	0.00			73				
A-C	200	50	0.00			200				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	15	0.00	507	0.122	62	0.2	0.1	8.086	A
C-AB	23	6	0.00	623	0.036	23	0.0	0.0	6.000	A
C-A	278	69	0.00			278				
A-B	61	15	0.00			61				
A-C	168	42	0.00			168				

D2 - 2025 | Base | Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	Saturday	ONE HOUR	11:00	12:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Local Road		ONE HOUR	✓	323	100.000
		ONE HOUR	✓	122	100.000
A4 (East)		ONE HOUR	✓	261	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		Local Road	Local Road	A4 (East)
	Local Road	0	109	214
	Local Road	104	0	18
	A4 (East)	246	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		Local Road	Local Road	A4 (East)
	Local Road	0	2	0
	Local Road	0	0	0
	A4 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	10.44	0.4	B	112	168
C-AB	0.03	6.26	0.0	A	14	21
C-A					226	339
A-B					100	150
A-C					196	295

Main Results for each time segment

11:00 - 11:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	0.00	517	0.178	91	0.0	0.2	8.442	A
C-AB	11	3	0.00	619	0.018	11	0.0	0.0	5.921	A
C-A	185	46	0.00			185				
A-B	82	21	0.00			82				
A-C	161	40	0.00			161				

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	27	0.00	501	0.219	109	0.2	0.3	9.191	A
C-AB	13	3	0.00	607	0.022	13	0.0	0.0	6.060	A
C-A	221	55	0.00			221				
A-B	98	24	0.00			98				
A-C	192	48	0.00			192				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	34	0.00	479	0.280	134	0.3	0.4	10.415	B
C-AB	17	4	0.00	591	0.028	16	0.0	0.0	6.264	A
C-A	271	68	0.00			271				
A-B	120	30	0.00			120				
A-C	236	59	0.00			236				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	34	0.00	479	0.280	134	0.4	0.4	10.440	B
C-AB	17	4	0.00	591	0.028	17	0.0	0.0	6.264	A
C-A	271	68	0.00			271				
A-B	120	30	0.00			120				
A-C	236	59	0.00			236				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	27	0.00	501	0.219	110	0.4	0.3	9.223	A
C-AB	13	3	0.00	607	0.022	14	0.0	0.0	6.063	A
C-A	221	55	0.00			221				
A-B	98	24	0.00			98				
A-C	192	48	0.00			192				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	0.00	517	0.178	92	0.3	0.2	8.488	A
C-AB	11	3	0.00	619	0.018	11	0.0	0.0	5.923	A
C-A	185	46	0.00			185				
A-B	82	21	0.00			82				
A-C	161	40	0.00			161				

D3 - 2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Local Road		ONE HOUR	✓	319	100.000
		ONE HOUR	✓	86	100.000
A4 (East)		ONE HOUR	✓	420	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		Local Road	Local Road	A4 (East)
	Local Road	0	85	234
	Local Road	69	0	17
	A4 (East)	388	32	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		Local Road	Local Road	A4 (East)
	Local Road	0	0	2
	Local Road	0	0	0
	A4 (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	9.99	0.3	A	79	118
C-AB	0.06	6.46	0.1	A	29	44
C-A					356	534
A-B					78	117
A-C					215	322

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	503	0.129	64	0.0	0.1	8.198	A
C-AB	24	6	0.00	620	0.039	24	0.0	0.0	6.038	A
C-A	292	73	0.00			292				
A-B	64	16	0.00			64				
A-C	176	44	0.00			176				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	483	0.160	77	0.1	0.2	8.872	A
C-AB	29	7	0.00	608	0.047	29	0.0	0.0	6.211	A
C-A	349	87	0.00			349				
A-B	76	19	0.00			76				
A-C	210	53	0.00			210				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	24	0.00	455	0.208	94	0.2	0.3	9.975	A
C-AB	35	9	0.00	592	0.060	35	0.0	0.1	6.462	A
C-A	427	107	0.00			427				
A-B	94	23	0.00			94				
A-C	258	64	0.00			258				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	24	0.00	455	0.208	95	0.3	0.3	9.991	A
C-AB	35	9	0.00	592	0.060	35	0.1	0.1	6.462	A
C-A	427	107	0.00			427				
A-B	94	23	0.00			94				
A-C	258	64	0.00			258				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	0.00	483	0.160	78	0.3	0.2	8.893	A
C-AB	29	7	0.00	608	0.047	29	0.1	0.0	6.214	A
C-A	349	87	0.00			349				
A-B	76	19	0.00			76				
A-C	210	53	0.00			210				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	503	0.129	65	0.2	0.1	8.229	A
C-AB	24	6	0.00	620	0.039	24	0.0	0.0	6.044	A
C-A	292	73	0.00			292				
A-B	64	16	0.00			64				
A-C	176	44	0.00			176				

D4 - 2030 | Base | Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Base	Saturday	ONE HOUR	11:00	12:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Local Road		ONE HOUR	✓	340	100.000
		ONE HOUR	✓	128	100.000
A4 (East)		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		Local Road	Local Road	A4 (East)
	Local Road	0	115	225
	Local Road	109	0	19
	A4 (East)	258	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		Local Road	Local Road	A4 (East)
	Local Road	0	2	0
	Local Road	0	0	0
	A4 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.30	10.84	0.4	B	117	176
C-AB	0.03	6.33	0.0	A	15	22
C-A					237	355
A-B					106	158
A-C					206	310

Main Results for each time segment

11:00 - 11:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	513	0.188	95	0.0	0.2	8.612	A
C-AB	12	3	0.00	616	0.020	12	0.0	0.0	5.960	A
C-A	194	49	0.00			194				
A-B	87	22	0.00			87				
A-C	169	42	0.00			169				

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	29	0.00	496	0.232	115	0.2	0.3	9.436	A
C-AB	14	4	0.00	604	0.024	14	0.0	0.0	6.109	A
C-A	232	58	0.00			232				
A-B	103	26	0.00			103				
A-C	202	51	0.00			202				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	35	0.00	473	0.298	140	0.3	0.4	10.806	B
C-AB	18	4	0.00	586	0.030	18	0.0	0.0	6.328	A
C-A	284	71	0.00			284				
A-B	127	32	0.00			127				
A-C	248	62	0.00			248				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	141	35	0.00	473	0.298	141	0.4	0.4	10.836	B
C-AB	18	4	0.00	586	0.030	18	0.0	0.0	6.328	A
C-A	284	71	0.00			284				
A-B	127	32	0.00			127				
A-C	248	62	0.00			248				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	29	0.00	496	0.232	116	0.4	0.3	9.474	A
C-AB	14	4	0.00	604	0.024	14	0.0	0.0	6.112	A
C-A	232	58	0.00			232				
A-B	103	26	0.00			103				
A-C	202	51	0.00			202				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	513	0.188	97	0.3	0.2	8.663	A
C-AB	12	3	0.00	616	0.020	12	0.0	0.0	5.962	A
C-A	194	49	0.00			194				
A-B	87	22	0.00			87				
A-C	169	42	0.00			169				

D5 - 2030 | Base + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base + Dev	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Local Road		ONE HOUR	✓	326	100.000
		ONE HOUR	✓	118	100.000
A4 (East)		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		Local Road	Local Road	A4 (East)
From				
	Local Road	0	92	234
	Local Road	95	0	23
	A4 (East)	388	34	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		Local Road	Local Road	A4 (East)
From				
	Local Road	0	0	2
	Local Road	0	0	0
	A4 (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.29	11.14	0.4	B	108	162
C-AB	0.06	6.51	0.1	A	31	47
C-A					356	534
A-B					84	127
A-C					215	322

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	501	0.177	88	0.0	0.2	8.695	A
C-AB	26	6	0.00	619	0.041	25	0.0	0.0	6.067	A
C-A	292	73	0.00			292				
A-B	69	17	0.00			69				
A-C	176	44	0.00			176				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	27	0.00	481	0.221	106	0.2	0.3	9.588	A
C-AB	31	8	0.00	607	0.050	31	0.0	0.1	6.247	A
C-A	349	87	0.00			349				
A-B	83	21	0.00			83				
A-C	210	53	0.00			210				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	32	0.00	453	0.287	129	0.3	0.4	11.110	B
C-AB	37	9	0.00	590	0.063	37	0.1	0.1	6.511	A
C-A	427	107	0.00			427				
A-B	101	25	0.00			101				
A-C	258	64	0.00			258				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	32	0.00	453	0.287	130	0.4	0.4	11.143	B
C-AB	37	9	0.00	590	0.063	37	0.1	0.1	6.511	A
C-A	427	107	0.00			427				
A-B	101	25	0.00			101				
A-C	258	64	0.00			258				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	27	0.00	481	0.221	107	0.4	0.3	9.625	A
C-AB	31	8	0.00	607	0.050	31	0.1	0.1	6.251	A
C-A	349	87	0.00			349				
A-B	83	21	0.00			83				
A-C	210	53	0.00			210				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	0.00	501	0.177	89	0.3	0.2	8.743	A
C-AB	26	6	0.00	619	0.041	26	0.1	0.0	6.070	A
C-A	292	73	0.00			292				
A-B	69	17	0.00			69				
A-C	176	44	0.00			176				

D6 - 2030 | Base + Dev | Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base + Dev	Saturday	ONE HOUR	11:00	12:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
Local Road		ONE HOUR	✓	367	100.000
		ONE HOUR	✓	160	100.000
A4 (East)		ONE HOUR	✓	278	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		Local Road	Local Road	A4 (East)
	Local Road	0	142	225
	Local Road	136	0	24
	A4 (East)	258	20	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		Local Road	Local Road	A4 (East)
	Local Road	0	2	0
	Local Road	0	0	0
	A4 (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.38	12.30	0.6	B	147	220
C-AB	0.04	6.46	0.0	A	18	28
C-A					237	355
A-B					130	195
A-C					206	310

Main Results for each time segment

11:00 - 11:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	0.00	510	0.236	119	0.0	0.3	9.191	A
C-AB	15	4	0.00	611	0.025	15	0.0	0.0	6.040	A
C-A	194	49	0.00			194				
A-B	107	27	0.00			107				
A-C	169	42	0.00			169				

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	0.00	493	0.292	143	0.3	0.4	10.297	B
C-AB	18	4	0.00	598	0.030	18	0.0	0.0	6.211	A
C-A	232	58	0.00			232				
A-B	128	32	0.00			128				
A-C	202	51	0.00			202				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	44	0.00	469	0.376	175	0.4	0.6	12.236	B
C-AB	22	6	0.00	579	0.038	22	0.0	0.0	6.463	A
C-A	284	71	0.00			284				
A-B	156	39	0.00			156				
A-C	248	62	0.00			248				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	44	0.00	469	0.376	176	0.6	0.6	12.296	B
C-AB	22	6	0.00	579	0.038	22	0.0	0.0	6.463	A
C-A	284	71	0.00			284				
A-B	156	39	0.00			156				
A-C	248	62	0.00			248				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	36	0.00	493	0.292	145	0.6	0.4	10.364	B
C-AB	18	4	0.00	598	0.030	18	0.0	0.0	6.214	A
C-A	232	58	0.00			232				
A-B	128	32	0.00			128				
A-C	202	51	0.00			202				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	0.00	510	0.236	121	0.4	0.3	9.270	A
C-AB	15	4	0.00	611	0.025	15	0.0	0.0	6.041	A
C-A	194	49	0.00			194				
A-B	107	27	0.00			107				
A-C	169	42	0.00			169				

