



Transport Technical Note

Cherry Lodge, Shrewton

Natural England

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Basis of Report

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Appendix B	PL/2023/11220 ATC Survey Results
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1.0 Introduction

- 1.1 SLR Consulting have been appointed by DEFRA on behalf of Natural England (NE), to provide transport and highways advice with regards to a planning application to convert an existing farmhouse, located at the existing Natural England HQ (Cherry Lodge Farm located within Parsonage Down Natural Nature Reserve (NNR)), into a mixed office and overnight accommodation.
- 1.2 Cherry Lodge Farm is located to the south of the village of Shrewton near Salisbury, currently accommodating a collection of buildings, including office space, a dry store and cattle barn, a farmhouse, cattle buildings, a youngstock building, garages and a barn. Cherry Lodge functions as a working farm, additionally accommodating a small number of NE staff who operates out of an associated office space.
- 1.3 The site falls within the administrative boundary of Wiltshire Council as both the local and highway authority.
- 1.4 This Technical Note (TN) pertains to the redevelopment of the farmhouse portion of the Cherry Lodge Farm site.

Planning History

- 1.5 A planning application (PL/2023/11220) relating to the wider Natural England site was granted consent in August 2025. This application considered:
“Construction of a single storey office building (Use Class E(g)(i)), agricultural hay barn, volunteers hut, areas of hardstanding (car park/access roads) and landscaped grounds”
- 1.6 Also associated with this application were a supporting Transport Statement, associated technical drawings, and a Travel Plan.
- 1.7 These reports and drawings established that the access to the site on the B3083, is able to provide suitable visibility splays for the speed of the road (**Appendix A**), based on an Automatic Traffic Count survey conducted between February and March 2023 (**Appendix B**).

Structure of Report

- 1.8 This Transport TN considers the potential transport effects of the development proposal, and is structured as follows:
 - Section 2 – Existing Conditions;
 - Section 3 – Policy Context;
 - Section 4 – Development Proposals;
 - Section 5 – Transport Effects of Development; and
 - Section 6 – Summary and Conclusion.

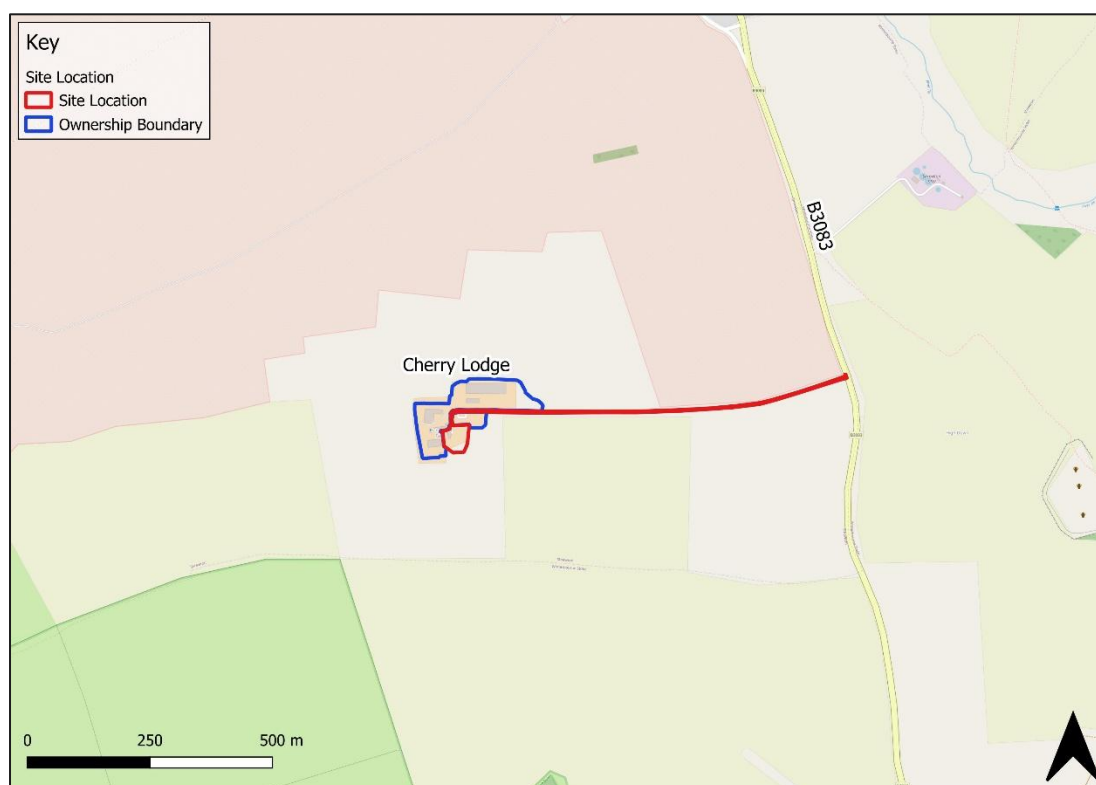


2.0 Existing Conditions

Site Location

- 2.1 The development site is comprised of a four-bed farmhouse, which forms part of the wider Cherry Lodge Farm and Workbase, managed by Natural England. The Cherry Lodge Farm and Workbase comprise a cluster of working buildings and an office space.
- 2.2 The Farm is located approximately 1km south west of the village of Shrewton, 1km north west of Winterbourne Stoke and approximately 12km north west of the city of Salisbury.
- 2.3 Cherry Lodge is located within Parsonage Down NNR and serves as the HQ for Natural England within this region.
- 2.4 **Figure 2.1** highlights the development site in its local context.

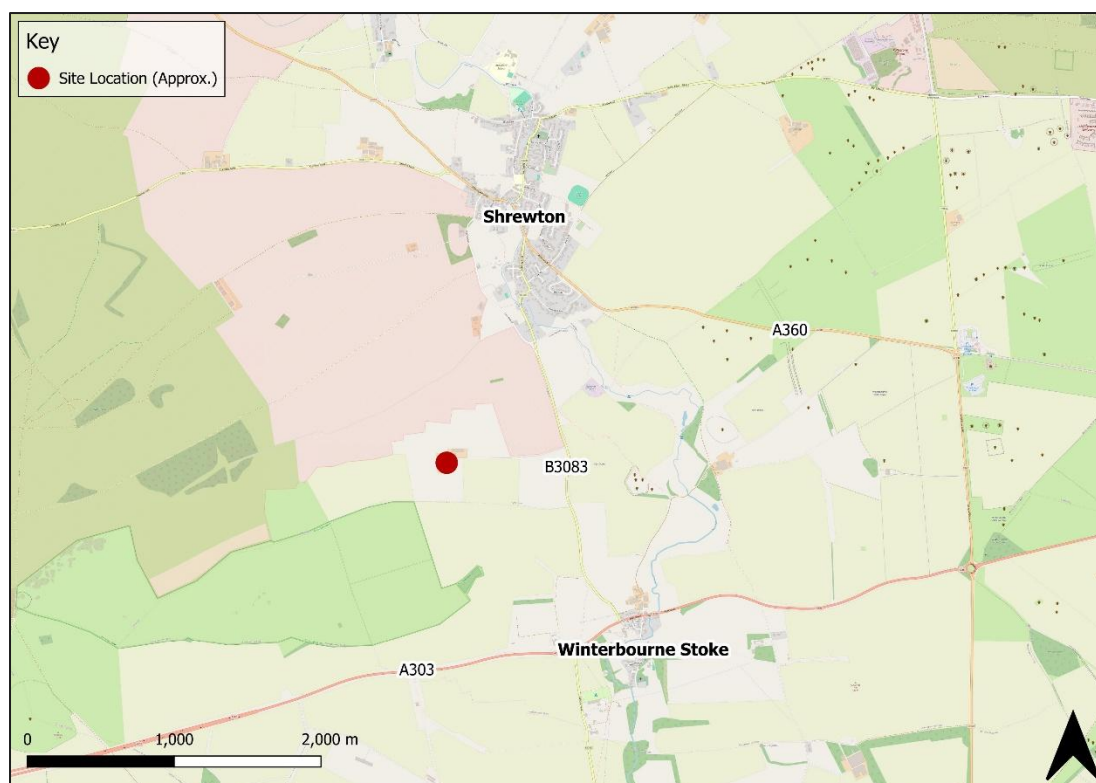
Figure 2.1: Site Location



- 2.5 As highlighted within **Figure 2.1**, the development site is situated within the Cherry Lodge Farm and Workbase, and is comprised of the existing farmhouse forming part of the wider cluster of buildings on the farm. The farmhouse shall herein be referred to as the Site.
- 2.6 **Figure 2.2** highlights the development site in its strategic context.



Figure 2.2: Site Location (Strategic)



- 2.7 As highlighted within **Figure 2.1** and **Figure 2.2**, the site is located to the west of the B3083, which provides a north-south link between the villages of Shrewton to the north, and Winterbourne Stoke to the south.
- 2.8 The site is served by an unnamed single carriageway road, accessible to the west of the B3083. The access road is approximately 850m in length before entering the Site.

Car Parking

- 2.9 Parking at the Cherry Lodge Farm is currently provided via 12 spaces in the main car park, 3 spaces in front of the farmhouse and 4 in front of the existing Natural England office. All 19 parking spaces are noted to be informal unmarked spaces.

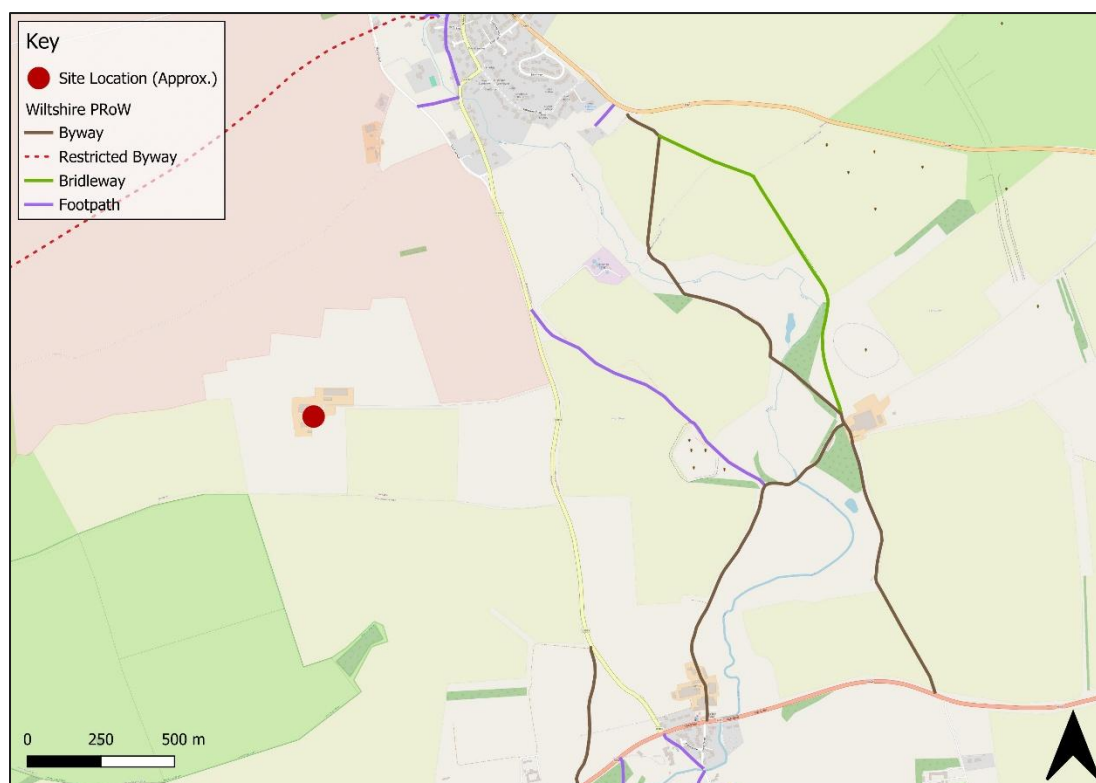
Active Travel

Walking

- 2.10 An analysis of the pedestrian network within the vicinity of the site has highlighted that there is minimal formal pedestrian infrastructure located along the local road networks.
- 2.11 However, as highlighted in **Figure 2.3**, there are Public Rights of Way (PRoW) located within the vicinity of the site.



Figure 2.3: PRow within the vicinity of the site



- 2.12 As indicated, the nearest footpath, WSTO4, is located approximately 260m north of the access road. The routes provide for individuals wishing to utilise the public network to access the nearby villages both north and south of the site. However, given the limited provision of pedestrian facilities along nearby roads, and the relative remoteness of the site, it is considered that commuting on foot to the site is unlikely.

Cycling

- 2.13 Cycling within the vicinity of the site is limited to on-carriageway cycling. The B3083 is subject to a speed restriction of 50mph and is a country lane. Therefore, it is considered to be most suitable for confident cyclists wishing to travel to site from nearby villages. Individuals wishing to access Shrewton via this means can benefit from its proximity at approximately 1.8km, whilst Winterbourne Stoke is accessible within 1.4km, both within typical cycling distances.

Public Transport

Bus

- 2.14 The nearest bus stop to the site is located approximately 850m east of the development Site at the junction of the Cherry Lodge Farm access road and the B3083. The stop, 'Cherry Lodge', is not currently marked, however provides access to service 2/2A which links north-south between Salisbury and Devizes, as confirmed via the operators timetabling information. **Table 2.1** highlights the frequency and service provision provided by the Cherry Lodge bus stop.



Table 2.1: Summary of Local Bus Services

Bus Service	First Bus	Last Bus	Frequency			Provider
			Weekdays	Sat	Sun	
'Cherry Lodge' Shrewton (North bound)						
2/2A - Salisbury - Shrewton - West Lavington - Devizes	07:54	18:22	6 services a day	6 services a day	No Services	Salisbury Reds
'Cherry Lodge' Shrewton (South bound)						
2/2A - Devizes - West Lavington - Shrewton - Salisbury	07:34	16:06	5 services a day	5 services a day	No Services	Salisbury Reds

Rail

- 2.15 Salisbury Railway station is the nearest railway station to the site, located at a distance of approximately 17km, and accessible in approximately 35-45 minutes via Cherry Lodge bus stop and bus service 2/2A. Given the distance of 17km, it is considered that users of the site are most likely to utilise the bus service when accessing the railway station.
- 2.16 The station is operated by Southwestern Railway and provides services to key areas including Bristol, Exeter, and London Waterloo.
- 2.17 The following facilities are provided at the station:
- 110 Cycling spaces that are CCTV monitored;
 - 358 Car parking spaces across two car parks; and
 - Step Free Category B2: there is some step-free access to all platforms.
- 2.18 A summary of the services available from this station are outlined in **Table 2.2**.

Table 2.2: Summary of Local Rail Services

Destination	Frequency	Average Journey Time (mins)
Bristol Parkway	2 Services an hour	1hr 45mins
Bristol Temple Meads	2 Services an hour	1hr 11mins
Exeter St Davids	Hourly	1hr 55mins
London Waterloo	2 Services an hour	1hr 29mins
Fareham	2 Services an hour	53 mins
Southampton Central	2 Services an hour	38 mins
Chandlers Ford	2 Services an hour	1hr
Yeovil Junction	2 Services an hour	52 mins



Local Highway Network

Access Road

- 2.19 The access road to Cherry Lodge Farm is an unclassified single track access road, linking the site to the B3083. The route does not provide any formal pedestrian provisions. The access road benefits from 3 passing places located along the length of the 850m route.

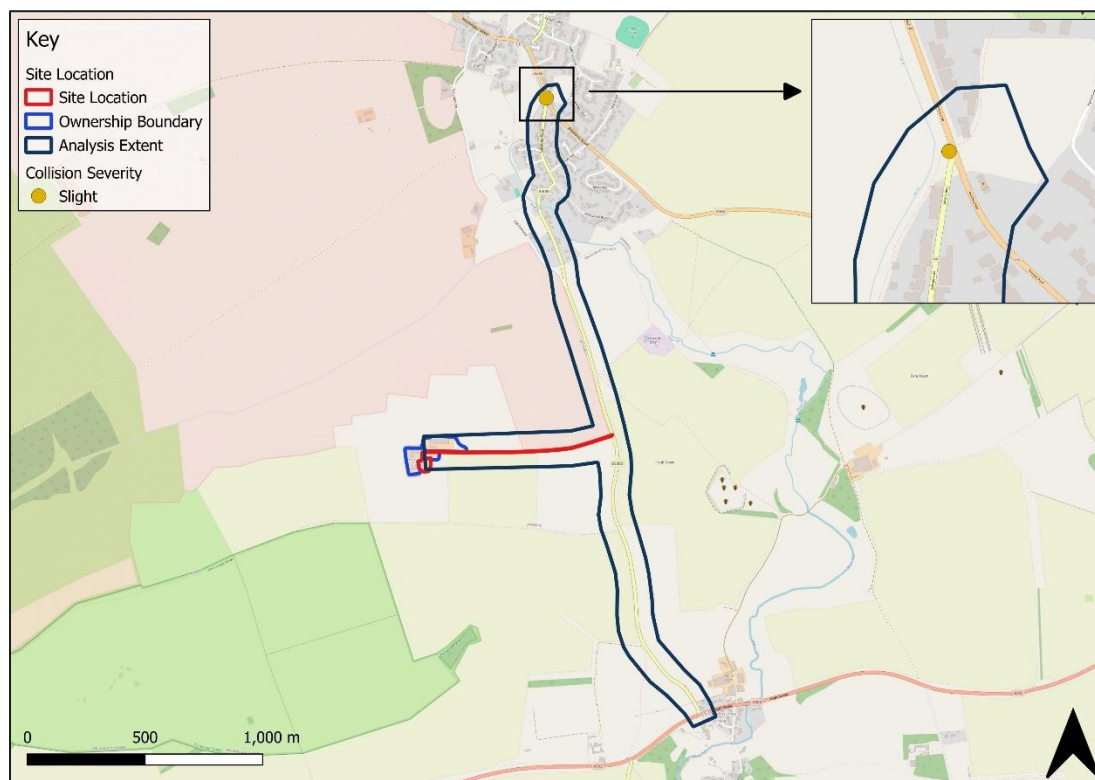
B3083

- 2.20 The B3083 is a single carriageway road running north-south between Shrewton and Winterbourne Stoke. The route is subject to a speed restriction of 50mph and prohibits use by vehicles above 7.5T except for loading.
- 2.21 South of the site the B3083 can be used to access the A303 upon entry into Winterbourne Stoke, and the residential area of Shrewton north of the site.

Personal Injury Collision Analysis

- 2.22 An assessment has been undertaken to review the Personal Injury Collision (PIC) data within the vicinity of the site and the site access, using highway collision data obtained from STATS19 data of the most recent verified 5-year data (2020-2024). This has been undertaken to gain insight into any underlying safety issues or transport-related conditions present within the vicinity of the proposed development.
- 2.23 **Figure 2.4** highlights the location of the collisions within the vicinity of the site categorised by injury severity. The area studied includes the B3083 mainline and 20m either side of the B3083 / Amesbury Road A360 and B3083 / High Street A303 junctions.

Figure 2.4: Collision Analysis



- 2.24 As indicated by **Figure 2.4**, there are no recorded collisions within close proximity to proposed site access road, with the analysis highlighting that the only collisions observed



within the area studied was located approximately at the junction of the B3083 / Amesbury Road A360.

- 2.25 In addition, the collisions within the analysis extent did not involve any vulnerable road users. As such, it is concluded that there is no inherent road safety issue with the road network included within the study area.

Traffic Surveys

- 2.26 Traffic surveys conducted as part of the PL/2023/11220 transport statement produced by WSP have been utilised to determine the existing traffic flows within the vicinity of the site, and are provided at **Appendix B**.
- 2.27 The ATC, conducted in Feb/March 2023, was located along the B3083 at the Cherry Lodge Farm access road junction.
- 2.28 The results of this ATC are highlighted in **Table 2.3**.

Table 2.3: ATC Survey Results

Period	Site ATC				
	Direction	Total Vehicle	%HGV	Avg Speed (mph)	85th %ile Speed (mph)
AM	Northbound	47	4%	39	44
	Southbound	40	6%	44	49
	Two Way	87	5%	42	47
PM	Northbound	67	4%	39	43
	Southbound	60	6%	41	48
	Two Way	127	5%	40	46

- 2.29 **Table 2.3** highlights that around 87 vehicle movements occur in the AM peak hour and 127 in the PM peak hour. Approximately 5% of all vehicle movements are HGVs in the AM peak and 5% of all movements are HGVs in the PM peak. The survey data also indicates that recorded vehicle speeds align in both AM and PM peak hours, and fall below the posted speed limit of 50mph.



3.0 Policy Context

Introduction

3.1 This section summarises the key transport policies at a national and local level, in the context of the development proposals. The documents included within this review are:

- National Planning Policy Framework (NPPF);
- Planning Policy Guidance;
- Wiltshire Council Local Transport Plan 4;
- Wiltshire Cycling Strategy; and
- Wiltshire Core Strategy.

National Policy

NPPF (December 2024)

3.2 The key overarching policies are set out in paragraphs 7 to 9 in terms of defining sustainable development, and paragraphs 10 to 14 in respect of the delivery of sustainable development.

3.3 The NPPF also recognises that the ability to maximise sustainable transport solutions will vary between urban and rural areas. This is indicated within Paragraph 110, which notes that:

opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

3.4 The approach of NPPF is that sites should be considered on their relative sustainability - locally and across the district – and their economic, social and environmental impacts should be fully considered and how development will impact positively and negatively in these respects on surrounding communities.

3.5 Paragraph 117 states that “applications for development should

- (a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport...”*

3.6 Paragraph 115 prescribes that in assessing sites and applications for development, “it should be ensured that:

- (a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- (b) *safe and suitable access to the site can be achieved for all users;*
- (c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- (d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

3.7 The NPPF at Paragraph 116 states that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts would be severe”.

3.8 Paragraph 118 emphasizes that:



“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed”.

Regional Policy

Wiltshire Local Transport Plan 4 (March 2025)

- 3.9 The Wiltshire Local Transport Plan 4 (LTP4) was adopted in March 2025 and covers the period 2025-2038. Outlining a strategic framework to address local transport issues, the LTP4 establishes a vision of:

‘A safe and connected transport system which protects the county’s unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire’s communities and contributes to a low carbon future.’

- 3.10 The LTP is underpinned by a “Avoid, Shift, Improve” policy framework, which emphasises:
- Reducing the need to travel through improved connectivity and local service provision;
 - Encouraging a modal shift to more sustainable modes of transport particularly for shorter journeys where active travel is realistic; and
 - Maintaining and improving the highway network, recognising its role in ensuring access to employment, education and essential services.
- 3.11 LTP4 also adopts a place-based approach, recognising the differing transport needs of principal settlements, market towns and rural areas.
- 3.12 The LTP also defines 8 sub-strategies, of which, Public Transport and Parking are pertinent to the site.

Public Transport Sub-strategy

- 3.13 The sub-strategy notes key 6 objective to deliver the overarching vision outlined within the Core Strategy, which notably includes the key objective of ‘Supporting Rural Communities’.
- 3.14 The public transport strategy acknowledges that public transport opportunities are inherently constrained in rural areas, due to factors such as limited infrastructure provision, longer travel distances and low service frequencies.
- 3.15 As such, the objective outlines a desire to:
- ‘decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.’*
- 3.16 The council intends to approach this objective by enhancing multi-modal connectivity within rural areas to ensure that residents can sustainably access the strategic transport network, noting their 2026 strategy to achieve:
- ‘Good access for rural residents to a wide range of services, facilities and opportunities, provided by the most cost-effective means and with local communities playing a larger role in identifying and satisfying the needs of their area’*
- 3.17 In addition, the sub-strategy recognises the limitation of bus services within more rural areas noting:
- ‘The council will encourage taxi and private hire operators to take a greater interest in running ‘taxilink’, ‘taxibus’ and other types of shared taxi services (particularly in rural areas) as part of its efforts to explore and experiment with alternative ways of meeting transport and access needs.’*



Parking Sub-strategy

- 3.18 The LTP4 Parking Sub-strategy recognises that car use will vary dependant on rurality. It encourages efficient use of parking and the inclusion of measures such as electric vehicle charging, alongside promoting more sustainable travel where feasible.
- 3.19 The policy requirements for the Site development have been highlighted in **Table 3.1**.

Table 3.1: Car Parking Policy

Use	Car Parking Standards
C1: Hostels and Hotels	1 per Bedroom
B1: Business	1 per 30m ²

Wiltshire Council Local Transport Plan 2011-2026 Cycle Strategy (2011-2026)

- 3.20 The cycle strategy as outlined by Wiltshire Council provides an indication of the cycle parking requirement necessary for the proposed development. Policy provision required for the Site development has been extracted within **Table 3.2**.

Table 3.2: Parking Provision Policy

Use	Cycle Parking Standards
C1: Hostels and Hotels	1 covered cycle space per 12 employees. + visitor spaces on merit.
B1: Business	1 covered cycle space per 12 employees + 1 cycle space per 15 visitor parking spaces OR, where employee/visitor numbers cannot be estimated: 4 covered cycle spaces + 2 covered spaces for each 500m ² above 1000m ² gross floor area

Wiltshire Council Core Strategy (January 2015)

- 3.21 The core strategy was adopted in January 2015 and provides a planning framework for the county up until 2026. The overarching vision of the strategy is to nurture:
‘stronger, more resilient communities’.
- 3.22 The strategy outlines key policies to encourage local development, including those which aim to enhance local transport and accessibility.
- 3.23 Of particular relevance is Policy 60 (Sustainable Transport), which seeks to reduce the need to travel and promotes the use of sustainable modes, including walking, cycling and public transport, noting:

‘This will be achieved by:

- i. planning developments in accessible locations*
- ii. promoting sustainable transport alternatives to the use of the private car*
- iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*



- iv. promoting appropriate demand management measures*
- v. influencing the routing of freight within and through the county*
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.'*



4.0 Development Proposal

Introduction

- 4.1 This section of the report outlines the development proposals for the site. It includes a description of the proposed land use and proposed access arrangements, and a review of the parking provisions.

Natural England HQ

- 4.2 Cherry Lodge Farm currently accommodates 9 desks within the existing Natural England HQ office, located west of the proposed development site. Of these, approximately 5/6 are occupied by staff on a regular basis, with the remaining 4/3 desks available for use by other employees on a flexible, bookable basis.
- 4.3 In addition, the site currently accommodates a maximum of 1 student per day, who presently accesses the site via taxi/parent drop-off.

Development Overview

- 4.4 The Site comprises a four-bed farmhouse, with an associated use class of a dwelling (C3). The farmhouse is currently vacant, however, any existing assumptions will be based on its consented use.
- 4.5 The proposal relates to the reuse of the former farmhouse within the Cherry Lodge Farm to provide:
- Overnight accommodation for farm workers and volunteers pursuant to the wider use of the agricultural unit(Use Class C1); and
 - Office space for Natural England Staff and farm workers and agricultural students (Use Class B1),
- 4.6 The proposed site layout is illustrated in **Figure 4.1** and on a drawing at **Appendix C**.



Figure 4.1: Proposed Site Layout



- 4.7 The overnight accommodation will support a maximum occupancy of 2 persons and will be restricted to farm workers (when calving etc).
- 4.8 The proposed office space will accommodate a maximum of 8 students, 8 staff, 2 managers, 1 Head of Care Farm (although this member of staff will not attend the site on a daily basis, it will be assumed as such for robustness), and 1 office administrator.. The office space will be associated with a commercial tenant (Wiltshire Wildlife Trust), and will be separate to NE operations.
- 4.9 The provision of office space at the Site will be provided in addition to the existing office space at the Cherry Lodge Farm and Workbase, and therefore will result in an increase beyond the existing 9 desk provided at the Natural England HQ.

Parking

- 4.10 Parking at the Cherry Lodge Farm is currently provided via 12 spaces in the main car park, 3 spaces in front of the farmhouse and 4 in front of the existing Natural England office. All 19 parking spaces are noted to be unmarked spaces, and therefore informal in nature.
- 4.11 Parking on site is provided for staff only, with all students visiting the site expected to arrive being dropped off by relatives or a taxi. As such, the proposal considers parking demand for a total of 12 additional individuals attending the site on a daily basis.
- 4.12 As previously noted, the site currently accommodates 5 routine staff members and 4 hotdesking individuals. The proposal will provide office space for 12 members of the Wiltshire Wildlife Trust at the Site. For robustness, it is assumed that all staff members are on site at any given time; equating to 21 employees.
- 4.13 The end occupier has noted that of the 4 spaces located in front of the existing offices on site, approximately three are routinely occupied by carpooling vehicles. On this basis, and assuming a minimum of two occupants per vehicle, it is estimated that up to six staff members currently car share when travelling to the site. This equates to an existing car



parking demand of six spaces (3 carpooling spaces, and then 3 'individual' spaces, accommodating the 9 current employees assumed to be on site daily).

- 4.14 The established use of the carpooling service reduces the overall parking demand by three spaces. On a robust basis, and assuming no increase in car sharing beyond existing levels, the maximum parking demand is not expected to exceed 18 spaces (6 spaces currently used and an additional 12 spaces used, assuming 1 car parked for each of the additional 12 staff on site). In practice, demand is likely to be lower, as not all staff are present on site at any one time, with parking demand further reduced by the continuation of car sharing, which is actively encouraged between staff members.
- 4.15 It is anticipated that the proposed development will accommodate up to 8 students at any given time. Students are expected to arrive via parent/taxi pick-up and drop-off in both the AM and PM peak, with midday changeovers occurring. It is therefore a robust assumption to consider a maximum of 16 vehicles, associated with students, accessing the site at any given time; reflective of midday movements where 8 students are picked up, and 8 students dropped off.
- 4.16 It is determined that the car parking provision presently serving the site is sufficient in supporting the operation of the proposed development.

Delivery and Servicing

- 4.17 Deliveries to the site are accommodated within the existing farmyard, where they are received by staff or, where appropriate, left in one of two parcel boxes located adjacent to the existing car park. Waste is managed via private collection, with a waste management company responsible for the provision and collection of skips and larger recycling bins within the farmyard.
- 4.18 This arrangement will not change as part of the proposed development.

Access Strategy

- 4.19 As highlighted by **Figure 4.1**, the site is served by an existing access road to the north of the development site. As previously noted, the access road benefits from 3 passing places located along the length of the 850m access road.
- 4.20 Access will be retained as per the existing arrangement.
- 4.21 Appendix C of the PL/2023/11220 approved planning application provides existing visibility splays from the access junction, and is provided at **Appendix A**. For robustness, the drawing provides visibility splays suitable for an 85kph (52mph) road, approximately 3mph above the recorded 85th percentile speed along the B3083. The drawing highlights that the visibility splay to the south requires land owned by DEFRA to be maintained to retain the visibility.



5.0 Traffic Impact

Introduction

- 5.1 This section of the report provides an assessment of the predicted number of total vehicle trips to and from the site. This will be used to assess the effect of the proposals on the transport network.

Existing Trip Generation

Working Farm Use

- 5.2 As previously highlighted, the Cherry Lodge Farm operates as a typical working farm. As such the farm generates trips associated with this use. However, any trips associated with its existing use are not associated with the proposed development, and therefore will not change as a result of this proposal.

Office Use

- 5.3 As set out in **Chapter 4.0**, the office currently accommodates 9 desks, although approximately 5/6 staff are regularly present, with the remaining desks used on a hotdesking basis.
- 5.4 Whilst the office provides capacity for up to 9 staff, it has been established that up to six employees currently car share, resulting in a reduced number of vehicle trips. As such, the maximum existing vehicle trip generation associated with staff members is equivalent to six vehicle trips inbound and six vehicle trips outbound, with only limited requirements for daytime business trips made to other locations.
- 5.5 An additional two vehicle trips in both the AM and PM peak is assumed to be associated with one student visitor, who is presently dropped off and picked up by parents/taxis. Students are currently accommodated in both the AM and PM, with midday changeovers occurring. Therefore, a midday trip generation of 4 vehicles is assumed.

Farmhouse Use

- 5.6 The Site's current use is associated with that of a four-bed dwelling.
- 5.7 ONS custom data set for Car or van availability and Number of Bedrooms has been employed to determine the number of vehicles associated with this use within the Wiltshire 045 MSOA. This data is provided at **Appendix D**.
- 5.8 The data has indicated that a four bed dwelling within this area is most likely to have 2 or more cars associated with its use. As such, it is determined that the farmhouse presently generates 2 outbound trips in the AM and 2 inbound trips in the PM.

Total Existing Trips

- 5.9 A total existing trip generation of 10 vehicle movements in both the AM and PM peak is therefore derived (AM – 6 staff cars in and 1 parent/taxi drop off in and 1 parent/taxi drop off out; and 2 trips associated with the farmhouse consented use) / PM – 6 staff cars out and 1 parent/taxi pick up in and 1 parent/taxi pick up out; and 2 trips associated with the farmhouse consented use).



Proposed Trip Generation

- 5.10 A review of the TRICS database has identified no suitable comparable sites; therefore, a first principles approach has been adopted to estimate proposed trip generation.
- 5.11 As outlined in **Chapter 4.0**, information provided by the end occupier indicates that no more than 12 additional staff and a net increase of 7 students (8 students in total including the existing student) will be present on site at any one time. This equates to a total of 26 vehicle trips in both the AM and PM peaks (AM – 12 staff cars in plus 7 parent/taxi drop offs in and 7 parent/taxi drop off out / PM – 12 staff cars out plus 7 parent/taxi pick up in and 7 parent/taxi pick up out). This equates to a net increase of 24 vehicle trips (when considering existing vehicle trips associated with the Site's consented use).
- 5.12 The proposal highlights that the students attending the site will be accommodated by the AM and PM peaks, but will also be subject to midday changeovers. The anticipated number of vehicle movement during this midday period is a net increase of 28 vehicle movements (total of 32 vehicle movements when considering existing student changeover).
- 5.13 . The nature of the proposal indicates that two accommodation spaces for NE staff will be provided on site. As such, at least two of the trips associated with staff members are unlikely to be a daily occurrence.
- 5.14 However, for robustness it is assumed that all 24 additional trips take place in both the AM and PM period. Under this assumption it is considered that approximately 1 additional trip will occur every 2.5 minutes in both the AM and PM peak as a result of the proposed development. This level of trips will not result in a material impact on the operation of the highway network.
- 5.15 As such, the traffic impact of the proposed development is not considered severe.



6.0 Summary and Conclusion

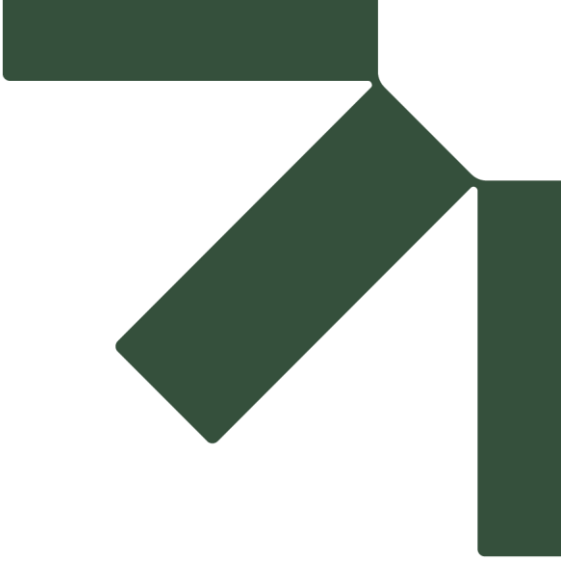
Summary

- 6.1 SLR Consulting have been appointed by DEFRA on behalf of Natural England, to provide transport and highways advice with regards to a planning application to convert an existing farmhouse, located at the existing Natural England HQ (Cherry Lodge Farm located within Parsonage Down NNR), into a mixed office and overnight accommodation.
- 6.2 Cherry Lodge Farm is located to the south of the village of Shrewton near Salisbury, currently accommodating a collection of buildings, including office space, a dry store and cattle barn, a farmhouse, cattle buildings, a youngstock building, garages and a barn.
- 6.3 The site falls within the administrative boundary of Wiltshire Council as both the local and highway authority.
- 6.4 A review of the existing conditions has indicated that the local highway network is limited in its capacity for active travel, however, does offer some informal opportunities to access adjacent villages.
- 6.5 The site is suitably located within close proximity to bus services linking Salisbury and Devizes, and is within approximately 17km or a 35-45 minute bus journey from Salisbury Railway Station, which can be used to access key areas further afield by rail.
- 6.6 A review of collision data for the local highway network does not raise any highway safety concerns.
- 6.7 The proposal relates to the reuse of the former farmhouse within the Cherry Lodge Farm to provide overnight accommodation (Use Class C1) and office space (Use Class B1),
- 6.8 Access to the development site will remain as existing.
- 6.9 The car parking provision currently serving the site is determined to be sufficient in supporting the operation of the development.
- 6.10 It is determined that the quantum of the proposed development will not have any adverse impact on the operation of local highway network, with a maximum addition of 1 trip every 2.5 minutes predicted to be generated as a result of the development.

Conclusion

- 6.11 The proposed development is acceptable on transport grounds and should be supported.





Appendix A PL/2023/11220 Site Access produced by WSP

Transport Technical Note

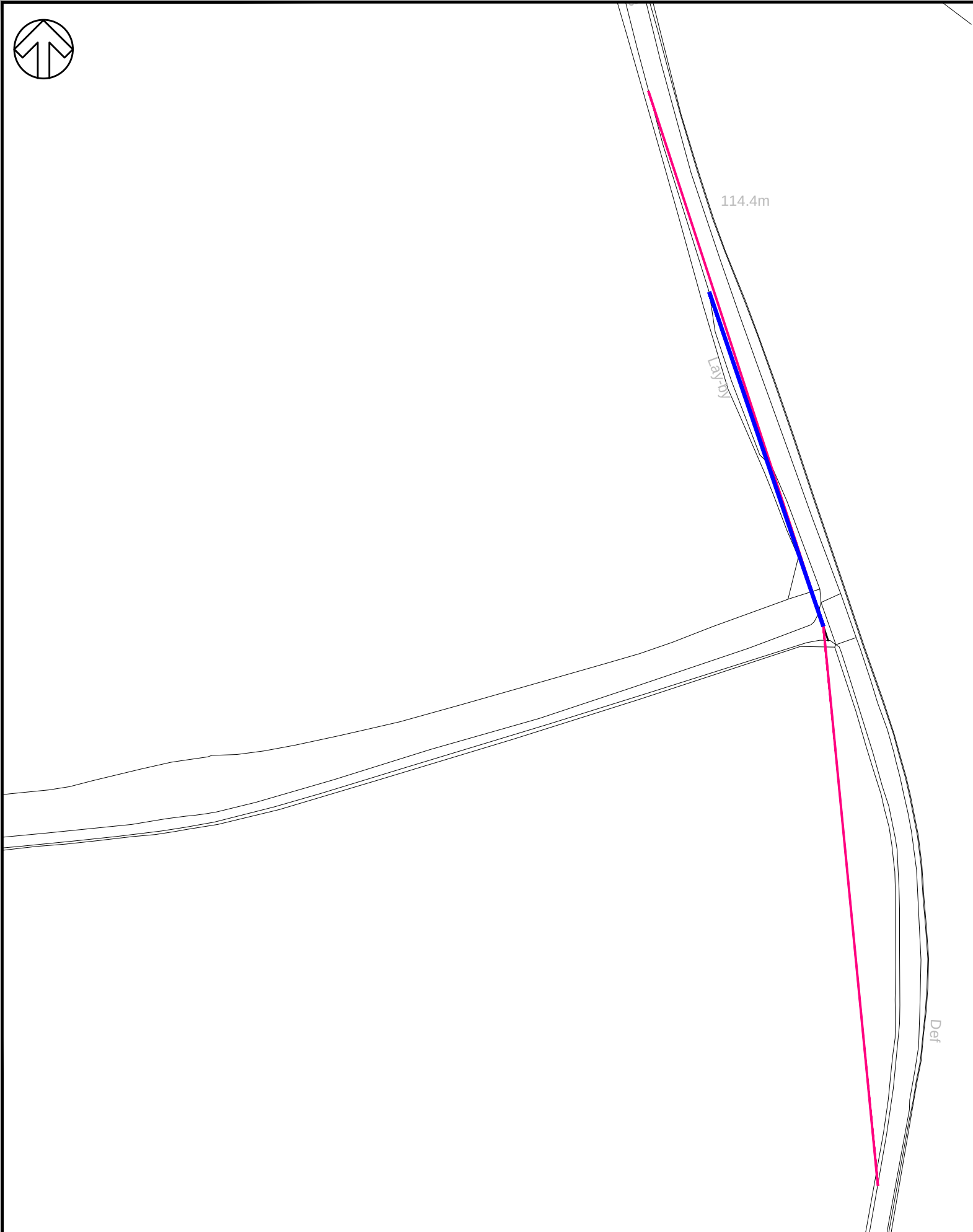
Cherry Lodge, Shrewton

Natural England

SLR Project No.: 416.067188.00001

18 June 2026

File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70101XXX\70101856 - DEFRA CRPS PARSONAGE FARM NNR\03 WIP\TRANSPORT\1856-GA-001.DWG, printed on 16 March 2023 12:11:20, by Moss, Philip



DO NOT SCALE

KEY

- 160m VISIBILITY SPLAY DESIRABLE MINIMUM FOR 85KPH ROAD
- VISIBILITY SPLAY TO THE CARRIAGEWAY TANGENT

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

P01	16/03/2023	PM	FIRST ISSUE	DD	DD
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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

CLIENT: DEFRA

ARCHITECT:

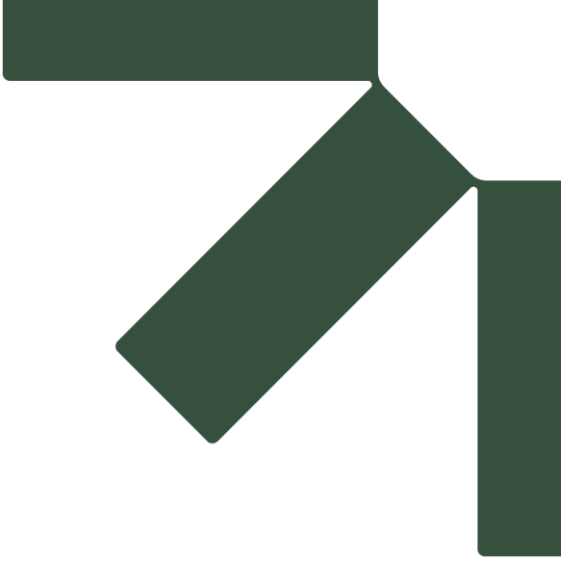
PROJECT: DEFRA CRPS PARSONAGE FARM NNR

TITLE: VISIBILITY SPLAYS FROM THE ACCESS JUNCTION

SCALE @ A3: Custom	CHECKED: DD	APPROVED: DD
PROJECT No: 70101856	DESIGNED: PM	DRAWN: PM
		DATE: MARCH 2023

DRAWING No: 1856-GA-001	REV: P01
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Appendix B PL/2023/11220 ATC Survey Results

Transport Technical Note

Cherry Lodge, Shrewton

Natural England

SLR Project No.: 416.067188.00001

18 June 2026



Intelligent Data Collection Limited

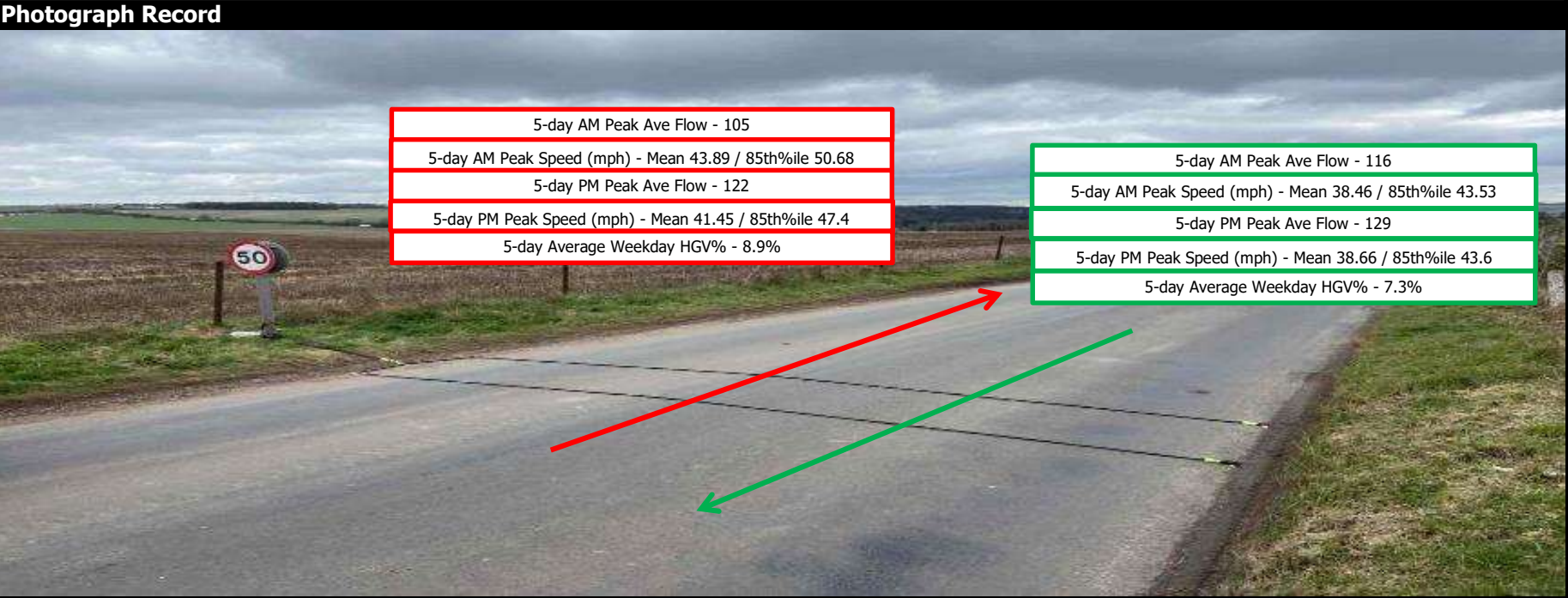
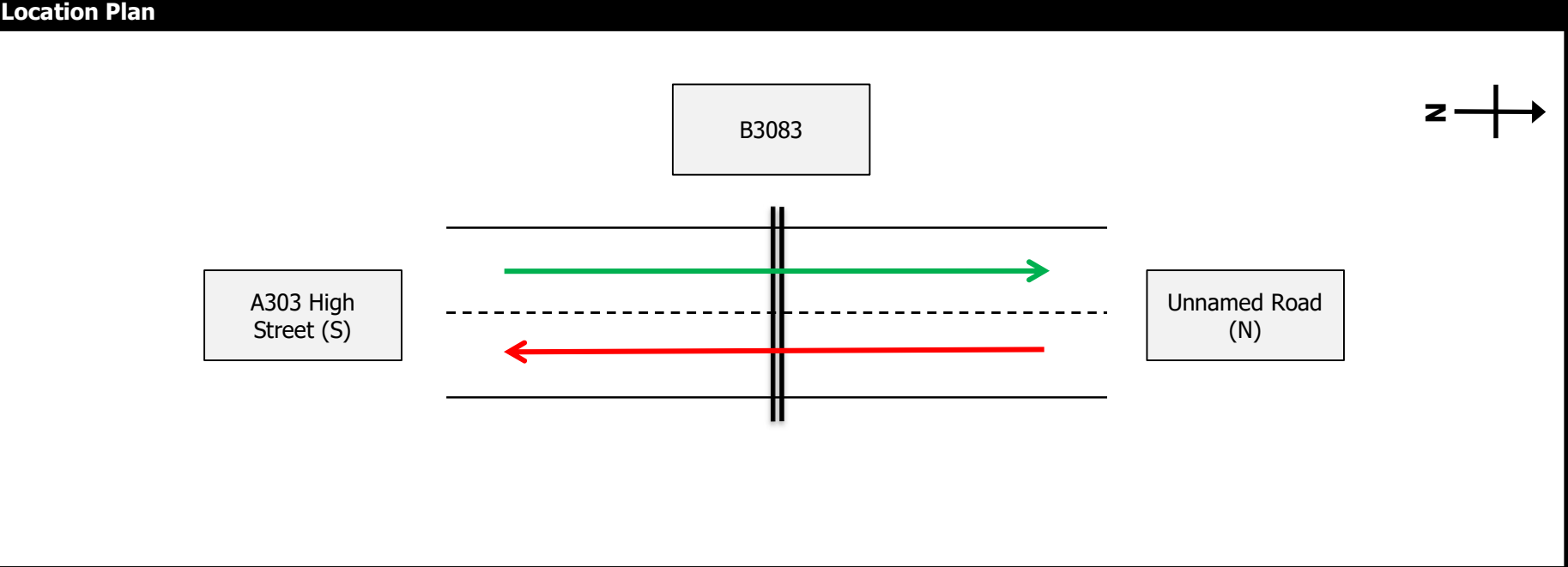
Parsonage Farm

Client:	WSP		
Project Number:	ID07007		
Site Number:	Site 1		
Week Commencing:	27/02/2023		
Road Name:	B3083		
Survey Type:	ATC		
Direction AB	Flow from	A303 High Street (S)	to Unnamed Road (N)
Direction BA	Flow from	Unnamed Road (N)	to A303 High Street (S)

Revision	Rev A			
Date	10.03.2023			
Prepared by	Robyn Short			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID07007			
File Ref	ID07007 Parsonage Farm - ATC Site 1			

[illegible]

Road Name	B3083		
Direction AB	A303 High Street (S)	to:	Unnamed Road (N)
Direction BA	Unnamed Road (N)	to:	A303 High Street (S)
Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
51.178186, -1.898230	28/02/2023	06/03/2023	50
Link to location on Google Maps			
Click Here			



Comments

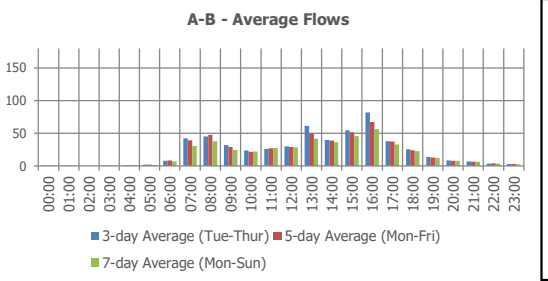
The minimum speed threshold to include vehicles in the reports is 5mph. Unclassified vehicles are excluded.

Prepared by	Robyn Short	Checked by	David Brown	Project Director	Paul O'Neill
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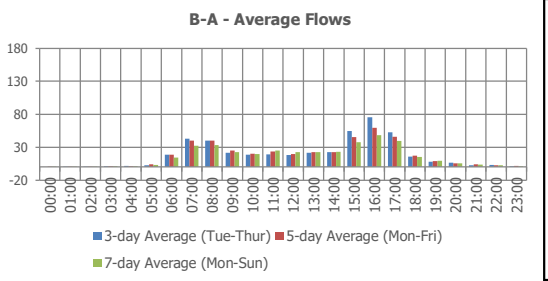
WSP
Parsonage Farm

Flow Reporting

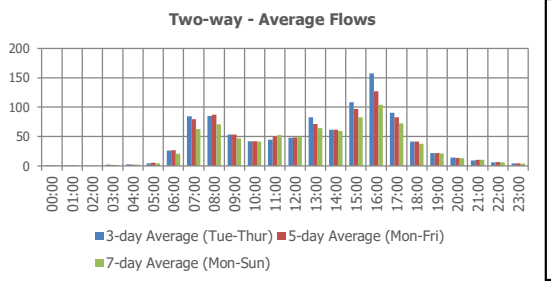
A-B Hourly Summary Data			
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	1	1	1
01:00	0	0	0
02:00	0	0	0
03:00	1	1	1
04:00	1	1	1
05:00	2	2	1
06:00	8	8	7
07:00	42	40	31
08:00	45	47	38
09:00	32	29	24
10:00	24	22	22
11:00	26	27	27
12:00	30	29	28
13:00	61	50	42
14:00	40	39	37
15:00	54	51	46
16:00	82	67	56
17:00	38	37	33
18:00	25	24	22
19:00	14	13	12
20:00	8	8	8
21:00	7	7	6
22:00	3	4	4
23:00	3	3	3
0700-1000	119	116	93
1600-1900	145	129	112



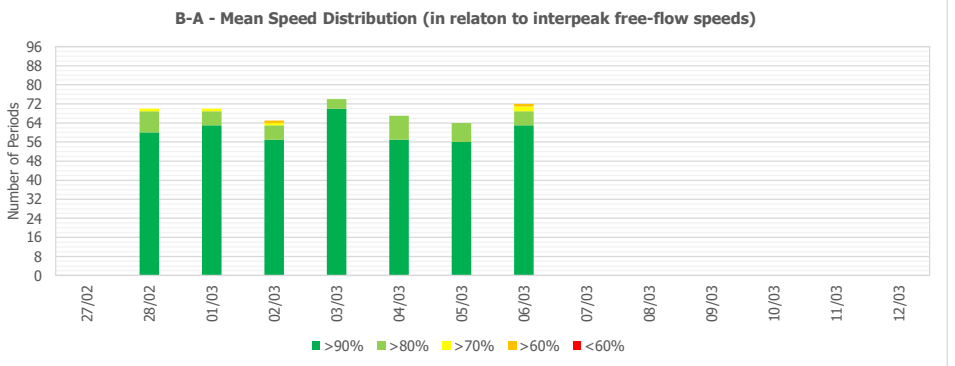
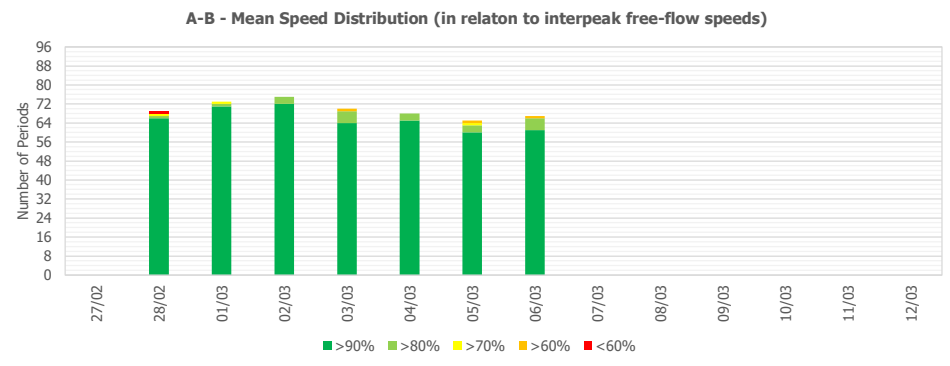
B-A Hourly Summary Data			
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	0	0	0
01:00	1	1	1
02:00	0	1	1
03:00	1	1	1
04:00	2	1	1
05:00	3	4	3
06:00	19	19	14
07:00	43	40	32
08:00	40	40	33
09:00	22	25	23
10:00	19	20	19
11:00	19	23	25
12:00	18	20	22
13:00	21	22	22
14:00	22	23	23
15:00	54	45	37
16:00	75	60	48
17:00	53	46	39
18:00	16	17	15
19:00	8	9	9
20:00	6	6	5
21:00	2	4	4
22:00	3	3	3
23:00	1	2	1
0700-1000	104	105	88
1600-1900	144	122	103



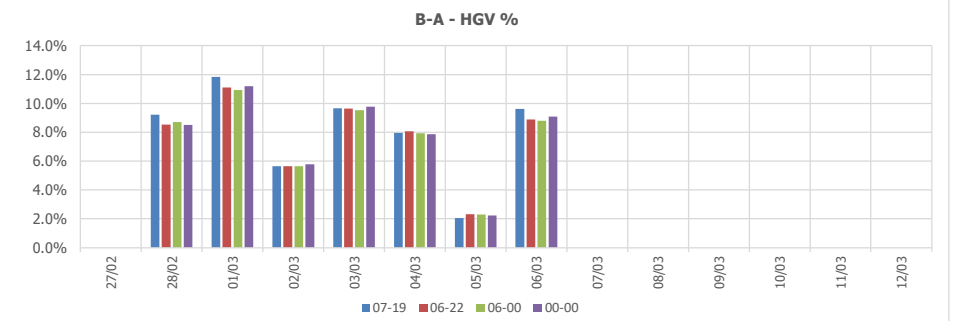
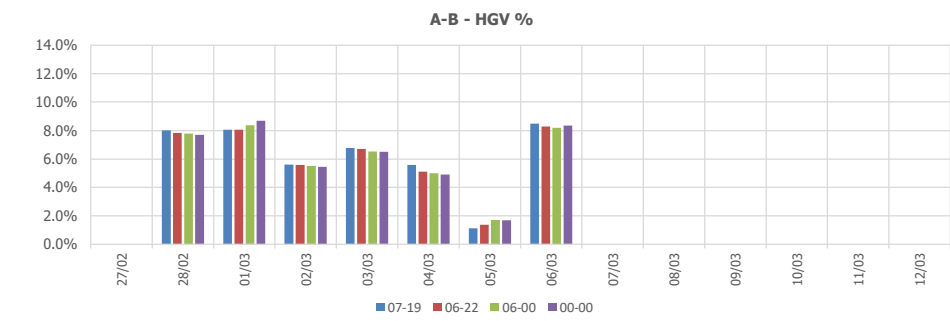
Two-Way Hourly Summary Data			
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	1	1	1
01:00	1	1	1
02:00	0	1	1
03:00	2	2	2
04:00	3	2	2
05:00	5	6	5
06:00	26	27	21
07:00	85	79	63
08:00	85	87	71
09:00	54	54	47
10:00	42	42	41
11:00	45	50	52
12:00	48	49	51
13:00	83	72	64
14:00	62	62	60
15:00	109	97	83
16:00	157	127	104
17:00	91	83	73
18:00	41	41	38
19:00	22	22	21
20:00	15	14	13
21:00	9	10	10
22:00	6	7	6
23:00	4	5	4
0700-1000	223	220	181
1600-1900	289	251	215



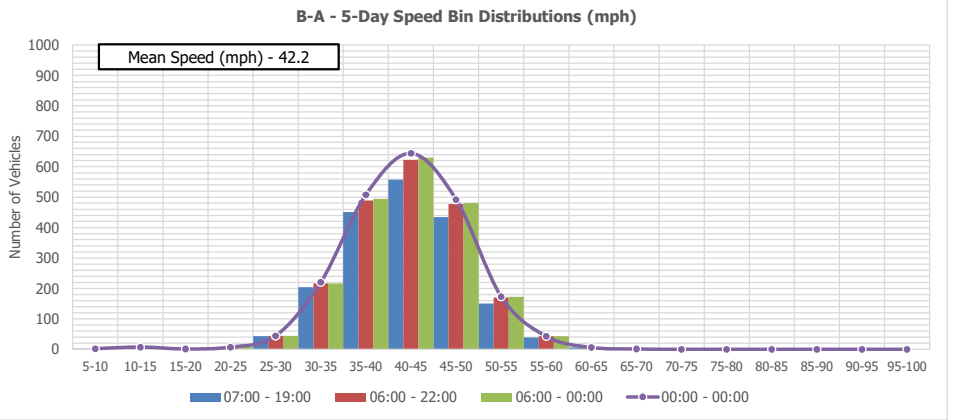
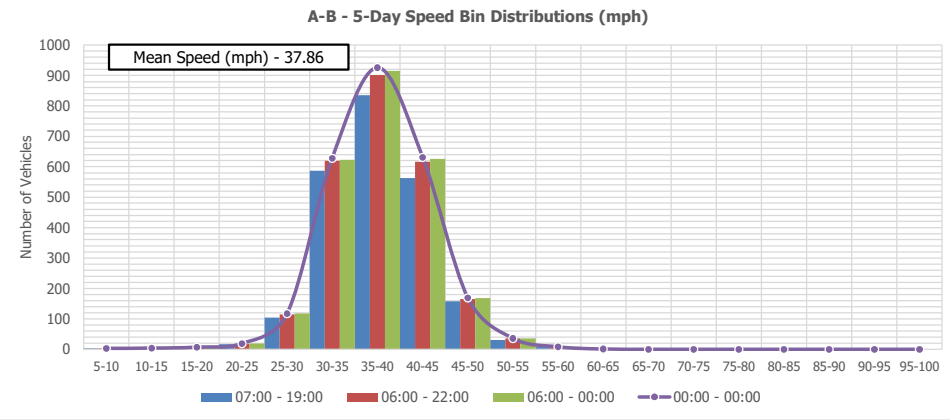
Mean Speed Distributions



HGV%



Speed Bin Distributions



Flow from: A303 High Street (S) **to:** Unnamed Road (N)

Flow from: Unnamed Road (N) **to:** A303 High Street (S)

Direction B-A

Time	27/02	28/02	01/03	02/03	03/03	04/03	05/03	06/03	07/03	08/03	09/03	10/03	11/03	12/03
00:15														
00:30														
00:45														
01:00														
01:15														
01:30														
01:45														
02:00														
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23:00														
23:15														
23:30														
23:45														
IP FF Speed	-	41.8	40.8	42.8	41.0	42.9	40.9	42.9	-	-	-	-	-	-
>90%	0	60	63	57	70	57	56	63	0	0	0	0	0	0
>80%	0	9	6	6	4	10	8	6	0	0	0	0	0	0
>70%	0	1	1	1	0	0	0	2	0	0	0	0	0	0
>60%	0	0	0	1	0	0	0	1	0	0	0	0	0	0
<60%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Data	96	26	26	31	22	29	32	24	96	96	96	96	96	96

Guidance Notes The interpeak free flow mean speed for each day is taken from the 10:00-12:00 and 14:00-16:00 time periods. Congestion across the tubes can lead to some underperformance of the ATC equipment. Periods highlighted as being significantly below free-flow speeds may possibly be affected. Congestion on the lane closest to the ATC unit can also affect data collection on the far side lane if vehicles are queued on top of the tubes.
--

Intelligent Data Collection Limited



Client:	WSP		
Project Number:	ID07007		
Site Number:	Site 1		
Flow from:	A303 High Street (S)	to:	Unnamed Road (N)

[illegible]

Date	Tuesday 28/02/2023													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	37.4	-
00:45	2	0	0	1	1	0	0	0	0	0	0	0	39.8	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	37.5	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	1	0	0	0	0	0	0	0	43	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	36	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	42	-
06:30	4	0	0	3	0	1	0	0	0	0	0	0	35.8	-
06:45	2	0	0	2	0	0	0	0	0	0	0	0	37.2	-
07:00	7	0	0	6	1	0	0	0	0	0	0	0	42.4	-
07:15	12	0	0	9	1	2	0	0	0	0	0	0	38.8	41.7
07:30	8	0	1	3	3	0	0	0	0	0	1	0	35.1	-
07:45	14	0	0	10	2	2	0	0	0	0	0	0	35.3	44.5
08:00	10	0	0	9	0	0	0	0	1	0	0	0	38.7	-
08:15	9	0	0	7	2	0	0	0	0	0	0	0	41	-
08:30	9	0	0	9	0	0	0	0	0	0	0	0	39.3	-
08:45	11	0	0	9	1	1	0	0	0	0	0	0	36.1	43.9
09:00	9	0	0	6	2	0	1	0	0	0	0	0	26.7	-
09:15	10	0	0	10	0	0	0	0	0	0	0	0	35.2	-
09:30	8	0	0	5	1	2	0	0	0	0	0	0	35.3	-
09:45	6	0	0	4	1	1	0	0	0	0	0	0	40.1	-
10:00	9	0	0	6	3	0	0	0	0	0	0	0	34.8	-
10:15	6	0	0	5	0	1	0	0	0	0	0	0	36.1	-
10:30	6	0	0	6	0	0	0	0	0	0	0	0	37.6	-
10:45	4	0	0	3	1	0	0	0	0	0	0	0	39	-
11:00	2	1	0	1	0	0	0	0	0	0	0	0	21.3	-
11:15	3	0	0	3	0	0	0	0	0	0	0	0	32	-
11:30	7	0	0	5	1	1	0	0	0	0	0	0	41	-
11:45	10	0	0	6	3	1	0	0	0	0	0	0	35.7	-
12:00	3	0	0	3	0	0	0	0	0	0	0	0	36.9	-
12:15	8	0	0	5	2	1	0	0	0	0	0	0	35.8	-
12:30	10	0	0	9	1	0	0	0	0	0	0	0	40.6	-
12:45	6	0	0	5	0	1	0	0	0	0	0	0	37.4	-
13:00	4	0	0	2	1	0	0	0	0	0	1	0	39.9	-
13:15	4	0	0	2	0	2	0	0	0	0	0	0	33.3	-
13:30	8	0	0	7	1	0	0	0	0	0	0	0	39	-
13:45	7	0	0	5	2	0	0	0	0	0	0	0	39.7	-
14:00	6	0	0	4	0	2	0	0	0	0	0	0	38.4	-
14:15	4	0	0	2	1	0	0	0	1	0	0	0	35.6	-
14:30	9	0	0	8	1	0	0	0	0	0	0	0	36.6	-
14:45	9	0	0	7	2	0	0	0	0	0	0	0	39.9	-
15:00	6	0	0	4	1	1	0	0	0	0	0	0	38.8	-
15:15	6	0	0	5	1	0	0	0	0	0	0	0	38	-
15:30	6	0	0	6	0	0	0	0	0	0	0	0	39.9	-
15:45	8	0	0	4	3	1	0	0	0	0	0	0	43.9	-
16:00	5	0	0	4	1	0	0	0	0	0	0	0	41.3	-
16:15	6	0	0	4	2	0	0	0	0	0	0	0	39.2	-
16:30	7	0	0	6	1	0	0	0	0	0	0	0	38.9	-
16:45	9	0	0	9	0	0	0	0	0	0	0	0	43.8	-
17:00	14	0	0	11	1	1	0	0	1	0	0	0	39.9	44.9
17:15	11	0	0	9	1	0	0	0	0	0	1	0	40.4	43.6
17:30	11	0	0	10	1	0	0	0	0	0	0	0	37	42.3
17:45	5	0	0	5	0	0	0	0	0	0	0	0	38.2	-
18:00	11	0	0	10	1	0	0	0	0	0	0	0	37.7	44
18:15	9	0	0	7	0	2	0	0	0	0	0	0	38.4	-
18:30	6	0	0	5	1	0	0	0	0	0	0	0	43.6	-
18:45	4	0	0	4	0	0	0	0	0	0	0	0	40.2	-
19:00	6	0	0	5	1	0	0	0	0	0	0	0	38	-
19:15	1	0	0	1	0	0	0	0	0	0	0	0	45.4	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	6	0	0	4	2	0	0	0	0	0	0	0	39.5	-
20:00	3	0	0	3	0	0	0	0	0	0	0	0	35.7	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	36.1	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	38.3	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	38.2	-
21:00	2	0	0	2	0	0	0	0	0	0	0	0	46.8	-
21:15	2	0	0	1	0	1	0	0	0	0	0	0	35.8	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	40.1	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	41.9	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	37.8	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	39.6	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	362	1	1	284	47	22	1	0	3	0	3	0	38.0	43.8
06-22	396	1	1	312										

Date	Wednesday 01/03/2023													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	37	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	34.4	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	35.7	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	0	0	2	0	0	0	0	0	0	35.6	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	43.3	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	5	0	0	4	1	0	0	0	0	0	0	0	37.1	-
06:30	2	0	0	1	0	1	0	0	0	0	0	0	37.7	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	34.1	-
07:00	3	0	0	3	0	0	0	0	0	0	0	0	43.8	-
07:15	15	0	0	9	4	2	0	0	0	0	0	0	39	44.6
07:30	13	0	0	11	2	0	0	0	0	0	0	0	41.5	50.4
07:45	15	0	1	10	2	2	0	0	0	0	0	0	36.7	42.6
08:00	9	0	0	9	0	0	0	0	0	0	0	0	41.8	-
08:15	12	0	0	8	3	0	1	0	0	0	0	0	39.4	44
08:30	16	0	0	14	2	0	0	0	0	0	0	0	39.9	43.6
08:45	5	0	0	3	2	0	0	0	0	0	0	0	40.8	-
09:00	8	0	0	5	1	0	0	0	2	0	0	0	35.7	-
09:15	9	0	0	6	1	1	0	0	1	0	0	0	37	-
09:30	8	0	1	3	3	1	0	0	0	0	0	0	36.3	-
09:45	3	0	0	3	0	0	0	0	0	0	0	0	38.3	-
10:00	3	0	0	3	0	0	0	0	0	0	0	0	38.3	-
10:15	8	0	0	5	1	2	0	0	0	0	0	0	36.6	-
10:30	8	0	0	6	2	0	0	0	0	0	0	0	36.3	-
10:45	7	0	0	4	1	0	2	0	0	0	0	0	31.4	-
11:00	8	0	0	8	0	0	0	0	0	0	0	0	35.4	-
11:15	4	0	0	4	0	0	0	0	0	0	0	0	34.8	-
11:30	6	0	0	4	1	1	0	0	0	0	0	0	37	-
11:45	9	0	0	7	1	0	0	0	0	0	1	0	36.4	-
12:00	8	0	0	6	1	0	1	0	0	0	0	0	34.2	-
12:15	4	0	0	2	2	0	0	0	0	0	0	0	41.1	-
12:30	6	0	0	5	0	1	0	0	0	0	0	0	34.5	-
12:45	5	0	0	2	2	0	0	0	0	0	1	0	36.4	-
13:00	5	0	0	4	1	0	0	0	0	0	0	0	37.1	-
13:15	4	0	0	3	0	1	0	0	0	0	0	0	33.6	-
13:30	8	0	0	7	1	0	0	0	0	0	0	0	38.8	-
13:45	5	0	0	4	1	0	0	0	0	0	0	0	37.8	-
14:00	5	0	0	4	1	0	0	0	0	0	0	0	35.3	-
14:15	5	0	0	2	1	2	0	0	0	0	0	0	35.6	-
14:30	5	0	0	4	0	1	0	0	0	0	0	0	40.3	-
14:45	4	0	0	4	0	0	0	0	0	0	0	0	36.4	-
15:00	9	0	0	7	2	0	0	0	0	0	0	0	42.6	-
15:15	4	0	0	2	0	1	0	0	0	0	1	0	35.2	-
15:30	7	0	0	6	1	0	0	0	0	0	0	0	36.2	-
15:45	13	0	0	10	1	1	1	0	0	0	0	0	35.8	43.9
16:00	12	0	0	7	4	1	0	0	0	0	0	0	40.1	46.1
16:15	44	0	0	37	6	1	0	0	0	0	0	0	37.8	43.6
16:30	28	0	0	23	4	1	0	0	0	0	0	0	37.7	43.3
16:45	11	0	0	7	3	1	0	0	0	0	0	0	37.6	48.2
17:00	12	0	0	9	2	1	0	0	0	0	0	0	38.4	44.8
17:15	7	0	0	7	0	0	0	0	0	0	0	0	39.8	-
17:30	17	0	0	16	1	0	0	0	0	0	0	0	39.7	45.9
17:45	5	0	0	3	2	0	0	0	0	0	0	0	38.8	-
18:00	4	0	0	4	0	0	0	0	0	0	0	0	36.1	-
18:15	8	0	0	6	0	2	0	0	0	0	0	0	38.3	-
18:30	3	0	0	3	0	0	0	0	0	0	0	0	42.6	-
18:45	5	0	0	5	0	0	0	0	0	0	0	0	39.6	-
19:00	4	0	0	3	0	1	0	0	0	0	0	0	37.3	-
19:15	3	0	0	3	0	0	0	0	0	0	0	0	44.2	-
19:30	3	0	0	2	1	0	0	0	0	0	0	0	36.9	-
19:45	4	0	0	4	0	0	0	0	0	0	0	0	38.9	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	41.4	-
20:15	2	0	0	1	1	0	0	0	0	0	0	0	36.9	-
20:30	4	0	0	3	1	0	0	0	0	0	0	0	38.7	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	39.5	-
21:00	2	0	0	2	0	0	0	0	0	0	0	0	40.1	-
21:15	3	0	0	3	0	0	0	0	0	0	0	0	44	-
21:30	1	0	0	0	0	1	0	0	0	0	0	0	38.5	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	38.8	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	38.9	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	2	0	0	1	0	1	0	0	0	0	0	0	34.1	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	33.8	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	39.3	-
23:30	1	0	0	0	0	0	1	0	0	0	0	0	28	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	422	0	2	324	62	23	5	0	3	0	3	0	37.9	43.5
06-22	460	0	2	355	66	26	5	0	3	0	3	0	38.0	43.5
06-00	466	0	2	359	66	27	6	0	3	0	3	0	38.0	43.5
00-00	472	0	2	362	67	29	6	0	3	0	3	0	37.9	43.5

Date	Thursday 02/03/2023													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	34.2	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	39.4	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	39	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	45.3	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	1	0	0	0	0	0	0	0	40.8	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	34.6	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	3	0	0	2	1	0	0	0	0	0	0	0	39.6	-
06:30	3	0	0	2	1	0	0	0	0	0	0	0	38.7	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	41.2	-
07:00	3	0	0	2	1	0	0	0	0	0	0	0	42	-
07:15	9	0	0	6	1	2	0	0	0	0	0	0	43.1	-
07:30	11	0	0	10	1	0	0	0	0	0	0	0	40.3	43.2
07:45	16	0	0	13	1	2	0	0	0	0	0	0	39.6	44.3
08:00	14	0	0	12	2	0	0	0	0	0	0	0	36.5	41.8
08:15	7	0	0	6	1	0	0	0	0	0	0	0	39.1	-
08:30	12	0	1	8	2	0	0	0	1	0	0	0	39.1	44.8
08:45	22	0	0	20	1	1	0	0	0	0	0	0	38.2	42.3
09:00	18	0	0	16	2	0	0	0	0	0	0	0	39	42.5
09:15	4	0	0	3	0	1	0	0	0	0	0	0	41.8	-
09:30	9	0	0	7	2	0	0	0	0	0	0	0	38.3	-
09:45	4	0	0	2	1	1	0	0	0	0	0	0	33.4	-
10:00	7	0	0	6	1	0	0	0	0	0	0	0	39.4	-
10:15	5	0	0	4	0	1	0	0	0	0	0	0	37.6	-
10:30	5	0	0	4	1	0	0	0	0	0	0	0	38.5	-
10:45	3	0	0	3	0	0	0	0	0	0	0	0	41.7	-
11:00	2	0	0	1	1	0	0	0	0	0	0	0	32.9	-
11:15	9	0	0	5	2	2	0	0	0	0	0	0	34.7	-
11:30	8	0	0	7	1	0	0	0	0	0	0	0	35.9	-
11:45	10	0	0	7	1	2	0	0	0	0	0	0	37.9	-
12:00	9	0	0	8	0	1	0	0	0	0	0	0	34.6	-
12:15	8	0	0	6	2	0	0	0	0	0	0	0	38.5	-
12:30	10	0	0	7	1	2	0	0	0	0	0	0	35.1	-
12:45	12	0	0	10	1	1	0	0	0	0	0	0	37.4	44
13:00	8	0	0	8	0	0	0	0	0	0	0	0	34.1	-
13:15	40	0	0	35	3	2	0	0	0	0	0	0	36.8	41.9
13:30	58	0	0	48	7	3	0	0	0	0	0	0	37.2	40.1
13:45	33	0	0	29	2	2	0	0	0	0	0	0	37.1	41.9
14:00	15	0	1	11	1	2	0	0	0	0	0	0	37.6	46.2
14:15	7	0	0	5	2	0	0	0	0	0	0	0	36.8	-
14:30	26	0	0	21	3	2	0	0	0	0	0	0	38.2	40.7
14:45	24	0	0	18	3	2	0	0	1	0	0	0	36.5	39.3
15:00	10	0	0	8	1	1	0	0	0	0	0	0	38.9	-
15:15	13	0	0	9	3	0	0	0	1	0	0	0	35	42.9
15:30	45	0	0	40	4	0	0	0	1	0	0	0	35	39.9
15:45	36	0	0	31	4	1	0	0	0	0	0	0	34.6	39.6
16:00	17	0	0	15	2	0	0	0	0	0	0	0	36.2	41.1
16:15	35	0	0	31	4	0	0	0	0	0	0	0	35.3	39.4
16:30	45	0	0	40	5	0	0	0	0	0	0	0	36	40.9
16:45	27	0	0	22	3	2	0	0	0	0	0	0	36.3	39.6
17:00	13	0	0	10	2	1	0	0	0	0	0	0	35.6	40.6
17:15	8	0	0	8	0	0	0	0	0	0	0	0	34.6	-
17:30	6	0	0	5	1	0	0	0	0	0	0	0	39.8	-
17:45	5	0	1	3	1	0	0	0	0	0	0	0	41.3	-
18:00	10	1	0	8	1	0	0	0	0	0	0	0	34.6	-
18:15	8	0	0	7	0	1	0	0	0	0	0	0	36.8	-
18:30	5	0	1	2	1	1	0	0	0	0	0	0	39	-
18:45	3	0	0	3	0	0	0	0	0	0	0	0	39.9	-
19:00	3	0	0	3	0	0	0	0	0	0	0	0	37.9	-
19:15	6	0	0	5	1	0	0	0	0	0	0	0	41	-
19:30	4	0	0	4	0	0	0	0	0	0	0	0	32.3	-
19:45	1	0	0	0	1	0	0	0	0	0	0	0	44.9	-
20:00	1	0	0	0	0	1	0	0	0	0	0	0	31.9	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	42.4	-
20:30	5	0	0	5	0	0	0	0	0	0	0	0	40.2	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	39.9	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	40	-
21:15	4	0	0	4	0	0	0	0	0	0	0	0	35	-
21:30	2	0	0	1	0	1	0	0	0	0	0	0	33.7	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	41.9	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	43.8	-
22:15	3	0	0	3	0	0	0	0	0	0	0	0	43.9	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	42.7	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	47.1	-
23:15	4	0	0	3	1	0	0	0	0	0	0	0	39.5	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	39.3	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	714	1	4	590	79	36	0	0	4	0	0	0	36.9	41.8
06-22	752	1	4	622	83	38	0	0	4	0	0	0	37.0	41.9
06-00	763	1	4	632	84	38	0	0	4	0	0	0	37.0	42.0
00-00	769	1	4	636	86	38	0	0	4	0	0	0	37.1	42.0

Date	Friday 03/03/2023													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	37	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	38.3	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	2	0	0	0	1	1	0	0	0	0	0	0	41.2	-
06:15	3	0	0	2	1	0	0	0	0	0	0	0	40.4	-
06:30	3	0	0	3	0	0	0	0	0	0	0	0	36.6	-
06:45	3	0	0	3	0	0	0	0	0	0	0	0	35.5	-
07:00	2	0	0	2	0	0	0	0	0	0	0	0	44.8	-
07:15	7	0	0	4	2	1	0	0	0	0	0	0	39.2	-
07:30	10	0	0	8	1	1	0	0	0	0	0	0	39.9	-
07:45	13	0	0	8	4	1	0	0	0	0	0	0	38.8	43.3
08:00	14	0	0	9	2	2	0	1	0	0	0	0	37.7	42.3
08:15	12	0	0	9	3	0	0	0	0	0	0	0	38.4	43.4
08:30	12	0	0	10	2	0	0	0	0	0	0	0	37.6	42.5
08:45	6	0	0	4	2	0	0	0	0	0	0	0	41.1	-
09:00	6	0	0	5	0	1	0	0	0	0	0	0	39.4	-
09:15	4	0	0	3	0	1	0	0	0	0	0	0	34.4	-
09:30	7	0	1	2	2	1	0	0	1	0	0	0	36.8	-
09:45	5	0	0	4	1	0	0	0	0	0	0	0	36.8	-
10:00	4	0	0	4	0	0	0	0	0	0	0	0	39.2	-
10:15	5	0	0	4	1	0	0	0	0	0	0	0	37.7	-
10:30	3	0	0	1	0	2	0	0	0	0	0	0	34.8	-
10:45	4	0	0	3	1	0	0	0	0	0	0	0	45	-
11:00	6	0	0	5	1	0	0	0	0	0	0	0	40	-
11:15	6	0	0	4	1	1	0	0	0	0	0	0	38.2	-
11:30	6	0	0	5	0	1	0	0	0	0	0	0	35.4	-
11:45	9	0	0	8	1	0	0	0	0	0	0	0	36.6	-
12:00	5	0	0	3	2	0	0	0	0	0	0	0	32.4	-
12:15	4	0	0	2	1	1	0	0	0	0	0	0	36.5	-
12:30	9	0	2	6	0	1	0	0	0	0	0	0	38.6	-
12:45	9	0	0	8	1	0	0	0	0	0	0	0	41	-
13:00	5	0	0	5	0	0	0	0	0	0	0	0	41.2	-
13:15	10	0	0	6	4	0	0	0	0	0	0	0	37.6	-
13:30	6	0	0	4	1	1	0	0	0	0	0	0	38.9	-
13:45	6	0	0	4	2	0	0	0	0	0	0	0	37.8	-
14:00	11	0	0	9	1	1	0	0	0	0	0	0	35.2	40.3
14:15	9	1	0	8	0	0	0	0	0	0	0	0	32.6	-
14:30	7	0	0	7	0	0	0	0	0	0	0	0	35.9	-
14:45	10	0	0	9	1	0	0	0	0	0	0	0	38	-
15:00	13	0	0	8	3	2	0	0	0	0	0	0	36.8	40.9
15:15	20	0	0	15	4	1	0	0	0	0	0	0	36.6	42.9
15:30	22	0	1	20	0	0	0	0	1	0	0	0	36.4	42.3
15:45	15	0	0	13	2	0	0	0	0	0	0	0	39.2	43.5
16:00	12	0	0	8	4	0	0	0	0	0	0	0	40.5	42.7
16:15	7	0	0	4	2	1	0	0	0	0	0	0	43.1	-
16:30	13	0	0	11	2	0	0	0	0	0	0	0	41.2	47.8
16:45	12	0	0	7	1	3	0	0	1	0	0	0	35.1	40.8
17:00	11	0	0	8	3	0	0	0	0	0	0	0	37.7	41.6
17:15	10	0	0	10	0	0	0	0	0	0	0	0	38.9	-
17:30	10	0	0	10	0	0	0	0	0	0	0	0	37.1	-
17:45	9	0	0	9	0	0	0	0	0	0	0	0	36.4	-
18:00	8	0	0	7	1	0	0	0	0	0	0	0	43.2	-
18:15	8	0	1	6	0	1	0	0	0	0	0	0	35.2	-
18:30	6	0	0	6	0	0	0	0	0	0	0	0	37.2	-
18:45	6	0	0	6	0	0	0	0	0	0	0	0	35.5	-
19:00	4	0	0	4	0	0	0	0	0	0	0	0	33.6	-
19:15	3	0	0	3	0	0	0	0	0	0	0	0	41	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	52.5	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	42	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	4	0	0	4	0	0	0	0	0	0	0	0	37	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	47.2	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	35	-
21:00	3	0	0	2	1	0	0	0	0	0	0	0	42.3	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	41.5	-
21:30	1	0	0	0	0	1	0	0	0	0	0	0	25.4	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	35.9	-
22:00	4	0	0	3	1	0	0	0	0	0	0	0	33	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	49.1	-
22:30	3	0	0	3	0	0	0	0	0	0	0	0	31.9	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	3	0	0	2	1	0	0	0	0	0	0	0	38.7	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	37.2	-
07-19	414	1	5	321	59	24	0	1						

Date	Saturday 04/03/2023													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	38.3	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	37.5	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	47.2	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	35.6	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	33	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	2	0	0	0	2	0	0	0	0	0	0	0	36.6	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	44.3	-
07:00	1	0	0	0	1	0	0	0	0	0	0	0	29.7	-
07:15	3	0	0	2	1	0	0	0	0	0	0	0	38.5	-
07:30	1	0	0	0	1	0	0	0	0	0	0	0	41.9	-
07:45	5	0	0	2	2	0	0	0	1	0	0	0	34.7	-
08:00	5	0	0	4	0	1	0	0	0	0	0	0	37	-
08:15	3	0	0	3	0	0	0	0	0	0	0	0	34.3	-
08:30	1	0	0	1	0	0	0	0	0	0	0	0	59.8	-
08:45	6	0	2	3	1	0	0	0	0	0	0	0	37.2	-
09:00	3	0	0	3	0	0	0	0	0	0	0	0	35.9	-
09:15	6	0	0	2	3	1	0	0	0	0	0	0	37.1	-
09:30	7	0	0	4	1	1	0	0	1	0	0	0	39.5	-
09:45	3	0	0	3	0	0	0	0	0	0	0	0	38.3	-
10:00	6	0	0	5	1	0	0	0	0	0	0	0	35.5	-
10:15	7	0	0	6	0	1	0	0	0	0	0	0	35.2	-
10:30	4	0	0	4	0	0	0	0	0	0	0	0	37.2	-
10:45	6	0	0	6	0	0	0	0	0	0	0	0	35	-
11:00	6	0	0	5	1	0	0	0	0	0	0	0	36.4	-
11:15	5	0	0	4	1	0	0	0	0	0	0	0	38.8	-
11:30	11	0	0	9	1	1	0	0	0	0	0	0	38.8	44.8
11:45	8	0	0	8	0	0	0	0	0	0	0	0	34.5	-
12:00	3	0	0	3	0	0	0	0	0	0	0	0	37.1	-
12:15	7	0	0	5	1	1	0	0	0	0	0	0	41	-
12:30	6	0	0	4	2	0	0	0	0	0	0	0	41.6	-
12:45	12	0	0	11	0	1	0	0	0	0	0	0	37.7	44.9
13:00	2	0	0	2	0	0	0	0	0	0	0	0	35.5	-
13:15	8	0	0	7	0	1	0	0	0	0	0	0	35.7	-
13:30	8	0	0	6	2	0	0	0	0	0	0	0	38	-
13:45	5	0	0	4	1	0	0	0	0	0	0	0	37.6	-
14:00	9	0	0	9	0	0	0	0	0	0	0	0	35.3	-
14:15	7	0	0	6	1	0	0	0	0	0	0	0	38.7	-
14:30	6	0	0	6	0	0	0	0	0	0	0	0	33.3	-
14:45	6	0	0	5	1	0	0	0	0	0	0	0	37.6	-
15:00	4	0	0	3	0	1	0	0	0	0	0	0	39.9	-
15:15	6	0	0	5	0	1	0	0	0	0	0	0	35.7	-
15:30	11	0	0	10	1	0	0	0	0	0	0	0	34.9	38.7
15:45	9	0	0	7	2	0	0	0	0	0	0	0	37.8	-
16:00	7	0	1	6	0	0	0	0	0	0	0	0	38.9	-
16:15	9	0	0	8	0	1	0	0	0	0	0	0	37.6	-
16:30	3	0	0	3	0	0	0	0	0	0	0	0	37	-
16:45	8	0	0	7	0	1	0	0	0	0	0	0	37.1	-
17:00	7	0	0	6	1	0	0	0	0	0	0	0	43.2	-
17:15	5	0	0	5	0	0	0	0	0	0	0	0	43.3	-
17:30	2	0	0	2	0	0	0	0	0	0	0	0	30.5	-
17:45	8	0	0	7	1	0	0	0	0	0	0	0	37.3	-
18:00	2	0	0	1	1	0	0	0	0	0	0	0	35.1	-
18:15	7	0	0	5	1	1	0	0	0	0	0	0	41.5	-
18:30	1	0	0	0	1	0	0	0	0	0	0	0	37.7	-
18:45	4	0	0	4	0	0	0	0	0	0	0	0	36.1	-
19:00	3	0	0	3	0	0	0	0	0	0	0	0	40.2	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	2	0	0	2	0	0	0	0	0	0	0	0	41	-
19:45	3	0	0	3	0	0	0	0	0	0	0	0	41	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	38.2	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	40	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	37.5	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	38.7	-
21:15	3	0	0	3	0	0	0	0	0	0	0	0	37	-
21:30	4	0	0	4	0	0	0	0	0	0	0	0	36.9	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	30.1	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	39	-
22:30	4	0	0	3	1	0	0	0	0	0	0	0	37.3	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	36.9	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	269	0	3	221	30	13	0	0	2	0	0	0	37.5	43.0
06-22	293	0	3	243	32	13	0	0	2	0	0	0	37.6	43.0
06-00	300	0	3	249	33	13	0	0	2	0	0	0	37.6	42.9
00-00	305	0	3	251	36	13	0	0	2	0	0	0	37.6	43.0

Date	Monday06/03/2023													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	42.2	-
04:15	1	0	0	0	0	1	0	0	0	0	0	0	34.6	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	2	0	0	2	0	0	0	0	0	0	0	0	50.6	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	38.1	-
06:15	6	0	0	5	1	0	0	0	0	0	0	0	39.3	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	7	0	0	6	1	0	0	0	0	0	0	0	41.1	-
07:15	5	0	0	1	2	2	0	0	0	0	0	0	38.2	-
07:30	11	0	0	9	0	0	0	0	1	0	1	0	36.8	46.5
07:45	17	0	1	13	2	1	0	0	0	0	0	0	39.4	44.3
08:00	18	0	0	15	3	0	0	0	0	0	0	0	39.1	43.7
08:15	19	0	0	18	1	0	0	0	0	0	0	0	42.2	45.9
08:30	12	0	0	11	1	0	0	0	0	0	0	0	40.4	45
08:45	8	0	0	5	2	1	0	0	0	0	0	0	37	-
09:00	10	0	0	8	0	2	0	0	0	0	0	0	38.9	-
09:15	5	0	0	4	0	1	0	0	0	0	0	0	37.3	-
09:30	8	0	0	5	2	1	0	0	0	0	0	0	36.5	-
09:45	3	0	0	3	0	0	0	0	0	0	0	0	31.3	-
10:00	6	0	0	5	0	0	0	0	1	0	0	0	41.3	-
10:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:30	6	0	0	4	2	0	0	0	0	0	0	0	38.2	-
10:45	10	0	0	7	1	1	0	0	1	0	0	0	35.9	-
11:00	8	0	0	5	3	0	0	0	0	0	0	0	37.6	-
11:15	9	0	0	5	2	2	0	0	0	0	0	0	34	-
11:30	2	0	0	2	0	0	0	0	0	0	0	0	43.3	-
11:45	11	0	0	9	2	0	0	0	0	0	0	0	36.9	43.8
12:00	6	0	0	5	0	1	0	0	0	0	0	0	40.9	-
12:15	6	0	0	6	0	0	0	0	0	0	0	0	34.3	-
12:30	12	0	0	8	2	2	0	0	0	0	0	0	37.8	45.3
12:45	5	0	0	5	0	0	0	0	0	0	0	0	34.3	-
13:00	9	0	0	7	1	0	0	0	0	0	1	0	36.7	-
13:15	10	0	0	8	1	1	0	0	0	0	0	0	39.8	-
13:30	8	0	0	6	1	1	0	0	0	0	0	0	34.7	-
13:45	10	0	0	5	5	0	0	0	0	0	0	0	36.2	-
14:00	10	0	0	9	1	0	0	0	0	0	0	0	37.8	-
14:15	12	0	0	8	1	2	1	0	0	0	0	0	32.1	39.2
14:30	10	0	0	7	1	2	0	0	0	0	0	0	38.1	-
14:45	7	0	0	7	0	0	0	0	0	0	0	0	39.3	-
15:00	5	0	0	3	1	1	0	0	0	0	0	0	40.3	-
15:15	7	0	0	4	3	0	0	0	0	0	0	0	36.6	-
15:30	7	0	0	7	0	0	0	0	0	0	0	0	37	-
15:45	5	0	0	3	1	1	0	0	0	0	0	0	40.5	-
16:00	13	0	0	8	4	1	0	0	0	0	0	0	37.5	41.8
16:15	11	1	0	8	1	0	1	0	0	0	0	0	37.5	44.9
16:30	14	0	1	8	5	0	0	0	0	0	0	0	38.8	45.6
16:45	9	0	0	7	0	2	0	0	0	0	0	0	40.3	-
17:00	9	0	0	7	2	0	0	0	0	0	0	0	40.1	-
17:15	7	0	0	7	0	0	0	0	0	0	0	0	41.2	-
17:30	12	0	0	12	0	0	0	0	0	0	0	0	41.1	44.4
17:45	5	0	0	5	0	0	0	0	0	0	0	0	39.8	-
18:00	5	0	0	5	0	0	0	0	0	0	0	0	39.8	-
18:15	8	0	0	5	1	2	0	0	0	0	0	0	36.3	-
18:30	2	0	0	1	1	0	0	0	0	0	0	0	40	-
18:45	2	0	1	1	0	0	0	0	0	0	0	0	35.5	-
19:00	6	0	0	6	0	0	0	0	0	0	0	0	38.6	-
19:15	5	0	0	5	0	0	0	0	0	0	0	0	38	-
19:30	3	0	0	3	0	0	0	0	0	0	0	0	40.7	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	3	0	0	2	0	1	0	0	0	0	0	0	41	-
20:15	2	0	0	2	0	0	0	0	0	0	0	0	41	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	31.1	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	42.5	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	38.1	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	38.4	-
21:30	1	0	0	0	0	1	0	0	0	0	0	0	23.9	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	33.6	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	41.9	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	40.9	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	40.3	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	45	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	401	1	3	307	56	27	2	0	3	0	2	0	38.2	43.5
06-22	435	1	3	337	58	29	2	0	3	0	2	0	38.2	43.5
06-00	439	1	3	341	58	29	2	0	3	0	2	0	38.2	43.5
00-00	443	1	3	344	58	30	2	0	3	0	2	0	38.3	43.5

Date Wednesday 08/03/2023

[illegible]

Intelligent Data Collection Limited



Client:	WSP		
Project Number:	ID07007		
Site Number:	Site 1		
Flow from:	Unnamed Road (N)	to:	A303 High Street (S)

[illegible]

Date	Tuesday 28/02/2023													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	48.5	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	0	1	0	0	0	0	0	0	0	38.8	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	1	0	0	0	0	0	0	0	0	44.8	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	36.8	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	47.4	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	43	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	42.7	-
06:00	5	0	0	4	0	1	0	0	0	0	0	0	43.2	-
06:15	4	0	0	3	1	0	0	0	0	0	0	0	41.3	-
06:30	2	0	0	2	0	0	0	0	0	0	0	0	45.4	-
06:45	8	0	0	6	2	0	0	0	0	0	0	0	44.7	-
07:00	12	0	0	8	4	0	0	0	0	0	0	0	43.8	53.7
07:15	11	0	0	7	4	0	0	0	0	0	0	0	46.4	53.7
07:30	10	0	0	8	2	0	0	0	0	0	0	0	42.1	-
07:45	14	0	0	10	3	1	0	0	0	0	0	0	40.7	48.5
08:00	8	0	0	7	1	0	0	0	0	0	0	0	44.9	-
08:15	7	0	0	6	0	0	0	0	1	0	0	0	49	-
08:30	13	0	0	12	1	0	0	0	0	0	0	0	45.1	49.8
08:45	10	0	0	9	0	1	0	0	0	0	0	0	43.9	-
09:00	10	0	0	7	1	2	0	0	0	0	0	0	46.1	-
09:15	6	0	0	4	2	0	0	0	0	0	0	0	43.3	-
09:30	7	0	0	3	3	1	0	0	0	0	0	0	41.4	-
09:45	4	0	0	2	2	0	0	0	0	0	0	0	40.4	-
10:00	5	0	1	2	0	2	0	0	0	0	0	0	31.7	-
10:15	3	0	0	0	2	1	0	0	0	0	0	0	48	-
10:30	3	0	0	1	2	0	0	0	0	0	0	0	41.4	-
10:45	3	0	0	2	1	0	0	0	0	0	0	0	48.8	-
11:00	2	0	0	0	1	1	0	0	0	0	0	0	35.4	-
11:15	1	0	0	0	1	0	0	0	0	0	0	0	44	-
11:30	9	0	0	8	0	0	0	0	1	0	0	0	40.6	-
11:45	6	0	0	3	2	1	0	0	0	0	0	0	38.4	-
12:00	6	0	0	5	1	0	0	0	0	0	0	0	41.4	-
12:15	1	0	0	0	0	1	0	0	0	0	0	0	48	-
12:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:45	5	0	0	2	2	1	0	0	0	0	0	0	41.9	-
13:00	4	0	0	2	2	0	0	0	0	0	0	0	41.1	-
13:15	3	0	0	0	1	1	0	0	0	0	1	0	39	-
13:30	5	0	0	3	1	1	0	0	0	0	0	0	37.4	-
13:45	3	0	0	2	0	1	0	0	0	0	0	0	40.1	-
14:00	4	0	0	4	0	0	0	0	0	0	0	0	40.2	-
14:15	2	0	0	2	0	0	0	0	0	0	0	0	46.2	-
14:30	5	0	0	4	0	1	0	0	0	0	0	0	43.4	-
14:45	7	0	0	5	2	0	0	0	0	0	0	0	42.5	-
15:00	6	0	0	4	1	1	0	0	0	0	0	0	43	-
15:15	6	0	0	5	1	0	0	0	0	0	0	0	42.5	-
15:30	5	0	0	5	0	0	0	0	0	0	0	0	41	-
15:45	5	0	0	5	0	0	0	0	0	0	0	0	42.4	-
16:00	4	0	0	3	0	1	0	0	0	0	0	0	43.3	-
16:15	9	0	0	8	1	0	0	0	0	0	0	0	36.3	-
16:30	10	0	0	9	1	0	0	0	0	0	0	0	40.7	-
16:45	10	0	1	8	0	1	0	0	0	0	0	0	43	-
17:00	10	0	0	5	3	2	0	0	0	0	0	0	46.8	-
17:15	5	0	0	5	0	0	0	0	0	0	0	0	41	-
17:30	5	0	0	5	0	0	0	0	0	0	0	0	48	-
17:45	5	0	0	3	2	0	0	0	0	0	0	0	47	-
18:00	5	0	0	4	0	0	0	0	0	0	1	0	39.5	-
18:15	3	0	0	2	1	0	0	0	0	0	0	0	38.1	-
18:30	2	0	0	1	0	1	0	0	0	0	0	0	36.6	-
18:45	3	0	0	2	1	0	0	0	0	0	0	0	39.1	-
19:00	4	0	0	2	2	0	0	0	0	0	0	0	36.5	-
19:15	3	0	0	2	1	0	0	0	0	0	0	0	38.4	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	35.9	-
19:45	1	0	0	0	1	0	0	0	0	0	0	0	36.8	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	46.5	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	40.1	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	35.4	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	37.7	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	2	0	0	1	0	1	0	0	0	0	0	0	41.4	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	39.7	-
22:30	2	0	0	1	1	0	0	0	0	0	0	0	37.8	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	41.7	-
07-19	282	0	2	202	52	22	0	0	2	0	2	0	42.5	49.5
06-22	316	0	2	227	60	23	0							

Date		Wednesday 01/03/2023												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	39	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	31.5	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	2	0	0	2	0	0	0	0	0	0	0	0	37.6	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	0	0	0	0	2	0	0	0	0	0	0	46.2	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	35.3	-
05:45	2	0	0	2	0	0	0	0	0	0	0	0	39.3	-
06:00	6	0	0	4	0	2	0	0	0	0	0	0	43.3	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	6	0	0	5	1	0	0	0	0	0	0	0	45.5	-
06:45	5	0	0	3	2	0	0	0	0	0	0	0	45.2	-
07:00	8	0	0	8	0	0	0	0	0	0	0	0	47.1	-
07:15	6	0	0	2	3	1	0	0	0	0	0	0	44.3	-
07:30	12	0	0	10	2	0	0	0	0	0	0	0	47.7	52.8
07:45	12	0	0	8	3	1	0	0	0	0	0	0	40.1	48.5
08:00	8	0	0	7	0	1	0	0	0	0	0	0	46.4	-
08:15	7	0	0	7	0	0	0	0	0	0	0	0	42.1	-
08:30	11	0	0	8	3	0	0	0	0	0	0	0	41.5	47.2
08:45	12	0	0	10	2	0	0	0	0	0	0	0	45	51.8
09:00	5	0	0	2	2	1	0	0	0	0	0	0	45.4	-
09:15	2	0	0	1	1	0	0	0	0	0	0	0	38.6	-
09:30	6	0	0	4	1	1	0	0	0	0	0	0	43.3	-
09:45	6	0	0	2	2	2	0	0	0	0	0	0	44.6	-
10:00	5	0	0	4	0	1	0	0	0	0	0	0	38	-
10:15	6	0	0	6	0	0	0	0	0	0	0	0	41.6	-
10:30	9	0	0	8	0	1	0	0	0	0	0	0	37.4	-
10:45	5	0	0	4	1	0	0	0	0	0	0	0	41.4	-
11:00	9	0	0	6	2	1	0	0	0	0	0	0	37.7	-
11:15	6	0	0	3	3	0	0	0	0	0	0	0	39.6	-
11:30	5	0	0	3	1	1	0	0	0	0	0	0	45	-
11:45	6	0	0	4	1	1	0	0	0	0	0	0	40.6	-
12:00	5	0	0	3	2	0	0	0	0	0	0	0	38.7	-
12:15	5	0	0	3	1	1	0	0	0	0	0	0	43.4	-
12:30	7	0	0	4	1	2	0	0	0	0	0	0	45.5	-
12:45	9	0	0	6	3	0	0	0	0	0	0	0	41.5	-
13:00	5	0	0	1	2	1	0	0	0	0	1	0	37.7	-
13:15	8	0	0	3	2	2	1	0	0	0	0	0	37.9	-
13:30	2	0	0	2	0	0	0	0	0	0	0	0	37.1	-
13:45	5	0	0	3	1	1	0	0	0	0	0	0	41.5	-
14:00	5	0	0	2	3	0	0	0	0	0	0	0	47.1	-
14:15	2	0	0	1	1	0	0	0	0	0	0	0	36.3	-
14:30	8	0	0	8	0	0	0	0	0	0	0	0	41.7	-
14:45	6	0	0	3	1	2	0	0	0	0	0	0	43.7	-
15:00	2	0	0	1	0	1	0	0	0	0	0	0	38.7	-
15:15	6	0	0	5	0	0	0	0	1	0	0	0	36.3	-
15:30	4	0	0	3	0	1	0	0	0	0	0	0	39.9	-
15:45	5	0	0	3	1	1	0	0	0	0	0	0	48	-
16:00	7	0	0	3	2	1	0	0	1	0	0	0	36.8	-
16:15	10	0	0	7	2	1	0	0	0	0	0	0	42	-
16:30	8	0	0	7	0	1	0	0	0	0	0	0	44.7	-
16:45	12	0	0	8	3	1	0	0	0	0	0	0	42.5	52.7
17:00	8	0	0	6	2	0	0	0	0	0	0	0	44	-
17:15	9	0	1	5	2	1	0	0	0	0	0	0	45.4	-
17:30	2	0	0	2	0	0	0	0	0	0	0	0	47.5	-
17:45	5	0	0	4	1	0	0	0	0	0	0	0	44.8	-
18:00	2	0	0	0	2	0	0	0	0	0	0	0	43.4	-
18:15	4	0	0	2	1	1	0	0	0	0	0	0	35	-
18:30	3	0	0	1	1	1	0	0	0	0	0	0	40.7	-
18:45	4	0	0	2	1	1	0	0	0	0	0	0	41.9	-
19:00	4	0	0	4	0	0	0	0	0	0	0	0	45.8	-
19:15	4	0	0	3	1	0	0	0	0	0	0	0	43.7	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	45	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	45.4	-
20:15	3	0	0	2	1	0	0	0	0	0	0	0	38.6	-
20:30	3	0	0	3	0	0	0	0	0	0	0	0	43.6	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	46.6	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	35.9	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	41.7	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	35.5	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	48	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	46.8	-
23:15	2	0	0	2	0	0	0	0	0	0	0	0	51.5	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	304	0	1	205	62	32	1	0	2	0	1	0	42.2	49.2
06-22	342	0	1	235	68	34	1	0	2	0	1	0	42.4	49.2
06-00	348	0	1	240	69	34	1	0	2	0	1	0	42.5	49.2
00-00	357	0	1	246	70	36	1	0	2	0	1	0	42.4	49.2

Date	Thursday 02/03/2023													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	36.5	-
04:15	1	0	0	0	1	0	0	0	0	0	0	0	42.4	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	1	0	1	0	0	0	0	0	0	44.2	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	5	1	0	3	0	1	0	0	0	0	0	0	37.6	-
06:15	4	0	0	3	1	0	0	0	0	0	0	0	47	-
06:30	6	0	0	3	3	0	0	0	0	0	0	0	43.7	-
06:45	5	0	0	3	2	0	0	0	0	0	0	0	42.2	-
07:00	8	0	0	7	1	0	0	0	0	0	0	0	46.2	-
07:15	12	0	0	9	3	0	0	0	0	0	0	0	43.5	50
07:30	15	0	0	11	4	0	0	0	0	0	0	0	47.9	50.9
07:45	8	0	0	5	1	2	0	0	0	0	0	0	43.2	-
08:00	12	0	0	10	0	2	0	0	0	0	0	0	42.1	45.7
08:15	14	0	0	11	2	1	0	0	0	0	0	0	42.8	49.8
08:30	5	0	0	3	2	0	0	0	0	0	0	0	44.5	-
08:45	12	0	0	9	1	1	0	0	0	0	0	1	41.6	46.2
09:00	6	0	0	5	1	0	0	0	0	0	0	0	42.8	-
09:15	6	0	0	4	2	0	0	0	0	0	0	0	46.2	-
09:30	4	0	0	3	0	1	0	0	0	0	0	0	41.2	-
09:45	3	0	0	3	0	0	0	0	0	0	0	0	38.9	-
10:00	7	0	0	5	2	0	0	0	0	0	0	0	45.5	-
10:15	5	0	0	5	0	0	0	0	0	0	0	0	37.6	-
10:30	1	0	0	0	0	1	0	0	0	0	0	0	48.7	-
10:45	4	0	0	4	0	0	0	0	0	0	0	0	43.9	-
11:00	2	0	0	1	0	1	0	0	0	0	0	0	43.6	-
11:15	3	0	0	2	1	0	0	0	0	0	0	0	37.6	-
11:30	4	0	0	4	0	0	0	0	0	0	0	0	46.4	-
11:45	4	0	0	1	2	1	0	0	0	0	0	0	39.6	-
12:00	3	0	0	3	0	0	0	0	0	0	0	0	53.3	-
12:15	2	0	0	2	0	0	0	0	0	0	0	0	51.3	-
12:30	6	0	0	4	2	0	0	0	0	0	0	0	39.6	-
12:45	6	0	0	3	1	2	0	0	0	0	0	0	36.2	-
13:00	9	0	0	5	4	0	0	0	0	0	0	0	42.5	-
13:15	6	0	0	5	0	1	0	0	0	0	0	0	42.6	-
13:30	5	0	0	3	0	2	0	0	0	0	0	0	43.1	-
13:45	9	0	0	6	1	2	0	0	0	0	0	0	43.5	-
14:00	5	0	0	4	0	1	0	0	0	0	0	0	46.5	-
14:15	7	0	0	6	1	0	0	0	0	0	0	0	43.2	-
14:30	8	0	0	5	3	0	0	0	0	0	0	0	44.4	-
14:45	8	0	0	6	0	2	0	0	0	0	0	0	42.1	-
15:00	7	0	0	3	3	0	0	0	0	0	1	0	45.5	-
15:15	36	0	0	27	6	1	0	0	0	0	2	0	38.9	45.9
15:30	45	0	0	37	6	2	0	0	0	0	0	0	41.5	48.2
15:45	36	0	0	28	6	2	0	0	0	0	0	0	39.4	46.8
16:00	32	0	0	27	4	1	0	0	0	0	0	0	40.4	45.7
16:15	58	0	0	46	12	0	0	0	0	0	0	0	39.2	44.3
16:30	50	0	0	42	6	2	0	0	0	0	0	0	39.6	45.2
16:45	16	0	0	13	3	0	0	0	0	0	0	0	44.1	53.6
17:00	40	0	3	31	6	0	0	0	0	0	0	0	41	48.1
17:15	22	0	1	19	2	0	0	0	0	0	0	0	40.6	47.3
17:30	32	0	0	26	5	1	0	0	0	0	0	0	41.9	46.3
17:45	15	0	0	13	2	0	0	0	0	0	0	0	41.3	49.2
18:00	10	0	0	6	4	0	0	0	0	0	0	0	41.8	-
18:15	4	0	0	3	0	0	0	0	0	0	1	0	37.5	-
18:30	3	0	0	2	0	1	0	0	0	0	0	0	32.1	-
18:45	5	0	0	4	1	0	0	0	0	0	0	0	43.1	-
19:00	3	0	0	2	0	1	0	0	0	0	0	0	40.3	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	39.2	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	48.4	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	47.2	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	29.8	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	44.2	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	44.8	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	44.2	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	42	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	43.7	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	620	0	4	481	100	30	0	0	0	0	4	1	41.4	48.1
06-22	654	1	4	505	107	32	0	0	0	0	4	1	41.5	48.1
06-00	655	1	4	505	108	32	0	0	0	0	4	1	41.5	48.1
00-00	659	1	4	507	109	33	0	0	0	0	4	1	41.5	48.1

Date	Friday 03/03/2023													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	35.3	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	38.8	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	49.5	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	42.7	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	36.8	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	0	0	1	0	0	0	0	0	0	42.2	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	1	0	1	0	0	0	0	0	0	46.9	-
05:45	2	0	0	1	1	0	0	0	0	0	0	0	46	-
06:00	5	0	0	3	1	1	0	0	0	0	0	0	45.1	-
06:15	3	0	0	0	2	1	0	0	0	0	0	0	46.3	-
06:30	7	0	0	4	3	0	0	0	0	0	0	0	46.6	-
06:45	8	0	0	7	0	1	0	0	0	0	0	0	43.8	-
07:00	9	0	0	7	2	0	0	0	0	0	0	0	48.7	-
07:15	7	0	0	4	2	1	0	0	0	0	0	0	41.8	-
07:30	8	0	0	7	1	0	0	0	0	0	0	0	40	-
07:45	7	0	0	5	1	1	0	0	0	0	0	0	45.4	-
08:00	12	0	0	10	1	1	0	0	0	0	0	0	47.4	54.8
08:15	8	0	0	7	1	0	0	0	0	0	0	0	46.5	-
08:30	6	0	0	5	0	1	0	0	0	0	0	0	41.1	-
08:45	13	0	0	9	3	1	0	0	0	0	0	0	44.6	47.5
09:00	11	0	0	9	2	0	0	0	0	0	0	0	42.7	54.1
09:15	5	0	0	3	0	2	0	0	0	0	0	0	45.1	-
09:30	9	0	0	4	3	2	0	0	0	0	0	0	42.5	-
09:45	5	0	0	4	1	0	0	0	0	0	0	0	42.2	-
10:00	5	0	0	3	1	1	0	0	0	0	0	0	43.2	-
10:15	8	0	0	7	0	1	0	0	0	0	0	0	38.5	-
10:30	8	0	0	6	0	2	0	0	0	0	0	0	38.5	-
10:45	5	0	0	4	0	1	0	0	0	0	0	0	39.3	-
11:00	5	0	0	2	3	0	0	0	0	0	0	0	39.6	-
11:15	6	0	0	5	0	1	0	0	0	0	0	0	43.5	-
11:30	9	0	1	6	1	1	0	0	0	0	0	0	39.1	-
11:45	12	0	0	10	1	1	0	0	0	0	0	0	40.2	50.3
12:00	4	0	0	4	0	0	0	0	0	0	0	0	46.8	-
12:15	4	0	0	3	1	0	0	0	0	0	0	0	41.8	-
12:30	7	0	0	6	1	0	0	0	0	0	0	0	37.6	-
12:45	5	0	0	2	1	2	0	0	0	0	0	0	44.4	-
13:00	7	0	0	4	2	1	0	0	0	0	0	0	37.9	-
13:15	8	0	0	4	3	0	0	0	1	0	0	0	40.6	-
13:30	5	0	0	4	1	0	0	0	0	0	0	0	42.5	-
13:45	7	0	0	4	1	2	0	0	0	0	0	0	43.8	-
14:00	4	0	0	4	0	0	0	0	0	0	0	0	44.2	-
14:15	13	0	0	8	4	1	0	0	0	0	0	0	39.3	47.4
14:30	4	0	0	2	1	1	0	0	0	0	0	0	41.9	-
14:45	9	0	0	5	4	0	0	0	0	0	0	0	41.9	-
15:00	14	0	0	8	3	3	0	0	0	0	0	0	39.2	47.8
15:15	9	0	0	7	2	0	0	0	0	0	0	0	44.8	-
15:30	16	0	0	13	3	0	0	0	0	0	0	0	38.6	44.2
15:45	7	0	0	6	0	1	0	0	0	0	0	0	44.1	-
16:00	13	0	0	9	1	2	0	0	1	0	0	0	38.6	44.7
16:15	7	0	0	3	3	0	0	0	1	0	0	0	38.4	-
16:30	11	0	0	9	1	1	0	0	0	0	0	0	45.3	54.3
16:45	3	0	0	2	1	0	0	0	0	0	0	0	40.8	-
17:00	8	0	0	7	1	0	0	0	0	0	0	0	42.3	-
17:15	12	0	0	10	2	0	0	0	0	0	0	0	42.5	46.6
17:30	6	0	0	6	0	0	0	0	0	0	0	0	45.6	-
17:45	12	0	0	10	2	0	0	0	0	0	0	0	40.8	45.8
18:00	9	0	0	8	1	0	0	0	0	0	0	0	41	-
18:15	9	0	0	5	2	1	0	0	1	0	0	0	42.5	-
18:30	5	0	0	5	0	0	0	0	0	0	0	0	43.1	-
18:45	7	0	0	4	2	1	0	0	0	0	0	0	42.5	-
19:00	3	0	0	3	0	0	0	0	0	0	0	0	43.1	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	34.9	-
19:45	3	0	0	1	1	1	0	0	0	0	0	0	46.3	-
20:00	4	0	0	2	2	0	0	0	0	0	0	0	38.9	-
20:15	2	0	0	1	1	0	0	0	0	0	0	0	45.3	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	40.3	-
21:00	3	0	0	2	1	0	0	0	0	0	0	0	48.4	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	38.1	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	46.9	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	44	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	47.3	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	42.2	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	35.9	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	38.7	-
07-19	383	0	1	279	66</									

Date	Saturday 04/03/2023													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	44.7	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	38	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	43.1	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	2	0	0	2	0	0	0	0	0	0	0	0	42.8	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	54.1	-
07:00	5	0	0	4	1	0	0	0	0	0	0	0	44.9	-
07:15	6	0	0	3	1	2	0	0	0	0	0	0	44.8	-
07:30	5	0	0	4	1	0	0	0	0	0	0	0	41.9	-
07:45	4	0	0	4	0	0	0	0	0	0	0	0	44.4	-
08:00	7	0	0	6	0	1	0	0	0	0	0	0	45.1	-
08:15	8	0	0	6	2	0	0	0	0	0	0	0	42.9	-
08:30	7	0	0	5	2	0	0	0	0	0	0	0	48.3	-
08:45	5	0	0	3	1	0	0	0	1	0	0	0	37.5	-
09:00	2	0	0	2	0	0	0	0	0	0	0	0	42.2	-
09:15	3	0	0	2	1	0	0	0	0	0	0	0	48.3	-
09:30	10	0	0	6	2	2	0	0	0	0	0	0	40.4	-
09:45	12	0	0	11	0	1	0	0	0	0	0	0	42.2	49
10:00	6	0	0	5	1	0	0	0	0	0	0	0	46.3	-
10:15	6	0	0	6	0	0	0	0	0	0	0	0	40	-
10:30	4	0	0	3	1	0	0	0	0	0	0	0	43.2	-
10:45	3	0	0	1	1	1	0	0	0	0	0	0	42.9	-
11:00	7	0	0	6	0	1	0	0	0	0	0	0	42	-
11:15	10	0	0	9	1	0	0	0	0	0	0	0	45.7	-
11:30	7	0	0	7	0	0	0	0	0	0	0	0	44.6	-
11:45	9	0	0	7	1	1	0	0	0	0	0	0	42.4	-
12:00	6	0	0	4	1	1	0	0	0	0	0	0	42.5	-
12:15	4	0	0	3	0	1	0	0	0	0	0	0	46.8	-
12:30	10	0	0	6	4	0	0	0	0	0	0	0	42.1	-
12:45	10	0	0	6	3	1	0	0	0	0	0	0	40	-
13:00	11	0	0	11	0	0	0	0	0	0	0	0	42.2	51.5
13:15	4	0	0	4	0	0	0	0	0	0	0	0	43.5	-
13:30	3	0	0	2	1	0	0	0	0	0	0	0	38.9	-
13:45	6	0	0	5	1	0	0	0	0	0	0	0	42.5	-
14:00	7	0	0	6	0	1	0	0	0	0	0	0	45	-
14:15	10	0	0	8	0	1	0	0	1	0	0	0	41.5	-
14:30	8	0	1	6	0	1	0	0	0	0	0	0	41.1	-
14:45	4	0	0	3	0	1	0	0	0	0	0	0	39.4	-
15:00	5	0	0	5	0	0	0	0	0	0	0	0	36.3	-
15:15	8	0	0	5	3	0	0	0	0	0	0	0	43.6	-
15:30	3	0	0	3	0	0	0	0	0	0	0	0	45.8	-
15:45	2	0	0	1	1	0	0	0	0	0	0	0	45.9	-
16:00	7	0	0	6	1	0	0	0	0	0	0	0	41.2	-
16:15	4	0	0	2	0	2	0	0	0	0	0	0	38.7	-
16:30	1	0	0	1	0	0	0	0	0	0	0	0	45.6	-
16:45	12	0	1	7	4	0	0	0	0	0	0	0	37.9	43.1
17:00	7	0	0	5	2	0	0	0	0	0	0	0	43.7	-
17:15	7	0	0	4	3	0	0	0	0	0	0	0	45.9	-
17:30	4	0	0	3	0	1	0	0	0	0	0	0	39.1	-
17:45	7	0	0	6	1	0	0	0	0	0	0	0	37.7	-
18:00	8	0	0	5	1	2	0	0	0	0	0	0	44.6	-
18:15	2	0	0	2	0	0	0	0	0	0	0	0	41.9	-
18:30	2	0	0	2	0	0	0	0	0	0	0	0	44.1	-
18:45	1	0	0	1	0	0	0	0	0	0	0	0	48.2	-
19:00	3	0	0	1	1	1	0	0	0	0	0	0	43.1	-
19:15	4	0	0	4	0	0	0	0	0	0	0	0	39.8	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	55.7	-
20:00	2	0	0	0	2	0	0	0	0	0	0	0	46.8	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	43.3	-
20:30	3	0	0	2	0	1	0	0	0	0	0	0	47.3	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	41.4	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	69.2	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	41.5	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	37.3	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	37.2	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	35.1	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	35.4	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	37.9	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	289	0	2	222	42	21	0	0	2	0	0	0	42.5	49.4
06-22	310	0	2	237	46	23	0	0	2	0	0	0	42.7	49.5
06-00	315	0	2	241	47	23	0	0	2	0	0	0	42.6	49.4
00-00	318	0	2	244	47	23	0	0	2	0	0	0	42.6	49.4

Date	Sunday 05/03/2023													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	38.4	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	47	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	40	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	41.9	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	55.5	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	46.8	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	44.2	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	2	0	0	2	0	0	0	0	0	0	0	0	42.8	-
07:00	1	0	0	0	1	0	0	0	0	0	0	0	44.6	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	44.9	-
07:30	1	0	0	1	0	0	0	0	0	0	0	0	38.8	-
07:45	4	0	0	2	2	0	0	0	0	0	0	0	38.3	-
08:00	2	0	0	2	0	0	0	0	0	0	0	0	42.3	-
08:15	4	0	0	4	0	0	0	0	0	0	0	0	43	-
08:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:45	1	0	0	1	0	0	0	0	0	0	0	0	36.5	-
09:00	4	0	0	4	0	0	0	0	0	0	0	0	35.6	-
09:15	1	0	0	0	1	0	0	0	0	0	0	0	41.6	-
09:30	2	0	0	1	1	0	0	0	0	0	0	0	45.7	-
09:45	1	0	0	1	0	0	0	0	0	0	0	0	49.9	-
10:00	2	0	0	2	0	0	0	0	0	0	0	0	38.4	-
10:15	6	0	0	5	1	0	0	0	0	0	0	0	43.3	-
10:30	4	0	0	3	1	0	0	0	0	0	0	0	38.9	-
10:45	5	0	0	5	0	0	0	0	0	0	0	0	42.1	-
11:00	6	0	0	4	0	2	0	0	0	0	0	0	42.2	-
11:15	5	0	0	4	1	0	0	0	0	0	0	0	44.7	-
11:30	8	0	0	5	2	0	0	0	1	0	0	0	42.5	-
11:45	6	0	0	5	1	0	0	0	0	0	0	0	44	-
12:00	7	0	0	7	0	0	0	0	0	0	0	0	45.1	-
12:15	4	0	0	4	0	0	0	0	0	0	0	0	39.5	-
12:30	8	0	0	6	2	0	0	0	0	0	0	0	44.3	-
12:45	9	2	0	6	1	0	0	0	0	0	0	0	37.6	-
13:00	5	0	0	3	2	0	0	0	0	0	0	0	44.5	-
13:15	4	1	0	2	1	0	0	0	0	0	0	0	35.8	-
13:30	9	0	0	8	1	0	0	0	0	0	0	0	43.9	-
13:45	3	0	0	2	1	0	0	0	0	0	0	0	47.3	-
14:00	3	0	0	2	1	0	0	0	0	0	0	0	38.1	-
14:15	5	0	0	5	0	0	0	0	0	0	0	0	45.4	-
14:30	8	0	1	6	1	0	0	0	0	0	0	0	43.4	-
14:45	4	0	0	3	1	0	0	0	0	0	0	0	37.9	-
15:00	5	0	0	5	0	0	0	0	0	0	0	0	42.3	-
15:15	2	0	0	2	0	0	0	0	0	0	0	0	34.7	-
15:30	8	0	0	6	2	0	0	0	0	0	0	0	41.6	-
15:45	2	0	0	2	0	0	0	0	0	0	0	0	35.4	-
16:00	3	0	0	3	0	0	0	0	0	0	0	0	41.4	-
16:15	5	0	0	4	1	0	0	0	0	0	0	0	35.7	-
16:30	5	0	0	5	0	0	0	0	0	0	0	0	46.6	-
16:45	2	0	0	1	1	0	0	0	0	0	0	0	43.1	-
17:00	3	0	0	1	1	1	0	0	0	0	0	0	47.2	-
17:15	4	0	0	4	0	0	0	0	0	0	0	0	49.8	-
17:30	7	0	0	7	0	0	0	0	0	0	0	0	44.7	-
17:45	9	0	0	9	0	0	0	0	0	0	0	0	43	-
18:00	1	0	0	1	0	0	0	0	0	0	0	0	47.7	-
18:15	3	0	0	3	0	0	0	0	0	0	0	0	43.1	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	40.4	-
18:45	2	0	0	2	0	0	0	0	0	0	0	0	47.2	-
19:00	6	0	0	6	0	0	0	0	0	0	0	0	42.1	-
19:15	4	0	0	1	2	1	0	0	0	0	0	0	44	-
19:30	1	0	0	0	1	0	0	0	0	0	0	0	36.1	-
19:45	1	0	0	0	1	0	0	0	0	0	0	0	45.7	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	35.3	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	41.7	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	3	0	0	2	1	0	0	0	0	0	0	0	42.6	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	44.9	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	39.4	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	195	3	1	160	27	3	0	0	1	0	0	0	42.3	48.1
06-22	217	3	1	175	33	4	0	0	1	0	0	0	42.3	48.0
06-00	218	3	1	175	34	4	0	0	1	0	0	0	42.3	48.0
00-00	224	3	1	180	35	4	0	0	1	0	0	0	42.4	48.0

Date	Monday 06/03/2023													Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	0	42.7	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	0	46.4	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	0	34.2	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	37.3	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	42.9	-
05:15	2	0	0	0	1	1	0	0	0	0	0	0	0	40.4	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	4	0	0	2	1	1	0	0	0	0	0	0	0	42.3	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	57.5	-
06:15	4	0	0	2	1	1	0	0	0	0	0	0	0	39.9	-
06:30	6	0	0	4	2	0	0	0	0	0	0	0	0	46.9	-
06:45	3	0	0	2	1	0	0	0	0	0	0	0	0	44.5	-
07:00	10	0	0	8	1	1	0	0	0	0	0	0	0	46.1	-
07:15	8	0	0	5	3	0	0	0	0	0	0	0	0	46.4	-
07:30	13	0	0	8	4	0	0	0	1	0	0	0	0	46.5	52.7
07:45	9	0	0	5	2	1	1	0	0	0	0	0	0	38.6	-
08:00	9	0	0	7	2	0	0	0	0	0	0	0	0	46.3	-
08:15	8	0	0	8	0	0	0	0	0	0	0	0	0	43.1	-
08:30	12	0	0	9	3	0	0	0	0	0	0	0	0	42.7	47.6
08:45	13	0	0	11	1	1	0	0	0	0	0	0	0	44.2	54.1
09:00	7	0	0	4	3	0	0	0	0	0	0	0	0	47.9	-
09:15	5	0	0	4	0	1	0	0	0	0	0	0	0	46.2	-
09:30	12	0	0	7	3	1	0	0	1	0	0	0	0	41.6	47.8
09:45	5	0	0	3	2	0	0	0	0	0	0	0	0	41.6	-
10:00	4	0	0	3	0	1	0	0	0	0	0	0	0	43.4	-
10:15	4	0	0	0	3	1	0	0	0	0	0	0	0	44	-
10:30	5	0	0	2	2	1	0	0	0	0	0	0	0	38	-
10:45	5	0	0	4	1	0	0	0	0	0	0	0	0	44.5	-
11:00	7	0	0	2	2	3	0	0	0	0	0	0	0	37.7	-
11:15	10	0	0	6	3	0	0	0	1	0	0	0	0	39.3	-
11:30	6	0	0	4	1	1	0	0	0	0	0	0	0	43.4	-
11:45	5	0	0	4	1	0	0	0	0	0	0	0	0	37.4	-
12:00	6	0	0	3	2	1	0	0	0	0	0	0	0	41	-
12:15	10	0	0	9	1	0	0	0	0	0	0	0	0	41.9	-
12:30	3	0	0	3	0	0	0	0	0	0	0	0	0	45.1	-
12:45	4	0	0	3	0	1	0	0	0	0	0	0	0	43.8	-
13:00	4	0	0	3	0	1	0	0	0	0	0	0	0	43	-
13:15	7	0	0	4	2	1	0	0	0	0	0	0	0	40.1	-
13:30	7	0	0	7	0	0	0	0	0	0	0	0	0	28.4	-
13:45	2	0	0	1	0	1	0	0	0	0	0	0	0	42.6	-
14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	41.9	-
14:15	1	0	0	1	0	0	0	0	0	0	0	0	0	40.9	-
14:30	8	0	0	6	1	1	0	0	0	0	0	0	0	46.1	-
14:45	6	0	0	5	0	1	0	0	0	0	0	0	0	44	-
15:00	3	0	0	0	3	0	0	0	0	0	0	0	0	44.6	-
15:15	9	0	0	7	2	0	0	0	0	0	0	0	0	42.2	-
15:30	4	0	0	1	2	1	0	0	0	0	0	0	0	47.7	-
15:45	2	0	0	1	1	0	0	0	0	0	0	0	0	50.6	-
16:00	7	0	0	7	0	0	0	0	0	0	0	0	0	40.9	-
16:15	10	0	0	5	4	1	0	0	0	0	0	0	0	39	-
16:30	8	0	0	6	1	1	0	0	0	0	0	0	0	40.7	-
16:45	13	0	1	9	2	1	0	0	0	0	0	0	0	43.1	47
17:00	7	0	0	6	0	1	0	0	0	0	0	0	0	42.9	-
17:15	6	0	0	6	0	0	0	0	0	0	0	0	0	44.7	-
17:30	9	0	0	8	1	0	0	0	0	0	0	0	0	41.4	-
17:45	10	0	0	9	0	1	0	0	0	0	0	0	0	42.6	-
18:00	2	0	0	0	2	0	0	0	0	0	0	0	0	43.2	-
18:15	3	0	0	1	1	1	0	0	0	0	0	0	0	37.3	-
18:30	2	0	0	1	1	0	0	0	0	0	0	0	0	46.5	-
18:45	1	0	1	0	0	0	0	0	0	0	0	0	0	30.3	-
19:00	5	0	0	4	1	0	0	0	0	0	0	0	0	39.1	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	0	48	-
19:30	3	0	0	3	0	0	0	0	0	0	0	0	0	40.8	-
19:45	4	0	0	4	0	0	0	0	0	0	0	0	0	41.9	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	0	36.3	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	0	42.8	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	42.4	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	0	41	-
21:30	3	0	0	3	0	0	0	0	0	0	0	0	0	43.6	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	0	43.3	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0			

Intelligent Data Collection Limited



Period Commencing:27/02/2023

Road Name: B3083

Flow from : A303 High Street (S)

Vehicle Classification: All Vehicles

to: Unnamed Road (N)

Prepared by: Robyn Short

Checked by: David Brown

Hour Starting	Monday 27/02/2023	Tuesday 28/02/2023	Wednesday 01/03/2023	Thursday 02/03/2023	Friday 03/03/2023	Saturday 04/03/2023	Sunday 05/03/2023	Monday 06/03/2023	Tuesday 07/03/2023	Wednesday 08/03/2023	Thursday 09/03/2023	Friday 10/03/2023	Saturday 11/03/2023	Sunday 12/03/2023	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	3	0	1	0	1	1	0	*	*	*	*	*	*	1	1	1
01:00	*	0	1	0	1	1	0	0	*	*	*	*	*	*	0	0	0
02:00	*	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0	0
03:00	*	1	1	1	0	1	0	0	*	*	*	*	*	*	1	1	1
04:00	*	0	1	2	0	1	1	2	*	*	*	*	*	*	1	1	1
05:00	*	1	3	2	1	1	0	2	*	*	*	*	*	*	2	2	1
06:00	*	8	8	7	11	3	3	7	*	*	*	*	*	*	8	8	7
07:00	*	41	46	39	32	10	7	40	*	*	*	*	*	*	42	40	31
08:00	*	39	42	55	44	15	11	57	*	*	*	*	*	*	45	47	38
09:00	*	33	28	35	22	19	8	26	*	*	*	*	*	*	32	29	24
10:00	*	25	26	20	16	23	22	22	*	*	*	*	*	*	24	22	22
11:00	*	22	27	29	27	30	27	30	*	*	*	*	*	*	26	27	27
12:00	*	27	23	39	27	28	25	29	*	*	*	*	*	*	30	29	28
13:00	*	23	22	139	27	23	22	37	*	*	*	*	*	*	61	50	42
14:00	*	28	19	72	37	28	33	39	*	*	*	*	*	*	40	39	37
15:00	*	26	33	104	70	30	33	24	*	*	*	*	*	*	54	51	46
16:00	*	27	95	124	44	27	30	47	*	*	*	*	*	*	82	67	56
17:00	*	41	41	32	40	22	23	33	*	*	*	*	*	*	38	37	33
18:00	*	30	20	26	28	14	22	17	*	*	*	*	*	*	25	24	22
19:00	*	13	14	14	9	8	12	14	*	*	*	*	*	*	14	13	12
20:00	*	7	9	9	7	5	10	8	*	*	*	*	*	*	8	8	8
21:00	*	6	7	8	7	8	4	5	*	*	*	*	*	*	7	7	6
22:00	*	2	3	5	8	6	0	2	*	*	*	*	*	*	3	4	4
23:00	*	0	3	6	4	1	2	2	*	*	*	*	*	*	3	3	3
Summary Data															Summary Data		
0700-1900	0	362	422	714	414	269	263	401	0	0	0	0	0	0	499	463	406
0600-2200	0	396	460	752	448	293	292	435	0	0	0	0	0	0	536	498	439
0600-0000	0	398	466	763	460	300	294	439	0	0	0	0	0	0	542	505	446
0000-0000	0	403	472	769	462	305	296	443	0	0	0	0	0	0	548	510	450
0700-1000	0	113	116	129	98	44	26	123	0	0	0	0	0	0	119	116	93
1600-1900	0	98	156	182	112	63	75	97	0	0	0	0	0	0	145	129	112
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	41	46	55	44	19	11	57	0	0	0	0	0	0	45	47	38
10:00-16:00	0	28	33	139	70	30	33	39	0	0	0	0	0	0	61	51	46
16:00-19:00	0	41	95	124	44	27	30	47	0	0	0	0	0	0	82	67	56

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

Intelligent Data Collection Limited

Hour Starting	Monday 27/02/2023	Tuesday 28/02/2023	Wednesday 01/03/2023	Thursday 02/03/2023	Friday 03/03/2023	Saturday 04/03/2023	Sunday 05/03/2023	Monday 06/03/2023	Tuesday 07/03/2023	Wednesday 08/03/2023	Thursday 09/03/2023	Friday 10/03/2023	Saturday 11/03/2023	Sunday 12/03/2023	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	0	0	0	2	0	0	0	*	*	*	*	*	*	0	0	0
01:00	*	1	1	0	1	1	0	1	*	*	*	*	*	*	1	1	1
02:00	*	1	0	0	1	0	1	1	*	*	*	*	*	*	0	1	1
03:00	*	1	3	0	1	1	1	1	*	*	*	*	*	*	1	1	1
04:00	*	1	2	2	1	0	2	1	*	*	*	*	*	*	2	1	1
05:00	*	3	3	2	4	1	2	7	*	*	*	*	*	*	3	4	3
06:00	*	19	17	20	23	3	3	14	*	*	*	*	*	*	19	19	14
07:00	*	47	38	43	31	20	7	40	*	*	*	*	*	*	43	40	32
08:00	*	38	38	43	39	27	7	42	*	*	*	*	*	*	40	40	33
09:00	*	27	19	19	30	27	8	29	*	*	*	*	*	*	22	25	23
10:00	*	14	25	17	26	19	17	18	*	*	*	*	*	*	19	20	19
11:00	*	18	26	13	32	33	25	28	*	*	*	*	*	*	19	23	25
12:00	*	12	26	17	20	30	28	23	*	*	*	*	*	*	18	20	22
13:00	*	15	20	29	27	24	21	20	*	*	*	*	*	*	21	22	22
14:00	*	18	21	28	30	29	20	16	*	*	*	*	*	*	22	23	23
15:00	*	22	17	124	46	18	17	18	*	*	*	*	*	*	54	45	37
16:00	*	33	37	156	34	24	15	38	*	*	*	*	*	*	75	60	48
17:00	*	25	24	109	38	25	23	32	*	*	*	*	*	*	53	46	39
18:00	*	13	13	22	30	13	7	8	*	*	*	*	*	*	16	17	15
19:00	*	9	9	6	7	8	12	14	*	*	*	*	*	*	8	9	9
20:00	*	4	10	5	7	7	3	2	*	*	*	*	*	*	6	6	5
21:00	*	2	2	3	5	3	4	7	*	*	*	*	*	*	2	4	4
22:00	*	5	3	1	3	4	1	1	*	*	*	*	*	*	3	3	3
23:00	*	1	3	0	2	1	0	2	*	*	*	*	*	*	1	2	1
Summary Data															Summary Data		
0700-1900	0	282	304	620	383	289	195	312	0	0	0	0	0	0	402	380	341
0600-2200	0	316	342	654	425	310	217	349	0	0	0	0	0	0	437	417	373
0600-0000	0	322	348	655	430	315	218	352	0	0	0	0	0	0	442	421	377
0000-0000	0	329	357	659	440	318	224	363	0	0	0	0	0	0	448	430	384
0700-1000	0	112	95	105	100	74	22	111	0	0	0	0	0	0	104	105	88
1600-1900	0	71	74	287	102	62	45	78	0	0	0	0	0	0	144	122	103
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	47	38	43	39	27	8	42	0	0	0	0	0	0	43	40	33
10:00-16:00	0	22	26	124	46	33	28	28	0	0	0	0	0	0	54	45	37
16:00-19:00	0	33	37	156	38	25	23	38	0	0	0	0	0	0	75	60	48

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

Intelligent Data Collection Limited

Period Commencing: 27/02/2023
Road Name: B3083
Flow from : Two-way Total
Vehicle Classification: All Vehicles

Prepared by: Robyn Short
Checked by: David Brown



Hour Starting	Monday 27/02/2023	Tuesday 28/02/2023	Wednesday 01/03/2023	Thursday 02/03/2023	Friday 03/03/2023	Saturday 04/03/2023	Sunday 05/03/2023	Monday 06/03/2023	Tuesday 07/03/2023	Wednesday 08/03/2023	Thursday 09/03/2023	Friday 10/03/2023	Saturday 11/03/2023	Sunday 12/03/2023	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	3	0	1	2	1	1	0	*	*	*	*	*	*	1	1	1
01:00	*	1	2	0	2	2	0	1	*	*	*	*	*	*	1	1	1
02:00	*	1	0	0	1	0	1	1	*	*	*	*	*	*	0	1	1
03:00	*	2	4	1	1	2	1	1	*	*	*	*	*	*	2	2	2
04:00	*	1	3	4	1	1	3	3	*	*	*	*	*	*	3	2	2
05:00	*	4	6	4	5	2	2	9	*	*	*	*	*	*	5	6	5
06:00	*	27	25	27	34	6	6	21	*	*	*	*	*	*	26	27	21
07:00	*	88	84	82	63	30	14	80	*	*	*	*	*	*	85	79	63
08:00	*	77	80	98	83	42	18	99	*	*	*	*	*	*	85	87	71
09:00	*	60	47	54	52	46	16	55	*	*	*	*	*	*	54	54	47
10:00	*	39	51	37	42	42	39	40	*	*	*	*	*	*	42	42	41
11:00	*	40	53	42	59	63	52	58	*	*	*	*	*	*	45	50	52
12:00	*	39	49	56	47	58	53	52	*	*	*	*	*	*	48	49	51
13:00	*	38	42	168	54	47	43	57	*	*	*	*	*	*	83	72	64
14:00	*	46	40	100	67	57	53	55	*	*	*	*	*	*	62	62	60
15:00	*	48	50	228	116	48	50	42	*	*	*	*	*	*	109	97	83
16:00	*	60	132	280	78	51	45	85	*	*	*	*	*	*	157	127	104
17:00	*	66	65	141	78	47	46	65	*	*	*	*	*	*	91	83	73
18:00	*	43	33	48	58	27	29	25	*	*	*	*	*	*	41	41	38
19:00	*	22	23	20	16	16	24	28	*	*	*	*	*	*	22	22	21
20:00	*	11	19	14	14	12	13	10	*	*	*	*	*	*	15	14	13
21:00	*	8	9	11	12	11	8	12	*	*	*	*	*	*	9	10	10
22:00	*	7	6	6	11	10	1	3	*	*	*	*	*	*	6	7	6
23:00	*	1	6	6	6	2	2	4	*	*	*	*	*	*	4	5	4
Summary Data															Summary Data		
0700-1900	0	644	726	1334	797	558	458	713	0	0	0	0	0	0	901	843	747
0600-2200	0	712	802	1406	873	603	509	784	0	0	0	0	0	0	973	915	813
0600-0000	0	720	814	1418	890	615	512	791	0	0	0	0	0	0	984	927	823
0000-0000	0	732	829	1428	902	623	520	806	0	0	0	0	0	0	996	939	834
0700-1000	0	225	211	234	198	118	48	234	0	0	0	0	0	0	223	220	181
1600-1900	0	169	230	469	214	125	120	175	0	0	0	0	0	0	289	251	215
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	88	84	98	83	46	18	99	0	0	0	0	0	0	85	87	71
10:00-16:00	0	48	53	228	116	63	53	58	0	0	0	0	0	0	109	97	83
16:00-19:00	0	66	132	280	78	51	46	85	0	0	0	0	0	0	157	127	104

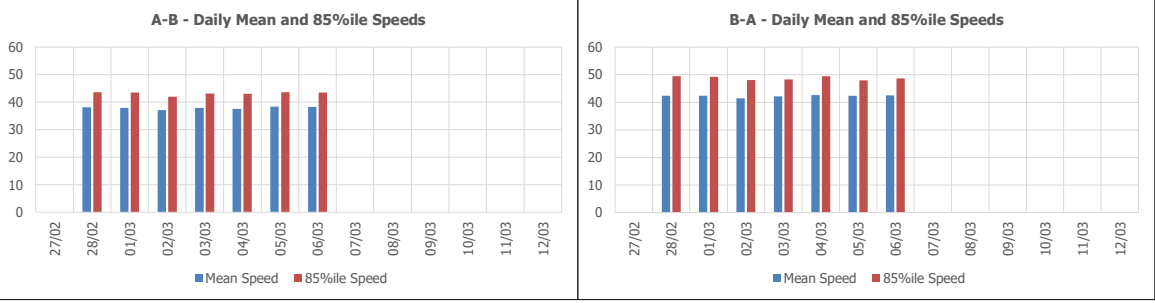
Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed



Mean and 85%ile Speed Summary

Direction A-B (Mph)															
Date	27/02	28/02	01/03	02/03	03/03	04/03	05/03	06/03	07/03	08/03	09/03	10/03	11/03	12/03	
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Max
Mean Speed (mph)	-	38.1	37.9	37.1	37.9	37.6	38.4	38.3	-	-	-	-	-	-	38.4
85%ile Speed (mph)	-	43.6	43.5	42.0	43.2	43.0	43.6	43.5	-	-	-	-	-	-	43.6
85%ile Speed (kph)	-	69.8	69.6	67.2	69.1	68.8	69.76	69.60	-	-	-	-	-	-	69.8
Visibility Splay (m)	-	120	120	120	120	120	120	120	-	-	-	-	-	-	120

Direction B-A (Mph)															
Date	27/02	28/02	01/03	02/03	03/03	04/03	05/03	06/03	07/03	08/03	09/03	10/03	11/03	12/03	
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Max
Mean Speed (mph)	-	42.4	42.4	41.5	42.2	42.6	42.4	42.5	-	-	-	-	-	-	42.6
85%ile Speed (mph)	-	49.4	49.2	48.1	48.3	49.4	48.0	48.7	-	-	-	-	-	-	49.4
85%ile Speed (kph)	-	79.0	78.7	77.0	77.3	79.0	76.8	77.9	-	-	-	-	-	-	79.0
Visibility Splay (m)	-	160	160	120	120	160	120	160	-	-	-	-	-	-	160



Visibility Splay

Diagram illustrating the visibility splay for a T-junction. The major road is A303 High Street (S) and the minor road is Unnamed Road (N). The splay distance for the major road is 120m, and for the minor road, it is 160m. The splay is hatched.

Splay Standards	
Speed (kph)	Distance (m)
30	33
40	45
50	70
60	90
70	120
85	160
100	215
120	295

Guidance Notes

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

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

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

Intelligent Data Collection Limited

Client:	WSP		
Project Number:	ID07007		
Site Number:	Site 1		
Flow from:	A303 High Street (S)	to:	Unnamed Road (N)

[illegible]

Date Tuesday 28/02/2023

Time	Speeds (Mph)																				Mean	85th %ile
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37.4	-
00:45	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	39.8	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37.5	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	43	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36	-
06:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	42	-
06:30	4	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	35.8	-
06:45	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	37.2	-
07:00	7	0	0	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	0	42.4	-
07:15	12	0	0	0	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	0	38.8	41.7
07:30	8	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-
07:45	14	0	0	0	1	5	0	3	3	2	0	0	0	0	0	0	0	0	0	0	35.3	44.5
08:00	10	0	0	0	0	2	1	2	4	0	1	0	0	0	0	0	0	0	0	0	38.7	-
08:15	9	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	41	-
08:30	9	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	39.3	-
08:45	11	0	0	0	1	0	4	3	3	0	0	0	0	0	0	0	0	0	0	0	36.1	43.9
09:00	9	0	0	4	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	26.7	-
09:15	10	0	0	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	35.2	-
09:30	8	0	0	0	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	0	35.3	-
09:45	6	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	40.1	-
10:00	9	0	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
10:15	6	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	36.1	-
10:30	6	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	37.6	-
10:45	4	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	39	-
11:00	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
11:15	3	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32	-
11:30	7	0	0	0	0	0	2	1	2	2	0	0	0	0	0	0	0	0	0	0	41	-
11:45	10	0	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	0	0	35.7	-
12:00	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
12:15	8	0	0	0	2	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	35.8	-
12:30	10	0	0	0	0	1	2	2	2	2	1	0	0	0	0	0	0	0	0	0	40.6	-
12:45	6	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	37.4	-
13:00	4	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	39.9	-
13:15	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
13:30	8	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	39	-
13:45	7	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	39.7	-
14:00	6	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	38.4	-
14:15	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
14:30	9	0	0	0	0	0	3	4	1	1	0	0	0	0	0	0	0	0	0	0	36.6	-
14:45	9	0	0	0	0	0	1	4	3	0	1	0	0	0	0	0	0	0	0	0	39.9	-
15:00	6	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	38.8	-
15:15	6	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	38	-
15:30	6	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	39.9	-
15:45	8	0	0	0	0	0	1	1	1	5	0	0	0	0	0	0	0	0	0	0	43.9	-
16:00	5	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	41.3	-
16:15	6	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	39.2	-
16:30	7	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	38.9	-
16:45	9	0	0	0	0	0	1	3	1	2	1	1	0	0	0	0	0	0	0	0	43.8	-
17:00	14	0	0	0	0	2	1	1	8	1	1	0	0	0	0	0	0	0	0	0	39.9	44.9
17:15	11	0	0	0	0	0	1	2	7	1	0	0	0	0	0	0	0	0	0	0	40.4	43.6
17:30	11	0	0	0	0	1	3	4	2	1	0	0	0	0	0	0	0	0	0	0	37	42.3
17:45	5	0	0	0	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	38.2	-
18:00	11	0	0	0	0	0	4	2	5	0	0	0	0	0	0	0	0	0	0	0	37.7	44
18:15	9	0	0	0	0	1	1	2	5	0	0	0	0	0	0	0	0	0	0	0	38.4	-
18:30	6	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	43.6	-
18:45	4	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	40.2	-
19:00	6	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	38	-
19:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	45.4	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	6	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	39.5	-
20:00	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
20:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
20:30	1	0	0	0	0	0	0	0	1													

Date	Wednesday 01/03/2023																					
Time	Speeds (Mph)																					
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
05:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	43.3	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	37.1	-
06:30	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37.7	-
06:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
07:00	3	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	43.8	-
07:15	15	0	0	0	0	0	2	9	2	2	0	0	0	0	0	0	0	0	0	0	39	44.6
07:30	13	0	0	0	0	0	2	3	5	1	2	0	0	0	0	0	0	0	0	0	41.5	50.4
07:45	15	0	0	0	0	0	6	5	4	0	0	0	0	0	0	0	0	0	0	0	36.7	42.6
08:00	9	0	0	0	0	0	3	0	4	2	0	0	0	0	0	0	0	0	0	0	41.8	-
08:15	12	0	0	0	0	0	3	4	4	1	0	0	0	0	0	0	0	0	0	0	39.4	44
08:30	16	0	0	0	0	0	1	7	7	1	0	0	0	0	0	0	0	0	0	0	39.9	43.6
08:45	5	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	40.8	-
09:00	8	0	0	0	0	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	35.7	-
09:15	9	0	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	0	0	0	37	-
09:30	8	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	36.3	-
09:45	3	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	38.3	-
10:00	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	38.3	-
10:15	8	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	36.6	-
10:30	8	0	0	0	1	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	36.3	-
10:45	7	0	1	0	1	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-
11:00	8	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
11:15	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
11:30	6	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	37	-
11:45	9	0	0	0	2	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	36.4	-
12:00	8	0	1	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	34.2	-
12:15	4	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	41.1	-
12:30	6	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
12:45	5	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	36.4	-
13:00	5	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
13:15	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
13:30	8	0	0	0	0	1	1	3	2	1	0	0	0	0	0	0	0	0	0	0	38.8	-
13:45	5	0	0	0	0																	

Date Thursday 02/03/2023

Time	Speeds (Mph)																				Mean	85th %ile
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	45.3	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.8	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	3	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	39.6	-
06:30	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	38.7	-
06:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41.2	-
07:00	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	42	-
07:15	9	0	0	0	0	0	0	3	4	0	1	1	0	0	0	0	0	0	0	0	43.1	-
07:30	11	0	0	0	0	0	1	3	7	0	0	0	0	0	0	0	0	0	0	0	40.3	43.2
07:45	16	0	0	0	0	0	4	3	8	1	0	0	0	0	0	0	0	0	0	0	39.6	44.3
08:00	14	0	0	0	0	0	5	7	2	0	0	0	0	0	0	0	0	0	0	0	36.5	41.8
08:15	7	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	39.1	-
08:30	12	0	0	0	0	0	1	7	3	1	0	0	0	0	0	0	0	0	0	0	39.1	44.8
08:45	22	0	0	0	0	1	1	12	8	0	0	0	0	0	0	0	0	0	0	0	38.2	42.3
09:00	18	0	0	0	0	0	3	8	5	2	0	0	0	0	0	0	0	0	0	0	39	42.5
09:15	4	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	41.8	-
09:30	9	0	0	0	0	0	3	2	3	0	1	0	0	0	0	0	0	0	0	0	38.3	-
09:45	4	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	33.4	-
10:00	7	0	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	39.4	-
10:15	5	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	37.6	-
10:30	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	38.5	-
10:45	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	41.7	-
11:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
11:15	9	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
11:30	8	0	0	2	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	35.9	-
11:45	10	0	0	0	0	0	4	2	4	0	0	0	0	0	0	0	0	0	0	0	37.9	-
12:00	9	0	0	0	0	1	5	1	2	0	0	0	0	0	0	0	0	0	0	0	34.6	-
12:15	8	0	0	0	0	1	2	2	2	0	1	0	0	0	0	0	0	0	0	0	38.5	-
12:30	10	0	0	0	0	2	1	6	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-
12:45	12	0	0	0	0	0	4	6	1	0	1	0	0	0	0	0	0	0	0	0	37.4	44
13:00	8	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
13:15	40	0	0	0	0	5	9	13	11	2	0	0	0	0	0	0	0	0	0	0	36.8	41.9
13:30	58	0	0	0	0	0	18	31	6	2	1	0	0	0	0	0	0	0	0	0	37.2	40.1
13:45	33	0	0	0	0	0	11	16	5	1	0	0	0	0	0	0	0	0	0	0	37.1	41.9
14:00	15	0	0	0	0	1	5	4	2	2	1	0	0	0	0	0	0	0	0	0	37.6	46.2
14:15	7	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	36.8	-
14:30	26	0	0	0	0	0	4	17	5	0	0	0	0	0	0	0	0	0	0	0	38.2	40.7
14:45	24	0	0	0	1	0	6	15	2	0	0	0	0	0	0	0	0	0	0	0	36.5	39.3
15:00	10	0	0	0	0	0	2	4	1	3	0	0	0	0	0	0	0	0	0	0	38.9	-
15:15	13	0	0	0	0	2	5	3	3	0	0	0	0	0	0	0	0	0	0	0	35	42.9
15:30	45	0	0	0	1	2	23	13	4	2	0	0	0	0	0	0	0	0	0	0	35	39.9
15:45	36	0	0	0	0	6	17	9	2	2	0	0	0	0	0	0	0	0	0	0	34.6	39.6
16:00	17	0	0	0	0	1	6	6	3	1	0	0	0	0	0	0	0	0	0	0	36.2	41.1
16:15	35	0	0	0	0	2	14	15	4	0	0	0	0	0	0	0	0	0	0	0	35.3	39.4
16:30	45	0	0	0	0	6	12	19	6	2	0	0	0	0	0	0	0	0	0	0	36	40.9
16:45	27	0	0	0	0	0	7	17	3	0	0	0	0	0	0	0	0	0	0	0	36.3	39.6
17:00	13	0	0	0	0	2	5	2	3	1	0	0	0	0	0	0	0	0	0	0	35.6	40.6
17:15	8	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
17:30	6	0	0	0	0	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	39.8	-
17:45	5	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	41.3	-
18:00	10	1	0	0	0	0	4	2	2	1	0	0	0	0	0	0	0	0	0	0	34.6	-
18:15	8	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	36.8	-
18:30	5	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	39	-
18:45	3	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	39.9	-
19:00	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	37.9	-
19:15	6	0	0	0	0	1	0	2	2	0	1	0	0	0	0	0	0	0	0	0	41	-
19:30	4	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
19:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	44.9	-
20:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
20:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0					

Date	Friday 03/03/2023																					
	Speeds (Mph)																					
Time	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	41.2	-
06:15	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	40.4	-
06:30	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	36.6	-
06:45	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
07:00	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	44.8	-
07:15	7	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	39.2	-
07:30	10	0	0	0	0	0	1	6	2	0	1	0	0	0	0	0	0	0	0	0	39.9	-
07:45	13	0	0	0	0	1	0	7	4	1	0	0	0	0	0	0	0	0	0	0	38.8	43.3
08:00	14	0	0	0	0	2	3	4	4	0	1	0	0	0	0	0	0	0	0	0	37.7	42.3
08:15	12	0	0	0	0	0	2	6	4	0	0	0	0	0	0	0	0	0	0	0	38.4	43.4
08:30	12	0	0	0	0	0	3	6	2	1	0	0	0	0	0	0	0	0	0	0	37.6	42.5
08:45	6	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	41.1	-
09:00	6	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	39.4	-
09:15	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
09:30	7	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	36.8	-
09:45	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	36.8	-
10:00	4	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	39.2	-
10:15	5	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	37.7	-
10:30	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
10:45	4	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	45	-
11:00	6	0	0	0	0	0	2	2	0	1	1	0	0	0	0	0	0	0	0	0	40	-
11:15	6	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	38.2	-
11:30	6	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
11:45	9	0	0	0	0	1	4	1	2	1	0	0	0	0	0	0	0	0	0	0	36.6	-
12:00	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
12:15	4	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	36.5	-
12:30	9	0	0	0	0	1	1	2	5	0	0	0	0	0	0	0	0	0	0	0	38.6	-
12:45	9	0	0	0	0	0	3	0	3	3	0	0	0	0	0	0	0	0	0	0	41	-
13:00	5	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	41.2	-
13:15	10	0	0	0	0	0	3	4	3	0	0	0	0	0	0	0	0	0	0	0	37.6	-
13:30	6	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	38.9	-
13:45	6	0	0	0																		

Saturday 04/03/2023

07:00 - 19:00	269	0	0	1	2	15	70	94	64	18	3	1	1	0	0	0	0	0	0	37.5	43
06:00 - 22:00	293	0	0	1	2	15	74	104	74	18	3	1	1	0	0	0	0	0	0	37.6	43
06:00 - 00:00	300	0	0	1	2	15	76	108	75	18	3	1	1	0	0	0	0	0	0	37.6	42.9
00:00 - 00:00	305	0	0	1	2	15	77	111	75	19	3	1	1	0	0	0	0	0	0	37.6	43

Date Sunday 05/03/2023

[illegible]

Date Monday 06/03/2023

[illegible]

Date Tuesday 07/03/2023

[illegible]

Date _____

Wednesday 08/03/2023

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

Date Thursday 09/03/2023

[illegible]

Date Friday 10/03/2023

[illegible]

Date Saturday 11/03/2023

[illegible]

Date Sunday 12/03/2023

[illegible]

Intelligent Data Collection Limited



Client:	WSP		
Project Number:	ID07007		
Site Number:	Site 1		
Flow from:	Unnamed Road (N)	to:	A303 High Street (S)

[illegible]

Date Tuesday 28/02/2023

	Speeds (Mph)																					
Time	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	48.5	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.8	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	44.8	-
04:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36.8	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	47.4	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	43	-
05:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.7	-
06:00	5	0	0	0	0	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	43.2	-
06:15	4	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	41.3	-
06:30	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	45.4	-
06:45	8	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	44.7	-
07:00	12	0	0	0	0	1	0	3	5	1	1	0	0	1	0	0	0	0	0	0	43.8	53.7
07:15	11	0	0	0	0	0	0	2	3	2	3	1	0	0	0	0	0	0	0	0	46.4	53.7
07:30	10	0	0	0	0	0	1	3	2	3	1	0	0	0	0	0	0	0	0	0	42.1	-
07:45	14	0	0	0	0	0	3	3	5	2	1	0	0	0	0	0	0	0	0	0	40.7	48.5
08:00	8	0	0	0	0	0	2	0	1	2	3	0	0	0	0	0	0	0	0	0	44.9	-
08:15	7	0	0	0	0	0	0	1	2	1	0	2	1	0	0	0	0	0	0	0	49	-
08:30	13	0	0	0	0	0	0	3	2	7	1	0	0	0	0	0	0	0	0	0	45.1	49.8
08:45	10	0	0	0	0	1	0	1	2	5	1	0	0	0	0	0	0	0	0	0	43.9	-
09:00	10	0	0	0	0	0	1	2	0	4	2	0	1	0	0	0	0	0	0	0	46.1	-
09:15	6	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	43.3	-
09:30	7	0	0	0	0	1	0	2	1	3	0	0	0	0	0	0	0	0	0	0	41.4	-
09:45	4	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	40.4	-
10:00	5	1	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	31.7	-
10:15	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	48	-
10:30	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	41.4	-
10:45	3	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	48.8	-
11:00	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
11:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	44	-
11:30	9	0	0	0	0	0	2	2	3	1	1	0	0	0	0	0	0	0	0	0	40.6	-
11:45	6	0	0	0	0	1	1	2	0	2	0	0	0	0	0	0	0	0	0	0	38.4	-
12:00	6	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	41.4	-
12:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	48	-
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:45	5	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	41.9	-
13:00	4	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	41.1	-
13:15	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	39	-
13:30	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	37.4	-
13:45	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	40.1	-
14:00	4	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	40.2	-
14:15	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	46.2	-
14:30	5	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	43.4	-
14:45	7	0	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	42.5	-
15:00	6	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	43	-
15:15	6	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	42.5	-
15:30	5	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	41	-
15:45	5	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	42.4	-
16:00	4	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	43.3	-
16:15	9	1	0	0	0	1	0	2	4	1	0	0	0	0	0	0	0	0	0	0	36.3	-
16:30	10	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	40.7	-
16:45	10	0	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	43	-
17:00	10	0	0	0	0	0	0	3	1	3	2	1	0	0	0	0	0	0	0	0	46.8	-
17:15	5	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	41	-
17:30	5	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	48	-
17:45	5	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	47	-
18:00	5	0	0	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	39.5	-
18:15	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	38.1	-
18:30	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	-
18:45	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	39.1	-
19:00	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
19:15	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	38.4	-
19:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
19:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-
20:00	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	46.5	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	0	0	0	0	0	0	1	0												

Date	Thursday 02/03/2023																					
	Speeds (Mph)																					
Time	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
04:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.4	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	44.2	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	5	0	1	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	37.6	-
06:15	4	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	47	-
06:30	6	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	43.7	-
06:45	5	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	42.2	-
07:00	8	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	46.2	-
07:15	12	0	0	0	0	0	1	1	5	4	1	0	0	0	0	0	0	0	0	0	43.5	50
07:30	15	0	0	0	0	0	0	1	2	8	3	1	0	0	0	0	0	0	0	0	47.9	50.9
07:45	8	0	0	0	0	0	2	0	1	5	0	0	0	0	0	0	0	0	0	0	43.2	-
08:00	12	0	0	0	0	0	0	4	6	1	1	0	0	0	0	0	0	0	0	0	42.1	45.7
08:15	14	0	0	0	0	0	2	1	6	3	2	0	0	0	0	0	0	0	0	0	42.8	49.8
08:30	5	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	44.5	-
08:45	12	0	0	0	0	0	0	3	6	3	0	0	0	0	0	0	0	0	0	0	41.6	46.2
09:00	6	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	42.8	-
09:15	6	0	0	0	0	0	1	1	0	2	1	1	0	0	0	0	0	0	0	0	46.2	-
09:30	4	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	41.2	-
09:45	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	38.9	-
10:00	7	0	0	0	0	0	0	1	4	1	0	1	0	0	0	0	0	0	0	0	45.5	-
10:15	5	0	0	0	0	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	37.6	-
10:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	48.7	-
10:45	4	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	43.9	-
11:00	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	43.6	-
11:15	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	37.6	-
11:30	4	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	46.4	-
11:45	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	39.6	-
12:00	3	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	53.3	-
12:15	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	51.3	-
12:30	6	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	39.6	-
12:45	6	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	36.2	-
13:00	9	0	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	42.5	-
13:15	6	0	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	42.6	-
13:30	5	0	0	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	43.1	-
13:45	9																					

Date Friday 03/03/2023

Time	Speeds (Mph)																				Mean	85th %ile
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
00:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	49.5	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.7	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.2	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	46.9	-
05:45	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	46	-
06:00	5	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	0	0	45.1	-
06:15	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	46.3	-
06:30	7	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	46.6	-
06:45	8	0	0	0	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	0	43.8	-
07:00	9	0	0	0	0	0	0	0	2	4	3	0	0	0	0	0	0	0	0	0	48.7	-
07:15	7	0	0	0	0	0	1	2	1	3	0	0	0	0	0	0	0	0	0	0	41.8	-
07:30	8	0	0	0	0	0	3	0	3	2	0	0	0	0	0	0	0	0	0	0	40	-
07:45	7	0	0	0	0	0	1	0	2	3	0	1	0	0	0	0	0	0	0	0	45.4	-
08:00	12	0	0	0	0	0	0	2	3	3	3	1	0	0	0	0	0	0	0	0	47.4	54.8
08:15	8	0	0	0	0	0	0	1	3	2	1	1	0	0	0	0	0	0	0	0	46.5	-
08:30	6	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	41.1	-
08:45	13	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	44.6	47.5
09:00	11	0	0	1	0	0	0	2	4	1	2	1	0	0	0	0	0	0	0	0	42.7	54.1
09:15	5	0	0	0	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	45.1	-
09:30	9	0	0	0	0	0	1	2	4	1	0	1	0	0	0	0	0	0	0	0	42.5	-
09:45	5	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	42.2	-
10:00	5	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	43.2	-
10:15	8	0	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	38.5	-
10:30	8	0	0	0	0	0	1	5	0	1	1	0	0	0	0	0	0	0	0	0	38.5	-
10:45	5	0	0	0	0	0	2	2	0	0	0	1	0	0	0	0	0	0	0	0	39.3	-
11:00	5	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	39.6	-
11:15	6	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	43.5	-
11:30	9	0	0	0	1	1	0	3	2	2	0	0	0	0	0	0	0	0	0	0	39.1	-
11:45	12	0	0	0	0	0	3	5	1	1	2	0	0	0	0	0	0	0	0	0	40.2	50.3
12:00	4	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	46.8	-
12:15	4	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	41.8	-
12:30	7	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	37.6	-
12:45	5	0	0	0	0	0	1	1	0	2	0	1	0	0	0	0	0	0	0	0	44.4	-
13:00	7	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	37.9	-
13:15	8	0	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	40.6	-
13:30	5	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	42.5	-
13:45	7	0	0	0	0	0	2	0	2	2	0	1	0	0	0	0	0	0	0	0	43.8	-
14:00	4	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	44.2	-
14:15	13	0	1	0	0	0	0	6	4	1	0	1	0	0	0	0	0	0	0	0	39.3	47.4
14:30	4	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	41.9	-
14:45	9	0	0	0	0	1	1	1	2	4	0	0	0	0	0	0	0	0	0	0	41.9	-
15:00	14	0	0	0	0	1	4	3	1	5	0	0	0	0	0	0	0	0	0	0	39.2	47.8
15:15	9	0	0	0	0	0	0	0	6	1	2	0	0	0	0	0	0	0	0	0	44.8	-
15:30	16	0	0	0	0	0	5	5	4	2	0	0	0	0	0	0	0	0	0	0	38.6	44.2
15:45	7	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	44.1	-
16:00	13	0	0	0	0	0	3	4	5	1	0	0	0	0	0	0	0	0	0	0	38.6	44.7
16:15	7	0	0	0	1	1	1	0	3	0	0	0	1	0	0	0	0	0	0	0	38.4	-
16:30	11	0	0	0	0	0	2	1	2	3	2	0	1	0	0	0	0	0	0	0	45.3	54.3
16:45	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	40.8	-
17:00	8	0	0	0	0	0	1	2	1	3	1	0	0	0	0	0	0	0	0	0	42.3	-
17:15	12	0	0	0	0	0	0	5	2	4	1	0	0	0	0	0	0	0	0	0	42.5	46.6
17:30	6	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	45.6	-
17:45	12	0	0	0	0	0	0	6	4	2	0	0	0	0	0	0	0	0	0	0	40.8	45.8
18:00	9	0	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	41	-
18:15	9	0	0	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	42.5	-
18:30	5	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	43.1	-
18:45	7	0	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	42.5	-
19:00	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	43.1	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
19:45	3	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	46.3	-
20:00	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	38.9	-
20:15	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	45.3	-
20:30	0																					

Date Saturday 04/03/2023

[illegible]

Date Sunday 05/03/2023

[illegible]

Date	Monday 06/03/2023																					
	Speeds (Mph)																					
Time	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.7	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	46.4	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.9	-
05:15	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	40.4	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	4	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	42.3	-
06:00	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	57.5	-
06:15	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	39.9	-
06:30	6	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	46.9	-
06:45	3	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	44.5	-
07:00	10	0	0	0	0	0	0	0	6	2	1	0	1	0	0	0	0	0	0	0	46.1	-
07:15	8	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	46.4	-
07:30	13	0	0	0	0	0	0	3	2	4	4	0	0	0	0	0	0	0	0	0	46.5	52.7
07:45	9	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	38.6	-
08:00	9	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	46.3	-
08:15	8	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	43.1	-
08:30	12	0	0	0	0	0	2	1	4	5	0	0	0	0	0	0	0	0	0	0	42.7	47.6
08:45	13	0	0	0	0	1	1	1	3	4	2	1	0	0	0	0	0	0	0	0	44.2	54.1
09:00	7	0	0	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	47.9	-
09:15	5	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	46.2	-
09:30	12	0	0	0	0	0	2	2	5	2	0	1	0	0	0	0	0	0	0	0	41.6	47.8
09:45	5	0	0	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	41.6	-
10:00	4	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	43.4	-
10:15	4	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	44	-
10:30	5	0	0	0	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	38	-
10:45	5	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	44.5	-
11:00	7	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	37.7	-
11:15	10	0	0	0	1	0	1	3	2	3	0	0	0	0	0	0	0	0	0	0	39.3	-
11:30	6	0	0	0	0	0	1	1	1	2	0	1	0	0	0	0	0	0	0	0	43.4	-
11:45	5	0	0	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	37.4	-
12:00	6	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	41	-
12:15	10	0	0	0	0	0	1	2	3	4	0	0	0	0	0	0	0	0	0	0	41.9	-
12:30	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	45.1	-
12:45	4	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	43.8	-
13:00	4	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	43	-
13:15	7	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	0	0	0	0	40.1	-
13:30	7	0	3	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	28.4	-
13:45	2</																					

Date Tuesday 07/03/2023

[illegible]

Date _____

Wednesday 08/03/2023

[illegible]

Date Thursday 09/03/2023

[illegible]

Date Friday 10/03/2023

[illegible]

Date Saturday 11/03/2023

[illegible]

Date Sunday 12/03/2023

[illegible]

Intelligent Data Collection Limited



Client: WSP
Project Number: ID07007
Site Number: Site 1
Flow from: A303 High Street (S) **to:** Unnamed Road (N)

5-day Summary

	Speeds (Mph)																				
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	37.20	-
01:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	37.00	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	37.10	-
04:00	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	41.31	-
05:00	0	0	0	0	0	2	3	3	0	0	0	1	0	0	0	0	0	0	0	40.56	-
06:00	0	0	0	0	0	11	15	13	2	0	0	0	0	0	0	0	0	0	0	38.08	-
07:00	0	0	0	1	9	27	74	63	18	5	1	0	0	0	0	0	0	0	0	39.79	44.55
08:00	0	0	0	1	7	34	95	82	14	2	2	0	0	0	0	0	0	0	0	39.17	43.53
09:00	0	0	4	1	2	54	39	36	7	1	0	0	0	0	0	0	0	0	0	36.43	42.50
10:00	0	1	0	2	2	29	39	27	8	1	0	0	0	0	0	0	0	0	0	37.82	-
11:00	1	0	2	3	7	43	44	28	6	1	0	0	0	0	0	0	0	0	0	35.85	43.80
12:00	0	2	0	2	10	42	44	31	9	4	1	0	0	0	0	0	0	0	0	36.92	44.65
13:00	0	0	0	0	9	71	107	46	13	2	0	0	0	0	0	0	0	0	0	37.37	41.30
14:00	0	1	1	4	6	48	98	27	7	3	0	0	0	0	0	0	0	0	0	36.81	40.61
15:00	0	0	0	1	19	84	82	48	22	1	0	0	0	0	0	0	0	0	0	37.87	41.81
16:00	1	0	0	1	15	87	126	71	27	6	3	0	0	0	0	0	0	0	0	38.71	43.21
17:00	0	0	0	0	10	42	51	65	16	3	0	0	0	0	0	0	0	0	0	38.79	43.59
18:00	1	0	0	0	8	26	36	38	11	1	0	0	0	0	0	0	0	0	0	38.48	44.00
19:00	0	0	0	0	6	10	24	17	3	3	1	0	0	0	0	0	0	0	0	40.23	-
20:00	0	0	0	0	2	8	16	11	2	1	0	0	0	0	0	0	0	0	0	38.58	-
21:00	0	0	0	2	2	3	11	13	0	2	0	0	0	0	0	0	0	0	0	37.79	-
22:00	0	0	0	1	2	3	6	6	2	0	0	0	0	0	0	0	0	0	0	40.14	-
23:00	0	0	0	0	1	1	8	4	1	0	0	0	0	0	0	0	0	0	0	38.50	-
07:00 - 19:00	3	4	7	16	104	587	835	562	158	30	7	0	0	0	0	0	0	0	0	37.78	43.16
06:00 - 22:00	3	4	7	18	114	619	901	616	165	36	8	0	0	0	0	0	0	0	0	37.86	43.18
06:00 - 00:00	3	4	7	19	117	623	915	626	168	36	8	0	0	0	0	0	0	0	0	37.84	43.18
00:00 - 00:00	3	4	7	19	117	628	926	631	169	36	8	1	0	0	0	0	0	0	0	37.86	43.16

7-day Summary

	Speeds (Mph)																				
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	40.78	-
01:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	37.13	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	39.63	-
04:00	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	39.93	-
05:00	0	0	0	0	0	3	3	3	0	0	0	1	0	0	0	0	0	0	0	40.12	-
06:00	0	0	0	0	0	12	15	18	2	0	0	0	0	0	0	0	0	0	0	38.64	-
07:00	0	0	0	1	12	30	80	68	18	5	1	0	0	0	0	0	0	0	0	38.96	44.55
08:00	0	0	0	2	8	42	102	87	16	3	3	0	0	0	0	0	0	0	0	39.38	43.53
09:00	0	0	4	1	4	60	48	42	9	3	0	0	0	0	0	0	0	0	0	37.36	42.50
10:00	0	1	2	3	4	43	54	35	11	1	0	0	0	0	0	0	0	0	0	37.12	-
11:00	1	0	2	4	9	52	67	48	8	1	0	0	0	0	0	0	0	0	0	36.49	44.30
12:00	0	2	0	2	12	51	65	45	15	5	1	0	0	0	0	0	0	0	0	37.51	45.20
13:00	0	0	0	0	11	81	125	59	15	2	0	0	0	0	0	0	0	0	0	37.43	41.30
14:00	0	2	1	4	10	64	119	40	11	4	1	0	0	0	0	0	0	0	0	37.03	40.52
15:00	0	0	0	2	26	99	99	70	23	1	0	0	0	0	0	0	0	0	0	37.64	41.61
16:00	1	0	0	1	16	99	154	83	31	6	3	0	0	0	0	0	0	0	0	38.41	43.32
17:00	0	0	0	1	11	48	67	79	21	5	0	0	0	0	0	0	0	0	0	38.88	43.59
18:00	1	0	0	0	10	31	56	44	12	2	0	1	0	0	0	0	0	0	0	38.27	44.00
19:00	0	0	0	0	6	11	32	25	5	4	1	0	0	0	0	0	0	0	0	40.40	-
20:00	0	0	0	0	2	10	24	15	3	1	0	0	0	0	0	0	0	0	0	38.80	-
21:00	0	0	0	3	2	6	17	15	0	2	0	0	0	0	0	0	0	0	0	37.13	-
22:00	0	0	0	1	2	5	9	7	2	0	0	0	0	0	0	0	0	0	0	39.27	-
23:00	0	0	0	0	1	1	10	5	1	0	0	0	0	0	0	0	0	0	0	38.29	-
07:00 - 19:00	3	5	9	21	133	700	1036	700	190	38	9	1	0	0	0	0	0	0	0	37.80	43.17
06:00 - 22:00	3	5	9	24	143	739	1124	773	200	45	10	1	0	0	0	0	0	0	0	37.89	43.21
06:00 - 00:00	3	5	9	25	146	745	1143	785	203	45	10	1	0	0	0	0	0	0	0	37.87	43.20
00:00 - 00:00	3	5	9	25	146	751	1157	791	206	45	10	2	0	0	0	0	0	0	0	37.90	43.20

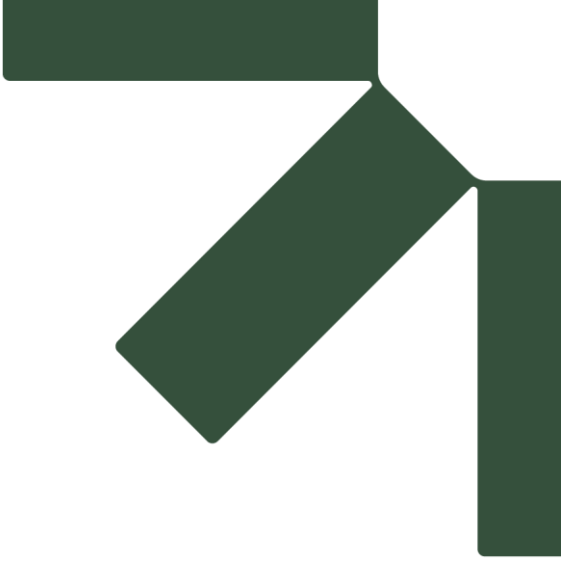
Client: WSP
Project Number: ID07007
Site Number: Site 1
Flow from: Two-way Total

5-day Summary

	Speeds (Mph)																				
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	36.80	-
01:00	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	41.21	-
02:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	41.68	-
03:00	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	36.64	-
04:00	0	0	0	0	0	1	5	4	2	0	0	0	0	0	0	0	0	0	0	42.11	-
05:00	0	0	0	0	0	3	7	10	7	0	0	1	0	0	0	0	0	0	0	42.45	-
06:00	0	1	0	0	0	17	30	41	31	10	4	0	0	0	0	0	0	0	0	41.75	-
07:00	0	0	0	1	13	41	100	124	77	34	5	1	1	0	0	0	0	0	0	42.06	48.94
08:00	0	0	0	1	10	43	122	152	78	22	8	1	0	0	0	0	0	0	0	41.71	46.21
09:00	0	0	5	1	4	63	67	68	41	13	5	1	0	0	0	0	0	0	0	39.76	48.05
10:00	1	1	0	2	5	43	68	53	26	7	3	0	0	0	0	0	0	0	0	39.81	-
11:00	1	0	2	6	11	64	77	52	28	9	2	0	0	0	0	0	0	0	0	38.14	47.05
12:00	0	2	0	2	12	54	68	54	37	9	5	0	0	0	0	0	0	0	0	40.02	44.65
13:00	0	3	0	0	15	86	130	85	30	8	2	0	0	0	0	0	0	0	0	38.74	41.30
14:00	0	2	1	4	8	55	126	61	34	13	3	1	0	0	0	0	0	0	0	39.84	41.64
15:00	0	0	0	2	23	123	137	111	69	18	1	0	0	0	0	0	0	0	0	40.16	43.84
16:00	2	2	0	3	24	119	214	169	73	21	6	2	0	0	0	0	0	0	0	39.84	44.98
17:00	0	0	0	0	12	62	114	122	79	21	5	0	0	0	0	0	0	0	0	41.20	45.51
18:00	1	0	0	0	10	38	63	68	20	6	1	0	0	0	0	0	0	0	0	39.12	44.00
19:00	0	0	0	1	6	13	38	34	8	8	1	0	0	0	0	0	0	0	0	40.72	-
20:00	0	0	0	0	3	9	22	24	7	3	0	0	0	0	0	0	0	0	0	39.95	-
21:00	0	0	0	2	2	6	14	20	4	4	0	0	0	0	0	0	0	0	0	39.06	-
22:00	0	0	0	1	2	3	10	12	4	1	0	0	0	0	0	0	0	0	0	41.33	-
23:00	0	0	0	0	1	1	10	6	3	2	0	0	0	0	0	0	0	0	0	40.79	-
07:00 - 19:00	5	10	8	22	147	791	1286	1119	592	181	46	6	1	0	0	0	0	0	0	39.95	45.95
06:00 - 22:00	5	11	8	25	158	836	1390	1238	642	206	51	6	1	0	0	0	0	0	0	40.03	45.98
06:00 - 00:00	5	11	8	26	161	840	1410	1256	649	209	51	6	1	0	0	0	0	0	0	40.03	45.98
00:00 - 00:00	5	11	8	26	161	848	1434	1275	661	209	51	7	1	0	0	0	0	0	0	40.03	45.95

7-day Summary

	Speeds (Mph)																				
Time	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile
00:00	0	0	0	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	39.58	-
01:00	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	41.70	-
02:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	40.58	-
03:00	0	0	0	0	0	3	5	2	2	0	0	0	0	0	0	0	0	0	0	38.85	-
04:00	0	0	0	0	0	1	6	7	2	0	0	0	0	0	0	0	0	0	0	41.03	-
05:00	0	0	0	0	0	4	7	11	8	0	1	1	0	0	0	0	0	0	0	43.20	-
06:00	0	1	0	0	0	18	30	51	31	11	4	0	0	0	0	0	0	0	0	42.16	-
07:00	0	0	0	1	18	45	111	137	85	36	6	1	1	0	0	0	0	0	0	41.43	48.94
08:00	0	0	0	2	11	56	135	167	86	29	10	1	0	0	0	0	0	0	0	41.54	46.21
09:00	0	0	5	1	6	74	86	85	48	18	6	1	0	0	0	0	0	0	0	40.25	48.37
10:00	1	1	2	4	8	60	88	75	37	10	4	0	0	0	0	0	0	0	0	39.47	-
11:00	1	0	2	8	14	76	108	89	53	13	3	0	0	0	0	0	0	0	0	38.90	45.93
12:00	0	2	2	2	14	65	104	87	59	13	6	0	0	0	0	0	0	0	0	40.21	45.20
13:00	0	4	0	1	18	100	151	116	42	15	2	0	0	0	0	0	0	0	0	39.09	43.85
14:00	0	3	1	4	13	75	159	93	47	17	5	1	0	0	0	0	0	0	0	39.75	41.54
15:00	0	0	0	4	31	140	164	145	76	21	1	0	0	0	0	0	0	0	0	39.79	43.59
16:00	2	2	2	3	27	135	251	193	84	23	7	2	0	0	0	0	0	0	0	39.73	44.89
17:00	0	0	0	1	13	73	139	148	101	26	7	0	0	0	0	0	0	0	0	41.28	45.51
18:00	1	0	0	0	12	43	85	85	26	8	2	1	0	0	0	0	0	0	0	39.71	44.00
19:00	0	0	0	1	7	16	49	48	15	11	2	0	0	0	0	0	0	0	0	41.11	-
20:00	0	0	0	0	3	11	32	33	11	3	0	0	0	0	0	0	0	0	0	40.20	-
21:00	0	0	0	3	2	9	21	26	5	4	0	0	1	0	0	0	0	0	0	39.40	-
22:00	0	0	0	1	2	5	18	13	4	1	0	0	0	0	0	0	0	0	0	40.06	-
23:00	0	0	0	0	1	1	13	7	3	2	0	0	0	0	0	0	0	0	0	40.06	-
07:00 - 19:00	5	12	14	31	185	942	1581	1420	744	229	59	7	1	0	0	0	0	0	0	40.00	45.96
06:00 - 22:00	5	13	14	35	197	996	1713	1578	806	258	65	7	2	0	0	0	0	0	0	40.09	45.99
06:00 - 00:00	5	13	14	36	200	1002	1744	1598	813	261	65	7	2	0	0	0	0	0	0	40.08	45.98
00:00 - 00:00	5	13	14	36	200	1011	1773	1622	829	261	66	8	2	0	0	0	0	0	0	40.09	45.96



Appendix C Masterplan

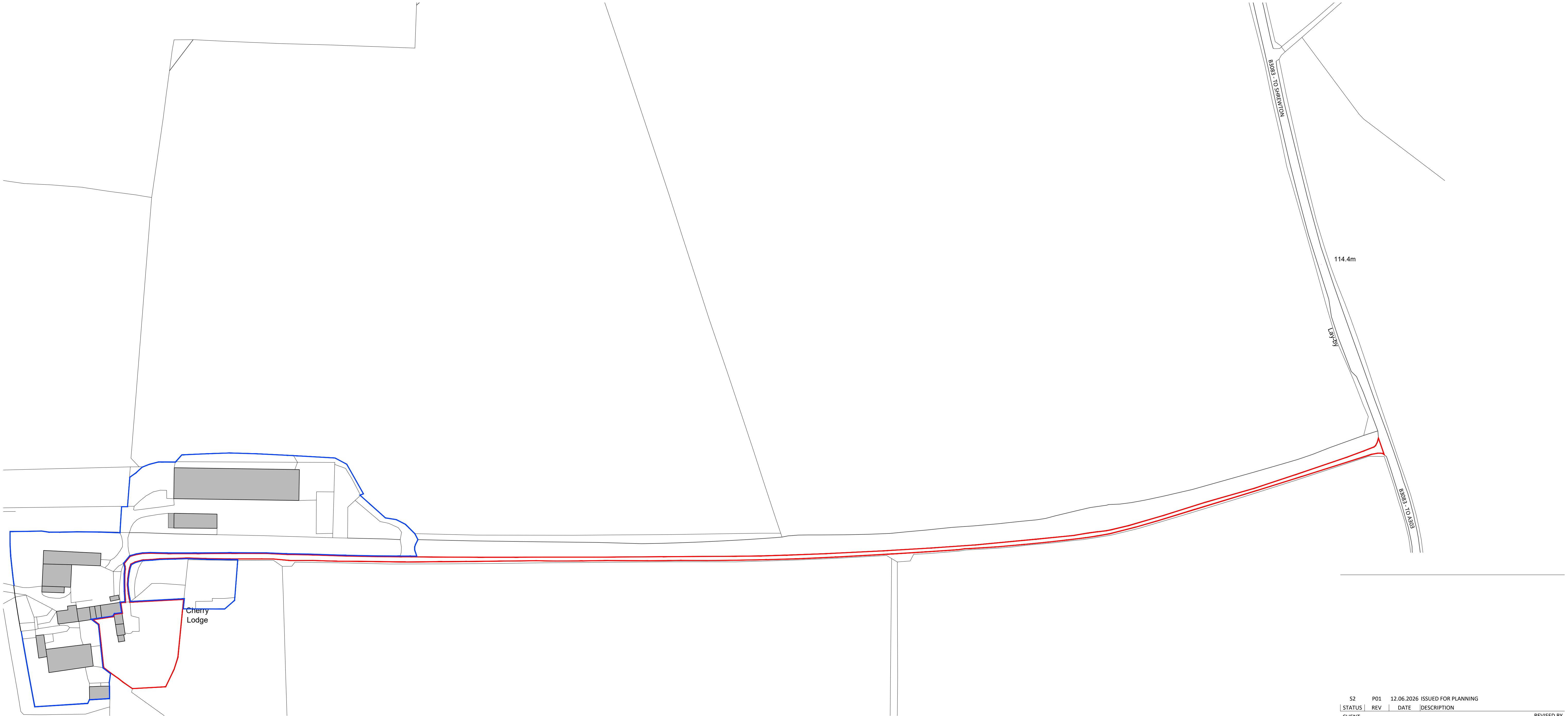
Transport Technical Note

Cherry Lodge, Shrewton

Natural England

SLR Project No.: 416.067188.00001

18 June 2026



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Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.

0mm 50mm 100mm

S2	P01	12.06.2026	ISSUED FOR PLANNING
STATUS	REV	DATE	DESCRIPTION
CLIENT	REVISED BY		
Natrual England / DEFRA	MA		
CHECKED BY			EF
ORIGINATOR NO			157563

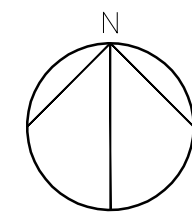
CONSULTANT
STRIDE TREGLOWN
www.stride-treglow.com © Stride Treglow Limited 2026

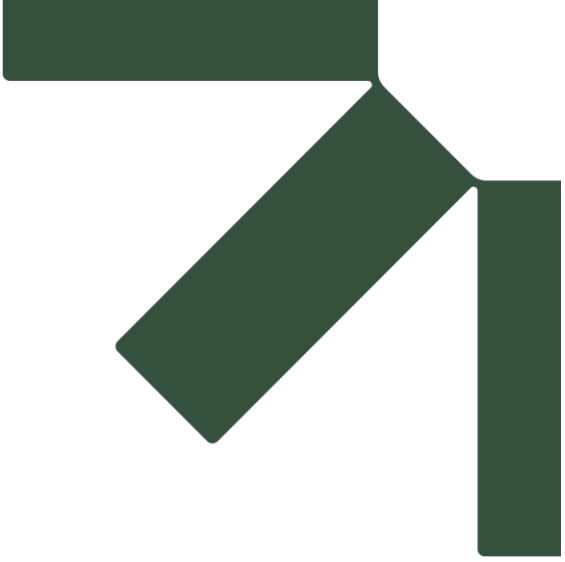
PROJECT
Farmhouse
Cherry Lodge Farm
Parsonage Down NNR
Shrewton
Salisbury
SP3 4ET

DRAWING TITLE
Site Location Plan

SUITABILITY STATUS S2 SUITABLE FOR INFORMATION	SCALE 1:1250@A1
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE CLASSIFICATION NUMBER 157563-STL-XX-XX-DR-A-XXXX-10001	REVISION P01

0 25 50 75 100





Appendix D ONS custom dataset (Car or van availability and Number of Bedrooms)

Transport Technical Note

Cherry Lodge, Shrewton

Natural England

SLR Project No.: 416.067188.00001

18 June 2026

Middle layer Super Output Areas Code	Middle layer Super Output Areas	Number of Bedrooms (5 categories) Code	Number of Bedrooms (5 categories)	Car or van availability (4 categories) Code	Car or van availability (4 categories)	Observation
E02006661	Wiltshire 045	-9	Does not apply	-8	Does not apply	0
E02006661	Wiltshire 045	-9	Does not apply	0	No cars or vans in household	0
E02006661	Wiltshire 045	-9	Does not apply	1	1 car or van in household	0
E02006661	Wiltshire 045	-9	Does not apply	2	2 or more cars or vans in household	0
E02006661	Wiltshire 045	1	1 bedroom	-8	Does not apply	0
E02006661	Wiltshire 045	1	1 bedroom	0	No cars or vans in household	39
E02006661	Wiltshire 045	1	1 bedroom	1	1 car or van in household	60
E02006661	Wiltshire 045	1	1 bedroom	2	2 or more cars or vans in household	20
E02006661	Wiltshire 045	2	2 bedrooms	-8	Does not apply	0
E02006661	Wiltshire 045	2	2 bedrooms	0	No cars or vans in household	53
E02006661	Wiltshire 045	2	2 bedrooms	1	1 car or van in household	387
E02006661	Wiltshire 045	2	2 bedrooms	2	2 or more cars or vans in household	280
E02006661	Wiltshire 045	3	3 bedrooms	-8	Does not apply	0
E02006661	Wiltshire 045	3	3 bedrooms	0	No cars or vans in household	70
E02006661	Wiltshire 045	3	3 bedrooms	1	1 car or van in household	607
E02006661	Wiltshire 045	3	3 bedrooms	2	2 or more cars or vans in household	865
E02006661	Wiltshire 045	4	4 or more bedrooms	-8	Does not apply	0
E02006661	Wiltshire 045	4	4 or more bedrooms	0	No cars or vans in household	21
E02006661	Wiltshire 045	4	4 or more bedrooms	1	1 car or van in household	184
E02006661	Wiltshire 045	4	4 or more bedrooms	2	2 or more cars or vans in household	546



Making Sustainability Happen