Banbury Oil Depot

Transport Assessment

DTA

Transport Planning Consultants

Banbury Oil Depot

Transport Assessment

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DN/RT/22251-02d Transport Assessment

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1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) has been commissioned by The Motor Fuel Group to review the transport implications of an outline planning application for the redevelopment of the Banbury Oil Depot, to include the demolition/ removal of buildings and other structures associated with the oil depot use and the construction of up to 110 apartments, and up to 166m2 of community/retail/commercial space, with all matters (relating to appearance landscaping, scale and layout) reserved except for access off Tramway Road. The site masterplan can be seen in **Appendix A** and the site location shown at **Figure 1**.

1.2 This Transport Assessment (TA) has been prepared in accordance with the National Planning Policy Framework (NPPF) and National Planning Practice Guidance issued in March 2014, which replaces the previous Guidance on Transport Assessment (2007). This report considers the transport and highways implications associated with the proposals and is structured as follows:

- Chapter 2: Policy Context;
- Chapter 3: Existing Conditions;
- Chapter 4: Development Proposals;
- Chapter 5: Traffic Generation, Distribution and Impact; and
- Chapter 6: Conclusions.

1.3 This TA considers the potential transport and highways impacts of the proposals. It is concluded that proposed development would have no material residual adverse impact on the safe operation of the local highway network.

1.4 A scoping note was submitted for pre-application discussions with Oxfordshire County Council in September 2020. The key elements of the response were to ensure the proposed Tramway Road Accessibility works were fully considered and incorporated within the proposals for the site and that offsite junction assessments may be required depending on the car parking strategy for the site.

1.5 OCC's response accepted the suggest cycle parking provision and acknowledged that:

The location of the site is excellent in terms of distance to the amenities available in and around Banbury town centre. It sits directly opposite the Banbury Railway Station, the site is about 500m from the bus station, which also has frequent bus services to Oxford, and surrounding areas. There are opportunities to shopping and leisure facilities, all within a short walk.

2.0 POLICY

2.1 National Planning Policy Framework

2.1.1 In July 2021, the Department of Communities and Local Government published the National Planning Policy Framework (NPPF). The NPPF confirms that the Government will continue to encourage sustainable development. This is highlighted in Para 10 which confirms that:

> So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.
>
> Para 10

2.1.2 Paragraph 11 of the NPPF expands on paragraph 10 describing how sustainable development will be encouraged.

> For plan-making this means that:
>
> a) Plans should seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;
> b) Strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be meet within neighbouring areas, unless
>
> i. The application of policies in this framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area, or
> ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
>
> For decision-taking this means:
>
> c) Approving development proposals that accord with an up-to-date development plan without delay; or
> d) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
>
> i) The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or
> ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

2.1.3 In specific relation to transport issues it is confirmed that:

> Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
>
> a) The potential impacts of development on transport networks can be addressed;
> b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised- for example in relation to the scale, location or density of development that can be accommodated;
> c) Opportunities to promote walking, cycling and public transport use are identified and pursued;
> d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
> e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
>
> Para 104

2.1.4 The NPPF sets the following test in relation to development:

> 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.
>
> Para 113

> In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
>
> a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
> b) Safe and suitable access to the site can be achieved for all users; and
> c) 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.
>
> Para 110

> Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
>
> Para 111

2.1.5 The policy test in terms of new development in the NPPF relates to the need to ensure high quality access by all modes and that traffic impacts are not severe whilst cost effectively limiting infrastructure. To ensure high quality development, NPPF confirms that:

Applications for development should:

a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Para 112

2.2 National Planning Practice Guidance (March 2014)

2.2.1 The Department for Communities and Local Government (CLG) recently published the Planning Practice Guidance (PPG), which reinforces the guidance contained in the NPPF.

2.2.2 The PPG in Paragraph: 002 Reference ID: 42-002-20140306 states that Travel Plans and Transport Assessments are ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

2.2.3 The Guidance goes on to explain what these documents are, why they are important, what information they should contain and how they should relate to one another.

2.3 Cherwell District Council Local Plan 2011-2031

2.3.1 Policy Ban 1: Banbury Canalside is for the provision of new homes, retail, office and leisure uses, public open space, pedestrian and cycle routes including new footbridges over the railway line, river and canal, and multi-storey car parks to serve Banbury railway station.

2.3.2 It states that Re-development would bring about significant environmental benefits in terms of improving the appearance of the built environment, the town centre, and the quality of the river and canal corridor. The wider community will have access to new services and facilities and Banbury's economy will benefit with the increase in the number of visitors to the town.

2.3.3 Whilst there are numerous policy requirements, those relating to transport and accessibility are:

- *Access and Movement – Use of existing junctions at Station Approach (from Bridge Street), Canal Street (from Windsor Street), Lower Cherwell Street (from Windsor Street) and Tramway Road (or a realigned Tramway Road) with a new junction off Swan Close Road provided west of Tramway Road. Provision of a bus only link provided from Station Approach to an extended Tramway Road.*
- *A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities. New footpaths and cycleways should be provided that link to existing networks, with provision of a designated pedestrian and cycle route from the station to the town centre over the canal and river and a new pedestrian / cycle bridge over the railway New pedestrian and cycle bridges erected over the Oxford Canal and the River Cherwell to enable and encourage walking and cycling through the site*
- *The implementation of proposals in the Movement Strategy including improved junction arrangements on Bridge Street and Cherwell Street to improve traffic capacity but also to facilitate pedestrian movement between the town centre and Canalside*
- *Parking provision that complies with County Council's Parking Standards for new Residential Developments Policy and will not exceed maximum standards. Some car free areas or areas of reduced levels of parking with innovative solutions to accommodating the private car Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway Station and at new bus stops on the site A transport assessment and Travel Plan to accompany development proposals.*

2.4 Connecting Oxfordshire: Local Transport Plan 2015-2031

2.4.1 The Connecting Oxfordshire document has been developed with Oxfordshire's district and city councils with these over-arching transport goals:

- To support jobs and housing growth and economic vitality;
- To support the transition to a low carbon future;
- To support social inclusion and equality of opportunity;
- To protect, and where possible enhance Oxfordshire's environment and improve quality of life; and

- To improve public health, safety and individual wellbeing.

2.4.2 As part of the strategic planning, OCC *"seek to ensure that the provision of infrastructure to support sustainable travel is a key criterion in identifying future areas of growth."*

2.4.3 Policy 03 of the document states that *"Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/ or by public transport"*

2.4.4 Policy 17 of the document states that *"Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport."*

3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The proposed site is located east of the centre of Banbury. The site is bound by Banbury Station to the north, and by industrial units on all other sides. The site location is shown in **Figure 1**.

3.2 Highway Network

3.2.1 The site will be accessed via Tramway Road. Tramway Road is an unmarked single carriageway road which measures approximately 6m in width. There are lit footways on both sides of the carriageway and the road is subject to a 30mph. Tramway Road forms a crossroads with Swan Close Road, Hightown Road and Lambs Crescent.

3.2.2 There are planned improvements to Tramway Road. A feasibility report was carried out by Skanska. The study identified and considered the feasibility of implementing a bus and taxi link road between Tramway Road and Banbury Station Forecourt. There are three options for the improvements which are:

1. Compact roundabout
2. Priority junction
3. Mini roundabout

3.2.3 Swan Close Road is a single carriageway road which measures approximately 6.5m in width. It is subject to a 30mph speed limit and has lit footways on both sides of the carriageway. Swan Close Road forms the minor arm of a T-junction with the A4260 Upper Windsor Street.

3.2.4 The A4260 Upper Windsor Street is the main route in and out of the area. It is a single carriageway road which is approximately 6.5m in width. It is subject to a 30mph speed limit at the junction with Swan Close Road and increases to a 40mph speed limit approximately 20m south of it. There is a lit footway on the eastern side of the carriageway.

3.2.5 Finally, the adopted Banbury Vision and Masterplan SPD includes proposals to construct a new South East Relief Road that will connect the south and east of the town.

3.3 Personal Injury Collisions

3.3.1 Personal Injury Collision (PIC) data has been obtained from Oxfordshire County Council (OCC) for the most recent five-year period from 01/01/2015 to 31/12/2019. A large area covering the main routes in and out of the site has been collected. The plan and the full outputs attached at **Appendix B**.

3.3.2 In the area obtained from OCC, there have been 116 accidents (97 slight, 19 serious and 0 fatal). No accidents have occurred on Tramway Road where the access to the site will be located. Of the 116 PICs which have occurred, 50 of them have included a vulnerable road user.

3.3.3 Using the descriptions received from OCC none of the accidents occurred due to any existing issues in road layout. It is therefore considered that there are currently no significant accident issues within the study area that would require intervention and that the proposed development will not be detrimental to the safe operation of the local highway network.

3.4 Existing Traffic Movements

3.4.1 The existing traffic movements along Tramway Road have been obtained from Oxfordshire County Council. A summary of the results can be seen below in **Table 1** with the full output can be seen in **Appendix C**.

Table 1 - Summary of ATC Output

Direction	5-day average	7-day average	Mean Speed	85th %ile Speeds
Northbound	1122	880	17.2	21.0
Southbound	1134	889	16.8	21.6

3.5 Pedestrian and Cyclist Provision

3.5.1 A continuous footway network runs alongside Tramway Road and continues unbroken into Banbury Town Centre. The footway also gives access to the canal towpath. North of the turning head Tramway Road is currently pedestrianised and gives access to Banbury Station.

3.5.2 There are a number of Public Rights of Way (PROWs) in the vicinity of the site. Tramway Road is designated as a public footpath. Swan Close Road is a restricted byway.

3.5.3 National Cycle Route (NCR) 5 runs along the south of Banbury. This can be accessed from the site via a link route which runs from the station along Tramway Road.

3.5.4 The above links can be seen in **Figure 1**.

3.6 Public Transport Provision

Bus Provision

3.6.1 The closest bus stop to the proposed site is located on Swan Close Road approximately 400m from the site access offering the number 5 and B3 bus services. The northbound stop is a flag and pole with timetable information attached. The southbound is also a flag and pole with timetable information attached with sheltered seating located next to it.

3.6.2 Banbury Bus Station is located approximately 550m north of the site off the A4260. It is served by the numbers 5, 6, 7, 50A, 132, 200, 488, 489, 496, 497, 500/ 500C, 501, 502, H4 and S4 gold.

3.6.3 The summary of the services in shown below in **Table 2**.

Table 2 - Summary of Bus Services

Service	Route	Frequency		
		Monday-Friday	Saturday	Sunday
5	Barton on the Heath – Banbury	Thursday Only (Out – 12:00; In – 10:25)	-	-
6	Banbury – Tysoe – Kineton – Stratford-upon-Avon	10:20, 13:45 & 16:10	10:20, 13:45 & 16:10	-
7	Banbury – Tysoe – Kineton – Stratford-upon-Avon	12:00 & 17:50	12:00 & 17:50	-
50A	Banbury – Shipston-on-Stour – Stratford-upon-Avon	2hrs (07:30-17:30)	2hrs (07:30-17:30)	-
132	Buckingham – Tingewick – Brackley (– Banbury)	-	11:20 & 14:55	-
200	Banbury – Daventry	Hourly (07:50-18:25)	Hourly (07:50-18:25)	-
488	Banbury – Chipping Norton	Hourly (07:40-17:40)	2hrs (09:40-17:40)	2hrs (09:40-17:40)
489	Banbury – Chipping Norton	One service a day	One service a day	One service a day
496	Banbury – Gaydon – Southam – Napton	One service a day	-	-
497	Banbury – Avon Dassett – Fenny Compton – Radford	One service a day	-	-
500/ 500C	Banbury – Brackley	Hourly (07:00-22:30)	Hourly (08:00-18:00)	Hourly (08:00-18:00)
501	Banbury/ Temple Herdewyke – Leamington/ Harbury	-	One service a day	-
502	Banbury/ Temple Herdewyke – Leamington/ Harbury	-	One service a day	-
B3	Banbury – Bodicote & Longford Park	30mins (06:56-18:26)	30mins (07:26-18:26)	-
H4	Banbury – Headington	07:20 & 15:20	-	-
S4 Gold	Banbury - Oxford	15-45mins (06:35-21:45)	15-45mins (06:35-21:45)	1hr 30mins (08:30-17:30)

Rail Service Provision

3.6.4 The closest railway station is Banbury which is directly adjacent to the site. There are 63 sheltered cycle storage spaces located at the station and a pay and display car park with 978 spaces with 14 accessible spaces. The station has step free access to all platforms via lifts. There are also ramps available for train access.

3.6.5 Chiltern Railways provide most trains to Banbury, their Monday to Friday off-peak service consisting of:

- 3 trains per hour to London Marylebone; and
- 2 trains per hour to Birmingham Moor Street, of which on continues to Birmingham Snow Hill.

3.6.6 It is the northern terminus of Great Western Railway's local services from Oxford which operate Mondays to Saturdays only.

3.6.7 Banbury is also served by CrossCountry services between Birmingham New Street and Reading.

3.7 Local Facilities

3.7.1 This section of the TA considers access to the following services:

- Education;
- Food retail;
- Healthcare; and
- Employment.

3.7.2 The majority of trips that will be made by foot or cycle from the proposed development will be for the purpose of school journeys, employment and trips to the railway station and bus stops as part of linked trips to other destinations.

3.7.3 It is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.

3.7.4 The location of the local facilities can be seen in **Figure 1**.

Education

3.7.5 The proposed residential development will most likely increase the demand for education with the resulting trips to access the local schools. Given the timing for educational trips, these will overlap with the network AM peak hour, indeed according to the 2018 National Travel Survey (NTS) 51% of trips in progress during the AM peak (08:00 – 09:00) are school related (accurate as of July 2019). Education trips are therefore one of the most significant factors influencing the vehicle trip generation of a residential site particularly given the apparent sensitivity to distance.

3.7.6 As shown by the 2018 NTS, for primary school trips, pupils are over three times more likely to travel to school by private car if their journey to school is 1.6 to 3.2 km compared to those whose journey is under 1.6 km as shown in **Table 3**. Nationally, the average journey length is 2.9 km according to the 2015 NTS. A similar relationship is also apparent for secondary school pupils although they are more likely to take the bus rather than be driven for long journey lengths as shown in **Table 4**. Nationally the average journey length is 5.5 km according to the 2015 NTS.

Table 3 - School Trips by Age, Mode and Length, 2018 Primary School (5-10 years)

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	79	21	-	0	49
Bicycle	2	2	-	0	2
Car/van	19	72	90	81	45
Bus	-	4	8	9	3
Other	-	1	2	10	1
Total	100	100	100	100	100

Table 4 - School Trips by Age, Mode and Length, 2018 Secondary School (11-16 years)

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	86	60	5	0	39
Bicycle	3	4	6	1	4
Car/van	8	27	36	25	24
Bus	2	8	48	61	29
Other	-	1	4	13	4
Total	100	100	100	100	100

3.7.7 The nearest primary school to the site is Dashwood Banbury Academy located approximately 1.0km northeast off Merton Street. As can be seen from the above table, the door to door walking distance is well within the national average and therefore, the propensity to walk will be high. Parental choice is a consideration and St Johns RC Primary School and Harriers Banbury Academy are both 1.4km from the site.

3.7.8 The nearest secondary school is Meadow Brook College. It is located 1.4km west on Bar Street. The distance to the secondary school is within the national averages and a large proportion of pupils are likely to walk. Parental choice is a consideration and Wykham Park Academy is located 1.9km southwest of the site on Ruskin Road.

Retail

3.7.9 The nearest large supermarket is Morrisons, located approximately 450m southwest of the site off Swan Close Road. This equates to a circa 6-minute walk.

3.7.10 Banbury Town Centre and the associated retail is located approximately 700m north-west of the site off Castle Street. This equates to a circa 9-minute walk.

Healthcare

3.7.11 The closest doctor's surgery to the site is Banbury Cross Health Centre which is located approximately 500m north off Bridge Street. This equates to a circa 7-minute walk or a circa 3-minute drive.

3.7.12 The closest hospital with an emergency department in Horton General Hospital which is approximately 1.1km from the site. This equates to a circa 15-minute walk or a circa 6-minute drive.

Employment

3.7.13 With regards to employment, a review of 2011 Census data for the Middle Super Output Area (MSOA) of Cherwell 004 within which the site is located shows that 39% of residents work within the MSOA in which they live. Approximately 6% of residents work in South Northamptonshire, 6% in Oxford, and the remainder distributed between Stratford-upon-Avon, Birmingham and other destinations.

3.7.14 There are many employment opportunities within the vicinity of the site. The site itself is located within Tramway Industrial Estate which will provide a number of employment opportunities. There are more opportunities located within Banbury Town Centre which is filled with commercial businesses such as high street shops, independent retailers, public houses, banks, eateries, pharmacies and more.

3.7.15 Overall, the site is considered to be well located in terms of accessibility to local facilities.

3.7.16 The site will benefit from the Tramway Road Accessibility Improvement works to be delivered by Oxfordshire County Council. This will provide significant improvements to Tramway Road adjacent to the site including pedestrian and cycle connectivity and access to the railway station for public transport.

3.7.17 Furthermore, the development will provide a facilitate links through the site to the wider regeneration area, town centre and railway station.

3.7.18 Should the South East Relief Road be constructed, the site will benefit from improved links from and to the south and east of the town as well as the allocated Central M40 employment site. The details are still to be published.

4.0 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The proposals are for planning permission for a residential development of up to 110 dwellings of which 30% will be affordable housing together with 166m2 of mixed use community/retail/ commercial space. The site is located at the former Banbury Oil Depot, Tramway Road, Banbury. The current masterplan is attached at **Appendix A**.

4.1.2 Vehicular, pedestrian and cycle access will be via Tramway Road. There are two potential access arrangements, the first proposes a standard bellmouth arrangement as shown on **Drawing 22251-04**. The alternative would be a shared surface footway crossover to give priority to users of the footway/ cycleway that is proposed past the site this is shown on **Drawing 22251-04-1.** The internal layout has also been tracked with a large car and a refuse vehicle which can be seen in **Drawing 22251-01.**

4.1.3 The development will benefit from the improved pedestrian and cycle connectivity provided by the Tramway Road scheme through to the railway station and wider regeneration area.

4.2 Parking

Car Parking

4.2.1 The car parking standards for Oxfordshire County Council can be seen in Table B1 of Oxfordshire County Council's parking standards.

Table B1: Car parking provision in new developments for urban areas in Cherwell

Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated space per dwelling is provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		allocated spaces	unallocated spaces	allocated spaces	unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.7	1.5
3	2	2	0.3	1	0.8	1.7
3/4	2	2	0.4	1	1.0	1.9
4+	2	2	0.5	1	1.3	2.2

4.2.2 **Table 5** below presents the approximate mix of the apartments to be provided on site. In addition, the number of parking spaces based on 2 spaces per unit being allocated, 1 space per unit being allocated and no spaces per unit being allocated is presented.

Table 5 - Accommodation Schedule and Car Parking Requirements

	% Total	No.	2 Allocated		1 Allocated		0 Allocated
			Allocated	Unallocated	Allocated	Unallocated	
Studio	13%	14	0	0	14	6	17
1 Bed	52%	57	114	17	57	34	80
2 Bed	27%	30	60	9	30	24	51
3 Bed	8%	9	18	5	9	12	20
			192	31	110	76	167
Total			**23**		**186**		**167**

4.2.3 However, the standards also include the following:

A lower standard of parking may be acceptable dependent upon the layout and accessibility to services and to other modes of transport in agreement with the Highway Authority.

4.2.4 To understand what the local car ownership is within the area, the census has been interrogated for merged wards. The ward the site is contained in is E36005041 Banbury Grimsbury and Castle. The subcategory of Flat, Maisonette and Apartment; Total Tenure has been analysed. The results are presented in **Table 6** below.

Table 6 - Census Car Ownership Levels

	Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	Average Cars Per Dwelling
Total: Number of rooms	1,986	977	841	143	25	49%	42%	7%	1%	0.61
1 - 3 rooms	1,256	680	497	71	8	54%	40%	6%	1%	0.53
4 rooms	605	251	291	56	7	41%	48%	9%	1%	0.70
5 rooms	74	25	33	10	6	34%	45%	14%	8%	0.96
6 rooms	16	4	7	4	1	25%	44%	25%	6%	1.13
7 rooms	20	7	12	1	0	35%	60%	5%	0%	0.70
8 or more rooms	15	10	1	1	3	67%	7%	7%	20%	0.80

4.2.5 Importantly the census defines a 'room' to not include bathrooms, toilets, landings or any room that can only be used for storage. Therefore, the following assumptions have been applied.

- Studio apartment – 1-3 rooms

- 1 Bed apartment – 1-3 rooms
- 2 Bed apartment – 50% 1-3 rooms and 50% 4 rooms
- 3 Bed apartments – 5 rooms

4.2.6 Based on the above the following **Table 7** presents the total parking requirement for the proposed development of 110 apartments on the current accommodation schedule.

Table 7 - Census Derived Car Parking Requirement

	No rooms	No Apartments	No Car Parking Spaces
Studio	1-3 rooms	14	7
1 Bed	1-3 rooms	57	30
2 Bed (50%)	1-3 rooms	15	8
2 Bed (50%)	4 rooms	15	11
3 bed	5 rooms	9	9

4.2.7 This would require a total car parking provision of 65 spaces.

4.2.8 The number of spaces proposed for the development is 65. These will all be allocated to specific units.

4.2.9 With the site being in close proximity to transport hubs and the town centre there is a significantly reduced need to provide visitor parking on site. There are also nearby public car parks. The proposed number of parking spaces strikes the required balance between providing a high-quality development that is not dominated by cars but provides sufficient formal parking to guard against ad hoc parking.

4.2.10 Policy BAN 1 of the Local Plan states that parking should not exceed maximum standards and that some car free areas or areas of reduced levels of parking would be compliant.

4.2.11 Within the associated travel plan, measures such as a car club, pool car, pool bikes and lift sharing will be investigated for the development which will include the potential for any initial schemes to be extended across the Canalside area.

4.2.12 Good, realistic and sustainable travel planning measures will support reduced car ownership and therefore any associated reduced car parking provision within the site.

Cycle Parking

4.2.13 Cycle parking will be provided in accordance with OCC's requirements as set out in Cherwell's residential design guide July 2018. It states that 1 bed units should provide 1 cycle space and 2+ bed units 2 spaces. Additional spaces for visitors should then be provided.

4.3 Car Club

4.3.1 An enterprise car club is being considered to be included on site. A car club can reduce the number of cars owned by residents. The benefits of a car club for residents are:

- Access to a vehicle without the financial burden of ownership;
- Access to vehicles across the UK;
- Low hourly and daily rates;
- Preferential membership options;
- Zero vehicle maintenance responsibilities;
- Mode of travel which compliments public transport;
- Vehicles can be reserved in advance or at the last minute; and
- Dedicated Clubhouse team available 24/7

4.3.2 The details of the car club can be seen attached at **Appendix D**.

4.3.3 The car club may be part of a bigger mobility hub including bicycles for hire as well. Details of measures to increase the sustainability of the Site through sustainable transport measures will be explored further at the Reserved Matters Stage.

5.0 TRAFFIC GENERATION, DISTRIBUTION & IMPACT

5.1 Current Traffic Movements

5.1.1 The site currently generates regular HGV and LGV traffic, however, to provide a robust assessment of the proposed development, no allowance for a reduction in traffic due to the existing operation ceasing has been included.

5.2 Proposed Traffic Generation

5.2.1 TRICS has been used to forecast the traffic movements resulting from the development proposals. The database was interrogated for multimodal vehicular surveys for 'Land Use 03 – Residential/C – Flats Privately Owned', with sites in London, Wales, Scotland and Ireland manually excluded. The TRICS printouts are attached at **Appendix E**. The vehicle and person trip rates are summarised in **Table 8** below with the associated vehicle and person generation in **Table 9**.

Table 8 - Vehicle and Person Trip Rates

	Vehicle Trip Rate			Person Trip Rate		
	In	Out	Total	In	Out	Total
08:00-09:00	0.065	0.181	0.246	0.104	0.530	0.634
17:00-18:00	0.190	0.104	0.294	0.442	0.199	0.641
07:00-19:00	1.269	1.294	2.563	2.786	2.837	5.623

Table 9 - Vehicle and Person Generation

	Vehicle Generation			Person Generation		
	In	Out	Total	In	Out	Total
08:00-09:00	7	20	27	11	58	70
17:00-18:00	21	11	32	49	22	71
07:00-19:00	140	142	282	306	312	619

5.2.2 As shown in **Table 9** above, the proposed development is predicted to generate in the order of 27 two-way vehicle movements in the AM peak and 32 in the PM peak; this equates to on average, 1 additional vehicle approximately every 2 minutes, which is considered modest.

5.2.3 Due to the highly accessible location of the site the potential traffic generation presented in **Table 9** is considered robust.

5.3 Traffic Distribution

5.3.1 The forecast traffic generation is proposed to be distributed using journey to work data from the 2011 Census for the Cherwell 004 Middle Super Output Area (MSOA). A breakdown of the distribution trips from this ward to employment destinations is summarised in **Table 10**.

Table 10 - Summary of Workplace Destinations from Cherwell 004 MSOA

Destination	Percentage
Cherwell (Cherwell 004)	63.8% (25.6%)
South Northamptonshire	7.8%
Oxford	5.5%
West Oxfordshire	4.0%
Stratford-upon-Avon	3.5%
Vale of White Horse	1.7%
Warwick	1.7%
Aylesbury Vale	1.2%
South Oxfordshire	1.0%
Other	*9.8%*

5.3.2 Based on census data and using the most direct route to employment destinations, the resulting distribution is shown in **Figure 2**.

5.4 Traffic Impact Assessment

5.4.1 Due to the low level of traffic generation of the proposed development and the likely 'net' traffic impacts it is not necessary to undertake any detailed traffic modelling of the wider highway network. For robustness, the Tramway Road/ Hightown Road/ Lambs Crescent/ Swan Close Road junction has been assessed for the 2025 base year and the 2025 plus development traffic scenario. The full output can be seen attached at **Appendix F** with a summary in **Table 11** below.

Table 11 - Summary of Tramway Road/ Hightown Road/ Lambs Crescent/ Swan Close Road Junction Assessment

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2025 Base						
Stream B-ACD	0.0	0.00	0.00	0.0	7.95	0.02
Stream A-BCD	0.2	7.28	0.14	0.1	7.69	0.08
Stream D-AB	0.1	8.08	0.11	0.2	10.26	0.20
Stream D-BC	0.4	19.43	0.26	0.7	20.19	0.40
Stream C-ABD	0.0	7.58	0.02	0.0	6.74	0.02
2025 Base + Development Traffic						
Stream B-ACD	0.0	0.00	0.00	0.0	8.00	0.02
Stream A-BCD	0.2	7.30	0.14	0.1	7.78	0.10
Stream D-AB	0.1	8.45	0.06	0.3	10.80	0.22
Stream D-BC	0.6	20.75	0.31	0.8	21.64	0.44
Stream C-ABD	0.0	7.59	0.02	0.0	6.76	0.02
A – Hightown Road; B – Lambs Crescent; C – Swan Close Road; D – Tramway Road						

5.4.2 As can be seen above, the maximum RFC is 0.44 in the PM peak period during the 2025 base plus development traffic scenario. This shows that the Tramway Road/ Hightown Road/ Lambs Crescent/ Swan Close Road junction operates within capacity following the development.

6.0 CONCLUSION

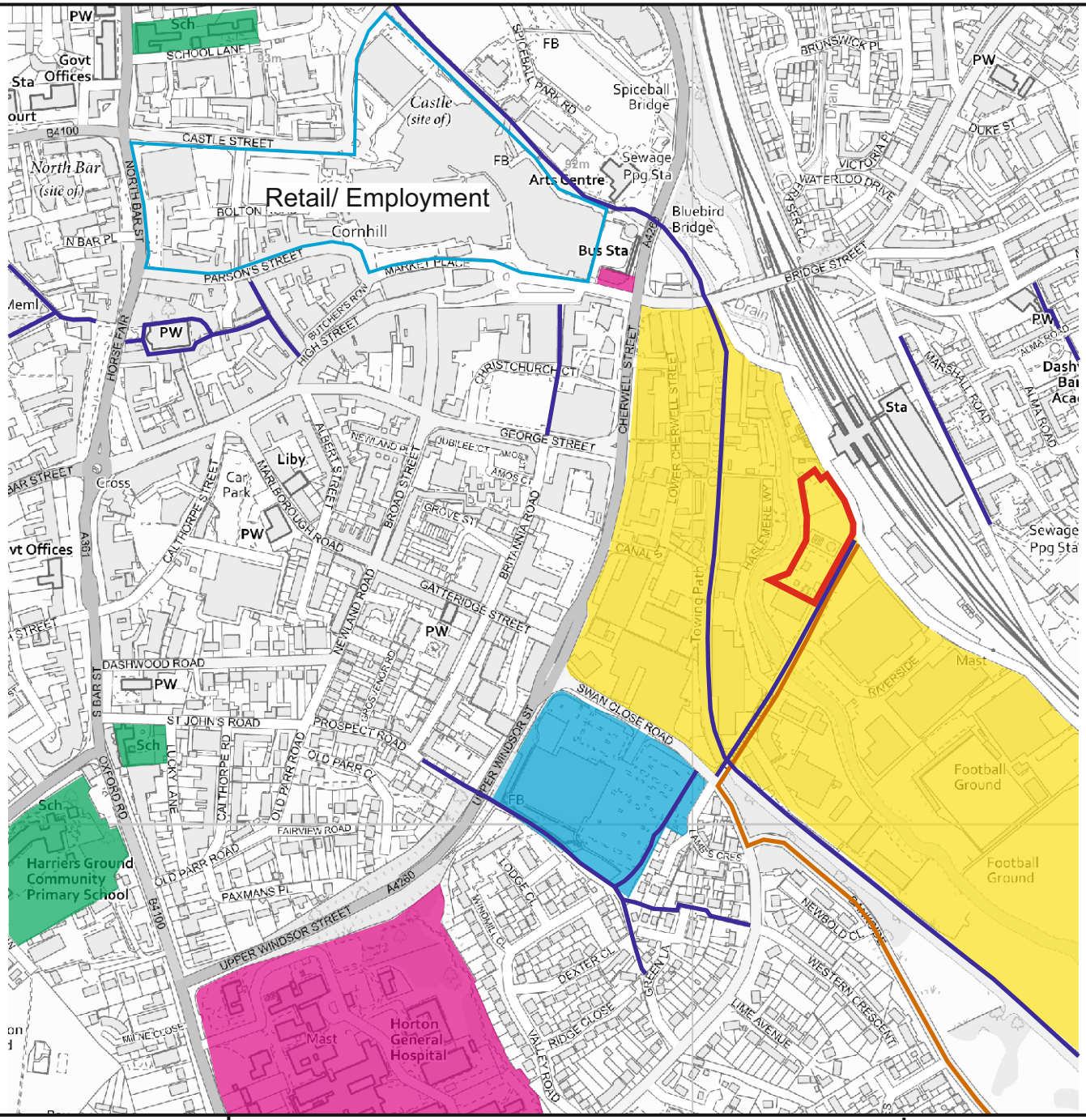
6.1 David Tucker Associates (DTA) has been commissioned by Framptons Planning to review the transport implications of an outline planning application for the redevelopment of the Banbury Oil Depot, to include the demolition/ removal of buildings and other structures associated with the oil depot use and the construction of up to 110 apartments, and up to 166m2 of community/retail/commercial space, with all matters (relating to appearance landscaping, scale and layout) reserved except for access off Tramway Road.

6.2 The proposed site is very well located in terms of accessibility by public transport and walking/ cycling links. Residents will be able to quickly access amenities including shops, schools and leisure facilities from the site and travelling by sustainable modes will be encouraged as a result of the location.

6.3 Existing traffic flows and Traffic generation for the proposed development has been estimated using sites within the TRICS database. This shows a modest generation of traffic coming from the site.

6.4 The development is in full accordance with paragraphs 111-112 of the NPPF 2021. For this reason, there are no justifiable reasons for refusal on highway grounds.

Figures



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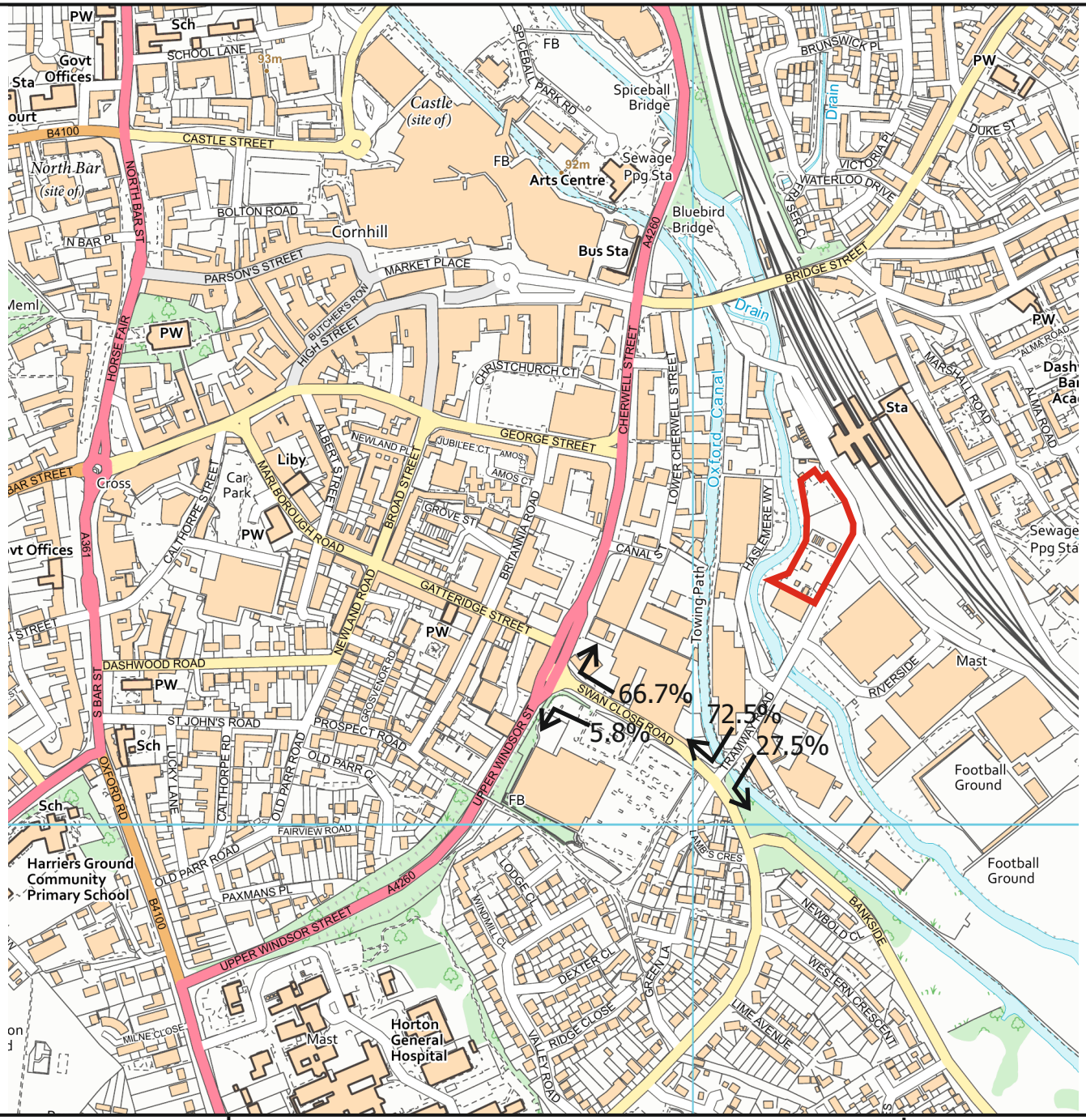
Notes:

- Public Rights of Way
- National Cycle Network
- Education
- Medical
- Retail
- Employment

Figure 1
Drawing Title: Site Location Plan
Job Title: Banbury Oil Depot
Client: Framptons Planning

Scale : NTS

NORTH



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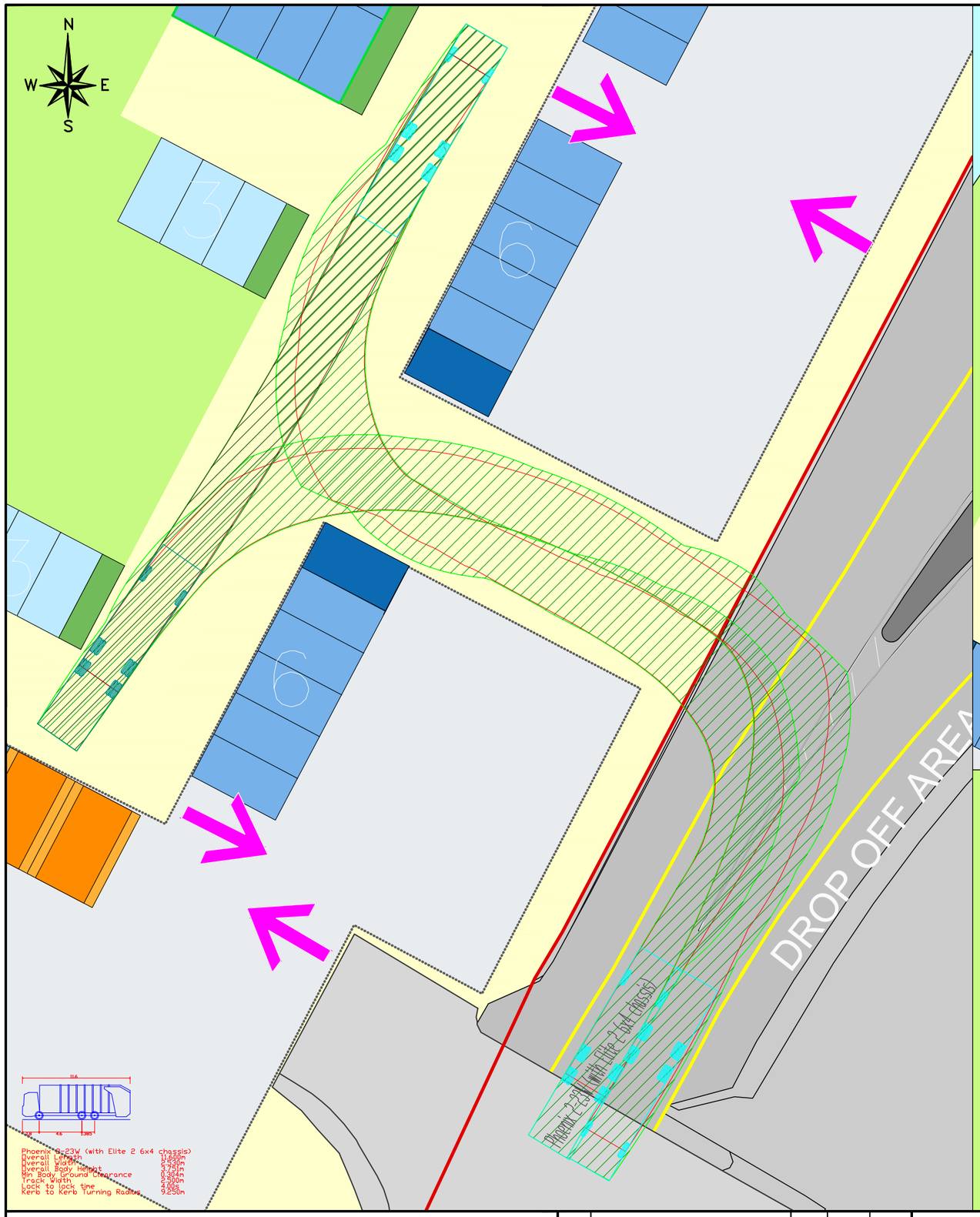
Notes:

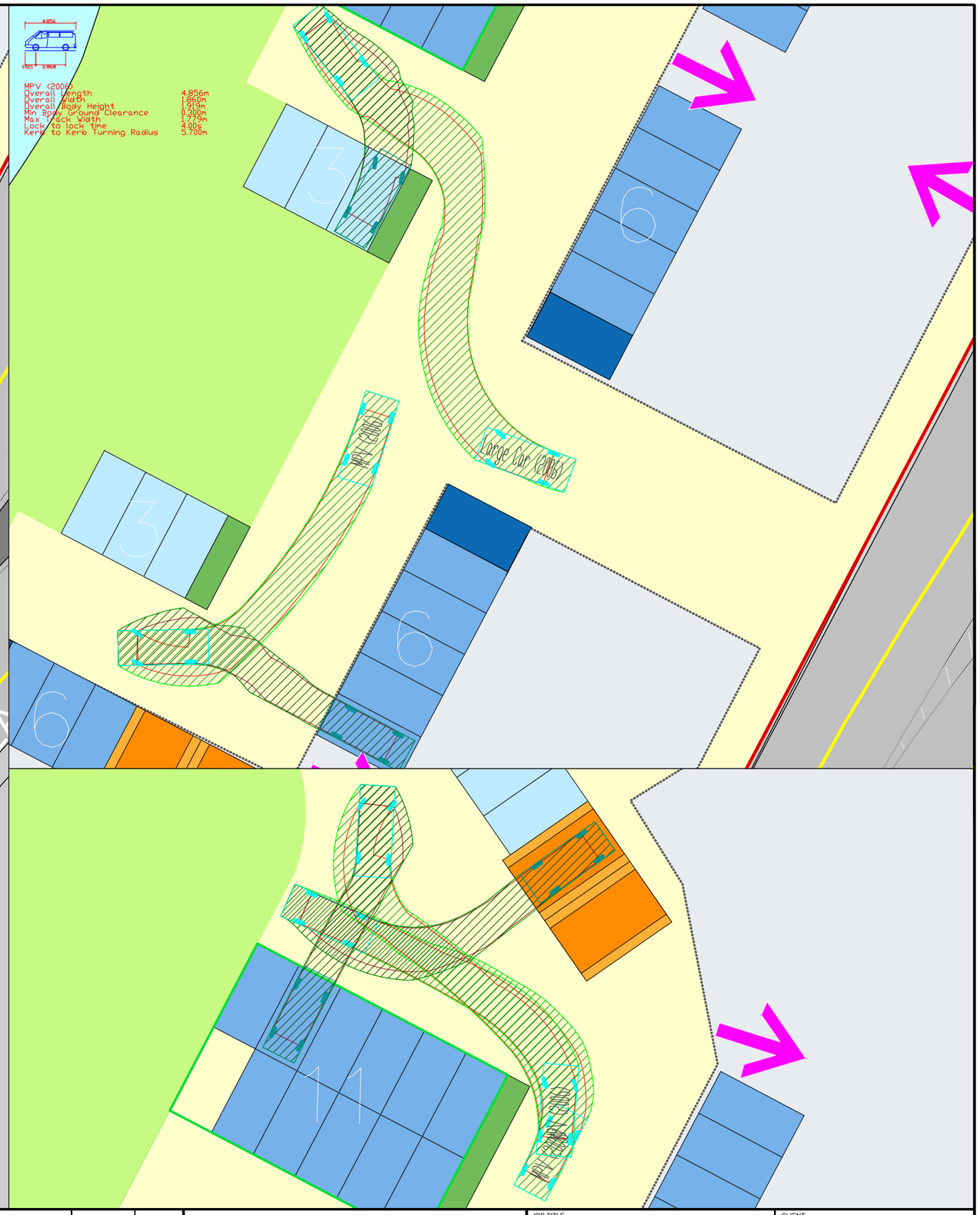
Figure 2
Drawing Title Traffic Distribution
Job Title Banbury Oil Depot
Client Framptons Planning

Scale : NTS

NORTH

Drawings





Based upon the ORDINANCE SURVEY MAPS with the permission of
THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
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REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

david tucker associates
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JOB TITLE	CLIENT
Banbury Oil Depot	The Motor Fuel Group

DRAWING TITLE
Proposed Development Access
Internal Layout
Vehicle Tracking Refuse and Car Parking

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/250 @A3	RT	August '21	22251–01	b

90.5m

Sta

Ta

Proposed Site Access

4m radii to reduce crossing distance and discourage left turn out of site

1:500

1:250

Phoenix 2-23W (with Elite 2 6x4 chassis)
Overall Length 11.600m
Overall Width 2.500m
Overall Body Height 3.737m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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JOB TITLE	CLIENT
Banbury Oil Depot	The Motor Fuel Group

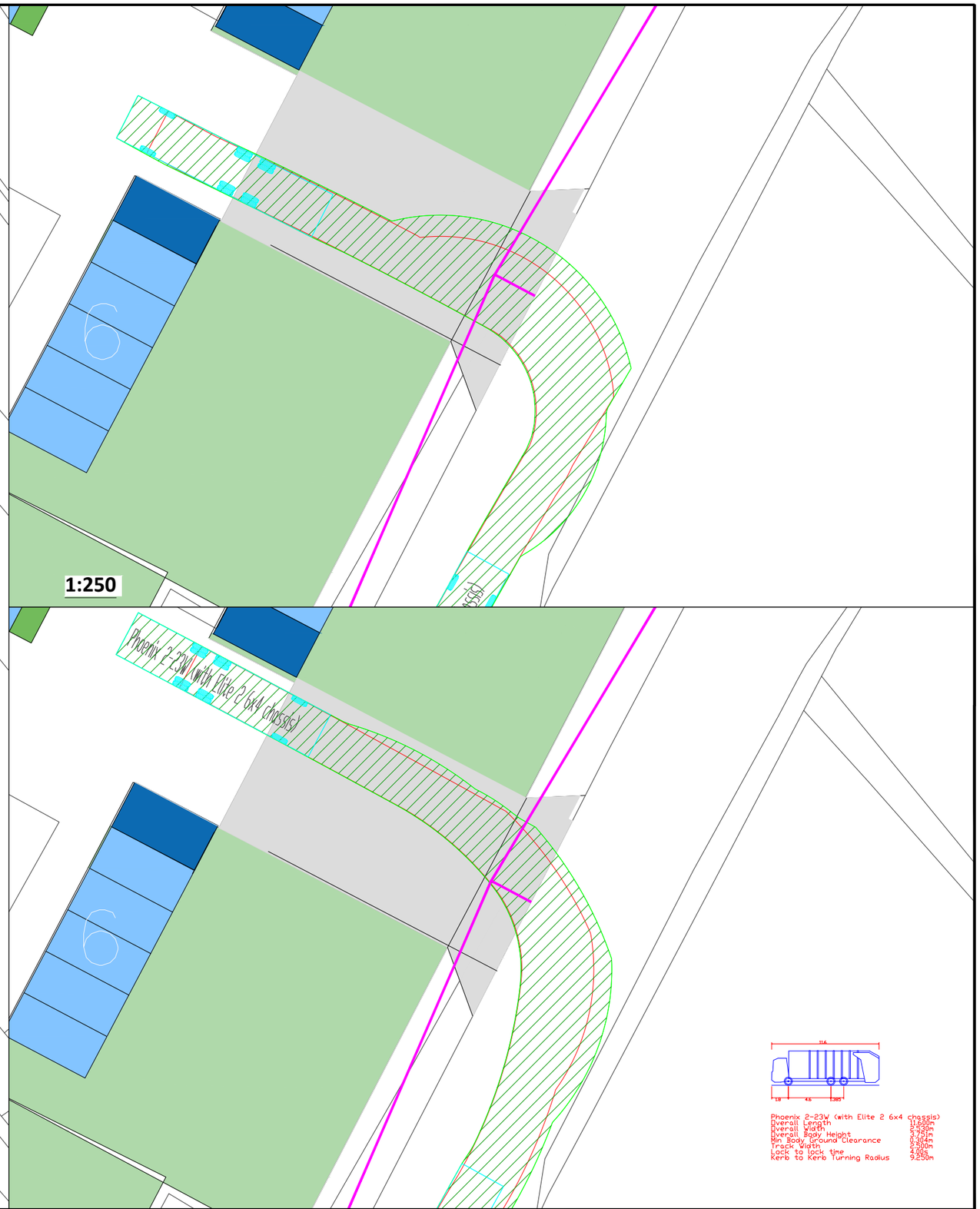
DRAWING TITLE

Proposed Development Access

Bellmouth Arrangement and Vehicle Tracking (Refuse)

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
@A3	DN	Sept 21	22251–04	

Proposed Shared Surface Arrangement with dropped kerb crossover to retain priority to footway.



REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

david tucker associates
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JOB TITLE	CLIENT
Banbury Oil Depot	The Motor Fuel Group

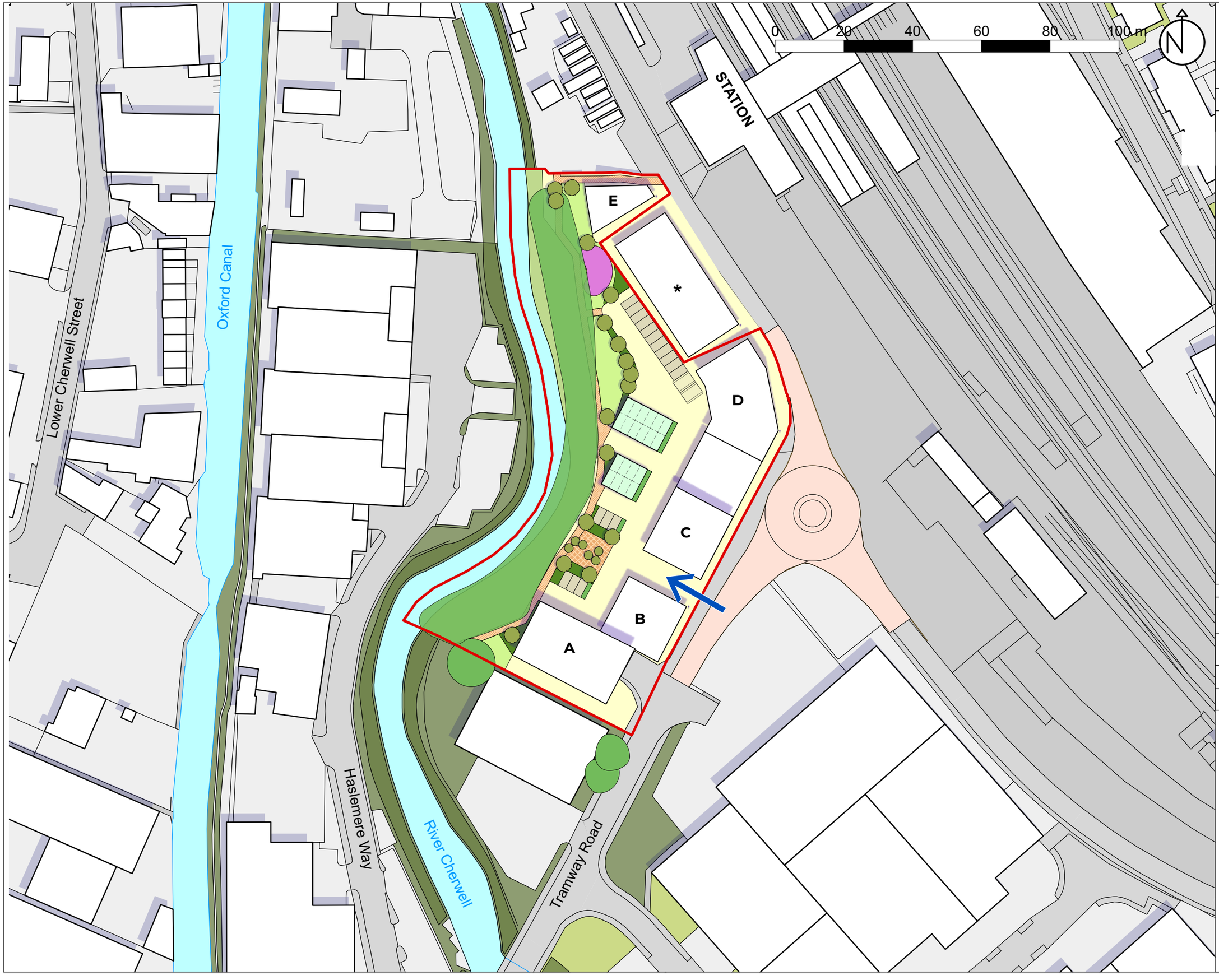
DRAWING TITLE

Proposed Development Access

Footway Crossover and Vehicle Tracking (Refuse)

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
@A3	DN	Sept 21	22251-04-1	

Appendix A



PLANNING

- Site boundary *(0.87ha)*
- Existing vegetation to be retained and enhanced
- Riverside Walkway
- Courtyard plaza
- Public amenity space (flowering lawn)
- Play space (L.A.P)
- River Bank
- Rain gardens with shrub planting
- Green verges
- Proposed trees
- Public/private realm
- Proposed OCC new roundabout configuration
- Primary site access point
- Car parking
- Green roofed parking bays
- Residential development area

* *Indicative proposals outside of site boundary*

BLOCKS					
A	B	C	D	E	
3	**3**	**2**	**2**	**0**	Studio units
10	**11**	**14**	**17**	**3**	One-bed apartment
15	**3**	**13**	**3**	**3**	Two-bed apartment
2	**0**	**0**	**6**	**0**	Three-bed apartment

Blocks A-D: *Residential development with undercroft parking, bicycle parking and services on ground floor.*

Block E: *Retail/ commercial/ community development and services on ground floor, with residential over.*
166 m2 non-residential unit on ground floor.

TOTAL UNITS IN BLOCKS A-E:
- 110 UNITS
- 65 ASSOCIATED PARKING SPACES

Rev.	Date	Description
A	16/03/21	Reduction in quantity of dwellings and increased quantity of open space

Banbury Oil Depot
BANBURY

Illustrative Masterplan

Job ref:	Drawing number:	Revision:
255	P03	B

Scale:	Date:
1:1,000 @ A3	October 2021

part of
edge Placemaking Group Ltd
Company Reg No: 11447550 VAT No: 299072069

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Appendix C

Intelligent Data Collection Limited

Client: Oxfordshire County Council
Project Number: ID03924
Junction Number: Site 19
Flow from: Swan Close Road (S) **to:** Haslemere Way (N)

Date Monday 07/05/2018

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

Date Tuesday 08/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-

02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 09/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	10.8	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	13.6	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	1	0	0	0	0	0	0	0	0	0	0	12.9	-
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	1	0	0	0	0	0	0	0	0	0	16.5	-
03:15	4	0	1	3	0	0	0	0	0	0	0	0	14.8	-
03:30	1	1	0	0	0	0	0	0	0	0	0	0	11.4	-
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	22.6	-
04:30	2	0	1	1	0	0	0	0	0	0	0	0	16.4	-
04:45	1	0	0	0	1	0	0	0	0	0	0	0	22.7	-
05:00	12	0	2	9	1	0	0	0	0	0	0	0	17.6	20.4
05:15	4	1	1	1	0	1	0	0	0	0	0	0	14.1	-
05:30	15	1	0	10	3	0	0	0	0	0	1	0	18	22.2
05:45	19	3	4	5	5	0	0	0	0	0	2	0	17.4	23
06:00	14	2	1	8	3	0	0	0	0	0	0	0	16	18.7
06:15	14	2	1	6	3	0	1	0	0	0	1	0	16.3	21.7
06:30	22	2	2	12	6	0	0	0	0	0	0	0	16.9	19.6
06:45	24	3	2	15	4	0	0	0	0	0	0	0	17.5	21.2
07:00	39	7	2	15	15	0	0	0	0	0	0	0	16.4	20.2
07:15	45	5	3	20	16	0	0	0	0	0	1	0	17.2	21.3
07:30	34	3	2	24	5	0	0	0	0	0	0	0	17.9	21.6
07:45	78	4	2	46	24	0	1	1	0	0	0	0	18.7	23.1
08:00	49	6	1	31	11	0	0	0	0	0	0	0	18.3	23.2

08:15	39	2	3	26	7	1	0	0	0	0	0	0	19.5	23.3
08:30	52	2	3	32	15	0	0	0	0	0	0	0	18.3	22.2
08:45	52	3	0	32	15	0	0	1	0	0	1	0	18.9	23.1
09:00	29	2	0	15	11	0	1	0	0	0	0	0	17.9	23.2
09:15	23	0	0	11	10	1	1	0	0	0	0	0	18.8	22.7
09:30	19	2	0	6	9	2	0	0	0	0	0	0	17.8	22.8
09:45	18	0	0	10	6	2	0	0	0	0	0	0	16.4	19
10:00	17	0	0	3	12	1	1	0	0	0	0	0	16.7	21.3
10:15	21	1	0	10	8	1	0	0	0	0	0	1	17.7	21.6
10:30	13	0	0	7	5	1	0	0	0	0	0	0	16.8	20.5
10:45	19	0	0	7	9	3	0	0	0	0	0	0	18.6	22.8
11:00	17	0	0	4	9	3	1	0	0	0	0	0	16.1	20.4
11:15	23	0	0	12	10	1	0	0	0	0	0	0	22.4	34.4
11:30	19	0	0	12	5	2	0	0	0	0	0	0	19.5	22.9
11:45	26	0	0	12	11	2	0	0	1	0	0	0	17.2	20.5
12:00	15	0	0	9	4	1	0	0	0	0	1	0	16.5	19.1
12:15	18	0	0	8	7	1	0	0	1	0	1	0	18.7	23
12:30	23	1	0	5	15	1	0	0	0	0	1	0	16.5	19.9
12:45	19	1	0	8	8	0	0	1	0	0	1	0	16.8	19.7
13:00	27	0	0	8	16	3	0	0	0	0	0	0	17.4	20.3
13:15	26	1	2	12	8	1	0	1	0	0	1	0	16.6	19.8
13:30	24	0	0	15	9	0	0	0	0	0	0	0	17.1	21.9
13:45	23	3	1	9	8	2	0	0	0	0	0	0	16.1	21.8
14:00	19	0	1	6	11	1	0	0	0	0	0	0	17.8	23.4
14:15	16	0	0	8	7	1	0	0	0	0	0	0	16.9	21.2
14:30	22	0	0	12	6	2	1	0	0	0	1	0	18.6	22.4
14:45	9	0	0	6	3	0	0	0	0	0	0	0	17.4	-
15:00	16	0	1	7	6	2	0	0	0	0	0	0	18.6	21.2
15:15	16	1	2	9	3	1	0	0	0	0	0	0	16.6	20.8
15:30	28	0	0	16	8	3	0	0	1	0	0	0	15.6	18.6
15:45	19	0	0	7	9	2	0	0	0	0	1	0	16.1	18.7
16:00	17	1	0	7	8	1	0	0	0	0	0	0	17.3	22.4
16:15	14	2	0	5	7	0	0	0	0	0	0	0	17.3	21.3
16:30	11	0	1	8	2	0	0	0	0	0	0	0	16.4	19
16:45	18	1	1	8	5	2	0	1	0	0	0	0	15.5	18.2
17:00	20	1	1	13	5	0	0	0	0	0	0	0	16.3	19.9
17:15	18	0	0	13	4	0	0	0	0	0	1	0	16.9	20.2
17:30	26	1	1	10	14	0	0	0	0	0	0	0	16.3	20.2
17:45	15	0	0	8	7	0	0	0	0	0	0	0	18.3	23.3
18:00	14	0	0	8	5	0	0	1	0	0	0	0	15.5	18
18:15	18	0	0	9	7	1	0	0	1	0	0	0	16.1	19.5
18:30	12	1	0	6	5	0	0	0	0	0	0	0	16.7	21
18:45	19	1	1	12	5	0	0	0	0	0	0	0	17.3	21.9
19:00	13	0	0	8	5	0	0	0	0	0	0	0	17.8	21.5
19:15	7	0	0	4	3	0	0	0	0	0	0	0	17	-
19:30	7	0	0	3	3	0	0	0	0	0	1	0	16.8	-
19:45	6	0	1	1	3	1	0	0	0	0	0	0	15.7	-
20:00	6	0	0	2	4	0	0	0	0	0	0	0	15.3	-
20:15	6	0	0	4	2	0	0	0	0	0	0	0	14.5	-
20:30	5	0	0	4	1	0	0	0	0	0	0	0	13.2	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	21.5	-
21:00	5	0	0	5	0	0	0	0	0	0	0	0	17.7	-
21:15	3	0	0	3	0	0	0	0	0	0	0	0	15.2	-
21:30	5	0	2	2	1	0	0	0	0	0	0	0	18.2	-
21:45	11	0	0	8	3	0	0	0	0	0	0	0	19.5	23.6
22:00	2	0	0	1	1	0	0	0	0	0	0	0	16.4	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	16	-
22:30	3	0	0	1	1	0	0	0	0	0	1	0	18.9	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	17.8	-
23:15	2	0	0	1	1	0	0	0	0	0	0	0	14.7	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	18.6	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	17.8	-
07-19	1154	52	28	587	415	45	6	6	4	0	10	1	17.6	21.6
06-22	1304	61	37	673	457	46	7	6	4	0	12	1	17.5	21.5
06-00	1316	61	37	680	461	46	7	6	4	0	13	1	17.5	21.4
00-00	1379	68	47	711	472	47	7	6	4	0	16	1	17.5	21.5

Date Thursday 10/05/2018

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	0	0	0	0	0	0	0	1	0	20.3	-
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	2	0	0	1	1	0	0	0	0	0	0	0	24.3	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	2	0	0	2	0	0	0	0	0	0	0	0	17.3	-
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	1	0	0	0	0	0	0	0	0	0	0	15.1	-
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	2	0	0	2	0	0	0	0	0	0	0	0	20.1	-
05:00	10	0	1	9	0	0	0	0	0	0	0	0	19.6	-
05:15	8	0	2	3	2	1	0	0	0	0	0	0	15.1	-
05:30	17	0	2	14	1	0	0	0	0	0	0	0	17.2	23.1
05:45	22	2	1	11	8	0	0	0	0	0	0	0	18.2	19.8
06:00	22	1	0	12	9	0	0	0	0	0	0	0	16.1	18.1
06:15	11	3	1	5	2	0	0	0	0	0	0	0	16.7	22
06:30	16	0	3	7	5	1	0	0	0	0	0	0	18	21.6
06:45	33	4	3	24	2	0	0	0	0	0	0	0	16.8	19.8
07:00	31	5	2	15	9	0	0	0	0	0	0	0	17.3	19.4
07:15	28	4	5	10	8	1	0	0	0	0	0	0	17.8	22.3
07:30	52	2	3	33	12	2	0	0	0	0	0	0	14.7	19.2
07:45	64	2	2	37	21	1	1	0	0	0	0	0	18.8	22.8
08:00	60	4	1	41	12	0	0	1	0	0	1	0	18.1	22.6
08:15	46	4	0	33	9	0	0	0	0	0	0	0	17.3	21
08:30	37	1	0	28	8	0	0	0	0	0	0	0	19.1	21.5
08:45	53	3	2	35	11	0	0	0	0	0	1	1	16.5	20.8
09:00	31	0	0	16	13	1	0	1	0	0	0	0	18.1	23
09:15	20	1	0	6	12	1	0	0	0	0	0	0	17.4	21.9
09:30	20	0	0	10	8	2	0	0	0	0	0	0	19.9	22.7
09:45	16	1	1	6	7	1	0	0	0	0	0	0	17.7	21.4
10:00	16	0	1	4	10	1	0	0	0	0	0	0	20.2	26.4
10:15	12	0	0	5	7	0	0	0	0	0	0	0	17.8	21.9
10:30	32	0	0	8	17	4	1	0	0	0	2	0	15.7	18.8
10:45	20	0	0	13	7	0	0	0	0	0	0	0	18.8	23.3
11:00	19	0	0	11	3	4	1	0	0	0	0	0	16.7	20.1
11:15	23	1	0	6	12	2	0	0	0	0	2	0	16.7	20.3
11:30	22	0	0	14	8	0	0	0	0	0	0	0	18.9	22.9
11:45	21	0	1	10	8	0	0	0	0	0	2	0	18	22.2
12:00	17	2	1	7	7	0	0	0	0	0	0	0	16.6	20.8
12:15	12	1	3	5	2	1	0	0	0	0	0	0	14.2	19
12:30	26	0	2	14	7	2	0	0	0	0	1	0	18.1	21.6
12:45	19	1	0	10	5	2	0	0	0	0	1	0	17.6	20.9
13:00	23	0	0	14	6	2	0	0	0	0	0	1	16.9	20.5
13:15	25	1	0	15	8	1	0	0	0	0	0	0	17.7	21.9
13:30	25	0	0	15	8	1	1	0	0	0	0	0	18	21

13:45	22	1	0	8	11	1	0	1	0	0	0	0	17.9	23.2
14:00	19	0	0	11	7	0	0	0	0	0	1	0	16.7	23.2
14:15	18	0	0	9	6	3	0	0	0	0	0	0	16.7	18.8
14:30	13	0	0	6	4	2	0	0	0	0	1	0	16.2	21.5
14:45	29	0	0	15	8	4	1	1	0	0	0	0	17	20.4
15:00	10	0	0	6	4	0	0	0	0	0	0	0	18.6	-
15:15	22	0	3	8	6	2	0	0	1	0	2	0	15.7	19.3
15:30	22	0	2	7	9	4	0	0	0	0	0	0	14.6	17.9
15:45	30	1	1	19	8	0	1	0	0	0	0	0	16.3	18.7
16:00	15	0	1	9	4	1	0	0	0	0	0	0	17.4	22.4
16:15	15	0	1	8	3	2	0	0	0	0	1	0	17.1	20.9
16:30	23	0	0	14	8	0	0	0	0	0	1	0	17	20
16:45	24	0	0	12	11	1	0	0	0	0	0	0	17.8	20.9
17:00	17	0	0	10	7	0	0	0	0	0	0	0	17.4	20.1
17:15	29	0	1	18	8	2	0	0	0	0	0	0	17.8	20.5
17:30	26	4	1	16	5	0	0	0	0	0	0	0	14.3	16.4
17:45	9	0	0	5	3	1	0	0	0	0	0	0	13.7	-
18:00	21	1	0	14	6	0	0	0	0	0	0	0	16	20.1
18:15	22	0	0	18	3	1	0	0	0	0	0	0	17.4	21.2
18:30	18	0	1	9	7	0	0	1	0	0	0	0	16.9	21.4
18:45	15	0	0	11	4	0	0	0	0	0	0	0	15.8	20.3
19:00	19	0	1	13	5	0	0	0	0	0	0	0	17.6	21.1
19:15	9	0	0	4	5	0	0	0	0	0	0	0	16.7	-
19:30	12	1	0	4	5	1	0	0	0	0	1	0	15.2	19.6
19:45	9	0	2	5	2	0	0	0	0	0	0	0	15.5	-
20:00	10	0	0	6	4	0	0	0	0	0	0	0	15	-
20:15	6	0	0	3	2	0	1	0	0	0	0	0	17.7	-
20:30	10	0	0	7	3	0	0	0	0	0	0	0	21.8	-
20:45	6	0	0	4	2	0	0	0	0	0	0	0	16.8	-
21:00	4	0	0	4	0	0	0	0	0	0	0	0	14.4	-
21:15	5	0	0	5	0	0	0	0	0	0	0	0	15.3	-
21:30	4	0	1	3	0	0	0	0	0	0	0	0	14.6	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	5	0	0	5	0	0	0	0	0	0	0	0	16.4	-
22:15	6	0	0	5	1	0	0	0	0	0	0	0	20	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	19.6	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	15.8	-
23:15	2	0	0	2	0	0	0	0	0	0	0	0	17.8	-
23:30	2	0	0	1	0	0	1	0	0	0	0	0	16.8	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	16.5	-
07-19	1189	40	35	654	377	53	6	5	1	0	16	2	16.9	20.6
06-22	1365	49	46	760	423	55	7	5	1	0	17	2	17.0	20.7
06-00	1384	49	46	777	424	55	8	5	1	0	17	2	17.0	20.6
00-00	1449	52	52	819	436	56	8	5	1	0	18	2	17.0	20.6

Date Friday 11/05/2018

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	3	0	0	2	0	1	0	0	0	0	0	0	17.3	-
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	1	0	0	0	0	0	0	0	0	0	17.9	-
02:30	4	0	0	4	0	0	0	0	0	0	0	0	17	-
02:45	1	0	0	0	1	0	0	0	0	0	0	0	23.6	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	3	1	0	2	0	0	0	0	0	0	0	0	15.3	-
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	3	0	0	3	0	0	0	0	0	0	0	0	21.8	-
04:45	1	0	0	0	1	0	0	0	0	0	0	0	18.7	-
05:00	6	1	0	3	2	0	0	0	0	0	0	0	20.2	-
05:15	6	1	0	2	1	1	0	0	0	0	1	0	16.5	-
05:30	25	1	1	17	6	0	0	0	0	0	0	0	18.7	22.7
05:45	16	0	1	9	6	0	0	0	0	0	0	0	20.7	25.8
06:00	16	1	3	5	7	0	0	0	0	0	0	0	17.1	22.9
06:15	10	2	0	4	3	0	0	0	0	0	1	0	17.4	-
06:30	18	0	3	11	4	0	0	0	0	0	0	0	19	23.9
06:45	28	1	3	17	7	0	0	0	0	0	0	0	19.4	23.1
07:00	41	4	1	23	13	0	0	0	0	0	0	0	17	21.3
07:15	38	3	2	21	11	1	0	0	0	0	0	0	18.5	23.7
07:30	39	5	1	19	13	1	0	0	0	0	0	0	18.1	21.3
07:45	59	3	1	37	18	0	0	0	0	0	0	0	19.5	22.9
08:00	48	2	1	31	13	0	0	1	0	0	0	0	18.6	23.1
08:15	51	2	1	33	14	1	0	0	0	0	0	0	18	21.1
08:30	42	1	2	25	13	0	1	0	0	0	0	0	18.3	22.2
08:45	49	2	1	33	13	0	0	0	0	0	0	0	18.1	22
09:00	30	3	1	10	14	1	0	0	0	0	1	0	16.6	21.2
09:15	19	0	0	7	12	0	0	0	0	0	0	0	19.3	24.6
09:30	25	0	0	12	8	3	1	0	0	0	1	0	17.2	21.6
09:45	31	1	0	22	6	1	0	0	0	0	1	0	16.9	20.1
10:00	15	0	0	7	8	0	0	0	0	0	0	0	17.1	20.6
10:15	10	0	0	5	3	1	0	0	0	0	1	0	16.2	-
10:30	21	0	0	14	4	3	0	0	0	0	0	0	17.9	20.7
10:45	17	0	0	7	6	3	0	0	0	0	1	0	17.4	20.5
11:00	22	1	0	7	11	2	0	0	0	0	0	1	15.4	19
11:15	18	0	0	7	7	4	0	0	0	0	0	0	19.1	22.9
11:30	21	0	1	8	10	2	0	0	0	0	0	0	16.4	19.6
11:45	21	1	1	5	11	3	0	0	0	0	0	0	16.2	19.1
12:00	21	0	0	6	11	3	0	0	1	0	0	0	17.4	22.5
12:15	17	0	1	9	5	1	0	0	0	0	1	0	16.9	21.4
12:30	19	0	0	8	6	4	0	0	0	0	1	0	16.8	19.2
12:45	26	2	0	14	9	1	0	0	0	0	0	0	16.9	20.9
13:00	25	0	0	18	5	2	0	0	0	0	0	0	17.2	22.4
13:15	17	0	0	8	8	1	0	0	0	0	0	0	17.5	21
13:30	33	2	1	20	10	0	0	0	0	0	0	0	16.3	19.8
13:45	26	2	0	11	12	1	0	0	0	0	0	0	18.5	21.3
14:00	18	1	0	13	2	1	0	1	0	0	0	0	16.7	20.1
14:15	23	1	0	11	8	1	0	0	1	0	1	0	18.4	23.3
14:30	18	1	0	9	8	0	0	0	0	0	0	0	15.8	21.1
14:45	18	0	0	8	9	0	0	0	0	0	1	0	17.3	20.5
15:00	22	2	0	11	7	2	0	0	0	0	0	0	16.3	22.7
15:15	23	0	4	9	9	0	0	0	0	0	1	0	16.4	20.9
15:30	23	0	3	9	9	2	0	0	0	0	0	0	15.9	19.2
15:45	17	1	0	9	4	2	0	0	0	0	1	0	13.7	17.4
16:00	11	0	0	5	6	0	0	0	0	0	0	0	16.8	19.9
16:15	22	0	2	12	6	2	0	0	0	0	0	0	18.4	22
16:30	15	0	0	8	5	2	0	0	0	0	0	0	18	20.8
16:45	23	0	0	16	7	0	0	0	0	0	0	0	17.2	21.1
17:00	21	0	0	6	15	0	0	0	0	0	0	0	18.4	22.7
17:15	20	1	0	12	6	0	0	0	0	0	1	0	16.7	20.4
17:30	22	1	2	14	5	0	0	0	0	0	0	0	18.7	22.7
17:45	20	1	0	13	6	0	0	0	0	0	0	0	18.7	22.5
18:00	22	1	1	17	3	0	0	0	0	0	0	0	17.6	21.2
18:15	12	0	0	10	2	0	0	0	0	0	0	0	17.6	22
18:30	27	0	1	17	9	0	0	0	0	0	0	0	17.2	20.4
18:45	26	1	2	13	10	0	0	0	0	0	0	0	17	22
19:00	11	0	0	9	2	0	0	0	0	0	0	0	18.5	22.5

19:15	9	0	0	3	5	1	0	0	0	0	0	0	19.5	-
19:30	8	0	0	7	1	0	0	0	0	0	0	0	19.7	-
19:45	5	1	0	0	4	0	0	0	0	0	0	0	19.3	-
20:00	12	0	1	6	5	0	0	0	0	0	0	0	16.2	18.7
20:15	5	0	0	1	2	0	1	0	0	0	1	0	17	-
20:30	3	0	0	1	2	0	0	0	0	0	0	0	21	-
20:45	3	0	2	1	0	0	0	0	0	0	0	0	17.2	-
21:00	3	0	0	1	2	0	0	0	0	0	0	0	17.3	-
21:15	5	1	1	3	0	0	0	0	0	0	0	0	17.3	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	20.4	-
21:45	4	0	0	4	0	0	0	0	0	0	0	0	18.4	-
22:00	5	0	0	5	0	0	0	0	0	0	0	0	17.5	-
22:15	4	0	0	4	0	0	0	0	0	0	0	0	30.4	-
22:30	3	0	0	3	0	0	0	0	0	0	0	0	22.7	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	19.6	-
23:00	2	0	0	1	1	0	0	0	0	0	0	0	21.5	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	3	0	0	3	0	0	0	0	0	0	0	0	15.7	-
23:45	2	0	1	1	0	0	0	0	0	0	0	0	13.8	-
07-19	1204	45	30	649	410	51	2	2	2	0	12	1	17.5	21.3
06-22	1345	51	43	723	454	52	3	2	2	0	14	1	17.6	21.4
06-00	1365	51	44	741	455	52	3	2	2	0	14	1	17.6	21.4
00-00	1434	55	47	783	472	54	3	2	2	0	15	1	17.7	21.5

Date Saturday 12/05/2018

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	0	1	0	0	0	0	0	0	0	22.3	-
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	0	0	1	0	0	0	0	0	0	12.3	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	3	1	0	2	0	0	0	0	0	0	0	0	14.2	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	0	1	0	0	0	0	0	0	16.2	-
02:15	1	0	0	0	0	1	0	0	0	0	0	0	15.9	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	1	0	0	0	0	0	0	0	0	0	9.5	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	14.4	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	21.9	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	23.5	-
05:15	2	0	1	1	0	0	0	0	0	0	0	0	18.5	-
05:30	2	1	0	1	0	0	0	0	0	0	0	0	13.5	-
05:45	5	1	0	2	2	0	0	0	0	0	0	0	16.8	-
06:00	4	0	0	2	2	0	0	0	0	0	0	0	16	-
06:15	2	0	1	0	1	0	0	0	0	0	0	0	16.1	-
06:30	2	0	1	1	0	0	0	0	0	0	0	0	15.6	-
06:45	3	0	0	0	3	0	0	0	0	0	0	0	16	-
07:00	4	1	0	2	1	0	0	0	0	0	0	0	15.1	-
07:15	3	0	0	1	2	0	0	0	0	0	0	0	23.7	-
07:30	14	2	0	6	6	0	0	0	0	0	0	0	14.9	18.5
07:45	10	0	0	7	3	0	0	0	0	0	0	0	16.2	-
08:00	11	0	1	5	5	0	0	0	0	0	0	0	17.9	20.1
08:15	12	0	0	9	3	0	0	0	0	0	0	0	19.6	22
08:30	15	1	1	4	9	0	0	0	0	0	0	0	17.4	21.3
08:45	15	0	0	9	6	0	0	0	0	0	0	0	15.1	19.9
09:00	8	0	0	3	4	1	0	0	0	0	0	0	16.9	-
09:15	11	0	0	4	7	0	0	0	0	0	0	0	16.6	19.5
09:30	10	0	0	6	4	0	0	0	0	0	0	0	18.8	-
09:45	10	0	1	4	5	0	0	0	0	0	0	0	16.8	-
10:00	13	1	0	6	5	0	1	0	0	0	0	0	16.5	21.4
10:15	12	0	0	7	5	0	0	0	0	0	0	0	19.5	25.9
10:30	11	0	0	1	9	1	0	0	0	0	0	0	16.2	19.6
10:45	19	1	0	12	5	1	0	0	0	0	0	0	17.5	21.2
11:00	17	0	1	6	10	0	0	0	0	0	0	0	17.9	21.5
11:15	11	1	0	6	3	1	0	0	0	0	0	0	16.7	19.6
11:30	13	0	1	4	8	0	0	0	0	0	0	0	18.1	20.9
11:45	11	0	0	6	5	0	0	0	0	0	0	0	16.8	19.9
12:00	7	0	0	2	5	0	0	0	0	0	0	0	19.2	-
12:15	9	0	0	5	3	0	0	1	0	0	0	0	18.2	-
12:30	7	0	0	3	4	0	0	0	0	0	0	0	17.5	-
12:45	8	0	0	4	4	0	0	0	0	0	0	0	16.6	-
13:00	16	0	1	4	11	0	0	0	0	0	0	0	17.1	20.2
13:15	10	1	0	4	5	0	0	0	0	0	0	0	16.1	-
13:30	7	0	1	2	4	0	0	0	0	0	0	0	19.9	-
13:45	9	0	2	6	1	0	0	0	0	0	0	0	15.2	-
14:00	11	0	0	7	4	0	0	0	0	0	0	0	14.3	20
14:15	10	0	0	4	6	0	0	0	0	0	0	0	17.9	-
14:30	13	1	0	6	6	0	0	0	0	0	0	0	17	21.7
14:45	6	0	0	3	3	0	0	0	0	0	0	0	20.3	-
15:00	8	0	0	7	1	0	0	0	0	0	0	0	16.8	-
15:15	9	0	0	8	1	0	0	0	0	0	0	0	16.7	-
15:30	9	0	0	3	6	0	0	0	0	0	0	0	17.9	-
15:45	13	1	0	9	3	0	0	0	0	0	0	0	16.8	19.2
16:00	8	0	1	3	4	0	0	0	0	0	0	0	15.9	-
16:15	9	0	0	5	4	0	0	0	0	0	0	0	12.9	-
16:30	4	0	0	1	3	0	0	0	0	0	0	0	15.1	-
16:45	13	0	0	9	4	0	0	0	0	0	0	0	16.3	21.6
17:00	12	0	0	7	4	1	0	0	0	0	0	0	15.7	19.2
17:15	8	0	2	5	1	0	0	0	0	0	0	0	17.2	-
17:30	5	0	0	5	0	0	0	0	0	0	0	0	19.5	-
17:45	3	0	0	2	1	0	0	0	0	0	0	0	19.5	-
18:00	6	0	0	4	2	0	0	0	0	0	0	0	17.7	-
18:15	2	0	0	1	1	0	0	0	0	0	0	0	13.3	-
18:30	8	1	0	6	1	0	0	0	0	0	0	0	18.7	-
18:45	6	0	0	3	3	0	0	0	0	0	0	0	18.3	-
19:00	5	0	0	2	3	0	0	0	0	0	0	0	18.3	-
19:15	4	1	0	3	0	0	0	0	0	0	0	0	17.2	-
19:30	3	0	0	3	0	0	0	0	0	0	0	0	21.7	-
19:45	4	0	0	2	2	0	0	0	0	0	0	0	16.7	-
20:00	5	0	0	4	1	0	0	0	0	0	0	0	17.4	-
20:15	3	0	0	3	0	0	0	0	0	0	0	0	15.7	-
20:30	4	0	0	1	3	0	0	0	0	0	0	0	18.2	-
20:45	2	0	0	0	1	1	0	0	0	0	0	0	17.5	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	12	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	15.2	-
21:45	5	0	0	2	3	0	0	0	0	0	0	0	16.9	-
22:00	2	0	0	2	0	0	0	0	0	0	0	0	13.8	-
22:15	2	0	0	0	0	2	0	0	0	0	0	0	16.5	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	22.7	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	21.2	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	17.3	-
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	466	11	12	236	200	5	1	1	0	0	0	0	17.1	20.5
06-22	515	12	14	261	220	6	1	1	0	0	0	0	17.1	20.6
06-00	523	12	14	265	222	8	1	1	0	0	0	0	17.1	20.6

00-00	543	15	16	273	226	11	1	1	0	0	0	0	17.1	20.6

Date Sunday 13/05/2018

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	3	0	0	3	0	0	0	0	0	0	0	0	17.3	-
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	17.3	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	19	-
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	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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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	1	0	1	0	0	0	0	0	0	0	0	0	12	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	12.5	-
07:30	2	0	0	2	0	0	0	0	0	0	0	0	13.2	-
07:45	3	0	0	2	1	0	0	0	0	0	0	0	15.3	-
08:00	4	0	1	1	1	1	0	0	0	0	0	0	15.5	-
08:15	4	0	0	2	1	0	0	1	0	0	0	0	16.1	-
08:30	2	0	1	0	1	0	0	0	0	0	0	0	14.4	-
08:45	5	0	2	2	0	0	0	0	0	0	1	0	18.9	-
09:00	4	1	0	2	1	0	0	0	0	0	0	0	14.9	-
09:15	6	0	0	2	3	1	0	0	0	0	0	0	16.8	-
09:30	4	0	0	2	2	0	0	0	0	0	0	0	17.9	-
09:45	9	2	0	5	2	0	0	0	0	0	0	0	15.9	-
10:00	5	0	0	3	2	0	0	0	0	0	0	0	15.7	-
10:15	11	0	1	5	5	0	0	0	0	0	0	0	17.3	21.9
10:30	6	0	1	1	4	0	0	0	0	0	0	0	16.5	-
10:45	6	0	1	2	3	0	0	0	0	0	0	0	16.3	-
11:00	4	0	0	2	2	0	0	0	0	0	0	0	18.1	-
11:15	9	0	1	5	3	0	0	0	0	0	0	0	17	-
11:30	8	2	0	4	2	0	0	0	0	0	0	0	14.8	-
11:45	4	1	0	2	1	0	0	0	0	0	0	0	17.1	-
12:00	7	0	0	4	3	0	0	0	0	0	0	0	18.3	-
12:15	5	0	2	1	2	0	0	0	0	0	0	0	15	-
12:30	4	1	0	1	2	0	0	0	0	0	0	0	16.9	-
12:45	5	1	0	2	2	0	0	0	0	0	0	0	15.8	-
13:00	4	0	0	4	0	0	0	0	0	0	0	0	17.9	-
13:15	6	0	0	4	2	0	0	0	0	0	0	0	17.2	-
13:30	7	0	0	1	6	0	0	0	0	0	0	0	16.9	-
13:45	5	1	0	2	2	0	0	0	0	0	0	0	19.3	-
14:00	3	0	1	1	1	0	0	0	0	0	0	0	16.6	-
14:15	3	0	1	1	1	0	0	0	0	0	0	0	19.2	-
14:30	3	0	0	2	1	0	0	0	0	0	0	0	21.1	-
14:45	4	0	0	1	3	0	0	0	0	0	0	0	19.7	-
15:00	2	0	0	1	1	0	0	0	0	0	0	0	14.6	-
15:15	2	1	0	0	1	0	0	0	0	0	0	0	14.1	-
15:30	2	0	0	1	1	0	0	0	0	0	0	0	15	-
15:45	8	0	0	6	2	0	0	0	0	0	0	0	15.3	-
16:00	5	0	2	2	1	0	0	0	0	0	0	0	16.5	-
16:15	9	0	1	4	4	0	0	0	0	0	0	0	18.6	-
16:30	4	0	1	2	1	0	0	0	0	0	0	0	17.3	-
16:45	1	0	0	0	1	0	0	0	0	0	0	0	17.1	-
17:00	5	0	2	2	1	0	0	0	0	0	0	0	14.6	-
17:15	4	0	1	3	0	0	0	0	0	0	0	0	14.6	-
17:30	6	0	1	3	2	0	0	0	0	0	0	0	14.2	-
17:45	5	0	0	4	1	0	0	0	0	0	0	0	15.1	-
18:00	6	1	0	4	0	1	0	0	0	0	0	0	16.7	-
18:15	2	0	0	1	1	0	0	0	0	0	0	0	15.1	-
18:30	8	2	0	5	1	0	0	0	0	0	0	0	16.8	-
18:45	8	0	1	5	2	0	0	0	0	0	0	0	17.8	-
19:00	6	1	0	5	0	0	0	0	0	0	0	0	12.4	-
19:15	7	0	1	5	1	0	0	0	0	0	0	0	16.5	-
19:30	3	0	0	2	1	0	0	0	0	0	0	0	19.8	-
19:45	4	0	0	3	1	0	0	0	0	0	0	0	18.9	-
20:00	6	0	0	5	1	0	0	0	0	0	0	0	14.8	-
20:15	4	0	0	3	1	0	0	0	0	0	0	0	14	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	16.8	-
20:45	3	0	0	2	1	0	0	0	0	0	0	0	17.6	-
21:00	6	0	0	4	1	1	0	0	0	0	0	0	17	-
21:15	3	1	0	1	1	0	0	0	0	0	0	0	13.6	-
21:30	5	0	1	3	0	1	0	0	0	0	0	0	15.8	-
21:45	3	0	1	2	0	0	0	0	0	0	0	0	18.2	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	19.7	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	16.2	-
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	17.8	-
07-19	231	13	22	112	79	3	0	1	0	0	1	0	16.6	20.5
06-22	283	15	25	149	87	5	0	1	0	0	1	0	16.5	20.2
06-00	286	15	25	151	88	5	0	1	0	0	1	0	16.5	20.2
00-00	291	15	25	156	88	5	0	1	0	0	1	0	16.5	20.1

Date Monday 14/05/2018

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	0	1	0	0	0	0	0	0	0	16.2	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	0	1	0	0	0	0	0	0	0	22.5	-

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	4	0	0	3	1	0	0	0	0	0	0	0	22	-
05:00	5	0	2	3	0	0	0	0	0	0	0	0	15.3	-
05:15	7	0	1	2	2	1	0	1	0	0	0	0	15.3	-
05:30	16	1	2	8	5	0	0	0	0	0	0	0	17.9	22.7
05:45	23	2	1	15	5	0	0	0	0	0	0	0	16.7	22.3
06:00	15	1	1	10	3	0	0	0	0	0	0	0	14.9	17.6
06:15	13	2	0	6	5	0	0	0	0	0	0	0	17.2	22.1
06:30	24	1	5	13	5	0	0	0	0	0	0	0	19.4	21.6
06:45	23	1	1	16	4	0	0	0	0	0	1	0	18.7	22.4
07:00	44	4	5	26	9	0	0	0	0	0	0	0	16.5	19.9
07:15	35	6	0	20	9	0	0	0	0	0	0	0	16.3	19.8
07:30	67	2	5	44	15	0	0	1	0	0	0	0	18.5	21.5
07:45	71	2	3	42	23	1	0	0	0	0	0	0	19.3	22.5
08:00	48	4	0	30	12	0	0	0	0	0	2	0	18.4	21.9
08:15	61	2	3	42	14	0	0	0	0	0	0	0	17.2	21.3
08:30	45	2	2	34	7	0	0	0	0	0	0	0	19.2	21.9
08:45	41	5	1	18	16	0	0	0	0	0	1	0	16.6	20.6
09:00	25	1	1	18	3	2	0	0	0	0	0	0	18.8	23.2
09:15	35	1	0	22	10	2	0	0	0	0	0	0	17.5	22.4
09:30	26	0	0	14	11	1	0	0	0	0	0	0	17.8	21.7
09:45	24	0	1	14	9	0	0	0	0	0	0	0	17.9	21.4
10:00	22	0	0	8	10	2	0	0	0	0	1	1	18.2	23.1
10:15	22	0	0	15	7	0	0	0	0	0	0	0	18	20.4
10:30	20	1	0	11	7	0	0	0	0	0	1	0	15.2	19.7
10:45	11	0	0	2	5	2	0	1	0	0	1	0	16.6	21.4
11:00	22	0	1	6	14	1	0	0	0	0	0	0	17.6	21.3
11:15	17	0	0	10	6	0	0	0	0	0	0	1	14.9	19.1
11:30	26	1	0	12	8	4	0	1	0	0	0	0	18.2	22.8
11:45	20	0	1	8	8	2	0	0	0	0	1	0	16.2	19.2
12:00	15	2	1	6	5	0	0	0	0	0	1	0	14.4	17.7
12:15	18	1	0	11	2	3	0	0	0	0	1	0	16.6	19.3
12:30	27	0	0	9	14	4	0	0	0	0	0	0	17.8	19.9
12:45	21	0	1	11	6	2	0	0	0	0	0	1	16.5	21.6
13:00	16	0	1	8	4	1	1	0	1	0	0	0	16.2	18.3
13:15	18	1	0	8	7	0	0	0	0	0	2	0	17.1	20.4
13:30	23	3	1	12	4	3	0	0	0	0	0	0	18.2	22.4
13:45	30	2	0	18	8	0	1	0	0	0	1	0	18.7	22.8
14:00	19	0	0	12	6	1	0	0	0	0	0	0	17.9	19.3
14:15	27	0	0	17	7	3	0	0	0	0	0	0	14.5	17.2
14:30	16	1	0	7	8	0	0	0	0	0	0	0	16.7	21.3
14:45	16	0	1	9	5	0	1	0	0	0	0	0	18.5	22.1
15:00	22	0	1	9	12	0	0	0	0	0	0	0	16.9	23.4
15:15	16	0	2	5	7	0	2	0	0	0	0	0	17.9	22.3
15:30	23	0	2	7	11	2	0	1	0	0	0	0	15.5	18
15:45	28	0	0	13	12	1	0	0	0	0	2	0	17.3	19.8
16:00	19	1	0	10	6	0	0	1	1	0	0	0	14.4	20.7
16:15	21	0	0	15	6	0	0	0	0	0	0	0	15.7	18.8
16:30	17	0	1	7	8	1	0	0	0	0	0	0	17.3	21.6
16:45	27	0	0	15	10	1	0	0	0	0	1	0	17.5	21.3
17:00	25	1	0	17	7	0	0	0	0	0	0	0	15.7	19
17:15	17	1	3	5	8	0	0	0	0	0	0	0	16.7	20.2
17:30	19	2	1	10	5	1	0	0	0	0	0	0	17.4	21.5
17:45	19	3	1	6	9	0	0	0	0	0	0	0	16.1	19.9
18:00	22	1	0	12	9	0	0	0	0	0	0	0	16.9	20.6
18:15	17	1	0	6	10	0	0	0	0	0	0	0	15.3	17.4
18:30	14	1	0	7	6	0	0	0	0	0	0	0	16.8	20.6
18:45	14	0	0	9	5	0	0	0	0	0	0	0	18	21.4
19:00	11	0	0	7	3	0	0	1	0	0	0	0	18.1	23.2
19:15	10	0	0	5	4	0	0	0	0	0	1	0	15.2	-
19:30	10	0	1	6	3	0	0	0	0	0	0	0	16.4	-
19:45	10	0	0	8	2	0	0	0	0	0	0	0	17.2	-
20:00	9	1	1	4	3	0	0	0	0	0	0	0	16.7	-
20:15	6	0	0	2	4	0	0	0	0	0	0	0	14.1	-
20:30	6	1	0	3	1	0	0	1	0	0	0	0	19.1	-
20:45	3	0	0	0	1	1	0	0	0	0	1	0	14.3	-
21:00	5	0	0	2	2	0	1	0	0	0	0	0	14.9	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	14.7	-
21:30	2	0	1	1	0	0	0	0	0	0	0	0	16.3	-
21:45	6	0	0	2	4	0	0	0	0	0	0	0	16.7	-
22:00	1	1	0	0	0	0	0	0	0	0	0	0	10.6	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	12.9	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	27.7	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	16.7	-
23:30	2	0	0	0	1	0	0	1	0	0	0	0	15.7	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	15.7	-
07-19	1248	52	39	677	410	40	5	5	2	0	15	3	17.3	21.1
06-22	1402	59	49	763	454	41	6	7	2	0	18	3	17.3	21.1
06-00	1409	60	49	766	456	41	6	8	2	0	18	3	17.3	21.1
00-00	1466	63	55	797	471	42	6	9	2	0	18	3	17.3	21.1

Date Tuesday 15/05/2018

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	3	0	0	3	0	0	0	0	0	0	0	0	15.7	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	0	0	0	0	0	0	0	1	0	17.2	-
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	2	2	0	0	0	0	0	0	0	0	0	0	12.3	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	3	0	0	3	0	0	0	0	0	0	0	0	16.5	-
02:15	2	0	0	2	0	0	0	0	0	0	0	0	16.8	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	2	0	0	2	0	0	0	0	0	0	0	0	19.8	-
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	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	1	0	0	0	0	0	0	0	0	0	10.3	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	15	-
04:45	2	0	0	0	2	0	0	0	0	0	0	0	19.4	-
05:00	4	0	0	4	0	0	0	0	0	0	0	0	20.2	-
05:15	7	0	0	4	1	1	0	0	0	0	1	0	16.8	-
05:30	22	0	1	14	6	0	0	1	0	0	0	0	17.4	20.6
05:45	15	2	1	9	3	0	0	0	0	0	0	0	17.8	19.5
06:00	14	0	0	10	4	0	0	0	0	0	0	0	17.5	22.5
06:15	15	5	0	5	5	0	0	0	0	0	0	0	16.9	22.6
06:30	12	1	3	6	2	0	0	0	0	0	0	0	15.8	21.5
06:45	26	2	2	11	10	0	0	0	0	0	1	0	17.3	21.3
07:00	46	4	2	25	14	0	0	1	0	0	0	0	15.5	19.8
07:15	39	4	3	15	16	0	0	0	0	0	1	0	18	21.5
07:30	39	4	2	23	8	0	1	0	1	0	0	0	17.8	21.8
07:45	58	0	2	40	14	1	0	0	0	0	1	0	19.2	22.2
08:00	44	4	0	31	8	1	0	0	0	0	0	0	17.7	21.5
08:15	44	1	2	32	9	0	0	0	0	0	0	0	18.4	21.6
08:30	54	2	3	41	8	0	0	0	0	0	0	0	17.1	20.6
08:45	49	5	1	27	16	0	0	0	0	0	0	0	18	22.9
09:00	29	1	1	13	12	2	0	0	0	0	0	0	17.9	21.9
09:15	29	1	2	13	12	0	0	0	0	0	1	0	18.2	21.3
09:30	18	0	1	7	8	1	0	0	0	0	1	0	15.7	19.3

09:45	23	0	0	21	1	1	0	0	0	0	0	0	15.8	18.8
10:00	22	0	0	10	12	0	0	0	0	0	0	0	16.7	19.4
10:15	21	2	0	6	12	1	0	0	0	0	0	0	16.5	19.9
10:30	34	1	0	20	12	1	0	0	0	0	0	0	16.8	19.5
10:45	19	0	0	8	9	2	0	0	0	0	0	0	17.3	22.8
11:00	31	0	0	18	12	0	0	0	0	0	1	0	17.6	20.2
11:15	23	1	0	6	14	2	0	0	0	0	0	0	16.4	19.5
11:30	23	1	0	9	10	2	0	0	1	0	0	0	14.8	17.9
11:45	14	0	0	6	6	2	0	0	0	0	0	0	16.4	21.3
12:00	15	1	0	8	5	1	0	0	0	0	0	0	12.9	17.7
12:15	12	0	0	6	4	2	0	0	0	0	0	0	16.2	21.7
12:30	16	0	0	9	6	1	0	0	0	0	0	0	16.9	20
12:45	19	0	1	9	9	0	0	0	0	0	0	0	16.4	19.5
13:00	14	0	1	10	2	1	0	0	0	0	0	0	16.1	18.9
13:15	18	0	0	14	4	0	0	0	0	0	0	0	16.9	20.6
13:30	18	0	1	10	6	0	0	0	1	0	0	0	18	21.4
13:45	21	1	1	7	8	2	0	0	0	0	2	0	17.6	20.5
14:00	22	0	0	14	6	1	0	0	0	0	1	0	18.1	21.5
14:15	25	0	1	13	10	1	0	0	0	0	0	0	15.4	20.3
14:30	18	0	1	9	4	2	2	0	0	0	0	0	15.7	19.2
14:45	13	0	0	4	8	0	0	1	0	0	0	0	15.4	20.8
15:00	20	1	0	13	4	1	0	0	0	0	0	1	15.3	19.3
15:15	11	0	2	4	3	2	0	0	0	0	0	0	15.2	21.3
15:30	18	1	0	10	5	1	0	1	0	0	0	0	15.7	20.9
15:45	17	2	1	10	4	0	0	0	0	0	0	0	15.7	18.7
16:00	17	0	2	10	4	1	0	0	0	0	0	0	15	19.7
16:15	18	1	0	10	5	2	0	0	0	0	0	0	15.8	20
16:30	24	0	0	17	6	1	0	0	0	0	0	0	17.1	20.7
16:45	21	0	0	12	8	1	0	0	0	0	0	0	17	20.5
17:00	15	1	0	10	4	0	0	0	0	0	0	0	15	20.5
17:15	30	0	0	19	9	1	0	0	0	0	1	0	16.6	19.6
17:30	21	2	0	12	6	0	0	0	0	0	1	0	17.7	21.2
17:45	26	1	2	13	9	0	0	0	1	0	0	0	16.6	19.3
18:00	26	1	1	11	13	0	0	0	0	0	0	0	16.7	20.9
18:15	19	2	1	8	8	0	0	0	0	0	0	0	15.8	21.8
18:30	12	1	0	6	5	0	0	0	0	0	0	0	15.1	17.9
18:45	15	0	0	10	4	0	0	0	0	0	1	0	17.1	22.3
19:00	15	0	0	12	3	0	0	0	0	0	0	0	19.8	23.1
19:15	4	0	0	2	2	0	0	0	0	0	0	0	14.9	-
19:30	8	0	1	5	2	0	0	0	0	0	0	0	15.1	-
19:45	5	0	0	5	0	0	0	0	0	0	0	0	17.3	-
20:00	9	0	0	8	1	0	0	0	0	0	0	0	15.3	-
20:15	1	0	0	0	0	0	0	0	0	0	1	0	17.4	-
20:30	6	0	0	4	2	0	0	0	0	0	0	0	17	-
20:45	10	1	0	6	2	0	0	0	0	0	1	0	15.4	-
21:00	8	0	0	5	2	1	0	0	0	0	0	0	18.1	-
21:15	2	0	1	1	0	0	0	0	0	0	0	0	11.3	-
21:30	5	0	0	2	3	0	0	0	0	0	0	0	14.6	-
21:45	4	0	0	3	1	0	0	0	0	0	0	0	22.3	-
22:00	4	1	0	3	0	0	0	0	0	0	0	0	15.3	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	19.6	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	18.1	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	20.1	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	2	0	0	0	1	0	0	1	0	0	0	0	16	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	21.5	-
07-19	1180	46	34	659	382	37	3	3	4	0	11	1	16.9	20.7
06-22	1324	55	41	744	421	38	3	3	4	0	14	1	16.9	20.8
06-00	1334	56	41	749	424	38	3	4	4	0	14	1	16.9	20.8
00-00	1399	60	44	791	436	39	3	5	4	0	16	1	16.9	20.7

Date Wednesday 16/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	3	0	0	3	0	0	0	0	0	0	0	0	18.9	-
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	2	0	0	0	0	1	0	0	0	0	1	0	12.8	-
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	2	0	0	1	0	0	0	0	0	0	0	1	19.3	-
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	0	1	0	0	0	0	0	0	0	20.7	-
03:45	1	0	0	0	0	1	0	0	0	0	0	0	12	-
04:00	2	0	0	1	0	0	0	0	0	0	1	0	15.8	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	1	0	0	0	0	0	0	0	0	0	11	-
04:45	5	0	0	5	0	0	0	0	0	0	0	0	14.4	-
05:00	10	1	0	7	2	0	0	0	0	0	0	0	18.3	-
05:15	4	0	1	1	1	1	0	0	0	0	0	0	16.4	-
05:30	19	2	2	12	3	0	0	0	0	0	0	0	18.1	21.7
05:45	23	3	0	13	7	0	0	0	0	0	0	0	17.8	21.8
06:00	13	0	0	9	3	1	0	0	0	0	0	0	16.3	18
06:15	18	6	0	6	6	0	0	0	0	0	0	0	15.4	21.2
06:30	25	4	2	10	8	0	1	0	0	0	0	0	17.7	22.3
06:45	33	1	3	17	11	0	1	0	0	0	0	0	18.8	23.2
07:00	37	1	3	16	16	0	0	0	0	0	1	0	16.3	19.8
07:15	35	4	2	12	16	0	0	0	0	0	1	0	17	20.8
07:30	45	1	3	28	12	0	0	0	0	0	1	0	18.7	21.9
07:45	65	3	2	41	19	0	0	0	0	0	0	0	18.2	21.7
08:00	63	2	3	46	11	0	0	0	0	0	1	0	17.7	20.8
08:15	38	1	2	27	8	0	0	0	0	0	0	0	16.6	20.7
08:30	39	0	2	26	11	0	0	0	0	0	0	0	18	21.4
08:45	40	6	1	19	13	0	0	0	0	0	0	1	16.2	19.8
09:00	34	4	0	18	10	1	0	0	0	0	1	0	17.4	21.3
09:15	25	1	1	8	13	1	1	0	0	0	0	0	17.3	20.5
09:30	23	0	0	15	6	1	0	0	0	0	1	0	18.1	21.7
09:45	28	0	0	18	9	1	0	0	0	0	0	0	17	20.1
10:00	20	0	0	10	7	3	0	0	0	0	0	0	16.5	19
10:15	20	0	0	9	10	1	0	0	0	0	0	0	16.6	21.1
10:30	11	0	0	5	6	0	0	0	0	0	0	0	16	17.9
10:45	16	1	0	5	9	1	0	0	0	0	0	0	15.5	19.8
11:00	16	1	0	8	5	2	0	0	0	0	0	0	15.1	17.3
11:15	18	0	0	5	10	1	0	1	0	0	0	1	16.9	19.7
11:30	19	1	0	10	6	2	0	0	0	0	0	0	15.8	19.7
11:45	27	0	0	10	12	4	0	0	0	0	1	0	16.1	20.1
12:00	16	0	0	10	5	1	0	0	0	0	0	0	15.2	18.5
12:15	23	0	1	17	3	2	0	0	0	0	0	0	17	21.4
12:30	24	0	0	11	10	3	0	0	0	0	0	0	16.7	20.3
12:45	28	3	0	16	6	1	1	0	0	0	1	0	16.1	19.2
13:00	23	0	0	15	7	1	0	0	0	0	0	0	18.3	20.8
13:15	20	0	0	15	4	1	0	0	0	0	0	0	18.1	22
13:30	27	0	1	17	6	3	0	0	0	0	0	0	17.7	22.5
13:45	24	2	1	12	8	1	0	0	0	0	0	0	18.2	23.3
14:00	17	0	0	8	5	2	1	0	0	0	1	0	17.7	20.1
14:15	21	0	2	9	7	2	0	0	0	0	0	1	17.4	21.7
14:30	18	1	0	11	5	1	0	0	0	0	0	0	17.8	21.1
14:45	15	0	0	8	7	0	0	0	0	0	0	0	20.7	24.1
15:00	18	1	1	11	3	1	1	0	0	0	0	0	19.2	22.3

15:15	19	0	3	13	3	0	0	0	0	0	0	0	16.6	20.9
15:30	28	0	3	11	11	3	0	0	0	0	0	0	14.7	18.8
15:45	14	0	2	4	7	0	1	0	0	0	0	0	16.2	22.1
16:00	17	0	1	9	6	0	0	0	0	0	1	0	16.3	18.9
16:15	10	1	0	7	2	0	0	0	0	0	0	0	17.7	-
16:30	17	0	0	15	2	0	0	0	0	0	0	0	17.1	20.8
16:45	22	0	1	10	8	3	0	0	0	0	0	0	16.8	20.8
17:00	21	1	1	12	7	0	0	0	0	0	0	0	16.5	20.4
17:15	19	1	1	11	6	0	0	0	0	0	0	0	17.3	21.9
17:30	18	0	1	12	5	0	0	0	0	0	0	0	17	22.2
17:45	17	1	0	9	7	0	0	0	0	0	0	0	13.7	17.4
18:00	28	0	1	20	6	0	0	0	0	0	1	0	17.7	19.8
18:15	18	2	0	9	7	0	0	0	0	0	0	0	17	20
18:30	9	0	2	7	0	0	0	0	0	0	0	0	18.2	-
18:45	11	0	1	8	1	0	0	0	0	0	1	0	14.1	16.7
19:00	8	0	0	6	2	0	0	0	0	0	0	0	17.5	-
19:15	8	0	0	1	7	0	0	0	0	0	0	0	15.4	-
19:30	14	0	0	9	4	0	0	1	0	0	0	0	18.2	20.8
19:45	15	0	2	10	3	0	0	0	0	0	0	0	18.2	23.5
20:00	9	0	0	5	4	0	0	0	0	0	0	0	17.1	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	16.6	-
20:30	5	0	0	4	1	0	0	0	0	0	0	0	17	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	20.7	-
21:00	6	0	0	2	3	1	0	0	0	0	0	0	18.9	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	19.5	-
21:30	12	0	1	10	1	0	0	0	0	0	0	0	17.7	20.9
21:45	5	0	0	4	1	0	0	0	0	0	0	0	20.3	-
22:00	3	0	0	1	2	0	0	0	0	0	0	0	18.3	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	25.5	-
22:30	2	0	0	0	2	0	0	0	0	0	0	0	18.3	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	4	0	0	2	2	0	0	0	0	0	0	0	14.5	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	26.8	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	20.5	-
07-19	1161	39	42	653	363	43	5	1	0	0	12	3	17.1	20.7
06-22	1336	50	50	749	418	45	7	2	0	0	12	3	17.1	20.8
06-00	1348	50	50	754	425	45	7	2	0	0	12	3	17.2	20.8
00-00	1421	56	54	797	439	48	7	2	0	0	14	4	17.2	20.9

Date Thursday 17/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	4	0	0	3	1	0	0	0	0	0	0	0	19.3	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	1	0	0	0	0	0	0	0	0	0	0	9.9	-
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	2	0	0	2	0	0	0	0	0	0	0	0	12.4	-
02:00	3	0	0	2	1	0	0	0	0	0	0	0	23.6	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	20.9	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	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	19.9	-
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	3	0	0	3	0	0	0	0	0	0	0	0	19.4	-
05:00	6	0	0	4	1	1	0	0	0	0	0	0	20.4	-
05:15	7	0	1	3	1	1	0	0	0	0	1	0	16.6	-
05:30	16	1	0	14	1	0	0	0	0	0	0	0	16.2	18
05:45	19	0	1	12	5	0	1	0	0	0	0	0	19.1	22
06:00	11	2	0	4	5	0	0	0	0	0	0	0	18.2	23.7
06:15	8	5	0	2	1	0	0	0	0	0	0	0	16.1	-
06:30	28	2	6	14	2	0	2	0	0	0	2	0	16.9	21.5
06:45	34	1	3	25	5	0	0	0	0	0	0	0	17.5	21.4
07:00	43	3	4	24	12	0	0	0	0	0	0	0	17.3	21.2
07:15	52	8	3	32	9	0	0	0	0	0	0	0	17.1	21
07:30	44	3	2	26	12	0	1	0	0	0	0	0	18.2	21.7
07:45	68	6	1	47	13	0	1	0	0	0	0	0	18.8	22.7
08:00	29	3	0	16	10	0	0	0	0	0	0	0	19.1	23.3
08:15	57	0	3	37	16	1	0	0	0	0	0	0	17.9	22
08:30	42	2	1	30	8	1	0	0	0	0	0	0	19.7	22.3
08:45	44	2	0	24	14	1	1	0	0	0	1	1	19.2	23.6
09:00	25	2	0	18	5	0	0	0	0	0	0	0	19.5	22.4
09:15	25	2	1	14	7	1	0	0	0	0	0	0	19.8	24
09:30	24	0	0	16	5	0	0	0	0	0	2	1	16.8	21
09:45	25	0	0	13	9	3	0	0	0	0	0	0	17.4	20.7
10:00	20	0	0	14	4	2	0	0	0	0	0	0	16.5	19.6
10:15	15	0	0	4	7	2	0	0	0	0	2	0	17.1	20.9
10:30	18	2	0	9	5	0	0	0	0	0	2	0	17.8	20.6
10:45	18	0	0	10	8	0	0	0	0	0	0	0	17.6	20.8
11:00	22	1	1	11	5	3	1	0	0	0	0	0	17.4	20.5
11:15	22	0	0	11	8	2	0	0	0	0	0	1	16.7	21.1
11:30	25	0	0	13	8	4	0	0	0	0	0	0	18.2	21.4
11:45	20	0	0	8	10	1	0	0	0	0	1	0	18.3	21
12:00	23	1	0	10	9	2	0	0	0	0	0	1	19.5	22.5
12:15	13	0	0	4	6	2	1	0	0	0	0	0	15	18.9
12:30	21	0	0	7	12	2	0	0	0	0	0	0	16.4	20.5
12:45	25	1	1	5	16	0	0	0	1	0	0	1	16	20.5
13:00	22	0	0	10	7	2	1	0	0	0	2	0	17.3	21.2
13:15	17	0	1	4	11	1	0	0	0	0	0	0	17.1	22
13:30	35	0	1	22	10	2	0	0	0	0	0	0	17.7	23.3
13:45	29	1	1	13	9	4	1	0	0	0	0	0	17.3	22.3
14:00	23	1	0	14	7	1	0	0	0	0	0	0	15.8	20.5
14:15	15	0	0	8	5	2	0	0	0	0	0	0	17.3	20.9
14:30	18	0	0	11	5	1	1	0	0	0	0	0	17.4	19.5
14:45	13	1	0	8	2	1	0	0	0	0	1	0	18.4	21.6
15:00	12	1	0	9	1	1	0	0	0	0	0	0	16.7	19.9
15:15	19	0	5	5	6	2	0	0	0	0	1	0	16.3	20.5
15:30	21	2	1	6	10	2	0	0	0	0	0	0	15.9	21.4
15:45	21	0	1	8	10	2	0	0	0	0	0	0	17.3	21.9
16:00	19	2	0	9	7	1	0	0	0	0	0	0	18	24.3
16:15	17	0	0	10	6	0	0	0	0	0	0	1	20.2	25.1
16:30	21	0	1	8	11	0	0	0	0	0	1	0	17.7	21.4
16:45	22	0	0	13	8	0	0	0	0	0	1	0	17.9	21.4
17:00	19	0	1	9	8	1	0	0	0	0	0	0	16.4	20.7
17:15	15	0	0	12	2	1	0	0	0	0	0	0	17.4	19.4
17:30	27	1	1	14	11	0	0	0	0	0	0	0	16.9	21.3
17:45	25	0	1	10	14	0	0	0	0	0	0	0	16.6	21.4
18:00	18	0	1	10	5	1	0	0	0	0	1	0	18.4	24.7
18:15	21	1	0	10	10	0	0	0	0	0	0	0	16.5	19
18:30	11	0	0	7	4	0	0	0	0	0	0	0	15.8	19.9
18:45	24	0	0	19	5	0	0	0	0	0	0	0	17	20.5
19:00	12	1	0	5	6	0	0	0	0	0	0	0	19	24.8
19:15	9	0	0	8	1	0	0	0	0	0	0	0	18.5	-
19:30	6	0	0	4	2	0	0	0	0	0	0	0	19.4	-
19:45	13	2	0	8	2	1	0	0	0	0	0	0	13.7	17.2
20:00	5	0	0	3	2	0	0	0	0	0	0	0	16.1	-
20:15	6	0	0	3	3	0	0	0	0	0	0	0	19.3	-
20:30	3	0	0	3	0	0	0	0	0	0	0	0	14.6	-

20:45	1	1	0	0	0	0	0	0	0	0	0	0	10.8	-
21:00	3	0	0	2	1	0	0	0	0	0	0	0	15.6	-
21:15	4	1	1	0	2	0	0	0	0	0	0	0	15.7	-
21:30	4	0	1	3	0	0	0	0	0	0	0	0	15.1	-
21:45	4	0	0	2	2	0	0	0	0	0	0	0	20.2	-
22:00	2	0	0	1	1	0	0	0	0	0	0	0	18.5	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	17.3	-
23:30	2	0	0	0	2	0	0	0	0	0	0	0	17.9	-
23:45	3	0	0	0	3	0	0	0	0	0	0	0	20.3	-
07-19	1204	46	32	652	392	52	8	0	1	0	15	6	17.7	21.4
06-22	1355	61	43	738	426	53	10	0	1	0	17	6	17.6	21.4
06-00	1363	61	43	739	433	53	10	0	1	0	17	6	17.6	21.4
00-00	1427	63	45	785	443	55	11	0	1	0	18	6	17.7	21.4

Date Friday 18/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	19.4	-
00:15	5	0	0	5	0	0	0	0	0	0	0	0	19.7	-
00:30	4	0	0	4	0	0	0	0	0	0	0	0	20.2	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	17.5	-
01:00	1	1	0	0	0	0	0	0	0	0	0	0	11.2	-
01:15	1	0	0	0	0	1	0	0	0	0	0	0	14.6	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	0	0	0	0	0	0	0	1	0	11.8	-
02:45	1	0	1	0	0	0	0	0	0	0	0	0	20.7	-
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	5	1	0	4	0	0	0	0	0	0	0	0	19.8	-
05:00	5	0	0	3	1	0	1	0	0	0	0	0	20.1	-
05:15	13	0	1	12	0	0	0	0	0	0	0	0	17.6	21.1
05:30	12	0	1	6	5	0	0	0	0	0	0	0	18.1	23.6
05:45	13	2	1	6	4	0	0	0	0	0	0	0	18.7	24.4
06:00	12	1	1	7	3	0	0	0	0	0	0	0	18.5	22.9
06:15	10	7	0	1	1	0	0	1	0	0	0	0	15.3	-
06:30	19	0	4	8	6	1	0	0	0	0	0	0	18.3	22.1
06:45	25	1	2	15	7	0	0	0	0	0	0	0	19.5	22.6
07:00	36	4	3	16	13	0	0	0	0	0	0	0	18	21.7
07:15	30	4	3	11	11	1	0	0	0	0	0	0	17.9	21.7
07:30	54	4	3	33	14	0	0	0	0	0	0	0	18.6	22.8
07:45	61	4	2	33	21	1	0	0	0	0	0	0	19.1	21.9
08:00	44	1	2	32	8	0	0	0	0	0	1	0	18.3	22.4
08:15	44	2	0	25	16	1	0	0	0	0	0	0	17.5	20.3
08:30	51	5	1	30	11	3	1	0	0	0	0	0	17.3	21
08:45	42	2	1	28	9	1	1	0	0	0	0	0	18.5	22.4
09:00	26	0	2	17	6	0	0	0	0	0	1	0	18.5	23.9
09:15	14	0	0	6	5	1	1	0	0	0	0	1	21	22.3
09:30	24	0	1	17	5	1	0	0	0	0	0	0	16.9	20.1
09:45	22	1	2	10	8	1	0	0	0	0	0	0	16.5	21.3
10:00	12	0	0	5	7	0	0	0	0	0	0	0	18.7	22.7
10:15	23	2	0	8	8	4	0	0	0	0	0	1	16.4	19.1
10:30	16	0	0	4	10	1	0	0	0	0	0	1	18.3	23.1
10:45	14	0	0	4	9	1	0	0	0	0	0	0	18.5	22.5
11:00	13	1	1	5	3	2	0	0	0	0	1	0	16.6	20.6
11:15	20	0	0	12	8	0	0	0	0	0	0	0	20.4	25.4
11:30	18	0	0	11	4	1	0	0	0	0	2	0	18.6	21.2
11:45	16	0	0	8	7	1	0	0	0	0	0	0	17.3	23.1
12:00	18	0	1	8	6	3	0	0	0	0	0	0	17.7	21.9
12:15	32	1	0	12	15	4	0	0	0	0	0	0	15.8	19.4
12:30	22	0	1	11	8	2	0	0	0	0	0	0	17.7	20.2
12:45	22	0	0	6	11	4	0	0	0	0	1	0	17.6	21.8
13:00	21	0	1	11	6	3	0	0	0	0	0	0	18.1	21.2
13:15	25	0	0	14	9	2	0	0	0	0	0	0	17.5	21.2
13:30	36	0	2	23	7	3	0	0	0	0	1	0	21.7	23.7
13:45	25	1	1	9	12	1	0	0	1	0	0	0	17.6	20.6
14:00	26	0	0	13	9	4	0	0	0	0	0	0	18.3	23.1
14:15	13	0	0	6	4	3	0	0	0	0	0	0	17.5	23.4
14:30	21	1	0	11	8	1	0	0	0	0	0	0	17.1	21.5
14:45	21	1	1	8	9	1	1	0	0	0	0	0	17.1	21.3
15:00	12	0	1	6	4	0	1	0	0	0	0	0	15.9	20.2
15:15	22	0	2	11	7	2	0	0	0	0	0	0	17	20.6
15:30	24	0	1	10	8	3	1	0	1	0	0	0	15.9	20.5
15:45	18	0	0	12	5	1	0	0	0	0	0	0	18.6	21.3
16:00	25	1	0	9	13	2	0	0	0	0	0	0	16.8	19.9
16:15	15	0	0	8	7	0	0	0	0	0	0	0	17.2	20.3
16:30	26	1	0	15	9	1	0	0	0	0	0	0	16.6	20.7
16:45	20	0	0	11	9	0	0	0	0	0	0	0	18.9	22.5
17:00	24	1	1	13	9	0	0	0	0	0	0	0	17.1	20.7
17:15	17	0	1	9	7	0	0	0	0	0	0	0	17.9	21.7
17:30	19	1	1	11	6	0	0	0	0	0	0	0	18.7	23.9
17:45	19	0	1	12	5	0	0	0	0	0	1	0	16.9	23.1
18:00	18	1	0	9	8	0	0	0	0	0	0	0	18.3	23.8
18:15	17	0	1	5	9	0	0	0	0	0	2	0	17.8	20.4
18:30	9	0	0	6	3	0	0	0	0	0	0	0	17.9	-
18:45	11	0	0	9	1	0	0	0	0	0	1	0	18.1	22.5
19:00	25	0	0	16	8	0	0	0	0	0	1	0	17.8	21.3
19:15	3	0	0	2	1	0	0	0	0	0	0	0	19.8	-
19:30	4	0	0	2	2	0	0	0	0	0	0	0	17.1	-
19:45	13	0	1	8	4	0	0	0	0	0	0	0	17.7	20.2
20:00	10	1	0	5	4	0	0	0	0	0	0	0	15.4	-
20:15	4	0	0	3	1	0	0	0	0	0	0	0	18.9	-
20:30	4	0	0	1	3	0	0	0	0	0	0	0	14.8	-
20:45	5	0	0	3	2	0	0	0	0	0	0	0	19.6	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	16	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	16.4	-
21:30	4	0	0	4	0	0	0	0	0	0	0	0	16.4	-
21:45	4	0	1	2	1	0	0	0	0	0	0	0	15.7	-
22:00	3	0	0	2	0	0	1	0	0	0	0	0	18.2	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	4	1	0	2	0	0	0	0	0	0	1	0	15	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	11.4	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	15.8	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	24.3	-
07-19	1158	39	37	603	397	60	6	0	2	0	11	3	17.9	21.5
06-22	1302	49	46	681	441	61	6	1	2	0	12	3	17.9	21.5
06-00	1312	50	46	687	442	61	7	1	2	0	13	3	17.9	21.5
00-00	1375	54	50	729	452	62	8	1	2	0	14	3	17.9	21.6

Date Saturday 19/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	28	-

00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	4	0	0	4	0	0	0	0	0	0	0	0	19.8	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	6.6	-
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	2	0	0	2	0	0	0	0	0	0	0	0	12.5	-
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	1	0	0	0	1	0	0	0	0	0	0	0	20.8	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	2	0	1	0	1	0	0	0	0	0	0	0	19.5	-
05:30	3	0	1	2	0	0	0	0	0	0	0	0	17.4	-
05:45	4	0	1	2	1	0	0	0	0	0	0	0	21.2	-
06:00	2	0	0	0	2	0	0	0	0	0	0	0	19.6	-
06:15	5	1	1	2	1	0	0	0	0	0	0	0	17	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	11.9	-
06:45	5	0	0	3	2	0	0	0	0	0	0	0	16	-
07:00	3	1	0	1	1	0	0	0	0	0	0	0	17.8	-
07:15	6	1	0	2	3	0	0	0	0	0	0	0	17.4	-
07:30	9	0	0	4	5	0	0	0	0	0	0	0	17.2	-
07:45	15	0	0	8	7	0	0	0	0	0	0	0	17.6	19.5
08:00	11	0	2	7	2	0	0	0	0	0	0	0	15.6	23.9
08:15	17	1	1	11	4	0	0	0	0	0	0	0	19.6	24
08:30	11	0	0	7	4	0	0	0	0	0	0	0	19.1	24.3
08:45	14	1	1	9	3	0	0	0	0	0	0	0	18.8	23.6
09:00	12	1	1	5	5	0	0	0	0	0	0	0	18.2	23.8
09:15	7	0	0	4	3	0	0	0	0	0	0	0	19.9	-
09:30	21	0	1	9	11	0	0	0	0	0	0	0	17.7	21.7
09:45	9	0	0	5	4	0	0	0	0	0	0	0	19.2	-
10:00	17	0	2	8	5	2	0	0	0	0	0	0	17.6	22.1
10:15	17	0	0	9	8	0	0	0	0	0	0	0	19.1	23
10:30	13	0	0	8	5	0	0	0	0	0	0	0	19.5	23.5
10:45	20	0	0	11	7	2	0	0	0	0	0	0	17.9	21.5
11:00	8	0	0	4	4	0	0	0	0	0	0	0	17.8	-
11:15	6	0	0	0	6	0	0	0	0	0	0	0	17.5	-
11:30	11	1	1	4	3	2	0	0	0	0	0	0	17.4	22.5
11:45	16	1	2	8	5	0	0	0	0	0	0	0	17.1	21.5
12:00	9	2	0	4	3	0	0	0	0	0	0	0	18.6	-
12:15	10	0	0	5	3	2	0	0	0	0	0	0	18.4	-
12:30	10	0	0	5	5	0	0	0	0	0	0	0	17.1	-
12:45	12	0	3	4	5	0	0	0	0	0	0	0	18.1	23.5
13:00	9	0	0	6	3	0	0	0	0	0	0	0	16.9	-
13:15	4	0	0	1	3	0	0	0	0	0	0	0	15.9	-
13:30	6	0	0	2	4	0	0	0	0	0	0	0	16.6	-
13:45	3	0	0	1	2	0	0	0	0	0	0	0	17.6	-
14:00	12	0	0	6	6	0	0	0	0	0	0	0	15.2	18.3
14:15	8	1	0	2	5	0	0	0	0	0	0	0	17.3	-
14:30	10	1	0	6	3	0	0	0	0	0	0	0	18	-
14:45	8	0	1	5	2	0	0	0	0	0	0	0	16.7	-
15:00	9	0	0	2	7	0	0	0	0	0	0	0	15.2	-
15:15	7	1	0	3	3	0	0	0	0	0	0	0	16.5	-
15:30	7	0	0	4	3	0	0	0	0	0	0	0	18.6	-
15:45	14	1	0	4	9	0	0	0	0	0	0	0	15.1	18.5
16:00	9	1	1	2	5	0	0	0	0	0	0	0	16.4	-
16:15	6	0	0	3	3	0	0	0	0	0	0	0	16.2	-
16:30	11	0	0	5	5	1	0	0	0	0	0	0	18	20.7
16:45	7	0	0	4	3	0	0	0	0	0	0	0	17.4	-
17:00	5	0	0	3	2	0	0	0	0	0	0	0	17.6	-
17:15	7	1	2	2	2	0	0	0	0	0	0	0	18.1	-
17:30	8	0	0	4	4	0	0	0	0	0	0	0	20	-
17:45	4	0	0	4	0	0	0	0	0	0	0	0	15.8	-
18:00	5	0	0	5	0	0	0	0	0	0	0	0	18.8	-
18:15	3	0	0	2	1	0	0	0	0	0	0	0	17.7	-
18:30	3	1	0	2	0	0	0	0	0	0	0	0	14.5	-
18:45	4	0	0	3	1	0	0	0	0	0	0	0	19.4	-
19:00	2	0	0	2	0	0	0	0	0	0	0	0	22	-
19:15	3	0	0	2	1	0	0	0	0	0	0	0	20.4	-
19:30	2	0	0	2	0	0	0	0	0	0	0	0	21.2	-
19:45	2	0	0	0	1	0	0	0	0	0	0	1	15	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	15.4	-
20:15	1	1	0	0	0	0	0	0	0	0	0	0	14.6	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	20.2	-
20:45	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	13.8	-
21:15	1	1	0	0	0	0	0	0	0	0	0	0	11.4	-
21:30	2	0	0	0	2	0	0	0	0	0	0	0	15	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	21.2	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	2	0	0	1	1	0	0	0	0	0	0	0	12.8	-
22:30	3	1	0	2	0	0	0	0	0	0	0	0	13.2	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	2	0	0	1	1	0	0	0	0	0	0	0	22.7	-
23:15	2	0	0	1	1	0	0	0	0	0	0	0	17.1	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	2	0	0	0	2	0	0	0	0	0	0	0	19.3	-
07-19	453	16	18	223	187	9	0	0	0	0	0	0	17.7	21.7
06-22	485	19	20	238	198	9	0	0	0	0	0	1	17.7	21.7
06-00	496	20	20	243	203	9	0	0	0	0	0	1	17.6	21.7
00-00	514	20	23	253	208	9	0	0	0	0	0	1	17.7	21.9

Date Sunday 20/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	1	0	0	0	0	0	0	0	0	0	13.7	-
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	21.3	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	15.8	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	15.2	-
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	3	0	0	3	0	0	0	0	0	0	0	0	18.4	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	17.8	-
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	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	1	0	0	0	0	0	0	0	0	0	10.6	-

05:45	2	1	0	0	1	0	0	0	0	0	0	0	18.1	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	16.8	-
06:15	2	1	0	1	0	0	0	0	0	0	0	0	13.4	-
06:30	1	0	0	0	1	0	0	0	0	0	0	0	25.4	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	2	0	1	1	0	0	0	0	0	0	0	0	15.4	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	3	0	0	2	1	0	0	0	0	0	0	0	18.8	-
07:45	6	1	1	4	0	0	0	0	0	0	0	0	16.5	-
08:00	3	1	0	1	1	0	0	0	0	0	0	0	19	-
08:15	5	0	0	4	1	0	0	0	0	0	0	0	14.6	-
08:30	7	1	0	3	2	1	0	0	0	0	0	0	15.5	-
08:45	1	0	0	0	0	0	0	0	0	0	1	0	16.6	-
09:00	4	0	0	1	3	0	0	0	0	0	0	0	20.5	-
09:15	4	0	1	0	3	0	0	0	0	0	0	0	18.1	-
09:30	4	0	0	0	4	0	0	0	0	0	0	0	18	-
09:45	10	2	0	4	4	0	0	0	0	0	0	0	17	-
10:00	7	0	0	2	5	0	0	0	0	0	0	0	15.8	-
10:15	8	1	0	5	2	0	0	0	0	0	0	0	17.5	-
10:30	9	1	0	3	5	0	0	0	0	0	0	0	17.2	-
10:45	9	0	0	5	4	0	0	0	0	0	0	0	17.2	-
11:00	5	0	0	3	2	0	0	0	0	0	0	0	17.6	-
11:15	10	0	0	6	4	0	0	0	0	0	0	0	17.3	-
11:30	10	0	2	3	5	0	0	0	0	0	0	0	16.6	-
11:45	10	0	1	5	4	0	0	0	0	0	0	0	17.9	-
12:00	7	1	0	3	3	0	0	0	0	0	0	0	13.5	-
12:15	3	0	1	2	0	0	0	0	0	0	0	0	19.9	-
12:30	4	0	0	3	1	0	0	0	0	0	0	0	15.8	-
12:45	6	0	1	2	3	0	0	0	0	0	0	0	15.4	-
13:00	5	0	0	3	2	0	0	0	0	0	0	0	17.9	-
13:15	7	1	0	2	3	1	0	0	0	0	0	0	19.1	-
13:30	4	0	0	1	3	0	0	0	0	0	0	0	20	-
13:45	4	0	0	2	2	0	0	0	0	0	0	0	20.7	-
14:00	2	0	0	0	2	0	0	0	0	0	0	0	16	-
14:15	3	1	0	2	0	0	0	0	0	0	0	0	14.2	-
14:30	3	0	0	2	1	0	0	0	0	0	0	0	16	-
14:45	1	1	0	0	0	0	0	0	0	0	0	0	6.9	-
15:00	4	0	1	2	1	0	0	0	0	0	0	0	19	-
15:15	2	0	0	0	2	0	0	0	0	0	0	0	17.8	-
15:30	7	0	0	3	4	0	0	0	0	0	0	0	17.3	-
15:45	6	2	1	2	0	0	0	0	0	0	1	0	13.1	-
16:00	7	2	1	2	2	0	0	0	0	0	0	0	13.7	-
16:15	4	1	0	1	2	0	0	0	0	0	0	0	15.9	-
16:30	8	0	2	5	1	0	0	0	0	0	0	0	15.8	-
16:45	9	0	2	6	1	0	0	0	0	0	0	0	16.1	-
17:00	3	1	0	2	0	0	0	0	0	0	0	0	15.2	-
17:15	7	0	0	5	2	0	0	0	0	0	0	0	17.2	-
17:30	5	1	0	2	2	0	0	0	0	0	0	0	15.8	-
17:45	8	0	0	3	5	0	0	0	0	0	0	0	17.5	-
18:00	2	0	0	2	0	0	0	0	0	0	0	0	15.8	-
18:15	6	0	1	3	2	0	0	0	0	0	0	0	14.4	-
18:30	3	0	1	2	0	0	0	0	0	0	0	0	18.4	-
18:45	5	0	0	3	2	0	0	0	0	0	0	0	17.5	-
19:00	5	0	0	5	0	0	0	0	0	0	0	0	14	-
19:15	3	0	1	1	1	0	0	0	0	0	0	0	15.2	-
19:30	2	0	0	0	2	0	0	0	0	0	0	0	18.3	-
19:45	4	0	0	1	3	0	0	0	0	0	0	0	19.7	-
20:00	4	0	0	3	1	0	0	0	0	0	0	0	18.5	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	14.8	-
20:45	3	0	0	2	1	0	0	0	0	0	0	0	14.8	-
21:00	8	0	1	5	0	2	0	0	0	0	0	0	16.2	-
21:15	1	0	0	0	1	0	0	0	0	0	0	0	18.9	-
21:30	3	0	1	2	0	0	0	0	0	0	0	0	16.1	-
21:45	2	0	0	1	1	0	0	0	0	0	0	0	21.2	-
22:00	2	0	0	2	0	0	0	0	0	0	0	0	13.5	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	17.5	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	17.1	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	10.2	-
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	2	1	0	0	1	0	0	0	0	0	0	0	17	-
07-19	252	18	17	117	96	2	0	0	0	0	2	0	16.7	21.0
06-22	293	19	20	141	107	4	0	0	0	0	2	0	16.7	21.0
06-00	300	20	20	144	110	4	0	0	0	0	2	0	16.7	21.0
00-00	311	21	22	149	113	4	0	0	0	0	2	0	16.7	21.0

Date Monday 21/05/2018

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	22.7	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	0	1	0	0	0	0	0	0	0	18.8	-
04:45	2	0	0	2	0	0	0	0	0	0	0	0	20.5	-
05:00	7	0	0	4	2	1	0	0	0	0	0	0	19.9	-
05:15	4	1	0	1	2	0	0	0	0	0	0	0	19.1	-
05:30	15	0	1	9	4	0	0	0	0	0	1	0	19.6	24.1
05:45	13	1	2	4	5	0	1	0	0	0	0	0	18.4	23
06:00	8	0	0	5	2	1	0	0	0	0	0	0	17.6	-
06:15	16	3	2	5	6	0	0	0	0	0	0	0	15.1	23.4
06:30	22	3	2	13	4	0	0	0	0	0	0	0	20.6	37.5
06:45	29	3	3	21	2	0	0	0	0	0	0	0	15.7	19.3
07:00	48	5	4	28	11	0	0	0	0	0	0	0	16.4	18.9
07:15	36	4	3	21	6	1	0	0	0	0	1	0	17.2	21.5
07:30	40	3	2	20	14	0	1	0	0	0	0	0	18.1	22.7
07:45	74	3	1	51	16	0	1	0	1	0	1	0	17.5	21.2
08:00	36	5	1	22	8	0	0	0	0	0	0	0	16.6	21.5
08:15	44	4	2	24	14	0	0	0	0	0	0	0	18.7	21.4
08:30	42	1	2	25	14	0	0	0	0	0	0	0	18.6	21.5
08:45	42	3	0	23	16	0	0	0	0	0	0	0	18.1	23.9
09:00	30	1	0	16	11	2	0	0	0	0	0	0	17.8	21.6
09:15	23	2	0	10	10	1	0	0	0	0	0	0	17.1	22.7
09:30	18	0	0	5	11	2	0	0	0	0	0	0	17.2	20.5
09:45	24	1	0	7	14	0	0	1	0	0	0	1	16.7	21.5
10:00	22	0	0	6	12	3	0	0	0	0	0	1	17.5	21.2
10:15	21	0	0	8	10	2	0	0	0	0	1	0	17.5	20.3
10:30	15	1	0	7	4	3	0	0	0	0	0	0	16.8	20.6
10:45	18	0	0	7	11	0	0	0	0	0	0	0	17.5	20.6
11:00	16	1	0	4	8	2	0	0	0	0	1	0	17.9	23.8

11:15	22	1	0	6	9	6	0	0	0	0	0	0	16.2	19.9
11:30	17	1	0	6	6	3	0	0	0	0	1	0	16.3	20.5
11:45	22	0	1	10	6	5	0	0	0	0	0	0	18	21.1
12:00	18	0	0	8	7	2	0	0	0	0	1	0	17.1	20.5
12:15	29	0	0	9	13	4	1	0	0	0	2	0	18.1	23.1
12:30	18	0	0	7	11	0	0	0	0	0	0	0	17.2	21.3
12:45	18	0	0	10	6	2	0	0	0	0	0	0	16.8	22.2
13:00	19	0	0	10	8	1	0	0	0	0	0	0	17.8	22.3
13:15	16	0	0	5	9	1	0	1	0	0	0	0	16.1	19
13:30	20	0	1	8	7	4	0	0	0	0	0	0	16.5	21.3
13:45	34	2	0	11	16	2	0	1	0	0	2	0	16.4	20.7
14:00	14	0	0	10	3	1	0	0	0	0	0	0	17.9	20.8
14:15	18	0	0	8	5	3	1	0	0	0	0	1	17.5	21.7
14:30	13	0	1	10	2	0	0	0	0	0	0	0	16.1	20.2
14:45	20	1	1	12	4	2	0	0	0	0	0	0	17.8	20.8
15:00	16	0	0	8	7	1	0	0	0	0	0	0	17.6	23.3
15:15	12	0	1	6	2	1	0	1	0	0	1	0	18.4	22.2
15:30	21	0	0	6	12	3	0	0	0	0	0	0	16.3	19.7
15:45	11	1	0	3	7	0	0	0	0	0	0	0	14.9	18.3
16:00	18	0	1	8	8	1	0	0	0	0	0	0	14.9	19.3
16:15	12	0	1	8	2	1	0	0	0	0	0	0	14.8	18.3
16:30	18	0	0	9	9	0	0	0	0	0	0	0	15	17.8
16:45	28	0	0	13	13	1	1	0	0	0	0	0	16.7	20.5
17:00	24	1	1	10	11	1	0	0	0	0	0	0	16.6	19.7
17:15	18	2	0	8	6	1	0	0	0	0	1	0	15	18.3
17:30	17	1	0	11	5	0	0	0	0	0	0	0	17.1	21.6
17:45	22	2	1	7	10	1	0	0	0	0	1	0	16.6	20
18:00	27	2	0	17	7	0	0	0	0	0	1	0	15.1	18
18:15	21	0	1	16	4	0	0	0	0	0	0	0	17	20
18:30	21	1	1	9	9	0	0	0	0	0	1	0	15.8	18.4
18:45	20	0	0	8	12	0	0	0	0	0	0	0	16.9	20
19:00	13	0	0	7	6	0	0	0	0	0	0	0	17.8	23.1
19:15	8	0	0	5	2	1	0	0	0	0	0	0	15.5	-
19:30	7	0	0	3	4	0	0	0	0	0	0	0	19.7	-
19:45	4	1	0	3	0	0	0	0	0	0	0	0	14.3	-
20:00	7	0	0	4	2	0	1	0	0	0	0	0	16.5	-
20:15	6	0	0	3	3	0	0	0	0	0	0	0	17.7	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	16.2	-
20:45	3	0	0	1	2	0	0	0	0	0	0	0	22.8	-
21:00	2	0	0	0	1	1	0	0	0	0	0	0	21.6	-
21:15	3	0	0	3	0	0	0	0	0	0	0	0	22.6	-
21:30	3	0	2	0	1	0	0	0	0	0	0	0	10.9	-
21:45	6	0	0	5	0	0	0	0	0	0	1	0	21.9	-
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	11.3	-
22:30	3	0	0	0	2	0	0	1	0	0	0	0	17	-
22:45	2	0	0	0	1	0	0	0	0	0	1	0	12.2	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	15.6	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	14.3	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	1153	49	26	561	426	63	5	4	1	0	15	3	17.1	20.9
06-22	1292	59	35	640	462	66	6	4	1	0	16	3	17.1	20.9
06-00	1300	59	35	642	466	66	6	5	1	0	17	3	17.1	20.9
00-00	1343	61	38	663	480	67	7	5	1	0	18	3	17.2	21.0

Date Tuesday 22/05/2018

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	0	1	0	0	0	0	0	0	0	20.2	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	2	0	0	2	0	0	0	0	0	0	0	0	20	-
01:00	1	0	0	0	0	0	0	0	0	0	1	0	20	-
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	2	0	2	0	0	0	0	0	0	0	0	0	18.7	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	1	0	0	0	0	0	0	0	0	0	0	14.6	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	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	16.9	-
04:45	2	0	0	2	0	0	0	0	0	0	0	0	16.1	-
05:00	7	0	0	4	1	1	0	0	0	0	1	0	20	-
05:15	7	0	0	3	3	0	0	0	0	0	1	0	19.4	-
05:30	19	1	0	13	3	0	0	1	0	0	1	0	19	22.3
05:45	19	3	1	5	9	0	0	0	0	0	1	0	18.4	24.4
06:00	8	0	1	4	3	0	0	0	0	0	0	0	17.1	-
06:15	14	4	1	4	5	0	0	0	0	0	0	0	15.9	20.4
06:30	17	1	3	8	4	0	0	0	0	0	1	0	17.4	21.6
06:45	21	2	2	13	2	1	0	0	1	0	0	0	15.5	17.9
07:00	35	4	3	19	9	0	0	0	0	0	0	0	15.4	19.9
07:15	42	6	5	18	10	1	1	0	0	0	1	0	17.4	21.9
07:30	48	4	3	27	14	0	0	0	0	0	0	0	17.5	21.8
07:45	71	2	0	46	22	0	0	0	0	0	1	0	18.5	21.7
08:00	50	6	0	27	16	1	0	0	0	0	0	0	18.2	22.7
08:15	31	1	1	21	8	0	0	0	0	0	0	0	18.8	22.7
08:30	53	3	3	25	19	1	0	0	0	0	1	1	18.1	21.1
08:45	49	2	0	26	18	3	0	0	0	0	0	0	17.4	20.9
09:00	41	2	2	25	9	0	2	0	0	0	1	0	16.6	21
09:15	25	1	1	12	9	2	0	0	0	0	0	0	18.4	22.5
09:30	17	2	0	6	9	0	0	0	0	0	0	0	18	22.4
09:45	19	0	0	8	8	2	0	0	0	0	1	0	17.6	20.6
10:00	18	0	0	9	9	0	0	0	0	0	0	0	20.8	25.2
10:15	20	1	0	7	10	2	0	0	0	0	0	0	17.2	19.5
10:30	10	0	0	7	2	1	0	0	0	0	0	0	18.7	-
10:45	23	0	0	7	12	4	0	0	0	0	0	0	19.3	21.7
11:00	19	0	0	10	7	1	0	0	0	0	1	0	15.5	17.7
11:15	15	0	1	8	5	1	0	0	0	0	0	0	17.3	20.5
11:30	25	0	1	6	14	3	0	0	0	0	1	0	16.3	20.6
11:45	13	0	0	4	5	4	0	0	0	0	0	0	15.9	20.8
12:00	23	0	0	11	6	4	1	0	0	0	1	0	16.1	20.4
12:15	15	0	0	6	7	1	0	0	0	0	1	0	16.8	21.8
12:30	19	0	0	13	3	2	0	0	1	0	0	0	15.3	18.1
12:45	21	1	0	10	5	2	0	0	0	0	2	1	16.2	22.1
13:00	21	0	0	13	7	1	0	0	0	0	0	0	17.8	21.4
13:15	26	1	1	14	8	1	0	0	1	0	0	0	17.6	22.7
13:30	19	0	0	8	8	1	0	0	0	0	2	0	17.9	21.9
13:45	20	0	1	10	9	0	0	0	0	0	0	0	17.5	22
14:00	17	0	0	8	9	0	0	0	0	0	0	0	17.7	19.9
14:15	18	0	0	5	11	2	0	0	0	0	0	0	19.6	22.7
14:30	15	1	0	4	9	1	0	0	0	0	0	0	18.7	22.2
14:45	16	0	1	9	1	5	0	0	0	0	0	0	17.4	21.1
15:00	13	1	0	1	9	1	1	0	0	0	0	0	16.7	19.4
15:15	20	0	2	6	10	1	0	0	1	0	0	0	14.8	18.8
15:30	21	1	0	6	10	2	1	1	0	0	0	0	16.5	19.6
15:45	13	0	0	5	8	0	0	0	0	0	0	0	16.4	19.5
16:00	13	0	0	7	5	1	0	0	0	0	0	0	16.5	18.9
16:15	18	0	0	12	6	0	0	0	0	0	0	0	15.1	19.4
16:30	21	1	1	11	8	0	0	0	0	0	0	0	16.7	19.9

16:45	22	0	1	13	6	1	0	0	0	0	1	0	16.1	18.3
17:00	15	2	0	5	7	1	0	0	0	0	0	0	15.6	20.1
17:15	18	2	1	9	5	1	0	0	0	0	0	0	16.7	21.4
17:30	18	0	0	11	6	0	0	0	0	0	1	0	17.6	20.5
17:45	21	0	0	15	5	0	0	1	0	0	0	0	16.3	19.3
18:00	18	1	0	12	3	2	0	0	0	0	0	0	17.3	22.1
18:15	15	1	1	6	7	0	0	0	0	0	0	0	16.2	19.7
18:30	17	1	1	8	6	0	0	0	0	0	1	0	16.9	20.4
18:45	15	1	1	8	3	0	0	0	0	0	2	0	16.6	20.5
19:00	10	0	0	5	5	0	0	0	0	0	0	0	17.1	-
19:15	14	0	1	5	8	0	0	0	0	0	0	0	16.8	18.8
19:30	8	0	0	5	3	0	0	0	0	0	0	0	17.8	-
19:45	8	0	1	6	1	0	0	0	0	0	0	0	16.3	-
20:00	8	0	0	6	1	0	0	0	0	0	1	0	16.6	-
20:15	6	0	1	3	2	0	0	0	0	0	0	0	16	-
20:30	3	0	0	2	1	0	0	0	0	0	0	0	16.4	-
20:45	10	0	0	10	0	0	0	0	0	0	0	0	18.2	-
21:00	3	0	0	2	1	0	0	0	0	0	0	0	19.8	-
21:15	2	1	0	1	0	0	0	0	0	0	0	0	12.1	-
21:30	5	0	2	3	0	0	0	0	0	0	0	0	17	-
21:45	3	0	0	3	0	0	0	0	0	0	0	0	20.2	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	14.5	-
22:15	2	0	0	0	1	0	0	0	0	0	1	0	17.1	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	19.9	-
22:45	5	0	0	4	1	0	0	0	0	0	0	0	15.8	-
23:00	3	0	0	3	0	0	0	0	0	0	0	0	14.5	-
23:15	1	1	0	0	0	0	0	0	0	0	0	0	10.8	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	15.3	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	1132	48	31	564	402	56	6	2	3	0	18	2	17.3	21.1
06-22	1272	56	43	644	438	57	6	2	4	0	20	2	17.2	21.0
06-00	1286	57	43	652	442	57	6	2	4	0	21	2	17.2	20.9
00-00	1348	62	46	682	459	58	6	3	4	0	26	2	17.3	21.0

Date Wednesday 23/05/2018

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	3	0	0	3	0	0	0	0	0	0	0	0	13.5	-
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	2	0	0	2	0	0	0	0	0	0	0	0	13.5	-
01:15	1	0	0	0	0	1	0	0	0	0	0	0	11.3	-
01:30	2	0	0	0	2	0	0	0	0	0	0	0	13.9	-
01:45	1	0	0	0	0	0	0	0	0	0	1	0	22.7	-
02:00	3	0	0	3	0	0	0	0	0	0	0	0	18	-
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	3	0	2	0	0	0	0	0	0	0	1	0	16.9	-
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	20.1	-
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	4	0	0	2	1	0	0	0	0	0	1	0	17.5	-
05:00	7	0	0	4	3	0	0	0	0	0	0	0	21.1	-
05:15	7	1	0	3	2	1	0	0	0	0	0	0	18.7	-
05:30	18	0	0	11	7	0	0	0	0	0	0	0	17.9	22.7
05:45	18	0	2	10	6	0	0	0	0	0	0	0	19.9	23.3
06:00	13	1	1	5	4	0	1	0	0	0	1	0	16.9	21
06:15	19	5	1	9	4	0	0	0	0	0	0	0	15.5	22.1
06:30	12	0	3	5	2	1	0	0	0	0	1	0	16.1	21.6
06:45	22	1	2	10	8	0	1	0	0	0	0	0	18.2	22.2
07:00	37	3	2	19	11	1	0	1	0	0	0	0	16.4	20.6
07:15	37	6	6	14	9	1	0	0	0	0	1	0	17.5	22.2
07:30	47	1	2	30	12	2	0	0	0	0	0	0	19	23.3
07:45	66	3	3	41	19	0	0	0	0	0	0	0	18.5	21.6
08:00	48	5	1	35	6	0	1	0	0	0	0	0	17.2	21.9
08:15	47	5	0	32	9	0	0	0	1	0	0	0	14.4	17.2
08:30	47	2	0	33	8	2	0	1	0	0	1	0	17.2	18.9
08:45	39	3	0	23	12	1	0	0	0	0	0	0	18.3	24.2
09:00	31	2	0	20	9	0	0	0	0	0	0	0	17.1	22.4
09:15	28	1	1	13	11	2	0	0	0	0	0	0	18	21.3
09:30	18	0	0	7	8	2	1	0	0	0	0	0	16.6	20.4
09:45	23	1	1	11	9	1	0	0	0	0	0	0	17.7	20.5
10:00	12	0	1	6	3	0	0	0	0	0	2	0	16.3	22.1
10:15	16	0	0	7	8	1	0	0	0	0	0	0	19.8	25.4
10:30	11	0	0	6	3	2	0	0	0	0	0	0	17.6	21.9
10:45	18	0	0	7	10	1	0	0	0	0	0	0	18.7	22.6
11:00	18	0	0	8	4	5	1	0	0	0	0	0	18.2	20.4
11:15	26	1	1	12	7	3	2	0	0	0	0	0	17.3	21.3
11:30	13	0	0	4	9	0	0	0	0	0	0	0	16.9	20.9
11:45	15	0	0	5	8	2	0	0	0	0	0	0	18.3	21.1
12:00	23	0	0	12	7	3	0	0	0	0	1	0	18.3	22.9
12:15	14	0	0	7	5	2	0	0	0	0	0	0	16.5	19.3
12:30	21	1	0	8	7	3	0	0	0	0	0	2	15.7	18.4
12:45	26	1	0	14	11	0	0	0	0	0	0	0	18.3	21.2
13:00	15	0	0	5	10	0	0	0	0	0	0	0	18.1	22.4
13:15	20	0	1	10	8	1	0	0	0	0	0	0	18.7	22.4
13:30	26	0	0	15	6	4	0	1	0	0	0	0	18.5	22.3
13:45	29	2	0	13	11	2	0	0	0	0	1	0	17.8	21.6
14:00	14	1	1	5	6	1	0	0	0	0	0	0	18.7	22.8
14:15	20	0	1	4	11	3	0	0	0	0	1	0	17.9	21.2
14:30	21	0	1	11	9	0	0	0	0	0	0	0	17.7	21
14:45	23	0	0	10	8	4	0	0	0	0	1	0	18.1	20.2
15:00	16	0	1	6	6	3	0	0	0	0	0	0	16.7	20.4
15:15	16	0	2	4	5	4	0	0	0	0	1	0	16.3	17.9
15:30	28	1	2	12	11	2	0	0	0	0	0	0	17.6	23.5
15:45	17	1	1	8	5	2	0	0	0	0	0	0	17	21.5
16:00	20	1	0	3	12	2	0	0	0	0	2	0	16.4	22.4
16:15	20	0	0	11	8	0	0	0	0	0	1	0	17.3	20.2
16:30	10	0	0	6	3	1	0	0	0	0	0	0	18.8	-
16:45	26	1	0	14	10	1	0	0	0	0	0	0	17.7	20.6
17:00	17	0	2	9	6	0	0	0	0	0	0	0	14	15.5
17:15	16	0	1	6	8	1	0	0	0	0	0	0	15.9	20.4
17:30	18	1	0	6	10	0	0	0	0	0	1	0	17.1	20.3
17:45	20	0	1	14	5	0	0	0	0	0	0	0	15.5	19.6
18:00	20	0	0	15	5	0	0	0	0	0	0	0	17.8	20.3
18:15	17	0	0	11	4	2	0	0	0	0	0	0	16.3	18.9
18:30	16	1	0	7	8	0	0	0	0	0	0	0	15.3	18.2
18:45	10	0	0	1	8	0	0	0	0	0	1	0	16.4	-
19:00	15	0	1	8	4	0	0	0	0	0	2	0	16.2	18.7
19:15	4	0	0	2	2	0	0	0	0	0	0	0	15	-
19:30	7	0	0	5	2	0	0	0	0	0	0	0	14.8	-
19:45	13	1	1	6	5	0	0	0	0	0	0	0	16.1	19.9
20:00	9	0	1	5	3	0	0	0	0	0	0	0	14.2	-
20:15	4	0	0	2	1	0	0	0	0	0	1	0	16.8	-
20:30	6	1	1	2	2	0	0	0	0	0	0	0	15.7	-
20:45	4	0	0	3	1	0	0	0	0	0	0	0	18.4	-
21:00	6	0	0	5	0	1	0	0	0	0	0	0	17.5	-
21:15	5	1	0	4	0	0	0	0	0	0	0	0	13.5	-
21:30	8	0	1	5	2	0	0	0	0	0	0	0	16.2	-
21:45	3	0	1	2	0	0	0	0	0	0	0	0	20	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	26.1	-

22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	3	0	0	2	1	0	0	0	0	0	0	0	17.8	-
22:45	2	0	0	2	0	0	0	0	0	0	0	0	18.9	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	15.9	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	2	0	0	1	1	0	0	0	0	0	0	0	17.7	-
23:45	2	0	0	0	2	0	0	0	0	0	0	0	15.1	-
07-19	1136	44	32	580	388	67	5	3	1	0	14	2	17.4	21.1
06-22	1286	54	45	658	428	69	7	3	1	0	19	2	17.2	21.0
06-00	1297	54	45	664	433	69	7	3	1	0	19	2	17.3	21.0
00-00	1367	55	49	702	455	71	7	3	1	0	22	2	17.3	21.1

Date Thursday 24/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	14	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	14.8	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	4	1	0	3	0	0	0	0	0	0	0	0	16.7	-
01:15	5	0	0	5	0	0	0	0	0	0	0	0	14.1	-
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	2	0	0	2	0	0	0	0	0	0	0	0	16.8	-
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	21.2	-
03:15	1	0	1	0	0	0	0	0	0	0	0	0	13	-
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	4	0	0	4	0	0	0	0	0	0	0	0	20.7	-
05:00	3	0	0	2	1	0	0	0	0	0	0	0	21	-
05:15	6	0	0	2	3	1	0	0	0	0	0	0	17.5	-
05:30	21	1	0	16	4	0	0	0	0	0	0	0	19.1	23.6
05:45	14	1	2	5	6	0	0	0	0	0	0	0	17.9	22.2
06:00	12	0	0	7	5	0	0	0	0	0	0	0	17.1	23.5
06:15	10	3	0	4	2	1	0	0	0	0	0	0	16.6	-
06:30	17	2	3	4	7	0	0	1	0	0	0	0	17.3	22.9
06:45	34	3	2	24	4	0	0	0	0	0	1	0	17.9	21.4
07:00	39	4	2	23	9	1	0	0	0	0	0	0	17.3	20.9
07:15	29	4	0	15	8	0	0	0	0	0	2	0	17.1	21.5
07:30	38	1	3	21	13	0	0	0	0	0	0	0	17.5	20.3
07:45	61	2	1	38	19	0	0	0	1	0	0	0	17.8	21.8
08:00	55	2	2	26	24	1	0	0	0	0	0	0	17.8	20.8
08:15	39	0	2	24	13	0	0	0	0	0	0	0	17.7	21.6
08:30	49	2	0	30	17	0	0	0	0	0	0	0	16.9	20.3
08:45	41	0	0	28	11	2	0	0	0	0	0	0	18.8	22.5
09:00	30	2	0	17	11	0	0	0	0	0	0	0	16.9	20.5
09:15	27	2	0	14	8	2	0	0	0	0	1	0	16.7	21.5
09:30	20	2	0	11	6	1	0	0	0	0	0	0	17.1	21.2
09:45	25	0	0	13	7	5	0	0	0	0	0	0	17.9	20.8
10:00	20	0	0	13	4	2	0	0	0	0	1	0	17.2	19.7
10:15	26	1	0	14	10	1	0	0	0	0	0	0	18.2	22.2
10:30	22	0	2	11	8	1	0	0	0	0	0	0	15.6	18.4
10:45	19	1	0	10	3	3	0	0	0	0	1	1	16.4	18.1
11:00	14	0	0	3	6	4	0	0	0	0	1	0	18.3	21.5
11:15	19	0	0	12	2	2	0	1	1	0	1	0	17.3	19
11:30	17	0	0	6	8	0	1	0	1	0	1	0	16.6	22.3
11:45	18	1	1	9	6	0	0	0	0	0	1	0	17.1	21
12:00	20	0	0	12	5	3	0	0	0	0	0	0	16.2	18.2
12:15	15	0	0	9	3	2	1	0	0	0	0	0	16.4	19.6
12:30	16	0	0	9	7	0	0	0	0	0	0	0	18.2	23
12:45	19	1	0	12	4	1	0	0	0	0	1	0	18.6	22.4
13:00	29	0	2	14	11	2	0	0	0	0	0	0	17	19.8
13:15	26	0	0	12	13	1	0	0	0	0	0	0	17.6	21.2
13:30	25	0	0	13	10	2	0	0	0	0	0	0	18.5	21.8
13:45	21	2	0	10	7	2	0	0	0	0	0	0	16	20
14:00	18	0	0	6	8	2	1	0	0	0	1	0	18	20.9
14:15	19	0	0	9	9	1	0	0	0	0	0	0	19	20.8
14:30	17	0	1	6	7	2	1	0	0	0	0	0	18.9	21.7
14:45	16	0	2	5	7	2	0	0	0	0	0	0	18.1	22.8
15:00	22	1	1	8	9	1	1	0	0	0	1	0	17.1	21.3
15:15	27	2	3	8	11	2	0	0	0	0	1	0	15.3	19
15:30	19	1	1	5	8	3	0	0	0	0	1	0	15.9	18.6
15:45	16	0	0	6	8	1	0	0	0	0	1	0	18.4	21.8
16:00	25	2	0	12	9	2	0	0	0	0	0	0	16.2	18.8
16:15	11	0	0	4	6	1	0	0	0	0	0	0	16.9	20.1
16:30	18	1	0	10	7	0	0	0	0	0	0	0	18	20.5
16:45	18	0	0	10	7	1	0	0	0	0	0	0	18.8	21.5
17:00	27	0	0	15	12	0	0	0	0	0	0	0	17.2	20.5
17:15	22	1	0	14	7	0	0	0	0	0	0	0	17.7	21.6
17:30	21	1	1	9	9	0	0	0	0	0	1	0	16.1	20.9
17:45	22	0	1	10	11	0	0	0	0	0	0	0	17.2	21
18:00	20	0	0	10	8	0	1	0	0	0	1	0	16.7	20.1
18:15	24	0	0	15	9	0	0	0	0	0	0	0	16.6	21.5
18:30	13	0	0	8	5	0	0	0	0	0	0	0	18.7	21.2
18:45	15	0	0	10	4	0	1	0	0	0	0	0	17.8	20.6
19:00	10	0	0	3	7	0	0	0	0	0	0	0	15.8	-
19:15	13	0	1	9	3	0	0	0	0	0	0	0	15.4	18.8
19:30	16	0	0	9	6	0	1	0	0	0	0	0	15.6	18
19:45	11	0	0	9	2	0	0	0	0	0	0	0	16.2	18.5
20:00	11	0	1	4	4	1	1	0	0	0	0	0	15.9	19.4
20:15	4	0	0	3	1	0	0	0	0	0	0	0	16.9	-
20:30	9	0	0	3	3	1	1	1	0	0	0	0	13.8	-
20:45	7	0	0	4	3	0	0	0	0	0	0	0	16.5	-
21:00	3	0	0	0	2	1	0	0	0	0	0	0	18	-
21:15	4	2	0	0	2	0	0	0	0	0	0	0	14.1	-
21:30	2	0	1	0	0	0	0	0	0	0	1	0	10.1	-
21:45	5	0	0	4	1	0	0	0	0	0	0	0	20.2	-
22:00	4	0	0	2	2	0	0	0	0	0	0	0	16.9	-
22:15	2	0	0	1	1	0	0	0	0	0	0	0	18.7	-
22:30	2	0	0	2	0	0	0	0	0	0	0	0	14.6	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	18	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	45.5	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	13.2	-
23:30	2	0	0	2	0	0	0	0	0	0	0	0	19.8	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	15.3	-
07-19	1169	36	25	609	414	56	7	1	3	0	17	1	17.4	20.7
06-22	1337	46	33	696	466	60	10	3	3	0	19	1	17.2	20.7
06-00	1352	46	33	705	472	60	10	3	3	0	19	1	17.3	20.7
00-00	1416	49	36	747	487	61	10	3	3	0	19	1	17.3	20.8

Date Friday 25/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	2	0	0	0	0	1	1	0	0	0	0	0	17	-
00:15	4	0	0	4	0	0	0	0	0	0	0	0	16.8	-
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	0	1	0	0	0	0	0	0	0	13.8	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	2	0	0	0	2	0	0	0	0	0	0	0	14.6	-

01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06-22	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06-00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00-00	9	0	0	4	3	1	1	0	0	0	0	0	16.0	-

Date Saturday 26/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-

07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 27/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-

12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Intelligent Data Collection Limited

Client: Oxfordshire County Council
Project Number: ID03924
Junction Number: Site 19
Flow from: Haslemere Way (N) **to:** Swan Close Road (S)

Date Monday 07/05/2018

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

Date Tuesday 08/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-

02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 09/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	14.4	-
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	14.1	-
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	1	0	0	0	0	0	0	0	0	0	0	8.1	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	1	0	0	0	0	0	0	0	0	0	0	10.5	-
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	2	0	0	2	0	0	0	0	0	0	0	0	15.7	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	4	0	1	2	0	0	1	0	0	0	0	0	13.3	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	15.8	-
05:15	1	0	1	0	0	0	0	0	0	0	0	0	8.1	-
05:30	5	0	0	4	1	0	0	0	0	0	0	0	19.3	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	18.7	-
06:00	8	0	1	4	2	1	0	0	0	0	0	0	17.5	-
06:15	9	1	0	7	1	0	0	0	0	0	0	0	14.1	-
06:30	13	0	0	9	4	0	0	0	0	0	0	0	19.6	22.1
06:45	18	0	0	14	3	1	0	0	0	0	0	0	19.2	21.6
07:00	18	1	0	8	9	0	0	0	0	0	0	0	17.1	21.9
07:15	20	0	0	9	10	1	0	0	0	0	0	0	18.7	23.9
07:30	18	0	1	9	7	1	0	0	0	0	0	0	18.3	22.8
07:45	32	0	1	20	10	0	0	0	0	0	1	0	17.8	23.5
08:00	26	0	1	16	9	0	0	0	0	0	0	0	19	23.3

08:15	16	0	1	5	9	1	0	0	0	0	0	0	15.6	19.3
08:30	16	1	0	8	7	0	0	0	0	0	0	0	18.5	22
08:45	25	0	0	14	5	6	0	0	0	0	0	0	17.6	21.7
09:00	18	1	0	8	7	1	0	0	0	0	1	0	18.8	23.6
09:15	19	1	0	9	8	1	0	0	0	0	0	0	16.3	23.4
09:30	22	1	0	13	8	0	0	0	0	0	0	0	18.1	22.9
09:45	16	0	0	4	7	3	0	1	0	0	0	1	16.1	18.5
10:00	19	0	0	11	5	3	0	0	0	0	0	0	15.8	19.6
10:15	22	0	0	10	10	1	0	0	0	0	0	1	17.1	21.6
10:30	12	0	1	5	5	0	0	0	0	0	0	1	17.9	20.8
10:45	17	0	0	5	10	1	0	0	0	0	0	1	18.9	24.2
11:00	17	0	0	2	10	5	0	0	0	0	0	0	17.8	21.4
11:15	13	0	0	3	4	5	1	0	0	0	0	0	17.4	23.2
11:30	21	0	0	12	8	1	0	0	0	0	0	0	17.2	21.1
11:45	29	0	0	12	15	1	0	0	0	0	1	0	16.4	22.8
12:00	33	2	0	16	12	2	0	0	1	0	0	0	17.5	21.8
12:15	17	0	0	10	6	1	0	0	0	0	0	0	16.3	25.3
12:30	19	0	0	7	7	4	0	0	1	0	0	0	16.5	21.4
12:45	17	0	0	8	8	1	0	0	0	0	0	0	16.5	21.3
13:00	19	0	0	8	10	1	0	0	0	0	0	0	17.4	22.1
13:15	18	1	0	8	7	2	0	0	0	0	0	0	17.7	20.9
13:30	35	3	0	18	13	0	0	0	0	0	1	0	15.1	21.3
13:45	8	2	0	3	2	1	0	0	0	0	0	0	14.9	-
14:00	36	0	4	11	18	3	0	0	0	0	0	0	18.6	22.1
14:15	25	1	0	12	10	1	1	0	0	0	0	0	17.1	21.7
14:30	32	1	1	13	15	2	0	0	0	0	0	0	18.1	21.6
14:45	19	0	0	11	6	1	0	0	0	0	1	0	16	21.3
15:00	14	0	0	3	10	1	0	0	0	0	0	0	18.2	23.3
15:15	20	1	0	9	5	4	1	0	0	0	0	0	16.7	21.2
15:30	27	1	0	15	9	2	0	0	0	0	0	0	15.6	19.4
15:45	32	1	0	16	11	4	0	0	0	0	0	0	17.2	22.9
16:00	37	1	3	15	17	0	0	0	0	0	0	1	15.9	20.1
16:15	13	0	2	6	3	1	0	0	0	0	0	1	16.3	24.1
16:30	37	2	4	19	12	0	0	0	0	0	0	0	17.1	21.2
16:45	35	3	1	13	18	0	0	0	0	0	0	0	15.6	20.7
17:00	63	1	2	39	20	1	0	0	0	0	0	0	14.6	20.9
17:15	35	3	3	13	16	0	0	0	0	0	0	0	18.1	24.7
17:30	42	4	3	22	12	1	0	0	0	0	0	0	15.5	20.7
17:45	35	5	3	16	10	1	0	0	0	0	0	0	15.7	20.9
18:00	52	9	5	19	19	0	0	0	0	0	0	0	15.2	21.8
18:15	24	0	1	14	9	0	0	0	0	0	0	0	16.7	20.2
18:30	24	1	2	13	8	0	0	0	0	0	0	0	15.3	19.3
18:45	22	4	0	9	9	0	0	0	0	0	0	0	16.6	23.4
19:00	23	1	1	13	8	0	0	0	0	0	0	0	17.5	21.5
19:15	16	1	1	11	2	1	0	0	0	0	0	0	15.4	21.8
19:30	8	0	0	7	1	0	0	0	0	0	0	0	13.5	-
19:45	17	1	1	9	6	0	0	0	0	0	0	0	16.8	21.8
20:00	7	1	0	4	2	0	0	0	0	0	0	0	14.2	-
20:15	12	1	0	7	4	0	0	0	0	0	0	0	17.1	25.3
20:30	11	0	0	10	1	0	0	0	0	0	0	0	14.3	17.5
20:45	8	0	0	6	2	0	0	0	0	0	0	0	15.7	-
21:00	4	0	0	1	3	0	0	0	0	0	0	0	16.2	-
21:15	7	0	0	6	1	0	0	0	0	0	0	0	13.9	-
21:30	6	0	0	3	3	0	0	0	0	0	0	0	15.5	-
21:45	2	0	0	0	2	0	0	0	0	0	0	0	21.4	-
22:00	5	0	0	4	1	0	0	0	0	0	0	0	20.8	-
22:15	8	0	0	5	3	0	0	0	0	0	0	0	17.7	-
22:30	5	0	0	4	1	0	0	0	0	0	0	0	21.8	-
22:45	2	0	0	0	2	0	0	0	0	0	0	0	22.5	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	23.7	-
23:15	4	0	0	1	3	0	0	0	0	0	0	0	20.6	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	4	0	0	3	1	0	0	0	0	0	0	0	15.6	-
07-19	1186	51	39	549	465	65	3	1	2	0	5	6	16.8	21.5
06-22	1355	57	43	660	510	68	3	1	2	0	5	6	16.7	21.5
06-00	1384	57	43	677	522	68	3	1	2	0	5	6	16.8	21.6
00-00	1402	59	45	686	526	68	4	1	2	0	5	6	16.8	21.5

Date Thursday 10/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	3	0	0	1	2	0	0	0	0	0	0	0	26.9	-
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	4	0	0	4	0	0	0	0	0	0	0	0	26	-
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	26.5	-
01:45	2	0	0	2	0	0	0	0	0	0	0	0	26.3	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	23.7	-
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	1	0	0	1	0	0	0	0	0	0	0	0	18.2	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	24.1	-
05:30	3	0	1	0	2	0	0	0	0	0	0	0	15.3	-
05:45	11	0	1	8	2	0	0	0	0	0	0	0	16.2	18.5
06:00	7	0	1	2	3	1	0	0	0	0	0	0	16.4	-
06:15	17	1	0	14	2	0	0	0	0	0	0	0	17	20.3
06:30	10	0	0	9	1	0	0	0	0	0	0	0	19.5	-
06:45	22	0	0	17	2	1	1	0	0	1	0	0	17.6	21.5
07:00	20	0	0	16	4	0	0	0	0	0	0	0	18.3	20.1
07:15	14	0	0	9	4	0	1	0	0	0	0	0	19.3	22.2
07:30	27	0	0	22	4	0	1	0	0	0	0	0	19.4	22.3
07:45	43	0	1	34	8	0	0	0	0	0	0	0	16.9	19
08:00	35	3	0	29	2	0	1	0	0	0	0	0	14.3	17.4
08:15	27	3	1	18	4	1	0	0	0	0	0	0	18.2	21.6
08:30	19	2	0	11	3	2	1	0	0	0	0	0	15	19.7
08:45	17	1	0	13	2	0	0	0	0	0	0	1	18	20.6
09:00	32	2	1	19	10	0	0	0	0	0	0	0	15.5	20.4
09:15	24	0	0	15	7	2	0	0	0	0	0	0	16	20
09:30	13	0	1	3	9	0	0	0	0	0	0	0	17.7	24.4
09:45	20	0	0	12	6	2	0	0	0	0	0	0	17.5	20.2
10:00	11	0	2	7	2	0	0	0	0	0	0	0	18.6	25.4
10:15	16	0	0	5	10	1	0	0	0	0	0	0	19.1	24.6
10:30	22	0	2	7	10	3	0	0	0	0	0	0	15.4	22.5
10:45	20	0	0	6	11	3	0	0	0	0	0	0	15.4	18.5
11:00	24	0	0	9	11	4	0	0	0	0	0	0	17.5	21.3
11:15	15	0	0	7	6	2	0	0	0	0	0	0	15.4	19.2
11:30	17	0	0	7	9	1	0	0	0	0	0	0	20.2	24.4
11:45	24	1	0	7	16	0	0	0	0	0	0	0	19.1	23.3
12:00	24	0	1	18	3	1	1	0	0	0	0	0	17.6	20.6
12:15	23	0	0	8	12	2	0	0	0	0	0	1	17	21.2
12:30	20	0	0	11	6	2	0	0	0	0	1	0	17.6	23.5
12:45	27	0	1	12	12	2	0	0	0	0	0	0	19.1	22.7
13:00	19	0	0	11	7	1	0	0	0	0	0	0	18	23.2
13:15	33	0	0	24	7	2	0	0	0	0	0	0	15.6	22.3
13:30	22	2	1	8	9	2	0	0	0	0	0	0	16.2	21.8

13:45	16	2	0	9	5	0	0	0	0	0	0	0	14.5	22.2
14:00	27	1	2	13	10	1	0	0	0	0	0	0	19.5	23.6
14:15	26	0	0	16	7	3	0	0	0	0	0	0	16.3	20.8
14:30	28	0	2	14	8	4	0	0	0	0	0	0	17.5	23.1
14:45	18	0	0	10	3	5	0	0	0	0	0	0	17.6	22.5
15:00	24	1	0	11	9	2	0	0	0	0	0	1	18.2	22.6
15:15	19	0	1	9	8	1	0	0	0	0	0	0	17.1	23.6
15:30	32	2	1	8	15	6	0	0	0	0	0	0	15.2	18.5
15:45	22	0	1	9	9	1	0	0	1	0	0	1	15.7	20.4
16:00	46	0	1	28	15	2	0	0	0	0	0	0	16.9	20.8
16:15	22	1	0	11	8	2	0	0	0	0	0	0	17.9	23.7
16:30	55	3	2	32	16	2	0	0	0	0	0	0	16.8	21.8
16:45	40	3	3	20	13	0	1	0	0	0	0	0	15.5	19.2
17:00	74	2	2	43	27	0	0	0	0	0	0	0	16.3	21.4
17:15	35	2	3	12	18	0	0	0	0	0	0	0	18	22.1
17:30	56	6	4	32	13	1	0	0	0	0	0	0	15.9	20.2
17:45	26	0	0	14	12	0	0	0	0	0	0	0	13.7	20.8
18:00	49	2	1	28	18	0	0	0	0	0	0	0	15.5	19.8
18:15	24	0	0	8	15	1	0	0	0	0	0	0	17.7	22
18:30	25	0	1	11	12	0	0	0	0	0	0	1	16.7	21.4
18:45	28	3	2	13	9	0	0	0	0	0	1	0	15.9	20.4
19:00	18	1	0	15	1	1	0	0	0	0	0	0	16.2	19.8
19:15	21	1	3	13	4	0	0	0	0	0	0	0	16.3	20.2
19:30	14	0	0	7	7	0	0	0	0	0	0	0	14.2	17.9
19:45	21	2	1	11	6	0	0	1	0	0	0	0	14	19
20:00	11	0	0	9	2	0	0	0	0	0	0	0	15.7	21.2
20:15	7	0	1	4	2	0	0	0	0	0	0	0	17	-
20:30	17	0	0	12	5	0	0	0	0	0	0	0	15.9	22.7
20:45	13	0	0	12	1	0	0	0	0	0	0	0	17.3	24.3
21:00	5	0	0	2	2	0	0	0	0	0	1	0	15.5	-
21:15	6	1	0	3	2	0	0	0	0	0	0	0	12.7	-
21:30	5	0	0	5	0	0	0	0	0	0	0	0	15.7	-
21:45	2	0	0	2	0	0	0	0	0	0	0	0	18.6	-
22:00	10	0	0	6	4	0	0	0	0	0	0	0	20.5	-
22:15	2	0	0	0	2	0	0	0	0	0	0	0	25.4	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	3	0	0	0	2	1	0	0	0	0	0	0	15.9	-
23:00	5	0	0	5	0	0	0	0	0	0	0	0	13.1	-
23:15	3	0	0	2	1	0	0	0	0	0	0	0	16.6	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	5	0	0	5	0	0	0	0	0	0	0	0	16.8	-
07-19	1300	42	37	699	444	64	6	0	1	0	2	5	16.6	20.9
06-22	1496	48	43	836	484	67	7	1	1	1	3	5	16.5	20.9
06-00	1524	48	43	854	493	68	7	1	1	1	3	5	16.6	21.1
00-00	1551	48	45	873	499	68	7	1	1	1	3	5	16.6	21.2

Date Friday 11/05/2018

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	1	0	0	0	0	0	0	0	0	0	0	13.6	-
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	3	1	0	2	0	0	0	0	0	0	0	0	10.7	-
02:45	1	1	0	0	0	0	0	0	0	0	0	0	9.1	-
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	2	0	0	2	0	0	0	0	0	0	0	0	16.3	-
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	16.5	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	19.3	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	25.4	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	15.4	-
05:45	8	0	0	7	1	0	0	0	0	0	0	0	19.2	-
06:00	15	0	1	11	2	1	0	0	0	0	0	0	17.6	21.9
06:15	4	2	0	2	0	0	0	0	0	0	0	0	15.7	-
06:30	8	0	0	7	1	0	0	0	0	0	0	0	20.3	-
06:45	15	0	0	14	1	0	0	0	0	0	0	0	20.8	22.4
07:00	21	1	0	17	3	0	0	0	0	0	0	0	16.4	20.6
07:15	15	0	0	11	4	0	0	0	0	0	0	0	18.2	21
07:30	20	1	0	13	6	0	0	0	0	0	0	0	15.7	18.1
07:45	31	0	2	18	10	1	0	0	0	0	0	0	16.8	22.8
08:00	24	0	0	20	4	0	0	0	0	0	0	0	17.3	22.3
08:15	14	2	1	10	1	0	0	0	0	0	0	0	15.8	21.7
08:30	28	1	1	18	7	0	1	0	0	0	0	0	15.7	20.5
08:45	25	0	0	18	5	2	0	0	0	0	0	0	14.9	18.2
09:00	17	0	0	7	10	0	0	0	0	0	0	0	18	23.2
09:15	30	1	0	19	9	0	0	1	0	0	0	0	15.5	21.7
09:30	13	0	0	7	4	2	0	0	0	0	0	0	20.1	27
09:45	21	1	0	12	5	1	0	0	0	0	2	0	14.6	20.3
10:00	12	1	0	5	5	1	0	0	0	0	0	0	15.5	19.7
10:15	14	0	0	11	2	1	0	0	0	0	0	0	16.9	20.7
10:30	23	0	0	13	8	2	0	0	0	0	0	0	16.2	20.3
10:45	20	0	1	6	8	5	0	0	0	0	0	0	17.8	22.7
11:00	15	0	0	6	7	2	0	0	0	0	0	0	17.7	24.3
11:15	22	1	0	12	5	4	0	0	0	0	0	0	15.8	20.9
11:30	28	0	0	13	12	3	0	0	0	0	0	0	17.1	21.9
11:45	24	0	0	3	16	4	0	0	0	0	0	1	17	20.8
12:00	17	0	0	6	8	3	0	0	0	0	0	0	19	23.6
12:15	24	0	0	11	10	3	0	0	0	0	0	0	18.3	21.9
12:30	26	0	0	18	8	0	0	0	0	0	0	0	17.7	23
12:45	21	0	2	8	7	4	0	0	0	0	0	0	17.1	18.9
13:00	22	0	2	5	13	2	0	0	0	0	0	0	17.5	23.3
13:15	18	0	2	7	6	3	0	0	0	0	0	0	15.9	20.3
13:30	23	0	1	10	10	1	0	0	1	0	0	0	17.8	22.5
13:45	22	2	0	11	8	1	0	0	0	0	0	0	15.8	19.6
14:00	35	0	0	15	17	2	0	0	1	0	0	0	18.2	21.4
14:15	26	2	2	10	10	2	0	0	0	0	0	0	16.7	22.2
14:30	24	0	0	5	17	2	0	0	0	0	0	0	18.2	23.5
14:45	21	0	0	9	12	0	0	0	0	0	0	0	18.7	22.7
15:00	20	1	0	13	4	2	0	0	0	0	0	0	16.4	21.7
15:15	29	0	1	12	16	0	0	0	0	0	0	0	16.9	20.7
15:30	23	0	1	15	7	0	0	0	0	0	0	0	18.6	20.9
15:45	27	0	2	12	13	0	0	0	0	0	0	0	14.4	20.6
16:00	41	1	0	20	20	0	0	0	0	0	0	0	16.4	19.9
16:15	29	2	1	18	6	2	0	0	0	0	0	0	16.9	22.7
16:30	41	5	2	20	13	1	0	0	0	0	0	0	15.7	21
16:45	27	1	2	14	10	0	0	0	0	0	0	0	15.3	19.9
17:00	54	3	1	28	22	0	0	0	0	0	0	0	17.6	21.3
17:15	30	1	2	20	6	1	0	0	0	0	0	0	15.9	19.8
17:30	39	1	2	26	9	1	0	0	0	0	0	0	17.7	21.1
17:45	23	3	0	16	4	0	0	0	0	0	0	0	15.8	19.6
18:00	34	1	3	15	15	0	0	0	0	0	0	0	16.9	22.4
18:15	29	3	2	19	5	0	0	0	0	0	0	0	16.9	20.7
18:30	25	0	1	16	8	0	0	0	0	0	0	0	15.6	20.6
18:45	29	2	1	18	8	0	0	0	0	0	0	0	17.9	22.4
19:00	23	3	2	11	5	1	1	0	0	0	0	0	15.2	19.5

19:15	9	0	0	8	1	0	0	0	0	0	0	0	17.5	-
19:30	10	0	0	6	4	0	0	0	0	0	0	0	16.6	-
19:45	16	2	0	12	2	0	0	0	0	0	0	0	13.3	15.1
20:00	8	1	0	5	2	0	0	0	0	0	0	0	19	-
20:15	11	0	0	7	4	0	0	0	0	0	0	0	16.3	19.6
20:30	8	1	2	3	2	0	0	0	0	0	0	0	14.8	-
20:45	4	0	0	4	0	0	0	0	0	0	0	0	14.8	-
21:00	6	1	0	3	2	0	0	0	0	0	0	0	15.5	-
21:15	1	0	0	0	0	0	0	0	0	0	1	0	17.9	-
21:30	7	0	0	4	3	0	0	0	0	0	0	0	22.9	-
21:45	4	0	0	4	0	0	0	0	0	0	0	0	19.1	-
22:00	10	0	0	7	3	0	0	0	0	0	0	0	20.9	-
22:15	5	1	0	4	0	0	0	0	0	0	0	0	15.3	-
22:30	4	0	0	2	2	0	0	0	0	0	0	0	22.2	-
22:45	6	0	0	6	0	0	0	0	0	0	0	0	18.7	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	16.8	-
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	13.7	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	16.5	-
07-19	1196	37	35	636	423	58	1	1	2	0	2	1	16.8	21.3
06-22	1345	47	40	737	452	60	2	1	2	0	3	1	16.8	21.5
06-00	1373	48	40	759	457	60	2	1	2	0	3	1	16.9	21.6
00-00	1392	51	40	774	458	60	2	1	2	0	3	1	16.9	21.5

Date Saturday 12/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	13.5	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	21.1	-
00:45	2	0	1	0	0	0	1	0	0	0	0	0	14.8	-
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	11.3	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	21.1	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	17.6	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	10.5	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	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	12.8	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	10.3	-
05:45	2	0	0	2	0	0	0	0	0	0	0	0	11.5	-
06:00	4	0	0	3	1	0	0	0	0	0	0	0	18.4	-
06:15	2	0	0	2	0	0	0	0	0	0	0	0	16.8	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	6	0	0	6	0	0	0	0	0	0	0	0	16.8	-
07:00	7	0	1	5	1	0	0	0	0	0	0	0	13.4	-
07:15	3	0	0	2	1	0	0	0	0	0	0	0	15.5	-
07:30	4	0	0	3	1	0	0	0	0	0	0	0	17.8	-
07:45	2	0	0	2	0	0	0	0	0	0	0	0	24.3	-
08:00	11	1	0	8	2	0	0	0	0	0	0	0	18.6	22.6
08:15	3	0	0	3	0	0	0	0	0	0	0	0	20.3	-
08:30	12	1	0	8	3	0	0	0	0	0	0	0	16.1	20.5
08:45	18	0	0	17	1	0	0	0	0	0	0	0	15.2	18.5
09:00	14	0	0	9	5	0	0	0	0	0	0	0	16.2	21.5
09:15	9	0	0	4	5	0	0	0	0	0	0	0	16.6	-
09:30	13	0	0	10	2	1	0	0	0	0	0	0	17.8	20.7
09:45	7	0	0	7	0	0	0	0	0	0	0	0	16.4	-
10:00	12	0	0	6	6	0	0	0	0	0	0	0	16.8	22.2
10:15	5	0	0	2	3	0	0	0	0	0	0	0	16.9	-
10:30	13	0	0	3	10	0	0	0	0	0	0	0	18.5	24
10:45	19	0	0	9	9	1	0	0	0	0	0	0	18.5	25.1
11:00	20	0	0	9	10	1	0	0	0	0	0	0	17.8	20.6
11:15	7	0	0	2	5	0	0	0	0	0	0	0	19.7	-
11:30	20	0	1	9	8	2	0	0	0	0	0	0	17.4	22.2
11:45	11	0	0	7	4	0	0	0	0	0	0	0	17.5	24
12:00	22	0	0	11	10	1	0	0	0	0	0	0	17.3	21.9
12:15	11	0	0	5	6	0	0	0	0	0	0	0	19.3	22.3
12:30	8	0	1	4	3	0	0	0	0	0	0	0	18.3	-
12:45	8	2	1	2	3	0	0	0	0	0	0	0	16.5	-
13:00	19	1	1	7	10	0	0	0	0	0	0	0	17.7	20.9
13:15	9	0	0	3	6	0	0	0	0	0	0	0	18.1	-
13:30	16	0	3	7	6	0	0	0	0	0	0	0	17.5	24.5
13:45	7	0	0	5	2	0	0	0	0	0	0	0	14.3	-
14:00	15	1	1	11	2	0	0	0	0	0	0	0	14.7	19.3
14:15	10	0	0	3	7	0	0	0	0	0	0	0	17.9	-
14:30	14	1	1	2	10	0	0	0	0	0	0	0	16.7	21.4
14:45	15	1	1	6	7	0	0	0	0	0	0	0	18.2	24
15:00	5	0	0	3	2	0	0	0	0	0	0	0	15.6	-
15:15	7	0	0	6	1	0	0	0	0	0	0	0	15.6	-
15:30	7	0	0	5	2	0	0	0	0	0	0	0	16.4	-
15:45	6	0	0	2	4	0	0	0	0	0	0	0	18.7	-
16:00	12	1	0	9	2	0	0	0	0	0	0	0	14.5	19.4
16:15	7	0	0	6	1	0	0	0	0	0	0	0	15.2	-
16:30	19	0	0	12	6	1	0	0	0	0	0	0	13.3	14.9
16:45	3	0	0	2	1	0	0	0	0	0	0	0	19	-
17:00	10	0	0	7	3	0	0	0	0	0	0	0	17.5	-
17:15	18	1	0	11	6	0	0	0	0	0	0	0	14.1	20.9
17:30	12	0	0	9	3	0	0	0	0	0	0	0	17	24
17:45	6	0	0	3	3	0	0	0	0	0	0	0	16.9	-
18:00	7	0	0	5	2	0	0	0	0	0	0	0	19.4	-
18:15	4	0	1	2	1	0	0	0	0	0	0	0	13.7	-
18:30	3	0	0	3	0	0	0	0	0	0	0	0	12.9	-
18:45	5	0	0	3	2	0	0	0	0	0	0	0	19.1	-
19:00	5	0	0	1	4	0	0	0	0	0	0	0	22.5	-
19:15	4	0	0	3	1	0	0	0	0	0	0	0	16	-
19:30	4	0	0	3	1	0	0	0	0	0	0	0	19.4	-
19:45	5	0	0	4	1	0	0	0	0	0	0	0	23.1	-
20:00	3	0	0	3	0	0	0	0	0	0	0	0	13.8	-
20:15	3	0	0	3	0	0	0	0	0	0	0	0	14.9	-
20:30	3	0	0	3	0	0	0	0	0	0	0	0	14.6	-
20:45	6	0	0	6	0	0	0	0	0	0	0	0	17	-
21:00	5	0	0	4	0	1	0	0	0	0	0	0	11.1	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	13.1	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	3	0	0	2	1	0	0	0	0	0	0	0	16.5	-
22:00	3	0	0	2	1	0	0	0	0	0	0	0	15.5	-
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	11.7	-
22:45	3	0	1	2	0	0	0	0	0	0	0	0	15.8	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	3	0	0	3	0	0	0	0	0	0	0	0	15.1	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	15	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	495	10	12	279	187	7	0	0	0	0	0	0	16.9	21.5
06-22	549	10	12	323	196	8	0	0	0	0	0	0	16.9	21.5
06-00	560	10	13	332	197	8	0	0	0	0	0	0	16.9	21.5

00-00	572	10	14	341	198	8	1	0	0	0	0	0	16.8	21.4

Date Sunday 13/05/2018

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	4	1	0	2	1	0	0	0	0	0	0	0	19.7	-
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	1	0	0	1	0	0	0	0	0	0	0	0	17.3	-
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	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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	12.6	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	1	0	1	0	0	0	0	0	0	0	0	0	12.4	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	2	0	0	1	1	0	0	0	0	0	0	0	13	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	4	0	1	3	0	0	0	0	0	0	0	0	13.1	-
08:30	2	0	0	1	1	0	0	0	0	0	0	0	16.3	-
08:45	4	0	2	1	1	0	0	0	0	0	0	0	16.7	-
09:00	8	0	0	5	3	0	0	0	0	0	0	0	16.3	-
09:15	4	0	1	0	3	0	0	0	0	0	0	0	16.1	-
09:30	6	0	0	0	5	0	0	1	0	0	0	0	15.9	-
09:45	2	0	0	1	1	0	0	0	0	0	0	0	14.8	-
10:00	4	1	0	2	1	0	0	0	0	0	0	0	16.3	-
10:15	7	1	0	1	5	0	0	0	0	0	0	0	18.8	-
10:30	4	1	0	2	1	0	0	0	0	0	0	0	19.1	-
10:45	7	0	0	3	4	0	0	0	0	0	0	0	17.4	-
11:00	2	0	0	1	1	0	0	0	0	0	0	0	13.4	-
11:15	7	1	0	5	1	0	0	0	0	0	0	0	15.9	-
11:30	3	0	1	1	1	0	0	0	0	0	0	0	14.2	-
11:45	3	1	1	1	0	0	0	0	0	0	0	0	10.6	-
12:00	9	0	1	2	6	0	0	0	0	0	0	0	16.7	-
12:15	5	0	0	3	1	1	0	0	0	0	0	0	15.1	-
12:30	7	0	0	5	2	0	0	0	0	0	0	0	15.1	-
12:45	5	0	0	2	3	0	0	0	0	0	0	0	19.2	-
13:00	6	0	0	4	2	0	0	0	0	0	0	0	16.9	-
13:15	1	0	0	1	0	0	0	0	0	0	0	0	17.7	-
13:30	11	0	0	7	4	0	0	0	0	0	0	0	18.8	25.6
13:45	10	1	0	3	6	0	0	0	0	0	0	0	17.1	-
14:00	5	0	1	1	3	0	0	0	0	0	0	0	13.6	-
14:15	7	0	1	3	3	0	0	0	0	0	0	0	17	-
14:30	6	0	0	5	1	0	0	0	0	0	0	0	17.3	-
14:45	4	0	0	2	2	0	0	0	0	0	0	0	19.7	-
15:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:15	3	0	2	0	1	0	0	0	0	0	0	0	13	-
15:30	2	0	0	1	1	0	0	0	0	0	0	0	14.6	-
15:45	4	0	0	3	1	0	0	0	0	0	0	0	14.1	-
16:00	5	0	1	2	2	0	0	0	0	0	0	0	17	-
16:15	10	1	2	2	5	0	0	0	0	0	0	0	17.3	-
16:30	4	0	1	1	2	0	0	0	0	0	0	0	19.2	-
16:45	3	0	0	1	2	0	0	0	0	0	0	0	16.7	-
17:00	4	0	1	1	2	0	0	0	0	0	0	0	19.7	-
17:15	4	1	0	3	0	0	0	0	0	0	0	0	16.5	-
17:30	2	0	0	2	0	0	0	0	0	0	0	0	13.4	-
17:45	3	0	1	2	0	0	0	0	0	0	0	0	11.4	-
18:00	4	1	0	2	1	0	0	0	0	0	0	0	16	-
18:15	4	0	0	2	2	0	0	0	0	0	0	0	15.1	-
18:30	6	0	0	6	0	0	0	0	0	0	0	0	16.8	-
18:45	4	0	0	3	1	0	0	0	0	0	0	0	19.4	-
19:00	3	0	0	3	0	0	0	0	0	0	0	0	17.6	-
19:15	5	0	0	3	2	0	0	0	0	0	0	0	15.9	-
19:30	7	0	0	5	2	0	0	0	0	0	0	0	16.5	-
19:45	7	0	0	4	3	0	0	0	0	0	0	0	17.5	-
20:00	6	0	0	4	2	0	0	0	0	0	0	0	15.7	-
20:15	4	0	0	3	1	0	0	0	0	0	0	0	14.4	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	11.3	-
20:45	7	1	1	2	3	0	0	0	0	0	0	0	13.3	-
21:00	8	1	0	5	2	0	0	0	0	0	0	0	15.4	-
21:15	8	0	1	6	1	0	0	0	0	0	0	0	14.2	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	13.8	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	13.2	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	1	0	0	0	0	0	0	0	0	0	15.3	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	19.8	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	13.1	-
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	7.4	-
07-19	208	9	18	97	82	1	0	1	0	0	0	0	16.5	22.4
06-22	268	11	20	135	100	1	0	1	0	0	0	0	16.2	22.3
06-00	272	11	21	137	101	1	0	1	0	0	0	0	16.2	22.3
00-00	277	12	21	140	102	1	0	1	0	0	0	0	16.2	22.3

Date Monday 14/05/2018

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	11.3	-
00:45	1	1	0	0	0	0	0	0	0	0	0	0	14.1	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	20.5	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-

04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	1	0	0	0	0	0	0	0	0	0	9.1	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	12	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	19.8	-
05:30	2	0	0	2	0	0	0	0	0	0	0	0	16.4	-
05:45	7	0	0	7	0	0	0	0	0	0	0	0	18.3	-
06:00	8	1	2	3	1	0	1	0	0	0	0	0	19.4	-
06:15	4	0	0	4	0	0	0	0	0	0	0	0	18.3	-
06:30	15	0	1	12	0	0	1	1	0	0	0	0	17.2	19.7
06:45	14	0	1	11	2	0	0	0	0	0	0	0	16.9	19.3
07:00	17	1	0	14	0	0	2	0	0	0	0	0	16.6	20.4
07:15	26	0	1	22	1	0	0	2	0	0	0	0	17.5	20.6
07:30	34	3	1	22	7	1	0	0	0	0	0	0	15.1	18.8
07:45	38	0	2	32	4	0	0	0	0	0	0	0	16.4	22.6
08:00	20	0	1	15	3	0	0	0	0	0	1	0	15.8	21.6
08:15	21	0	0	19	1	0	1	0	0	0	0	0	18.7	21.3
08:30	20	2	0	17	1	0	0	0	0	0	0	0	18	24
08:45	28	0	0	21	6	1	0	0	0	0	0	0	15.8	18.6
09:00	16	0	0	11	4	1	0	0	0	0	0	0	17.4	24
09:15	27	0	0	17	8	1	1	0	0	0	0	0	16.9	21.6
09:30	26	0	0	14	10	2	0	0	0	0	0	0	18.4	21
09:45	15	0	0	10	5	0	0	0	0	0	0	0	16.6	19.5
10:00	21	0	1	12	5	3	0	0	0	0	0	0	16.2	22
10:15	24	0	0	10	10	3	0	0	0	0	0	1	18	23.7
10:30	17	0	1	10	6	0	0	0	0	0	0	0	19.6	22.9
10:45	10	0	0	1	8	1	0	0	0	0	0	0	18.1	-
11:00	11	1	0	4	5	1	0	0	0	0	0	0	16.6	20.7
11:15	23	0	0	9	11	3	0	0	0	0	0	0	17	21
11:30	19	1	0	5	12	1	0	0	0	0	0	0	17	21.7
11:45	24	0	1	16	6	1	0	0	0	0	0	0	15.9	22.8
12:00	25	0	1	12	9	3	0	0	0	0	0	0	16.9	22.5
12:15	17	0	0	5	11	1	0	0	0	0	0	0	19.8	23.9
12:30	21	1	0	7	10	2	0	0	0	0	1	0	18.2	22.6
12:45	23	0	0	13	7	3	0	0	0	0	0	0	16.5	22.3
13:00	22	1	0	14	5	2	0	0	0	0	0	0	18.3	22.5
13:15	20	2	0	8	8	2	0	0	0	0	0	0	14.8	20.6
13:30	19	0	1	8	6	2	1	0	0	0	1	0	18.3	24.8
13:45	14	1	0	4	6	2	0	0	0	0	0	1	17.9	22.5
14:00	36	0	2	17	15	1	1	0	0	0	0	0	15.7	22.9
14:15	19	1	1	7	9	1	0	0	0	0	0	0	15.8	21.6
14:30	20	0	0	5	13	2	0	0	0	0	0	0	18.1	22.6
14:45	18	0	0	7	10	0	0	0	0	0	0	1	18.2	24.4
15:00	23	1	0	10	9	1	1	0	0	0	1	0	17.3	21.5
15:15	18	0	2	8	7	0	0	0	0	0	0	1	16.5	22
15:30	23	1	2	8	8	3	0	0	0	0	0	1	16.7	21.6
15:45	27	0	1	14	11	1	0	0	0	0	0	0	18.2	23.9
16:00	39	1	3	18	16	0	0	0	0	0	0	1	16.3	21.3
16:15	29	1	2	13	11	2	0	0	0	0	0	0	15.5	20.2
16:30	58	2	3	31	21	1	0	0	0	0	0	0	15.6	22
16:45	26	3	0	14	7	2	0	0	0	0	0	0	17.6	22.6
17:00	67	1	4	39	22	1	0	0	0	0	0	0	13.5	19.7
17:15	30	2	2	20	6	0	0	0	0	0	0	0	16	19.9
17:30	59	4	2	36	17	0	0	0	0	0	0	0	16.2	21.8
17:45	33	1	1	15	16	0	0	0	0	0	0	0	18.1	22.6
18:00	56	5	4	22	25	0	0	0	0	0	0	0	16.7	22.5
18:15	25	2	4	11	7	1	0	0	0	0	0	0	13.6	18
18:30	30	3	1	12	14	0	0	0	0	0	0	0	15.5	20.3
18:45	21	1	1	12	6	1	0	0	0	0	0	0	16	19.9
19:00	21	1	2	11	7	0	0	0	0	0	0	0	16.5	21.1
19:15	22	2	4	13	3	0	0	0	0	0	0	0	14.4	19
19:30	14	2	0	5	6	1	0	0	0	0	0	0	14.4	21.1
19:45	24	1	2	16	5	0	0	0	0	0	0	0	15.7	21.9
20:00	11	1	1	5	4	0	0	0	0	0	0	0	12.9	16.2
20:15	7	0	0	5	2	0	0	0	0	0	0	0	16.1	-
20:30	12	1	0	7	4	0	0	0	0	0	0	0	16.8	21
20:45	10	0	0	6	3	0	0	0	0	0	1	0	13.2	-
21:00	14	1	1	11	1	0	0	0	0	0	0	0	14.3	17.4
21:15	7	0	0	5	1	0	1	0	0	0	0	0	14.3	-
21:30	3	0	0	1	1	0	0	0	0	0	1	0	9.7	-
21:45	6	0	0	4	2	0	0	0	0	0	0	0	16.1	-
22:00	13	0	1	6	6	0	0	0	0	0	0	0	21.8	27.3
22:15	3	0	0	3	0	0	0	0	0	0	0	0	13.6	-
22:30	2	0	0	1	1	0	0	0	0	0	0	0	16.2	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	5	0	0	5	0	0	0	0	0	0	0	0	18.2	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	18.9	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	1	0	0	0	0	0	0	0	0	0	0	9.4	-
07-19	1255	42	45	671	425	53	7	2	0	0	4	6	16.6	21.4
06-22	1447	52	59	790	467	54	10	3	0	0	6	6	16.4	21.3
06-00	1472	53	60	805	475	54	10	3	0	0	6	6	16.5	21.3
00-00	1487	54	61	817	476	54	10	3	0	0	6	6	16.5	21.3

Date Tuesday 15/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	22.1	-
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	3	0	0	3	0	0	0	0	0	0	0	0	17.2	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	25.2	-
02:30	4	0	0	4	0	0	0	0	0	0	0	0	23	-
02:45	1	1	0	0	0	0	0	0	0	0	0	0	10	-
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	1	0	1	0	0	0	0	0	0	0	0	0	8.1	-
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	22.7	-
05:30	10	0	0	8	2	0	0	0	0	0	0	0	17.1	-
05:45	4	0	0	3	1	0	0	0	0	0	0	0	16.1	-
06:00	9	0	1	7	1	0	0	0	0	0	0	0	18	-
06:15	6	0	1	5	0	0	0	0	0	0	0	0	12.4	-
06:30	6	0	0	5	0	0	1	0	0	0	0	0	18.4	-
06:45	14	0	0	11	3	0	0	0	0	0	0	0	18.2	19.7
07:00	16	1	0	12	3	0	0	0	0	0	0	0	18.8	21.6
07:15	16	0	0	14	2	0	0	0	0	0	0	0	18.9	22.9
07:30	19	1	0	12	6	0	0	0	0	0	0	0	18.4	22.6
07:45	26	0	2	20	1	1	0	1	1	0	0	0	15	21.4
08:00	22	0	0	15	6	1	0	0	0	0	0	0	16.7	23.1
08:15	23	2	0	16	5	0	0	0	0	0	0	0	16.8	20.4
08:30	22	1	0	16	4	1	0	0	0	0	0	0	16.4	20.2
08:45	7	0	0	2	5	0	0	0	0	0	0	0	15.7	-
09:00	19	1	0	11	5	2	0	0	0	0	0	0	14.5	18.1
09:15	23	0	0	12	8	3	0	0	0	0	0	0	20	25.1
09:30	23	0	1	13	7	1	0	0	0	0	0	1	17.4	20.5

09:45	12	0	0	10	1	1	0	0	0	0	0	0	16.6	20.1
10:00	17	0	1	8	6	2	0	0	0	0	0	0	16.9	22.8
10:15	27	0	0	10	15	2	0	0	0	0	0	0	16	20.8
10:30	21	0	0	7	12	1	0	0	0	0	1	0	16.8	20.8
10:45	11	0	0	4	6	1	0	0	0	0	0	0	19.2	23.8
11:00	16	0	0	5	7	4	0	0	0	0	0	0	16.7	20.6
11:15	24	0	0	7	16	1	0	0	0	0	0	0	18.7	24.6
11:30	18	0	0	8	7	3	0	0	0	0	0	0	16.2	21
11:45	18	0	0	8	8	1	1	0	0	0	0	0	17.7	22
12:00	24	1	0	12	7	4	0	0	0	0	0	0	17.1	23.8
12:15	22	0	0	10	10	2	0	0	0	0	0	0	15.5	18.6
12:30	18	0	0	7	7	4	0	0	0	0	0	0	19	22.8
12:45	17	0	0	4	9	3	0	0	0	0	1	0	16.6	23
13:00	31	1	1	9	17	2	0	0	0	0	1	0	17.1	24.7
13:15	16	1	0	9	5	1	0	0	0	0	0	0	17.8	23.2
13:30	22	1	1	8	11	1	0	0	0	0	0	0	16.9	24
13:45	14	0	0	4	7	3	0	0	0	0	0	0	17.8	20.1
14:00	32	0	3	14	13	2	0	0	0	0	0	0	16.5	21.7
14:15	22	1	0	10	9	1	0	0	0	0	0	1	18.4	23.1
14:30	19	0	0	11	7	1	0	0	0	0	0	0	17.2	20.6
14:45	20	0	1	7	11	1	0	0	0	0	0	0	17.4	22.1
15:00	19	0	1	12	5	0	1	0	0	0	0	0	18.2	23.9
15:15	21	1	1	8	8	2	0	0	0	0	1	0	15.7	20.5
15:30	14	1	2	7	3	1	0	0	0	0	0	0	16.8	21.2
15:45	30	0	1	15	13	0	0	0	0	0	0	1	16.9	20.2
16:00	37	1	0	23	8	2	0	0	1	0	0	2	15.8	22
16:15	23	2	1	8	9	2	1	0	0	0	0	0	15.5	21.4
16:30	39	2	1	16	17	3	0	0	0	0	0	0	14.4	20
16:45	38	4	2	14	18	0	0	0	0	0	0	0	17.1	22.6
17:00	67	2	2	35	28	0	0	0	0	0	0	0	16	21.5
17:15	52	8	4	19	20	1	0	0	0	0	0	0	17.3	21.7
17:30	53	3	4	26	19	1	0	0	0	0	0	0	17.6	21.4
17:45	46	4	3	25	14	0	0	0	0	0	0	0	17	21.6
18:00	35	5	3	18	8	1	0	0	0	0	0	0	14.4	19.2
18:15	42	0	7	16	19	0	0	0	0	0	0	0	16.2	20.4
18:30	22	1	1	11	9	0	0	0	0	0	0	0	16.1	20.6
18:45	17	1	0	11	5	0	0	0	0	0	0	0	16.1	20.9
19:00	15	2	1	9	3	0	0	0	0	0	0	0	18.5	22.6
19:15	20	2	3	9	4	2	0	0	0	0	0	0	15.7	20.3
19:30	9	3	0	3	2	1	0	0	0	0	0	0	13.3	-
19:45	18	0	0	13	5	0	0	0	0	0	0	0	14.7	17.1
20:00	10	0	0	8	2	0	0	0	0	0	0	0	15.1	-
20:15	6	0	0	5	1	0	0	0	0	0	0	0	16	-
20:30	3	1	0	1	1	0	0	0	0	0	0	0	13.2	-
20:45	14	2	1	4	7	0	0	0	0	0	0	0	16.5	22.3
21:00	14	0	1	7	6	0	0	0	0	0	0	0	16	21
21:15	7	0	0	2	4	0	0	0	0	0	1	0	19.6	-
21:30	6	0	0	3	3	0	0	0	0	0	0	0	16.9	-
21:45	3	1	0	1	1	0	0	0	0	0	0	0	10	-
22:00	19	0	0	12	5	1	0	0	1	0	0	0	20.9	26.1
22:15	2	0	0	1	1	0	0	0	0	0	0	0	17.5	-
22:30	2	0	0	0	1	1	0	0	0	0	0	0	15.2	-
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	1	0	0	0	1	0	0	0	0	0	0	0	20.1	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	16.5	-
23:45	2	0	0	2	0	0	0	0	0	0	0	0	17	-
07-19	1192	46	43	579	446	63	3	1	2	0	4	5	16.8	21.5
06-22	1352	57	51	672	489	66	4	1	2	0	5	5	16.7	21.4
06-00	1379	57	51	687	498	68	4	1	3	0	5	5	16.8	21.4
00-00	1405	58	52	707	502	68	4	1	3	0	5	5	16.8	21.4

Date Wednesday 16/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	23.3	-
00:15	4	0	0	4	0	0	0	0	0	0	0	0	18.2	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	17.4	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	0	0	1	0	0	0	0	0	0	10.9	-
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	3	1	0	2	0	0	0	0	0	0	0	0	13.8	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	15.7	-
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	1	0	0	0	0	0	0	0	0	0	9.3	-
04:00	4	0	1	2	1	0	0	0	0	0	0	0	16.5	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	4	0	0	4	0	0	0	0	0	0	0	0	16.8	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	20.4	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	5	0	0	5	0	0	0	0	0	0	0	0	14.9	-
05:45	4	0	1	1	2	0	0	0	0	0	0	0	19.1	-
06:00	11	1	2	7	1	0	0	0	0	0	0	0	17	23.3
06:15	4	0	1	3	0	0	0	0	0	0	0	0	14.9	-
06:30	17	1	0	12	3	1	0	0	0	0	0	0	15.8	19.6
06:45	16	0	0	8	6	1	0	0	0	0	1	0	16.6	20.2
07:00	21	1	0	10	9	1	0	0	0	0	0	0	18.1	22.1
07:15	15	1	0	10	4	0	0	0	0	0	0	0	19.1	22.8
07:30	24	1	0	18	5	0	0	0	0	0	0	0	20	24.1
07:45	36	1	3	20	12	0	0	0	0	0	0	0	15.9	19
08:00	22	1	1	14	6	0	0	0	0	0	0	0	16.9	23.1
08:15	17	1	1	13	2	0	0	0	0	0	0	0	14.6	17.3
08:30	18	0	1	11	4	1	0	0	0	0	1	0	16.5	22.5
08:45	22	1	0	15	4	1	0	0	0	0	1	0	16.8	19.4
09:00	17	1	2	10	4	0	0	0	0	0	0	0	18.4	32.3
09:15	23	0	0	11	12	0	0	0	0	0	0	0	15.6	20.8
09:30	17	1	0	10	4	2	0	0	0	0	0	0	17.4	21.4
09:45	24	1	0	16	4	3	0	0	0	0	0	0	15.5	19.3
10:00	15	0	0	5	10	0	0	0	0	0	0	0	19.8	23.2
10:15	14	0	0	8	6	0	0	0	0	0	0	0	17.4	20.6
10:30	18	0	1	8	9	0	0	0	0	0	0	0	16.4	23.2
10:45	14	0	0	6	5	3	0	0	0	0	0	0	18.9	22.8
11:00	21	0	0	13	5	3	0	0	0	0	0	0	16.5	21.6
11:15	19	0	0	8	9	2	0	0	0	0	0	0	16.6	22.3
11:30	18	0	0	8	6	3	0	0	0	0	1	0	16	21
11:45	20	1	0	10	7	2	0	0	0	0	0	0	15.8	19.4
12:00	26	0	0	12	11	2	0	0	0	0	0	1	17.9	22.2
12:15	23	0	0	11	8	4	0	0	0	0	0	0	17.7	22.4
12:30	24	0	0	9	13	2	0	0	0	0	0	0	18	23.1
12:45	21	0	2	9	10	0	0	0	0	0	0	0	17.8	20.8
13:00	24	0	0	13	8	3	0	0	0	0	0	0	17.8	22
13:15	19	0	0	8	10	1	0	0	0	0	0	0	16.4	18.2
13:30	22	0	1	11	9	1	0	0	0	0	0	0	20.9	24.8
13:45	25	0	1	15	5	4	0	0	0	0	0	0	17.4	21.6
14:00	32	2	1	11	16	2	0	0	0	0	0	0	18.3	23
14:15	16	1	0	8	6	1	0	0	0	0	0	0	18.2	22.6
14:30	28	0	2	16	8	1	0	0	0	0	0	1	17.4	21.3
14:45	20	1	0	12	5	2	0	0	0	0	0	0	17.8	21.3
15:00	19	0	3	8	6	2	0	0	0	0	0	0	17.2	22.6

15:15	21	1	0	7	12	1	0	0	0	0	0	0	18.9	23.4
15:30	22	1	1	6	11	3	0	0	0	0	0	0	17.9	22
15:45	37	0	2	19	16	0	0	0	0	0	0	0	16.3	19.9
16:00	26	1	0	15	8	1	0	0	0	0	1	0	18.5	22.8
16:15	19	1	0	9	7	2	0	0	0	0	0	0	18.9	24.1
16:30	43	3	0	25	14	1	0	0	0	0	0	0	17.2	22.3
16:45	26	2	1	13	9	1	0	0	0	0	0	0	18.2	22.4
17:00	52	2	1	31	17	0	0	0	1	0	0	0	14.8	19.5
17:15	52	2	5	31	14	0	0	0	0	0	0	0	15.9	20.9
17:30	43	1	3	18	21	0	0	0	0	0	0	0	16.4	20.6
17:45	20	1	0	14	5	0	0	0	0	0	0	0	8.7	9.4
18:00	35	0	4	19	12	0	0	0	0	0	0	0	16.9	20
18:15	17	0	0	7	10	0	0	0	0	0	0	0	19.4	24.5
18:30	21	3	2	12	4	0	0	0	0	0	0	0	14.5	20.3
18:45	19	1	3	7	8	0	0	0	0	0	0	0	14.7	19.7
19:00	23	3	3	13	4	0	0	0	0	0	0	0	15.8	21
19:15	22	1	1	14	5	1	0	0	0	0	0	0	14.2	15.5
19:30	15	0	0	11	4	0	0	0	0	0	0	0	14.4	18.3
19:45	10	1	0	7	2	0	0	0	0	0	0	0	17.5	-
20:00	18	0	1	14	3	0	0	0	0	0	0	0	15.3	20.2
20:15	6	0	1	5	0	0	0	0	0	0	0	0	14	-
20:30	12	0	1	11	0	0	0	0	0	0	0	0	15.1	17.3
20:45	3	0	0	3	0	0	0	0	0	0	0	0	13.4	-
21:00	6	1	0	3	2	0	0	0	0	0	0	0	14.9	-
21:15	4	0	0	4	0	0	0	0	0	0	0	0	18.7	-
21:30	3	1	0	2	0	0	0	0	0	0	0	0	10.8	-
21:45	3	0	0	2	1	0	0	0	0	0	0	0	16.9	-
22:00	12	0	1	6	5	0	0	0	0	0	0	0	21.9	28.1
22:15	3	0	0	2	1	0	0	0	0	0	0	0	21.5	-
22:30	6	0	0	6	0	0	0	0	0	0	0	0	17	-
22:45	2	0	0	2	0	0	0	0	0	0	0	0	16	-
23:00	3	0	0	2	0	0	1	0	0	0	0	0	15.6	-
23:15	7	0	0	6	1	0	0	0	0	0	0	0	15	-
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	1147	34	41	600	410	55	0	0	1	0	4	2	17.0	21.5
06-22	1320	43	51	719	441	58	0	0	1	0	5	2	16.8	21.4
06-00	1353	43	52	743	448	58	1	0	1	0	5	2	16.8	21.4
00-00	1383	44	55	764	452	59	1	0	1	0	5	2	16.8	21.4

Date Thursday 17/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	3	0	0	3	0	0	0	0	0	0	0	0	16.3	-
00:15	2	0	0	2	0	0	0	0	0	0	0	0	15.9	-
00:30	1	0	0	0	0	0	0	0	0	0	1	0	10.8	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	2	1	0	0	0	1	0	0	0	0	0	0	14.8	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	2	0	0	2	0	0	0	0	0	0	0	0	16.2	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	8	0	0	8	0	0	0	0	0	0	0	0	15.2	-
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	4	0	0	4	0	0	0	0	0	0	0	0	13.9	-
05:15	3	0	1	2	0	0	0	0	0	0	0	0	12.7	-
05:30	6	0	0	6	0	0	0	0	0	0	0	0	13.1	-
05:45	5	0	1	4	0	0	0	0	0	0	0	0	12.7	-
06:00	5	0	1	4	0	0	0	0	0	0	0	0	11.8	-
06:15	7	0	0	6	0	0	1	0	0	0	0	0	13.8	-
06:30	12	0	0	12	0	0	0	0	0	0	0	0	15.1	15.2
06:45	18	0	0	14	3	0	1	0	0	0	0	0	19.4	21.8
07:00	31	2	0	27	0	0	1	0	0	0	1	0	19.5	22.5
07:15	16	0	0	15	1	0	0	0	0	0	0	0	18.3	19.4
07:30	25	0	0	22	3	0	0	0	0	0	0	0	19.9	24.3
07:45	31	0	0	29	2	0	0	0	0	0	0	0	21.1	26.6
08:00	22	1	1	19	0	0	0	0	0	0	0	1	16.5	19.6
08:15	24	2	1	20	0	0	1	0	0	0	0	0	16.9	19.6
08:30	14	1	1	10	1	0	1	0	0	0	0	0	16.9	20.4
08:45	19	1	0	11	7	0	0	0	0	0	0	0	15.1	18.9
09:00	18	0	1	11	4	2	0	0	0	0	0	0	18.5	23.7
09:15	20	0	0	14	4	2	0	0	0	0	0	0	15.3	20.7
09:30	16	0	0	12	3	0	0	0	0	0	1	0	18.2	26.5
09:45	21	1	0	11	7	1	0	0	0	0	0	1	17.4	22.3
10:00	19	0	1	11	6	1	0	0	0	0	0	0	18.2	21.5
10:15	11	0	0	5	4	1	0	0	0	0	0	1	16.9	23.9
10:30	22	0	0	9	10	3	0	0	0	0	0	0	18.6	22.1
10:45	22	0	2	10	8	1	0	0	0	0	1	0	17.1	22.4
11:00	13	0	0	5	5	2	0	0	0	0	1	0	16.4	21.1
11:15	15	0	0	6	7	1	0	0	1	0	0	0	16.6	21.4
11:30	21	0	0	9	11	1	0	0	0	0	0	0	18	23.5
11:45	21	0	0	10	10	0	0	0	0	0	0	1	17.1	20.5
12:00	32	0	0	13	14	4	0	0	0	0	1	0	17.9	23.3
12:15	17	0	0	4	6	6	0	0	0	0	0	1	18.5	23.7
12:30	28	0	0	13	9	5	1	0	0	0	0	0	17.3	22.5
12:45	22	0	0	12	9	1	0	0	0	0	0	0	17.1	20.1
13:00	18	1	0	6	10	1	0	0	0	0	0	0	17.6	21.1
13:15	20	0	0	13	5	2	0	0	0	0	0	0	18	21.3
13:30	16	0	0	9	5	1	1	0	0	0	0	0	17.7	23.2
13:45	28	2	1	13	6	4	0	0	1	0	0	1	16.1	20
14:00	39	1	1	14	17	5	0	0	0	0	1	0	16.8	21.9
14:15	17	0	0	5	10	1	0	0	0	0	0	1	18.3	22.4
14:30	35	0	2	13	16	2	1	0	0	0	1	0	18.1	23.1
14:45	18	1	1	8	8	0	0	0	0	0	0	0	16.2	23.4
15:00	27	0	0	16	10	1	0	0	0	0	0	0	16.8	21.6
15:15	19	0	1	10	6	1	0	0	0	0	1	0	18.8	24.6
15:30	25	1	2	7	15	0	0	0	0	0	0	0	16.5	22.9
15:45	24	1	2	9	11	1	0	0	0	0	0	0	17.1	23
16:00	30	0	1	15	14	0	0	0	0	0	0	0	18.4	24.4
16:15	34	2	1	15	12	4	0	0	0	0	0	0	17.3	23
16:30	42	3	3	14	20	2	0	0	0	0	0	0	18.8	24.1
16:45	32	0	1	18	12	0	0	0	0	0	0	1	18	23
17:00	59	2	3	29	25	0	0	0	0	0	0	0	16.3	21.1
17:15	38	4	4	15	14	1	0	0	0	0	0	0	15.4	20.7
17:30	57	2	4	33	18	0	0	0	0	0	0	0	16.3	20.2
17:45	37	3	1	18	14	1	0	0	0	0	0	0	15.6	20.9
18:00	48	2	7	17	22	0	0	0	0	0	0	0	16.8	23.5
18:15	17	1	0	11	3	1	0	0	0	0	1	0	14.2	18.7
18:30	33	1	3	13	16	0	0	0	0	0	0	0	16.2	21.2
18:45	28	4	0	16	7	1	0	0	0	0	0	0	15.2	19
19:00	13	1	0	7	5	0	0	0	0	0	0	0	18.4	22.2
19:15	25	3	2	13	6	1	0	0	0	0	0	0	13.9	19.1
19:30	11	1	0	8	2	0	0	0	0	0	0	0	14.4	20.6
19:45	18	3	0	8	7	0	0	0	0	0	0	0	14.4	19.2
20:00	16	0	0	11	5	0	0	0	0	0	0	0	15.6	21.7
20:15	9	0	1	8	0	0	0	0	0	0	0	0	14.5	-
20:30	12	1	0	8	2	1	0	0	0	0	0	0	15.5	23.7

20:45	9	1	2	5	0	0	0	0	0	0	1	0	15.2	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	14.3	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	18.2	-
21:30	3	0	0	3	0	0	0	0	0	0	0	0	15.7	-
21:45	3	0	0	2	1	0	0	0	0	0	0	0	23.7	-
22:00	17	0	0	10	7	0	0	0	0	0	0	0	21	24.9
22:15	4	0	0	4	0	0	0	0	0	0	0	0	21.2	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	4	0	0	4	0	0	0	0	0	0	0	0	18.7	-
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	17	-
07-19	1241	39	45	645	427	60	6	0	2	0	9	8	17.2	21.7
06-22	1406	49	51	756	460	62	8	0	2	0	10	8	17.1	21.5
06-00	1432	49	51	775	467	62	8	0	2	0	10	8	17.1	21.5
00-00	1468	50	53	806	467	63	8	0	2	0	11	8	17.0	21.5

Date Friday 18/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	6	1	0	3	2	0	0	0	0	0	0	0	18.8	-
00:15	2	0	0	2	0	0	0	0	0	0	0	0	16.2	-
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	1	0	0	0	0	0	0	0	0	0	0	8.5	-
01:45	6	0	0	6	0	0	0	0	0	0	0	0	11	-
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	3	1	0	2	0	0	0	0	0	0	0	0	14	-
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	3	0	1	2	0	0	0	0	0	0	0	0	9.6	-
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	9	0	0	7	0	0	1	0	0	0	1	0	16.5	-
05:45	5	0	1	4	0	0	0	0	0	0	0	0	17.4	-
06:00	14	0	1	12	0	0	0	1	0	0	0	0	15.9	21.1
06:15	5	1	0	4	0	0	0	0	0	0	0	0	15	-
06:30	5	0	0	5	0	0	0	0	0	0	0	0	16.4	-
06:45	4	0	0	3	1	0	0	0	0	0	0	0	19.8	-
07:00	9	1	0	8	0	0	0	0	0	0	0	0	16	-
07:15	30	0	0	25	3	1	1	0	0	0	0	0	18.5	20.3
07:30	14	1	1	11	1	0	0	0	0	0	0	0	16.5	19.5
07:45	19	2	0	16	1	0	0	0	0	0	0	0	14.9	18.2
08:00	23	1	1	20	0	0	1	0	0	0	0	0	15.6	18.3
08:15	19	1	0	17	1	0	0	0	0	0	0	0	14	15.7
08:30	24	0	2	13	8	1	0	0	0	0	0	0	16.8	21.2
08:45	15	0	0	10	3	2	0	0	0	0	0	0	18.2	23.6
09:00	24	0	0	16	5	3	0	0	0	0	0	0	17.4	22.4
09:15	17	0	0	4	11	2	0	0	0	0	0	0	16.9	21.9
09:30	18	0	0	13	5	0	0	0	0	0	0	0	19.9	23.8
09:45	11	1	0	6	3	1	0	0	0	0	0	0	17.3	24.2
10:00	18	1	0	7	6	4	0	0	0	0	0	0	16.3	24.7
10:15	15	0	0	5	7	3	0	0	0	0	0	0	17.3	22.5
10:30	18	1	0	6	7	4	0	0	0	0	0	0	15.8	21.2
10:45	15	0	1	1	9	3	0	0	0	0	1	0	17.1	23.8
11:00	21	0	0	8	9	3	0	0	0	0	0	1	18.1	21.7
11:15	20	0	0	6	12	2	0	0	0	0	0	0	17.7	22.8
11:30	17	1	0	8	7	1	0	0	0	0	0	0	18.6	23.9
11:45	19	1	1	6	9	1	0	0	1	0	0	0	17.8	21.4
12:00	17	0	0	10	5	2	0	0	0	0	0	0	18.8	23.3
12:15	25	0	1	11	10	3	0	0	0	0	0	0	18.6	23.2
12:30	37	1	0	24	9	2	0	0	0	0	0	1	17	22
12:45	26	0	0	14	8	3	0	0	0	0	0	1	16.8	23.3
13:00	25	0	2	9	10	4	0	0	0	0	0	0	18	22.1
13:15	24	1	0	12	10	1	0	0	0	0	0	0	18.7	24.3
13:30	19	0	1	5	10	3	0	0	0	0	0	0	18	23.3
13:45	19	1	0	7	10	1	0	0	0	0	0	0	17.3	22
14:00	34	3	0	14	14	1	0	0	1	0	1	0	17.1	23.1
14:15	23	1	0	8	9	4	0	0	0	0	0	1	18.7	23.1
14:30	24	0	0	10	12	2	0	0	0	0	0	0	18.2	23.8
14:45	25	0	1	13	9	1	0	0	0	0	0	1	18.3	22.4
15:00	19	0	0	8	9	1	0	0	0	0	1	0	16.9	21.1
15:15	27	1	1	6	14	4	0	0	0	0	0	1	17.5	23.1
15:30	29	0	1	12	12	2	1	0	1	0	0	0	17.7	22
15:45	27	2	1	17	6	1	0	0	0	0	0	0	17.3	21.4
16:00	61	0	4	38	16	2	0	1	0	0	0	0	15	20.2
16:15	40	1	3	18	16	2	0	0	0	0	0	0	16.3	21.2
16:30	40	1	1	19	17	2	0	0	0	0	0	0	16.9	22.1
16:45	22	2	2	6	11	0	0	0	0	0	1	0	17.6	22.3
17:00	57	3	1	26	27	0	0	0	0	0	0	0	17.4	21.3
17:15	36	0	1	23	11	1	0	0	0	0	0	0	18.9	24.9
17:30	45	1	0	27	17	0	0	0	0	0	0	0	18	20.9
17:45	25	4	2	11	8	0	0	0	0	0	0	0	15.7	21.1
18:00	34	4	3	9	18	0	0	0	0	0	0	0	16.7	21.9
18:15	18	1	0	9	8	0	0	0	0	0	0	0	17	20.8
18:30	16	0	2	7	7	0	0	0	0	0	0	0	15.5	20
18:45	22	0	3	16	3	0	0	0	0	0	0	0	15.8	23.2
19:00	31	3	0	18	10	0	0	0	0	0	0	0	17.4	22.1
19:15	13	0	0	7	6	0	0	0	0	0	0	0	18	23.2
19:30	9	2	1	3	3	0	0	0	0	0	0	0	14.3	-
19:45	15	0	0	10	4	1	0	0	0	0	0	0	16.5	20.7
20:00	7	0	0	4	3	0	0	0	0	0	0	0	18.6	-
20:15	10	0	0	6	4	0	0	0	0	0	0	0	17.3	-
20:30	9	0	1	7	1	0	0	0	0	0	0	0	14.5	-
20:45	4	1	0	1	2	0	0	0	0	0	0	0	16.9	-
21:00	9	0	1	3	5	0	0	0	0	0	0	0	15.1	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	2	0	0	2	0	0	0	0	0	0	0	0	17.3	-
21:45	3	2	0	1	0	0	0	0	0	0	0	0	10.2	-
22:00	17	0	1	8	7	0	0	0	0	0	1	0	20.8	27.6
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	0	2	0	0	0	0	0	0	0	18.2	-
23:00	3	0	0	2	0	1	0	0	0	0	0	0	21.6	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	1	0	0	0	0	0	0	0	0	0	8	-
23:45	3	0	0	1	1	0	0	0	0	0	0	1	19	-
07-19	1182	38	36	595	423	73	3	1	3	0	4	6	17.2	21.8
06-22	1322	47	40	681	462	74	3	2	3	0	4	6	17.1	21.8
06-00	1348	47	42	692	472	75	3	2	3	0	5	7	17.2	21.9
00-00	1383	50	44	718	474	75	4	2	3	0	6	7	17.1	21.8

Date Saturday 19/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	3	0	0	2	1	0	0	0	0	0	0	0	22.2	-

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	13.6	-
00:45	2	0	0	1	0	1	0	0	0	0	0	0	14.3	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	25.3	-
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	1	0	1	0	0	0	0	0	0	0	0	0	9.1	-
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	16	-
05:45	3	0	1	2	0	0	0	0	0	0	0	0	13.9	-
06:00	3	0	0	3	0	0	0	0	0	0	0	0	18.4	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	3	0	0	2	0	0	0	1	0	0	0	0	20.7	-
06:45	4	1	0	2	1	0	0	0	0	0	0	0	11.6	-
07:00	3	2	0	1	0	0	0	0	0	0	0	0	12.2	-
07:15	6	0	0	4	1	0	1	0	0	0	0	0	14.3	-
07:30	5	1	1	2	1	0	0	0	0	0	0	0	15.4	-
07:45	6	0	0	3	3	0	0	0	0	0	0	0	18.5	-
08:00	5	0	0	4	1	0	0	0	0	0	0	0	13.1	-
08:15	1	0	0	0	1	0	0	0	0	0	0	0	22	-
08:30	4	0	0	2	2	0	0	0	0	0	0	0	13.6	-
08:45	13	0	0	10	3	0	0	0	0	0	0	0	16.1	25.5
09:00	11	0	0	6	5	0	0	0	0	0	0	0	17.5	21.2
09:15	6	0	0	1	5	0	0	0	0	0	0	0	20	-
09:30	15	0	1	10	4	0	0	0	0	0	0	0	18.5	22.1
09:45	11	0	1	3	6	1	0	0	0	0	0	0	19.1	26.5
10:00	5	0	0	2	2	1	0	0	0	0	0	0	18.9	-
10:15	16	0	1	4	10	1	0	0	0	0	0	0	18.3	22.4
10:30	19	1	0	12	5	1	0	0	0	0	0	0	16.5	23
10:45	23	0	1	10	9	3	0	0	0	0	0	0	16.9	22.3
11:00	17	1	0	8	8	0	0	0	0	0	0	0	16.5	21.6
11:15	10	0	0	5	5	0	0	0	0	0	0	0	17.6	-
11:30	10	1	0	3	6	0	0	0	0	0	0	0	17.8	-
11:45	13	0	0	7	5	1	0	0	0	0	0	0	15.6	18.7
12:00	11	0	0	3	8	0	0	0	0	0	0	0	21	26.6
12:15	7	0	1	6	0	0	0	0	0	0	0	0	13.1	-
12:30	14	0	0	7	5	2	0	0	0	0	0	0	19.4	22.6
12:45	11	0	1	2	8	0	0	0	0	0	0	0	18.8	22.9
13:00	13	0	2	5	6	0	0	0	0	0	0	0	22.4	29.2
13:15	9	1	0	4	4	0	0	0	0	0	0	0	18.2	-
13:30	9	2	0	3	4	0	0	0	0	0	0	0	15.5	-
13:45	9	0	0	5	4	0	0	0	0	0	0	0	18	-
14:00	19	2	3	10	4	0	0	0	0	0	0	0	14.9	20.9
14:15	10	1	1	3	5	0	0	0	0	0	0	0	16.5	-
14:30	13	0	1	6	6	0	0	0	0	0	0	0	16.9	21
14:45	6	0	0	3	3	0	0	0	0	0	0	0	18.1	-
15:00	9	0	1	6	2	0	0	0	0	0	0	0	15.9	-
15:15	7	0	0	4	3	0	0	0	0	0	0	0	17.5	-
15:30	11	0	0	5	6	0	0	0	0	0	0	0	17.5	22.8
15:45	8	0	0	2	5	1	0	0	0	0	0	0	17.3	-
16:00	10	1	1	3	5	0	0	0	0	0	0	0	17.4	-
16:15	5	0	0	3	1	1	0	0	0	0	0	0	17.5	-
16:30	14	1	0	8	5	0	0	0	0	0	0	0	16.7	22.1
16:45	7	2	1	2	2	0	0	0	0	0	0	0	15.3	-
17:00	8	0	0	3	5	0	0	0	0	0	0	0	17.3	-
17:15	12	1	1	7	3	0	0	0	0	0	0	0	12.8	18.8
17:30	14	1	0	8	4	1	0	0	0	0	0	0	16.4	21.4
17:45	5	0	0	4	1	0	0	0	0	0	0	0	18.8	-
18:00	7	1	0	4	2	0	0	0	0	0	0	0	17.7	-
18:15	7	2	0	4	1	0	0	0	0	0	0	0	16.2	-
18:30	3	0	0	1	2	0	0	0	0	0	0	0	19.8	-
18:45	4	1	0	3	0	0	0	0	0	0	0	0	13.7	-
19:00	3	0	0	1	2	0	0	0	0	0	0	0	20.9	-
19:15	5	0	0	4	1	0	0	0	0	0	0	0	21.5	-
19:30	3	0	0	1	2	0	0	0	0	0	0	0	21.3	-
19:45	4	0	0	3	1	0	0	0	0	0	0	0	18	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	21.2	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	12.4	-
20:30	3	0	0	1	2	0	0	0	0	0	0	0	20.1	-
20:45	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	16.5	-
21:15	1	1	0	0	0	0	0	0	0	0	0	0	8.7	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	9.9	-
21:45	2	0	0	1	1	0	0	0	0	0	0	0	20	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	25.3	-
22:15	2	0	0	2	0	0	0	0	0	0	0	0	16.8	-
22:30	2	0	0	1	1	0	0	0	0	0	0	0	19.6	-
22:45	1	0	1	0	0	0	0	0	0	0	0	0	25.9	-
23:00	3	0	0	0	3	0	0	0	0	0	0	0	22.8	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	12	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	2	0	1	1	0	0	0	0	0	0	0	0	10.6	-
07-19	461	22	18	221	186	13	1	0	0	0	0	0	17.1	22.4
06-22	496	24	18	243	196	13	1	1	0	0	0	0	17.2	22.4
06-00	508	24	20	248	201	13	1	1	0	0	0	0	17.2	22.5
00-00	520	24	22	255	203	14	1	1	0	0	0	0	17.2	22.5

Date Sunday 20/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	26	-
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	16.3	-
01:00	2	0	0	1	1	0	0	0	0	0	0	0	21.5	-
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	12.8	-
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	2	0	0	1	1	0	0	0	0	0	0	0	17.4	-
02:45	1	0	0	0	1	0	0	0	0	0	0	0	25.6	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	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	0	0	0	0	0	0	0	0	0	0	0	0	-	-

05:45	1	0	1	0	0	0	0	0	0	0	0	0	9.1	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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	12.5	-
07:00	2	0	1	1	0	0	0	0	0	0	0	0	14.1	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	11.5	-
07:30	1	0	0	0	1	0	0	0	0	0	0	0	12	-
07:45	2	0	0	2	0	0	0	0	0	0	0	0	15.7	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	1	0	0	0	1	0	0	0	0	0	0	0	18.1	-
08:30	4	0	0	1	3	0	0	0	0	0	0	0	18.9	-
08:45	1	0	0	1	0	0	0	0	0	0	0	0	11.9	-
09:00	5	0	0	2	1	1	0	0	0	0	1	0	19.7	-
09:15	5	1	0	1	3	0	0	0	0	0	0	0	15.3	-
09:30	8	1	2	0	5	0	0	0	0	0	0	0	18.2	-
09:45	2	0	0	0	2	0	0	0	0	0	0	0	28.2	-
10:00	5	1	0	1	3	0	0	0	0	0	0	0	14.8	-
10:15	5	0	0	2	3	0	0	0	0	0	0	0	18.3	-
10:30	4	0	0	3	1	0	0	0	0	0	0	0	21.6	-
10:45	9	0	0	4	5	0	0	0	0	0	0	0	16.4	-
11:00	6	0	0	4	1	0	0	1	0	0	0	0	15.1	-
11:15	7	0	1	3	3	0	0	0	0	0	0	0	16	-
11:30	7	0	1	2	4	0	0	0	0	0	0	0	13.7	-
11:45	11	0	0	8	3	0	0	0	0	0	0	0	17.7	23.2
12:00	7	1	0	5	1	0	0	0	0	0	0	0	16.7	-
12:15	7	0	1	5	1	0	0	0	0	0	0	0	16.9	-
12:30	7	0	0	4	3	0	0	0	0	0	0	0	17.4	-
12:45	5	0	0	4	1	0	0	0	0	0	0	0	16.4	-
13:00	11	0	0	7	4	0	0	0	0	0	0	0	18.5	23.9
13:15	8	0	0	3	5	0	0	0	0	0	0	0	17.3	-
13:30	7	0	1	1	4	1	0	0	0	0	0	0	17.6	-
13:45	6	0	0	3	3	0	0	0	0	0	0	0	17.3	-
14:00	7	0	1	3	3	0	0	0	0	0	0	0	17	-
14:15	1	0	0	1	0	0	0	0	0	0	0	0	15.7	-
14:30	2	0	0	1	1	0	0	0	0	0	0	0	15.3	-
14:45	4	0	0	3	1	0	0	0	0	0	0	0	14.9	-
15:00	2	0	0	1	1	0	0	0	0	0	0	0	24.8	-
15:15	4	0	1	1	2	0	0	0	0	0	0	0	13.1	-
15:30	8	1	0	3	4	0	0	0	0	0	0	0	19.4	-
15:45	4	0	0	3	1	0	0	0	0	0	0	0	19.5	-
16:00	2	1	0	0	1	0	0	0	0	0	0	0	15.7	-
16:15	5	0	1	1	3	0	0	0	0	0	0	0	16.2	-
16:30	3	0	1	1	1	0	0	0	0	0	0	0	17.3	-
16:45	10	1	0	7	2	0	0	0	0	0	0	0	19.3	-
17:00	1	0	0	1	0	0	0	0	0	0	0	0	18.6	-
17:15	1	0	0	0	1	0	0	0	0	0	0	0	20.2	-
17:30	9	1	0	4	4	0	0	0	0	0	0	0	19.8	-
17:45	4	0	0	2	2	0	0	0	0	0	0	0	17.6	-
18:00	5	1	0	3	1	0	0	0	0	0	0	0	14.8	-
18:15	1	0	0	1	0	0	0	0	0	0	0	0	19.5	-
18:30	2	0	1	0	1	0	0	0	0	0	0	0	12.5	-
18:45	6	0	0	4	2	0	0	0	0	0	0	0	16.8	-
19:00	5	0	0	4	1	0	0	0	0	0	0	0	15.4	-
19:15	3	1	0	1	1	0	0	0	0	0	0	0	14.5	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	16.5	-
19:45	3	0	0	1	2	0	0	0	0	0	0	0	17	-
20:00	7	0	1	4	2	0	0	0	0	0	0	0	17.2	-
20:15	5	0	0	3	2	0	0	0	0	0	0	0	12.8	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	13	-
20:45	3	0	0	1	2	0	0	0	0	0	0	0	19.1	-
21:00	5	0	0	4	1	0	0	0	0	0	0	0	13.5	-
21:15	10	0	0	7	3	0	0	0	0	0	0	0	15	-
21:30	4	0	0	2	2	0	0	0	0	0	0	0	13.1	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	3	0	0	3	0	0	0	0	0	0	0	0	12.6	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	22.6	-
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	17.3	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	16.6	-
23:30	1	0	1	0	0	0	0	0	0	0	0	0	20.9	-
23:45	2	0	0	2	0	0	0	0	0	0	0	0	14	-
07-19	225	9	12	108	92	2	0	1	0	0	1	0	17.3	22.5
06-22	273	10	13	138	108	2	0	1	0	0	1	0	16.9	22.2
06-00	282	10	14	143	111	2	0	1	0	0	1	0	16.9	22.2
00-00	291	10	15	146	116	2	0	1	0	0	1	0	16.9	22.3

Date Monday 21/05/2018

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	14	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	20.2	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	0	1	0	0	0	0	0	0	0	17.5	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	22.7	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	1	1	0	0	0	0	0	0	0	14.6	-
05:45	4	0	0	2	2	0	0	0	0	0	0	0	15.6	-
06:00	6	0	2	1	2	1	0	0	0	0	0	0	16.8	-
06:15	5	1	0	2	1	1	0	0	0	0	0	0	15.4	-
06:30	4	0	0	3	1	0	0	0	0	0	0	0	18.6	-
06:45	12	0	0	8	3	0	1	0	0	0	0	0	20.8	23.1
07:00	19	1	0	13	5	0	0	0	0	0	0	0	17.8	23.1
07:15	13	0	0	9	4	0	0	0	0	0	0	0	17.3	21.3
07:30	31	1	0	23	7	0	0	0	0	0	0	0	18	21.7
07:45	31	2	0	19	10	0	0	0	0	0	0	0	16.1	19.4
08:00	25	0	0	16	9	0	0	0	0	0	0	0	15.7	17.9
08:15	13	0	1	4	6	1	0	1	0	0	0	0	14.2	18.9
08:30	13	2	0	3	7	1	0	0	0	0	0	0	15.3	21.6
08:45	11	0	0	5	3	3	0	0	0	0	0	0	18.1	23.3
09:00	23	0	0	11	10	1	0	1	0	0	0	0	17.7	23.2
09:15	23	0	0	14	7	2	0	0	0	0	0	0	15.4	18.5
09:30	16	0	1	6	8	1	0	0	0	0	0	0	17	20.9
09:45	19	0	0	6	9	4	0	0	0	0	0	0	18.8	21.3
10:00	17	1	0	7	9	0	0	0	0	0	0	0	16.8	22.3
10:15	14	0	0	4	6	3	0	0	0	0	0	1	18.3	26.4
10:30	16	0	0	3	7	5	0	0	0	0	0	1	17.7	24.6
10:45	12	0	0	5	6	1	0	0	0	0	0	0	17.8	24
11:00	31	0	0	11	14	4	0	0	0	0	1	1	14.6	18.5

11:15	21	0	0	7	8	5	1	0	0	0	0	0	15.3	20.1
11:30	20	0	0	7	6	5	1	0	0	0	0	1	16.5	21.4
11:45	21	0	1	6	10	4	0	0	0	0	0	0	18.1	23
12:00	24	1	0	9	9	4	0	0	0	0	1	0	16.7	24.3
12:15	17	0	0	6	8	2	0	0	0	0	0	1	18.7	23.9
12:30	25	0	0	12	8	4	1	0	0	0	0	0	15.8	20.4
12:45	13	0	0	4	7	2	0	0	0	0	0	0	18.3	21.8
13:00	15	0	0	9	6	0	0	0	0	0	0	0	19.1	25
13:15	26	0	3	13	8	2	0	0	0	0	0	0	17.6	22.2
13:30	15	1	0	6	2	6	0	0	0	0	0	0	15.7	21.2
13:45	14	2	0	6	5	1	0	0	0	0	0	0	17.6	22.5
14:00	41	2	1	14	20	4	0	0	0	0	0	0	15.2	19.6
14:15	29	1	1	11	13	2	1	0	0	0	0	0	16.9	21.6
14:30	25	2	0	10	10	2	0	0	0	0	0	1	16.4	19.5
14:45	20	0	0	9	8	3	0	0	0	0	0	0	17	23
15:00	16	0	0	7	7	2	0	0	0	0	0	0	18.9	20.9
15:15	16	1	1	6	7	1	0	0	0	0	0	0	19.6	26.3
15:30	11	0	1	3	6	1	0	0	0	0	0	0	17.5	22.2
15:45	24	2	0	8	12	1	0	0	0	0	1	0	19.3	23.4
16:00	27	0	2	16	7	1	1	0	0	0	0	0	14.8	18.4
16:15	15	1	0	5	7	2	0	0	0	0	0	0	17.3	24
16:30	44	1	4	21	16	2	0	0	0	0	0	0	16.2	21.9
16:45	34	2	0	14	18	0	0	0	0	0	0	0	16.9	21.9
17:00	69	0	2	30	36	1	0	0	0	0	0	0	16.6	21.2
17:15	37	1	0	14	21	1	0	0	0	0	0	0	16.9	21.7
17:30	50	5	5	24	16	0	0	0	0	0	0	0	16.1	20.2
17:45	34	2	0	24	7	1	0	0	0	0	0	0	17.5	22.8
18:00	42	3	2	21	16	0	0	0	0	0	0	0	17.4	20.9
18:15	22	2	0	12	7	1	0	0	0	0	0	0	15.7	21.7
18:30	24	1	3	12	8	0	0	0	0	0	0	0	14.4	17.3
18:45	27	4	1	11	10	1	0	0	0	0	0	0	16.7	21.4
19:00	31	5	3	10	12	1	0	0	0	0	0	0	16.6	21.6
19:15	13	1	0	10	1	1	0	0	0	0	0	0	14.4	20.2
19:30	11	0	0	9	2	0	0	0	0	0	0	0	14.5	17.1
19:45	16	0	0	9	7	0	0	0	0	0	0	0	15.5	21
20:00	9	0	0	5	2	1	0	0	0	0	0	1	13.5	-
20:15	15	0	0	12	3	0	0	0	0	0	0	0	15.6	19
20:30	10	0	0	5	4	1	0	0	0	0	0	0	16.5	-
20:45	5	1	0	0	4	0	0	0	0	0	0	0	19.5	-
21:00	14	0	0	12	2	0	0	0	0	0	0	0	15	17
21:15	7	0	0	5	2	0	0	0	0	0	0	0	14.8	-
21:30	8	0	1	5	1	1	0	0	0	0	0	0	15.3	-
21:45	5	1	0	3	1	0	0	0	0	0	0	0	15.1	-
22:00	14	1	0	6	7	0	0	0	0	0	0	0	19.3	24.8
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	13.6	-
22:45	5	0	1	0	3	1	0	0	0	0	0	0	15.6	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	2	1	0	0	1	0	0	0	0	0	0	0	15.1	-
23:30	1	0	0	0	0	1	0	0	0	0	0	0	16	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	20.5	-
07-19	1145	41	29	516	456	87	5	2	0	0	3	6	16.8	21.2
06-22	1316	50	35	615	504	94	6	2	0	0	3	7	16.7	21.1
06-00	1340	52	36	622	516	96	6	2	0	0	3	7	16.7	21.2
00-00	1350	52	36	628	520	96	6	2	0	0	3	7	16.7	21.2

Date Tuesday 22/05/2018

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	4	0	0	3	1	0	0	0	0	0	0	0	16.7	-
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	13.7	-
01:15	1	1	0	0	0	0	0	0	0	0	0	0	7.8	-
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	4	0	1	3	0	0	0	0	0	0	0	0	10.4	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	1	0	0	0	0	0	0	0	0	0	0	8.7	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	24.6	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	18.2	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	6	0	0	4	1	0	0	0	0	0	1	0	20.5	-
05:45	4	0	0	2	2	0	0	0	0	0	0	0	21.6	-
06:00	8	1	1	3	2	1	0	0	0	0	0	0	16	-
06:15	7	1	0	5	0	1	0	0	0	0	0	0	14.9	-
06:30	8	0	0	6	1	0	0	0	0	0	1	0	19.1	-
06:45	15	0	0	7	8	0	0	0	0	0	0	0	19.3	21.8
07:00	22	2	0	12	7	1	0	0	0	0	0	0	17.2	22.3
07:15	14	0	1	8	5	0	0	0	0	0	0	0	16.9	21.8
07:30	17	0	0	11	6	0	0	0	0	0	0	0	16.4	20.4
07:45	25	1	1	13	9	0	0	1	0	0	0	0	15.9	20.1
08:00	32	0	1	20	10	1	0	0	0	0	0	0	16.9	20.8
08:15	30	0	1	13	13	2	0	0	0	0	1	0	15.7	19
08:30	17	1	1	5	9	0	0	0	0	0	0	1	16.7	19.6
08:45	27	1	0	14	9	3	0	0	0	0	0	0	16.1	20.8
09:00	28	0	1	13	11	3	0	0	0	0	0	0	15.4	19.6
09:15	20	0	0	15	4	1	0	0	0	0	0	0	15.1	19.5
09:30	22	0	0	13	6	3	0	0	0	0	0	0	18.4	21.4
09:45	9	0	1	6	2	0	0	0	0	0	0	0	16.6	-
10:00	27	1	0	12	11	3	0	0	0	0	0	0	16.1	21.9
10:15	13	0	0	3	7	3	0	0	0	0	0	0	17.4	22.1
10:30	18	1	0	7	10	0	0	0	0	0	0	0	17.8	24.8
10:45	14	1	0	4	7	2	0	0	0	0	0	0	18.5	22.1
11:00	26	0	0	9	14	3	0	0	0	0	0	0	16.5	22.5
11:15	19	0	0	12	3	1	0	0	0	0	1	2	17	20.1
11:30	19	0	1	7	9	2	0	0	0	0	0	0	18.2	23.2
11:45	20	1	1	7	10	0	0	1	0	0	0	0	17.7	22.3
12:00	19	1	0	10	5	3	0	0	0	0	0	0	17.7	23.8
12:15	23	0	1	7	13	2	0	0	0	0	0	0	17.5	24
12:30	32	1	0	18	10	2	0	0	0	0	0	1	16.6	22.3
12:45	15	0	0	10	5	0	0	0	0	0	0	0	17.6	23
13:00	20	0	0	9	8	2	0	0	0	0	1	0	18.3	21.6
13:15	23	1	1	8	11	2	0	0	0	0	0	0	17.1	22.3
13:30	14	1	0	7	3	3	0	0	0	0	0	0	17.8	23.3
13:45	27	2	1	12	9	3	0	0	0	0	0	0	16.7	21
14:00	31	1	0	16	12	1	0	0	0	0	1	0	15.1	19.3
14:15	16	0	2	8	3	2	0	0	0	0	0	1	16.2	19.7
14:30	27	1	0	8	16	2	0	0	0	0	0	0	16.6	22
14:45	15	0	0	8	2	3	0	0	0	0	0	2	16.5	20.9
15:00	23	0	0	6	12	3	1	0	0	0	0	1	19.1	23.4
15:15	22	2	2	9	7	2	0	0	0	0	0	0	15.5	20.4
15:30	17	1	1	3	10	2	0	0	0	0	0	0	17.8	22.8
15:45	21	0	1	8	11	0	1	0	0	0	0	0	16.3	22
16:00	39	2	1	18	16	1	1	0	0	0	0	0	16.8	21.6
16:15	20	1	1	11	6	1	0	0	0	0	0	0	17.2	22.9
16:30	45	2	1	21	19	1	0	0	0	0	1	0	16.9	21.1

16:45	40	4	1	16	18	0	0	0	0	0	1	0	15.9	20.5
17:00	37	0	1	23	10	1	0	0	0	0	0	2	12.6	18.4
17:15	24	3	4	5	12	0	0	0	0	0	0	0	16	21.4
17:30	56	3	1	36	14	1	0	0	1	0	0	0	17.6	21.6
17:45	42	1	1	24	14	2	0	0	0	0	0	0	17.6	21.9
18:00	31	4	2	11	13	1	0	0	0	0	0	0	17.7	23.1
18:15	14	0	1	6	6	1	0	0	0	0	0	0	20.6	26
18:30	24	1	3	11	8	1	0	0	0	0	0	0	15.9	21.5
18:45	34	4	3	16	11	0	0	0	0	0	0	0	15.8	20.4
19:00	18	3	1	7	6	0	0	0	0	0	1	0	17.1	23.6
19:15	13	0	1	6	6	0	0	0	0	0	0	0	15.3	20.7
19:30	8	0	1	3	3	1	0	0	0	0	0	0	18.2	-
19:45	19	0	1	10	7	1	0	0	0	0	0	0	15.4	21.4
20:00	4	1	0	1	2	0	0	0	0	0	0	0	14.9	-
20:15	9	1	0	6	2	0	0	0	0	0	0	0	15.8	-
20:30	12	0	1	5	5	1	0	0	0	0	0	0	17.3	24.4
20:45	13	1	0	9	3	0	0	0	0	0	0	0	15.4	20.2
21:00	8	0	0	7	1	0	0	0	0	0	0	0	16.3	-
21:15	5	1	0	2	1	1	0	0	0	0	0	0	14.5	-
21:30	3	0	0	2	1	0	0	0	0	0	0	0	16.6	-
21:45	4	0	0	2	1	1	0	0	0	0	0	0	16	-
22:00	12	0	0	5	7	0	0	0	0	0	0	0	20.9	25.1
22:15	1	0	0	0	1	0	0	0	0	0	0	0	18.8	-
22:30	3	0	0	2	1	0	0	0	0	0	0	0	16	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	21.7	-
23:15	5	0	0	4	1	0	0	0	0	0	0	0	18.7	-
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	1170	45	38	549	446	70	3	2	1	0	6	10	16.7	21.3
06-22	1324	54	44	630	495	77	3	2	1	0	8	10	16.7	21.4
06-00	1346	54	44	642	505	77	3	2	1	0	8	10	16.8	21.4
00-00	1369	56	45	656	510	77	3	2	1	0	9	10	16.8	21.4

Date Wednesday 23/05/2018

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	2	0	0	2	0	0	0	0	0	0	0	0	14.3	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	13.4	-
00:45	1	1	0	0	0	0	0	0	0	0	0	0	14.8	-
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	15.5	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	20.4	-
01:45	1	0	0	0	0	1	0	0	0	0	0	0	10.3	-
02:00	3	0	1	2	0	0	0	0	0	0	0	0	11.5	-
02:15	2	0	0	2	0	0	0	0	0	0	0	0	15.1	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	3	0	0	3	0	0	0	0	0	0	0	0	15.2	-
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	23.2	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	2	0	0	1	1	0	0	0	0	0	0	0	20	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	20.8	-
05:30	3	0	0	2	1	0	0	0	0	0	0	0	20.6	-
05:45	2	0	0	1	1	0	0	0	0	0	0	0	20.2	-
06:00	10	1	1	8	0	0	0	0	0	0	0	0	12.4	-
06:15	8	1	1	5	1	0	0	0	0	0	0	0	13.8	-
06:30	8	0	0	7	0	0	0	0	0	0	1	0	17.5	-
06:45	16	0	0	10	6	0	0	0	0	0	0	0	20.1	21.8
07:00	22	4	1	9	7	0	0	0	0	0	1	0	14.9	19.2
07:15	21	1	0	13	7	0	0	0	0	0	0	0	17.1	20.3
07:30	16	1	0	9	6	0	0	0	0	0	0	0	18.3	24
07:45	34	1	0	16	16	1	0	0	0	0	0	0	16.7	20.5
08:00	28	3	2	16	6	0	1	0	0	0	0	0	17.6	20.6
08:15	32	0	0	26	3	2	1	0	0	0	0	0	14.1	21.5
08:30	15	1	1	7	6	0	0	0	0	0	0	0	14.7	21.9
08:45	19	2	0	8	7	0	1	0	1	0	0	0	19.5	24.8
09:00	22	1	0	18	3	0	0	0	0	0	0	0	15.7	21.7
09:15	16	0	0	10	6	0	0	0	0	0	0	0	17.2	21.3
09:30	15	0	1	5	8	1	0	0	0	0	0	0	16.1	20.2
09:45	20	0	0	9	10	1	0	0	0	0	0	0	18.4	21.4
10:00	9	2	1	4	2	0	0	0	0	0	0	0	15	-
10:15	11	0	0	3	8	0	0	0	0	0	0	0	19.6	24.1
10:30	13	0	0	1	9	2	0	0	0	0	0	1	18.8	23.1
10:45	11	0	1	3	6	1	0	0	0	0	0	0	17	24.8
11:00	21	0	0	6	11	4	0	0	0	0	0	0	18.9	23.2
11:15	13	0	0	3	6	2	0	0	0	0	1	1	16.8	21.2
11:30	20	1	0	10	5	4	0	0	0	0	0	0	16.5	21.9
11:45	21	0	0	10	7	4	0	0	0	0	0	0	16.3	19.5
12:00	24	1	1	10	9	2	0	0	0	0	1	0	16	22.5
12:15	13	1	0	4	6	2	0	0	0	0	0	0	17.5	22.8
12:30	15	0	0	7	6	1	0	0	0	0	1	0	19.2	24
12:45	25	0	0	11	12	1	0	0	0	0	0	1	18.8	22.8
13:00	21	1	1	11	8	0	0	0	0	0	0	0	20	28.1
13:15	19	0	1	9	7	2	0	0	0	0	0	0	15.3	20.2
13:30	31	0	1	15	13	1	0	0	0	0	0	1	17.7	21.1
13:45	22	0	0	12	7	3	0	0	0	0	0	0	18.2	21.8
14:00	35	1	4	11	16	3	0	0	0	0	0	0	18	22.8
14:15	17	1	0	5	9	2	0	0	0	0	0	0	15.4	22.3
14:30	29	0	0	11	15	3	0	0	0	0	0	0	19.1	22.9
14:45	19	1	0	8	7	2	0	0	0	0	0	1	16.5	20.2
15:00	18	2	0	3	10	3	0	0	0	0	0	0	17.8	24.7
15:15	27	3	2	7	11	4	0	0	0	0	0	0	17.1	23.6
15:30	27	0	2	9	11	4	1	0	0	0	0	0	17.7	22.3
15:45	27	1	1	8	15	2	0	0	0	0	0	0	15.9	21.3
16:00	31	1	0	10	14	4	1	0	0	0	1	0	18	24.3
16:15	19	2	2	7	6	2	0	0	0	0	0	0	16.9	19.9
16:30	41	3	1	24	12	1	0	0	0	0	0	0	16.4	23
16:45	29	0	2	19	8	0	0	0	0	0	0	0	17.3	21.5
17:00	65	3	3	39	19	1	0	0	0	0	0	0	14.6	20.2
17:15	34	3	2	13	14	2	0	0	0	0	0	0	16.5	20.1
17:30	52	2	3	26	19	2	0	0	0	0	0	0	16.9	20.8
17:45	36	5	4	14	13	0	0	0	0	0	0	0	16.2	21.7
18:00	48	4	4	27	13	0	0	0	0	0	0	0	16.1	22.1
18:15	22	2	0	10	10	0	0	0	0	0	0	0	17.3	20.8
18:30	25	2	2	10	9	2	0	0	0	0	0	0	17.7	23.1
18:45	25	1	3	13	8	0	0	0	0	0	0	0	14.9	21.5
19:00	22	0	1	9	12	0	0	0	0	0	0	0	15.4	20
19:15	16	2	1	9	4	0	0	0	0	0	0	0	13.7	18.8
19:30	16	1	0	13	2	0	0	0	0	0	0	0	14.6	20.1
19:45	15	0	1	10	4	0	0	0	0	0	0	0	16.8	20.7
20:00	13	0	1	7	5	0	0	0	0	0	0	0	17.8	21.7
20:15	8	0	0	4	2	1	0	0	0	0	1	0	15.6	-
20:30	7	0	0	6	1	0	0	0	0	0	0	0	14.3	-
20:45	12	0	2	7	3	0	0	0	0	0	0	0	12.7	15.7
21:00	7	0	0	6	1	0	0	0	0	0	0	0	17.8	-
21:15	4	0	0	0	4	0	0	0	0	0	0	0	16.3	-
21:30	4	0	0	3	1	0	0	0	0	0	0	0	16.7	-
21:45	2	0	0	1	1	0	0	0	0	0	0	0	24.8	-
22:00	9	1	1	5	2	0	0	0	0	0	0	0	21.3	-

22:15	1	0	0	0	1	0	0	0	0	0	0	0	25.4	-
22:30	4	0	0	4	0	0	0	0	0	0	0	0	16	-
22:45	1	0	1	0	0	0	0	0	0	0	0	0	25.8	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	2	0	0	2	0	0	0	0	0	0	0	0	19.4	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	5	0	1	3	1	0	0	0	0	0	0	0	21.1	-
07-19	1175	57	46	539	446	71	5	0	1	0	5	5	16.9	21.7
06-22	1343	62	54	644	493	72	5	0	1	0	7	5	16.8	21.5
06-00	1365	63	57	658	497	72	5	0	1	0	7	5	16.8	21.5
00-00	1390	64	58	676	501	73	5	0	1	0	7	5	16.8	21.5

Date Thursday 24/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	2	0	1	1	0	0	0	0	0	0	0	0	11.8	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	4	0	0	4	0	0	0	0	0	0	0	0	16	-
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	28.5	-
01:30	5	0	0	5	0	0	0	0	0	0	0	0	20.8	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	1	0	0	0	0	0	0	0	0	0	10	-
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	27.4	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	0	1	0	0	0	0	0	0	0	23.2	-
03:45	1	0	1	0	0	0	0	0	0	0	0	0	9.7	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	1	0	0	0	0	0	0	0	0	0	9.7	-
04:45	2	0	0	2	0	0	0	0	0	0	0	0	14.4	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	18.4	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	6	0	0	5	1	0	0	0	0	0	0	0	15.1	-
05:45	12	0	0	11	0	0	1	0	0	0	0	0	17.2	19.2
06:00	6	0	1	3	2	0	0	0	0	0	0	0	17	-
06:15	10	0	1	6	2	0	1	0	0	0	0	0	17.5	-
06:30	4	0	0	1	3	0	0	0	0	0	0	0	22.2	-
06:45	11	0	1	6	4	0	0	0	0	0	0	0	18.4	22.1
07:00	14	1	0	8	4	1	0	0	0	0	0	0	18.8	24.2
07:15	12	0	0	6	6	0	0	0	0	0	0	0	19.3	22.7
07:30	15	1	0	9	5	0	0	0	0	0	0	0	17.2	21
07:45	23	0	0	19	4	0	0	0	0	0	0	0	14.2	18.6
08:00	25	1	0	13	9	0	0	1	0	0	1	0	14.6	20.7
08:15	27	0	2	20	5	0	0	0	0	0	0	0	14	16.4
08:30	22	1	0	13	8	0	0	0	0	0	0	0	14.1	16.6
08:45	20	0	0	12	8	0	0	0	0	0	0	0	18	21.9
09:00	23	1	0	15	6	1	0	0	0	0	0	0	15.3	19.3
09:15	23	0	0	17	4	1	0	0	1	0	0	0	17.7	21.6
09:30	22	0	0	15	5	2	0	0	0	0	0	0	15	20.4
09:45	21	0	0	16	4	1	0	0	0	0	0	0	15.5	21.5
10:00	31	1	0	22	7	1	0	0	0	0	0	0	16.6	19.9
10:15	12	0	1	8	3	0	0	0	0	0	0	0	17.5	22.6
10:30	30	0	1	19	8	2	0	0	0	0	0	0	17.3	22
10:45	13	0	0	5	7	1	0	0	0	0	0	0	18.6	24.4
11:00	11	0	0	4	6	0	0	0	0	0	1	0	18.7	26.3
11:15	16	0	0	5	6	3	0	0	0	0	1	1	18.1	22.1
11:30	16	0	0	10	4	2	0	0	0	0	0	0	16.6	21.4
11:45	13	0	0	7	5	0	0	0	0	0	1	0	17.1	22.4
12:00	27	1	1	14	10	0	0	0	0	0	1	0	17.8	23
12:15	17	1	1	11	1	3	0	0	0	0	0	0	17.2	22.5
12:30	21	0	0	9	8	3	0	0	0	0	0	1	19.1	25.1
12:45	15	1	0	7	7	0	0	0	0	0	0	0	16.7	24.7
13:00	38	0	0	15	18	3	0	0	2	0	0	0	18.3	23.9
13:15	16	0	1	8	6	1	0	0	0	0	0	0	17	22.6
13:30	18	0	2	7	6	3	0	0	0	0	0	0	17.1	21.4
13:45	18	0	1	9	5	3	0	0	0	0	0	0	17.8	22.3
14:00	33	3	2	7	19	2	0	0	0	0	0	0	18.4	24.2
14:15	21	1	1	9	8	2	0	0	0	0	0	0	18	23.2
14:30	17	0	0	7	10	0	0	0	0	0	0	0	20.9	25.8
14:45	23	0	0	9	11	2	0	0	0	0	1	0	17.4	23.6
15:00	25	0	0	13	9	2	0	0	0	0	0	1	17.9	23.1
15:15	24	1	1	9	12	1	0	0	0	0	0	0	18.4	22.4
15:30	20	3	0	5	10	1	1	0	0	0	0	0	15.4	20.1
15:45	25	0	1	14	7	3	0	0	0	0	0	0	16.7	22
16:00	37	1	1	17	16	2	0	0	0	0	0	0	16.2	21.2
16:15	19	1	0	8	7	1	1	0	0	0	0	1	18	21
16:30	38	3	1	16	17	1	0	0	0	0	0	0	19.2	24.2
16:45	39	0	2	16	20	1	0	0	0	0	0	0	20.5	24.2
17:00	71	1	1	38	29	1	0	0	0	0	0	1	14.6	19.4
17:15	42	4	3	18	17	0	0	0	0	0	0	0	16	21.6
17:30	61	1	3	30	26	1	0	0	0	0	0	0	16.4	19.8
17:45	42	1	2	14	23	1	1	0	0	0	0	0	17.4	23
18:00	36	1	3	16	16	0	0	0	0	0	0	0	17.8	23.6
18:15	29	1	2	14	10	1	0	0	0	0	1	0	16	20.7
18:30	29	1	1	16	11	0	0	0	0	0	0	0	16.7	21.7
18:45	18	1	1	11	5	0	0	0	0	0	0	0	15.3	22.7
19:00	27	2	1	12	10	1	1	0	0	0	0	0	15.7	18.9
19:15	12	0	0	7	5	0	0	0	0	0	0	0	14	19.3
19:30	17	0	2	10	5	0	0	0	0	0	0	0	16.1	20.5
19:45	15	0	0	10	5	0	0	0	0	0	0	0	16.6	23.7
20:00	13	0	1	8	3	0	1	0	0	0	0	0	19.2	22.7
20:15	12	0	0	7	5	0	0	0	0	0	0	0	15.8	20.3
20:30	3	0	0	2	1	0	0	0	0	0	0	0	12.1	-
20:45	7	0	0	4	3	0	0	0	0	0	0	0	15.8	-
21:00	7	0	0	5	2	0	0	0	0	0	0	0	14.9	-
21:15	5	0	0	3	2	0	0	0	0	0	0	0	17.1	-
21:30	6	0	0	4	2	0	0	0	0	0	0	0	16.7	-
21:45	7	1	0	3	2	0	0	0	0	0	1	0	14.3	-
22:00	12	0	1	7	4	0	0	0	0	0	0	0	18.4	23.6
22:15	4	0	0	3	1	0	0	0	0	0	0	0	18.3	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	14	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	16.7	-
23:00	1	0	1	0	0	0	0	0	0	0	0	0	15.2	-
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	2	0	0	1	1	0	0	0	0	0	0	0	18.3	-
07-19	1208	33	35	610	458	53	3	1	3	0	7	5	17.0	21.9
06-22	1370	36	42	701	514	54	6	1	3	0	8	5	16.9	21.9
06-00	1391	36	44	714	520	54	6	1	3	0	8	5	16.9	21.9
00-00	1429	36	48	743	524	54	7	1	3	0	8	5	16.9	21.9

Date Friday 25/05/2018

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	2	0	0	1	0	0	0	0	0	0	1	0	14.8	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	14.5	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	25.4	-

01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06-22	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06-00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00-00	5	0	0	3	1	0	0	0	0	0	1	0	16.8	-

Date Saturday 26/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-

07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 27/05/2018

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-

12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 07/05/2018
Road Name: Tramway Road
Flow from : Swan Close Road (S) **to:** Haslemere Way (N)
Vehicle Classification: All Vehicles

Prepared by: David Collinge
Checked by: Luke Martin

Hour Ending	Monday 07/05/2018	Tuesday 08/05/2018	Wednesday 09/05/2018	Thursday 10/05/2018	Friday 11/05/2018	Saturday 12/05/2018	Sunday 13/05/2018	Monday 14/05/2018	Tuesday 15/05/2018	Wednesday 16/05/2018	Thursday 17/05/2018	Friday 18/05/2018	Saturday 19/05/2018	Sunday 20/05/2018	Monday 21/05/2018	Tuesday 22/05/2018	Wednesday 23/05/2018	Thursday 24/05/2018	Friday 25/05/2018	Saturday 26/05/2018	Sunday 27/05/2018
01:00	*	*	*	1	0	1	3	0	4	5	5	11	5	2	1	3	3	3	6	*	*
02:00	*	*	1	2	3	4	0	0	2	0	2	2	1	2	0	1	6	9	*	*	*
03:00	*	*	0	2	6	2	2	1	7	2	4	2	0	4	0	2	3	2	*	*	*
04:00	*	*	6	1	3	2	0	0	0	2	2	0	2	0	0	1	4	2	*	*	*
05:00	*	*	4	2	4	1	0	5	4	8	3	5	1	0	3	3	4	4	*	*	*
06:00	*	*	50	57	53	10	0	51	48	56	48	43	9	3	39	52	50	44	*	*	*
07:00	*	*	74	82	72	11	0	75	67	89	81	66	13	4	75	60	66	73	*	*	*
08:00	*	*	196	175	177	31	7	217	182	182	207	181	33	11	198	196	187	167	*	*	*
09:00	*	*	192	196	190	53	15	195	191	180	172	181	53	16	164	183	181	184	*	*	*
10:00	*	*	89	87	105	39	23	110	99	110	99	86	49	22	95	102	100	102	*	*	*
11:00	*	*	70	80	63	55	28	75	96	67	71	65	67	33	76	71	57	87	*	*	*
12:00	*	*	85	85	82	52	25	85	91	80	89	67	41	35	77	72	72	68	*	*	*
13:00	*	*	75	74	83	31	21	81	62	91	82	94	41	20	83	78	84	70	*	*	*
14:00	*	*	100	95	101	42	22	87	71	94	103	107	22	20	89	86	90	101	*	*	*
15:00	*	*	66	79	77	40	13	78	78	71	69	81	38	9	65	66	78	70	*	*	*
16:00	*	*	79	84	85	39	14	89	66	79	73	76	37	19	60	67	77	84	*	*	*
17:00	*	*	60	77	71	34	19	84	80	66	79	86	33	28	76	74	76	72	*	*	*
18:00	*	*	79	81	83	28	20	80	92	75	86	79	24	23	81	72	71	92	*	*	*
19:00	*	*	63	76	87	22	24	67	72	66	74	55	15	16	89	65	63	72	*	*	*
20:00	*	*	33	49	33	16	20	41	32	45	40	45	9	14	32	40	39	50	*	*	*
21:00	*	*	19	32	23	14	15	24	26	16	15	23	5	9	18	27	23	31	*	*	*
22:00	*	*	24	13	13	8	17	14	19	25	15	10	5	14	14	13	22	14	*	*	*
23:00	*	*	6	12	13	6	2	2	6	6	2	7	5	4	6	9	6	9	*	*	*
00:00	*	*	6	7	7	2	1	5	4	6	6	3	6	3	2	5	5	6	*	*	*
Summary Data																					
0700-1900	**0**	**0**	**1154**	**1189**	**1204**	**466**	**231**	**1248**	**1180**	**1161**	**1204**	**1158**	**453**	**252**	**1153**	**1132**	**1136**	**1169**	**0**	**0**	**0**
0600-2200	**0**	**0**	**1304**	**1365**	**1345**	**515**	**283**	**1402**	**1324**	**1336**	**1355**	**1302**	**485**	**293**	**1292**	**1272**	**1286**	**1337**	**0**	**0**	**0**
0600-0000	**0**	**0**	**1316**	**1384**	**1365**	**523**	**286**	**1409**	**1334**	**1348**	**1363**	**1312**	**496**	**300**	**1300**	**1286**	**1297**	**1352**	**0**	**0**	**0**
0000-0000	**0**	**0**	**1377**	**1449**	**1434**	**543**	**291**	**1466**	**1399**	**1421**	**1427**	**1375**	**514**	**311**	**1343**	**1348**	**1367**	**1416**	**6**	**0**	**0**
0700-1000	**0**	**0**	**477**	**458**	**472**	**123**	**45**	**522**	**472**	**472**	**478**	**448**	**135**	**49**	**457**	**481**	**468**	**453**	**0**	**0**	**0**
1600-1900	**0**	**0**	**202**	**234**	**241**	**84**	**63**	**231**	**244**	**207**	**239**	**220**	**72**	**67**	**246**	**211**	**210**	**236**	**0**	**0**	**0**
Peak Hour Analysis																					
07:00-10:00	0	0	196	196	190	53	23	217	191	182	207	181	53	22	198	196	187	184	0	0	0
10:00-16:00	0	0	100	95	101	55	28	89	96	94	103	107	67	35	89	86	90	101	0	0	0
16:00-19:00	0	0	79	81	87	34	24	84	92	75	86	86	33	28	89	74	76	92	0	0	0

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

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 07/05/2018
Road Name: Tramway Road

Prepared by: David Collinge
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
07/05/2018	-	-
08/05/2018	-	-
09/05/2018	17.5	21.5
10/05/2018	17.0	20.6
11/05/2018	17.7	21.5
12/05/2018	17.1	20.6
13/05/2018	16.5	20.1
14/05/2018	17.3	21.1
15/05/2018	16.9	20.7
16/05/2018	17.2	20.9
17/05/2018	17.7	21.4
18/05/2018	17.9	21.6
19/05/2018	17.7	21.9
20/05/2018	16.7	21.0
21/05/2018	17.2	21.0
22/05/2018	17.3	21.0
23/05/2018	17.3	21.1
24/05/2018	17.3	20.8
25/05/2018	16.0	-
26/05/2018	-	-
27/05/2018	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
07/05/2018	-	-
08/05/2018	-	-
09/05/2018	16.8	21.5
10/05/2018	16.6	21.2
11/05/2018	16.9	21.5
12/05/2018	16.8	21.4
13/05/2018	16.2	22.3
14/05/2018	16.5	21.3
15/05/2018	16.8	21.4
16/05/2018	16.8	21.4
17/05/2018	17.0	21.5
18/05/2018	17.1	21.8
19/05/2018	17.2	22.5
20/05/2018	16.9	22.3
21/05/2018	16.7	21.2
22/05/2018	16.8	21.4
23/05/2018	16.8	21.5
24/05/2018	16.9	21.9
25/05/2018	16.8	-
26/05/2018	-	-
27/05/2018	-	-

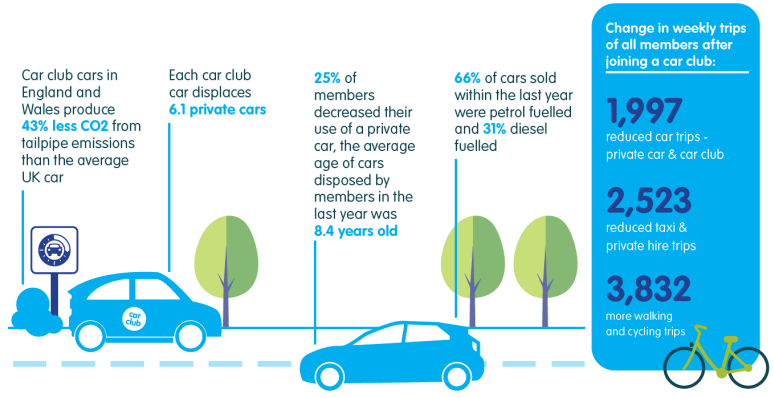
These speeds represent those which are between 1%-10% above the posted speed limit
These speeds represent those which are between 10%-20% above the posted speed limit
These speeds represent those which are over 20% above the posted speed limit

Appendix D


Planning and building?
THINK ENTERPRISE CAR CLUB
Banbury Development - David Tucker Associates
Enterprise
CarClub


Car club permit holders only
At any time
enterprise CarClub
self-service vehicle rental
BY THE HOUR OR DAY
RESERVED PARKING
EnterpriseCarClub.co.uk
0345 366 9300
breakfast, lunch and dinner
FN65 6ZU
enterprise CarClub

Car Club Overview



Our Story

Enterprise Car Club offers your residents and the wider community access to vehicles 24/7, 365. This initiative has grown to include markets in the UK, US and Canada partnering with government, corporate, local authorities, universities and developers.

Enterprise Car Club is a natural extension of Enterprise Holdings' long term commitment to mobility solutions by providing sustainable, financial and operational transportation to businesses and communities.

TODAY The Enterprise Car Club network serves organisations, universities and retail markets throughout the UK, continuing our focus on meeting local transportation needs and delivering a sustainable customised service for more than 60 years.

2005
Enterprise introduces hourly car rentals

2007
The WeCar brand is introduced
WeCar

2011
Acquires PhillyCarShare
PhillyCarShare Our wheels. Your freedom

2012
Acquires Mint Cars On-Demand (New York and Boston)
mint

2013
Acquires IGO CarSharing (Chicago)
CARSHARING igo

All rebrand as Enterprise CarShare

Launched in Washington, D.C.

2014
Acquires Autoshare (Toronto)
AutoShare

Acquires OccasionalCar (Denver)
OccasionalCar.com

Launched in Honolulu, HI

2015
Acquires City Car Club (UK)
city car club

Enterprise CarShare Launched in San Francisco, CA

2016
City Car Club rebranded to Enterprise Car Club
enterprise CarClub

Planning & Building

Planning & Building

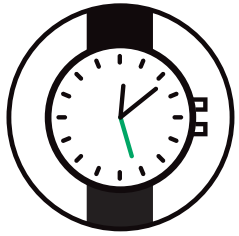
Whether you are a property developer, housing association or local authority, Enterprise Car Club is the first choice for any organisation looking to implement a Car Club.

By implementing Enterprise Car Club, we can save your business time and money. Our dedicated property development account manager will support your requirements from start to finish, taking all the hassle away.

Zero Maintenance

Reduced Costs

A Green Choice



Instant Access

“Car clubs emit one tonne of carbon a year less than an average car for the same mileage.”

Carplus, 2016

Supporting your project

Our dedicated property development account managers have experience in planning and implementing car clubs for a variety of developments ranging in size and location.

- Planning Permission - The inclusion of Enterprise Car Club could increase the likelihood of gaining the most optimal planning permission for your project
- Section 106 requirements – Enterprise Car Club will address specific concerns of local authorities relating to parking pressure and will fulfil the requirements outlined in Section 106 agreements (Section 75 in Scotland).
- Attract buyers and tenants - Adding a car club gives you the ability to advertise properties as 'comes with access to a car!'.
- Maximise on-site space - Cut build costs and reduce construction time by reducing the parking requirements within your project.
- Reduce congestion - Contribute towards reducing congestion and encourage a sustainable and economical alternative to car ownership.

"For each round-trip car club vehicle, 10.5 cars have been removed from the road as a result of car club members who have sold a car."

Carplus, 2016

Who We Work With. . .

- Advertdealer Ltd
- Affinity Sutton Homes
- Argent
- Barratt Southern Counties
- Barratt Homes London
- Bellway Homes
- Berkeley Homes
- Catalyst Housing
- Circle Housing Group
- Crest Nicholson
- Dandara
- Dolphin Square Foundation
- Dominion Housing Group
- Durkan Estates Ltd
- East Thames Group
- Eligo Property Ltd
- Fairview New Homes Ltd
- Genesis Housing Group
- Hyde Housing
- Hyde New Build Ltd
- Isis Waterside Regeneration
- Joseph Rowntree Housing Trust
- Knightstone Housing Assn
- London & Quadrant Housing
- Mount Anvil Ltd
- Nicholas King Homes
- Notting Hill Housing Trust
- Nottinghill Home Ownership Ltd
- Old Ford Housing Assn
- Rooftop Developments
- Shepherds Bush Housing Assn
- South East Living Group
- Southern Housing Group
- Southern Primary Housing Ltd
- St James Group Ltd
- Taylor Wimpey
- Telford Homes
- Battersea Power Station

Why Enterprise Car Club?

The Benefits

- Dedicated Account Manager: A single point of contact managing your account throughout the process.
- Our Experience: We have a strong track record of implementing projects with some of the country's leading property developers, housing associations and local authorities.
- We're Growing: We currently manage and maintain a growing fleet of vehicles located in 180 UK towns and cities including Brighton, Bristol, Cardiff, Edinburgh, Leeds, London, Manchester and Sheffield.
- Vehicle Range: We have a range of vehicles to suit all needs from small city cars to, 7 seaters, vans and even electric vehicles.

Account Management

Account Management

Because every development is different, we tailor the timeline and plan based on your needs. Below is a top line example of the support we provide as part of implementing Enterprise Car Club into your development.

IMPLEMENTATION

- Discuss best practice and effective “Vehicle Live” date
- Provide a bespoke proposal that discharges your section 106 requirements
- Identify optimal vehicle types and locations
- Site visits to check placement and delivery of the vehicles
- Build and support the communication of any relevant membership offers for residents

Our experienced and dedicated account managers will help you every step of the way.

Resident Benefits

Enterprise Car Club provides residents with access to more than 1500 vehicles 24/7/365 in 180 UK towns and cities.

RESIDENT BENEFITS:

- Access to a vehicle without the financial burden of ownership
- Access to vehicles across the UK
- Low hourly and daily rates
- Preferential membership options
- Zero vehicle maintenance responsibilities
- Mode of travel which compliments public transport
- Vehicles can be reserved in advance or at the last minute
- Dedicated Clubhouse team available 24/7

Member Experience

We've made the process simple so members can get where they need to go and worry less about how to get there.

1. Join the club by applying online. The application will be processed within 48 hours.

2. Once approved, the new Car Club member receives their membership pack in the post within 48 hours.

3. **RESERVE**
   - Log in with the member ID and PIN online via your smartphone, tablet or desktop computer.
   - Once logged in, the reservation system shows available locations and vehicles.
   - Vehicles can be reserved by the hour, day or overnight.

4. **UNLOCK & GO**
   - At the reserved time, unlock the vehicle by holding the membership card over the windscreen reader.
   - The system will recognise the membership card and the doors will unlock. The keys are located in the PIN pad inside the glovebox.

5. **RETURN**
   - Return the car to the same dedicated parking spot, so the next person can use it.
   - Remember to leave the vehicle ready for the next member. Turn off the ignition, return the keys to the PIN pad in the glovebox and remember to take any litter with you.
   - Hold the membership card over the card reader on the windscreen until doors lock.

6. When the reservation is complete, data is relayed to the Enterprise Car Club system to ensure members are billed correctly.

Need more info? Watch the "How it Works" video at **EnterpriseCarClub.co.uk**


enterprise
CarClub
Where will you go?

Property Development Events

Once vehicles are in place, your dedicated account manager can work with you to hold events promoting the new on-site service to your residents.

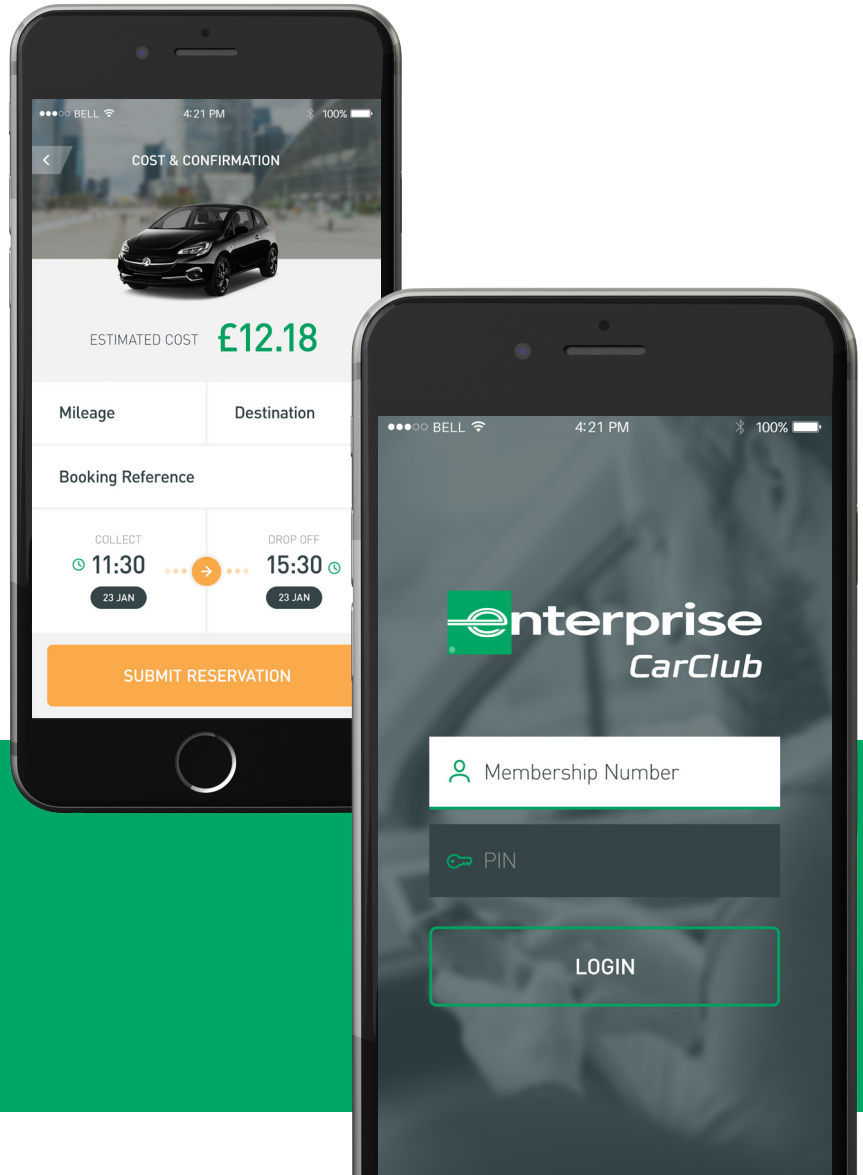

enterprise
CarClub
FN65 H5U
4:21 PM
COST & CONFIRMATION
CAR BOOKED
Booking Reference
COLLECT
11:30
23 JAN
DROP OFF
15:30
23 JAN
SUBMIT RESERVATION

CarClub

Download today!

Download on the App Store

GET IT ON Google Play



MOBILE RESERVATIONS

- Create
- Modify
- Extend
- Cancel

FEATURES

- Geo-location
- Reserve Vehicles
- Click to call the Clubhouse team and roadside assistance
- Interactive Maps

Appendix E

Calculation Reference: AUDIT-623801-200728-0731

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	3 days
	EX	ESSEX	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RI	EAST RIDING OF YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 6 to 175 (units:)
Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Tuesday	6 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	2
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	9 days

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

Population within 1 mile:

10,001 to 15,000	3 days
15,001 to 20,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	5 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	8 days

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

Travel Plan:

No	9 days

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

PTAL Rating:

No PTAL Present	9 days

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

LIST OF SITES relevant to selection parameters

1 BD-03-C-01 BLOCKS OF FLATS BEDFORDSHIRE
WING ROAD
LEIGHTON BUZZARD
LINSLADE
Edge of Town Centre
Residential Zone
Total No of Dwellings: 175
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

2 BD-03-C-02 BLOCKS OF FLATS BEDFORDSHIRE
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

3 BD-03-C-03 BLOCKS OF FLATS BEDFORDSHIRE
COURT DRIVE
DUNSTABLE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 146
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

4 CB-03-C-02 BLOCK OF FLATS CUMBRIA
BRIDGE LANE
PENRITH

Edge of Town
No Sub Category
Total No of Dwellings: 35
Survey date: WEDNESDAY *11/06/14* *Survey Type: MANUAL*

5 EX-03-C-01 FLATS ESSEX
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 6
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

6 EX-03-C-02 BLOCK OF FLATS ESSEX
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 94
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

7 NF-03-C-01 BLOCKS OF FLATS NORFOLK
PAGE STAIR LANE
KING'S LYNN

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 51
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

8 RI-03-C-01 FLATS EAST RIDING OF YORKSHIRE
465 PRIORY ROAD
HULL

Edge of Town
Residential Zone
Total No of Dwellings: 20
Survey date: TUESDAY *13/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS	SUFFOLK

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 85

Survey date: THURSDAY *18/12/14* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	75	0.046	9	75	0.169	9	75	0.215
08:00 - 09:00	9	75	0.065	9	75	0.181	9	75	0.246
09:00 - 10:00	9	75	0.077	9	75	0.086	9	75	0.163
10:00 - 11:00	9	75	0.082	9	75	0.102	9	75	0.184
11:00 - 12:00	9	75	0.080	9	75	0.086	9	75	0.166
12:00 - 13:00	9	75	0.117	9	75	0.101	9	75	0.218
13:00 - 14:00	9	75	0.095	9	75	0.108	9	75	0.203
14:00 - 15:00	9	75	0.077	9	75	0.082	9	75	0.159
15:00 - 16:00	9	75	0.093	9	75	0.085	9	75	0.178
16:00 - 17:00	9	75	0.136	9	75	0.076	9	75	0.212
17:00 - 18:00	9	75	0.190	9	75	0.104	9	75	0.294
18:00 - 19:00	9	75	0.211	9	75	0.114	9	75	0.325
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.269			1.294			2.563

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

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

Parameter summary

Trip rate parameter range selected:	6 - 175 (units:)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	75	0.074	9	75	0.384	9	75	0.458
08:00 - 09:00	9	75	0.104	9	75	0.530	9	75	0.634
09:00 - 10:00	9	75	0.154	9	75	0.209	9	75	0.363
10:00 - 11:00	9	75	0.171	9	75	0.200	9	75	0.371
11:00 - 12:00	9	75	0.154	9	75	0.172	9	75	0.326
12:00 - 13:00	9	75	0.230	9	75	0.217	9	75	0.447
13:00 - 14:00	9	75	0.191	9	75	0.196	9	75	0.387
14:00 - 15:00	9	75	0.162	9	75	0.162	9	75	0.324
15:00 - 16:00	9	75	0.285	9	75	0.188	9	75	0.473
16:00 - 17:00	9	75	0.322	9	75	0.150	9	75	0.472
17:00 - 18:00	9	75	0.442	9	75	0.199	9	75	0.641
18:00 - 19:00	9	75	0.497	9	75	0.230	9	75	0.727
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.786			2.837			5.623

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

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

Appendix F

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.2.1574

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: SwanClRd-HightownRd-TramwayRd-LambsCrs.j10
Path: P:\22000's\22251\SwanClRd-HightownRd-TramwayRd-LambsCrs_Junctions 9 Report
Report generation date: 01/11/2021 10:56:32

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2025 Base					
Stream B-ACD	0.0	0.00	0.00	0.0	7.95	0.02
Stream A-BCD	0.2	7.28	0.14	0.1	7.69	0.08
Stream D-AB	0.1	8.08	0.11	0.2	10.26	0.20
Stream D-BC	0.4	19.43	0.26	0.7	20.19	0.40
Stream C-ABD	0.0	7.58	0.02	0.0	6.74	0.02
	2025 Base + Development Traffic					
Stream B-ACD	0.0	0.00	0.00	0.0	8.00	0.02
Stream A-BCD	0.2	7.30	0.14	0.1	7.78	0.10
Stream D-AB	0.1	8.45	0.06	0.3	10.80	0.22
Stream D-BC	0.6	20.75	0.31	0.8	21.64	0.44
Stream C-ABD	0.0	7.59	0.02	0.0	6.76	0.02

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

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

File summary

File Description

Title	
Location	
Site number	
Date	24/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 Base + Development Traffic	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 Base + Development Traffic	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tramway Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.89	A

Arms

Arms

Arm	Name	Description	Arm type
A	Hightown Road		Major
B	Lambs Crescent		Minor
C	Swan Close Road		Major
D	Tramway Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Hightown Road	6.88			107.3	✓	1.00
C - Swan Close Road	6.88			115.8	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Lambs Crescent	One lane	3.93								30	18
D - Tramway Road	One lane plus flare		10.00	5.36	4.09	3.89	3.82	✓	1.00	30	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	636	-	-	-	-	-	-	0.237	0.339	0.237	-	-	-
B-A	542	0.095	0.240	0.240	-	-	-	0.151	0.343	-	0.240	0.240	0.120
B-C	694	0.102	0.259	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	542	0.095	0.240	0.240	-	-	-	0.151	0.343	0.151	-	-	-
B-D, offside lane	542	0.095	0.240	0.240	-	-	-	0.151	0.343	0.151	-	-	-
C-B	641	0.239	0.239	0.341	-	-	-	-	-	-	-	-	-
D-A	679	-	-	-	-	-	-	0.253	-	0.100	-	-	-
D-B, nearside lane	530	0.148	0.148	0.335	-	-	-	0.235	0.235	0.093	-	-	-
D-B, offside lane	556	0.155	0.155	0.352	-	-	-	0.246	0.246	0.097	-	-	-
D-C	556	-	0.155	0.352	0.123	0.246	0.246	0.246	0.246	0.097	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Hightown Road		ONE HOUR	✓	609	100.000
B - Lambs Crescent		ONE HOUR	✓	2	100.000
C - Swan Close Road		ONE HOUR	✓	547	100.000
D - Tramway Road		ONE HOUR	✓	124	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Hightown Road	B - Lambs Crescent	C - Swan Close Road	D - Tramway Road
From	A - Hightown Road	0	2	545	62
	B - Lambs Crescent	1	0	1	0
	C - Swan Close Road	376	8	0	163
	D - Tramway Road	48	2	74	0

Vehicle Mix

HV %s

		To			
		A - Hightown Road	B - Lambs Crescent	C - Swan Close Road	D - Tramway Road
From	A - Hightown Road	0	0	2	0
	B - Lambs Crescent	0	0	0	0
	C - Swan Close Road	2	0	0	13
	D - Tramway Road	0	0	27	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.14	7.28	0.2	A	64	96
A-B					2	3
A-C					493	740
D-AB	0.11	8.08	0.1	A	45	68
D-BC	0.26	19.43	0.4	C	69	103
C-ABD	0.02	7.58	0.0	A	7	11
C-D					150	224
C-A					345	517

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	408	0.000	0	0.0	0.0	0.000	A
A-BCD	50	12	574	0.087	49	0.0	0.1	6.873	A
A-B	1	0.37			1				
A-C	407	102			407				
D-AB	37	9	564	0.066	37	0.0	0.1	6.820	A
D-BC	56	14	393	0.143	56	0.0	0.2	13.469	B
C-ABD	6	2	531	0.011	6	0.0	0.0	6.855	A
C-D	123	31			123				
C-A	283	71			283				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	374	0.000	0	0.0	0.0	0.000	A
A-BCD	61	15	571	0.107	61	0.1	0.1	7.070	A
A-B	2	0.44			2				
A-C	484	121			484				
D-AB	44	11	539	0.082	44	0.1	0.1	7.274	A
D-BC	67	17	361	0.186	67	0.2	0.3	15.474	C
C-ABD	7	2	511	0.014	7	0.0	0.0	7.146	A
C-D	147	37			147				
C-A	338	84			338				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	328	0.000	0	0.0	0.0	0.000	A
A-BCD	80	20	576	0.139	80	0.1	0.2	7.278	A
A-B	2	0.54			2				
A-C	589	147			589				
D-AB	54	14	500	0.108	54	0.1	0.1	8.067	A
D-BC	82	21	317	0.260	82	0.3	0.4	19.334	C
C-ABD	9	2	485	0.019	9	0.0	0.0	7.574	A
C-D	179	45			179				
C-A	414	103			414				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	328	0.000	0	0.0	0.0	0.000	A
A-BCD	80	20	576	0.139	80	0.2	0.2	7.283	A
A-B	2	0.54			2				
A-C	589	147			589				
D-AB	54	14	500	0.109	54	0.1	0.1	8.081	A
D-BC	82	21	317	0.260	82	0.4	0.4	19.432	C
C-ABD	9	2	485	0.019	9	0.0	0.0	7.578	A
C-D	179	45			179				
C-A	414	103			414				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	374	0.000	0	0.0	0.0	0.000	A
A-BCD	61	15	572	0.107	62	0.2	0.1	7.077	A
A-B	2	0.44			2				
A-C	484	121			484				
D-AB	44	11	538	0.082	44	0.1	0.1	7.292	A
D-BC	67	17	361	0.186	68	0.4	0.3	15.569	C
C-ABD	7	2	511	0.014	7	0.0	0.0	7.148	A
C-D	147	37			147				
C-A	338	84			338				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	408	0.000	0	0.0	0.0	0.000	A
A-BCD	50	12	574	0.087	50	0.1	0.1	6.888	A
A-B	1	0.37			1				
A-C	407	102			407				
D-AB	37	9	563	0.066	37	0.1	0.1	6.839	A
D-BC	56	14	393	0.143	57	0.3	0.2	13.561	B
C-ABD	6	2	531	0.011	6	0.0	0.0	6.860	A
C-D	123	31			123				
C-A	283	71			283				

2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tramway Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Hightown Road		ONE HOUR	✓	395	100.000
B - Lambs Crescent		ONE HOUR	✓	10	100.000
C - Swan Close Road		ONE HOUR	✓	600	100.000
D - Tramway Road		ONE HOUR	✓	197	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Hightown Road	B - Lambs Crescent	C - Swan Close Road	D - Tramway Road
From	A - Hightown Road	0	0	359	36
	B - Lambs Crescent	3	0	7	0
	C - Swan Close Road	539	8	0	53
	D - Tramway Road	79	1	117	0

Vehicle Mix

HV %s

		To			
		A - Hightown Road	B - Lambs Crescent	C - Swan Close Road	D - Tramway Road
From	A - Hightown Road	0	0	2	0
	B - Lambs Crescent	0	0	0	0
	C - Swan Close Road	2	0	0	10
	D - Tramway Road	0	0	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.02	7.95	0.0	A	9	14
A-BCD	0.08	7.69	0.1	A	35	52
A-B					0	0
A-C					328	492
D-AB	0.20	10.26	0.2	B	73	110
D-BC	0.40	20.19	0.7	C	108	162
C-ABD	0.02	6.74	0.0	A	7	11
C-D					49	73
C-A					494	742

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	2	525	0.014	7	0.0	0.0	6.958	A
A-BCD	28	7	542	0.051	28	0.0	0.1	6.995	A
A-B	0	0			0				
A-C	270	67			270				
D-AB	60	15	533	0.112	59	0.0	0.1	7.588	A
D-BC	88	22	397	0.223	87	0.0	0.3	12.430	B
C-ABD	6	2	572	0.011	6	0.0	0.0	6.362	A
C-D	40	10			40				
C-A	406	101			406				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	2	500	0.018	9	0.0	0.0	7.332	A
A-BCD	34	8	528	0.064	34	0.1	0.1	7.287	A
A-B	0	0			0				
A-C	321	80			321				
D-AB	72	18	498	0.144	71	0.1	0.2	8.440	A
D-BC	105	26	365	0.289	105	0.3	0.4	14.821	B
C-ABD	7	2	560	0.013	7	0.0	0.0	6.517	A
C-D	48	12			48				
C-A	484	121			484				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	3	464	0.024	11	0.0	0.0	7.949	A
A-BCD	42	11	511	0.083	42	0.1	0.1	7.685	A
A-B	0	0			0				
A-C	393	98			393				
D-AB	88	22	440	0.199	87	0.2	0.2	10.203	B
D-BC	129	32	320	0.403	128	0.4	0.7	19.975	C
C-ABD	9	2	544	0.017	9	0.0	0.0	6.734	A
C-D	58	15			58				
C-A	593	148			593				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	3	464	0.024	11	0.0	0.0	7.952	A
A-BCD	42	11	511	0.083	42	0.1	0.1	7.687	A
A-B	0	0			0				
A-C	393	98			393				
D-AB	88	22	439	0.200	88	0.2	0.2	10.256	B
D-BC	129	32	320	0.403	129	0.7	0.7	20.192	C
C-ABD	9	2	544	0.017	9	0.0	0.0	6.737	A
C-D	58	15			58				
C-A	593	148			593				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	2	500	0.018	9	0.0	0.0	7.338	A
A-BCD	34	8	528	0.064	34	0.1	0.1	7.293	A
A-B	0	0			0				
A-C	321	80			321				
D-AB	72	18	497	0.144	72	0.2	0.2	8.483	A
D-BC	105	26	365	0.289	107	0.7	0.4	14.999	B
C-ABD	7	2	560	0.013	7	0.0	0.0	6.520	A
C-D	48	12			48				
C-A	484	121			484				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	2	525	0.014	8	0.0	0.0	6.962	A
A-BCD	28	7	542	0.051	28	0.1	0.1	7.003	A
A-B	0	0			0				
A-C	270	67			270				
D-AB	60	15	532	0.113	60	0.2	0.1	7.629	A
D-BC	88	22	397	0.223	89	0.4	0.3	12.570	B
C-ABD	6	2	572	0.011	6	0.0	0.0	6.365	A
C-D	40	10			40				
C-A	406	101			406				

2025 Base + Development Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tramway Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base + Development Traffic	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Hightown Road		ONE HOUR	✓	611	100.000
B - Lambs Crescent		ONE HOUR	✓	2	100.000
C - Swan Close Road		ONE HOUR	✓	552	100.000
D - Tramway Road		ONE HOUR	✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Hightown Road	B - Lambs Crescent	C - Swan Close Road	D - Tramway Road
From	A - Hightown Road	0	2	545	64
	B - Lambs Crescent	1	0	1	0
	C - Swan Close Road	376	8	0	168
	D - Tramway Road	23	2	89	0

Vehicle Mix

HV %s

		To			
		A - Hightown Road	B - Lambs Crescent	C - Swan Close Road	D - Tramway Road
From	A - Hightown Road	0	0	2	0
	B - Lambs Crescent	0	0	0	0
	C - Swan Close Road	2	0	0	13
	D - Tramway Road	0	0	27	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.14	7.30	0.2	A	66	99
A-B					2	3
A-C					493	739
D-AB	0.06	8.45	0.1	A	22	33
D-BC	0.31	20.75	0.6	C	82	124
C-ABD	0.02	7.59	0.0	A	7	11
C-D					154	231
C-A					345	517

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	408	0.000	0	0.0	0.0	0.000	A
A-BCD	51	13	574	0.090	51	0.0	0.1	6.890	A
A-B	1	0.37			1				
A-C	407	102			407				
D-AB	18	5	525	0.035	18	0.0	0.0	7.097	A
D-BC	68	17	395	0.171	67	0.0	0.3	13.825	B
C-ABD	6	2	531	0.011	6	0.0	0.0	6.861	A
C-D	126	32			126				
C-A	283	71			283				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	375	0.000	0	0.0	0.0	0.000	A
A-BCD	64	16	572	0.111	63	0.1	0.1	7.088	A
A-B	2	0.44			2				
A-C	484	121			484				
D-AB	22	5	498	0.044	22	0.0	0.0	7.564	A
D-BC	81	20	363	0.222	80	0.3	0.4	16.100	C
C-ABD	7	2	511	0.014	7	0.0	0.0	7.154	A
C-D	151	38			151				
C-A	338	84			338				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	328	0.000	0	0.0	0.0	0.000	A
A-BCD	83	21	577	0.144	83	0.1	0.2	7.295	A
A-B	2	0.54			2				
A-C	588	147			588				
D-AB	27	7	454	0.059	27	0.0	0.1	8.430	A
D-BC	99	25	319	0.310	98	0.4	0.6	20.601	C
C-ABD	9	2	484	0.019	9	0.0	0.0	7.585	A
C-D	185	46			185				
C-A	414	103			414				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	328	0.000	0	0.0	0.0	0.000	A
A-BCD	83	21	578	0.143	83	0.2	0.2	7.304	A
A-B	2	0.54			2				
A-C	588	147			588				
D-AB	27	7	453	0.059	27	0.1	0.1	8.447	A
D-BC	99	25	319	0.310	99	0.6	0.6	20.747	C
C-ABD	9	2	484	0.019	9	0.0	0.0	7.589	A
C-D	185	46			185				
C-A	414	103			414				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	375	0.000	0	0.0	0.0	0.000	A
A-BCD	64	16	573	0.111	64	0.2	0.1	7.096	A
A-B	2	0.44			2				
A-C	484	121			484				
D-AB	22	5	497	0.044	22	0.1	0.0	7.582	A
D-BC	81	20	363	0.222	81	0.6	0.4	16.242	C
C-ABD	7	2	511	0.014	7	0.0	0.0	7.156	A
C-D	151	38			151				
C-A	338	84			338				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	408	0.000	0	0.0	0.0	0.000	A
A-BCD	51	13	574	0.090	52	0.1	0.1	6.906	A
A-B	1	0.37			1				
A-C	407	102			407				
D-AB	18	5	524	0.035	18	0.0	0.0	7.118	A
D-BC	68	17	395	0.171	68	0.4	0.3	13.952	B
C-ABD	6	2	531	0.011	6	0.0	0.0	6.866	A
C-D	126	32			126				
C-A	283	71			283				

2025 Base + Development Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	D - Tramway Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.32	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base + Development Traffic	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Hightown Road		ONE HOUR	✓	401	100.000
B - Lambs Crescent		ONE HOUR	✓	10	100.000
C - Swan Close Road		ONE HOUR	✓	615	100.000
D - Tramway Road		ONE HOUR	✓	209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Hightown Road	B - Lambs Crescent	C - Swan Close Road	D - Tramway Road
From	A - Hightown Road	0	0	359	42
	B - Lambs Crescent	3	0	7	0
	C - Swan Close Road	539	8	0	68
	D - Tramway Road	83	1	125	0

Vehicle Mix

HV %s

		To			
		A - Hightown Road	B - Lambs Crescent	C - Swan Close Road	D - Tramway Road
From	A - Hightown Road	0	0	2	0
	B - Lambs Crescent	0	0	0	0
	C - Swan Close Road	2	0	0	10
	D - Tramway Road	0	0	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.02	8.00	0.0	A	9	14
A-BCD	0.10	7.78	0.1	A	41	61
A-B					0	0
A-C					327	491
D-AB	0.22	10.80	0.3	B	77	115
D-BC	0.44	21.64	0.8	C	115	173
C-ABD	0.02	6.76	0.0	A	7	11
C-D					62	94
C-A					494	742

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	2	523	0.014	7	0.0	0.0	6.977	A
A-BCD	33	8	542	0.060	32	0.0	0.1	7.065	A
A-B	0	0			0				
A-C	269	67			269				
D-AB	63	16	528	0.119	62	0.0	0.1	7.721	A
D-BC	94	24	394	0.239	93	0.0	0.3	12.740	B
C-ABD	6	2	571	0.011	6	0.0	0.0	6.378	A
C-D	51	13			51				
C-A	406	101			406				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	2	498	0.018	9	0.0	0.0	7.360	A
A-BCD	40	10	528	0.075	39	0.1	0.1	7.369	A
A-B	0	0			0				
A-C	321	80			321				
D-AB	75	19	490	0.153	75	0.1	0.2	8.661	A
D-BC	113	28	362	0.311	112	0.3	0.5	15.389	C
C-ABD	7	2	558	0.013	7	0.0	0.0	6.537	A
C-D	61	15			61				
C-A	484	121			484				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	3	461	0.024	11	0.0	0.0	7.995	A
A-BCD	50	12	513	0.097	50	0.1	0.1	7.779	A
A-B	0	0			0				
A-C	392	98			392				
D-AB	92	23	427	0.216	92	0.2	0.3	10.726	B
D-BC	138	34	316	0.437	137	0.5	0.8	21.341	C
C-ABD	9	2	542	0.017	9	0.0	0.0	6.759	A
C-D	75	19			75				
C-A	593	148			593				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	11	3	461	0.024	11	0.0	0.0	7.998	A
A-BCD	50	12	513	0.097	50	0.1	0.1	7.784	A
A-B	0	0			0				
A-C	392	98			392				
D-AB	92	23	425	0.217	92	0.3	0.3	10.799	B
D-BC	138	34	316	0.437	138	0.8	0.8	21.636	C
C-ABD	9	2	542	0.017	9	0.0	0.0	6.762	A
C-D	75	19			75				
C-A	593	148			593				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	2	498	0.018	9	0.0	0.0	7.364	A
A-BCD	40	10	529	0.075	40	0.1	0.1	7.376	A
A-B	0	0			0				
A-C	321	80			321				
D-AB	75	19	489	0.154	76	0.3	0.2	8.718	A
D-BC	113	28	362	0.311	114	0.8	0.5	15.617	C
C-ABD	7	2	558	0.013	7	0.0	0.0	6.541	A
C-D	61	15			61				
C-A	484	121			484				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8	2	523	0.014	8	0.0	0.0	6.981	A
A-BCD	33	8	542	0.060	33	0.1	0.1	7.076	A
A-B	0	0			0				
A-C	269	67			269				
D-AB	63	16	527	0.120	63	0.2	0.1	7.768	A
D-BC	94	24	394	0.239	95	0.5	0.3	12.897	B
C-ABD	6	2	570	0.011	6	0.0	0.0	6.382	A
C-D	51	13			51				
C-A	406	101			406				

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