

Technical Note

Highways Section 106 and 278 Contribution Review

Land north of Gavray Drive, Bicester

Project Number: 20095
Doc Number: TN01
Prepared for: L&Q Estates, Charles Brown and Simon Digby and London and Metropolitan International Developments

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A	1 st Draft	HA	JB	HA	JB	21/12/2022
B	Final	HA	JB	HA	JB	10/03/2023

1. Introduction

- 1.1 In their consultee comments, Oxfordshire County Council (OCC), in their role as the Local Highway Authority (LHA) has requested several Section 106 highway contributions and Section 278 off-site highway works.
- 1.2 Following a meeting between Markides Associates and OCC LHA officers in May 2022, some of the original requests have since been removed or reduced following those discussions.
- 1.3 The full list of these costs is summarised in **Table 1.1** overleaf.

Table 1.1 Summary of Highways S106 and S278 Requests

Highways Scheme	Request
S106	
Public Transport - Local Bus Service Enhancements	£262,750.00
Public Transport Infrastructure (Improved Bus Stops)	£8,774.00
Strategic Transport Contribution (to Northern Link Road)	455,879.00
Travel Plan Monitoring	£1,446.00
Public Rights of Way	£30,000.00
TOTAL S106	£758,849.00
S278 (Cost Estimates – excluding stats.)	
Site Access Junctions (reduce bellmouth widths)	£40,000.00
Parallel Pedestrian and Signal Crossing on Gavray Drive Arm	£30,000.00
LTN 1/20 Segregated Ped and Cycle Facilities on Gavray Drive (south side 1km length)	£460,000.00
TOTAL S278	£530,000.00
TOTAL HIGHWAYS COSTS (Contribution and Works)	£1,288,849.00

- 1.4 As can be seen from the above table, the total highways package sought will cost close to £1.3m which is expected to be generated from 250 dwellings. This equates to a highways and transport contribution of just over £5.1k per dwelling. This is exclusive of other contributions that are made by each plot for other uses such as education and healthcare.
- 1.5 While it is reasonable for new developments to contribute towards local infrastructure, in the first instance, development should seek to mitigate its own impacts. It is not the role of new development to provide new infrastructure wholesale.
- 1.6 Indeed, any request must meet the three tests as set out in the Community Infrastructure Levy (CIL) Regulation 122 as set out below:-

“2) A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is -

(a) Necessary to make the development acceptable in planning terms;

(b) Directly related to the development; and

(c) Fairly and reasonably related in scale and kind to the development.”

- 1.7 In that context, the Applicant has prepared a separate response to the majority of these requests and is discussing these with the Local Planning Authority (LPA).
- 1.8 However, the request for the delivery of a 1.0km long segregated pedestrian/cycle link along the southern side of Gavray Drive that accords with the design *guidance* LTN 1/20, requires specific scrutiny and is the subject of this note.

2. Requested LTN1/20 Cycle Scheme

Cost Estimate

- 2.1 In order to estimate the costs of providing a 3m segregated two-way cycle facility and 2m footway on the south side of the full length of Gavray Drive, we have used guidance set out in a report produced for the DfT in 2017 “Typical Cost of Cycling Interventions”. This identifies typical costs for widening and resurfacing schemes as shown in **Figure 2.1**.

Figure 2.1 Extract from Typical Cost of Cycling Interventions

Range of unit costs:

Cost per km	Location and description	Local factors affecting cost
£0.19m	Birmingham towpaths on seven canal routes (47.2km of route in total). Unfinished and crushed limestone surfaces upgraded to bonded surfaces. Widened to 2.5m where space. (Before-and-after pictures above.)	Some sections already had suitable brick surfacing. 2km of city centre canals received information totems, adding £43,000 per km. Costs exclude works for ramped access at two locations (£250,000 and £450,000, the latter narrowing the canal to make space).
£0.18m	Manchester to Ashton-under-Lyme canal towpath (8km). Muddy track only suitable for mountain bikes upgraded to bonded all-weather surface a minimum of 1.8m wide and wider where feasible.	The route was re-signed. No work to accesses was required. The works incorporated 6km of solar stud lighting (picture right).
£0.14m	Leeds-Liverpool canal towpath between Kirkstall and Shipley (16km). Mud, uneven brick and worn surfaces upgraded to bonded all-weather surfaces suitable for all types of cycle.	Associated works included signage, repairs to the wall of the canal itself, and upgrade of barriers to improve access for pedestrians and cyclists whilst excluding vehicles and motorbikes.



Source: *Typical Cost of Cycling Interventions 2017*

- 2.2 The Birmingham example included widening to 2.5m and providing a bonded surface. The facility on the south side of Gavray Drive would be 5m wide, double that of the Birmingham example, and would therefore be expected to cost circa £0.38m per km at 2017 prices. Looking at the Construction Price Index, costs have risen approximately 32% between January 2017 and December 2022. This would increase the cost per km to £0.5m per km. The improvement would cover a length of Gavray Drive of 930m, equating to a cost of £465,000.
- 2.3 We have not used Spon’s or other sources of construction costs to estimate the cost for the following reasons:

- The rates in Spon's tend to come from major schemes and are lower than a Contractor is likely to apply to a relatively small scheme like this. Economies of scale in relation to the plant etc that can be used and items like traffic management forming a proportionally higher element of the works are the cause of this; and
- Costing using rates for very preliminary schemes makes it very difficult to account for any unforeseen items such as utilities works that may be required, such as changing cover levels on chambers or relocating of street lighting etc.

3. Existing Context

Highway Infrastructure and Vehicle Flows

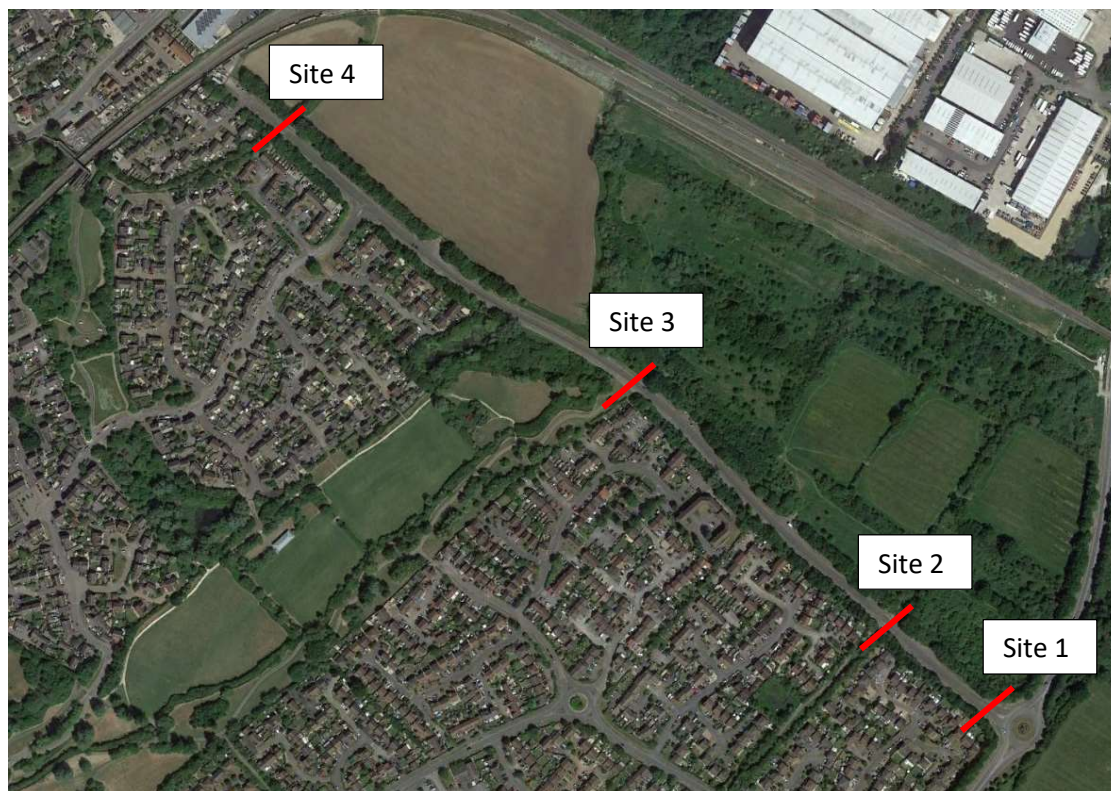
- 3.1 Gavray Drive is a 1.0km long single carriageway road which is street lit and subject to a 30mph speed limit. There is a 7.5 tonne weight restriction (except for access) along the road which limits the use of Gavray Drive by Heavy Goods Vehicle (HGVs).
- 3.2 Gavray Drive provides one of several vehicular accesses to the Langford Village residential area via Mallards Way. The Mallards Way access is very lightly used, as there are direct accesses into Langford Village from the A4421 via Peregrine Way. Additionally, Gavray Drive provides pedestrian and cyclist access via several active travel accesses. At its eastern end it connects to the A4421 at a three-arm roundabout junction while at its far western end it provides access to a Network Rail Maintenance Compound.
- 3.3 Considering the geometry of the road, the carriageway measures between 6.75m and 7.3m in width providing for two-way vehicle movements.
- 3.4 Traffic flows along Gavray Drive are low. On assessment of 2014 data provided in the Transport Assessment supporting the application, it is found that 24-hour flows are between 780 and 850 vehicles per day in both directions (total 1,630 two-way) movements.
- 3.5 A further Automatic Traffic Count (ATC) survey was completed for the week commencing Monday 5th December 2022 on Gavray Drive, to the north of its roundabout junction with the A4421. The full ATC data is included at **Appendix A** for reference. The results of the ATC survey found a maximum of 1,590 two-way vehicle movements during any one 24-hour period, equating to 766 eastbound movements and 824 westbound movements, marginally less than the surveyed 2014 flows.

Pedestrian and Cycle Infrastructure and Flows

- 3.6 On the northern side of the carriageway is a 1.8m wide footway, while on the southern side is a 3.0m wide shared footway / cycleway. On both sides of the footway and shared footway / cycleway, provisions are separated from the carriageway by way of a 2.0m wide grass verge.
- 3.7 To understand the existing pedestrian and cycle demand on Gavray Drive, a survey was completed for an 18-hour period (06:00-00:00) on Wednesday 7th December 2022. This survey assessed both pedestrian and cycle movements at four locations across the length of

Gavray Drive. The locations are shown in **Figure 3.1** below, with the full survey results included at **Appendix B**.

Figure 3.1 Pedestrian and Cycle Survey Locations



Source: Google Maps

- 3.8 The survey identified the number of pedestrian and cycle movements at each location, assessing the numbers using the footway / cycleway on each sides of the road. In addition, the survey recorded any cycle movements which took place on the carriageway.
- 3.9 Looking firstly at the observed usage of the existing footway / cycleway on the south side of Gavray Drive, **Table 3.1** summarises the observed flows at the four different locations.

Table 3.1 Two-Way Pedestrian and Cycle Flows on the Existing Shared Facility on the South Side of Gavray Drive

Location	08:00-09:00		17:00-18:00		06:00-00:00	
	Peds	Cycles	Peds	Cycles	Peds	Cycles
Site 1 West of A4421	4	1	11	0	60	11
Site 2 West of Shared Route to Langford Village	15	4	16	2	192	22
Site 3 West of Shared Route to Langford Village	17	5	29	9	238	50
Site 4 West of Mallards Way	10	0	9	0	65	9

- 3.10 It can be seen that both pedestrian and cycle flows on south side of Gavray Drive are extremely low. In the weekday peak traffic periods the busiest section of Gavray Drive experiences 29 pedestrian movements and 9 cycle movements. This occurs at Site 3. Site 3 is also location with the heaviest 18hr flows – with a total of 238 two-way pedestrian movements and 50 two-way cycle movements over the 18 hour period.
- 3.11 There were also some cycle movements on the carriageway on Gavray Drive, as shown in **Table 3.2**.

Table 3.2 Cyclists Using the Carriageway on Gavray Drive

Location	08:00-09:00	17:00-18:00	06:00-00:00
Site 1 West of A4421	0	1	8
Site 2 West of Shared Route to Langford Village	0	2	12
Site 3 West of Shared Route to Langford Village	0	0	12
Site 4 West of Mallards Way	0	0	4

- 3.12 It can be seen that there are very few cyclists using the carriageway, with none seen in the AM peak period, a maximum of two in the PM peak period and a maximum of 12 throughout the entire 16-hour period surveyed.
- 3.13 The survey also picked up the number of cyclists crossing Gavray Drive at Site 1 (i.e. at the roundabout). This is summarised in **Table 3.3**.

Table 3.3 Crossing Gavray Drive at Site 1

Location	Northbound		Southbound	
	Peds	Cyclists	Peds	Cyclists
08:00-09:00	6	0	0	0
17:00-18:00	1	2	0	1
06:00-00:00	7	4	12	7

- 3.14 Over the 16 hour period surveyed a total of 18 pedestrians and 11 cyclists crossed Gavray Drive in this location.
- 3.15 In summary, Gavray Drive is a lightly trafficked road, carries almost no HGV flows and has extremely low pedestrian and cycle flows. This is unlikely to change significantly in the future as it there are unlikely to be any increases in demand for access to Langford Village. It already provides pedestrian and cycle infrastructure of a suitable standard to accommodate the current demand at this location.

4. Transport Policy Context

Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) Adopted September 2020

- 4.1 Policy BCW 1 of the Bicester LCWIP states that the target for cycling is to increase these trips by 200% (or tripling them) by 2031. This, OCC state:-

“Would be achieved through the development and delivery of a comprehensive network of cycle routes across the town by 2031 alongside levels of development allocated within the local plan (and hence population levels).”

- 4.2 It is noted that there are no specific proposals or schemes in that document for improvements to Gavray Drive – as will be set out below, Gavray Drive has long been an adopted site in the Cherwell Local Plan.

Cherwell Local Plan 2011-2031 Adopted December 2016

- 4.3 The site at Gavray Drive is adopted in the Local Plan 2011-2031 and development there is controlled through Policy Bicester 13 which states what infrastructure is required to support development here. Significant infrastructure that is critical to delivery of development is often included in Local Plan policy.

- 4.4 Extracted below are parts of that policy that relate to access and specifically cycle provision:-

“Policy Bicester 13: Gavray Drive (re-adopted)

Infrastructure Needs

Access and movement – from Gavray Drive

Key site-specific design and place shaping principles

New footpaths and cycleways should be provided that link with existing networks, the wider urban area and schools and community facilities. Access should be provided over the railway to the town centre.

A legible hierarchy of routes to encourage sustainable modes of travel. Good accessibility to public transport services with local bus stops provided. Provision of a Transport Assessment and Travel Plan.”

- 4.5 While it is clear that there is a policy requirement to provide new footpaths and cycleways that link to existing networks, it does not state that there is a requirement for a substantial improvement to Gavray Drive, which as set out earlier, already benefits from a shared footway / cycle provision.

- 4.6 Considering the Infrastructure Delivery Plan (IDP) for Bicester (dated 2015), the following ‘schemes’ are identified to be brought forward, at least in part, by Bicester 13, the Gavray

Drive site. As before, only cycle focussed schemes are extracted from the plan and works that have already been completed have been excluded.

“Scheme 26d

Bicester pedestrian and cycle links: East Bicester to town centre (via Bicester Village Station)

Main Aim: Physical improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel

Costs: Unknown

Scheme 26h

Bicester pedestrian and cycle links: Southern connectivity project. Kingsmere, Bicester Business Park, Graven Hill, Bicester Village Station, Bicester Village and into the town centre

Main Aim: Physical improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel

Costs: c £5m”

- 4.7** As in the case of the main Local Plan document, while there are references to improvements, these are not specific and targeted towards improvements to Gavray Drive.

5. Proposed Development and Number of Cycle Trips

- 5.1 The outline application (21/03558/OUT) seeks permission for up to 250 dwellings to be accessed by way of two points of residential access onto Gavray Drive.
- 5.2 The number of pedestrian and cycle trips that the development would be expected to generate can be estimated by applying the mode split set out in Table 4.2 of the Travel Plan (based on Census data) that was submitted with the application and the vehicle trips identified with the Environmental Statement (Table 4.1). This is shown in **Table 5.1**.

Table 5.1 Trip Generation By Mode

Mode	Mode Share	08:00-09:00	17:00-18:00	Daily
Car Driver	73%	165	182	1,407
Car Passenger	5%	11	12	96
Public Transport	7%	16	17	135
Pedestrian	10%	22	25	193
Cyclist	4%	9	10	77

- 5.3 As can be seen from the above table, during the peak hour the proposed development would generate a maximum of 10 cycle trips and only a total of 77 cycle trips over an entire day.
- 5.4 However, this is only a ‘baseline’ position and does not account for the aspirations of the Bicester LCWIP which seeks a 200% increase on cycle trips. The number of cycle trips based on the LCWIP target is therefore set out in **Table 5.2**.

Table 5.2 Trip Generation by Mode including LCWIP Increase in Cycle Mode Share

Mode	Mode Share	08:00-09:00	17:00-18:00	Daily
Car Driver	67%	150	166	1,280
Car Passenger	5%	10	11	88
Public Transport	6%	14	16	123
Pedestrian	9%	21	23	175
Cyclist	12%	27	30	229

- 5.5 As can be seen from the above table, increasing the estimated flows from the development in line with the LCWIP target (200%), peak cycle flows associated with the development would result in a maximum hourly demand of 30 trips (17:00-18:00), or one movement every two minutes on average.
- 5.6 Assessing the LTN 1/20 guidance, with respect to shared use facilities, in a similar vein to that which is currently in place on Gavray Drive, it is acknowledged that such facilities may be appropriate in certain situations which are:-

“Alongside interurban and arterial roads where there are few pedestrians;

At and around junctions where cyclists are generally moving at a slow speed, including in association with Toucan facilities;

In situations where a length of shared use may be acceptable to achieve continuity of a cycle route; and

In situations where high cycle and high pedestrian flows occur at different times”

- 5.7 Furthermore, at Paragraph 4.4.4 it is stated that, *“a well-constructed shared use facility designed to meet the needs of cycle traffic including its width, alignment and treatment at side roads and other junctions – may be adequate where pedestrian numbers are very low.”*
- 5.8 In this regard, LTN 1/20 recommends minimum widths for shared facilities in the context of pedestrian and cycle demand. This is shown in **Figure 5.1**.

Figure 5.1 Shared Use Route Design Guidance

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

Source: LTN 1/20

- 5.9 Combining the AM peak hour cycle trip generation (assuming a 200% increase in cycle mode share for the site) from **Table 5.2** (27 cycle trips) with the AM peak observed flow on Gavray Drive at its busiest section from **Table 3.1** (5 cycle trips) results in a maximum of 32 cycle movements in the AM peak hour. The same calculation for pedestrian movements results in 38 pedestrian movements (21 + 17). For the PM peak the cycle numbers would be 39 (30 + 9) and pedestrian numbers 52 (23+29). In all cases, the pedestrian flow is well below 300 per hour, the threshold at which shared use would no longer be considered appropriate.
- 5.10 In light of the very low level of usage by pedestrians and cyclists, well below the numbers LTN 1/20 indicates a shared facility could accommodate, we do not consider that the provision of a segregated cycle facility can be justified against the CIL tests – it is not necessary to make the development acceptable in planning terms and it is not fairly and reasonably related in scale and kind to the development.

6. Requested Cost per Dwelling

- 6.1 As set out earlier, the cost estimate for the requested Gavray Drive LTN 1/20 scheme has been estimated as £465,000 (excluding stats).
- 6.2 When set against the number of dwellings on the development (up to 250) this cost is the equivalent of £1,860 per dwelling to upgrade a single piece of cycling infrastructure that in its current form is very lightly used and from the above calculations is clear will continue to be very lightly used in the context of the standards outlined. It should be noted that this request is over a third of the overall contributions and works sought.
- 6.3 Further, if the number of units falls, then the cost burden per unit will only increase and at the same time with an even lower number of future cycle users.

7. Summary

- 7.1 OCC have requested contributions and highways works worth nearly £1.3m to support the up to 250-unit scheme. Specifically, OCC have requested a 1.0km long LTN 1/20 cycle improvement to Gavray Drive which has been estimated to cost £465,000 (excluding stats).
- 7.2 While it is reasonable for development to support and contribute towards infrastructure, this should be justified and meet the CIL tests.
- 7.3 Gavray Drive is a lightly trafficked road which already provides a 3.0m shared footway / cycleway which is suitable for the needs of both existing surveyed pedestrian and cycle demand.
- 7.4 While Local Plan and Transport policy identifies that improvements should be made to the local cycle networks, it does not identify a specific intervention for Gavray Drive.
- 7.5 It has been shown that the site will not generate a significant number of cycle trips, this is set out in Section 2. Even using the Oxfordshire aspirational 200% increase in cycle mode share, peak cycle trip generation would be no greater than 30 trips per hour.
- 7.6 The busiest observed peak hour cycle flow on the existing shared facility is less than 10 cycles per hour. When the additional cycle trip generation associated with the site is set in context against this, future cycle flows will be substantially less than the 300 cycles per hour that LTN 1/20 identifies as the maximum that should be considered on a shared route and are in fact less than 20% of that maximum flow.
- 7.7 When set against the number of dwellings, the scheme would likely cost the equivalent of £1,860 per dwelling which is over a third of the overall contributions and works requested.

8. Conclusion

- 8.1 There is no clear policy requirement to provide specific improvements to the existing pedestrian / cycle provision on Gavray Drive and nothing within the allocation policy requesting an intervention on the scale being sought.
- 8.2 Gavray Drive already benefits from appropriate provisions for pedestrians and cyclists with a shared use path and is lightly trafficked, is not a strategic link and is subject to a weight restriction, meaning it is a suitable environment for many cyclists.
- 8.3 Moreover, the intensification of cycle and pedestrian trips due to the development would not change this, as detailed above when considered in the context of LTN 1/20 guidance for shared use facilities.
- 8.4 While it is accepted that policy landscape has evolved since documents were adopted, development cannot simply continue to pay ever increasing contributions and it is right that requests for contributions or works are considered in the round, especially when the site is making significant contributions not only on other highways requests but also for example

the provision of the Local Wildlife Site to the CIC group who will ensure the future stewardship of that land for future generations.

- 8.5 The CIL regulations require that planning obligations meet three main tests – they have to be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. The level of existing and additional pedestrian and cycle demand identified in this note make it clear that a segregated route is not required to make the development acceptable in planning terms. Furthermore, the provision of almost a kilometre of segregated cycle route is not reasonably related in scale to the development and level of pedestrian / cycle demand it would generate.
- 8.6 Therefore, in conclusion when set against other requests, the cost of the LTN 1/20 scheme is considered excessive and, in our view, does not meet the tests in the CIL regulations.

APPENDIX A – AUTOMATIC TRAFFIC COUNT DATA

Report Id 616/22
Site Name Site 1 of 2
Description Gavray Drive, 70m west of A4421 Charbridge Lane
Direction Eastbound

Monday 05 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme							Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation										
		00-15	15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph							
0000 - 0100	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.7	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	2	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.5	0.9	
0400 - 0500	3	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38	10.7	
0500 - 0600	14	1	5	5	3	1	0	9	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	29.7	7.6	
0600 - 0700	23	3	2	6	12	3	0	19	0	6	0	1	0	0	0	0	0	0	0	0	0	1	2	1	2	6	7	3	1	0	0	0	0	0	0	0	0	36.3	27.7	9.1	
0700 - 0800	90	19	22	18	31	1	0	88	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	7	23	34	18	5	1	0	0	0	0	0	0	0	38.5	32	5.5		
0800 - 0900	86	17	30	25	14	1	1	82	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	6	23	36	12	8	0	0	0	0	0	0	0	0	38.5	31.9	5.4		
0900 - 1000	41	14	10	7	10	0	1	36	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	2	12	17	4	0	1	1	0	0	0	0	0	35.1	30.3	7.4			
1000 - 1100	38	6	6	15	11	0	0	33	0	5	0	0	0	0	0	0	0	0	0	0	0	0	7	12	14	4	1	0	0	0	0	0	0	0	0	0	34.7	29.4	5		
1100 - 1200	28	4	10	8	6	0	0	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	6	11	8	1	0	0	0	0	0	0	0	0	0	36.9	32.4	4.8		
1200 - 1300	41	8	9	10	14	1	0	38	1	1	0	0	0	0	0	0	0	0	0	0	0	1	2	1	4	17	13	0	3	0	0	0	0	0	0	33.1	28.1	6.8			
1300 - 1400	46	15	10	11	10	1	1	40	0	4	0	0	0	0	0	0	0	0	0	0	0	3	2	11	17	7	4	1	1	0	0	0	0	0	0	34	27.4	7.2			
1400 - 1500	55	5	14	11	25	0	0	50	0	5	0	0	0	0	0	0	0	0	0	0	0	1	8	16	16	11	2	1	0	0	0	0	0	0	0	37	30.9	5.9			
1500 - 1600	45	22	8	9	6	0	0	40	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8	14	12	8	3	0	0	0	0	0	0	0	36	30.6	5.3			
1600 - 1700	46	11	11	9	15	0	0	44	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	6	17	12	8	1	1	0	0	0	0	0	0	37.7	30.5	5.7			
1700 - 1800	37	9	10	9	9	0	0	36	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	7	18	7	2	0	1	0	0	0	0	0	0	33.3	28.1	5.5			
1800 - 1900	50	15	14	10	11	3	0	46	0	0	0	1	0	0	0	0	0	0	0	0	0	4	2	8	20	10	4	2	0	0	0	0	0	0	0	33.1	27.3	6.9			
1900 - 2000	40	9	13	12	6	0	1	35	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	12	15	8	1	0	0	0	0	0	0	0	0	37.1	31.4	4.8			
2000 - 2100	22	5	7	7	3	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4	8	2	4	1	0	0	0	0	0	0	0	0	36.7	27.9	7			
2100 - 2200	16	3	8	3	2	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	6	3	0	1	0	0	0	0	0	0	0	37.4	31.7	6.4			
2200 - 2300	12	4	4	4	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	4	4	1	0	0	0	0	0	0	0	0	0	39.9	31.5	9			
2300 - 0000	3	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	29.1	5.1			
0700 - 1900	603	145	154	142	162	7	3	560	1	31	0	1	0	0	0	0	0	0	0	0	1	12	13	76	195	189	83	27	6	1	0	0	0	0	36.0	30.2	6.2				
0600 - 2200	704	165	184	170	185	10	4	651	1	36	0	2	0	0	0	0	0	0	0	0	2	14	18	88	224	219	101	30	7	1	0	0	0	0	36.1	30.1	6.3				
0600 - 0000	719	171	188	175	185	10	4	666	1	36	0	2	0	0	0	0	0	0	0	0	3	14	18	89	226	225	105	31	7	1	0	0	0	0	36.1	30.1	6.3				
0000 - 0000	739	174	195	181	189	11	4	680	1	40	0	2	0	0	0	0	0	0	0	0	3	15	19	89	233	227	111	33	8	1	0	0	0	0	36.4	30.2	6.4				

Tuesday 06 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation					
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph				MPH <65mph				
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.5	22.5	2.3	
0300 - 0400	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.4	43.4	2.2	
0400 - 0500	3	1	1	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	38.3	38.3	7	
0500 - 0600	14	0	3	5	6	1	1	9	0	3	0	0	0	0	0	0	0	0	1	0	1	5	4	2	1	0	0	0	0	0	0	0	0	38.4	38.4	10.5	
0600 - 0700	30	3	6	5	16	6	0	23	0	1	0	0	0	0	0	0	0	1	4	1	10	3	7	1	1	1	0	0	0	0	0	0	36	30.8	6.3		
0700 - 0800	82	16	22	21	23	3	1	76	0	2	0	0	0	0	0	0	0	1	3	0	5	26	32	12	2	0	1	0	0	0	0	0	34.7	29.7	5.6		
0800 - 0900	111	23	36	36	16	1	2	106	0	2	0	0	0	0	0	0	0	0	4	3	5	51	33	13	1	1	0	0	0	0	0	0	36.2	28.7	6.2		
0900 - 1000	40	11	11	8	10	1	0	35	0	4	0	0	0	0	0	0	0	0	1	3	6	13	8	9	0	0	0	0	0	0	0	0	37.5	28.8	7.2		
1000 - 1100	37	6	9	10	12	0	0	33	0	4	0	0	0	0	0	0	0	0	1	3	8	11	7	4	3	0	0	0	0	0	0	0	37.7	31.3	6		
1100 - 1200	40	13	5	9	13	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	4	16	8	7	5	0	0	0	0	0	0	0	35.7	29.5	6.3		
1200 - 1300	34	9	6	8	11	1	0	31	0	2	0	0	0	0	0	0	0	1	0	0	8	7	12	6	0	0	0	0	0	0	0	0	36	28.8	7.4		
1300 - 1400	50	18	7	9	16	0	1	39	0	9	0	1	0	0	0	0	0	0	3	2	9	14	14	5	3	0	0	0	0	0	0	0	32.2	28.4	5.6		
1400 - 1500	40	8	6	15	11	0	0	36	0	4	0	0	0	0	0	0	0	0	0	1	8	17	11	1	1	0	0	0	0	0	0	0	39.7	32.7	6.4		
1500 - 1600	34	16	4	11	3	0	0	31	0	3	0	0	0	0	0	0	0	0	0	1	1	10	7	3	1	0	0	0	0	0	0	0	34.7	28.8	6.8		
1600 - 1700	47	6	16	9	16	2	0	43	0	2	0	0	0	0	0	0	0	1	1	1	6	23	8	3	3	1	0	0	0	0	0	0	32.7	27.9	4.6		
1700 - 1800	47	13	10	11	13	0	0	46	0	1	0	0	0	0	0	0	0	0	0	0	13	19	9	5	0	0	0	0	0	0	0	0	36.8	27.7	7.8		
1800 - 1900	42	11	12	13	6	5	1	35	0	1	0	0	0	0	0	0	0	1	4	0	7	17	6	5	2	0	0	0	0	0	0	0	34.2	29.2	4.8		
1900 - 2000	40	11	12	12	5	0	1	35	0	4	0	0	0	0	0	0	0	0	0	0	8	17	11	3	1	0	0	0	0	0	0	0	33.3	27.5	6.5		
2000 - 2100	28	13	5	4	6	0	0	28	0	0	0	0	0	0	0	0	0	0	1	1	5	13	6	1	0	1	0	0	0	0	0	0	34.1	29.2	4.9		
2100 - 2200	12	4	3	2	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	-	31.8	4.9		
2200 - 2300	8	2	3	0	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	-	24.5	3.4	
2300 - 0000	6	3	0	1	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	35.8	29.5	6.4
0700 - 1900	604	150	144	160	150	13	5	551	0	34	0	1	0	0	0	0	0	4	17	14	81	225	158	77	23	3	2	0	0	0	0	35.7	29.4	6.5			
0600 - 2200	714	181	170	183	180	19	6	649	0	39	0	1	0	0	0	0	0	5	22	17	96	269	183	89	25	5	3	0	0	0	0	35.7	29.4	6.5			
0600 - 0000	728	186	173	184	185	19	6	663	0	39	0	1	0	0	0	0	0	5	22	18	99	274	186	91	25	5	3	0	0	0	0	35.7	29.4	6.5			
0000 - 0000	748	188	177	191	192	20	7	677	0	43	0	1	0	0	0	0	0	5	23	18	101	279	190	94	29	6	3	0	0	0	0	35.8	29.5	6.6			

Wednesday 07 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph				MPH <65mph
0000 - 0100	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	-	27	13.4
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	25.1	-		
0300 - 0400	4	1	1	0	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	-	36.2	8.6		
0400 - 0500	2	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	-	27	22.8		
0500 - 0600	12	0	3	4	5	1	1	8	0	2	0	0	0	0	0	0	0	0	1	0	3	4	4	0	0	0	0	0	33.4	26.8	5.8		
0600 - 0700	33	2	6	9	16	6	0	24	0	2	0	0	0	0	1	0	0	0	6	0	5	13	5	2	1	1	0	0	34.8	26	8.8		
0700 - 0800	82	13	25	23	21	2	0	78	0	2	0	0	0	0	0	0	0	0	2	1	4	31	31	8	3	2	0	0	35.2	30.7	5.7		
0800 - 0900	109	23	35	37	14	2	1	100	0	5	1	0	0	0	0	0	0	1	1	0	21	48	31	7	0	0	0	0	33.5	28.5	4.6		
0900 - 1000	37	3	11	8	15	0	0	34	0	2	1	0	0	0	0	0	0	0	0	2	2	13	14	4	2	0	0	0	36.2	30.1	5.8		
1000 - 1100	31	6	10	10	5	0	0	27	1	3	0	0	0	0	0	0	0	0	1	0	3	11	10	5	0	1	0	0	36.3	30.6	7		
1100 - 1200	46	13	9	13	11	0	0	43	0	3	0	0	0	0	0	0	0	1	2	3	6	19	12	2	1	0	0	0	33.4	27	6.6		
1200 - 1300	42	6	9	13	14	0	0	40	0	2	0	0	0	0	0	0	0	0	1	1	7	13	13	5	2	0	0	0	36.3	29.2	6.4		
1300 - 1400	51	10	14	16	11	2	1	43	0	4	0	0	1	0	0	0	0	1	5	3	3	19	14	5	1	0	0	0	33.7	27.2	8		
1400 - 1500	34	2	14	5	13	1	0	29	0	4	0	0	0	0	0	0	0	0	0	3	2	12	7	9	1	0	0	0	36.3	30.1	6.1		
1500 - 1600	46	18	12	11	5	0	0	39	0	7	0	0	0	0	0	0	0	0	0	0	4	21	17	2	2	0	0	0	32.8	29.7	4.4		
1600 - 1700	46	8	14	7	17	0	0	43	0	3	0	0	0	0	0	0	0	0	0	3	5	24	12	2	0	0	0	0	31.9	27.9	4.4		
1700 - 1800	48	12	9	12	15	1	0	43	0	4	0	0	0	0	0	0	0	0	1	1	12	16	11	5	1	0	0	0	35	29.1	6.3		
1800 - 1900	55	20	11	14	10	2	0	53	0	4	0	0	0	0	0	0	0	0	2	0	4	17	7	2	2	0	0	0	37.1	31	6.8		
1900 - 2000	30	10	8	7	5	0	0	28	0	2	0	0	0	0	0	0	0	0	0	1	3	11	9	6	0	0	0	0	35.8	30.2	4.9		
2000 - 2100	18	1	5	5	7	0	0	16	0	2	0	0	0	0	0	0	0	0	0	3	7	5	2	0	1	0	0	0	37	30.2	5.9		
2100 - 2200	13	3	4	3	3	0	0	12	0	1	0	0	0	0	0	0	0	0	0	1	4	0	5	3	0	0	0	0	35.7	29.3	6.8		
2200 - 2300	11	8	1	1	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	2	6	1	1	1	0	0	0	0	38.8	28.8	6.1		
2300 - 0000	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-	26.9	10.6		
0700 - 1900	627	134	173	169	151	10	2	572	1	39	2	0	1	0	0	0	0	3	15	17	73	244	193	61	15	4	2	0	34.4	29.2	6.0		
0600 - 2200	721	150	196	193	182	16	2	652	1	46	2	0	1	0	0	1	0	3	21	19	88	275	217	74	16	6	2	0	34.6	29.1	6.2		
0600 - 0000	735	159	198	195	183	16	2	666	1	46	2	0	1	0	0	1	0	3	21	20	90	282	218	76	17	6	2	0	34.7	29.1	6.2		
0000 - 0000	756	160	204	201	191	18	3	682	1	48	2	0	1	0	0	1	0	3	23	21	93	288	223	77	20	6	2	0	34.7	29.1	6.3		

Thursday 08 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph				MPH <65mph
0000 - 0100	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	20.9	7
0100 - 0200	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	24.7	-	
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300 - 0400	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	-	40.8	0.9		
0400 - 0500	4	0	2	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	0	-	28.7	12		
0500 - 0600	14	0	6	3	5	1	1	9	0	3	0	0	0	0	0	0	0	0	1	0	2	8	1	2	0	0	0	0	36	27.2	6.5		
0600 - 0700	31	5	9	4	13	5	0	23	0	3	0	0	0	0	0	0	0	3	2	0	1	14	8	3	0	0	0	0	33.5	26.8	8.2		
0700 - 0800	80	13	21	27	19	1	0	79	0	0	0	0	0	0	0	0	0	0	1	1	8	35	18	16	1	0	0	0	36.5	30.2	4.9		
0800 - 0900	92	10	36	34	12	1	1	88	0	2	0	0	0	0	0	0	0	1	0	2	15	43	25	5	1	0	0	0	33.2	28.5	4.8		
0900 - 1000	34	12	7	8	7	0	0	34	0	0	0	0	0	0	0	0	0	0	0	1	2	14	10	5	2	0	0	0	37.7	30.7	5.5		
1000 - 1100	30	11	7	7	5	0	0	27	0	3	0	0	0	0	0	0	0	0	0	0	1	14	12	3	0	0	0	0	33.9	29.8	3.7		
1100 - 1200	37	9	7	8	13	2	0	28	0	7	0	0	0	0	0	0	0	0	5	4	3	8	15	2	0	0	0	0	33.5	26.5	7.6		
1200 - 1300	46	11	12	7	16	0	0	41	0	5	0	0	0	0	0	0	0	0	3	1	5	16	13	3	3	1	1	0	36.7	30.2	7.9		
1300 - 1400	41	15	10	9	7	4	1	33	0	3	0	0	0	0	0	0	0	2	3	1	1	17	8	5	2	2	0	0	36.8	29.4	9.2		
1400 - 1500	43	7	12	9	15	0	0	40	0	3	0	0	0	0	0	0	0	0	0	3	4	12	16	5	2	0	1	0	36.8	30.4	6.7		
1500 - 1600	48	18	6	10	14	0	0	43	0	5	0	0	0	0	0	0	0	0	0	1	5	18	16	5	3	0	0	0	35.7	30.9	5.5		
1600 - 1700	50	13	13	16	8	1	0	47	0	2	0	0	0	0	0	0	0	0	1	0	7	24	12	4	1	0	0	0	33.1	29.4	6.6		
1700 - 1800	63	17	11	18	17	0	0	61	0	1	0	1	0	0	0	0	0	0	0	1	15	27	14	4	2	0	0	0	33.4	28.6	4.8		
1800 - 1900	58	17	12	17	12	4	0	53	0	1	0	0	0	0	0	0	0	0	4	1	11	22	13	4	3	0	0	0	34.4	27.9	7		
1900 - 2000	36	11	9	9	7	0	0	36	0	0	0	0	0	0	0	0	0	0	0	2	6	10	12	5	1	0	0	0	35.4	29.3	5.6		
2000 - 2100	22	7	2	10	3	0	0	21	0	1	0	0	0	0	0	0	0	0	0	5	7	6	2	2	0	0	0	0	36.2	30.1	6.1		
2100 - 2200	16	4	1	5	6	0	0	15	1	0	0	0	0	0	0	0	0	0	0	4	3	6	0	3	0	0	0	0	42.2	30.8	7.3		
2200 - 2300	9	3	3	1	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	4	3	1	1	0	0	0	0	0	-	27.3	4.4		
2300 - 0000	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	22.3	-		
0700 - 1900	622	153	154	170	145	13	2	574	0	32	0	1	0	0	0	0	0	3	17	16	77	250	172	61	20	3	2	1	34.8	29.3	6.2		
0600 - 2200	727	180	175	198	174	18	2	669	1	36	0	1	0	0	0	0	0	6	19	18	93	284	204	71	26	3	2	1	34.8	29.3	6.3		
0600 - 0000	737	184	178	199	176	18	2	678	1	37	0	1	0	0	0	0	0	6	19	18	98	287	205	72	26	3	2	1	34.8	29.2	6.3		
0000 - 0000	760	186	187	203	184	20	3	694	1	41	0	1	0	0	0	0	0	6	21	19	101	297	207	74	29	3	2	1	34.8	29.2	6.4		

Friday 09 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph				MPH <65mph
0000 - 0100	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	29.7	10.4
0100 - 0200	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	25	1.3	
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300 - 0400	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.6	-		
0400 - 0500	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	-	44.8	4.4		
0500 - 0600	18	1	5	5	7	0	1	15	0	2	0	0	0	0	0	0	0	0	0	3	9	5	1	0	0	0	0	0	33.5	28.6	3.8		
0600 - 0700	41	6	9	14	12	5	0	31	0	5	0	0	0	0	0	0	0	1	4	7	13	6	4	4	2	0	0	0	39	28.7	9.3		
0700 - 0800	64	13	16	19	16	1	0	62	0	1	0	0	0	0	0	0	0	0	1	0	1	25	24	9	3	1	0	0	36.9	31.5	5.3		
0800 - 0900	88	13	26	37	12	0	1	87	0	0	0	0	0	0	0	0	0	0	0	6	29	37	11	3	1	1	0	0	36.2	31.5	5.1		
0900 - 1000	36	6	7	15	8	1	0	33	1	1	0	0	0	0	0	0	0	0	1	0	5	15	9	5	1	0	0	0	35.9	29.5	5.7		
1000 - 1100	38	13	12	5	8	0	0	36	0	2	0	0	0	0	0	0	0	0	1	0	11	8	12	6	0	0	0	0	35.2	29	5.9		
1100 - 1200	30	8	11	8	3	0	0	25	0	3	1	1	0	0	0	0	0	0	0	1	3	6	13	6	1	0	0	0	36.1	31.2	4.9		
1200 - 1300	53	16	14	8	15	1	0	45	0	6	1	0	0	0	0	0	0	0	0	3	10	15	15	8	1	0	1	0	36	29.4	6.7		
1300 - 1400	41	12	10	9	10	2	1	34	0	4	0	0	0	0	0	0	0	2	2	2	6	13	12	1	3	0	0	0	34.5	27.4	7.9		
1400 - 1500	50	7	10	18	15	1	0	41	0	6	1	0	0	0	0	0	0	0	1	0	6	24	6	11	2	0	0	0	35.8	29.7	5.6		
1500 - 1600	64	32	7	13	12	0	0	61	1	2	0	0	0	0	0	0	0	0	1	0	10	25	19	9	0	0	0	0	34.6	29.5	4.6		
1600 - 1700	50	10	18	13	9	1	0	49	0	0	0	0	0	0	0	0	0	0	1	1	9	21	13	4	1	0	0	0	34	28.5	5.4		
1700 - 1800	57	16	8	15	18	2	0	52	0	3	0	0	0	0	0	0	0	0	1	0	15	23	14	4	0	0	0	0	32.6	27.7	5		
1800 - 1900	49	11	13	12	13	0	0	49	0	0	0	0	0	0	0	0	0	0	2	7	17	17	5	1	0	0	0	0	34.4	29.2	5.1		
1900 - 2000	28	8	10	7	3	0	0	27	0	1	0	0	0	0	0	0	0	0	0	4	10	7	5	1	1	0	0	0	36.6	30.8	5.7		
2000 - 2100	21	6	7	5	3	0	0	19	0	2	0	0	0	0	0	0	0	0	0	4	5	7	4	1	0	0	0	0	37.1	31.1	5.5		
2100 - 2200	12	5	2	3	2	0	0	11	0	1	0	0	0	0	0	0	0	0	0	1	2	4	3	2	0	0	0	0	35.5	27.9	6.5		
2200 - 2300	10	5	0	3	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	2	6	0	1	0	0	0	0	-	31	5.3		
2300 - 0000	9	3	1	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	5	2	0	0	0	0	0	0	-	29.7	5		
0700 - 1900	620	157	152	172	139	9	2	574	2	28	3	1	0	1	0	0	0	2	9	9	89	221	191	79	16	2	2	0	35.2	29.7	5.7		
0600 - 2200	722	182	180	201	159	14	2	662	2	37	3	1	0	1	0	0	0	3	13	10	106	253	214	94	22	5	2	0	35.3	29.7	5.9		
0600 - 0000	741	190	181	206	164	14	2	681	2	37	3	1	0	1	0	0	0	3	13	10	108	260	222	94	24	5	2	0	35.3	29.7	5.9		
0000 - 0000	766	192	187	215	172	14	3	703	2	39	3	1	0	1	0	0	0	3	13	10	113	270	227	97	25	6	2	0	35.3	29.7	5.9		

Saturday 10 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation						
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph				MPH <65mph					
0000 - 0100	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.7	-
0100 - 0200	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	33.5	1	
0200 - 0300	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	37.1	2.5		
0300 - 0400	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	40.6	-		
0400 - 0500	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	37.5	-			
0500 - 0600	6	0	1	2	3	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	-	30.9	4.7			
0600 - 0700	12	1	4	3	4	2	0	10	0	0	0	0	0	0	0	0	0	0	0	2	0	1	4	5	0	0	0	0	0	0	0	0	33.2	26.4	7.8			
0700 - 0800	21	3	5	5	8	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	3	13	3	2	0	0	0	0	0	0	0	33.4	28.3	3.8			
0800 - 0900	36	3	12	12	9	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	5	16	13	1	1	0	0	0	0	0	0	32.1	29.1	4.3			
0900 - 1000	45	9	9	11	16	0	0	42	0	3	0	0	0	0	0	0	0	0	0	0	0	12	18	12	3	0	0	0	0	0	0	0	33	28.3	4.5			
1000 - 1100	59	15	14	15	15	2	0	55	1	1	0	0	0	0	0	0	0	0	0	0	2	3	11	18	21	4	0	0	0	0	0	0	34.1	28.3	5.2			
1100 - 1200	50	8	13	13	16	1	0	47	0	2	0	0	0	0	0	0	0	0	0	0	1	0	10	16	18	5	0	0	0	0	0	0	34	28.9	5.2			
1200 - 1300	53	15	10	16	12	0	0	50	0	3	0	0	0	0	0	0	0	0	0	0	0	6	25	14	7	0	0	1	0	0	0	0	35.4	29.9	5.2			
1300 - 1400	38	9	9	12	8	0	0	36	0	2	0	0	0	0	0	0	0	0	0	0	0	4	16	12	6	0	0	0	0	0	0	0	35.3	29.3	4.5			
1400 - 1500	46	15	11	13	7	0	0	44	0	2	0	0	0	0	0	0	0	0	0	0	0	9	19	16	2	0	0	0	0	0	0	34	29	4.4				
1500 - 1600	64	20	16	14	14	0	0	63	0	1	0	0	0	0	0	0	0	0	0	0	0	5	8	23	23	2	2	1	0	0	0	0	33.8	28.9	5.8			
1600 - 1700	46	14	13	11	8	0	0	45	0	1	0	0	0	0	0	0	0	0	0	1	0	4	9	21	10	1	0	0	0	0	0	0	31.3	26.8	5.2			
1700 - 1800	34	9	11	9	5	0	0	32	0	2	0	0	0	0	0	0	0	0	0	0	1	11	13	7	1	1	0	0	0	0	0	0	31.1	27.3	4.3			
1800 - 1900	43	16	8	7	12	0	0	41	0	2	0	0	0	0	0	0	0	0	0	0	1	14	18	7	3	0	0	0	0	0	0	0	32.3	27	4.7			
1900 - 2000	22	7	4	4	7	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	5	9	5	2	0	1	0	0	0	0	0	35.9	29.8	5.4			
2000 - 2100	19	9	6	1	3	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	1	5	7	5	1	0	0	0	0	0	0	0	31.5	27.3	4.7			
2100 - 2200	20	4	7	4	5	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	1	6	6	5	1	0	1	0	0	0	0	0	33.9	28.1	5.8			
2200 - 2300	9	3	0	5	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	4	0	0	0	0	0	0	0	0	-	25.8	6.2			
2300 - 0000	11	4	2	3	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	2	0	0	0	0	0	0	0	0	31.2	25.1	4			
0700 - 1900	535	136	131	138	130	3	0	510	1	21	0	0	0	0	0	0	0	0	0	1	3	14	102	216	156	37	4	1	1	0	0	0	33.4	28.5	4.9			
0600 - 2200	608	157	152	150	149	5	0	580	1	22	0	0	0	0	0	0	0	0	0	1	5	16	119	242	176	41	4	3	1	0	0	0	33.4	28.4	5.1			
0600 - 0000	628	164	154	158	152	5	0	600	1	22	0	0	0	0	0	0	0	0	0	1	5	18	128	245	182	41	4	3	1	0	0	0	33.4	28.3	5.1			
0000 - 0000	641	165	155	164	157	5	1	611	1	23	0	0	0	0	0	0	0	0	0	1	5	19	128	248	185	46	5	3	1	0	0	0	33.6	28.4	5.1			

Virtual Day (7.00)																																			
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation						
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph				MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	
0000 - 0100	2	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	26.8	7.5					
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27	4.2						
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.1	-						
0300 - 0400	2	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-	38.1	4.7						
0400 - 0500	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	36	11.7						
0500 - 0600	12	1	3	4	4	1	1	9	0	2	0	0	0	0	0	0	0	0	0	2	5	3	2	0	0	0	35.5	28.7	5.9						
0600 - 0700	25	3	5	6	11	4	0	19	0	2	0	0	0	0	0	0	0	0	0	3	9	5	3	1	1	0	35.8	27.8	9						
0700 - 0800	61	12	16	17	17	1	0	58	0	1	0	0	0	0	0	0	0	0	0	4	22	21	9	2	1	0	36.3	30.8	5.7						
0800 - 0900	77	13	26	27	12	1	1	74	0	2	0	0	0	0	0	0	0	0	0	1	31	26	7	2	0	0	34.3	29.8	5.2						
0900 - 1000	40	9	9	10	12	0	0	37	0	2	0	0	0	0	0	0	0	0	0	6	15	11	5	1	0	0	35	29.2	5.7						
1000 - 1100	42	11	10	10	10	1	0	38	0	3	0	0	0	0	0	0	0	0	0	1	1	8	14	13	4	1	0	34.6	28.9	5.8					
1100 - 1200	41	10	10	10	11	1	0	37	0	3	0	0	0	0	0	0	0	0	0	1	1	5	14	13	5	1	0	35	29.1	6.1					
1200 - 1300	47	11	11	10	14	0	0	43	0	3	0	0	0	0	0	0	0	0	0	1	1	7	16	16	4	1	0	34.7	29.4	6.2					
1300 - 1400	47	14	11	12	11	1	1	41	0	4	0	0	0	0	0	0	0	0	1	2	2	6	18	12	4	2	0	34.8	28.3	7.2					
1400 - 1500	44	7	11	12	14	0	0	40	0	3	0	0	0	0	0	0	0	0	0	1	6	17	12	6	1	0	35.6	29.8	5.6						
1500 - 1600	49	20	8	12	9	0	0	46	0	4	0	0	0	0	0	0	0	0	0	1	6	18	16	5	2	0	35.1	30.1	5.4						
1600 - 1700	45	11	13	10	11	1	0	43	0	2	0	0	0	0	0	0	0	0	1	7	21	11	3	1	0	0	33.6	28.7	5.7						
1700 - 1800	47	13	9	12	13	0	0	44	0	2	0	0	0	0	0	0	0	0	1	11	19	11	3	1	0	0	33.2	28.4	5						
1800 - 1900	48	14	11	11	11	2	0	44	0	1	0	0	0	0	0	0	0	0	2	1	8	18	12	4	2	0	34.4	28.5	6.7						
1900 - 2000	33	9	9	6	4	0	0	30	0	2	0	0	0	0	0	0	0	0	0	1	5	11	9	5	1	0	35.9	30.2	5.4						
2000 - 2100	21	7	5	5	4	0	0	20	0	1	0	0	0	0	0	0	0	0	0	4	8	5	2	1	0	0	35.5	28.9	6						
2100 - 2200	16	4	4	4	3	0	0	15	0	0	0	0	0	0	0	0	0	0	1	3	4	5	2	0	0	0	35.6	29.3	6.4						
2200 - 2300	10	4	2	2	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	3	3	1	1	0	0	-	29.5	6.3						
2300 - 0000	5	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	-	27.3	5.3						
0700 - 1900	587	143	145	153	146	9	2	545	1	28	1	1	0	0	0	0	0	0	0	3	11	13	82	223	173	61	17	3	1	0	0	0	34.8	29.3	5.9
0600 - 2200	681	166	170	177	169	13	3	630	1	33	1	1	0	0	0	0	0	0	0	3	14	16	96	255	197	73	20	4	2	0	0	0	34.9	29.3	6.0
0600 - 0000	696	172	173	180	172	13	3	645	1	33	1	1	0	0	0	0	0	0	0	4	14	16	100	259	201	75	21	4	2	0	0	0	34.9	29.3	6.0
0000 - 0000	716	174	177	186	179	14	3	660	1	36	1	1	0	0	0	0	0	0	0	4	15	17	102	266	204	78	23	5	2	0	0	0	35.0	29.3	6.1

Virtual Week (1.00)																																			
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation						
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph				MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	
Mon	739	174	195	181	189	11	4	680	1	40	0	2	0	0	1	0	0	0	0	3	15	19	89	233	227	111	33	8	1	0	0	0	36.4	30.2	6.4
Tue	748	188	177	191	192	20	7	677	0	43	0	1	0	0	0	0	0	0	0	5	23	18	101	279	190	94	29	6	3	0	0	0	35.8	29.5	6.6
Wed	756	160	204	201	191	18	3	682	1	48	2	0	1	0	0	1	0	0	0	3	23	21	93	288	223	77	20	6	2	0	0	0	34.7	29.1	6.3
Thu	760	186	187	203	184	20	3	694	1	41	0	1	0	0	0	0	0	0	0	6	21	19	101	297	207	74	29	3	2	1	0	0	34.8	29.2	6.4
Fri	766	192	187	215	172	14	3	703	2	39	3	1	0	1	0	0	0	0	0	3	13	10	113	270	227	97	25	6	2	0	0	0	35.3	29.7	5.9
Sat	641	165	155	164	157	5	1	611	1	23	0	0	0	0	0	0	0	0	1	5	19	128	248	185	46	5	3	1	0	0	0	33.6	28.4	5.1	
Sun	604	154	136	148	166	9	2	575	0	18	0	0	0	0	0	0	0	0	4	6	13	90	250	169	49	21	2	0	0	0	0	34.1	29	5.5	
Total	5014	1219	1241	1303	1251	97	23	4622	6	252	5	5	1	1	1	1	0	0	25	106	119	715	1865	1428	548	162	34	11	1	0	0	35.0	29.3	6.1	

Total																																	
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation				
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph				MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
Total	5014	1219	1241	1303	1251	97	23	4622	6	252	5	5	1	1	1	0	0	25	106	119	715	1865	1428	548	162	34	11	1	0	0	35.0	29.3	6.1

Report Id 616/22
Site Name Site 1 of 2
Description Gavray Drive, 70m west of A4421 Charbridge Lane
Direction Westbound

Monday 05 December 2022

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme							Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation				
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph				MPH <55mph	MPH <60mph	MPH <65mph	
0000 - 0100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	35.4	-
0100 - 0200	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	40	6.3	
0200 - 0300	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	15	-		
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0400 - 0500	6	3	1	2	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	-	22	13.2			
0500 - 0600	2	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	25.9	8			
0600 - 0700	11	4	1	0	6	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	3	5	3	0	0	0	0	0	39.1	32.7	4.7			
0700 - 0800	25	3	7	8	7	0	1	22	0	2	0	0	0	0	0	0	0	0	0	1	9	9	5	1	0	0	0	0	38.6	32	4.6			
0800 - 0900	66	14	9	16	27	0	0	64	0	2	0	0	0	0	0	0	0	0	0	1	4	24	20	14	2	0	1	0	0	36.3	31.5	5.3		
0900 - 1000	34	8	11	8	7	0	0	32	0	2	0	0	0	0	0	0	0	0	0	2	12	11	7	1	0	0	0	0	36.7	31.2	4.9			
1000 - 1100	23	5	5	5	8	0	0	21	1	1	0	0	0	0	0	0	0	0	0	4	4	9	2	4	0	0	0	0	40.6	32.4	6.2			
1100 - 1200	30	8	7	6	9	0	0	29	0	1	0	0	0	0	0	0	0	0	0	1	5	10	9	3	2	0	0	0	35.7	29.8	5.4			
1200 - 1300	46	16	8	9	13	0	0	40	0	6	0	0	0	0	0	0	0	0	0	1	0	4	6	19	7	8	1	0	0	35.6	28.2	6.9		
1300 - 1400	54	14	19	14	7	1	0	48	0	5	0	0	0	0	0	0	0	0	2	0	3	7	18	12	10	2	0	0	35.8	29	7.1			
1400 - 1500	39	8	10	10	11	1	0	33	0	4	1	0	0	0	0	0	0	0	0	1	7	8	12	10	0	1	0	0	37.1	31.1	5.9			
1500 - 1600	71	8	25	20	18	0	0	67	0	4	0	0	0	0	0	0	0	0	0	0	6	32	18	12	2	0	1	0	0	36.1	31.1	5		
1600 - 1700	75	8	33	20	14	0	0	70	0	5	0	0	0	0	0	0	0	0	0	1	5	27	24	16	1	1	0	0	0	36.7	31	4.8		
1700 - 1800	107	32	36	16	23	1	0	102	0	4	0	0	0	0	0	0	0	0	1	1	4	15	35	32	17	2	0	0	0	35.1	29.5	5.8		
1800 - 1900	60	22	15	9	14	0	0	57	0	3	0	0	0	0	0	0	0	0	0	1	0	12	25	14	6	2	0	0	0	34.8	29.3	5.5		
1900 - 2000	44	11	14	10	9	0	1	41	0	2	0	0	0	0	0	0	0	0	0	0	7	16	14	6	1	0	0	0	35.4	29.9	4.9			
2000 - 2100	39	10	10	11	8	0	0	39	0	0	0	0	0	0	0	0	0	0	0	4	13	13	7	1	1	0	0	0	36.7	31.4	5.3			
2100 - 2200	22	5	5	6	6	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	3	11	4	3	1	0	0	0	36.6	29.5	5			
2200 - 2300	17	5	5	4	3	0	1	16	0	0	0	0	0	0	0	0	0	0	1	0	8	3	3	1	0	0	0	0	37.5	29.5	7.6			
2300 - 0000	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	33.9	1.9			
0700 - 1900	630	146	185	141	158	3	1	585	1	39	1	0	0	0	0	0	0	0	4	2	16	74	223	177	110	20	2	2	0	36.2	30.3	5.7		
0600 - 2200	746	176	215	168	187	3	2	698	1	41	1	0	0	0	0	0	0	0	4	2	16	88	266	213	129	23	3	2	0	36.1	30.4	5.6		
0600 - 0000	765	181	222	172	190	3	3	716	1	41	1	0	0	0	0	0	0	0	5	2	17	88	274	217	133	24	3	2	0	36.1	30.4	5.7		
0000 - 0000	777	185	224	177	191	6	3	723	1	43	1	0	0	0	0	0	0	0	7	4	17	89	275	218	137	25	3	2	0	36.2	30.3	5.8		

Tuesday 06 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation				
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph				MPH <65mph			
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	28.9	2.8		
0300 - 0400	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	29.3	2.3		
0400 - 0500	6	4	0	2	0	3	0	3	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	2	0	0	0	0	0	0	-	22.2	13.5			
0500 - 0600	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	-	27.7	8.2			
0600 - 0700	6	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	-	33.1	4			
0700 - 0800	23	2	8	3	10	0	1	21	0	1	0	0	0	0	0	0	0	0	0	1	1	7	7	5	1	0	1	0	0	0	38.1	32.5	7.1			
0800 - 0900	58	7	13	16	22	0	0	57	0	1	0	0	0	0	0	0	0	0	1	1	16	28	7	2	2	0	0	0	0	0	36.6	31.9	5.7			
0900 - 1000	36	12	7	9	8	0	1	31	0	4	0	0	0	0	0	0	0	0	2	3	5	13	10	3	0	0	0	0	0	33	27.5	6.4				
1000 - 1100	39	9	12	9	9	0	0	34	0	5	0	0	0	0	0	0	0	0	0	2	6	11	13	5	2	0	0	0	0	36	29.8	5.7				
1100 - 1200	38	7	12	12	7	0	0	30	0	7	0	1	0	0	0	0	0	0	1	1	8	12	12	4	0	0	0	0	0	34.7	28.7	5.7				
1200 - 1300	42	12	9	11	10	0	0	40	0	2	0	0	0	0	0	0	0	1	0	1	7	12	15	6	0	0	0	0	34.9	29.3	5.9					
1300 - 1400	45	6	11	19	9	1	1	37	0	6	0	0	0	0	0	0	0	1	2	1	7	18	12	4	0	0	0	0	33.7	27.6	6.7					
1400 - 1500	47	17	14	8	8	1	0	41	0	5	0	0	0	0	0	0	0	1	0	1	4	17	19	2	2	1	0	0	34.4	30.1	6.2					
1500 - 1600	71	7	26	18	20	1	0	67	0	3	0	0	0	0	0	0	0	1	1	1	6	29	16	12	4	0	0	0	36.5	30.6	7					
1600 - 1700	77	18	14	22	23	0	2	70	0	5	0	0	0	0	0	0	0	0	0	1	9	26	27	11	2	1	0	0	35.8	30.5	5.1					
1700 - 1800	83	24	21	21	17	3	1	74	0	5	0	0	0	0	0	0	0	2	2	0	11	28	26	11	3	0	0	0	35.9	29.3	6.5					
1800 - 1900	94	20	25	20	29	0	0	90	0	4	0	0	0	0	0	0	0	0	0	1	15	34	32	9	2	1	0	0	34.9	30.2	4.9					
1900 - 2000	47	13	15	9	10	0	0	44	0	2	1	0	0	0	0	0	0	0	2	1	5	17	17	5	0	0	0	0	34	29.1	5.6					
2000 - 2100	32	13	9	7	3	0	0	31	0	1	0	0	0	0	0	0	0	1	0	0	4	12	10	2	3	0	0	0	37.1	29.9	6.3					
2100 - 2200	19	5	6	6	2	0	0	19	0	0	0	0	0	0	0	0	0	1	0	1	4	4	5	3	0	1	0	0	38.3	28.9	9					
2200 - 2300	18	7	4	5	2	1	1	16	0	0	0	0	0	0	0	0	0	1	1	0	2	5	4	5	0	0	0	0	38.1	28.9	8.2					
2300 - 0000	7	4	1	1	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	-	27.2	4.9					
0700 - 1900	653	141	172	168	172	6	6	592	0	48	0	1	0	0	0	0	0	6	9	14	80	223	217	79	18	5	1	1	0	35.1	29.9	6.1				
0600 - 2200	757	173	204	192	188	6	6	692	0	51	1	1	0	0	0	0	0	8	11	16	93	258	251	91	21	6	1	1	0	35.2	29.8	6.1				
0600 - 0000	782	184	209	198	191	7	7	715	0	51	1	1	0	0	0	0	0	9	12	16	97	266	256	97	21	6	1	1	0	35.3	29.8	6.2				
0000 - 0000	795	189	211	203	192	10	7	725	0	51	1	1	0	0	0	0	0	11	13	17	97	269	260	99	21	6	1	1	0	35.3	29.7	6.3				

Wednesday 07 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation		
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph				MPH <65mph	MPH <140mph
0000 - 0100	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	26.7	7.1
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200 - 0300	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	29.1	-		
0300 - 0400	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	31.3	-		
0400 - 0500	6	4	0	1	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	1	0	0	0	-	21.9	14.5			
0500 - 0600	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	26.4	9			
0600 - 0700	12	1	2	3	6	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	6	1	0	0	0	0	34.8	30.3	4.3		
0700 - 0800	23	1	6	9	7	1	1	20	0	1	0	0	0	0	0	0	0	0	0	0	1	0	7	8	4	2	0	0	0	37.7	31.4	6.1		
0800 - 0900	52	12	9	10	21	0	0	45	0	6	1	0	0	0	0	0	0	0	0	0	0	2	19	22	5	4	0	0	0	35.4	31.4	4.4		
0900 - 1000	32	14	6	6	6	0	0	27	0	4	1	0	0	0	0	0	0	0	0	0	1	0	2	9	10	8	2	0	0	39.5	32	6.2		
1000 - 1100	30	9	9	4	8	0	0	27	0	3	0	0	0	0	0	0	0	0	0	0	0	6	11	9	3	0	1	0	0	34.8	30	5.5		
1100 - 1200	37	7	9	10	11	0	0	35	0	2	0	0	0	0	0	0	0	0	0	3	0	3	7	12	9	2	1	0	0	34.1	26.2	7.7		
1200 - 1300	36	9	5	14	8	0	0	33	0	3	0	0	0	0	0	0	0	0	0	2	1	0	4	11	12	4	1	1	0	0	36	29.4	8	
1300 - 1400	48	10	16	13	9	1	0	43	0	3	0	0	1	0	0	0	0	0	0	2	2	0	6	13	14	7	3	1	0	0	36.8	29.7	7.9	
1400 - 1500	33	7	9	10	7	0	0	30	0	3	0	0	0	0	0	0	0	0	0	0	0	1	9	14	6	2	1	0	0	0	36.8	32.4	5	
1500 - 1600	68	14	25	20	9	1	0	62	0	5	0	0	0	0	0	0	0	0	0	1	0	3	5	18	22	12	6	1	0	0	38.2	31.2	6.5	
1600 - 1700	95	18	16	29	32	2	1	86	0	6	0	0	0	0	0	0	0	0	0	4	2	0	9	35	32	11	2	0	0	0	34.3	29	6.6	
1700 - 1800	94	22	34	18	20	2	0	87	0	5	0	0	0	0	0	0	0	0	0	1	1	0	11	41	29	7	3	0	1	0	33.9	29.5	5.4	
1800 - 1900	82	26	22	20	14	0	0	81	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6	25	25	23	2	0	0	0	37.5	31.6	5	
1900 - 2000	30	10	6	7	7	0	0	28	0	2	0	0	0	0	0	0	0	0	0	0	0	7	7	9	6	1	0	0	0	35.5	30	5.5		
2000 - 2100	20	3	9	5	3	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	11	1	3	0	0	0	42.3	32.9	6		
2100 - 2200	27	8	8	5	6	0	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	4	8	12	3	0	0	0	0	34	30.4	4.5		
2200 - 2300	14	3	3	4	4	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	7	1	0	0	0	0	34	30.5	3.5		
2300 - 0000	11	5	3	2	1	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	2	1	0	0	0	37.8	28.8	9		
0700 - 1900	630	149	166	163	152	7	2	576	0	42	2	0	1	0	0	0	0	0	0	13	8	7	60	210	206	92	28	5	1	0	35.9	30.2	6.3	
0600 - 2200	719	171	191	183	174	7	2	661	0	46	2	0	1	0	0	0	0	0	0	13	8	7	74	232	244	103	32	5	1	0	35.9	30.3	6.2	
0600 - 0000	744	179	197	189	179	8	2	685	0	46	2	0	1	0	0	0	0	0	0	13	9	8	76	239	254	106	33	5	1	0	35.9	30.3	6.2	
0000 - 0000	758	185	200	191	182	11	2	696	0	46	2	0	1	0	0	0	0	0	0	15	10	10	76	243	258	106	34	5	1	0	35.8	30.2	6.3	

Thursday 08 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph				MPH <65mph
0000 - 0100	4	1	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	-	32.2	4.8
0100 - 0200	2	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	-	32.8	10.4	
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300 - 0400	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	33.9	2.2		
0400 - 0500	5	3	1	1	0	2	0	3	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	-	24.7	13.5			
0500 - 0600	3	1	2	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	-	30.4	6.5			
0600 - 0700	9	3	1	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	0	-	32.6	3			
0700 - 0800	18	0	5	4	9	0	1	17	0	0	0	0	0	0	0	0	0	0	0	2	4	10	1	1	0	0	0	34	30.9	4			
0800 - 0900	54	8	13	12	21	1	0	51	0	2	0	0	0	0	0	0	0	0	1	0	1	16	26	6	3	1	0	0	37.2	32.1	5.3		
0900 - 1000	37	15	6	2	14	0	0	34	0	3	0	0	0	0	0	0	0	0	0	2	12	13	8	2	0	0	0	0	37.9	31.9	5.2		
1000 - 1100	29	8	9	5	7	0	0	27	0	2	0	0	0	0	0	0	0	0	0	1	2	10	12	2	2	0	0	0	34.8	30.7	5.1		
1100 - 1200	44	7	12	9	16	1	0	34	0	9	0	0	0	0	0	0	0	1	4	2	3	8	19	6	1	0	0	0	35.9	28.8	8		
1200 - 1300	55	16	21	8	10	0	0	53	0	2	0	0	0	0	0	0	0	1	5	1	3	17	13	10	4	1	0	0	38	29.7	8.6		
1300 - 1400	41	6	12	9	14	1	0	39	0	1	0	0	0	0	0	0	0	1	0	0	1	10	15	10	4	0	0	0	37.8	32.6	5.8		
1400 - 1500	35	5	11	9	10	0	0	33	0	2	0	0	0	0	0	0	0	0	3	1	0	8	10	9	4	0	0	0	38.1	31.7	7.6		
1500 - 1600	68	8	27	11	22	1	0	62	0	5	0	0	0	0	0	0	0	1	2	3	2	24	29	6	1	0	0	0	34.9	29.8	6.3		
1600 - 1700	75	13	22	18	22	0	0	71	0	4	0	0	0	0	0	0	0	0	0	8	27	22	13	4	0	0	1	0	36.7	31.1	5.7		
1700 - 1800	113	27	27	27	32	1	1	108	0	3	0	0	0	0	0	0	0	1	1	3	15	43	33	12	4	1	0	0	34.9	29.4	5.8		
1800 - 1900	70	16	24	16	14	2	0	67	0	1	0	0	0	0	0	0	0	0	1	1	4	25	24	13	2	0	0	0	36.1	30.8	5.1		
1900 - 2000	52	16	12	10	14	0	0	51	0	1	0	0	0	0	0	0	0	0	0	5	19	20	8	0	0	0	0	0	35.1	30.6	4.4		
2000 - 2100	23	7	6	7	3	0	0	23	0	0	0	0	0	0	0	0	0	0	0	3	4	11	3	2	0	0	0	0	36.6	31.6	5.1		
2100 - 2200	25	7	7	5	6	0	0	25	0	0	0	0	0	0	0	0	0	0	0	1	12	5	5	2	0	0	0	0	38.7	31.8	5.4		
2200 - 2300	16	6	4	2	4	2	0	14	0	0	0	0	0	0	0	0	0	1	1	0	4	6	4	0	0	0	0	0	33.6	25.8	7.2		
2300 - 0000	9	2	4	2	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	4	4	0	0	0	0	0	-	29.6	4.6	-		
0700 - 1900	639	129	189	130	191	7	2	586	0	34	0	0	0	0	0	0	0	5	17	12	43	204	226	96	32	3	0	1	36.5	30.6	6.3		
0600 - 2200	748	162	215	154	217	7	2	704	0	35	0	0	0	0	0	0	0	5	17	12	52	240	269	113	36	3	0	1	36.5	30.7	6.0		
0600 - 0000	773	170	223	158	222	9	2	727	0	35	0	0	0	0	0	0	0	6	18	12	57	250	277	113	36	3	0	1	36.4	30.6	6.1		
0000 - 0000	789	176	228	162	223	11	2	739	0	37	0	0	0	0	0	0	0	7	19	12	58	253	282	117	37	3	0	1	36.4	30.6	6.2		

Friday 09 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation		
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	6	2	0	3	1	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	3	2	0	0	0	0	0	0	0	-	27	6.8
0100 - 0200	6	3	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	-	33.9	3.3	
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0400 - 0500	6	4	0	1	1	4	0	2	0	0	0	0	0	0	0	0	0	2	1	1	0	1	1	0	0	0	0	-	19.3	12.6			
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	28.2	-			
0600 - 0700	15	4	4	1	6	0	0	13	0	2	0	0	0	0	0	0	0	0	0	0	3	3	4	4	1	0	0	37.4	31.2	6			
0700 - 0800	25	2	4	8	11	0	1	24	0	0	0	0	0	0	0	0	0	0	0	0	1	4	11	6	3	0	0	38.9	33.2	4.6			
0800 - 0900	48	8	10	9	21	0	0	46	0	1	0	0	0	1	0	0	0	0	0	0	2	9	26	7	4	0	0	37.1	32.6	4.6			
0900 - 1000	38	9	12	8	9	0	0	34	0	4	0	0	0	0	0	0	0	0	0	0	4	12	14	6	1	1	0	36	31.3	5.4			
1000 - 1100	39	11	13	9	6	0	1	33	0	4	1	0	0	0	0	0	0	0	0	1	1	15	13	6	3	0	0	37.1	31.6	5.3			
1100 - 1200	41	13	10	8	10	0	0	37	0	3	0	1	0	0	0	0	0	0	0	1	3	17	10	10	0	0	0	36.6	30.5	4.7			
1200 - 1300	49	15	17	10	7	0	0	45	0	4	0	0	0	0	0	0	0	0	4	3	6	18	12	5	0	1	0	33.9	27.5	6.7			
1300 - 1400	63	14	14	16	19	1	0	58	1	3	0	0	0	0	0	0	0	2	0	1	1	27	23	7	0	2	0	35.1	30.1	6.6			
1400 - 1500	54	14	15	13	12	0	0	46	0	8	0	0	0	0	0	0	0	0	0	1	3	15	24	8	3	0	0	35.8	31.7	4.6			
1500 - 1600	93	19	40	20	14	2	1	88	0	2	0	0	0	1	0	0	0	2	0	0	8	40	22	17	4	0	0	37.1	30.6	5.9			
1600 - 1700	84	17	24	24	19	2	1	78	0	3	0	0	0	0	0	0	0	1	1	0	8	24	36	8	6	0	0	35.3	30.4	5.7			
1700 - 1800	73	16	16	19	22	0	0	68	0	5	0	0	0	0	0	0	0	0	0	4	28	27	11	1	2	0	0	36.3	31.6	5			
1800 - 1900	68	9	8	20	20	0	0	68	0	0	0	0	0	0	0	0	0	0	0	8	27	16	14	1	1	0	0	36.1	31.1	5.9			
1900 - 2000	35	9	9	10	7	0	0	35	0	0	0	0	0	0	0	0	0	0	0	1	8	20	6	0	0	0	0	36	31.7	3.6			
2000 - 2100	24	5	6	4	9	0	0	22	0	2	0	0	0	0	0	0	0	0	0	4	9	6	2	2	1	0	0	39.5	31	6.3			
2100 - 2200	22	6	5	9	2	0	0	22	0	0	0	0	0	0	0	0	0	1	0	0	9	10	1	1	0	0	0	34.1	30	6.1			
2200 - 2300	18	3	4	4	7	0	1	17	0	0	0	0	0	0	0	0	0	1	0	0	2	3	7	4	1	0	0	37.1	30.5	7.3			
2300 - 0000	16	2	6	3	5	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	8	5	3	0	0	0	0	35.4	30.9	3.5			
0700 - 1900	675	158	183	164	170	5	3	625	1	37	1	1	0	2	0	0	0	5	5	7	49	236	234	105	26	7	1	36.1	30.9	5.7			
0600 - 2200	771	182	207	188	194	5	3	717	1	41	1	1	0	2	0	0	0	6	5	7	57	265	274	118	30	8	1	36.1	30.9	5.6			
0600 - 0000	805	187	217	195	206	5	4	750	1	41	1	1	0	2	0	0	0	7	5	7	59	276	286	125	31	8	1	36.1	30.9	5.6			
0000 - 0000	824	196	217	202	209	9	4	765	1	41	1	1	0	2	0	0	0	9	7	8	59	280	293	128	31	8	1	36.1	30.8	5.8			

Saturday 10 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph	MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph				MPH <65mph
0000 - 0100	6	1	1	0	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	-	30.7	5.2
0100 - 0200	3	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	-	31.1	4.1	
0200 - 0300	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	31.9	1.2		
0300 - 0400	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	8.1	-		
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0600 - 0700	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	31.9	3.3		
0700 - 0800	12	2	1	6	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	3	6	2	0	0	0	0	35.2	31	4.3		
0800 - 0900	24	6	5	6	7	0	0	22	0	2	0	0	0	0	0	0	0	0	0	0	1	11	9	2	0	1	0	0	34.9	31.3	4.1		
0900 - 1000	34	8	6	6	14	0	0	33	0	1	0	0	0	0	0	0	0	0	0	0	2	16	12	3	1	0	0	0	34.4	30.2	4		
1000 - 1100	42	10	12	8	12	0	0	41	0	1	0	0	0	0	0	0	0	0	0	0	1	15	15	8	3	0	0	0	36.9	31.8	5.2		
1100 - 1200	37	10	14	6	7	0	0	33	0	4	0	0	0	0	0	0	0	0	0	0	1	3	10	20	2	1	0	0	34.4	30.7	4.7		
1200 - 1300	49	14	8	16	11	0	0	47	0	2	0	0	0	0	0	0	0	0	0	0	2	10	19	10	7	0	0	0	39.6	33	5.6		
1300 - 1400	56	13	15	14	14	0	0	54	0	2	0	0	0	0	0	0	0	0	0	0	2	6	22	16	7	3	0	0	36.6	30.2	5.4		
1400 - 1500	54	14	10	12	18	1	0	51	0	2	0	0	0	0	0	0	0	0	0	1	2	18	21	8	3	0	0	36.2	31.1	5.8			
1500 - 1600	57	20	13	10	14	4	2	50	0	1	0	0	0	0	0	0	0	0	0	2	3	1	8	15	19	9	0	36.2	28.5	7.6			
1600 - 1700	68	16	24	12	16	0	0	64	0	4	0	0	0	0	0	0	0	0	0	1	0	3	9	28	19	6	1	34.2	29	5.9			
1700 - 1800	62	19	17	14	12	1	0	59	0	2	0	0	0	0	0	0	0	0	0	1	1	4	5	29	15	6	1	33.3	28	6			
1800 - 1900	43	10	12	10	11	0	0	42	0	1	0	0	0	0	0	0	0	0	0	0	3	16	18	3	1	2	0	36.2	31.3	5.3			
1900 - 2000	28	8	6	9	5	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	2	0	0	0	33.4	29.6	4			
2000 - 2100	19	6	7	4	2	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	2	6	5	4	2	0	0	36.6	31.6	5			
2100 - 2200	23	4	3	11	5	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	6	8	4	3	2	0	0	38.2	29.7	6.4			
2200 - 2300	16	8	3	4	1	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	6	7	3	0	0	0	0	30.3	26.5	3.7			
2300 - 0000	14	4	3	4	3	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	1	0	0	34	29.5	5.2			
0700 - 1900	538	142	137	120	139	6	2	508	0	22	0	0	0	0	0	0	0	0	0	5	5	12	43	193	189	66	21	4	35.5	30.3	5.8		
0600 - 2200	610	161	154	144	151	6	2	580	0	22	0	0	0	0	0	0	0	0	5	5	13	51	224	208	75	25	4	35.5	30.3	5.7			
0600 - 0000	640	173	160	152	155	6	2	610	0	22	0	0	0	0	0	0	0	0	5	5	14	60	234	217	76	25	4	35.3	30.2	5.7			
0000 - 0000	652	174	164	155	159	7	2	621	0	22	0	0	0	0	0	0	0	0	6	5	14	61	237	222	78	25	4	35.3	30.1	5.7			

Sunday 11 December 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph
0000 - 0100	13	5	1	1	6	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	6	3	3	1	0	0	0	0	0	33	27.6	5.1
0100 - 0200	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	-	31.7	7.5	
0200 - 0300	3	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	-	30.1	3.9		
0300 - 0400	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	32.1	-		
0400 - 0500	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-	29.7	4.7			
0500 - 0600	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	23	-			
0600 - 0700	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	24.1	11.7			
0700 - 0800	9	1	3	3	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	3	5	1	0	0	0	0	-	31.6	2.7			
0800 - 0900	13	4	2	3	4	0	0	10	0	3	0	0	0	0	0	0	0	0	0	0	4	2	4	3	0	0	0	35.7	30	5.4			
0900 - 1000	21	2	4	9	6	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	1	8	7	3	1	1	0	38.5	31.9	6.5			
1000 - 1100	41	11	13	11	6	0	0	40	0	1	0	0	0	0	0	0	0	0	0	0	5	19	10	5	1	0	1	36.6	30.6	6.4			
1100 - 1200	56	12	12	10	22	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	7	26	20	3	0	0	0	33.5	29.4	3.7			
1200 - 1300	48	3	10	17	18	0	0	47	0	1	0	0	0	0	0	0	0	0	0	0	2	24	17	3	2	0	0	34.7	30.2	4.2			
1300 - 1400	48	11	18	12	7	0	0	47	0	1	0	0	0	0	0	0	0	0	0	0	7	15	16	7	1	0	1	37.6	31.6	7.4			
1400 - 1500	57	13	14	16	14	0	0	57	0	0	0	0	0	0	0	0	0	0	0	1	7	16	19	10	3	1	0	36.9	31.3	5.8			
1500 - 1600	58	10	11	18	19	0	0	54	0	4	0	0	0	0	0	0	0	0	0	0	4	24	24	5	1	0	0	34.6	30.6	4.1			
1600 - 1700	57	21	13	9	14	0	0	56	0	1	0	0	0	0	0	0	0	0	0	0	3	26	19	7	2	0	0	35.9	30.9	4.3			
1700 - 1800	48	16	14	8	10	0	0	46	0	2	0	0	0	0	0	0	0	0	0	0	3	17	20	7	1	0	0	35.6	31.2	3.9			
1800 - 1900	34	9	7	6	12	1	0	32	0	1	0	0	0	0	0	0	0	0	0	1	0	3	8	9	0	0	0	36.6	30.5	5.9			
1900 - 2000	32	8	12	8	4	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	1	8	17	4	1	1	0	36.5	31.7	4.6			
2000 - 2100	25	8	7	8	2	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	1	5	12	5	2	0	0	36.8	32.8	4.6			
2100 - 2200	20	4	6	4	6	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	3	7	5	0	0	0	0	35.7	30.5	4.5			
2200 - 2300	18	6	4	3	5	1	0	17	0	0	0	0	0	0	0	0	0	0	0	1	6	6	4	0	0	0	0	36.2	30.1	6.2			
2300 - 0000	5	1	1	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	-	29.3	3.7			
0700 - 1900	490	113	121	122	134	1	0	472	0	17	0	0	0	0	0	0	0	0	0	0	1	46	193	169	63	12	2	2	35.2	30.7	5.1		
0600 - 2200	570	134	146	143	147	1	0	550	0	19	0	0	0	0	0	0	0	0	0	0	2	52	213	203	78	15	3	2	35.6	30.8	5.1		
0600 - 0000	593	141	151	147	154	2	0	572	0	19	0	0	0	0	0	0	0	0	0	1	2	53	223	209	83	15	3	2	35.6	30.8	5.1		
0000 - 0000	616	148	153	151	164	2	0	593	0	21	0	0	0	0	0	0	0	0	0	1	2	61	229	216	85	15	3	2	35.5	30.7	5.2		

Virtual Day (7.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Vehicle Speed									P-Tile 85%	Average Speed	Standard Deviation								
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph				MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph	MPH <65mph			
0000 - 0100	5	1	1	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	-	28.8	5.6	
0100 - 0200	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.6	5.6		
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	28.5	5.6			
0300 - 0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.3	-				
0400 - 0500	4	3	0	1	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	-	22.4	12.4					
0500 - 0600	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.4	6.4					
0600 - 0700	8	2	2	1	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	2	0	0	0	0	-	31.3	5.3				
0700 - 0800	19	2	5	6	7	0	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	8	3	1	0	0	0	37.1	31.9	5.1				
0800 - 0900	45	8	9	10	18	0	0	42	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14	19	6	2	1	0	0	36.2	31.8	5				
0900 - 1000	33	10	7	7	9	0	0	30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12	11	5	1	0	0	0	36.6	30.8	5.6				
1000 - 1100	35	9	10	7	8	0	0	32	0	2	0	0	0	0	0	0	0	0	0	0	0	4	12	12	4	2	0	0	0	36.6	30.9	5.6				
1100 - 1200	40	9	11	9	12	0	0	36	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1	5	14	14	4	1	0	0	34.7	29.2	5.9		
1200 - 1300	46	12	11	12	11	0	0	44	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	1	4	16	14	7	2	0	0	35.9	29.6	6.8		
1300 - 1400	51	11	15	14	11	1	0	47	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	5	18	15	7	2	0	0	36.2	30.1	6.8		
1400 - 1500	46	11	12	11	11	0	0	42	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	13	17	8	2	0	0	36.8	31.3	5.8			
1500 - 1600	69	12	24	17	17	1	0	64	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	6	26	21	10	3	0	0	35.9	30.4	6.2		
1600 - 1700	76	16	21	19	20	1	1	71	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7	28	26	10	3	0	0	35.6	30.2	5.6		
1700 - 1800	83	22	24	18	19	1	0	78	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	2	9	32	26	10	2	0	0	35.1	29.7	5.7		
1800 - 1900	64	18	16	14	16	0	0	62	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	24	20	11	1	1	0	36	30.7	5.3			
1900 - 2000	38	11	11	9	8	0	0	37	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13	15	3	0	0	0	35.2	30.3	4.8			
2000 - 2100	26	7	8	7	4	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	10	3	2	0	0	0	36.6	31.5	5.6			
2100 - 2200	23	6	6	7	5	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	6	3	1	0	0	35.9	30.2	5.9			
2200 - 2300	17	5	4	4	4	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	6	5	2	0	0	0	35.5	28.9	6.7			
2300 - 0000	9	3	3	2	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	-	29.6	5.4				
0700 - 1900	608	140	165	144	159	5	2	565	0	34	1	0	0	0	0	0	0	0	0	0	0	5	7	10	56	212	203	87	22	4	1	0	0	35.9	30.4	5.9
0600 - 2200	703	166	190	167	180	5	2	657	0	36	1	0	0	0	0	0	0	0	0	0	0	6	7	10	67	243	237	101	26	5	1	0	0	35.9	30.4	5.8
0600 - 0000	729	174	197	173	185	6	3	682	0	36	1	0	0	0	0	0	0	0	0	0	0	7	8	11	70	252	245	105	26	5	1	0	0	35.8	30.4	5.8
0000 - 0000	744	179	200	177	189	8	3	695	0	37	1	0	0	0	0	0	0	0	0	0	8	9	11	72	255	250	107	27	5	1	0	0	35.8	30.3	5.9	

Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Vehicle Speed									P-Tile 85%	Average Speed	Standard Deviation								
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph				MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph	MPH <65mph			
Mon	777	185	224	177	191	6	3	723	1	43	1	0	0	0	0	0	0	0	0	0	7	4	17	89	275	218	137	25	3	2	0	0	36.2	30.3	5.8	
Tue	795	189	211	203	192	10	7	725	0	51	1	1	0	0	0	0	0	0	0	0	11	13	17	97	269	260	99	21	6	1	0	0	35.3	29.7	6.3	
Wed	758	185	200	191	182	11	2	696	0	46	2	0	1	0	0	0	0	0	0	0	15	10	10	76	243	258	106	34	5	1	0	0	35.8	30.2	6.3	
Thu	789	176	228	162	223	11	2	739	0	37	0	0	0	0	0	0	0	0	0	0	7	19	12	58	253	282	117	37	3	0	1	0	36.4	30.6	6.2	
Fri	824	196	217	202	209	9	4	765	1	41	1	1	0	2	0	0	0	0	0	0	9	7	8	59	280	293	128	31	8	1	0	0	36.1	30.8	5.8	
Sat	652	174	164	155	159	7	2	621	0	22	0	0	0	0	0	0	0	0	0	0	6	5	14	61	237	222	78	25	4	0	0	0	35.3	30.1	5.7	
Sun	616	148	153	151	164	2	0	593	0	21	0	0	0	0	0	0	0	0	0	0	1	2	1	61	229	216	85	15	3	2	0	1	0	35.5	30.7	5.2
Total	5211	1253	1397	1241	1320	56	20	4862	2	261	5	2	1	2	0	0	0	0	0	0	56	60	79	501	1786	1749	750	188	32	7	2	1	0	35.8	30.3	5.9

Total

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Vehicle Speed									P-Tile 85%	Average Speed	Standard Deviation								
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH <10mph	MPH <15mph	MPH <20mph	MPH <25mph	MPH <30mph	MPH <35mph	MPH <40mph				MPH <45mph	MPH <50mph	MPH <55mph	MPH <60mph	MPH <65mph			
	5211	1253	1397	1241	1320	56	20	4862	2	261	5	2	1	2	0	0	0	0	0	0	56	60	79	501	1786	1749	750	188	32	7	2	1	0	35.8	30.3	5.9

APPENDIX B – PEDESTRIAN AND CYCLE SURVEY

Bicester
Pedestrian Survey

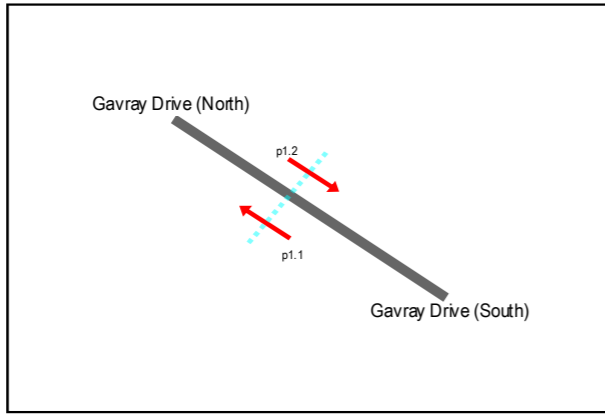
Site 1 of 4
Gavray Drive (South)
Gavray Drive (North)

Lat/Long
lat 51.892327°° lon -1.129824°°

Date
Wednesday 07 December 2022

Weather
Cloudy
Temp: 3°C

0000 - 2400 (Weekday 24H Session)



TIME	p1.1									p1.2								
	Northern Footpath		Southern Footpath		Northern To Southern Footpath		Southern to Northern Footpath		Road Cyclist	Northern Footpath		Southern Footpath		Northern To Southern Footpath		Southern to Northern Footpath		Road Cyclist
	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist		Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	
0600 - 0615	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	1	3	2	0	1	0	0	0	0
Hourly Total	0	1	1	0	0	0	0	0	0	1	6	4	1	1	0	0	0	0
Hourly Average	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	1.50	1.00	0.25	0.25	0.00	0.00	0.00	0.00
0700 - 0715	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
0730 - 0745	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
Hourly Total	1	1	4	0	0	0	0	0	0	2	2	1	0	1	0	1	0	1
Hourly Average	0.25	0.25	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.25	0.00	0.25	0.00	0.25	0.00	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0
0815 - 0830	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0830 - 0845	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	0	0	4	2	0	1	0	0	2	0	0
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.50	0.00	0.25	0.00	0.00	0.50	0.00	0.00
0900 - 0915	0	0	1	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0
0915 - 0930	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0	0	1	0	0	0	8	0	0	0	0	0	0
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1015 - 1030	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
1115 - 1130	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0
Hourly Average	0.50	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1345 - 1400	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	0	1	1	0	1	3	4	0	0	0	1
Hourly Average	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.25	0.75	1.00	0.00	0.00	0.00	0.25
1400 - 1415	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0
1415 - 1430	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	1	2	0	1	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Average	0.50	0.00	0.25	0.50	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25
1500 - 1515	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.75	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1600 - 1615	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	6	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1630 - 1645	1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
1645 - 1700	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	9	2	6	0	2	1	0	0	0	1	0	2	0	0	0	0	0	0
Hourly Average	2.25	0.50	1.50	0.00	0.50	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	1	1	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0

1715 - 1730	0	0	2	0	0	0	0	1	1	0	1	2	0	0	0	0	0	0
1730 - 1745	0	1	3	1	0	0	1	0	0	1	1	1	0	0	0	0	0	0
1745 - 1800	1	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	0
Hourly Total	2	2	7	1	0	0	1	2	1	2	5	4	0	0	1	0	0	0
Hourly Average	0.50	0.50	1.75	0.25	0.00	0.00	0.25	0.50	0.25	0.50	1.25	1.00	0.00	0.00	0.25	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
1815 - 1830	0	0	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0
1845 - 1900	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	2	1	1	1	0	1	1	2	3	0	0	0	0	1	1
Hourly Average	0.00	0.00	0.25	0.50	0.25	0.25	0.25	0.00	0.00	0.25	0.50	0.75	0.00	0.00	0.00	0.00	0.25	0.25
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
1915 - 1930	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	0	0	0	0	0	5	0	1	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	0.00
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	2	0	1	1	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.25	0.25	0.00	0.00	0.00
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2200 - 2215	1	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	1	3	0	0	0	0	1	0	0	0	0	0
Hourly Average	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.75	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00
2300 - 2315	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hourly Average	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	19	6	27	6	4	6	3	3	3	15	17	33	5	8	1	3	1	5
Session Average	0.34	0.11	0.48	0.11	0.07	0.11	0.05	0.05	0.05	0.27	0.30	0.59	0.09	0.14	0.02	0.05	0.02	0.09

