TECHNICAL NOTE 14

DATE:	09 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Transport Assessment Update Note		
PROJECT:	London Resort	**AUTHOR:**	David Dixon
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

INTRODUCTION

Since the submission of the London Resort DCO in January 2021 and the subsequent Representations from stakeholders, WSP have continued engagement with stakeholders to provide additional information to support the assessments undertaken within the Transport Assessment.

Consultation has continued with the following key stakeholders since the submission of the DCO;

- National Highways (NH);
- Kent County Council (KCC);
- Thurrock Council (TC);
- Transport for London (TfL);
- High Speed 1 (HS1); and
- Network Rail (NR).

This Technical Note has been produced to sit within the revised ES Transport Chapter setting out the work undertaken since the DCO submission. It is anticipated that a Transport Assessment Addendum will be produced setting out the additional assessments covering the work contained within this Technical Note and addressing the concerns of stakeholders.

Technical Note Submissions

As noted above, since the submission of the London Resort DCO, a number of Technical Notes have been produced to provide further assessment or evidence to support the Transport Assessment. The following Technical Notes have been submitted to the relevant stakeholders.

- Technical Note 6 – Highway Assessment Periods;
- Technical Note 7 – WSP Use of Visitor Forecasts;
- Technical Note 8 – Wider Traffic Distribution;
- Technical Note 9 – Existing Site Flows;
- Technical Note 11 – Tilbury Car Park;
- Technical Note 12 – Local Traffic Flows;
- Technical Note 13 – KCC Model Commentary; and
- Required Amendments to Construction Traffic Management Plan.

The below sets out the relevance of each technical note;

Technical Note 6 – Highway Assessment Periods

A key comment raised by the transport stakeholders was around the assessment periods contained within the Transport Assessment and whether these were appropriate. This technical note was produced to review background traffic flows throughout the day to identify the peak periods and in doing so supported the assessments of the traditional peak hours contained in the Transport Assessment are appropriate (weekday 0800-0900 and 1700-1800) and that no further assessment is therefore required for the weekend peak hours.

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The assessment did however show that there is a requirement to consider an additional time period during the weekday (1600-1700). It is anticipated that this will be included within the revised modelling due to take place with the KCC Strategic Model.

This Technical Note is included within **Annex 1** of this note.

Technical Note 7 – WSP Use of Visitor Forecasts

A key concern raised from the transport stakeholders was how the visitor forecasts created by both LDP and ProFun have been used to determine the traffic generation for the Resort. Technical Note 7 was prepared to provide those stakeholders with some relevant background to how LDP and ProFun derived their figures (including cross visitation) and provide additional supporting information from UK based parks to support the figures provided by both LDP and ProFun.

This Technical Note is contained within **Annex 2** of this note.

Technical Note 8 – Wider Traffic Distribution

A key component for National Highways (NH), Kent Council (KCC), Thurrock Council (TC) and Transport for London (TfL) was to understand the implications of the Resort traffic outside of the study area assessed within the Transport Assessment.

This Technical Note was prepared to consider the wider dispersal of traffic travelling to/from the Resort, and to consider the local highway network in more detail. The results of which showed the limited impact and wide dispersion of traffic once it had entered the Strategic Road Network.

This Technical Note is contained within **Annex 3** of this note.

Technical Note 9 – Existing Site Flows

The Construction Traffic Management Plan submitted with the DCO set out the route choice and impacts of the construction traffic accessing the London Resort during the construction years. Comments were raised by KCC over the implications of construction traffic on the local road network and that construction traffic should not use London Road to access the site.

This Technical Note was produced to show KCC that the existing employment uses that would form part of the London Resort already generate a significant number of traffic movements (including HGVs) and that the proposed construction traffic associated with the Resort would be no greater than that associated with these existing sites. It is understood at the time of writing this position was accepted by KCC.

This Technical Note is contained within **Annex 4** of this note.

TECHNICAL NOTE 14

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Technical Note 11 – Tilbury Car Park

Technical Note 11 provides further clarity over the operation of the Tilbury car parking area located north of the river Thames, and how the provision of 2,500 spaces were derived as being sufficient to facilitate forecast demand. This set out the forecast distribution of development traffic to the London Resort and the proportion forecast to utilise the Tilbury car park. Furthermore, the assessment demonstrates that the proposed parking provision is adequate for the level of visitors expected.

This Technical Note is contained within **Annex 5** of this note.

Technical Note 12 – Local Traffic Flows

Following the submission of Technical Note 8 – Wider Traffic Distribution, KCC requested further clarity on the potential for local visitors to use the local road network rather than the Strategic Road network (SRN) in order to reach the site. WSP therefore produced Technical Note 12 to set out the level of forecast traffic from the local area across the peak periods and the route choices available for them to access the site.

In addition, a concern raised by KCC was around the assessment periods, with Technical Note 6 concentrating on the SRN rather than local roads. As such, this Technical Note has looked at the shoulder peak hours and weekend flows to show that the assessment periods contained within the Transport Assessment are appropriate.

The conclusion reached in this Technical Note is that the local traffic will have negligible impact upon the future operation of the local road network and the VISSIM modelling of the local highway is sufficient to determine the impacts of the scheme. The Note also concludes that the time periods assessed within the VISSIM model are appropriate.

This Technical Note is contained within **Annex 6** of this note.

Technical Note 13 – KCC Model Commentary

Following the submission of the London Resort DCO, concerns have been raised as to the use of the spreadsheet-based traffic modelling. Whilst it is still the opinion of the Applicant that this an appropriate method being a sufficiently robust method to consider the traffic implications of the proposed development, it was agreed that WSP would consider the use of the recently completed KCC Strategic Traffic Model. In order to determine how this model could be used for additional sensitivity assessments, WSP undertook a model review which would form the basis of ongoing discussions with KCC and other transport stakeholders in order for WSP to progress any modelling.

This Technical Note is contained within **Annex 7** of this note.

It should be noted that WSP are currently in the process of preparing a further Modelling Methodology Note that will be submitted to the relevant authorities setting out how the model can be used to assess the London Resort.

TECHNICAL NOTE 14

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Required Amendments to Construction Traffic Management Plan

Following the submission of the London Resort DCO, KCC provided comments on the Construction Traffic Management Plan. Following the receipt of these comments, WSP identified changes that could be made, or provided clarifications to the points raised which are contained in the table within **Annex 8** of this Technical Note which were submitted to KCC and agreed.

It is anticipated that these agreed points will be included within an updated Construction Traffic Management Plan during the early part of the examination, which will also include Technical Note 9 which is included within **Annex 4** of this report.

Rail Assessment progress

WSP have continued to engage on the specification of the service necessary on HS1 and the classic network when the Resort is open. Our role has involved considerable discussions with parties in the rail industry, especially HS1, NR and Southeastern.

Since the submission of the DCO a number of studies have been completed of which HS1 insisted were commissioned by themselves rather than LRCH undertaking their own studies; these are:

- HS1 demand assessment report undertaken by Steer. This was commissioned by HS1. Further work was undertaken by Steer ('addendum report') which looked at weekend demand on HS1 services with London Resort rail demand overlaid.
- This has led into a further study commissioned by HS1, half of which has been completed to date produced by CPC Project Services which is examining options/need for 1) a new platform at St Pancras and 2) new rolling stock stabling and depot facilities.
- At the time of submitting this note, WSP are continuing discussions with HS1 and moving towards HS1 commissioning Steer to undertake further work which will feed into analysis of triggers and mitigations

While progress has been made, it has not been as significant as hoped. We now however have a way through the issues, which will involve a more rigorous assessment of the demand with and without the London Resort in each hour of the day, on each day, and at different points in the lifecycle of the growth of the Resort. There may well be issues still to be overcome with HS1, although we are confident that these could be dealt with prior to the end of the Examination.

A key issue with HS1 has been their insistence on a new platform at St Pancras, a scheme that would be highly complex and expensive to deliver, and whose need is, in the view of the Applicant not required by the predicted patterns of passenger demand. An obvious solution at St Pancras, is where one of the international platforms could become a dual-use domestic/international platform at times of high demand, although this has not been accepted by HS1. The international platforms have much less use by Eurostars than originally intended and the reallocation of one platform would be a far simpler and more realistic solution than a newly-constructed platform.

TECHNICAL NOTE 14

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Capacity at St Pancras and on the HS1 domestic services is an issue to be addressed by the DfT/Great British Railways over the coming decade in line with passenger demand growth. The issues remain even if the London Resort does not go ahead.

There are other ongoing discussions with TfL, which is seeking reassurance about road and rail capacity in a more localised area, using its proprietorial Railplan model. An initial meeting took place to discuss this on 10th March 2022. There will be similar meetings taking place with Network Rail and Southeastern in relation to the classic train service and various enhancements at Greenhithe and/or Swanscombe stations.

TECHNICAL NOTE 14

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ANNEX 1 - TECHNICAL NOTE 6 – HIGHWAY ASSESSMENT PERIODS

Technical Note – Assessment Periods

DATE:	14 May 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	London Resort - Assessment Periods		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
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EXECUTIVE SUMMARY

This Technical Note responds to the query from the relevant highway and transport stakeholders including Highways England (HE), Kent County Council (KCC), Thurrock Borough Council (TBC) and Transport for London (TfL) regarding the assessment peaks undertaken as part of the Transport Assessment. The Transport Assessment contained assessments of the conventional peak hours on the highway network. However, these do not align with the peak hour operations at the London Resort.

The peak hours of operation at the resort vary throughout the year due to the fluctuations in forecast visitor demand. The peak operating day (longest opening hours) occurs for about six months of the year, although this allows for days between April and September and holiday periods with the remaining six months being a medium or low operating day.

The assessment in this document reviewed the weekday traffic data from March (neutral month) and July (summer month) and the weekend traffic from July. The assessment includes baseline traffic data 2019 and the associated 2038 forecast development traffic taken from the 85th Percentile Day for the weekday assessment, and the Peak Day for the weekend assessment.

The assessment of the Strategic Road Network (SR) south of the river, on the A2/ M25/ A282 has been reviewed. The assessment highlighted that in general the assessments undertaken are appropriate, however there is a need for a further sensitivity test between 16:00-17:00. This is partly due to the operating day type assessed within this Technical Note being during the peak season. This does not occur for the majority of the days throughout the year.

On the M25/ A282 the peak two-way traffic flows occur between 07:00-08:00, at which point the impact of London Resort is negligible, and as such no additional assessment will be undertaken. The assessment has also shown that no period during the weekend exceeds the traffic flows assessed within the TA on the A2 or A282 between either 08:00-09:00 or 17:00-18:00. Whilst this is not the case on the M25 between Junction 2 and 3 where the forecast traffic flows are slightly higher than those assessed, the change in flow is not considered to constitute a significant difference and this increase in flow is not seen anywhere else on the SRN network. It is therefore considered no additional weekend test is required.

The assessment of the SRN north of river on the A1089 and A13 highlight that the assessment undertaken within the Transport Assessment are appropriate. The peak hours on the network do not align with high levels of resort traffic and the flows show at certain peak periods negligible impact from the London Resort. The Saturday traffic flows on both links are significantly lower than those assess during the weekend assessments.

Overall, the review of the Local Road Network (LRN) in the vicinity of the London Resort indicated that the peak traffic flows even with the London Resort traffic occur during the assessed 08:00-09:00 and 17:00-18:00 which were covered within the Transport Assessment. Where additional assessments should be considered, these are set out within the note.

Technical Note – Assessment Periods

DATE:	14 May 2021	**CONFIDENTIALITY:**	Confidential
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INTRODUCTION

WSP have been commissioned by London Resort Company Holdings (LRCH) to provide transport advice on the London Resort Development Consent Order (DCO). The application was submitted on the 31st December 2020 and accepted into examination on the 28 January 2021.

The Transport Assessment contained assessments of the conventional peak hours on the highway network which are considered to be the worst-case assessments (0800-0900 and 1700-1800). However, these time periods are not consistent with the hours of peak operation of the London Resort as noted by several consultees. At the times of peak operation of the Resort, the expectation is that background traffic would be lower than during the traditional peak periods, but development traffic associated with the Resort would be higher.

As such, this technical note has been produced to review the traffic flows (with London Resort traffic) across the day utilising the Strategic Road Network (SRN) and Local Road Network (LRN) to determine whether any further hours would see a higher level of traffic flow than that which was assessed within the Transport Assessment and therefore whether additional assessments should be undertaken.

Given that the characteristics of the SRN and LRN can be significantly different, this note reviews current traffic flows on the (SRN) and (LRN). The existing traffic flows on the SRN have been taken from the WebTRIS database. The database is operated by Highways England and has a series of traffic counts across the UK which are available via [redacted]. Due to the Covid Pandemic in 2020 and 2021 which has had an impact upon traffic patterns, WSP have reviewed the WebTRIS traffic data from 2019. The review of the LRN has been undertaken from traffic surveys in 2014 and 2017, as new traffic surveys could not be carried out as they would not have provided representative traffic flows due to the Covid Pandemic. The links and junctions assessed as part of this Technical Note are as follows;

- The A2 – East and west of the proposed access junction (Ebbsfleet Access) side of the proposed Ebbsfleet access junction
- The A1089 – North of the Asda Roundabout;
- The A13 – West of the A1089;
- The M25/ A282 – North and south of the A2;
- A series of Automatic Traffic Count (ATCs) surveys around Swanscombe and Greenhithe from 2017; and
- A Manual Classified Count (MCC) survey at the A2260/ A2 Westbound off/ on slip/ Ackers Drive roundabout from October 2014.

The traffic flows contained later within this Technical Note show both directional and combined two-way flows on the assessed links. The traffic survey data included within this assessment are included within Appendix B.

The review within this Technical Note will consider weekday traffic flows in both a neutral month (March) and summer month (July) taking the average traffic flow across the month. The assessment of the weekend period only concerns the July period to coincide with the peak operating periods at the Resort.

Technical Note – Assessment Periods

DATE:	14 May 2021	**CONFIDENTIALITY:**	Confidential
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The transport strategy for London Resort, as it relates to the movement of vehicular traffic, is to minimise the need for visitors to travel on the Local Highway Network, which has led to the dedicated resort road from the Ebbsfleet Junction from the A2 and from the A1089.

The London Resort will be open year-round, and as would be expected the London Resort will experience fluctuations in terms of visitor demand. As shown in **Figure 1** and outlined below are the forecast different operating day types that will occur on a yearly basis.

- Peak Operating Days (09:00*-22:00): Peak periods corresponds with the three traditional summer months including school summer holidays. The London Resort is expected to be busier during this period and open for 13 hours a day;
- Medium Peak Operating Days (09:00*-21:00): The medium season corresponds to the period between low and peak season during the Spring and Autumn months. During the medium peak, The London Resort is to be open for 12 hours daily;

  Low – Weekday (09:00*-20:00): The low season weekday period corresponds with the months outside of the traditional summer and school holidays. This is the period when visitors to The London Resort will be at its lowest and The London Resort will only be open for 11 hours; and
- Low – Weekend (09:00*-21:00): The low season weekend period corresponds with the low season weekday; the Resort will have different opening hours on Friday and Saturday during these months and will be open for 12 hours.

Figure 1 – 2038 Annual Operating Hours and Seasonality

Annual Operating Hours and Seasonality

365 day operations

		Start	End		Monday	Monday	Monday	Monday	Friday	Saturday	Sunday	
1	Christmas	Fri - Jan 1, 2038	Sun - Jan 10, 2038	Peak	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak
2	Second week Jan to Feb Half Term	Mon - Jan 11, 2038	Fri - Feb 19, 2038	Low	Low 9p - 8p	Low 9p - 8p	Low 9p - 8p	Low 9p - 8p	Low 9p - 9p	Low 9p - 9p	Low 9p - 8p	Low
3	February Half term to Easter Holidays	Sat - Feb 20, 2038	Thu - Apr 22, 2038	Medium	Med. 9p - 9p	Med. 9p - 9p	Med. 9p - 9p	Med. 9p - 9p	Med. 9p - 9p	Med. 9p - 9p	Med. 9p - 9p	Medium
4	Easter to 2nd Week in September	Fri - Apr 23, 2038	Sun - Sep 19, 2038	Peak	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak
5	2nd week Sept to October Half Term	Mon - Sep 20, 2038	Fri - Oct 15, 2038	Low	Low 9p - 8p	Low 9p - 8p	Low 9p - 8p	Low 9p - 8p	Low 9p - 9p	Low 9p - 9p	Low 9p - 8p	Low
6	October half term 2 Week Period	Sat - Oct 16, 2038	Sun - Oct 31, 2038	Peak	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak
7	After October half term to Christ. Week	Mon - Nov 1, 2038	Fri - Dec 24, 2038	Low	Low 9p - 8p	Low 9p - 8p	Low 9p - 8p	Low 9p - 8p	Low 9p - 9p	Low 9p - 9p	Low 9p - 8p	Low
8	Christmas and New Years	Sat - Dec 25, 2038	Fri - Dec 31, 2038	Peak	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak 9p - 11p	Peak
9	Public holidays (UK & Europe)			Peak	Holiday 9p - 11p	Holiday 9p - 11p	Holiday 9p - 11p	Holiday 9p - 11p	Holiday 9p - 11p	Holiday 9p - 11p	Holiday 9p - 11p	Peak

*The first hour of each day is reserved for On-site hotel guests only.

As presented in **Figure 1**, the peak operating opening times operate for about six months of the year, however this should not be confused with peak operating days which only apply for a handful of days throughout the year. This allows for days between April and September and holiday periods with the remaining six months being a medium or low operating day.

As shown in **Figure 1**, March is Medium season operation but for the propose of assessment in this document the use of 85th Percentile Day visitor demand has been assessed. This is due to the 85th

Technical Note – Assessment Periods

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Percentile day having a forecast visitor of approximately 55,000 which is significantly higher than the approximately 30,000 on a medium operating weekday in March.

The vehicular traffic associated with the London Resort has been taken from the Transport Assessment that accompanied the DCO application. The development private vehicle mode share for this assessment is based on Technical Note 3 Chapter 8 of the Transport Assessment which is based on the car parks North and South of the River being at **maximum** capacity for both visitors and staff i.e. a robust private vehicle mode share.

The Trip Distribution methodology for visitors is based on the following:

- LDP market analysis providing the visitor breakdown of UK / Domestic, European and International;
- A detailed review of anticipated visitor home origins for UK visitors based on the construction of a validated trip distribution model;
- Analysis of the likelihood for overnight stay of all visitors based on home origin distance to the London Resort and domestic/international overnight visitors' statistics;
- A breakdown of existing temporary accommodation availability in the surrounding area and likely distribution relative to the London Resort; and
- Assessment of the likely distribution on the day of travel to the London Resort to ascertain the visitor day trip origin.

Staff trip distribution to the London Resort site has been taken from Volterra's staff distribution note which uses:

- An evaluation of the staff trip distribution based on Journey to Work Data from the most recent data from Census 2011 at the MSOA level; and
- Appraisal of staff distribution for similar amenities in England with evaluation of the anticipated London Resort staff distribution based on expected distance travelled by Local Authority in the surrounding area.

A full break down to how the trip distribution was calculated can be found in the Transport Assessment within Section 7.

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Technical Note – Assessment Periods

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STRATEGIC HIGHWAY NETWORK

This section presents the baseline traffic flows from March and July 2019 on the assessed links, with the associated 2038 forecast development traffic taken from the 85th Percentile Day for the weekday assessment, and the Peak Day for the weekend assessment. The weekday peak two-way traffic flows for the AM and PM periods are highlighted. In the case of the weekend the identified peak hour two-way flow has been highlighted.

A2 Corridor – West of Ebbsfleet Junction (Figure 2 and 3)

The traffic flows for the A2 corridor west of the Ebbsfleet access junction is presented in Appendix A on **Figures 2 and 3**. **Figure 2** presents the March 2019 flows broken down to Westbound, Eastbound and Two-way and **Figure 3** presents the July 2019 traffic flows which is broken down in a similar way.

WESTBOUND

Focusing on the westbound traffic flows on the A2 west of the Ebbsfleet junction, it is noticeable that the traffic flows in the AM peak period are higher than those in the PM peak period on a weekday. The AM peak period flows are at least 1,000 higher per hour than those in the PM peak period on a weekday, with the peak hour occurring between 07:00-08:00 in March and July. There is a significant decrease in traffic flows during the inter-peak period and between 19:00-07:00 on a weekday. Traffic associated with London Resort will have its largest impact on the A2 westbound during the late evening when visitors are leaving the resort, however background traffic at this time is significantly lower.

The Saturday forecast in both March and July that the traffic flows will be above 5,000 each hour in a westbound direction between 09:00-19:00, but the peak westbound flow on a Saturday is approximately a 1,000 lower than the weekday peak hour flow westbound.

EASTBOUND

The eastbound traffic flows on the A2 west of the Ebbsfleet junction are significantly higher during the PM peak period compared to the rest of the day, this can be seen in both March and July on a weekday. The peak hour occurs between 16:00-17:00 in March and July with traffic associated with the resort accounting for just under 10% of the flows. Traffic associated with London Resort will have its largest impact on the A2 eastbound earlier in the day during the inter-peak period when visitors are arriving at the resort, when background traffic is lower.

Similar to the westbound flows on a Saturday, the peak hour traffic flows are approximately 1,000 vehicle movements lower than on a weekday. The peak hour occurs between 13:00-14:00 in both March and July, with the development traffic accounting for about 17% of the overall traffic flow.

Technical Note – Assessment Periods

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TWO-WAY

The forecast flows in the morning peak hours between 07:00-09:00 are similar, the maximum two-way flow in the AM peak period is approximately 11,700 between 07:00-08:00 whereas between 08:00-09:00 the two-way traffic flows are approximately 11,300. As outlined within the introduction, the Transport Assessment assessed 08:00-09:00 traffic flows as the traffic associated with the London Resort has a higher impact on the network between 08:00-09:00. It is considered that the marginal difference in baseline flows and the reduction in forecast development traffic of 72 movements would have negligible impact upon the highway network. For context, this equates to in the order of one extra vehicle using the A2 per minute. Whilst the 09:00-10:00 hour forecasts a significant increase in traffic associated with the Resort, the baseline flows reduce by 1,000-2,000 vehicles to below 11,000 movements. It is therefore considered that the AM peak assessment undertaken within the Transport Assessment is appropriate and robust.

During the evening peak periods, the A2 background two-way traffic flows are similar between both 16:00-17:00 and 17:00-18:00 of circa 12,300 movements. However, the addition of the London Resort traffic during the PM peak period will result in the combined two-way flows being at least 400 vehicles higher during 16:00-17:00 rather than in the traditional PM peak of 17:00-18:00. This indicates that a sensitivity test should be undertaken along the A2 corridor 16:00-17:00 period.

Figure 2 presents the forecast traffic flows on a Saturday in July, the peak two-way traffic flows on the A2 west of the access junction occurs between 11:00-12:00, approximately 12,500 vehicles. This is still less than the traditional PM peak as shown in Tables 1 and 2. The Transport Assessment assessed the traditional PM peak which has significantly higher flows than those forecast during a Saturday. It is therefore considered that the weekday assessment is more than robust and therefore a weekend assessment is not required.

A2 Corridor – East of Ebbsfleet Junction (Figure 3 and 4)

Figures 4 and 5 of Appendix A presents the average weekday and weekend traffic flows from 07:00-24:00 for both March and July east of Ebbsfleet Junction. **Figure 3** presents the March 2019 flows broken down to Westbound, Eastbound and Two-way and **Figure 5** presents the July 2019 traffic flows which is broken down in a similar way.

As should be expected, the background flows for the A2 corridor east of Ebbsfleet Junction are similar to those set out above for the A2 west of Ebbsfleet Junction.

WESTBOUND

The westbound traffic on the A2 east of the Ebbsfleet junction, is considerably higher in the AM peak period compared to the PM peak period on a weekday. The AM peak period flows are at least 1,000 higher per hour than those in the PM peak period on a weekday, with the peak hour occurring between 08:00-09:00 and 07:00-08:00 in March and July, respectively. There is a decrease in traffic flows during the inter-peak

period 10:00-16:00 and between 19:00-07:00 on a weekday. Traffic associated with London Resort will have its greatest impact on the A2 westbound during the interpeak when visitors are arriving the resort, the traffic will be accountable for approximately 5% of the total traffic.

The Saturday traffic flows in both March and July are forecast be above 5,000 each hour, in a westbound direction between 09:00-17:00. Overall, the peak westbound flow on a Saturday is approximately a 500 lower than a weekday peak hour flow. The Saturday peak hour occurs between 11:00-12:00 and traffic associated with the resort accounts for approximately 4% of the total flow.

EASTBOUND

The eastbound traffic flows on the A2 west of the Ebbsfleet junction are higher during the PM peak period compared to the rest of the day, this occurs in both March and July on a weekday. The peak hour occurs between 16:00-17:00 in March and July with development traffic accounting for just under 3% of the total flows. Traffic associated with London Resort will have its largest impact on the A2 eastbound during the evening period 18:00-23:00 when visitors are departing the resort, but background traffic is lower.

Similar to the westbound flows on a Saturday, the peak hour is lower than the peak weekday eastbound flows, there is a reduction in traffic flows of approximately 1,500 vehicle movements. The peak hour occurs between 13:00-14:00 in both March and July, with the development traffic accounting for about 12% of the overall traffic flow.

TWO-WAY

East of the Ebbsfleet Junction on the A2 shows a similar pattern to the west of Ebbsfleet junction with the morning peaks 07:00-08:00 and 08:00-09:00 having a similar hourly two-way flow. The Transport Assessment assessed the 08:00-09:00 peak period, even though the baseline flows are marginally lower than compared to the 07:00-08:00 period, the impact of the development traffic is higher within the 08:00-09:00 period. Again, forecast development flows during this AM peak hours are low.

With regards to the evening peak, as with the western side of the Ebbsfleet Junction, the forecast flows are higher during the 16:00-17:00 hour than the traditional PM peak on a weekday in March and July. The two-way flows are at least 200 higher than in the traditional PM peak of 17:00-18:00 once the development traffic is included. This assessment further supports the need for a sensitivity assessment along the A2 corridor between 16:00-17:00.

As with the assessment for west of the Ebbsfleet Junction, the 11:00-12:00 hour is identified as the peak on Saturday flows. As also with the west of Ebbsfleet assessment, this traffic flow is less than assessed during the 17:00-18:00 time period within the Transport Assessment supporting the conclusion that a weekend assessment is not required.

Technical Note – Assessment Periods

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A1089 Corridor (Figure 6 and 7)

Figures 6 and 7 of Appendix A set out the average traffic flows from 07:00-24:00 for both March and July along the A1089 during the week. **Figure 6** presents the March 2019 flows broken down to Northbound, Eastbound and Two-way and **Figure 7** presents the July 2019 traffic flows which is broken down in a similar way.

NORTHBOUND

Analysing traffic flows north of river on the A1089 south of the A13, the baseline traffic flows are low for a two lane in each direction dual carriageway. The peak hour traffic flows occur during the PM peak period and coincides with the traditional PM peak hour of 17:00-18:00 when there is flow of approximately 1,700. It is forecast that the development will account for about 16% of the traffic on the A1089 during this period.

The Saturday assessment forecasts in both March and July, that the baseline traffic flows northbound are approximately 900 lower per hour across the day compared to the weekday traffic. The peak hour on Saturday heading northbound is forecast to be between 17:00-18:00 in both March and July, the development from London Resort will account for about a quarter of the traffic on the A1089.

SOUTHBOUND

The southbound traffic on the A1089 heading towards the visitor car park at Tilbury remains a similar level throughout the day between 07:00-19:00. The flows remain between 1,000-1,400 with little fluctuation. The peak hour flow southbound in March is forecast to be between 07:00-08:00 to which none of the traffic will be associated with London Resort. While it is forecast in July the peak hour southbound will occur between 13:00-14:00 with the development equating to about a quarter of the traffic flows. However, when looking at the flows in more detail, the traffic between 13:00-14:00 are similar again to the 07:00-08:00 when there are no development trips on the A1089. It is therefore considered that the peak hours assessed within the Transport Assessment are considered robust.

The Saturday flows southbound on the A1089 are lower than those on a weekday throughout the day. The peak hour on Saturday heading southbound is forecast to be between 12:00-13:00 in March and 11:00-12:00 in July.

TWO-WAY

Figures 6 and 7 of Appendix A present that the assessment periods undertaken in the TA for north of the River on the A1089 coincide with the peak traffic flows between 08:00-09:00 and 17:00-18:00 on a weekday. The baseline traffic with the addition of the 2038 development forecasts a maximum two-way flow of 2,959 between 17:00-18:00 on a weekday in March, while on a weekday in July the peak two-way flow is 2,918 between 17:00-18:00. In the AM period the difference in peak two-way flow on the A1089 is marginal between the 07:00-08:00 and 08:00-09:00 time periods in either March or July. As no development traffic is forecast between 07:00-08:00, the assessment period of 08:00-09:00 is appropriate to assess the impact of

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the development. No other time periods during the weekday exceed the 17:00-18:00 traffic flows assessed within the Transport Assessment.

The traffic flows forecast on the A1089 on a Saturday in July are significantly lower than the peak weekday traffic flows. As such no assessment on the weekend is required along the A1089 and it is considered that the peak hour assessments within the Transport Assessment are the most appropriate periods and no further assessment is required along this corridor.

A13 Corridor (West of the A1089) (Figure 8 and 9)

The traffic flows for the A282/ M25 corridor north of the A2 is presented in Appendix A on **Figures 8 and 9**. **Figure 8** presents the March 2019 flows broken down to Westbound, Eastbound and Two-way and **Figure 9** presents the July 2019 traffic flows which is broken down in a similar way.

WESTBOUND

The westbound traffic on the A13 west of the A1089, is significantly higher in the AM peak period compared to the PM peak period on a weekday. The peak hour is forecast to occur between 06:00-07:00, it is worth noting that the traffic associated with London Resort will have no impact on the A13 during the network peak hour.

The Saturday traffic flows forecast that in both March and July that the traffic flows are significantly lower than the weekday westbound flows approximately 1,000 movements less. The Saturday peak hour flow is between 11:00-12:00 and the development accounts for approximately 1% of the total flow.

EASTBOUND

The eastbound traffic on the A13 west of the A1089 is opposite to the westbound movements with a significantly higher traffic flow in the PM peak period. This indicates that the A13 is a tidal road in terms of baseline traffic flow. The peak hour traffic on a weekday eastbound is forecast to occur between 17:00-18:00 in both March and July with the development traffic associated with the resort forecast to account for less than 1% of the total flow.

The Saturday peak hour traffic flows eastbound on the A13 is at least 1,500 vehicles lower than that during weekday. The peak hour on Saturday heading eastbound is forecast to be between 13:00-14:00 in both March and July.

TWO-WAY

Presented in Appendix A on **Figures 8 and 9** set out the average traffic flows from 07:00-24:00 for both March and July along the A13 west of the A1089 during the week and on Saturday. Outlined within the introduction is that the baseline traffic data is from 2019, however regarding the WebTRIS data available on

the A13 Corridor eastbound, there is no data from 2015 onwards. Therefore, the available traffic data from 2014 has been growth to 2019 via TEMPRO to provide the baseline flows for this section of the SRN.

The results in Figures 8 and 9 show that the assessment periods undertaken in the TA for north of the River on the A13 coincide with the PM peak traffic flows 17:00-18:00 on a weekday. The traditional AM peak assessed in the TA has approximately 400 vehicles less on the A13 than in the preceding 07:00-08:00 hour. The assessment undertaken in the TA for the AM peak is appropriate as no development traffic is forecast on the A13 between 07:00-08:00. It is worth noting that the forecast traffic flows in the PM peak are significantly higher than those in the AM peak.

The traffic flows forecast on the A13 on a Saturday in July are significantly lower than the peak weekday traffic flows. As such no assessment on the weekend is considered to be required along the A1089.

When looking at the traffic flows on the A13 in detail it can be seen that on the directional movements, the London Resort has a negligible impact, with the majority of trips occurring during low traffic periods. In the morning peak, the highest flows are prior to the London Resort traffic entering the network and in the evening peak period, eastbound movement the London Resort has less than 1% impact. On this evidence it is considered that London Resort would have a negligible impact upon the A13 corridor, and no further assessment is required.

M25 Corridor (South of the A2) (Figure 10 and 11)

Figures 10 and 11 of Appendix A set out the average traffic flows from 07:00-24:00 for both March and July along the A1089 during the week and on Saturday. **Figure 10** presents the March 2019 flows broken down to Northbound, Eastbound and Two-way and **Figure 11** presents the July 2019 traffic flows which is broken down in a similar way.

WESTBOUND

The westbound traffic on the M25 south of the A2, is higher in the AM peak period compared to the PM peak period on a weekday. The peak hour is forecast to occur between 06:00-07:00, it is worth noting that the traffic associated with London Resort will have no impact on the M25 during the peak hour. There is a significant decrease in baseline traffic flows between 19:00-07:00 on a weekday. Traffic associated with London Resort will have its largest impact on the M25 westbound during the evening when visitors are leaving the resort between 18:00-23:00 although combined this is still lower than the morning peak hour traffic flows.

The Saturday in both March and July forecast that the traffic flows will be above 3,000 each hour in a westbound direction between 08:00-19:00, but the peak westbound flow on a Saturday is approximately a 750 lower than a weekday peak hour flow.

Technical Note – Assessment Periods

DATE:	14 May 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	London Resort - Assessment Periods		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

EASTBOUND

The eastbound traffic on the M25 south of the A2, is higher in the AM peak period compared to the PM peak period on a weekday. The peak hour is forecast to occur between 07:00-08:00, it is worth noting that the traffic associated with London Resort will have minimal impact on the 07:00-08:00 time period (a total of 6 vehicles). The traffic from The London Resort will have its largest impact on the A2 eastbound during the inter-peak period when visitors are arriving the resort, again when background traffic is at a much lower level.

The Saturday eastbound peak hour traffic flows are higher than the peak weekday traffic flow in both March and July. The peak flow is forecast to be over 5,000 vehicles per hour with the traffic associated with London Resort forecast to account for approximately 10-12% of the overall traffic flow.

TWO-WAY

The traffic flows presented in Figures **10 and 11** for the M25 south of the A2, reflect a similar traffic flow profile to the A2. The AM peak traffic flows occur during the 07:00-08:00 hour in both March and July. The assessed period of 08:00-09:00 in the Transport Assessment shows there is an approximate 1,000 vehicle decrease compared to the 0700-0800 hour. Traffic associated with the London Resort in the AM period is minimal; intuitively this is sound given the opening hours of the Resort are well after the morning peak hours. It is therefore considered that the development in the AM peak will have no material impact on the M25 between Junction 2 and 3.

During the PM peak period, the two-way traffic flows remain at a similar level around 8,000-8,500 in March and July between 15:00-18:00. The peak hour itself occurs between 16:00-17:00 which has approximately 200-300 two-way vehicles movements more than during the traditional PM peak of 17:00-18:00. This assessment further supports the need for a sensitivity assessment along the A2/ M25/ A282 corridor in the PM peak of 16:00-17:00.

The traffic flows forecast on the M25 for a Saturday in July, are higher than the peak weekday traffic flows assessed as part of the Transport Assessment, however given the highway context, it is not considered that the increases are significant to the degree that further assessment is warranted.

A282 Corridor (North of the A2) (Figure 12 and 13)

The traffic flows for the A282/ M25 corridor north of the A2 is presented in Appendix A on **Figures 12 and 13**. **Figure 12** presents the March 2019 flows broken down to Westbound, Eastbound and Two-way and **Figure 13** presents the July 2019 traffic flows which is broken down in a similar way.

At the outset it is important to note that this assessment is based upon the distribution contained within the Transport Assessment that considers a fixed origin of visitors but also looks to maximise use of car parks for a robust assessment. In order to achieve this, some trips from the north to access the Kent car park to 'theoretically' fill out the spaces. The resultant outputs from the Travel Demand Management and ticketing

strategy would look to make use of car parks both north and south of the river to manage where visitors park to reduce significantly the impacts upon this corridor.

NORTHBOUND

The northbound traffic on the A282 north of the A2, is higher in the AM peak period compared to the PM peak period on a weekday. The peak hour is forecast to occur between 07:00-08:00, it is worth noting that the traffic associated with London Resort will have minimal impact on the 07:00-08:00 time period (circa 5 vehicles). Traffic associated with London Resort will have its largest impact on the A282 northbound during the evening period when visitors are departing the resort between 18:00-23:00 and the background traffic flows are significantly lower.

The Saturday assessment forecasts in both March and July that the traffic flows will be above 3,000 vehicles each hour in a northbound direction between 09:00-19:00, but the peak northbound flow on a Saturday is approximately a 1,000 lower than a weekday peak hour flow. The peak northbound hourly flow occurs between 11:00-12:00 in March and 10:00-11:00 in July.

SOUTHBOUND

The southbound traffic flows on the A282 north of the A2, are higher during the PM peak period compared to the rest of the day, this occurs in both March and July on a weekday. The peak hour occurs between 16:00-17:00 in March and July with development traffic accounting for about 2.5% of the total flows. Traffic associated with London Resort will have its largest impact on the A282 southbound during the inter-peak period when visitors are arriving the resort.

Similar to the northbound flows on a Saturday, the peak hour is lower than the peak weekday southbound flows, there is a reduction in traffic flows of approximately 200-300 vehicle movements. The peak hour occurs between 11:00-12:00 in both March and July, with the development traffic accounting for about 3.5% of the overall traffic flows.

TWO-WAY

The traffic flows presented in **Figures 12 and 13** for the A282 north of the A2, reflect a similar traffic flow profile to the A2 and the M25. The AM peak traffic flows occur during the 07:00-08:00 hour in both March and July. In comparison to the assessed period of 08:00-09:00 within the Transport Assessment there is approximately 1,000 vehicles less than the 0700-0800 hour. Traffic associated with the London Resort in the AM period is minimal given the opening for off-site visitors is after 10:00. It is therefore considered that the development in the AM peak will have no material impact on the M25 between Junction 2 and 3.

With regards to the PM peak period, Figures 11 and 12 presents the peak hour occurs between 16:00-17:00 on a weekday in March and July, the two-way flows are approximately 100-300 higher than in the traditional PM peak of 17:00-18:00 following the addition of development traffic. This assessment further supports the need for a sensitivity assessment along the A2/ M25/ A282 corridor in the PM period.

Technical Note – Assessment Periods

DATE:	14 May 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	London Resort - Assessment Periods		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

The traffic flows forecast on the A282 on a Saturday in July are lower than the peak weekday traffic flows assessed as part of the Transport Assessment. Therefore, it is considered no further assessment is warranted.

DRAFT

Technical Note – Assessment Periods

DATE:	14 May 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	London Resort - Assessment Periods		
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LOCAL ROAD NETWORK

This section of the Technical Note will focus on the Local Road Network (LRN) to understand whether the assessments within the Transport Assessment are appropriate. This is notable in relation to the Ebbsfleet access junction and the VISSIM modelling on the LRN.

To inform this assessment, WSP have reviewed Automatic Traffic Counts (ATC) and Manual Classified Counts (MCC) undertaken during 2017 and 2014 respectively. This is the most appropriate and recently available data to WSP due to the current Covid restrictions which makes further traffic surveys unrepresentative. The sites assessed are as follows;

- Site 1 – A226 Galley Hill Road – Table 1;
- Site 2 – A206 Crossways Blvd – Table 2;
- Site 3 – A226 London Road (West of B255) – Table 3;
- Site 4 – B255 (South of A226) – Table 4;
- Site 5 – A2260 Ebbsfleet Gateway – Table 5;
- Site 6 – B262 Springhead Road – Table 6;
- Site 23 – Ebbsfleet Junction Western Roundabout – Table 7 and Table 8

DRAFT

Technical Note – Assessment Periods

DATE:	14 May 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	London Resort - Assessment Periods		
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Table 1 – Site 1 – A226 Galley Hill Road Traffic Flows, Tuesday 18th April 2017 – Friday 12th May 2017 – Excluding weekends and bank holidays. Weekday ATC

Site 1	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	340	498	372	341	360	372	383	444	495	537	589	478	323	245	208	165	92
Westbound	578	573	451	380	415	437	464	455	480	500	521	387	297	232	216	145	96
Two-Way	918	1,071	823	721	774	809	847	899	975	1,036	1,110	865	620	477	424	310	188

Table 2 – Site 2 – A206 Crossways Blvd Traffic Flows, Tuesday 18th April 2017 – Friday 12th May 2017 – Excluding weekends and bank holidays. Weekday ATC

Site 2	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	403	412	461	515	536	764	688	636	597	830	1,049	707	462	301	226	211	106
Westbound	923	1,195	573	455	478	686	867	652	583	537	519	460	400	347	377	214	146
Two-Way	1,324	1,607	1,033	970	1,014	1,450	1,555	1,288	1,181	1,367	1,568	1,167	862	647	603	425	252

Table 3 – Site 3 – A226 London Road (West of B255) Traffic Flows, Tuesday 18th April 2017 – Friday 12th May 2017 – Excluding weekends and bank holidays. Weekday ATC

Site 3	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	342	529	492	483	491	502	485	522	650	712	807	659	513	376	283	180	94
Westbound	591	672	456	435	500	516	540	638	619	646	631	579	476	394	329	194	100
Two-Way	934	1,202	948	918	991	1,018	1,025	1,159	1,269	1,358	1,441	1,237	989	770	612	373	190

DRAFT

Technical Note – Assessment Periods

DATE:	14 May 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	London Resort - Assessment Periods		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
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Table 4– Site 4 – B255 (South of A226) Traffic Flows, Tuesday 18th April 2017 – Friday 12th May 2017 – Excluding weekends and bank holidays. Weekday ATC

Site 4	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Northbound	768	1,050	676	599	700	824	926	894	956	1,012	1,013	942	776	706	637	359	181
Southbound	721	756	740	791	794	862	808	782	765	969	1,169	951	705	464	353	265	154
Two-Way	1,489	1,806	1,417	1,390	1,494	1,685	1,733	1,677	1,721	1,981	2,183	1,892	1,481	1,170	989	624	335

Table 5– Site 5 – A2260 Ebbsfleet Gateway Traffic Flows, Tuesday 18th April 2017 – Friday 12th May 2017 – Excluding weekends and bank holidays. Weekday ATC

Site 5	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Northbound	439	458	407	350	329	350	320	324	338	323	299	275	184	121	100	109	105
Southbound	730	621	454	423	441	493	522	586	643	788	975	776	489	286	225	231	190
Two-Way	1,168	1,079	861	773	770	843	842	909	981	1,111	1,274	1,052	673	407	326	339	294

Table 6 – Site 6 – B262 Springhead Road Traffic Flows, Tuesday 18th April 2017 – Friday 12th May 2017 – Excluding weekends and bank holidays. Weekday ATC

Site 6	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Northbound	729	1,013	839	647	653	663	709	689	787	821	782	730	483	320	211	140	79
Southbound	552	635	472	513	546	590	572	608	672	730	770	595	424	319	224	164	99

DRAFT

Technical Note – Assessment Periods

DATE:	14 May 2021	**CONFIDENTIALITY:**	Confidential
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Two-Way	1,281	1,648	1,312	1,159	1,199	1,252	1,281	1,297	1,459	1,550	1,552	1,325	907	639	435	304	178

The tables above present the traffic flows at six locations in the vicinity of the London Resort. The traffic flows highlight that on the local highway network the peak two-way traffic flows correspond with the traditional AM and PM peak periods of 08:00-09:00 and 17:00-18:00 respectively. The only site which does not correspond to the traditional AM peak is Site 5, the peak two-way flows occurs is 07:00-08:00 instead of 08:00-09:00 which would not be impacted by the London Resort.

Ebbsfleet Junction Western Roundabout Turning Counts

Table 7 presents the total vehicles on each of the approaches at the western Ebbsfleet Roundabout from October 2014 between 06:00 and 22:00. Table 26 presents the total vehicles as well as the forecast development traffic associated with the London Resort.

Table 7 – Site 23 - (Ebbsfleet Junction Western Roundabout) Traffic Flows around Roundabout, Monday 20th October 2014, MCC

Site 23	06:00-07:00	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	Total
Arm A – B259	385	639	719	463	372	417	438	491	552	672	838	1,100	806	493	259	216	8,860
Arm B – A2260	202	331	355	283	247	253	257	251	284	310	286	326	236	178	122	130	4,051
Arm C – A2 Watling Road	263	403	557	357	233	203	197	192	219	236	251	266	200	139	81	62	3,859
Arm D – Access	0	3	2	5	3	5	3	4	5	7	3	5	1	3	2	4	55
Total	850	1,376	1,633	1,108	855	878	895	938	1,060	1,225	1,378	1,697	1,243	813	464	412	16,825

DRAFT

Technical Note – Assessment Periods

DATE:	14 May 2021	**CONFIDENTIALITY:**	Confidential
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Table 8 – Site 23 - (Ebbsfleet Junction Western Roundabout) Traffic Flows around Roundabout, Monday 20th October 2014, MCC (with Development Traffic)

Site 23	06:00-07:00	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	Total
Arm A – B259	385	639	719	463	372	417	438	491	552	672	838	1,100	806	493	259	216	8,860
Arm B – A2260	202	357	376	352	343	392	413	469	555	590	1,079	1,118	1,065	1,138	947	1,265	10,660
Arm C – A2 Watling Road	263	435	603	492	459	433	434	414	403	408	405	360	370	224	91	70	5,866
Arm D – Access	0	3	2	5	3	5	3	4	5	7	3	5	1	3	2	4	55
Total	850	1,434	1,700	1,312	1,177	1,247	1,288	1,378	1,515	1,677	2,325	2,583	2,242	1,858	1,299	1,555	25,441

The traffic surveys above further highlight that the LRN peak hours are between 08:00-09:00 in the morning and 17:00-18:00 in the evening peak hours. The addition of development traffic only has a significant effect on Arms B and C.

DRAFT

Technical Note – Assessment Periods

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SUMMARY

This Technical Note has been prepared to review the relevant background traffic flow information available in the locality of the proposed London Resort to determine whether any additional sensitivity assessments are required in addition to the traditional peak periods which were assessed in the Transport Assessment.

The assessment on the Strategic Road Network (SRN) has shown that north of the river on the A1089 and A13, the peak periods assessed within the TA are appropriate and no other time periods are required. The A13 forecasts higher traffic flows on the 07:00-08:00 hour instead of the 08:00-09:00 but as no development traffic is forecast within that hour period, an assessment is not warranted. In addition, the Saturday traffic flows are significantly lower than those assessed during the weekday assessments within the TA.

South of the River, on the SRN the A2/ M25/ A282 have been reviewed. The assessment has highlighted the need for an assessment of the 16:00-17:00 period, in additional to the traditional PM peak of 17:00-18:00 which has been included in the Transport Assessment. This is partly due to the operating period assessed in this Technical Note being based on the peak season operation where the peak two-way movements occur between 16:00-17:00. During the medium/ low season operating period the peak period is forecast to occur between 17:00-18:00. The assessment has also shown that no period during the weekend exceeds the traffic flows assessed within the TA on the A2 or A282. Whilst this is not the case on the M25 between Junction 2 and 3 where the forecast traffic flows on a Saturday are higher between 11:00-12:00 than what was assessed in the Transport Assessment. As the impact of the development is greater on the A2, it has therefore considered that there is no requirement for an additional weekend test.

In addition to the SRN, WSP have reviewed available data on the Local Road Network (LRN) within the vicinity of the London Resort. This has shown a more defined peak period on the local road network of 08:00-09:00 and 17:00-18:00 as assessed within the TA. The Ebbsfleet proposed access junction has been reviewed in more detail, the results show that the 17:00-18:00 time period is the peak hour period throughout the day. It is therefore considered that no additional assessment is required on any local road network including Ebbsfleet access Junction.

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A2 (West of the Ebbsfleet Junction) March 2019

A2 Westbound March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	469	346	396	563	1625	5880	6608	6855	6510	5963	5036	4622	4530	4377	4224	4692	5338	5158	4373	3100	2023	1692	1315	836	86530	6855
Development								26	21	69	96	139	156	218	271	280	793	792	829	960	825	1135	1223	84	7916	1223
Total	469	346	396	563	1625	5880	6608	6880	6531	6032	5132	4761	4685	4595	4495	4973	6131	5950	5202	4060	2848	2827	2538	919	94445	6880

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	681	530	450	451	836	1981	2925	3460	4451	5211	5523	5760	5781	5547	5049	4827	4893	5075	4193	3253	2170	1716	1519	1272	77555	5781
Development								25	20	72	108	151	164	258	329	350	847	824	877	1116	1021	1484	1368	92	9105	1484
Total	681	530	450	451	836	1981	2925	3485	4471	5283	5631	5911	5946	5805	5378	5176	5740	5899	5070	4369	3191	3199	2887	1364	86660	5946

A2 Eastbound March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	779	532	452	515	801	1491	3275	4753	4704	3870	3737	4126	4572	5090	5940	6729	7221	7013	6237	4718	3475	2971	2123	1335	86458	7221
Development								46	66	529	1068	1016	1009	1104	879	808	683	256	364	162	24	12	56	25	8106	1104
Total	779	532	452	515	801	1491	3275	4799	4770	4399	4805	5142	5581	6194	6819	7536	7904	7269	6601	4879	3499	2983	2179	1360	94564	7904

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1203	845	614	548	635	960	1609	2225	2881	3666	4469	5085	5505	5474	5355	5252	5315	5372	4950	4188	3440	3090	2293	1778	76753	5505
Development								45	68	540	1128	1109	1102	1165	912	846	736	341	542	330	95	96	76	25	9157	1165
Total	1203	845	614	548	635	960	1609	2270	2949	4205	5598	6194	6607	6640	6267	6098	6051	5713	5492	4518	3535	3186	2369	1803	85910	6640

A2 Two-Way March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1248	879	849	1077	2425	7371	9883	11608	11214	9833	8773	8748	9102	9467	10164	11421	12558	12172	10610	7818	5498	4663	3438	2171	172988	12558
Development	0	0	0	0	0	0	0	72	87	598	1163	1155	1165	1322	1151	1088	1476	1047	1193	1122	849	1147	1278	108	16021	1476
Total	1248	879	849	1077	2425	7371	9883	11679	11300	10431	9937	9903	10267	10789	11314	12509	14034	13219	11803	8939	6347	5810	4717	2279	189009	14034
								0.61%	0.77%																	

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1885	1375	1064	999	1472	2941	4534	5685	7333	8876	9993	10845	11287	11021	10404	10079	10208	10447	9143	7441	5610	4806	3812	3050	154308	11287
Development	0	0	0	0	0	0	0	70	87	612	1237	1260	1266	1424	1241	1196	1583	1165	1419	1445	1116	1580	1444	117	18262	1583
Total	1885	1375	1064	999	1472	2941	4534	5755	7420	9488	11229	12105	12553	12444	11645	11274	11791	11612	10562	8886	6726	6385	5256	3167	172570	12553

Figure 1

A2 (West of the Ebbsfleet Junction) July 2019

A2 Westbound July 2019 [redacted]

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	599	462	510	663	1615	5846	6870	7116	6766	5948	5257	4939	4729	4629	4596	4802	5266	5265	4570	3520	2611	2111	1634	1082	91406	7116
Development								26	21	69	96	139	156	218	271	280	793	792	829	960	825	1135	1223	84	7916	1223
Total	599	462	510	663	1615	5846	6870	7142	6787	6017	5352	5078	4884	4847	4868	5082	6059	6057	5399	4480	3436	3246	2857	1166	99322	7142

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	841	623	534	573	905	2074	2892	3437	4302	5030	5659	5779	5562	5293	4928	4752	4871	4904	4598	3589	2664	2206	1985	1593	79590	5779
Development								25	20	72	108	151	164	258	329	350	847	824	877	1116	1021	1484	1368	92	9105	1484
Total	841	623	534	573	905	2074	2892	3463	4322	5102	5767	5929	5726	5551	5257	5101	5718	5728	5475	4704	3685	3690	3353	1685	88694	5929

A2 Eastbound July 2019 [redacted]

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1031	761	618	680	981	1663	3307	4606	4531	3957	4121	4457	4704	5094	5939	6594	7106	7106	6252	4843	3824	3076	2232	1471	88953	7106
Development								46	66	529	1068	1016	1009	1104	879	808	683	256	364	162	24	12	56	25	8106	1104
Total	1031	761	618	680	981	1663	3307	4652	4597	4486	5189	5473	5714	6198	6818	7402	7789	7361	6616	5005	3848	3088	2288	1496	97059	7789

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1362	1151	835	784	838	1207	1865	2461	3148	3960	4791	5460	5664	5603	5659	5515	5450	5490	5048	4359	3636	3257	2718	2085	82343	5664
Development								45	68	540	1128	1109	1102	1165	912	846	736	341	542	330	95	96	76	25	9157	1165
Total	1362	1151	835	784	838	1207	1865	2506	3216	4500	5919	6569	6765	6768	6572	6361	6186	5831	5590	4689	3730	3353	2794	2111	91500	6768

A2 Two-Way July 2019 [redacted]

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1630	1223	1128	1343	2595	7508	10178	11722	11297	9906	9378	9397	9433	9723	10535	11396	12372	12371	10822	8363	6435	5187	3866	2554	180359	12372
Development	0	0	0	0	0	0	0	72	87	598	1163	1155	1165	1322	1151	1088	1476	1047	1193	1122	849	1147	1278	108	16021	1476
Total	1630	1223	1128	1343	2595	7508	10178	11794	11384	10503	10541	10552	10598	11044	11685	12484	13848	13418	12015	9485	7284	6334	5145	2662	196380	13848
								0.61%	0.76%																	

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	2203	1774	1368	1357	1742	3281	4757	5898	7450	8990	10449	11239	11226	10895	10588	10267	10321	10394	9646	7948	6299	5463	4703	3678	161933	11239
Development	0	0	0	0	0	0	0	70	87	612	1237	1260	1266	1424	1241	1196	1583	1165	1419	1445	1116	1580	1444	117	18262	1583
Total	2203	1774	1368	1357	1742	3281	4757	5968	7537	9601	11686	12498	12492	12319	11829	11462	11904	11559	11065	9393	7415	7043	6147	3795	180194	12498

Figure 2

A2 (East of the Ebbsfleet Junction) March 2019

A2 Westbound March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	454	334	385	540	1611	5953	6155	6407	6453	5998	4986	4571	4448	4324	4113	4584	5259	5070	4275	3001	1972	1649	1262	801	84602	6453
Development								32	46	135	226	230	237	222	184	172	154	94	170	85	10	8	13	17	2036	237
Total	454	334	385	540	1611	5953	6155	6439	6499	6133	5212	4802	4684	4546	4297	4756	5414	5164	4444	3086	1982	1658	1275	818	86639	6499

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	635	482	432	436	815	1950	2864	3397	4405	5237	5565	5851	5812	5613	5067	4820	4851	4927	4063	3150	2063	1658	1490	1262	76847	5851
Development								31	47	130	221	231	235	218	180	170	156	106	193	113	25	26	18	17	2117	235
Total	635	482	432	436	815	1950	2864	3428	4452	5367	5786	6082	6048	5831	5247	4989	5007	5033	4256	3262	2087	1685	1508	1279	78964	6082

A2 Eastbound March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	694	463	398	454	680	1256	2873	3992	3920	3235	3167	3459	3868	4360	5149	5974	6537	6316	5575	4087	2963	2559	1832	1198	75011	6537
Development								13	5	14	20	27	30	45	82	117	191	163	182	220	205	317	326	56	2013	326
Total	694	463	398	454	680	1256	2873	4005	3925	3249	3187	3487	3898	4405	5231	6091	6728	6479	5757	4307	3168	2876	2159	1254	77024	6728

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1040	690	518	477	550	840	1412	1871	2461	3173	3892	4402	4726	4672	4569	4487	4690	4887	4319	3739	3032	2669	1985	1580	66679	4887
Development								13	5	15	22	30	32	52	90	127	190	158	179	235	225	355	329	56	2114	355
Total	1040	690	518	477	550	840	1412	1885	2465	3188	3915	4431	4757	4725	4659	4614	4880	5045	4498	3974	3257	3024	2314	1635	68793	5045

A2 Two-Way March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1148	797	783	994	2291	7209	9028	10399	10373	9233	8153	8031	8315	8683	9262	10558	11796	11385	9849	7088	4935	4208	3094	1999	159614	11796
Development	0	0	0	0	0	0	0	45	51	149	246	257	266	267	266	289	345	258	352	305	215	325	339	73	4049	352
Total	1148	797	783	994	2291	7209	9028	10444	10424	9382	8399	8288	8582	8951	9528	10846	12141	11643	10201	7393	5150	4533	3434	2072	163663	12141
								0.43%	0.49%																	

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1676	1172	950	913	1365	2791	4276	5268	6866	8410	9457	10253	10538	10285	9636	9306	9541	9814	8382	6889	5095	4327	3475	2842	143527	10538
Development	0	0	0	0	0	0	0	44	52	144	244	260	267	271	270	297	346	264	373	348	250	381	347	72	4230	381
Total	1676	1172	950	913	1365	2791	4276	5313	6918	8555	9701	10513	10805	10556	9906	9603	9887	10078	8755	7237	5345	4708	3822	2914	147757	10805

Figure 3

A2 (East of the Ebbsfleet Junction) July 2019

A2 Westbound July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	579	442	495	637	1624	5956	6525	6841	6735	5964	5212	4895	4697	4564	4499	4726	5174	5143	4472	3416	2555	2049	1582	1048	89829	6841
Development								32	46	135	226	230	237	222	184	172	154	94	170	85	10	8	13	17	2036	237
Total	579	442	495	637	1624	5956	6525	6873	6781	6099	5438	5125	4933	4786	4683	4898	5329	5237	4642	3500	2565	2057	1595	1064	91865	6873

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	797	596	514	543	886	2023	2844	3347	4244	4965	5645	5789	5518	5267	4865	4693	4847	4804	4543	3490	2603	2141	1976	1553	78488	5789
Development								31	47	130	221	231	235	218	180	170	156	106	193	113	25	26	18	17	2117	235
Total	797	596	514	543	886	2023	2844	3378	4291	5095	5866	6019	5753	5485	5045	4863	5003	4910	4736	3602	2627	2167	1994	1569	80604	6019

A2 Eastbound July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	908	676	557	614	842	1401	2912	3895	3797	3336	3537	3795	4011	4379	5151	5848	6484	6364	5482	4213	3227	2420	1769	1253	76871	6484
Development								13	5	14	20	27	30	45	82	117	191	163	182	220	205	317	326	56	2013	326
Total	908	676	557	614	842	1401	2912	3908	3802	3350	3557	3822	4041	4425	5233	5965	6675	6527	5664	4433	3432	2736	2096	1309	78884	6675

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1139	1014	740	699	730	1066	1643	2145	2719	3466	4198	4763	4958	4924	4941	4751	4723	4800	4355	3742	3098	2795	2331	1812	71551	4958
Development								13	5	15	22	30	32	52	90	127	190	158	179	235	225	355	329	56	2114	355
Total	1139	1014	740	699	730	1066	1643	2158	2723	3481	4220	4792	4990	4976	5031	4879	4913	4958	4534	3977	3323	3150	2661	1867	73665	5031

A2 Two-Way July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1487	1118	1052	1251	2466	7358	9437	10735	10532	9300	8749	8689	8708	8944	9650	10575	11659	11506	9954	7628	5782	4468	3351	2301	166700	11659
Development	0	0	0	0	0	0	0	45	51	149	246	257	266	267	266	289	345	258	352	305	215	325	339	73	4049	352
Total	1487	1118	1052	1251	2466	7358	9437	10781	10583	9449	8995	8947	8975	9211	9916	10864	12004	11764	10306	7933	5996	4793	3691	2374	170749	12004
								0.42%	0.48%																	

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1936	1611	1254	1242	1616	3089	4486	5491	6962	8431	9843	10551	10476	10191	9806	9444	9570	9604	8898	7232	5701	4936	4308	3364	150038	10551
Development	0	0	0	0	0	0	0	44	52	144	244	260	267	271	270	297	346	264	373	348	250	381	347	72	4230	381
Total	1936	1611	1254	1242	1616	3089	4486	5536	7014	8575	10086	10811	10743	10462	10076	9741	9916	9868	9270	7579	5950	5317	4655	3436	154269	10811

Figure 4

A1089 (South of the A13) March 2019

A1089 Northbound March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	105	94	100	130	244	770	740	824	862	814	855	917	1002	1040	1102	1101	1318	1405	1254	665	450	388	276	178	16635	1405
Development									0	4	13	18	17	18	26	32	143	271	295	329	345	399	466	235	2611	466
Total	105	94	100	130	244	770	740	824	862	818	869	935	1019	1058	1128	1132	1461	1676	1550	993	795	788	742	413	19246	1676

16.18%

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	141	105	85	86	139	396	357	403	492	674	836	843	869	831	782	695	665	656	777	496	331	258	212	148	11277	869
Development									0	5	18	24	23	33	56	70	173	286	308	365	410	500	555	264	3090	555
Total	141	105	85	86	139	396	357	403	492	679	854	868	892	864	838	766	838	942	1085	862	741	758	767	412	14367	1085

A1089 Southbound March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	111	96	106	155	279	736	871	1372	1183	950	818	834	861	970	956	1005	1071	1232	1023	629	447	382	316	175	16578	1372
Development									91	293	392	365	366	331	262	225	123	51	44	13	1	11	11	0	2579	392
Total	111	96	106	155	279	736	871	1372	1273	1243	1210	1199	1227	1302	1218	1230	1195	1283	1068	642	449	393	327	175	19157	1372

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	169	117	102	118	138	309	371	515	461	527	568	641	683	691	630	567	614	655	620	421	367	298	262	201	10044	691
Development									92	304	416	397	392	345	272	239	159	137	150	76	34	32	15	0	3058	416
Total	169	117	102	118	138	309	371	515	553	831	984	1038	1074	1036	901	806	773	791	770	497	401	330	277	201	13102	1074

A1089 Two-Way March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	216	190	206	285	523	1506	1611	2196	2045	1763	1673	1752	1864	2010	2058	2106	2390	2636	2278	1293	898	770	592	353	33212	2636
Development	0	0	0	0	0	0	0	0	91	297	405	383	383	350	287	256	266	322	340	342	346	410	477	235	5190	477
Total	216	190	206	285	523	1506	1611	2196	2135	2061	2078	2135	2246	2360	2346	2362	2656	2959	2617	1635	1244	1180	1069	588	38403	2959

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	310	222	187	204	277	705	728	918	953	1201	1404	1484	1552	1522	1412	1263	1279	1310	1397	917	698	556	474	349	21321	1552
Development	0	0	0	0	0	0	0	0	92	309	434	421	415	378	327	309	332	423	458	441	444	532	570	264	6148	570
Total	310	222	187	204	277	705	728	918	1045	1510	1838	1905	1966	1901	1739	1572	1611	1733	1855	1358	1142	1087	1044	613	27469	1966

Figure 5

A1089 (South of the A13) July 2019

A1089 Northbound July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	116	92	93	120	231	700	758	723	849	819	849	913	996	1028	1057	1078	1336	1418	1276	712	478	411	278	182	16511	1418
Development									0	4	13	18	17	18	26	32	143	271	295	329	345	399	466	235	2611	466
Total	116	92	93	120	231	700	758	723	849	823	862	931	1013	1046	1083	1109	1479	1689	1572	1040	823	810	744	417	19122	1689

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	171	101	85	76	111	403	366	371	462	604	769	748	758	764	726	656	728	652	812	477	345	304	247	162	10896	812
Development									0	5	18	24	23	33	56	70	173	286	308	365	410	500	555	264	3090	555
Total	171	101	85	76	111	403	366	371	462	609	787	772	781	797	782	726	901	938	1120	843	755	803	802	425	13986	1120

A1089 Southbound July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	123	98	101	150	251	710	934	1279	1151	902	803	818	876	950	930	990	1053	1178	999	626	464	414	374	189	16364	1279
Development									91	293	392	365	366	331	262	225	123	51	44	13	1	11	11	0	2579	392
Total	123	98	101	150	251	710	934	1279	1241	1196	1195	1183	1242	1281	1192	1215	1176	1230	1043	639	465	424	385	189	18944	1281
														25.87%												

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	160	125	102	101	125	296	412	454	430	488	510	588	587	619	609	592	556	584	588	438	392	333	282	230	9597	619
Development									92	304	416	397	392	345	272	239	159	137	150	76	34	32	15	0	3058	416
Total	160	125	102	101	125	296	412	454	522	791	926	985	978	964	880	831	714	720	738	513	426	365	297	230	12655	985

A1089 Two-Way July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	238	190	194	270	482	1410	1693	2001	2000	1721	1652	1731	1872	1977	1988	2068	2389	2596	2275	1338	942	824	652	371	32875	2596
Development	0	0	0	0	0	0	0	0	91	297	405	383	383	350	287	256	266	322	340	342	346	410	477	235	5190	477
Total	238	190	194	270	482	1410	1693	2001	2090	2019	2057	2114	2255	2327	2275	2324	2655	2918	2615	1680	1288	1234	1129	606	38066	2918

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	330	226	187	177	236	699	778	825	892	1092	1280	1336	1345	1383	1335	1247	1283	1235	1400	915	737	637	529	391	20493	1400
Development	0	0	0	0	0	0	0	0	92	309	434	421	415	378	327	309	332	423	458	441	444	532	570	264	6148	570
Total	330	226	187	177	236	699	778	825	984	1401	1713	1757	1759	1761	1662	1557	1615	1658	1858	1356	1181	1168	1099	655	26641	1858

Figure 6

A13 (West of the A1089) March 2019

A13 Westbound March 2019 [redacted]

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	250	192	224	357	868	3104	3459	2998	2472	2095	1836	1691	1677	1759	1675	1788	2071	2208	1754	1211	848	726	560	429	36250	3459
Development									0	3	10	14	13	14	19	23	112	216	234	261	276	319	372	188	2072	372
Total	250	192	224	357	868	3104	3459	2998	2472	2098	1846	1705	1689	1773	1694	1810	2183	2424	1988	1472	1124	1045	932	617	38322	3459

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	345	248	221	274	399	1017	1328	1496	1542	1782	1965	2030	2009	1832	1579	1611	1538	1642	1542	1136	800	652	630	527	28148	2030
Development									0	4	13	18	17	25	43	55	138	231	248	294	332	404	449	214	2487	449
Total	345	248	221	274	399	1017	1328	1496	1542	1786	1978	2049	2027	1858	1622	1666	1677	1873	1790	1430	1131	1057	1080	740	30635	2049

A13 Eastbound March 2019* [redacted]

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	520	351	276	286	459	977	1732	2543	2579	1941	1855	1962	2195	2512	3079	3530	4264	4620	3781	2470	1610	1320	1329	812	47004	4620
Development									73	234	312	290	292	265	209	179	97	36	31	9	1	8	8	0	2044	312
Total	520	351	276	286	459	977	1732	2543	2652	2176	2167	2252	2487	2777	3288	3709	4361	4656	3812	2479	1611	1328	1337	812	49048	4656

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	747	538	415	373	434	656	984	1089	1360	1646	1970	2284	2617	2656	2587	2529	2571	2707	2553	1560	1176	1176	1119	1072	36818	2707
Development									75	246	336	321	317	280	220	193	127	106	117	59	26	24	12	0	2459	336
Total	747	538	415	373	434	656	984	1089	1435	1892	2306	2604	2934	2936	2808	2722	2698	2813	2670	1619	1202	1200	1130	1072	39277	2936

A13 Two-Way March 2019 [redacted]

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	770	543	500	643	1327	4081	5191	5541	5052	4036	3691	3653	3872	4271	4754	5318	6335	6828	5535	3681	2458	2046	1889	1241	83254	6828
Development	0	0	0	0	0	0	0	0	73	238	322	304	304	279	228	202	209	252	265	270	276	327	380	188	4145	380
Total	770	543	500	643	1327	4081	5191	5541	5125	4274	4013	3957	4177	4550	4982	5519	6543	7080	5800	3951	2735	2373	2269	1429	87399	7080
								0.00%	1.42%																	

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1092	785	636	648	834	1673	2312	2586	2903	3428	3934	4314	4626	4489	4166	4140	4110	4348	4095	2696	1976	1828	1749	1598	64965	4626
Development	0	0	0	0	0	0	0	0	75	250	350	339	335	305	263	248	265	337	365	353	357	428	461	214	4975	461
Total	1092	785	636	648	834	1673	2312	2586	2977	3679	4284	4653	4961	4794	4429	4388	4375	4686	4461	3049	2333	2257	2210	1812	69940	4961

Figure 7

A13 (West of the A1089) July 2019

A13 Westbound July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	252	185	214	338	822	2899	3411	2864	2368	1984	1832	1730	1669	1710	1650	1750	1992	2095	1738	1254	935	720	567	442	35420	3411
Development									0	3	10	14	13	14	19	23	112	216	234	261	276	319	372	188	2072	372
Total	252	185	214	338	822	2899	3411	2864	2368	1987	1842	1744	1682	1724	1669	1773	2104	2311	1973	1515	1210	1039	939	630	37493	3411

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	346	214	225	255	394	976	1300	1376	1428	1635	1833	1994	1872	1772	1540	1420	1448	1519	1423	1127	882	789	743	553	27062	1994
Development									0	4	13	18	17	25	43	55	138	231	248	294	332	404	449	214	2487	449
Total	346	214	225	255	394	976	1300	1376	1428	1639	1846	2012	1889	1798	1583	1475	1587	1749	1671	1421	1214	1193	1192	766	29549	2012

A13 Eastbound July 2019*

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	548	406	319	327	510	988	1747	2411	2448	1980	1921	2027	2255	2481	3041	3475	4123	4355	3744	2631	1793	1409	1268	835	47044	4355
Development									73	234	312	290	292	265	209	179	97	36	31	9	1	8	8	0	2044	312
Total	548	406	319	327	510	988	1747	2411	2521	2214	2233	2318	2547	2746	3250	3654	4220	4391	3775	2640	1794	1417	1276	835	49087	4391

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	750	603	452	389	448	677	980	1136	1348	1656	1927	2207	2586	2644	2565	2399	2449	2319	2217	1959	1541	1319	1261	1145	36977	2644
Development									75	246	336	321	317	280	220	193	127	106	117	59	26	24	12	0	2459	336
Total	750	603	452	389	448	677	980	1136	1423	1903	2263	2527	2903	2924	2786	2592	2576	2425	2334	2018	1567	1343	1272	1145	39436	2924

A13 Two-Way July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	800	591	533	666	1331	3886	5157	5275	4817	3964	3753	3757	3924	4191	4691	5225	6115	6450	5482	3884	2728	2129	1835	1278	82464	6450
Development	0	0	0	0	0	0	0	0	73	238	322	304	304	279	228	202	209	252	265	270	276	327	380	188	4087	380
Total	800	591	533	666	1331	3886	5157	5275	4890	4202	4075	4061	4229	4470	4919	5427	6324	6702	5748	4154	3004	2456	2216	1465	86551	6702

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1095	818	677	644	843	1653	2280	2512	2776	3291	3760	4200	4458	4416	4105	3819	3898	3837	3640	3086	2423	2108	2004	1697	64039	4458
Development	0	0	0	0	0	0	0	0	75	250	350	339	335	305	263	248	265	337	365	353	357	428	461	214	4918	461
Total	1095	818	677	644	843	1653	2280	2512	2851	3542	4109	4539	4793	4721	4368	4067	4163	4175	4005	3439	2780	2536	2465	1911	68957	4793

Figure 8

M25 (South of the A2) March 2019

M25 Eastbound March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	619	440	386	441	713	1970	3678	4852	4244	4083	3649	3503	3577	3595	3943	3990	3878	3875	3584	2946	2110	1519	1256	893	63746	4852
Development								6	10	283	613	570	556	634	495	450	367	83	87	33	7	2	19	3	4219	634
Total	619	440	386	441	713	1970	3678	4858	4254	4366	4262	4074	4133	4229	4438	4440	4245	3958	3671	2979	2118	1521	1276	896	67964	4858

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	750	490	398	387	520	867	1336	2066	2937	3623	4141	4473	4405	3978	3558	3859	3679	3947	3586	2712	2141	1617	1457	1160	58090	4473
Development								6	10	277	618	595	584	641	492	453	381	134	197	119	36	32	27	4	4605	641
Total	750	490	398	387	520	867	1336	2072	2947	3900	4759	5068	4989	4619	4051	4312	4059	4081	3784	2831	2177	1649	1484	1164	62694	5068
												11.74%														

M25 Westbound March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	474	351	337	483	1081	3449	5739	5404	4931	4086	3792	3521	3732	3895	4265	4522	4776	4719	3796	2767	2017	1606	1196	769	71706	5739
Development								7	10	32	42	65	74	103	111	91	422	455	467	556	470	620	650	15	4191	650
Total	474	351	337	483	1081	3449	5739	5411	4941	4118	3834	3586	3806	3998	4376	4613	5198	5173	4263	3323	2487	2226	1845	785	75897	5739
																						27.85%	35.21%			

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	594	446	422	518	786	1378	2365	2905	3427	4035	4563	4867	4926	4405	4141	4012	4077	4377	3750	2921	2220	1825	1357	1137	65452	4926
Development								7	10	33	46	69	77	123	145	130	433	451	469	595	536	754	697	22	4595	754
Total	594	446	422	518	786	1378	2365	2912	3437	4068	4608	4936	5003	4528	4286	4142	4510	4828	4219	3516	2756	2578	2053	1159	70048	5003

M25 Two-Way March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1093	790	723	924	1794	5418	9416	10256	9175	8169	7441	7024	7308	7490	8208	8512	8654	8594	7380	5714	4127	3125	2452	1662	135452	10256
Development	0	0	0	0	0	0	0	13	20	315	655	636	630	737	606	540	789	538	554	589	477	621	669	19	8438	789
Total	1093	790	723	924	1794	5418	9416	10269	9195	8484	8096	7660	7939	8228	8814	9053	9444	9131	7934	6303	4605	3747	3121	1681	143889	10269
								0.13%	0.22%								8.36%	5.89%								

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1344	936	820	905	1306	2246	3701	4971	6365	7658	8703	9340	9331	8383	7700	7871	7755	8324	7336	5633	4361	3442	2814	2297	123542	9340
Development	0	0	0	0	0	0	0	13	20	310	664	663	661	764	637	583	814	584	667	714	572	785	723	26	9210	814
Total	1344	936	820	905	1306	2246	3701	4984	6384	7968	9367	10003	9992	9147	8337	8454	8570	8909	8003	6347	4933	4227	3537	2323	132751	10003

Figure 9

M25 (South of the A2) July 2019

M25 Eastbound July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	690	541	474	532	814	2000	3623	4792	4257	4049	3912	3527	3359	3370	3434	3450	3183	3387	3664	3255	2579	1853	1386	970	63101	4792
Development								6	10	283	613	570	556	634	495	450	367	83	87	33	7	2	19	3	4219	634
Total	690	541	474	532	814	2000	3623	4798	4267	4332	4525	4097	3915	4004	3930	3899	3550	3470	3751	3288	2586	1855	1405	974	67319	4798

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	894	722	544	559	671	1009	1434	2124	2976	3926	4471	4216	3535	3452	3665	3360	3816	4086	4026	3234	2658	2251	2023	1639	61287	4471
Development								6	10	277	618	595	584	641	492	453	381	134	197	119	36	32	27	4	4605	641
Total	894	722	544	559	671	1009	1434	2129	2985	4203	5089	4810	4119	4093	4157	3812	4197	4220	4224	3353	2694	2282	2050	1643	65891	5089

M25 Westbound July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	571	434	447	616	1097	3479	5824	5814	5238	4600	4428	4298	4152	4143	4395	4638	4911	4740	3854	3113	2432	2011	1419	930	77585	5824
Development								7	10	32	42	65	74	103	111	91	422	455	467	556	470	620	650	15	4191	650
Total	571	434	447	616	1097	3479	5824	5821	5248	4632	4470	4363	4226	4247	4505	4729	5333	5195	4321	3669	2902	2631	2069	946	81775	5824
																						23.56%	31.40%			

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	820	598	540	680	886	1606	2557	3181	3770	4416	4792	5288	4983	4710	4587	4534	4371	4296	3807	3163	2447	2089	1696	1318	71133	5288
Development								7	10	33	46	69	77	123	145	130	433	451	469	595	536	754	697	22	4595	754
Total	820	598	540	680	886	1606	2557	3187	3780	4449	4838	5356	5060	4833	4731	4664	4805	4746	4276	3758	2983	2842	2393	1340	75728	5356

M25 Two-Way July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1261	974	921	1148	1911	5479	9447	10606	9495	8648	8340	7825	7511	7513	7829	8088	8094	8127	7518	6368	5010	3864	2805	1901	140685	10606
Development	0	0	0	0	0	0	0	13	20	315	655	636	630	737	606	540	789	538	554	589	477	621	669	19	8381	789
Total	1261	974	921	1148	1911	5479	9447	10619	9515	8964	8995	8460	8141	8250	8435	8628	8884	8665	8072	6957	5488	4486	3474	1920	149067	10619
								0.12%	0.21%								8.89%	6.20%								

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1713	1320	1085	1238	1557	2614	3991	5304	6746	8342	9263	9503	8518	8162	8251	7893	8187	8381	7833	6397	5105	4339	3719	2957	132419	9503
Development	0	0	0	0	0	0	0	13	20	310	664	663	661	764	637	583	814	584	667	714	572	785	723	26	9191	814
Total	1713	1320	1085	1238	1557	2614	3991	5317	6765	8652	9927	10166	9179	8926	8888	8476	9001	8966	8500	7110	5677	5125	4443	2983	141610	10166

Figure 10

A282 (North of the A2) March 2019

A282 Northbound March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	800	604	608	746	1347	3797	5207	5549	5169	4702	4248	4129	4154	4347	4485	4413	4788	4569	3947	3085	2123	1611	1407	1084	75836	5549
Development								5	9	24	26	45	53	72	69	49	170	173	175	210	148	172	197	4	1602	210
Total	800	604	608	746	1347	3797	5207	5554	5179	4726	4274	4174	4207	4419	4554	4463	4958	4742	4122	3295	2271	1783	1604	1088	77438	5554

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1006	745	633	642	858	1608	2034	2643	2811	3484	4545	4800	4735	4506	3876	4183	3896	4394	3911	2952	2316	1691	1581	1158	65007	4800
Development								5	9	23	24	42	50	71	68	51	170	169	172	208	157	200	209	4	1633	209
Total	1006	745	633	642	858	1608	2034	2648	2820	3506	4570	4842	4785	4577	3945	4235	4066	4563	4083	3159	2473	1891	1790	1162	66640	4842

A282 Southbound March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	722	555	534	709	1228	3295	5680	5764	4996	4408	4143	4091	4224	4419	4813	5269	5858	5880	4569	3258	2322	1721	1516	1036	81011	5880
Development								3	4	103	222	203	206	256	207	199	154	43	26	14	10	8	8	5	1671	256
Total	722	555	534	709	1228	3295	5680	5767	5001	4511	4364	4294	4430	4675	5020	5468	6012	5923	4595	3272	2332	1728	1524	1041	82682	6012
																	2.57%									

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	993	774	681	764	976	1641	2399	2932	3435	4170	4748	5061	5012	4672	4598	4459	4454	4557	4130	3191	2274	1863	1591	1361	70736	5061
Development								3	4	100	221	209	213	255	204	197	156	42	26	14	10	8	8	5	1676	255
Total	993	774	681	764	976	1641	2399	2935	3439	4270	4969	5270	5226	4927	4802	4656	4610	4599	4156	3205	2284	1872	1600	1366	72412	5270

A282 Two-Way March 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1522	1160	1142	1455	2575	7092	10888	11313	10166	9110	8391	8221	8378	8766	9298	9682	10646	10449	8516	6343	4445	3331	2923	2120	157931	11313
Development	0	0	0	0	0	0	0	8	14	127	248	248	259	328	276	248	325	216	201	224	158	180	205	10	3273	328
Total	1522	1160	1142	1455	2575	7092	10888	11321	10180	9237	8639	8468	8637	9094	9574	9930	10970	10664	8717	6567	4603	3511	3128	2130	161205	11321

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1998	1519	1314	1405	1835	3249	4433	5576	6246	7654	9294	9861	9748	9177	8474	8642	8350	8950	8041	6142	4590	3555	3172	2519	135743	9861
Development	0	0	0	0	0	0	0	8	13	122	245	252	263	326	272	249	326	212	198	222	167	208	218	9	3310	326
Total	1998	1519	1314	1405	1835	3249	4433	5583	6259	7776	9539	10112	10011	9503	8747	8891	8676	9162	8240	6364	4757	3763	3390	2528	139052	10112

Figure 11

A282 (North of the A2) July 2019

A282 Northbound July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	855	692	687	818	1430	3805	5238	5701	5350	4791	4491	4282	4142	4363	4517	4339	4577	4648	4422	3696	2799	2074	1760	1277	80753	5701
Development								5	9	24	26	45	53	72	69	49	170	173	175	210	148	172	197	4	1602	210
Total	855	692	687	818	1430	3805	5238	5706	5359	4815	4516	4327	4195	4436	4586	4388	4747	4821	4597	3906	2947	2246	1957	1281	82355	5706

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1054	902	738	770	980	1755	2115	2741	3614	4514	4854	4298	4307	4260	4391	4229	4576	4551	3811	3943	2967	2478	2531	1942	72319	4854
Development								5	9	23	24	42	50	71	68	51	170	169	172	208	157	200	209	4	1633	209
Total	1054	902	738	770	980	1755	2115	2746	3623	4537	4878	4340	4357	4331	4459	4280	4746	4721	3983	4150	3124	2677	2740	1946	73952	4878

A282 Southbound July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	979	772	720	889	1287	3361	5699	5635	4900	4600	4758	4696	4574	4656	5125	5473	6045	6021	4715	3629	2808	2049	1901	1351	86643	6045
Development								3	4	103	222	203	206	256	207	199	154	43	26	14	10	8	8	5	1671	256
Total	979	772	720	889	1287	3361	5699	5638	4904	4702	4980	4899	4780	4911	5333	5672	6199	6063	4742	3643	2817	2057	1909	1357	88314	6199

2.49%

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1279	1023	873	992	1147	1928	2683	3219	3839	4537	4602	5716	5677	5290	5046	4991	4914	4666	4199	3475	2653	2220	2137	1720	78823	5716
Development								3	4	100	221	209	213	255	204	197	156	42	26	14	10	8	8	5	1676	255
Total	1279	1023	873	992	1147	1928	2683	3222	3844	4636	4823	5925	5891	5545	5250	5188	5069	4708	4225	3489	2663	2228	2145	1725	80499	5925

0.03530717

A282 Two-Way July 2019

Weekday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	1834	1464	1408	1707	2717	7166	10937	11336	10249	9390	9249	8978	8716	9019	9642	9812	10622	10669	9137	7325	5607	4123	3661	2628	167397	11336
Development	0	0	0	0	0	0	0	8	14	127	248	248	259	328	276	248	325	216	201	224	158	180	205	10	3273	328
Total	1834	1464	1408	1707	2717	7166	10937	11344	10263	9517	9496	9226	8976	9347	9918	10060	10946	10885	9338	7549	5764	4303	3866	2638	170670	11344

Saturday	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	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00	Total	Max
Baseline	2333	1926	1610	1762	2126	3683	4798	5961	7454	9051	9456	10013	9984	9550	9437	9220	9489	9217	8010	7418	5621	4698	4668	3661	151141	10013
Development	0	0	0	0	0	0	0	8	13	122	245	252	263	326	272	249	326	212	198	222	167	208	218	9	3310	326
Total	2333	1926	1610	1762	2126	3683	4798	5968	7467	9173	9701	10265	10247	9876	9709	9468	9815	9429	8208	7639	5787	4905	4885	3671	154451	10265

Figure 12

TECHNICAL NOTE 14

DATE:	09 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Transport Assessment Update Note		
PROJECT:	London Resort	**AUTHOR:**	David Dixon
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

ANNEX 2 - TECHNICAL NOTE 7 – WSP USE OF VISITOR FORECASTS

Technical Note 7 – WSP Use of Visitor Forecasts

DATE:	29 June 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	WSP Use of Visitor Forecasts		
PROJECT:	London Resort	**AUTHOR:**	Charlotte Herridge / Phil Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

INTRODUCTION

This Technical Note has been produced to provide the Statutory Stakeholders with additional information on a number of items around the visitor forecasts that have been developed by industry experts Leisure Development Partnerships (LDP) and MR-ProFun Management Inc (ProFun).

USE OF VISITOR FORECASTS

Queries and comments have been raised by the Stakeholders as to how the visitor forecasts produced have been interpreted within the Transport Assessment (TA) submitted in support of the London Resort DCO. As set out within the TA, the visitor forecasts have been derived via two specialists in this field of work, LDP and ProFun.

LDP have provided a number of technical documents, as submitted within the TA, alongside Technical Note '*Support Material on Attendance Methodology*' contained within **Appendix A** of this report. These set out how the yearly visitor forecasts are generated taking account of the propensity and catchment of UK guests and considers the attraction of the site to international tourists. The yearly attendance figures show circa 6 million visitors at opening reaching to 11 million with the introduction of the second theme park and general maturity of the resort. The TA sets out in detail how these compare to other Resorts globally and within the UK.

TRIP DISTRIBUTION

Within the TA, *'Appendix TA – N Trip Distribution'* outlines the inputs and methodology adopted to develop and validate the London Resort visitor UK Home Origin Gravity Model which provides the forecast home origins of primary and secondary residents, and domestic tourists to the site. Based on varying penetration rates for different areas of the Resort, provided by LDP, the gravity model was validated using distance, time, cost and relative pull of attraction from local authorities across the UK to the London Resort. The resulting UK Home Origin synthetic trip distribution model was then used to develop the forecast trip distribution for The London Resort and re-proportioned to reflect the various land use offerings (e.g Main Gate or Waterpark) to ultimately obtain the final 'day of travel' distribution.

The resulting WSP Gravity model that was produced to support the traffic modelling therefore sets out the likely catchment of visitors which is considered to be a suitable validation of the supporting LDP figures.

TRIP GENERATION PROFILES

ProFun utilised the yearly visitor forecast figures from LDP to create a daily and hourly profile of visitors to the Resort. This takes on board their knowledge of large-scale resorts from around the world and within the UK. It should be noted that Appendix B of the TA shows consideration of UK based holidays and events which has fed into the forecasts.

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Technical Note 7 – WSP Use of Visitor Forecasts

DATE:	29 June 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	WSP Use of Visitor Forecasts		
PROJECT:	London Resort	**AUTHOR:**	Charlotte Herridge / Phil Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Profun have considered visitor usage of the varying land uses on site, whether they be theme parks, Retail, Dining and Entertainment (RD+E) or hotel guests to identify when visitors will want to be on site. Further supporting information from ProFun is contained within **Appendix B**.

The visitor forecasts set out are on the basis of visitors arriving on site at the car parks, this has been confirmed by ProFun who stated the following '*The non-hotel arrival/departure patterns for the park assume that this is arrival at the site, not the specific park. For instance, 8% of non-hotel guest park visitors are envisioned to arrive before the park opens'*. As such, WSP conclude that using the arrival / departures to the Resort from ProFun is considered appropriate.

Queries have been raised by Stakeholders on the profiles and whether people will want to arrive on site early to make the most of the day, this has however been addressed previously over the operation of this type of Resort.

Based on their experience and benchmarking, LDP set out that visitors to resorts of this scale tend to spend on average eight hours on site. With the Resort being open from 10:00-23:00, this allows for a more balanced arrival and departure profile across the day, as seen at resorts around the world. It allows visitors to miss critical travel times on the network and stay later into the evenings. In responding to this point ProFun have made the following point; *If the park is only open 8 hours and the average length of stay is 6-ish, the guest all arrive in the first couple of hours. The on-site attendance (approaching 90+ percent) would reflect this. If the schedule is 12+ hours (as per the London Resort), guests do not need to arrive at the very outset. If we add in evening entertainment (fireworks, etc), we can spread those arrivals even further out.*

That being said, the visitor arrival profile does allow for those visitors that are likely to want to be on site for opening (although this is considered to be the minority). Depending on the operating day type, ProFun forecasts that 5% of visitors of the Main Gate and Second Gate will arrive for opening during the Low and Medium season, while approximately 8% of visitors during the Peak and Holiday season would arrive for the Resort opening. Based on the arrival profiles for the other land uses of the Resort it is anticipated that no visitors will arrive in advance of the 10.00 opening hour.

ProFun developed the visitor forecast arrival and departures, taking into account the hours available, the types of services on site, and their knowledge of visitors propensity to travel outside of peak periods. As such, it was considered appropriate that the visitor forecasts should be used directly into the traffic arrival and departure profiles.

ARRIVALS

The arrival profile provided to WSP by ProFun for all the elements of the resort remain the same throughout the three assessment years; but the peak arrival hour changes depending on the operating period. The peak arrival % by element by day type is presented below:

DRAFT

Technical Note 7 – WSP Use of Visitor Forecasts

DATE:	29 June 2021	**CONFIDENTIALITY:**	Confidential
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CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

MAIN GATE & SECOND GATE

- 17% (holiday & peak period) 10:00 – 11:00
- 21% (low and medium season) 11:00 – 12:00

RDE

- 35% (holiday & peak period) 18:00 – 19:00
- 35% (typical operating) 16:00 – 17:00

WATER PARK

- 24% (holiday & peak & typical) 11:00 – 12:00

EVENT

- 30% (holiday & typical) 18:00 – 19:00

HOTEL

- 20% (typical) 15:00 – 16:00

The ProFun data forecast that the peak arrival hour is likely to accommodate between 14-22% of visitor arrivals within a single hour, depending on the operating day type.

As outlined above, LDP assume that visitors will spend approximately 8 hours on site due to the long opening hours of the resort between 10-13 hours (depending on day type) this will maintain a relatively flat arrival profile during the holiday and peak operating season with a more noticeable arrival peak during the medium and low operating season.

DEPARTURES

Similarly, the departure profile has been provided to WSP by ProFun for all the elements of the resort remain the same throughout the three assessment years but the peak departure hour changes depending on the operating period. The peak departure % by element by day type is presented below:

MAIN GATE & SECOND GATE

- 18% (holiday & peak period) 21:00 – 22:00 & 22:00 – 23:00
- 28% (low season Sunday - Thursday) 18:00 – 19:00
- 28% (low (Friday & Saturday) and medium season) 19:00 – 20:00

RDE

- 35% (holiday & peak period) 21:00 – 22:00
- 35% (typical operating) 19:00 – 20:00

WATER PARK

- 28% (holiday & peak) 18:00 – 19:00
- 28% (typical operating day) 16:00 – 17:00

EVENT

- 30% (holiday & typical) 21:00 – 22:00

HOTEL

- 17% (typical) 13:00 – 14:00

ProFun forecast that the peak departure hour is likely to accommodate between 20-28% of visitor departures within a single hour this is depended on the operating day type.

Similar to the arrival profile, the departure hours are different per land use, and the multi-element nature of the Resort will keep the departure profile relatively flat across the evening with the peak departure likely to occur between 21:00-20:00. This reduces the impact around the highway network.

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Technical Note 7 – WSP Use of Visitor Forecasts

DATE:	29 June 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	WSP Use of Visitor Forecasts		
PROJECT:	London Resort	**AUTHOR:**	Charlotte Herridge / Phil Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

FURTHER BENCHMARKING

A review of the Alton Towers Transport Assessment from February 2018[1] has been undertaken to provide some additional benchmarking for Highways England. The relevant information within this is set out below.

The TA presented that the peak arrival is 25% of visitors and peak departure is 28% of visitors, based on traffic surveys undertaken by Alton Towers. This is considered to be in line with ProFun's statement that for shorter 8hr operational parks, you will see a higher peak arrival. It is worth noting that this is lower than the high 27% potential peak arrival set out by ProFun in **Appendix B** for London Resort and is considered to be an overly robust peak figure that is unlikely to ever occur, with the 18% peak arrival considered to be more representative of this type of resort.

The data provided by ProFun for the London Resort forecasts the peak arrival and departure hour to be lower than at Alton Towers, which is more noticeable during the peak and holiday season. During the low season, and accounting for the differing operating schedule the peak hour arrival and departure % of visitors are similar to those found at Alton Towers.

However, it is worth noting that the London Resort is a multi-element resort which will close no earlier than 20:00. As such the peak hour departure % for visitors is forecast to be later than 18:00, similar to that observed at Alton Towers and will therefore have a lower impact on the highway network. During the peak and holiday operating season the peak hour % of visitor arrivals and departures will be lower, as the resort is open for up to 13 hours a day, which will help spread the arrivals and departures across the day.

Having reviewed the Transport Assessment for Thorpe Park further, additional information can be used in support of the London Resort visitor forecasts. This includes the number of peak/peak+ days on site not occurring for more than 30 days per year. It should be noted that this is based on visitors on site being between 20,000-25,000. In comparison the London Resort peak days (above 90%) occurs for around 36 days across the year.

[1] [redacted]

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Technical Note 7 – WSP Use of Visitor Forecasts

DATE:	29 June 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	WSP Use of Visitor Forecasts		
PROJECT:	London Resort	**AUTHOR:**	Charlotte Herridge / Phil Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

MODE SHARE IMPLICATIONS

The Highway Impact assessment undertaken as part of the TA is based upon the on-site car parks in Essex and Kent operating at maximum capacity, which is outlined in detail in Technical Note 3 (TN3), Appendix O of the TA.

Technical Note 4 set out the forecast visitor private vehicle mode share based upon propensity and access to the different services available (assuming no additional mitigation or ticketing strategy). This identified a mode share of 49-53% private car mode share. However, the Transport Assessment assumed full utilisation of the car park, which for days above the 85%ile day see mode shares between 50-65% depending on the day type. This increases as visitor numbers decrease.

With the introduction of the travel demand management measures, the forecast private vehicle mode share is predicted to reduce to 40% private car mode over time, as other modes will be prioritised and will naturally take a larger proportion of visitor travel. It is considered that public transport (rail and bus) could account for approximately 30-35% of visitors with coach services accounting for up to 10%, drop off/ taxis accounting for 5-10% and other modes such as ferry, walking, bike and shuttle accounting for between 5-10%. This sets out the intention to reduce private vehicle travel as much as possible whilst promoting sustainable alternatives.

It should be noted that with regards to the Essex car parking provision, an additional 0.5hr has been added to the front of visitors journeys to the Resort to allow for the walk time from the Car Park to the ferry terminal, the wait time for the ferry and the river crossing (8 minute journey time). Upon visitor departure an additional half hour has been applied to the exit from the Resort to take account of the reserve journey from the Resort to the Essex car park provision.

CONCLUSIONS

Further information on the Visitor profiles has been provided and examined to ascertain the likely peak arrival and departure hours across the Resort.

The profiles, and underpinning information on demand and catchment have been developed by industry experts LDP and ProFun.

The profiles have been applied within the analysis as per the material provided to WSP by the above mentioned experts. The forecast arrival and profiles take into account the hours available, types of services on site, and knowledge of visitors propensity to travel outside of peak periods. As such, it is considered appropriate that the visitor forecasts should be used directly into the traffic arrival and departure profiles.

Review of an existing site, Alton Towers, indicates that general patterns in arrival and departure profiles are as expected for that type of resort but do offer similarities that can be considered suitable as a comparable to the London Resort.

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The London Resort is a multi-element resort which will open at 09:00, although the first hour will be exclusive to on-site hotel guests only. As such the main opening hour will start at 10:00, when the site opens for all guests. The profiles provided acknowledge the some guests will arrive at opening, but take into account the longer opening hours of the resort between 10-13 hours (depending on day type), which will allow for a relatively flat arrival profile during the holiday and peak operating season with a more noticeable arrival peak during the medium and low operating season. LDP assume that visitors will spend approximately 8 hours on site, resulting in a more uniform arrival profile throughout the day.

In terms of departures, the London Resort closes no earlier than 20:00, and compared to existing sites, results in visitors exiting the site after the peak periods. Similar to the arrivals, the multi-use element of the Resort allows guests to vary their departure times, reducing pressure on any constrained time period.

The mode shares adopted in the analysis are based on the full utilisation of the available car parks and do not take into account the measures set out in the Travel Demand Strategy. Adopting those measures will have a positive effect in reducing private vehicle mode share, further reducing vehicular demand on peak or shoulder peak hours.

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APPENDIX A – LDP INFORMATION

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The London Resort

Support Material on Attendance Methodology – Leisure Development Partners (LDP)

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Contents

- Summary of key points
- LDP and project overview
- Factors impacting attendance
- Theme parks hierarchy
- Notes on attendance projections

Summary of Key Points

Summary of key points

1.1 Assessing attendance potential for a new theme park relies on the benchmarking of performance of existing theme parks. No single park is directly comparable to a project as there are many factors to consider and situations differ in terms of park types, concepts, quality and scale, strength of brands/ IPs, pricing policies, marketing approaches and access. Parks also operate in markets of different scales, characteristics, behaviour and spending patterns, different competitive environments, climates and economies.

1.2 However, individual parks can compare in certain aspects, for example concept similarities or similarities in market segments. Therefore, an understanding of what drives the performance of every park in each market segment becomes crucial when penetration rates are derived for the project. Each individual park is considered in aspects which are deemed most comparable, and adjustments are made for the unique characteristics of the project and the market to steer within industry ranges.

1.3 Leisure Development Partners LLP (LDP) is a leading consulting firm specialised in the feasibility, review and performance improvement of visitor attractions and leisure real estate. LDP's Partners have more than 70 years' experience in this niche, have worked in over 60 countries and with many of the world's major theme park operators and IP holders. LDP have extensive experience in the UK, their home market, and are deeply knowledgeable in the UK's theme and amusement park market, having had experience with most major parks over the years, as well as on a number of planned theme park projects and park improvement strategies.

1.4 In its early stages, feasibility assessment relies on information on the concept, scale, IPs etc available at the time of study, as well as on a list of key assumptions which are realistic but essential for achieving projected attendance. Analysis of attractions is complex and due to a variety of factors impacting performance, there is always an element of uncertainty.

1.5 In LDP's experience roughly half of projects that end up being realised would fall within 2 percent of mid-case scenario and 80 percent would fall within the projected low-high range (i.e. within 15 percent of mid-case). The majority of these and the remaining projects typically fall short as they deviate from the feasibility recommendations, assumptions, or planned development programme.

1.6 It is rare for a feasibility study to under-estimate potential. In Europe, the three notable cases still performed within the projected range (towards the upper end). In case of LR, the international tourist market represents the greatest uncertainty due to a great variety of external factors - given potential long-term impacts of Brexit and Covid-19 pandemic it may take longer for the market to recover, or growth could be slower than anticipated.

Summary of key points

1.7 A fairly strong but achievable market growth and strong penetrations rates are assumed for both domestic and tourist markets when deriving attendance projections for LR. An unprecedented long-term tourism boom would likely be required to outperform attendance projections in each of the segments.

1.8 It is evident that there is a significant overlap in visits to each individual component of London Resort as the same visitor may visit, for example, both theme parks, RDE on the same day, and also stay onsite overnight. The overlap between visits and visitors has been estimated by ProFun.

1.9 Increase in the number of visits to one component does not necessarily mean an increase in number of visitors to the resort. Often, this is a result of better integration which generates visits from the same visitors to multiple components during the day.

1.10 Parks' entertainment and circulation capacities are designed in accordance with a design day and peak on site provided by feasibility (LDP) and operator (ProFun). In an unlikely event of the park/resort significantly outperforming its attendance projections, the capacity becomes strained, and the operator would look at managing visitor flows. There are a number of tools to achieve this including price increase, dynamic pricing, timed entry for busy periods, and a daily capacity cap (i.e. limiting tickets sold).

1.11 As attendance is not a sole measure of success, the resort operator would look to balance attendance with revenues and operating profit to ultimately maximise the bottom line. Sacrificing revenues for higher attendance could devalue the brand and should be avoided.

1.12 Summary of attendance to key components of the resort are presented in the table below.

Summary of Attendances to Key Components, 000s visits

Component	2025	2030	2038
Main theme park	5,289	6,092	8,393
Second Gate Park	-	3,046	4,196
Waterpark	622	749	770
The Market (RDE)	2,098	3,680	4,577

Source: LDP

LDP & Project Overview

LDP and Project Overview

2.1 Leisure Development Partners LLP (LDP) is a leading consulting firm specialised in the feasibility, review and performance improvement of visitor attractions and leisure real estate. LDP's Partners have more than 70 years' experience in this niche, have worked in over 60 countries and with all world's major theme park operators and IP holders.

2.2 In the UK, the Partners have been involved in two major acquisitions of Tussauds' (later Merlin's) theme parks, as well as work with attractions such as Natural History Museum, London Eye, Longleat, KidZania, Sandcastle Waterpark, Blackpool Pleasure Beach, Southport Pleasureland, the O2 Arena, Tower of London, St Paul's Cathedral, Eden Project, Ripley's, Titanic Belfast, etc. LDP have worked on projects with Giant's Causeway, Westfield, Intu, NewRiver, Lendlease and British Land, among many others.

2.3 The LDP approach relies upon detailed market analysis and the application of carefully chosen real world benchmarks from existing comparable projects. This nuanced approach came out of the original feasibility work for Disney and has been developed further over the past 60 years. More on this is provided further in the document.

2.4 LDP have been involved in the London Resort since 2017. During this time the project continued to evolve including significant changes in the concept, the basket of IPs, and the market environment. LDP have provided a series of feasibility updates for a variety of components in response to these changes. The last feasibility update for the main theme park was undertaken in April/ May 2020.

2.5 A feasibility assessment aims to demonstrate the market potential for the project based on a number of underlying assumptions and information available on the concept, scale, IPs, etc. at the time of study. Given the development stage of the project, with details of the concept, content and design, IP agreements and operations rightly evolving it is necessary to make a range of realistic assumptions.

2.6 As the concept, design, components, the IP listing and operating approach continue to change and more details become available, it may be necessary to update the assessment.

2.7 Standard Disclaimer: The Feasibility Report is based on estimates, assumptions and other information developed by Leisure Development Partners LLP (LDP) from its independent research effort, general knowledge of the industry and other comparable developments elsewhere and publicly available research efforts/surveys. No warranty or representation is made by LDP that any of the projected values or results contained in this Report will actually be achieved. All intellectual property rights in this Report including any forecasts, benchmarks, spreadsheets, tables or other materials provided are the property of LDP.

Factors Impacting Attendance

External factors impacting attendance

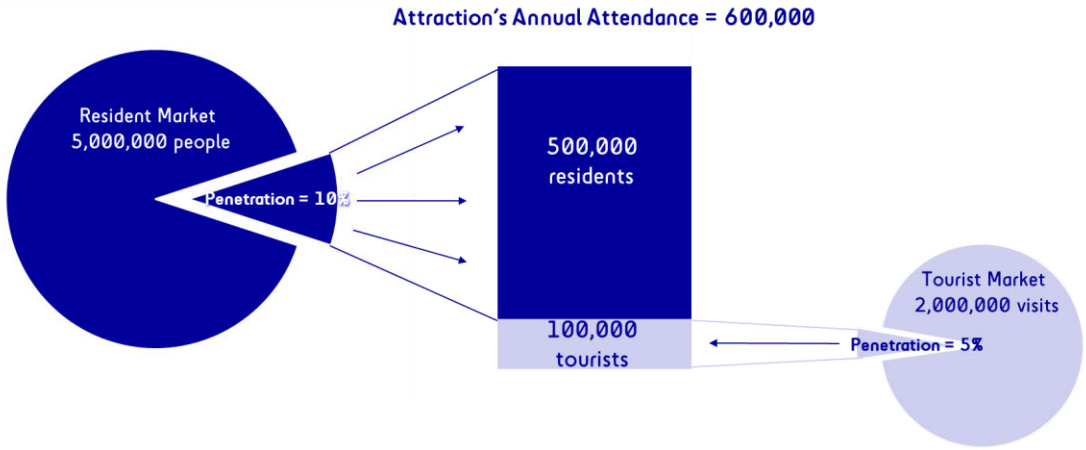
3.1 Attendance to an attraction is a subject of a number of external and internal factors, some of which are listed below. Since these represent a great number of variables, the evaluation of an attraction cannot be strictly quantitative and must therefore account for the mix of quantitative and qualitative factors.

External Factors Impacting Attendance

- **Economy & Politics**:
  - During lean times people cut back leisure expenditure which can impact domestic and international tourism, and day trips, although this is not always the case and sometimes international travel is displaced with 'staycation' visitation benefitting attractions.
  - Both Brexit and Covid 19 have impacted UK, European and global economy and the full outcomes are yet unknown.
  - Some generally expected results (possible post-Brexit economic recession, inflation projections, slowdown in population growth, increase in staycation, gradual tourism recovery) at the time of study have been incorporated in the London Resort feasibility study.
  - The study also assumes no friction at the borders post-Brexit (by time of resort opening), no major events further hurting the image of London/ UK, no global recession, continued affordability of the pound relative to euro and US dollar.
  - Post Covid global recession is now possible and could delay the growth of the available markets – given the timing of the study, this has not been allowed for.
- **Terrorism**: no major terrorist attacks are allowed for in the projections, but unknowns of this nature could be detrimental to tourism.
- **Climate/ Weather/ Seasonality**:
  - Wet weather generally leads to people visiting indoor attractions and dry weather sees them heading to theme parks, zoos and other outdoor attractions, although, excessive heat can be detrimental to theme park visits.
  - In the Northern hemisphere, the greatest level of visitation to both indoor and outdoor attractions is made during the summer months.
  - The following has historically helped to reduce the peaks: events during shoulder months (Halloween, Christmas, Easter, etc), differential pricing through the year/week/day, mix of indoor and outdoor components, onsite accommodation, catering to the MICE market – all this is assumed to be present at the London Resort.

External factors impacting attendance

- **Climate/ Weather/ Seasonality (cont)**:
  - The indoor/outdoor mix of components envisaged for London Resort (the resort focuses heavily on indoor and covered elements) is of paramount importance in combating the seasonality. This will set the London Resort aside from the existing UK parks, all of which are largely outdoor and seasonal. A positive impact of indoor nature of the attraction on attendance can be demonstrated by the success of Warner Bros (Harry Potter) Studio Tour in Leavesden which, despite limited capacity, is performing on par with UK's most visited parks having been able to distribute visitation evenly throughout the year.
  - A year-round operation is assumed for LR.
  - All the above has been taken into consideration in deriving annual, as well as design and peak day attendances for LR. The seasonality is assumed to be flatter than at regional outdoor parks in the UK and northern Europe. To be prudent, however, the theme parks at LR are assumed to be more seasonal than the Disney parks outside Paris (or any other international destination IP park – see note from ProFun) or London-focussed indoor attractions.
- **Available Markets:**
  - Scale, characteristics and proximity of the markets are of primary importance.
  - The markets are analysed in accordance with the methodology used by the attraction's industry that allows like-for-like comparisons across attractions of the same type (all of which are analysed in the consistent manner).
  - Attendance is analysed via penetration rates of the available market segments. Penetration rate is a proportion of a market segment visiting an attraction annually. Typically, four key market segments are analysed: resident market subdivided into primary residents (living with an hour drive time of the site) and secondary residents (living within 1-2 hour drive time from the site), and tourists (staying overnight away from home within 1 hour drive time from the site) subdivided into domestic and international. A simplified diagram of the penetration rate methodology is presented to the right.



External factors impacting attendance

- **Available Markets – Resident Market:**
  - Larger, younger, wealthier and more proximate markets represent greater potential to generate visits.
  - Based on analysis of many existing theme parks, we have found that most day visitors live within two hours drive of the site. As drive time increases, the propensity to visit falls away and as such we analyse primary (1 hour drive) and secondary (1-2 hours drive) catchment markets. This is consistent across Northern Europe.
  - A full theme park visit to a destination park can last typically 7-9 hours in the park itself. Considering additional time on site accessing the park, moving around and potentially enjoying the retail, dining and entertainment zone, a visit is a long day for visitors and particularly children. Driving/ travelling more than two hours at either side of the day is undertaken by very few guests.
  - According to the methodology used in the attractions industry - these day visits from over 2-hours away would be factored in the domestic tourist market penetration rate which is benchmarked using most comparable parks such as Disney parks, Port Aventura, Alton Towers, etc. For these – very few – major destination parks, the domestic penetration rate is somewhat inflated. As these parks are within the benchmarks' set used to derive penetration rates for the project, the visits are factored in the calculations for LR. Day visits from beyond two hours are rare and, whilst of course not impossible, are negligible as compared to total visits.
  - It is rare that public transport increases the real catchment sizes when one considers time to travel to the station, waiting times etc. If public transport is particularly strong in a market, this is reflected in the penetration rate analysis.
  - The resident market projections for LR are based on ONS population projections post-Brexit and account for a slightly slower growth that previously. The growth rate of 0.6 percent per annum is still strong in the Western European context (in many parts of which the market is declining or stagnating).
  - Covid is not expected to impact the resident market scale in the long-term.
  - Age profile and wealth have been taken into account. Teenagers, young adults and families with children are a core target audience for non-niche theme parks, families for waterparks, RDE has a wide age appeal. Wealthy markets have higher proportion of the population who can afford to visit a theme park. The LR is, consequently, assumed to have a very broad appeal.
  - It is also noted (and allowed for in the study) that, generally, European parks tend to achieve lower attendances as well as admission and in-park spending that their US counterparts.

External factors impacting attendance

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- **Available Markets – Tourist Market:**
  - Larger, leisure oriented and more proximate markets with long length of stay represent greater potential to generate visits.
  - A majority of visitors travelling more than two hours tend to stay overnight more locally as tourists. In most cases the park is not the primary reason for tourism but is a supporting amenity. However, major resort theme park destinations, as planned at London Resort, can induce overnight stays.
  - Decades of experience in the attraction's industry also show that tourists are rarely prepared to travel for more than an hour from their holiday base for a day visit and as such we analyse domestic and intentional tourists staying away from home within one hour of the site. This is consistent across the globe and especially across Western Europe.
  - Brexit is expected to boost staycations somewhat and therefore a fairly strong growth in the domestic tourist market is assumed despite a significant drop in the three years prior to the official exit. If these predictions do not materialise, the future market may be somewhat smaller than what is used for the LR. The Covid impact (not included at the time of the study) may further delay this growth.
  - Note: as mentioned in previous documents, the domestic tourist market has been qualified to exclude the tourists staying overnight within the catchment market area (i.e. within 1-hour drive from the site) who also live within the resident market (i.e. within the 2-hour drive from the site) to avoid double-counting.
  - The international tourist market is projected to grow at fairly strong rates despite a slow down (and decline in case of South East) in recent years, to provide the benefit of the doubt and allow for cyclical nature of tourism. At the time of the study (at the beginning of the pandemic) it was assumed that the impact of Covid would have faded by the time of LR opening. It is now understood that the impacts are likely to be deeper than anticipated with, potentially, some long-term consequences. In this case, the market size may end up being slightly smaller than predicted or growth - delayed.
  - It is noted, however, that the leisure industry (and theme parks in particular) are fairly resilient. At the beginning of the pandemic, LDP performed an extensive study into the effect of crises on tourism including (but not limited to) the 2008 recession and the SARS pandemic. They found that the pandemic required only a year (after clearing completely) for international travel to recover in affected countries, whilst the global economic recession required two to three years. After the recovery, for both, the growth rate is found to be equal to or greater than pre-event rates. Given the strong growth applied to the market, an unprecedented international tourism boom would be required to substantially outperform projections.
  - Flat seasonality, diverse visitor origin, strong leisure and VFR tourism, and fairly long length of stay of domestic and international tourists to the catchment have a positive impact on attendance and have been incorporated in the study.

External factors impacting attendance

- **Competitive Environment:**
  - A competitive marketplace means that during tough times there is pressure on operators to maintain volumes and market share. This often leads to heavy discounting and a corresponding reduction in profit margins. While Europe is a competitive market, the level of supply is less than in the US and so competition is lower.
  - Around London, whilst there is competition among local, regional parks and resort parks, there is no true international destination IP park comparable to the London Resort. The feasibility study assumes no further competition from a destination or branded theme park.
  - The study considers a strong competition from other attraction types in London – these will compete for residents and tourists' time and money.
  - The competition from the Disney parks has also been considered and reflected in the assessment.

Internal factors impacting attendance

Internal Factors Impacting Attendance

- **Location & Site:**
  - Access routes (proximity to main motorways widens the available catchment market) and level of congestion in the area (highly congested access routes decrease the average speed on the roads thus shrinking the catchment area). This has been accounted for in the GIS software used to calculate catchment areas.
  - Proximity of site to main population densities within the catchment areas (it is typically more challenging to draw those who live at the edges of the catchment areas than those who live closest to the site itself). LR is somewhat removed from Central London and this has been reflected in applied penetration rates.
- **Concept:**
  - Breadth of appeal (the theme park concept generally has a broad appeal; however this can be impacted if the experience becomes a learning experience as opposed to a fun experience e.g. is overtly educational or religious) – assumed wide for LR.
  - Breadth of age appeal (theme parks normally seek to attract both teenagers and families through their mix of rides and shows. Some IPs – such as Lego with its associations with relatively young children – can focus the age appeal of a park) – assumed wide for LR.
  - Utilised brands/ IPs (strong brands are able to better penetrate their available markets and some draw tourism, breadth of appeal is also factored in with some IPs being more niche and other targeting a very wide audience) – very strong IPs, both British and international have been assumed for LR based on discussions with the client team at the time of study, a range of movie, TV and literary IPs to encourage a very broad appeal; if this does not materialise, the potential may be smaller.
- **Capital Expenditure & Quality of attraction:**
  - Quality of best-in-class international standards is assumed (i.e. in line with best parks). A true destination park which fully utilises the potential of the IPs and delivers a highly themed environment, a great degree of storytelling and immersion, and top flight attractions and shows.
  - The quality of offer and entertainment is assumed to be more heavily invested and immersive than any non-Disney park in Europe placing the focus on true destination park comparables.
  - Capacity and scale of attraction - assumed that capacities (both entertainment capacity and scale/queue and circulation spaces) are sufficient to accommodate the forecasted design days; more than enough content for a day and a visit averaging around eight hours is assumed.
  - No CAPEX recommendations have been provided by LDP, the study assumes sufficient CAPEX to deliver on the required quality and capacity. If the park is under-invested, it may not achieve projected attendance.
  - Ongoing reinvestment is also assumed to refresh, update and add to the offer, which is key to encouraging repeat visitation from the resident markets. Without strong regular reinvestment, the attendance is likely to fall over time.
  - An expansion of main gate is assumed in the study, as per client's information, a few years after opening.

Internal factors impacting attendance

- **Marketing and Brand resilience/loyalty:**
  - Excellent pre-opening and ongoing marketing is assumed as it will be absolutely imperative that the attraction is marketed to the right groups regionally, nationally and internationally.
  - Just providing a quality product is not enough. To build loyalty and create emotional links with the target markets, attractions need to establish a strong brand. In case of LR, the London Resort umbrella brand and each individual IP utilised will play into the strategy. Building a brand is a long term corporate strategic issue not a short-term tactical activity, and brand stewardship must be supported at all levels (including front-line staff). Building long-term brand loyalty through ongoing commitment to research and assessment of customer perceptions is assumed. This would help build project's resilience during difficult economic times but if the project fails to deliver on the promise, the long-term projections may not be achieved.
- **Pricing & Pricing Strategy:**
  - Attendance is closely linked to the lead price and discounting policy, and attendance can be controlled (to an extent) via price fluctuations. If an attraction struggles with capacity, the price can be raised to keep attendance in check.
  - Fair and balanced lead price and entertainment value (i.e. price per hour) in line with the regional market and reasonable brand premiums is required to achieve projected attendance.
  - The lead price (i.e. adult weekend price during high season) is assumed at £60.00 in 2020 values. Based on the Average Length of Stay of 8 hours, and Entertainment Value of £7.50, broadly in line with London attractions once pure tourist focussed sites are excluded.
  - From lead price, discounts are available for children, groups, low seasons, promotional offers, joint ticketing, hotel packages, complimentary visits and many others – discounting is reflected in admission yield.
  - Higher lead price may mean lower attendance. Lower lead price or exceedingly strong discounting may result in higher attendance but would also devalue the brand. It is strongly recommended to avoid brand devaluation as even temporary focus on strong discounting may make it difficult to return to stable levels. The recommended target admission yield is 55 percent of lead price, at full build out. Attendance alone should not be a measure of success.

3.2 In terms of scale, age profile and wealth of the resident market, as well as scale, diversity, visit purpose and length of stay of both domestic and international tourist markets Paris is the most comparable market to London. It also has a similar level of the overall competitive environment to that of the proposed London Resort and its main parks (located out-of-town) have excellent public transport links from Central Paris. Numerous lessons have been learned from the Paris experience that are applicable to LR, although clearly adjusted for the UK market and anticipated strength of Ips and scale of investment.

Theme Parks Hierarchy

Theme parks hierarchy

4.1 Annual attendance in the attractions industry is estimated using penetration of the available market segments. Penetration rate is a proportion of the available market segment that visits the attraction annually.

4.2 LDP holds information on over 200 theme parks including all major parks in Europe and analyses their penetration rates using our consistent methodology. Individual performance data is highly confidential and therefore can only be presented in ranges in the report. However, each individual performance is considered during internal analysis.

4.3 Undoubtedly, there is no one perfect benchmark fit, and there are no international destination parks in the UK although there are strong resort parks, therefore LDP's experience and knowledge of what drives the performance of every park in each market segment is crucial. When penetration rates are derived for the project, each individual park is considered in aspects which are deemed most comparable to the project.

4.4 Theme parks are divided into several types, further described below.

Destination Parks & Resorts

4.5 Destination parks have hotels, retail, entertainment and amenities and usually have 'second gates' – additional parks or waterparks to create further critical mass of entertainment. These parks are able to drive either domestic or (in rare occasions) international tourism to the area. This group is the most comparable to the proposed project.

International Destination Parks

4.6 There are two main operators of what we can consider international destination parks, Disney and Universal. The scale of investment, size of operations and word class IPs, many of which have been iconic and invested in for decades, ensure that these two operators remain at the top of the market. These parks occupy 14 positions among the 15 most visited parks worldwide and are the only parks that have been proven to consistently drive international tourism (i.e. be the primary reason for the international tourist trip rather than a beneficiary of it) – they tend to be true international destination theme park resorts. These parks are also pioneers of the associated RDE developments which strengthen the destination appeal and provide a sense of constant activity around the parks.

4.7 Disney is the market leader by some distance and only one Disney Resort exists in Europe (with Disneyland Paris being the main park and Walt Disney Studios being the second gate) with Paris being a very comparable market to London, as mentioned earlier. In fact, London and Paris offer some of the largest markets in Europe. Clearly, the strength of Disney brand and investment levels are unrivalled and caution (and adjustment) is required when making comparisons for the international tourist markets. On the resident market side, however, Disneyland had a tumultuous history in the French market and could be considered to under-perform slightly in the segment.

Theme parks hierarchy

4.8 Similar to London Resort, Universal parks are multiple IP parks. However, there are no Universal parks in Europe (although the group has been looking into the region) and the most comparable Universal resort to LR is the one in California – a large resident driven market as opposed to an international theme park destination of Orlando, although the theme park market in California is more competitive than in London, and LR could potentially target a better performance in its resident market.

European Destination Parks

4.9 Over the past decade many regional parks in Europe have invested in hotels and secondary attractions and have become destination orientated. While this has for the most part made them more successful and diversified businesses, it has not typically grown visitation towards Disney or Universal's levels. Destination parks in the sample include Europa Park in Germany (5.75m), Port Aventura in Spain (3.75m), and de Efteling in the Netherlands (5.4m).

4.10 Interestingly, these parks perform significantly better in their primary resident markets than Disneys and Universals in Paris and California. However, they operate in fairly small markets and offer a significantly lower EVs compared to what is envisaged for the London Resort so less comparable in this regard. Europa Park and Efteling are, however, broadly comparable in their secondary resident markets in terms of scale and characteristics – LR should expect to perform somewhat better in this segment due to its branded nature (data suggests that successful IP attractions outperform their unbranded counterparts in the secondary resident market) and higher key count (with more secondary residents likely to stay overnight).

4.11 Other parks that are considered in this category are Gardaland (2.9m) in a tourist area of Italy and Alton Towers in the UK (2.1m). Both have second gates and onsite accommodation and perform very well in their domestic tourist markets.

4.12 European destination parks are strong domestic tourist destinations proven to drive domestic trips to the area. As mentioned previously, these parks have been considered when deriving projections for the domestic tourist market (in this case volumes have been more useful than penetration rates).

4.13 It is significantly more challenging for these parks to drive international tourists and while reporting some (or a fairly strong proportion of) international visitors, this is in large part due to their location near a border (with many foreign guests residing within two hours' drive), in case of Europa park and Efteling, or location in/near an existing international holiday destination, in case of PortAventura and Gardaland.

4.14 Another useful comparison that can be drawn from the destination parks KPIs is the ratios between penetration rates achieved in secondary vs primary resident market, and domestic tourists vs secondary resident market.

Theme parks hierarchy

Regional Parks

4.15 Regional parks in Europe typically attract between one and three million annual visits (and up to 4 million internationally). They serve primarily their regional resident market, although there are some that are located in tourist areas that do get significant numbers of tourist visits. Unlike the destination parks, regional theme parks do not for the most part drive tourism although may rely on it. Some have added hotel products and have become more destination or resort orientated.

4.16 Around the world and fairly consistently these parks draw guests from up to two hours travel time and one hour for tourist guests staying in the region. There are around 30 regional theme parks in Europe.

Branded parks

4.17 Some regional parks are IP or branded parks. In Europe, these include Legoland parks in the UK, Germany, Denmark (prior to resort developments), Movie Park Germany, Park Warner Madrid, and Parc Asterix outside Paris. In the US there are strong brands such as Six Flags and SeaWorld, as well as Legoland parks. We have shown penetration rates for these parks separately, with and without Disney and Universal parks.

4.18 Whilst not pure IP parks, many parks have included IP lands or attractions as part of the experience, in varying degrees, in order to boost performance. Following the recent trend, many IPs have been added in the last few years. For example, in the UK, each of the Merlin Parks has added some IP licensed rides or attraction, for example Thorpe park has added the Angry Birds area and branded rides and Alton Towers the Cbeebies Land. Paultons Park added a Peppa Pig World (helping the park transition from local to regional), and Drayton Manor a Thomas land. In France, Futuroscope has Arthur, Rabbids and Ice Age branded experiences. Heide Park in Germany has Peppa Pig and How to Train Your Dragon lands and a Ghostbusters ride, and Parque de Atracciones in Spain has a Nickelodeon land.

4.19 Branded parks are a group that provides strong data for the proposed project. We have extensively studied the impacts of brand/IP on penetration rates and pricing, in relation to unbranded parks in the same markets, to draw useful conclusions. Overall parks with high quality IPs do seem to perform better, on average, in their secondary resident and in their domestic tourist markets than unbranded regional parks.

Emerging Destinations

4.20 A relatively recent trend in the regional parks group is a move to establishing a destination through the development of onsite accommodation and elevated levels of reinvestment and marketing spend. These parks include Legoland parks (UK, Germany, Denmark), Drayton Manor (UK), Chessington World of Adventure (UK), Thorpe Park (UK), Puy du Fou (France), Liseberg (Sweden), Heide Park (Germany). The realisation that onsite accommodation provides a more sustainable business model has pushed these parks to invest heavily in expansions, upgrades and unique accommodation experiences.

4.21 These parks have managed to substantially grow their attendances through increased penetration of their resident markets (encouraging residents to stay onsite results in two visits per stay) and expand their catchment. LDP have not singled out this group as it is yet unclear which will ultimately succeed in a permanent shift to a destination. Previous performance indicators have been included in the ranges but impacts have been noted for the assessment. Liseberg has been excluded from the ranges due to a different price model.

Theme parks hierarchy

Other regional parks

4.22 Other regional parks in our database that are not mentioned above include (but not limited to) Phantasialand, Hansa Park and Holiday Park (Germany), Plopsaland de Panne, Toverland, Duinrell and Slagharen (Netherlands), Walibi Belgium, Terra Mitica (Spain), Mirabilandia (Italy).

4.23 Non-branded regional parks are of less relevance to the proposed project but provide useful guidelines to performance that a park of the London Resort calibre should aim at exceeding. The analysis of the relationship between attendance and onsite accommodation has also contributed to the analysis.

4.24 Within the UK, the impact of the large London resident market has been evident on Thorpe park, Chessington World of Adventures and Legoland Windsor which achieve strong attendances due to large markets. It is typically more challenging to penetrate a large diverse market than a modest homogenous market. The penetration rates these parks achieve within the industry ranges has helped calibrate projections to reflect the UK and London factor. These parks have added accommodation and are marketed as resorts converting some domestic visitors to overnight guests. They are less focussed on international visitation than for example Disneyland Resort Paris, which induces tourism as a destination; or than Port Aventura that has a strong proportion of international visitors and sits alongside beach and sun as visitation driver.

Local Parks & Urban Amusement Parks

4.25 Smaller local parks relying mostly on their primary resident market, and urban amusement parks located in city centres and using Pay-As-You-Go pricing structure have not been considered for this project as irrelevant.

Theme Parks Market Penetration	Primary (0-60 min)	Secondary (60-120 min)	Domestic (0-60 min)	International (0-60 min)
		International Branded Parks		
Maximum	49%	38%	38%	95%
Minimum	4%	1%	1%	1%
		European Destination Parks		
Maximum	39%	27%	48%	53%
Minimum	4%	3%	3%	4%
		European Regional Parks		
Maximum	28%	11%	18%	20%
Minimum	6%	1%	1%	0.1%
		Regional Branded Parks		
Maximum	19%	9%	18%	43%
Minimum	7%	1%	1%	1%
		Used for London Resort's Main Park		
Medium Case, Year 1	19%	8%	6.5%	5.2%
Medium Case, Year 5	18%	11%	12%	10%
Medium Case, Year 15	18%	14%	13.5%	12%

Source: Individual parks and LDP

Notes on Attendance Projections

Notes on attendance projections

Key Notes

5.1 As mentioned, no single park is directly comparable to a project as parks differ in types, concepts, quality and scale, strength of brands/IPs, pricing policies, marketing approaches and access. Parks also operate in markets of different scales, characteristics and behaviour patterns, different competitive environments, climates and economies.

5.2 However, individual parks can compare in certain aspects as described above. Therefore understanding what drives the performance of every park in each market segment becomes crucial when penetration rates are derived for the project. Each individual park is considered in aspects which are deemed most comparable and adjustments can be made for the unique characteristics of the project/ market to steer within industry ranges.

5.3 Benchmarks are mature established parks and resorts and therefore have achieved broadly stable performance. Evolution of penetration rates since opening has been factored in the projections for LR to allow for the early champagne effect due to novelty for the resident markets and a gradual build-up of penetration rates for the tourist markets.

5.4 As illustrated in the previous section all major UK parks have been considered as benchmarks but critically LDP have also looked to branded and destination parks throughout Europe since these are also very strong comparables.

5.5 In early stages, feasibility projections rely on a list of key assumptions which are realistic but essential for achieving projected attendance. The main theme park is the key driver of attendance to London Resort and therefore it is essential to get it right. Other components are somewhat driven by the main park's performance, but each have their own individual assumptions.

5.6 Analysis of attractions is complex and due to a variety of factors impacting performance, there is always an element of uncertainty. In LDP's experience roughly half of projects that end up being realised would fall within 2% of mid-case scenario, two thirds within 10 percent of medium case, and 80 percent would fall within the projected low-high range (i.e. within 15 percent of mid-case).

Notes on attendance projections

Sensitivity of attendance projections

5.7 Latest update for the attendance projections took place in April/ May 2020, at the beginning of the pandemic. 2024 is partial year.

5.8 International tourist market is naturally the greatest unknown due to a large variety of external factors (destinations may fall in and out of favour, global and individual economies and political moves may have major impacts, as well as acts of nature, pandemics and terrorist acts). The market projections for this market segment are based on strong growth and unless an unprecedented long-term tourism boom occurs, it is unlikely to significantly outperform projections. Current expectations (May 2021) is that international travel may soften somewhat in the long-term.

5.9 The penetration for this market segment is strong but achievable given the concept and assumptions. If block buster mega IPs are utilised in highly engaging experience that could push the penetration rate up but again given current progress on the concept these are not envisaged. In reality, it likely that any outperformance in the penetration rate would be balanced out by softening of the market growth.

5.10 If the park/resort falls short of international visits, attendance would drop. To make up for this the park could introduce significant discounts and packages to the resident and domestic tourist market, which would put downwards pressure on admission yield and devalue the brand. As attendance is not a sole measure of success, LDP have strongly recommended against this and it is understood that the client team would be very unlikely to employ this strategy.

5.11 Domestic tourist market is also predicted to grow (despite pre-covid trends) to reflect the expected increase in staycation and impact of LR. If an unprecedented long-term stay-cation trend occurs this could push the market size up somewhat. Again, as the market is forecast to outperform historic volumes in the medium and long terms, it is somewhat unlikely that attendance from this market segment would be pushed beyond the projected range.

5.12 The assumed penetration in this market segment is very strong and broadly comparable to Walt Disney Studios outside Paris assuming LR will drive some domestic tourism. In terms of forecast volumes, domestic visits to LR are comparable to what Europa Park, PortAventura and Alton Towers have achieved and is above WD Studios.

5.13 Projections for the resident markets are the most reliable as population forecasts are provided by ONS, post-Brexit. Theme parks' performance in their resident markets is relatively consistent across Europe, for the parks of similar scale and with comparable market sizes. Very strong but achievable penetration rates are assumed for both primary and secondary markets, given the context and client's plans to introduce attractive annual pass offers.

Notes on attendance projections

5.14 As a very simplistic sense-check measure, LDP have looked at combined visits to the park from the total resident and domestic tourist markets, in relation to the country's population at Europa City, Port Aventura, Alton Towers, WD Studios and Gardaland. We have then compared these to the LR projections. As shown below, the projections for LR are above benchmarks which reflects the strength of brand, scale and quality of concept, as well as good public transport connections. However, it appears imprudent to argue for a higher ratio.

5.15 Clearly, the London Resort is not just the main theme park but also the second gate, waterpark, RDE, e-sports venue and hotels. Preliminary attendance numbers have been calculated for each of the components. It is evident that there is a significant overlap in visits to each individual component and the same visitor may visit, for example, both theme parks, RDE on the same day, and also stay onsite overnight. The overlap between visits and visitors has been estimated by ProFun.

5.16 Increase in the number of visits to one component does not necessarily mean an increase in number of visitors to the resort. For example, when Hogwarts Express first connected the two Universal parks in Florida (July 2014, joint parks ticket is required to ride), the combined visitation to the two parks increased by over 3.0 million in two years. In reality, a large proportion of this increase was likely due to the increase in joint ticket uptake, i.e. more people visiting both parks in a day.

5.17 Finally, parks' entertainment and circulation capacities are designed in accordance with a design day and peak on site provided by feasibility (LDP) and operator (ProFun). In an unlikely event of the park/resort significantly outperforming its attendance projections, the capacity becomes strained and the operator would look at managing visitor flows. There are a number of tools to achieve this including price increase, dynamic pricing, timed entry for busy periods, and in the worst case scenario – putting a capacity cap (i.e. limiting tickets sold).

Visits to Park from Primary & Secondary Residents and Domestic Tourists as % of country's population

	Total Visits	UK Population	Visits as % of Population
London Resort Main Park 2025	4.1m	69m	5.9%
London Resort Main Park 2038	5.5m	73m	7.5%
European Destination Parks Range			3.0% - 5.8%
European Destination Parks Average			4.3%

Source: Individual parks and LDP

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Technical Note 7 – WSP Use of Visitor Forecasts

DATE:	29 June 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	WSP Use of Visitor Forecasts		
PROJECT:	London Resort	**AUTHOR:**	Charlotte Herridge / Phil Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

APPENDIX B – MR PRO FUN NOTE

DRAFT

THE LONDON RESORT

London Theme Park
Attendance Distribution Model
Reference & Support Material

June 6, 2021

MR-PROFUN

Planning | Advisory | Training | Implementation | Management

INTRODUCTION

MR-ProFun (MRPF) is the world's leading provider of specialized operational planning, advisory and management services in the visitor attractions sector. Since the firm's founding in 1980, MRPF has been involved the planning, opening and operation of countless theme parks and attractions around the globe.

London Resort Company Holdings (LRCH) engaged MRPF to assist in establishing detailed assumptions regarding the arrival and departure patterns of London Theme Park guests based on annual attendance goals and audience mix expectations provided by Leisure Development Partners. The patterns employed include:

- Monthly attendance
- Daily attendance
- Hourly arrivals and departures for each day
- Expectations regarding cross-utilization of project elements

The London Resort is a mixed-use entertainment and hospitality development anchored by theme parks. As such, the resort will have guests arriving for a variety of reasons and uses, including:

- Theme park only
- Retail-dining-entertainment only
- Other uses
- Lodging

It is expected that the vast majority of guests will be utilizing the theme parks and, as such, MRPF's model is driven by theme park uses with modest additions for RDE only guests.

BENCHMARKING: OVERVIEW

To develop our attendance distribution model, MRPF utilized:

- Our own experience in planning, advising and managing theme park attractions
- Proprietary benchmark data obtained during past engagements with benchmark parks and resorts
- Interviews with benchmark park personnel

With the exception of a limited amount of publicly-available information, all benchmark data is confidential and under NDA.

When drawing comparisons to other parks, it is important to recognize that there is no exact parallel or clear data set, as park operating characteristics can vary greatly in terms of:

- Climate
- Product characteristics (indoor vs. outdoor components; night vs. day offering)
- Attendance composition (local resident, regional resident, leisure tourist)
- Operating schedule and hours
- Seasonality of tourism
- Other

As such, the benchmark information has been, utilizing our extensive experience, amalgamated and tailored to reflect the specific characteristics of the London market and the London Resort program.

BENCHMARKING: SOURCE DATA

The London Resort is a year-round, mixed-use, multi-gate theme park anchored resort. At current, there is no direct comparable operating in the UK. That being said, MRPF did consider guest usage patterns at several UK theme parks and tourist attractions, including Legoland in Windsor.

Because of the program characteristics, scale and vision for the London Resort, MRPF relied more heavily on the learnings from multi-gate theme park anchored destinations. As each of these projects has its own unique characteristics (market characteristics, visitor mix, program, etc), directly applying the data from any individual park to the London Resort would be inaccurate and irresponsible. However, when employing the learnings from a broad selection of relevant project, along with our experience doing exactly this for the last 40 years, we have developed a reasonable and credible model.

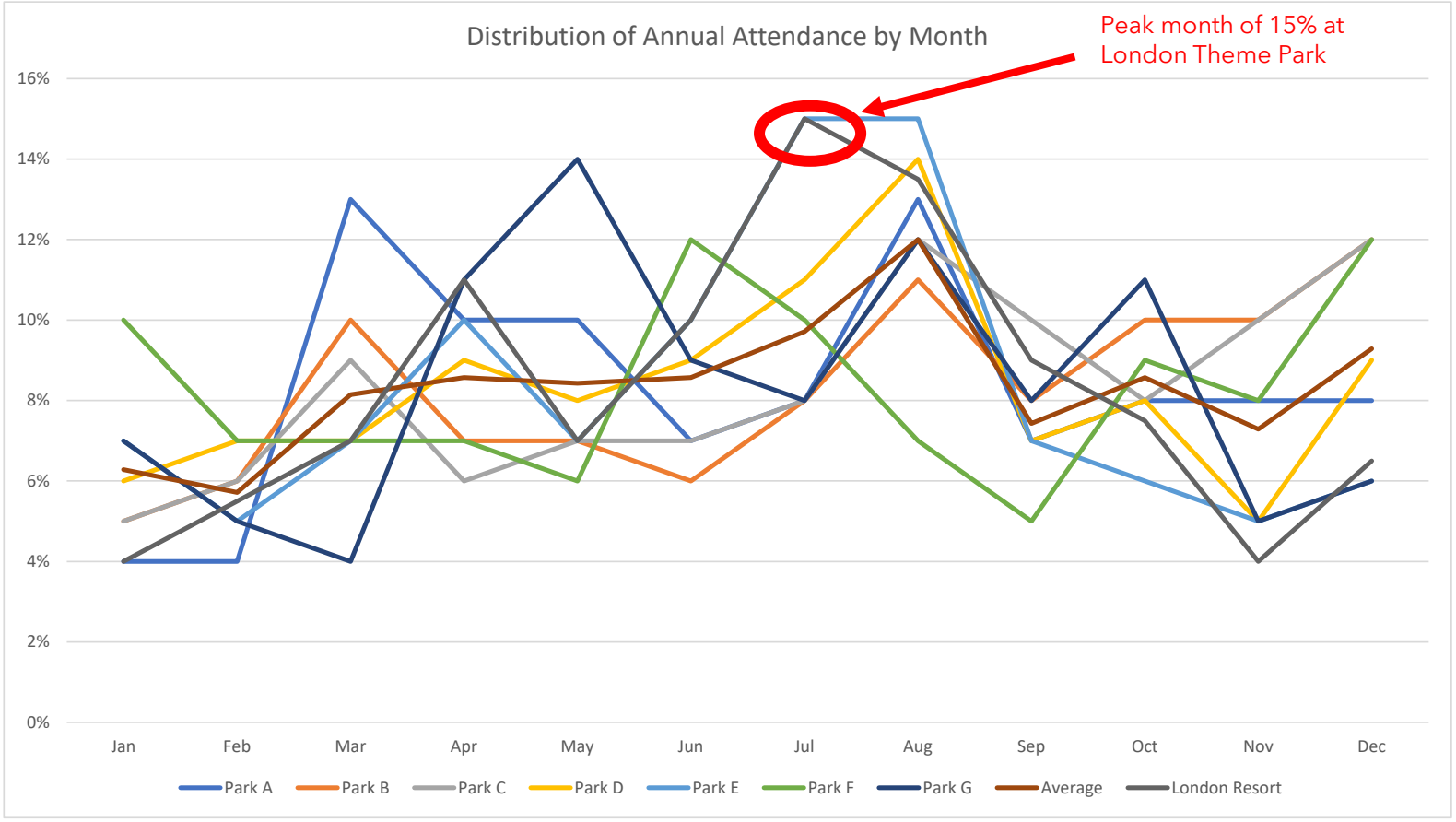
The park-resorts from which we incorporated specific data and learnings include:

- Disneyland Resort – Anaheim, CA, USA
- Paris Disney Resort – Paris, France
- Samsung Everland Resort – Seoul, Korea
- Yas Island – Abu Dhabi, UAE
- Walt Disney World – Orlando, FL, USA
- Universal Orlando – Orlando, FL, USA
- Tokyo Disney Resort – Tokyo, Japan
- Universal Studios Japan – Osaka, Japan
- Port Aventura – Salou, Spain

BENCHMARKING: COMPARISON OF KEY METRICS

Attendance in a theme park does not arrive evenly throughout the year.

As shown in the chart, MRPF envisions a higher level of seasonality, and therefore peaking, at the London Resort.



BENCHMARKING: COMPARISON OF KEY METRICS

The chart below shows more granular comparisons of attendance distribution metrics.

Design Day % of Annual
London Theme Park is expected to be slightly more seasonal. As such the Design Day (90-95th percentile), is envisioned to be a higher than median/typical levels.

Peak In-Park % of Day
We are expecting higher on-site visitation levels at the London Theme Park, due primarily to climate, daylight hours, and operating hours

Peak Arrival Hour % of Day
Guest arrivals to the site are expected to be nominally similar to other projects

	Design Day % of Annual	Peak In-Park % of Day	Peak Arrival Hour % of Day
Comp Set			
Low	0.48%	65%	18%
High	0.70%	85%	28%
Median/typical	0.56%	74%	22%
London Theme Park	0.59%	89-92% [1]	17-27% [1]

[1] does not include hotel guests already on property

OTHER CONSIDERATIONS

MRPF was tasked with distributing attendance based on the market, resort program and annual attendance figures (volume and mix) provided by LDP.

Our firm was expressly directed not to employ or consider initiatives that might be incorporated to more evenly distribute demand or re-direct peak period demand to off-peak periods. As such, the attendance distribution model should be considered demand-driven, with minimal consideration toward any supply limitations.

Were we to more strongly consider specific marketing and/or operational programs to more evenly distribute demand (e.g., dynamic pricing, expanded resident-oriented promotional initiatives), it is likely that peak guest arrival volume would be reduced.

TECHNICAL NOTE 14

DATE:	09 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Transport Assessment Update Note		
PROJECT:	London Resort	**AUTHOR:**	David Dixon
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

ANNEX 3 - TECHNICAL NOTE 8 – WIDER TRAFFIC DISTRIBUTION

TECHNICAL NOTE 8: WIDER DISTRIUBTION

DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	Wider Distribution Impacts		
PROJECT:	The London Resort	**AUTHOR:**	Charlotte Herridge
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

INTRODUCTION

WSP has been engaged by London Resort Company Holdings Ltd (LRCH) to provide transportation advice and highways input to the Proposed Development of The London Resort on the Swanscombe Peninsula, Kent. WSP, in consultation with world leading resort consultants and experts, have been involved in developing the transport, highway and infrastructure master plan for the Proposed Development. WSP are responsible for the preparation of the supporting transport documents for DCO application which will cover a variety matters, including the transport strategy, transport modelling, Transport Assessments, and travel demand management.

The Transport Assessment (TA) formed part of a suite of WSP's technical documents that supported the DCO application submitted in December 2020. The TA provides an assessment of the transportation impacts of the proposed London Resort development on the highway and public transport networks. The TA presents the existing baseline conditions of the project sites, the development proposals together with a robust methodology that has been prepared in order to determine the forecast peak hour multi-modal trip generation the distribution of visitor and staff journeys by mode. This culminates in the overall travel demand based on forecast annual and daily attendance which has been applied to determine the implications of the Resort from the Transport perspective.

As part of the DCO examination process, representatives from key statutory bodies have provided responses and comments on the transport material supporting the DCO submission.

This Technical Note has been prepared to consider the wider dispersal of traffic travelling to/from the Resort, which has been a comment raised by stakeholders as requiring further consideration given that the application material has focused upon an assessment of the Strategic Road Network, given that this would provide the primary highway access strategy.

This exercise has been carried out to consider both the Strategic Road Network in order to validate the assessment cordon considered together the Local Road Network within Kent, Thurrock and also within the Transport for London network. It is noted that this Technical Note should be read in conjunction with the suite of WSP's technical documents, particularly the Transport Assessment and supporting appendices, which are referenced throughout this note.

'DAY OF TRAVEL' TRIP DISTRIBUTION

Within the TA, *Appendix TA – N Trip Distribution* outlines the inputs and methodology adopted to develop and validate the London Resort visitor UK Home Origin Gravity Model which provides the forecast home origins of primary and secondary residents, and domestic tourists to the site. Based on varying penetration rates for different areas of the Resort, provided by Leisure Development Partners (LDP) , the gravity model was then used to develop the forecast trip distribution for The London Resort.

The trip origin on the day of travel will be determined by the location of those that travel to/from home on the day of visit and those staying in overnight accommodation nearby. It is therefore considered that the on the day of travel, trips will be generated by either home origins within the UK, off-site hotels within a 60-minute drive time radius of site (and including all of London) or internally from the on-site hotels.

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DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
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The forecast trip distribution is presented in **Table 1** by area, considering zones relative to The London Resort, these being provided for areas within drive times 60 minutes, 60-120 minutes and over 120 minutes. This has been taken from *Appendix TA – N Trip Distribution* where the full trip distribution is tabulated by local authority .

Table 1: Trip Distribution on the Day of Travel - By Area Relative to The London Resort

Area relative to The London Resort	% Trip Distribution on the Day of Travel (2025)	% Trip Distribution on the Day of Travel (2029)	% Trip Distribution on the Day of Travel (2038)
UK- 0-60 minutes – West	5%	5%	5%
UK- 0-60 minutes – East	7%	7%	7%
UK- 0-60 minutes – South	10%	10%	10%
UK- 0-60 minutes – North	10%	9%	9%
UK- 0-60 minutes – London	46%	45%	48%
UK- 60-120 minutes	17%	18%	18%
UK- 120 minutes +	4%	5%	4%
Total	**100%**	**100%**	**100%**

To support the visualisation of the 'day of travel' origin information distribution presented in **Table 1,** a series of figures have been produced to show the volume of two-way private vehicles travelling from/to local authorities within the South East for 2025, 2029 and 2038. The figures, included in **Appendix A** present the total number of two-way private vehicles for the AM Peak Hour, PM Peak Hour, across the 85th Percentile Day and the peak two-way arrival/departure from the Resort.

The primary assessment on the highway network has been undertaken on the 85th percentile day in 2025, 2029 and 2038; this is not the average or typical attendance numbers for each of these years but instead a snapshot on a single identified weekday. It is therefore acknowledged that any impacts will be far less on the majority of days during each of the assessment years.

KENT PROJECT SITE

The Kent Project Site is located on the Swanscombe Peninsula, and it is highly accessible to the strategic road network (SRN), including the A2(T), M2, M25 and the Queen Elizabeth II, Dartford Crossing. The road network provides the ability for local visitors and staff, as well as those from further afield, to access the London Resort by car, bus or coach.

VEHICLE ACCESS AND DISTRIUBTION

The only vehicle access for visitors driving to the London Resort Kent Project Site will be via a dedicated Resort Access Road from the A2(T) at a new and improved junction with the A2260. This therefore means that all visitors and staff arriving at the Kent Project Site will have to do so via the new A2 Ebbsfleet Access junction. This approach

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utilises the existing highway infrastructure located at the A2 Ebbsfleet junction, but combines this with the Highways England upgrade of the junction. The access comprises a new dual carriageway link directly from the new A2 Ebbsfleet junction to the London Resort's main transport terminal.

Whilst the purpose of this Technical Note is not to justify the access strategy, the premise of the approach is to ensure that those travelling to The Resort by car utilise make use of the strategic nature of the SRN and use routes whose primary purpose is to carry vehicular traffic.

Within the TA, *Appendix TA – R London Resort Traffic Flow Diagrams* demonstrates that in the AM Peak, 72% of all arrivals to the Kent Project Site come from the A2 Eastbound off-slip (59%) or A2 Westbound off-slip (13%) and therefore access the Resort directly from the Strategic Road Network; 95% of departures in the AM peak join the A2 Eastbound on-slip (14%) or Westbound on-slip (81%). The remaining 28% of arrivals and 5% of departures in the AM Peak, primarily made up of staff trips or visitors who's 'day of travel' origin is within Gravesham, access/egress the Resort via the A2260. The AM and PM arrival and departure percentage distribution is presented in full in **Table 2**.

Table 2: Distribution of Arrivals / Departures to the London Resort (Kent Project Site)

Trip Distribution	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
A2 East (e.g from/towards M2/Kent)	13%	14%	11%	14%
A2 West (e.g from/towards M25/London)	59%	81%	72%	83%
A260 (Local Roads from Gravesham)	28%	5%	17%	3%
Total	**100%***	**100%***	**100%***	**100%***

**100% of total private vehicle arrivals/departures to the Kent Project Site*

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DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
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The AM and PM arrival / departure percentage distributions vary due to the different arrival and departure profiles of the various land uses, and for visitors and staff, within the Resort and as such the higher percentage of arrivals on the local road network in the AM peak is primarily attributed to staff trips from Gravesham. It is noted that 28% of arrivals in the AM Peak equates to 30 vehicles in 2025 and 32 vehicles in 2029 and 2038.

ROUTE CHOICE

The Gravity Model has been validated at a local authority level based on available market information provided by industry experts, Leisure Development Partners (LDP). Whilst it is acknowledged that there are many route choices between 'day of travel' local authority origins and the Resort, these can often vary according to various immeasurable factors (local knowledge, satellite navigation systems, specific 'day of travel' congestion or road traffic collision occurrences) and the evidence base for determining the distribution did not allow for refinement beyond local authority level.

The trip distribution for all 'day of travel' origins has been calculated at a local authority level and the 'most likely' route choice, based on the latest available route planning information at the time of model development, has been assessed.

In reality, visitors or staff travelling to the Kent Project Site from Gravesham will access the A2 at any of the access points between A2 Ebbsfleet and M2 Junction 1. In addition, the level of travel demand to the Resort will vary from day to day, particularly across different seasons, therefore no one day will be the same. It is therefore considered that allocation of all arrivals/departures from/to Gravesham on the A2260 is an appropriately robust approach to assess the impacts of the Resort's trip generation on the A2 access junction.

The highway assessment has considered a 'worst-case' visitor and staff private vehicle mode share, based on the car park accumulation exercise which assumes all parking capacity is taken up. Analysis presented in *Appendix TA – P Future Mobility* demonstrates that in reality, taking cost, distance and propensity to travel via other modes into account, the private vehicle mode share will be a lot less.

Ultimately, travel planning measures that will be secured as part of the Travel Demand Management Plan will incentivise travel by active and sustainable modes, particularly for staff/visitors living in Dartford and Gravesham, therefore reducing the impact on the local road network further. The ticketing strategy implemented as part of the development will also require visitors to pre-book car parking which will allow for further management.

A2 EAST

In 2029, **Table 2** demonstrates that the modelling assessed the impact of 13% of arrivals and 14% of departures in the AM peak and 11% of arrivals and 14% of departures in the PM peak travelling from/to A2 East; the proportion of vehicles arriving and departing from the A2 East (e.g from/towards M2/Kent) represents 'day of travel' origins in Medway, Ashford, Canterbury, Dover, Maidstone, Shepway, Swale and Thanet. The two-way proportion of A2 East trips to each of these authorities is presented in **Table 3**.

TECHNICAL NOTE 8: WIDER DISTRIUBTION

DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
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Table 3: A2 East, 2029 Trip Distribution and Route Choice

Origin	AM Peak Two-Way Proportion*	PM Peak Two-Way Proportion*	Route Choice (Access/Egress to SRN)**
Medway	41%	24%	M2 Junction 1 towards A289 Hasted Rd or A2 Watling Street; M2 Junction 2 towards Sundridge Hill / Cuxton Rd; M2 Junction 3 towards A2405 and A229 Maidstone Rd; M2 Junction 4 towards Hoath Way
Ashford	1%	6%	M2 Junction 3 towards M20 (via A229 SB)
Canterbury	5%	9%	M2 Junction 7 towards A299 Thanet Way; M2 Junction 7 towards A2 Broughton Bypass
Dover	40%	30%	A2 / M2 / A2 to Dover; M2 Junction 3 towards M20 (via A229 SB)
Maidstone	5%	13%	M2 Junction 3 towards M20 (via A229 SB)
Shepway	1%	6%	M2 Junction 3 towards M20 (via A229 SB)
Swale	5%	7%	M2 Junction 3 towards A229 SB; M2 Junction 5 towards A249 Maidstone Rd NB; M2 Junction 6 towards A251 NB and SB
Thanet	1%	6%	M2 Junction 7 towards A229 Thanet Way

it is noted that this is the proportion of vehicles that travel to/from A2 East and **not the proportion of overall vehicles arriving/departing to/from the London Resort*

*** calculated at a local authority level and the 'most likely' route choice, based on the latest available route planning information*

A summary of the two-way proportion, and the equating number of trips, for all time periods and scenarios is shown in **Table 4** for the AM and PM Peak, and **Table 5** for the pre-PM Peak. Trip distribution diagrams have been produced to demonstrate the two-way distribution along the A2 East towards Kent and how these trips disperse onto the local road network. The 2025, 2029 and 2038 proportions, actual vehicle and route choice information, shown in **Table 3** to **Table 5**, have been applied to the respective AM and PM peak arrivals/departures to the London Resort from/to the A2 East these are showing in the trip distribution figures included in **Appendix B**.

TECHNICAL NOTE 8: WIDER DISTRIUBTION

DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
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Table 4: A2 East, Trip Distribution, AM and PM Peak

Origin	AM Peak Two-Way (08:00 – 09:00)						PM Peak Two-Way (17:00 – 18:00)					
	2025		2029		2038		2025		2029		2038	
	%	Actual	%	Actual	%	Actual	%	Actual	%	Actual	%	Actual
Medway	42%	7	41%	4	40%	7	24%	22	24%	50	21%	36
Ashford	1%	0	1%	1	1%	0	6%	5	6%	1	6%	11
Canterbury	6%	1	5%	2	5%	1	9%	8	9%	7	10%	18
Dover	38%	7	40%	5	41%	7	30%	28	30%	52	30%	52
Maidstone	6%	1	5%	2	5%	1	12%	12	13%	7	12%	21
Shepway	1%	0	1%	1	1%	0	5%	5	6%	1	6%	11
Swale	5%	1	5%	1	5%	1	7%	6	7%	6	8%	13
Thanet	1%	0	1%	1	1%	0	6%	6	6%	1	7%	11
Total	**100%**	**17**	**100%**	**18**	**100%**	**18**	**100%**	**92**	**100%**	**125**	**100%**	**173**

Table 5: A2 East, Trip Distribution, Pre-PM Peak (1600-1700)

Origin	Pre-PM Peak Two-Way (16:00 – 17:00)					
	2025		2029		2038	
	%	Actual	%	Actual	%	Actual
Medway	24%	34	22%	40	19%	49
Ashford	7%	9	7%	13	8%	20
Canterbury	11%	15	11%	21	13%	33
Dover	25%	35	25%	46	23%	58
Maidstone	11%	15	11%	20	11%	29
Shepway	6%	9	7%	13	8%	20
Swale	9%	12	9%	17	10%	24
Thanet	7%	10	8%	14	8%	21
Total	**100%**	**140**	**100%**	**184**	**100%**	**255**

TECHNICAL NOTE 8: WIDER DISTRIUBTION

DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
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PROJECT:	The London Resort	**AUTHOR:**	Charlotte Herridge
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

A229 Between M2 and M20

Further analysis has been undertaken to investigate the impacts of the London Resort development traffic on the A229, connecting the M2 and the M20, shown in **Figure 1**. In order to determine the possible impacts on the 85th percentile day in 2025, 2029 and 2038, the development flows, shown in **Appendix B**, have been added to 2019 base flows extracted from DfT's count database.

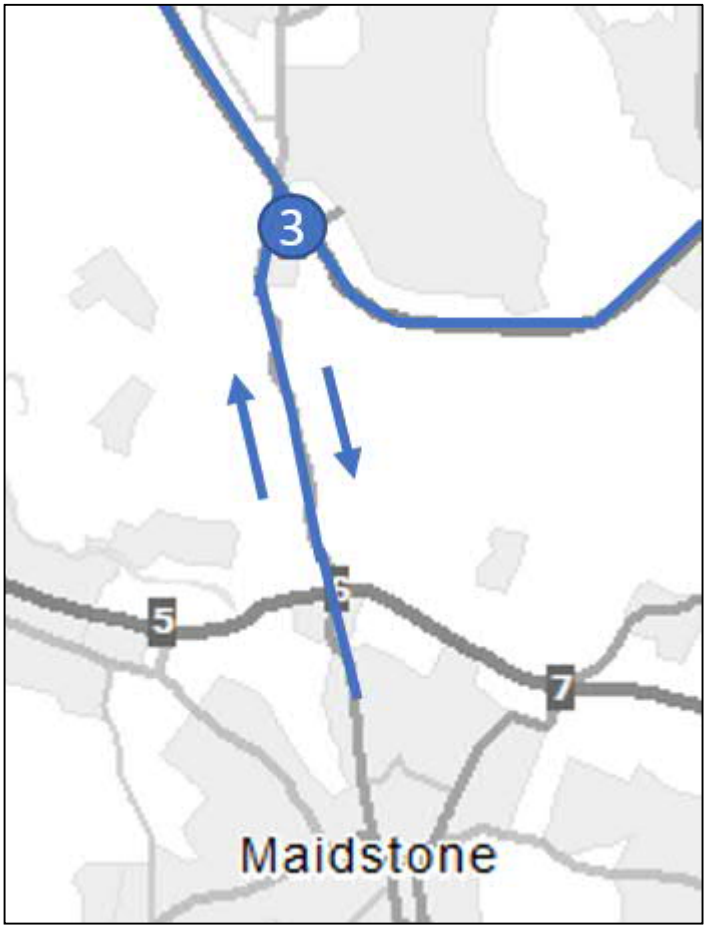

Figure 1: A229 Vehicle Volumes

The increase in vehicle volumes, in terms of actual and percentage increases, northbound and southbound along the A229 are presented in **Table 6** for 2025, 2029 and 2038 for the AM Peak, Pre-PM Peak and PM Peak.

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CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Table 6: London Resort Impacts on A229

		AM Peak (08:00 – 09:00)		Pre-PM Peak (16:00 – 17:00)		PM Peak (17:00 – 18:00)	
		Actual	%	Actual	%	Actual	%
Northbound	Baseline	2340	-	3613	-	3897	-
	2025	2342	+0.07%	3639	+0.71%	3907	+0.25%
	2029	2342	+0.07%	3648	+0.97%	3909	+0.32%
	2039	2342	+0.09%	3663	+1.38%	3912	+0.32%
Southbound	Baseline	3480	-	2580	-	2529	-
	2025	3481	+0.03%	2609	+1.13%	2557	+1.11%
	2029	3481	+0.03%	2620	+1.53%	2569	+1.56%
	2039	3482	+0.05%	2637	+2.20%	2588	+2.31%

Table 6 demonstrates that across all three model years and the AM, PM and pre-PM peak hours within the 85th percentile day, the maximum percentage increase along the A229 is approximately 2.31% (or 59 vehicles) in the 2038 PM Peak; this equates to approximately 1 additional vehicle every 60 seconds, which is considered to have a negligible impact on the highway network

A2 WEST

In 2029, **Table 2** demonstrates that the modelling assessed the impact of 59% of arrivals and 81% of departures in the AM peak and 72% of arrivals and 83% of departures in the PM peak travelling from/to A2 West; the proportion of vehicles arriving and departing from the A2 West (e.g from/towards M25/London) represents 'day of travel' origins from a variety of local authorities across England/Scotland/Wales, including those travelling clockwise and anti-clockwise around the M25 and 'day of travel' origins from London Boroughs. For this reason, it is our view that trips to/from the London Resort very quickly become dispersed on the strategic and local road networks however for the purposes of this TN, WSP have considered the proportion of (and actual volume) of vehicles that use key local roads of particular concern – such as A2 which connects part of London to the Resort. It is noted that trips to/from Dartford will access the A2 via the A296 to Watling Street and the impacts along this route have been assess as part of the microsimulation modelling.

Within the TA, *Appendix TA – R London Resort Traffic Flow Diagrams* includes M25 Junction 2, the grade separated junction with the A2; this demonstrates that in 2029, a maximum of 21 two-way trips in the AM Peak and 109 trips in the PM Peak use the A2 to/from London. These are considered to be trips with a 'day of travel' origin in one of the following London Boroughs: Camden, City of London, Islington, Kensington & Chelsea, Lambeth, Lewisham, Southwark, Tower Hamlets, Westminster, Bexley and Greenwich.

If we assume that trips using the A2 to/from London represents 100%, the resulting distribution of access/egress points onto the local road network is presented for 2029 AM and PM peak two-way movements in **Table 7**.

TECHNICAL NOTE 8: WIDER DISTRIUBTION

DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
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Table 7: A2 West, 2029 Trip Distribution and Route Choice

	AM Peak Two-Way Proportion*	PM Peak Two-Way Proportion*	Route Choice (Access/Egress to A2)**
Camden	3%	6%	A2, Blackwall Tunnel, A1203
City of London	1%	1%	A2, Blackwall Tunnel, A1203
Islington	2%	3%	A2, Blackwall Tunnel, A1203
Kensington & Chelsea	3%	5%	A2, Blackwall Tunnel, A1203
Lambeth	6%	5%	A2 to Eltham, A205
Lewisham	6%	4%	A2 to Eltham, A205
Southwark	6%	5%	A2 to Bermondsey
Tower Hamlets	2%	4%	A2, Blackwall Tunnel, A13
Westminster	4%	8%	A2, Blackwall Tunnel, A1203
Bexley	40%	51%	A2 to Old Bexley Lane, A223 or A210 Blendon Road junctions
Greenwich	26%	8%	A2, Blackwall Tunnel approach to Greenwich

it is noted that this is the proportion of vehicles that travel to/from A2 West and **not the proportion of overall vehicles arriving/departing to/from the London Resort*

***calculated at a local authority level and the 'most likely' route choice, based on the latest available route planning information*

Applying the proportion of vehicles in **Table 7** to the 2029 AM and PM Peak Two-Way vehicles of 21 and 109 respectively, demonstrates that the vehicles access/egressing the London Resort quickly disperse on a variety of local roads to access borough's within London and therefore the Resort's impact on any one local road will be negligible given the distance from the project site. In the 2029 PM Peak, 27% of two-way trips use the Blackwall Tunnel; this equates to approximately 30 two-way vehicles which is considered to have a negligible impact on the existing link operation and would be well within the daily variation in traffic.

The greatest proportion of trips travelling on A2 West of the Resort are coming from / going to Bexley, these trips are likely to be split across a number of A2 junctions depending on where in Bexley the 'day of origin' is, and whether it's north or south of the A2. As the trip distribution was validated at a local authority level, it is assumed that equal proportions access/egress the A2 at Old Bexley Lane, A223, A210 Blendon Road junctions which equates to approximately 15 two-way vehicles using each junction in the 2029 PM peak hour.

A summary of the two-way proportion, and the equating number of trips, for all time periods and scenarios is shown in **Table 8** for the AM and PM Peak, and **Table 9** for the Pre-PM Peak. It is noted that AM Peak arrivals are predominantly attributed to staff; the similar number of staffing levels between 2029 and 2038 means that the AM Peak hour arrivals for 2029 and 2038, from A2 West, are the same.

TECHNICAL NOTE 8: WIDER DISTRIUBTION

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Table 8: A2 West, Trip Distribution, AM and PM Peak

Origin	AM Peak Two-Way (08:00 – 09:00)						PM Peak Two-Way (17:00 – 18:00)					
	2025		2029		2038		2025		2029		2038	
	%	Actual	%	Actual	%	Actual	%	Actual	%	Actual	%	Actual
Camden	2%	0	3%	1	3%	1	6%	6	6%	6	7%	13
City of London	1%	0	1%	0	1%	0	1%	1	1%	1	2%	4
Islington	2%	0	2%	0	2%	0	4%	4	3%	4	4%	7
Kensington & Chelsea	2%	0	3%	1	3%	1	5%	5	5%	5	7%	12
Lambeth	7%	1	6%	1	6%	1	6%	5	5%	5	5%	9
Lewisham	7%	1	6%	1	6%	1	5%	5	4%	5	4%	8
Southwark	7%	1	6%	1	6%	1	6%	5	5%	5	5%	9
Tower Hamlets	2%	0	2%	0	2%	1	5%	5	4%	5	5%	10
Westminster	3%	1	4%	1	4%	1	8%	7	8%	8	10%	19
Bexley	40%	8	40%	8	39%	8	43%	40	51%	56	44%	80
Greenwich	26%	5	26%	5	26%	5	9%	8	8%	9	7%	13
Total	**100%**	**19**	**100%**	**21**	**100%**	**21**	**100%**	**91**	**100%**	**109**	**100%**	**184**

TECHNICAL NOTE 8: WIDER DISTRIUBTION

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Table 9: A2 West, Trip Distribution, Pre-PM Peak

Origin	Pre-PM Peak Two-Way (16:00 – 17:00)					
	2025		2029		2038	
	%	Actual	%	Actual	%	Actual
Camden	7%	9	7%	9	9%	20
City of London	2%	2	2%	2	2%	6
Islington	5%	5	4%	5	5%	10
Kensington & Chelsea	6%	8	6%	8	8%	19
Lambeth	8%	9	7%	9	7%	15
Lewisham	7%	8	6%	8	6%	13
Southwark	7%	9	6%	8	6%	14
Tower Hamlets	6%	7	6%	7	6%	14
Westminster	10%	11	9%	12	13%	29
Bexley	30%	35	35%	46	28%	63
Greenwich	13%	15	12%	16	10%	23
Total	**100%**	**118**	**100%**	**131**	**100%**	**226**

Trip distribution diagrams have been produced to demonstrate the two-way distribution along the A2 East towards Kent and how these trips disperse onto the local road network. The 2025, 2029 and 2038 proportions, actual vehicle and route choice information, shown in **Table 7** to **Table 9**, have been applied to the respective AM and PM peak arrivals/departures to the London Resort from/to the A2 West these are showing in the trip distribution figures included in **Appendix C**.

The highway assessment has considered the impact of a 'worst-cast' private vehicle mode share, assuming that on-site car parks will be fully occupied however in reality, low car ownership levels across Greater London in addition to high accessibility to, and propensity to use, public transport are likely to reduce the number of vehicles travelling from boroughs within London and instead encourage visitors to use sustainable modes.

The possible expansion of the Congestion Charging area to cover the same area as the Ultra-Low Emission Zone (ULEZ) could be another deterrence for visitors and staff travelling along the A2 (West) from/to London.

TECHNICAL NOTE 8: WIDER DISTRIUBTION

DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
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ESSEX PROJECT SITE

To support the delivery of this significant attraction, the Essex Project Site has been identified for its proximity to several ports, including Tilbury, and its ability to exploit links to existing cruise liners which will enable the Resort to offer the highest level of accessibility for a development of its kind by this mode. As part of the proposals, 25% of visitor car and coach parking is to be provided north of the River Thames in Tilbury and guests will access the main Resort via a 'Park and Glide' ferry crossing facility connecting into the Swanscombe pier. As with the Kent Project Site, the ticketing strategy will require visitors to pre-book car parking allowing greater management of the overall demand and vehicle volumes arriving/departing each day.

VEHICLE ACCESS AND DISTRIBUTION

To facilitate vehicle access for visitors driving to the London Resort Essex Project Site, this will be via the A1089 connecting the Port of Tilbury to the A13. As with the Kent Project Site, the 'most likely' route choice, based on the latest available route planning information at the time of model development, has been assessed. A full tabulated distribution of trips to/from the Essex Project Site is provided in Appendix TA – N Trip Distribution.

Arrivals to Tilbury car-parking facility are primarily visitors whose 'day of travel' local authority origin is in counties such as Essex, Suffolk, Norfolk, Cambridgeshire – or other regions / local authorities that require vehicles to travel clockwise around the M25 and therefore have the propensity to park at the Essex Project Site rather than the Kent Project Site.

Within the TA, *Appendix TA – R London Resort Traffic Flow Diagrams* demonstrates that in the AM Peak, 97% of all arrivals to the Essex Project Site come from the A13 Eastbound off-slip (81%) or A13 Westbound off-slip (16%) and therefore access the Resort directly from A1089; the remaining 3% of arrivals in the AM Peak, primarily made up of visitors who's 'day of travel' origin is within Thurrock (e.g Grays), access/egress the Resort via the A126 joining the A1089 at the Old Dock Approach Road / Marshfoot Road junction. There are no departures in the AM Peak as all staff and hotel car parking is located at the Kent Project Site. The AM and PM arrival and departure percentage distribution is presented in full in **Table 10**.

Table 10: Distribution of Arrivals / Departures to the London Resort (Essex Project Site)

Trip Distribution	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
A13 East (e.g from/towards A130/Essex)	16%	0%	29%	17%
A13 West (e.g from/towards M25/London)	81%	0%	69%	80%
A126 (Local Roads from Thurrock)	3%	0%	2%	3%
Total	**100%***	**100%***	**100%***	**100%***

**100% of total private vehicle arrivals/departures to the Essex Project Site*

TECHNICAL NOTE 8: WIDER DISTRIUBTION

DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
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A13 EAST

In 2029, **Table 10** demonstrates that the modelling assessed the impact of 16% of arrivals in the AM Peak and 29% of arrivals and 17% of departures in the PM Peak travelling from/to A13 East; the proportion of vehicles arriving and departing from the A13 East (e.g from/towards A13/Essex) represents 'day of travel' origins in Southend-on-Sea, Basildon, Braintree, Brentwood, Castle Point, Chelmsford and Colchester. The two-way proportion of A13 East trips to each of these authorities is presented in **Table 11**.

Table 11: A13 East, 2029 Trip Distribution and Route Choice

Origin	AM Peak Two-Way Proportion*	PM Peak Two-Way Proportion*	Route Choice (Access/Egress to SRN)**
Southend-on-Sea	17%	13%	A13 to London Road or A12
Basildon	19%	35%	A13 to A176 or A132 S Mayne Junction
Braintree	7%	4%	A13, A130, A12, A130, A131
Brentwood	11%	16%	A13 to B1007
Castle Point	10%	7%	A13 to A130 Canvey Way
Chelmsford	17%	13%	A13, A130, A1114
Colchester	18%	13%	A13, A130, A12,

it is noted that this is the proportion of vehicles that travel to/from A13 East and **not the proportion of overall vehicles arriving/departing to/from the London Resort*

*** calculated at a local authority level and the 'most likely' route choice, based on the latest available route planning information*

A summary of the two-way proportion, and the equating number of trips, for all time periods and scenarios is shown in **Table 12** for the AM and PM Peak and **Table 13** for the Pre-PM Peak.

TECHNICAL NOTE 8: WIDER DISTRIUBTION

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Table 12: A13 East, Trip Distribution, AM and PM Peak

Origin	AM Peak Two-Way (08:00 – 09:00)						PM Peak Two-Way (17:00 – 18:00)					
	2025		2029		2038		2025		2029		2038	
	%	Actual	%	Actual	%	Actual	%	Actual	%	Actual	%	Actual
Southend-on-Sea	18%	1	17%	2	16%	2	14%	4	13%	5	13%	8
Basildon	20%	1	19%	2	20%	3	33%	11	35%	15	31%	18
Braintree	6%	0	7%	1	7%	1	3%	1	4%	2	4%	2
Brentwood	10%	1	11%	1	12%	2	15%	5	16%	7	16%	9
Castle Point	10%	1	10%	1	11%	2	8%	2	7%	3	9%	5
Chelmsford	18%	1	17%	2	17%	3	14%	4	13%	5	14%	8
Colchester	18%	1	18%	2	17%	3	14%	4	13%	6	14%	8
Total	**100%**	**7**	**100%**	**10**	**100%**	**15**	**100%**	**32**	**100%**	**43**	**100%**	**59**

Table 13: A13 East, Trip Distribution, Pre-PM Peak

Origin	Pre-PM Peak Two-Way (16:00 – 17:00)					
	2025		2029		2038	
	%	Actual	%	Actual	%	Actual
Southend-on-Sea	16%	4	16%	5	16%	7
Basildon	25%	6	25%	9	23%	11
Braintree	4%	1	5%	2	5%	3
Brentwood	12%	3	13%	4	13%	6
Castle Point	9%	2	9%	6	10%	5
Chelmsford	16%	4	16%	5	16%	8
Colchester	17%	4	16%	5	16%	8
Total	**100%**	**26**	**100%**	**34**	**100%**	**48**

Applying the proportion of vehicles to the two-way AM and PM Peak vehicle volumes demonstrates that the vehicles access/egressing the London Resort from the east is in fact relatively minor and in reality, would quickly disperse on a variety of local roads to access local authorities within Essex. Therefore, the Resort's impact on any one local road would be negligible given the distance from the project site.

TECHNICAL NOTE 8: WIDER DISTRIUBTION

DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
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Whilst it has been noted that some visitors might use Fort Road as an alternative route to travel east of Tilbury, this is not considered the 'most likely' route based on the latest available route planning tools; Table 12 also demonstrates that the overall arrival / departures to the Essex Project Site from east of Tilbury and local authorities within Essex is relatively low (maximum two-way movement of 59 vehicles in 2038), and so should any local re-routing occur on more minor roads, volumes are expected to be minimal and would not have a detrimental impact on the local road network within the vicinity of Tilbury.

A13 WEST

In 2019, **Table 10** demonstrates that the modelling assessed the impact of 81% of arrivals in the AM Peak and 69% of arrivals and 80% of departures in the PM Peak travelling from/to A13 West in the AM/PM peaks; the proportion of vehicles arriving and departing from the A13 West (e.g from/towards M25/London) represents 'day of travel' origins from a variety of local authorities across England/Scotland/Wales, including those travelling clockwise and anti-clockwise around the M25 and 'day of travel' origins from London Boroughs (e.g staying on the A13 westbound).

Within the TA, *Appendix TA – R London Resort Traffic Flow Diagrams* includes M25 Junction 30, the grade separated junction with the A13; this demonstrates that in 2029, a maximum of two-way 6 in the AM Peak or 32 vehicles in the PM Peak use the A13 to/from London (ie the A13 mainline). These are considered to be trips with a 'day of travel' origin in one of the following London Boroughs: Newham, Barking and Dagenham, Redbridge and Waltham Forest.

If we assume that trips using the A13 to/from London represents 100%, the resulting distribution of access/egress points onto the local road network is presented for 2029 AM and PM peak two-way movements in **Table 14**.

Table 14: A13 West, 2029 Trip Distribution and Route Choice

	AM Peak Two-Way Proportion*	PM Peak Two-Way Proportion*	Route Choice (Access/Egress to A2)**
Newham	60%	38%	A13 to Newham Way to High Street / Woolwich Manor Way, A112, or A1101. A13 to A406 North Circular to A124 junction
Barking & Dagenham	17%	33%	A13 to A1306, A123/A1153 or River Road
Redbridge	12%	15%	A13, A406 North Circular to Romford Rd / Ilford Hill or A12 / Woodford Avenue
Waltham Forest	11%	14%	A13, A406 North Circular to Woodford New Rd or A12 to A106/A1199 junction

it is noted that this is the proportion of vehicles that travel to/from A13 West and **not the proportion of overall vehicles arriving/departing to/from the London Resort*

***calculated at a local authority level and the 'most likely' route choice, based on the latest available route planning information*

A summary of the two-way proportion, and the equating number of trips, for all time periods and scenarios is shown in **Table 15** for the AM and PM Peak and **Table 16** for Pre-PM Peak.

DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
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Table 15: A13 West, Trip Distribution

Origin	AM Peak Two-Way (08:00 – 09:00)						PM Peak Two-Way (17:00 – 18:00)					
	2025		2029		2038		2025		2029		2038	
	%	Actual	%	Actual	%	Actual	%	Actual	%	Actual	%	Actual
Newham	62%	4	60%	4	55%	5	39%	11	38%	12	38%	17
Barking & Dagenham	17%	1	17%	1	19%	2	31%	9	33%	10	28%	13
Redbridge	11%	1	12%	1	14%	1	16%	5	15%	5	18%	8
Waltham Forest	10%	1	11%	1	13%	1	15%	4	14%	4	16%	8
Total	**100%**	**6**	**100%**	**6**	**100%**	**9**	**100%**	**29**	**100%**	**32**	**100%**	**46**

Table 16: A13 West, Trip Distribution

Origin	Pre-PM Peak Two-Way (17:00 – 18:00)					
	2025		2029		2038	
	%	Actual	%	Actual	%	Actual
Newham	46%	16	46%	16	41%	19
Barking & Dagenham	28%	10	28%	10	25%	12
Redbridge	14%	5	14%	5	15%	7
Waltham Forest	13%	4	12%	4	14%	6
Total	**100%**	**35**	**100%**	**36**	**100%**	**47**

Applying the proportion of vehicles to the two-way AM and PM Peak vehicle volumes demonstrates that the vehicles access/egressing the London Resort from this direction is relatively minor and in reality, would quickly disperse on a variety of local roads to access borough's within London. Therefore the Resort's impact on any one local road would be negligible given the distance from the project site.

SRATEGIC ROAD NETWORK

WSP have undertaken high-level analysis to determine the vehicle increases forecast on the strategic road network and how vehicles will access/egress the M25; it is noted that this assessment looks at the combined impacts of the Kent and Essex Project Site. In line with the rest of this Technical Note, 'most likely' route choice at local authority level, based on the latest available route planning information at the time of model development, has been assessed.

TECHNICAL NOTE 8: WIDER DISTRIUBTION

DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	Wider Distribution Impacts		
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Flow Diagrams have been produced to present the percentage distribution and total vehicles on the strategic and local road networks shown in **Figure 2**. It is noted that the A2 wider traffic distribution east and west of the Kent Project Site, and how the vehicles disperse onto the road network, is covered in more significant detail earlier within this TN and within **Appendix B** and **Appendix C**.

Figure 2: Strategic Road Network within the vicinity of The London Resort

Within the TA, WSP have assessed the AM and PM Peak hour impacts of the Resort on M25 Junction 2 as this junction is likely to see the greatest volume of vehicles during the actual AM and PM peak hours themselves. As vehicles disperse onto the wider network, any impacts will move into subsequent hours of the day, e.g arrivals to the resort between 8-9am are likely to pass through M25 Junction 21 between 7-8am.

Analysis presented for the SRN considers the hour in which vehicles arrive/depart the Resort and therefore, depending on travel time between the Resort and the specific M25 junction, the volume of vehicles are likely to impact different hours. For example, vehicles shown on the 5-6pm figure leaving M25 at Junction 12 to join the M3 are not likely to reach this junction until 6-7pm.

TECHNICAL NOTE 8: WIDER DISTRIUBTION

DATE:	30 June 2021	**CONFIDENTIALITY:**	Confidential
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CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

SUMMARY

As part of the proposals for the London Resort, the only vehicle access for visitors driving to the Kent Project Site will be via a dedicated Resort Access Road from the A2(T) at a new and improved junction with the B259. This therefore means that all visitors and staff arriving at the Kent Project Site will have to do so via the new A2 Ebbsfleet Access junction and as such be arriving/departing from the strategic road network and therefore impacts on the local road network, within the vicinity of the development and included in the VISSIM model, are negligible.

It is accepted that there are many route choices between 'day of travel' local authority origins and the Resort – some of which include local or rural roads – these can often vary according to various immeasurable factors (local knowledge, satellite navigation systems, specific 'day of travel' congestion or road traffic collision occurrences) and the evidence base for determining the distribution did not allow for refinement beyond local authority level. The trip distribution for all 'day of travel' origins has therefore been calculated at a local authority level and the 'most likely' route choice, based on the latest available route planning information at the time of model development, has been assessed.

This TN has assessed where vehicles will access/egress the strategic network as you get closer to their 'day of travel' local authority origins. The 'worst case' private vehicle mode share has been used to assess the impacts of the Resort on the highway network, which generates a significant number of two-way trips particularly during the PM Peak.

The proposed pull of attraction for the global-destination Resort means that vehicles would disperse onto variety of local roads and consequently have a negligible impact on any one particular part of the network, further away from the Resort.

The 'day of travel' trip distribution, presented in detail within *Appendix TA – N Trip Distribution* and summarised to a high-level within this TN, demonstrates that on average 78% of private vehicle trips will originate from within 60-minutes of the Resort, predominantly in local authorities within Kent, Essex and London. As presented within *Appendix TA – P*, broadly speaking this is also the area with the highest propensity to encourage travel by active or sustainable modes – based on time, distance, cost of travel and a number of other measurable factors. With implementation of public transport and active travel strategies in addition to securing the measures outlined within the Travel Demand Management Plan (*Appendix TA – AC of the TA*) any impacts from the Resort on the local road network, or those potentially caused by local re-routing or arriving at the A2 access junction by an alternative route not assessed in the modelling or within this TN, could be further reduced and/or mitigated.

APPENDIX A

2025

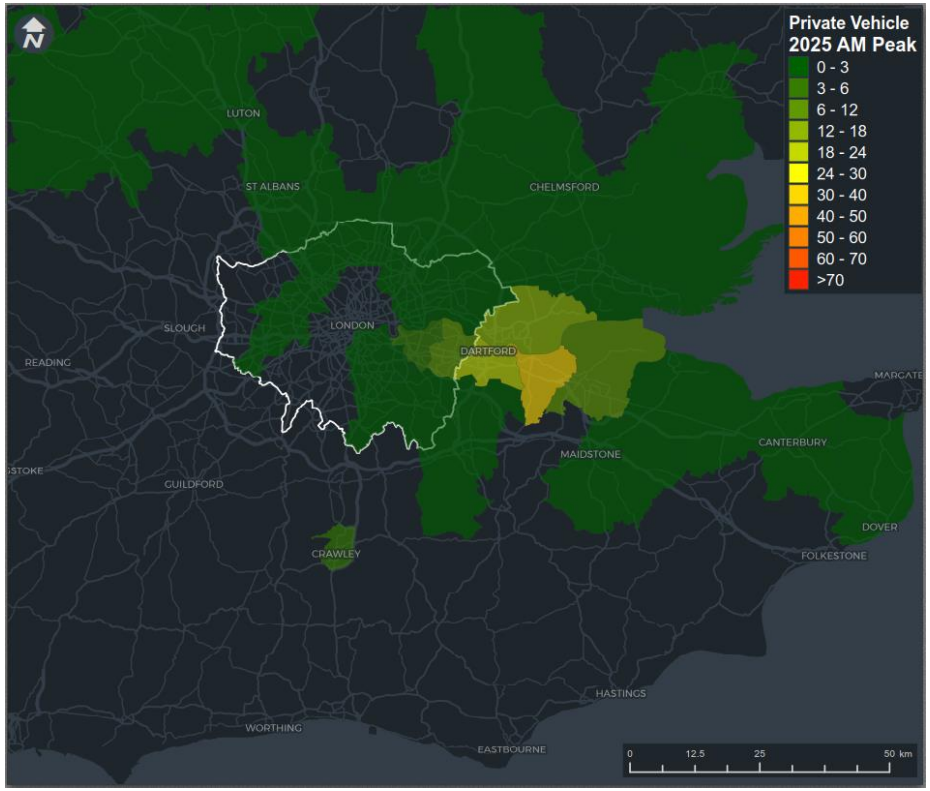


Figure 1: 2025 AM Peak Two-Way Private Vehicle Distribution

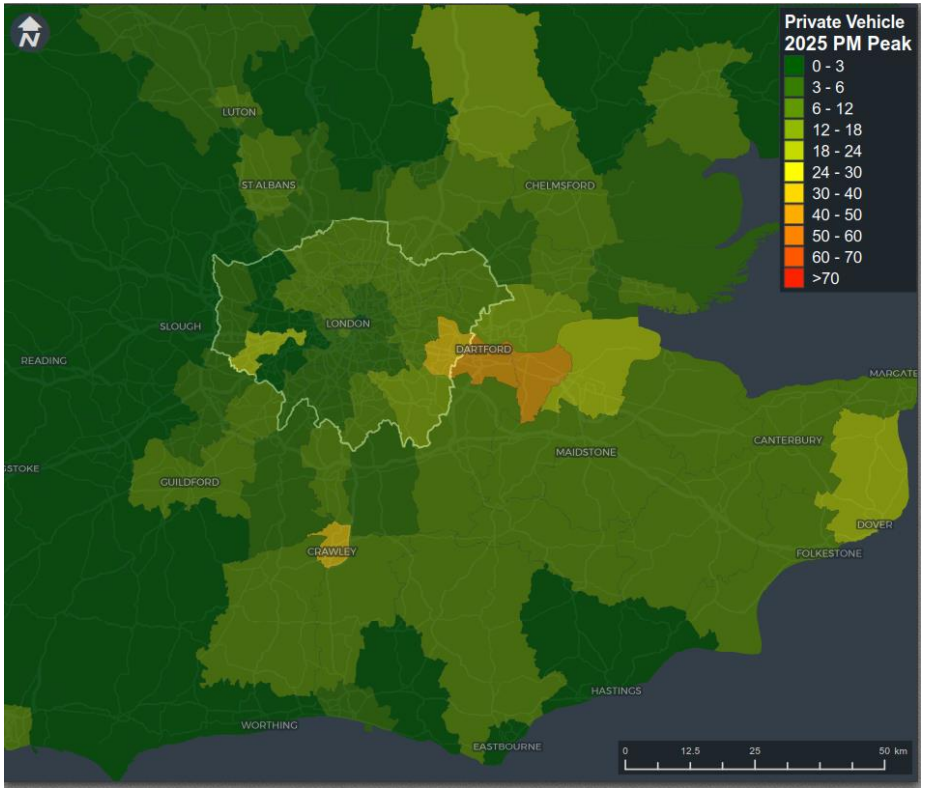


Figure 2: 2025 PM Peak Two-Way Private Vehicle Distribution

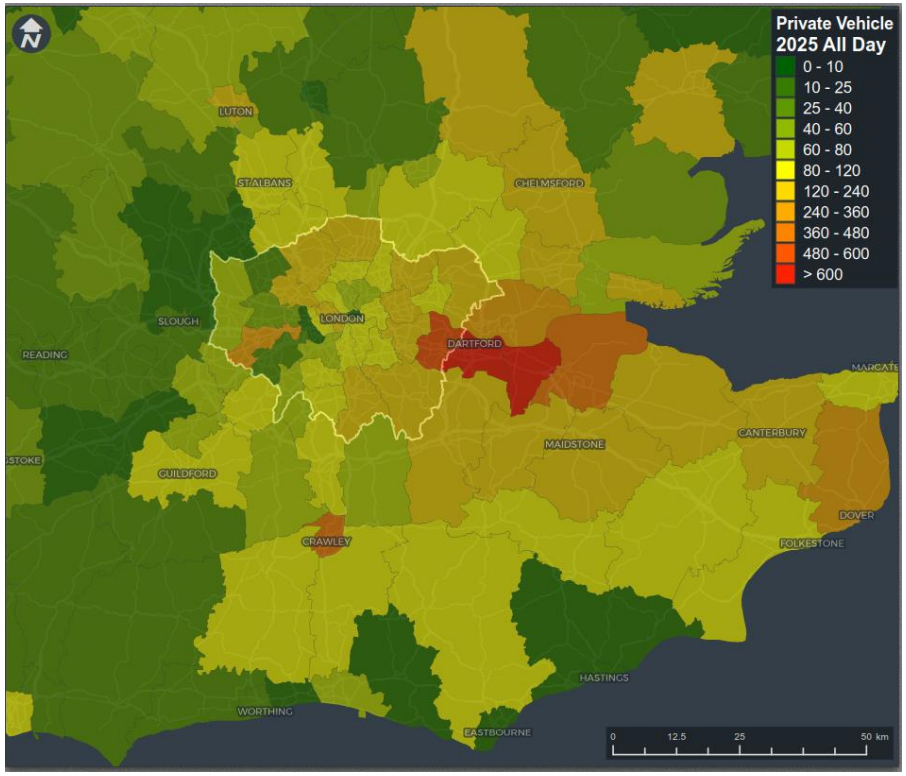


Figure 3: 2025 All Day Two-Way Private Vehicle Distribution

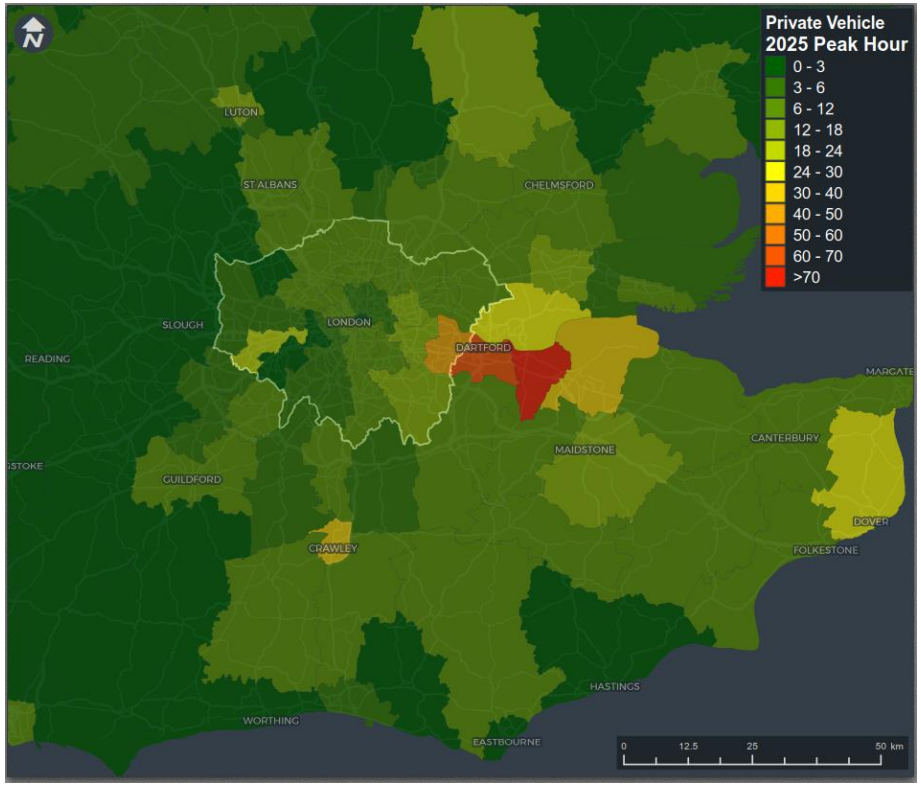


Figure 4: 2025 Peak Arrival/Departure Two-Way Private Vehicle Distribution

2029

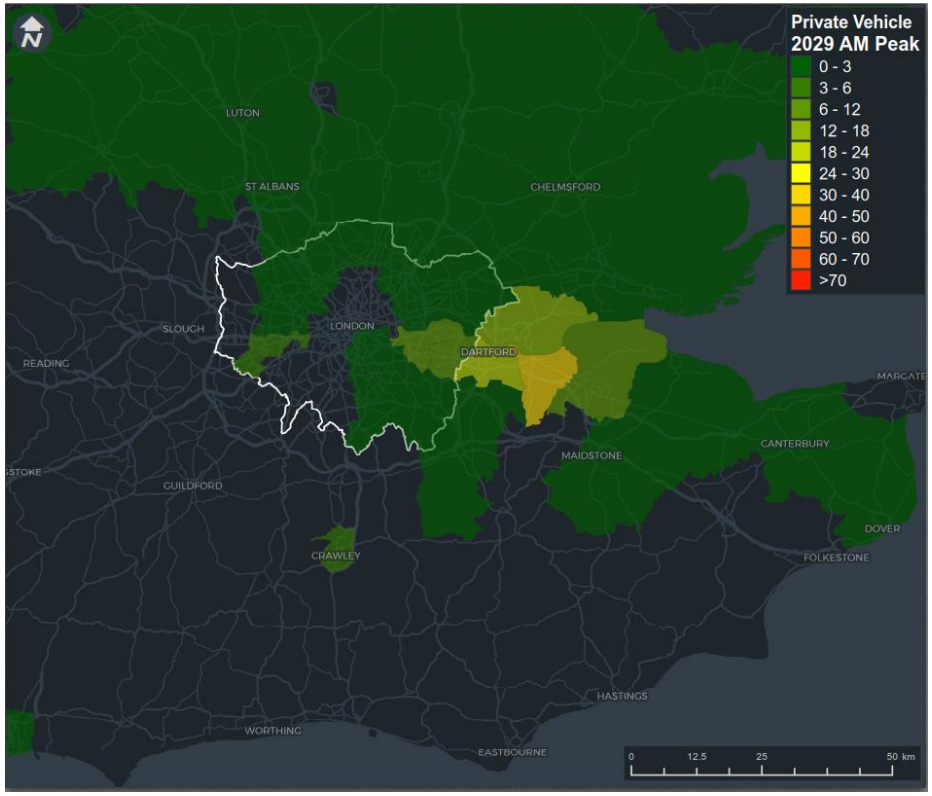


Figure 5: 2029 AM Peak Two-Way Private Vehicle Distribution

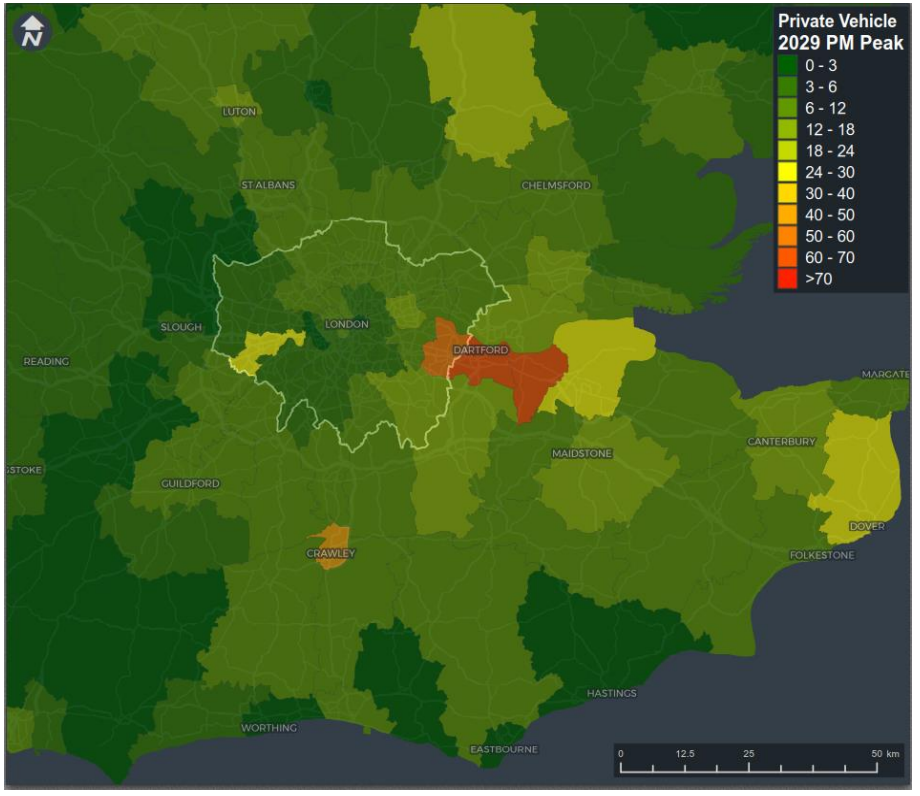


Figure 6: 2029 PM Peak Two-Way Private Vehicle Distribution

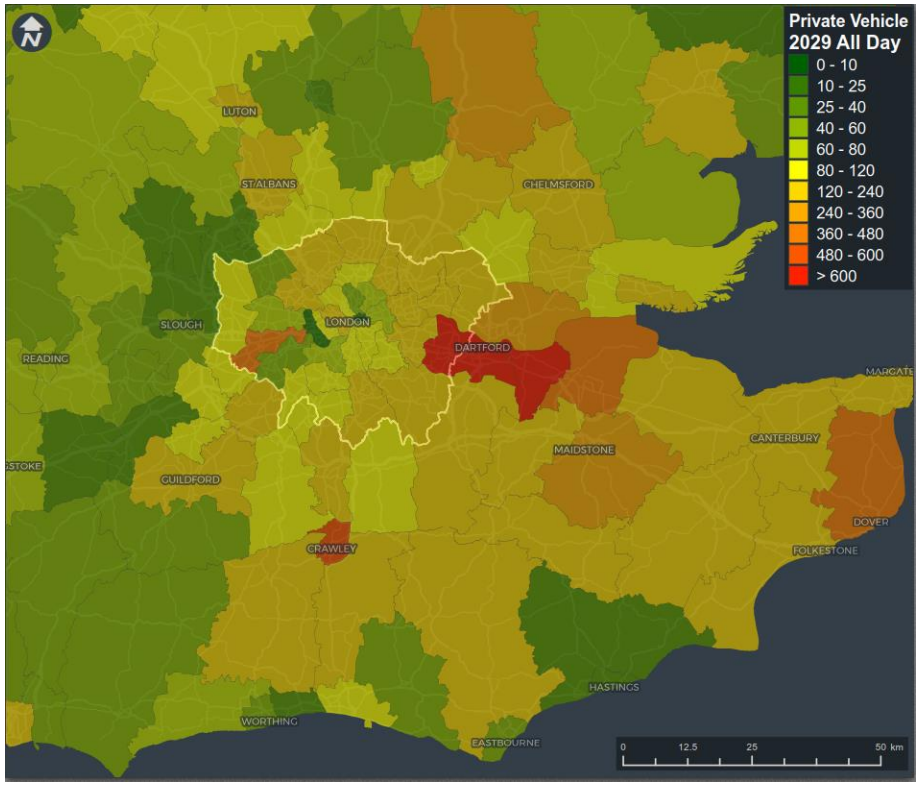


Figure 7: 2029 All Day Two-Way Private Vehicle Distribution

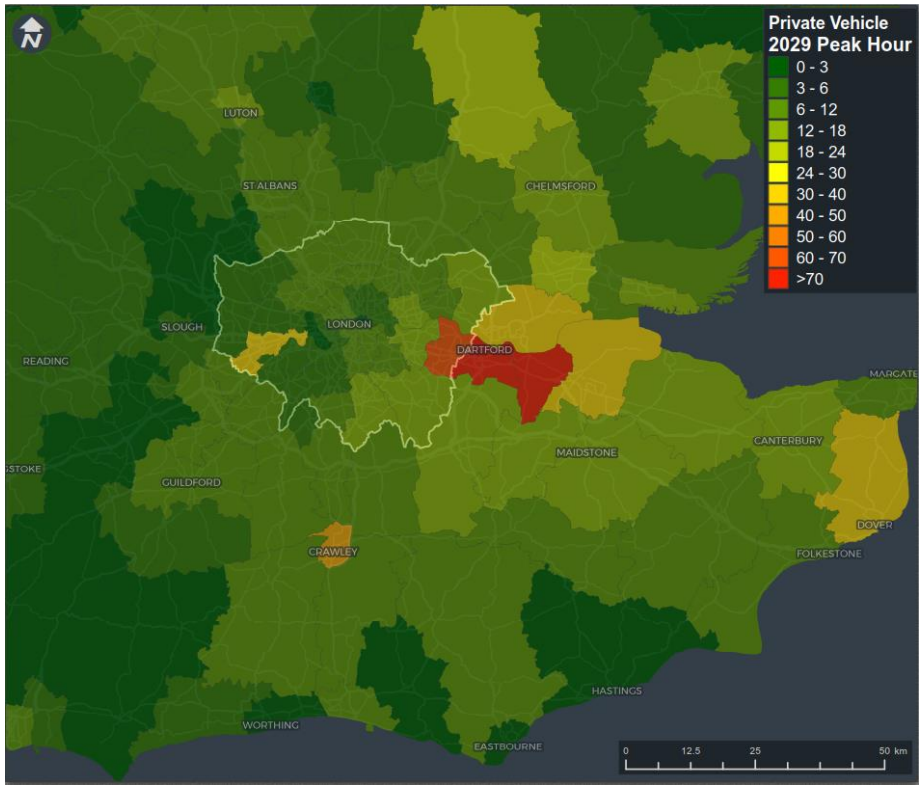


Figure 8: 2029 Peak Arrival/Departure Two-Way Private Vehicle Distribution

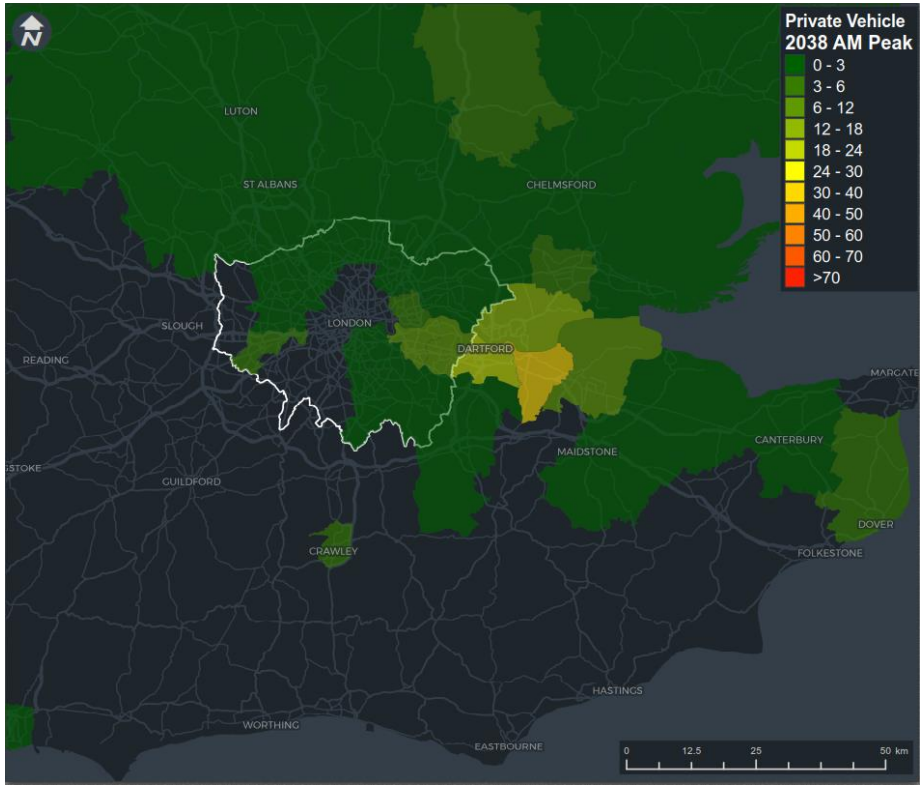


Figure 9: 2038 AM Peak Two-Way Private Vehicle Distribution

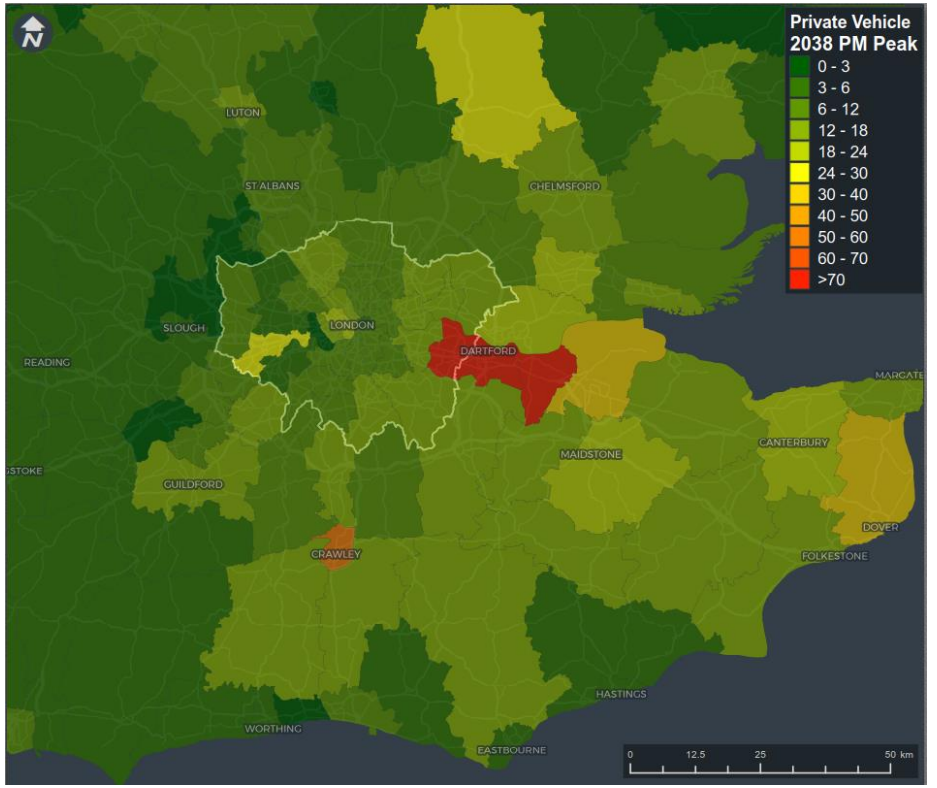


Figure 10: 2038 PM Peak Two-Way Private Vehicle Distribution

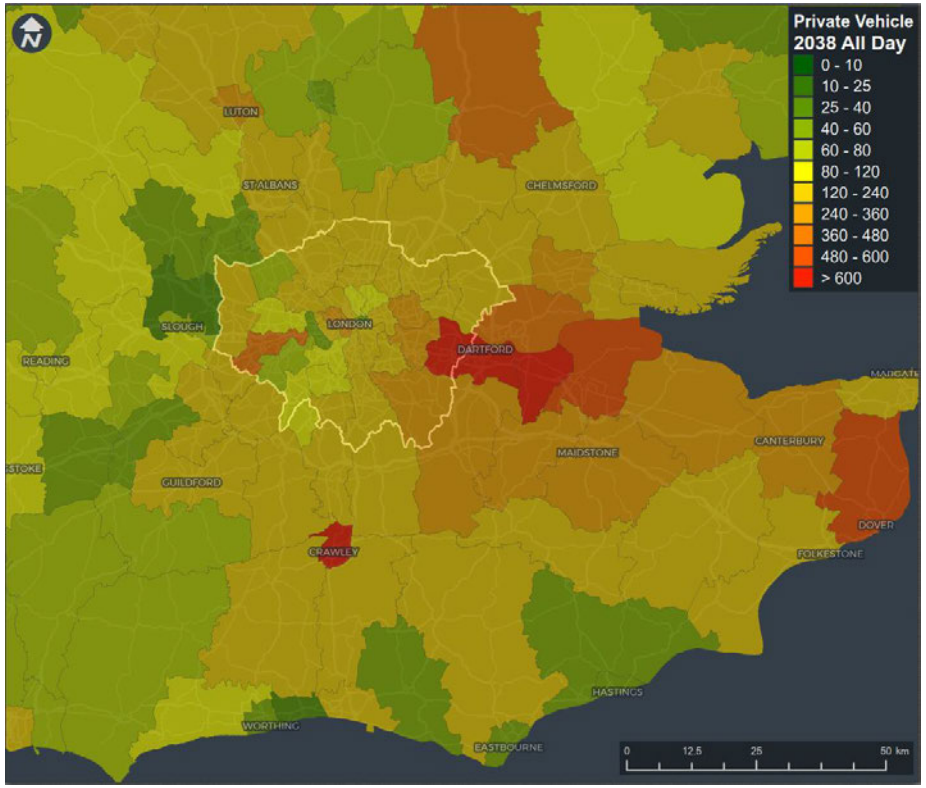


Figure 11: 2038 All Day Two-Way Private Vehicle Distribution

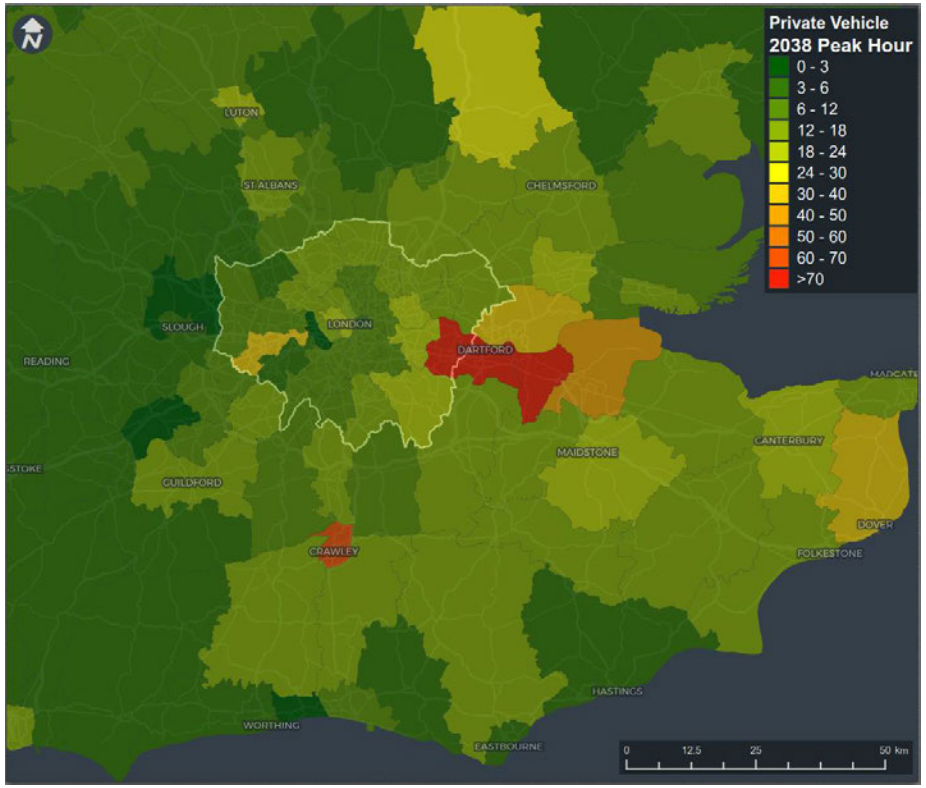
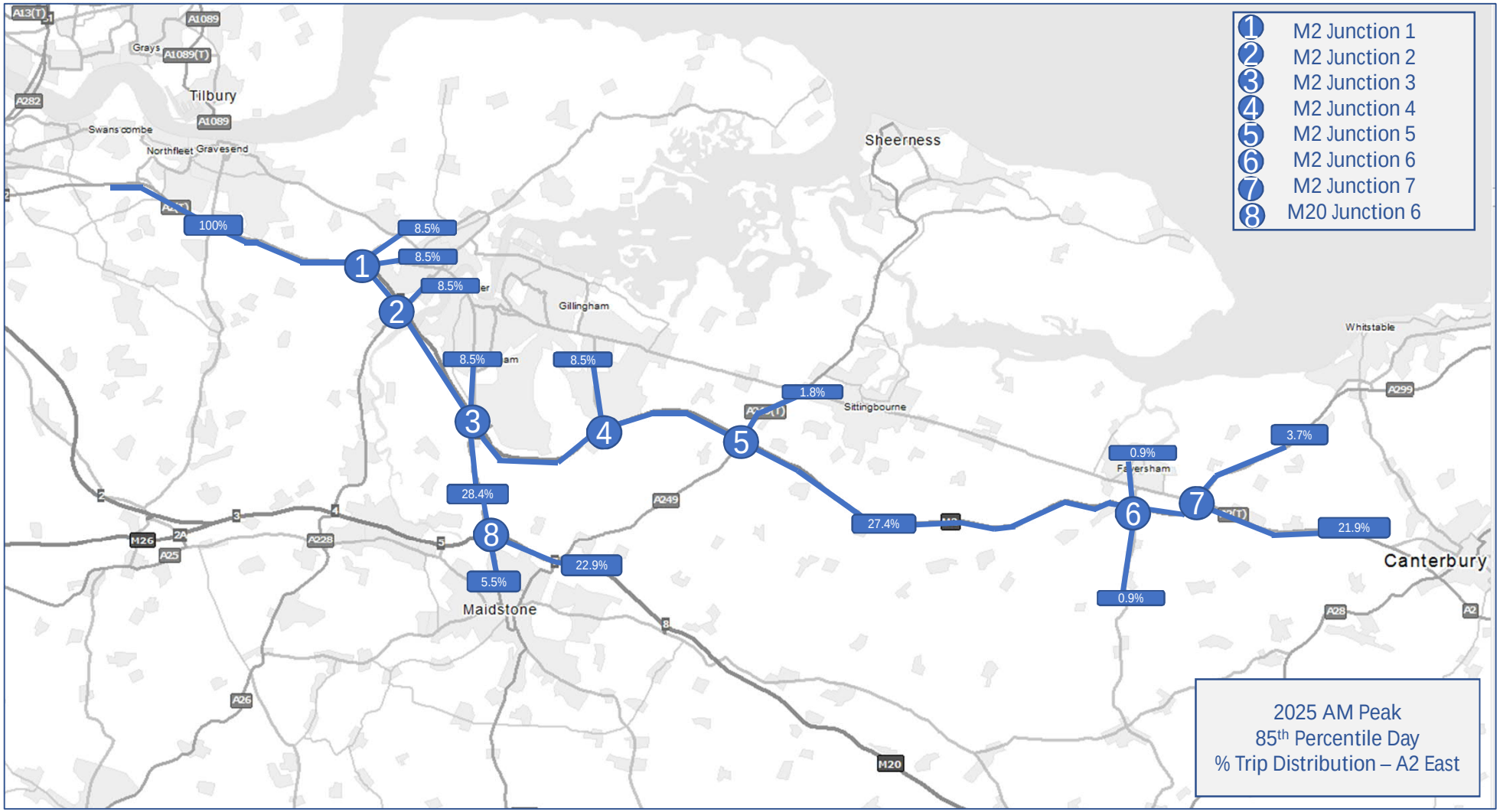


Figure 12: 2038 Peak Arrival/Departure Two-Way Private Vehicle Distribution

APPENDIX B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3 M2 Junction 3
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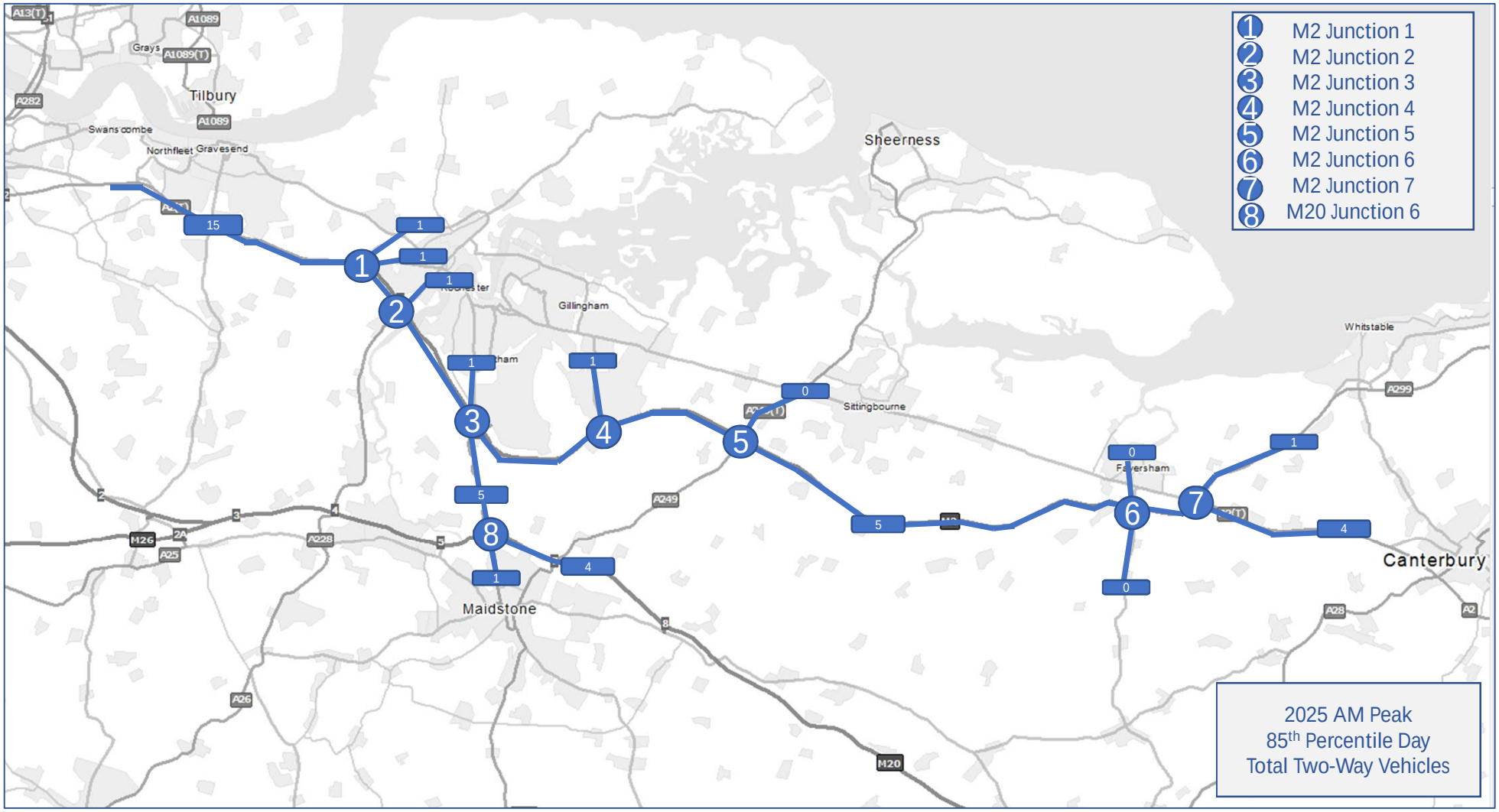
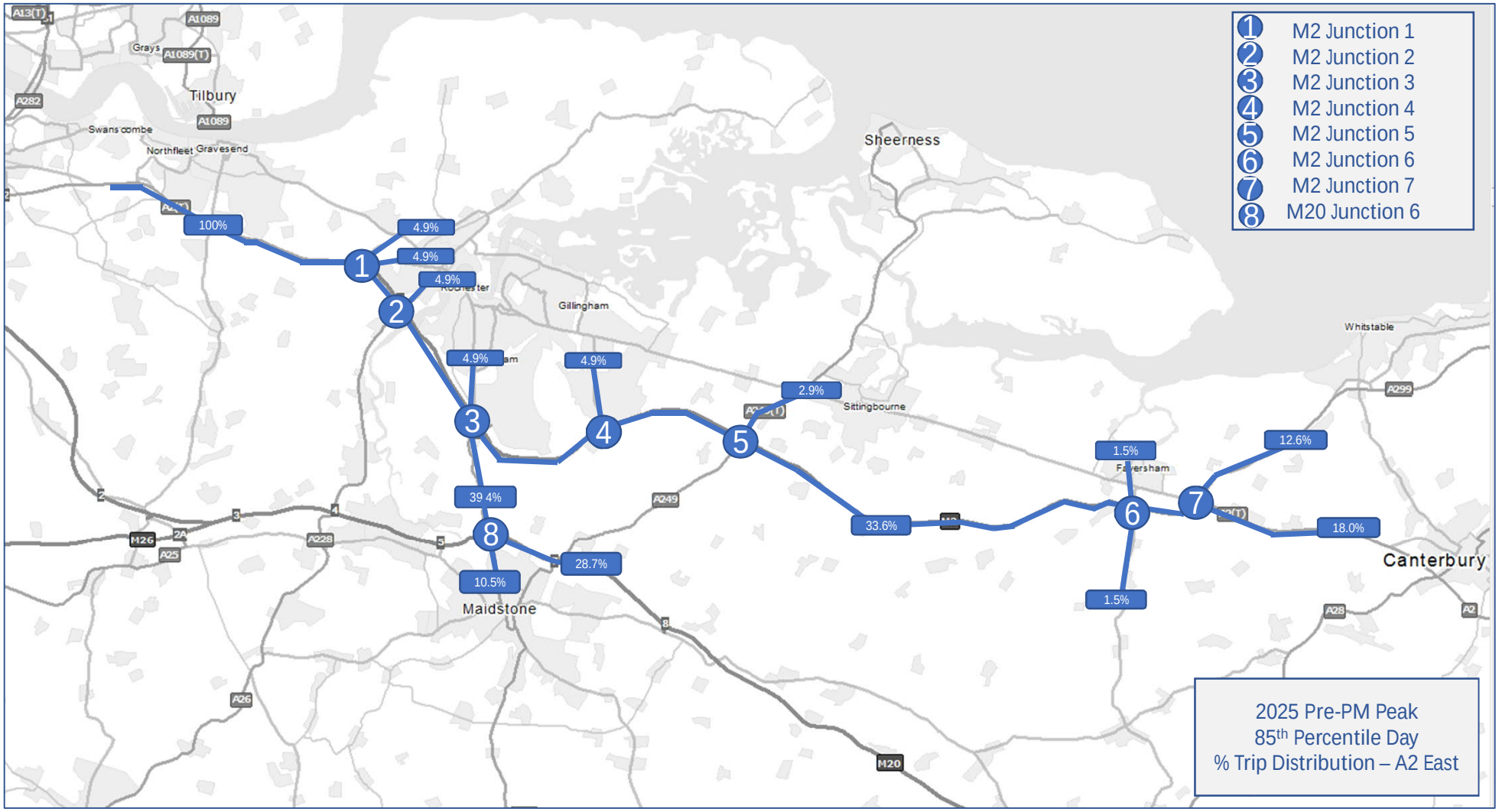
5 M2 Junction 5
6 M2 Junction 6
7 M2 Junction 7
8 M20 Junction 6
100%
8.5%
8.5%
8.5%
8.5%
8.5%
28.4%
22.9%
5.5%
1.8%
27.4%
0.9%
0.9%
3.7%
21.9%
Tilbury
Gravesend
Northfleet
Swanscombe
Gillingham
Sheerness
Sittingbourne
Faversham
Whitstable
Canterbury
Maidstone
2025 AM Peak
85th Percentile Day
% Trip Distribution – A2 East



*Numbers prone to slight rounding error



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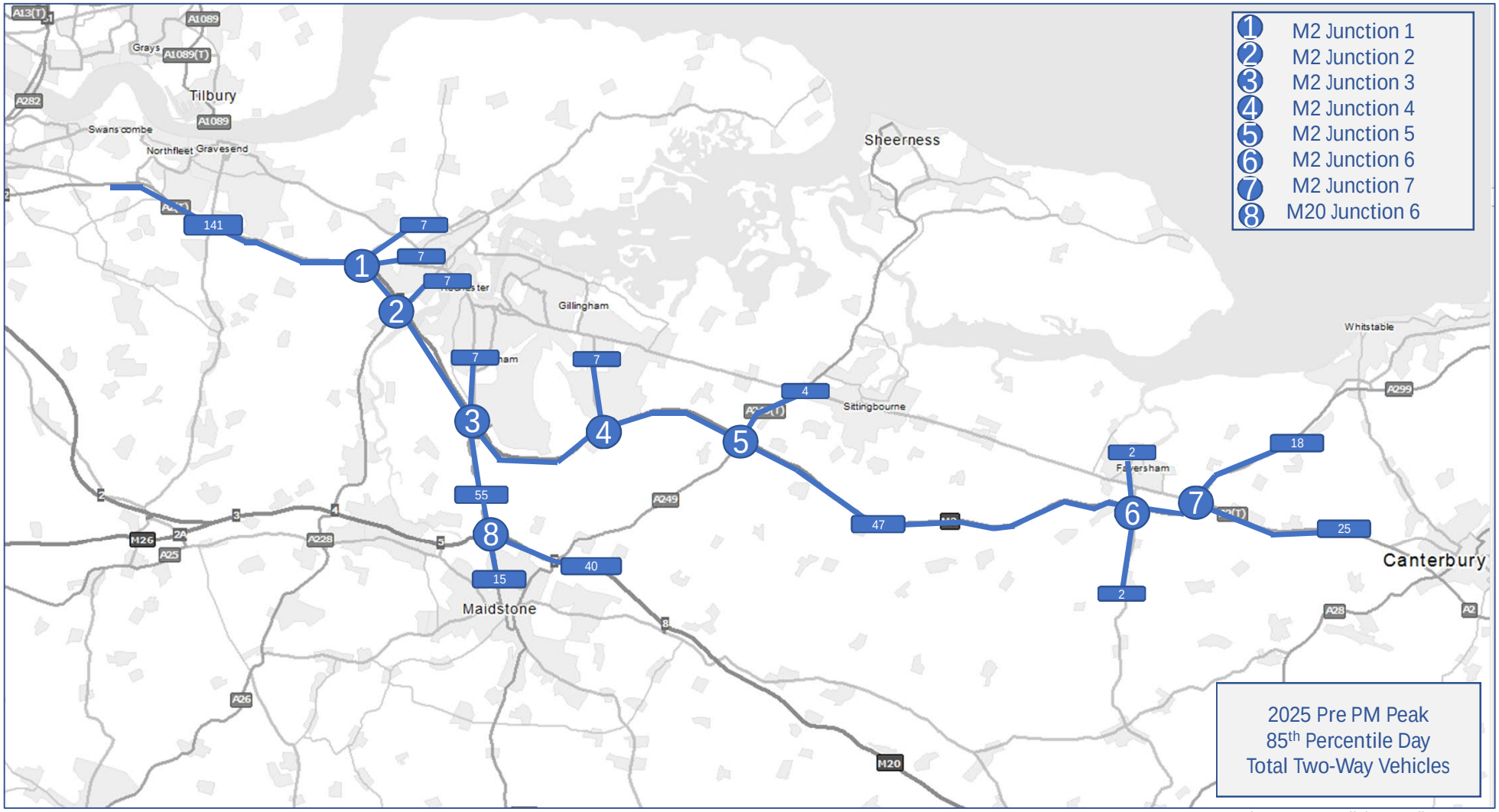

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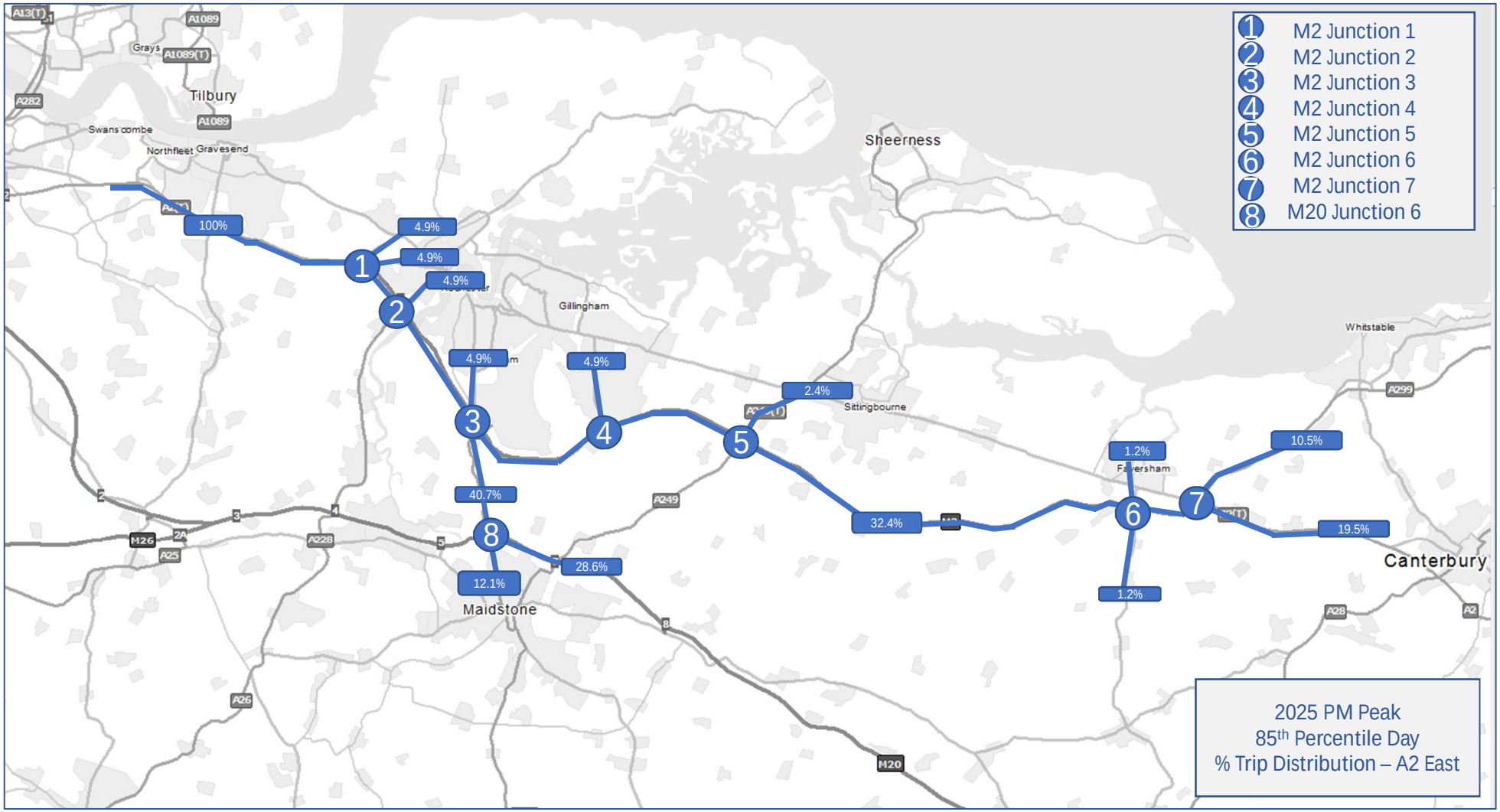
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3 M2 Junction 3
4 M2 Junction 4
5 M2 Junction 5
6 M2 Junction 6
7 M2 Junction 7
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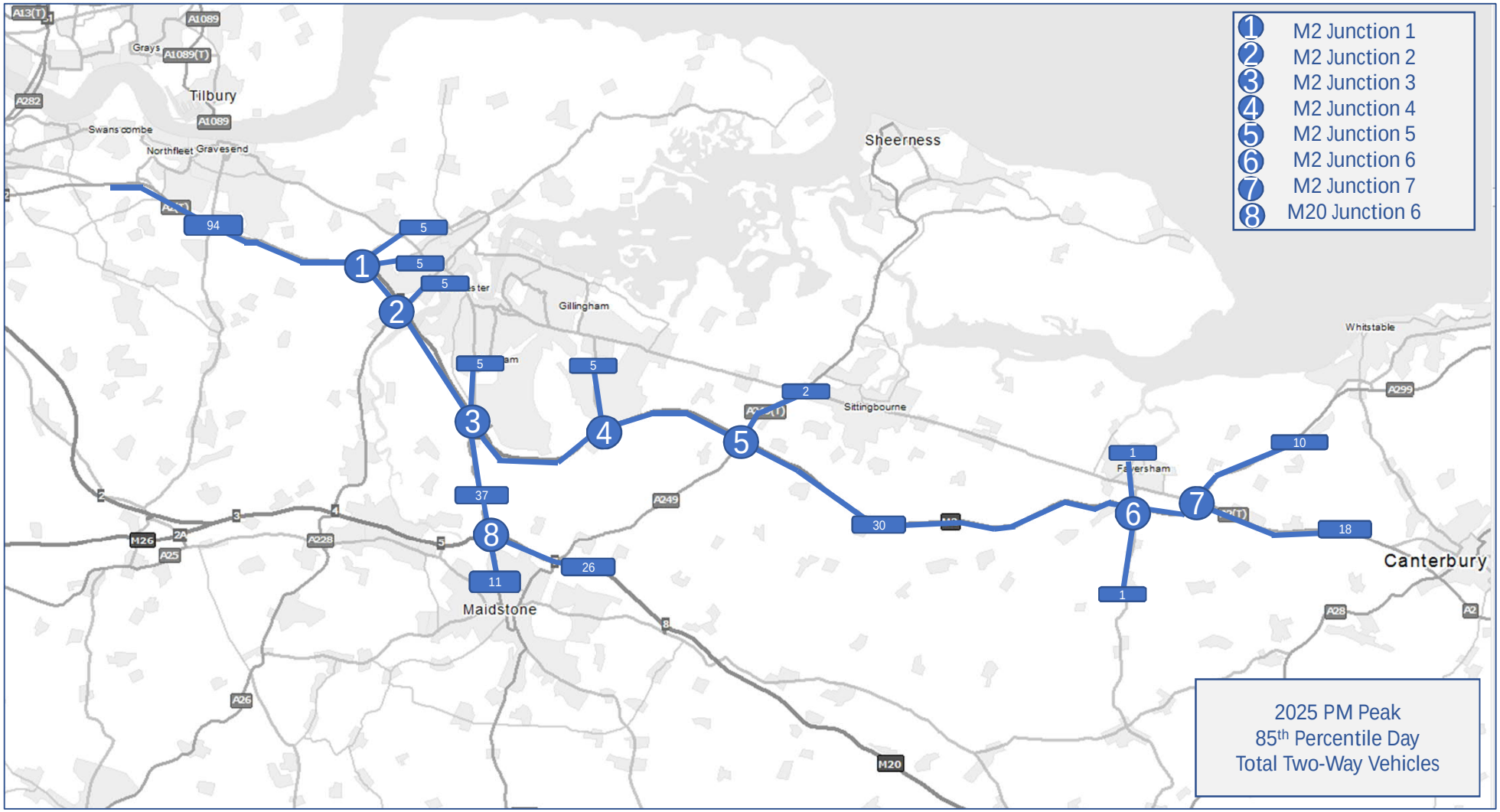
100%
4.9%
4.9%
4.9%
4.9%
4.9%
2.4%
40.7%
32.4%
1.2%
1.2%
10.5%
19.5%
28.6%
12.1%
Tilbury
Gravesend
Sheerness
Gillingham
Sittingbourne
Faversham
Whitstable
Canterbury
Maidstone
2025 PM Peak
85th Percentile Day
% Trip Distribution – A2 East



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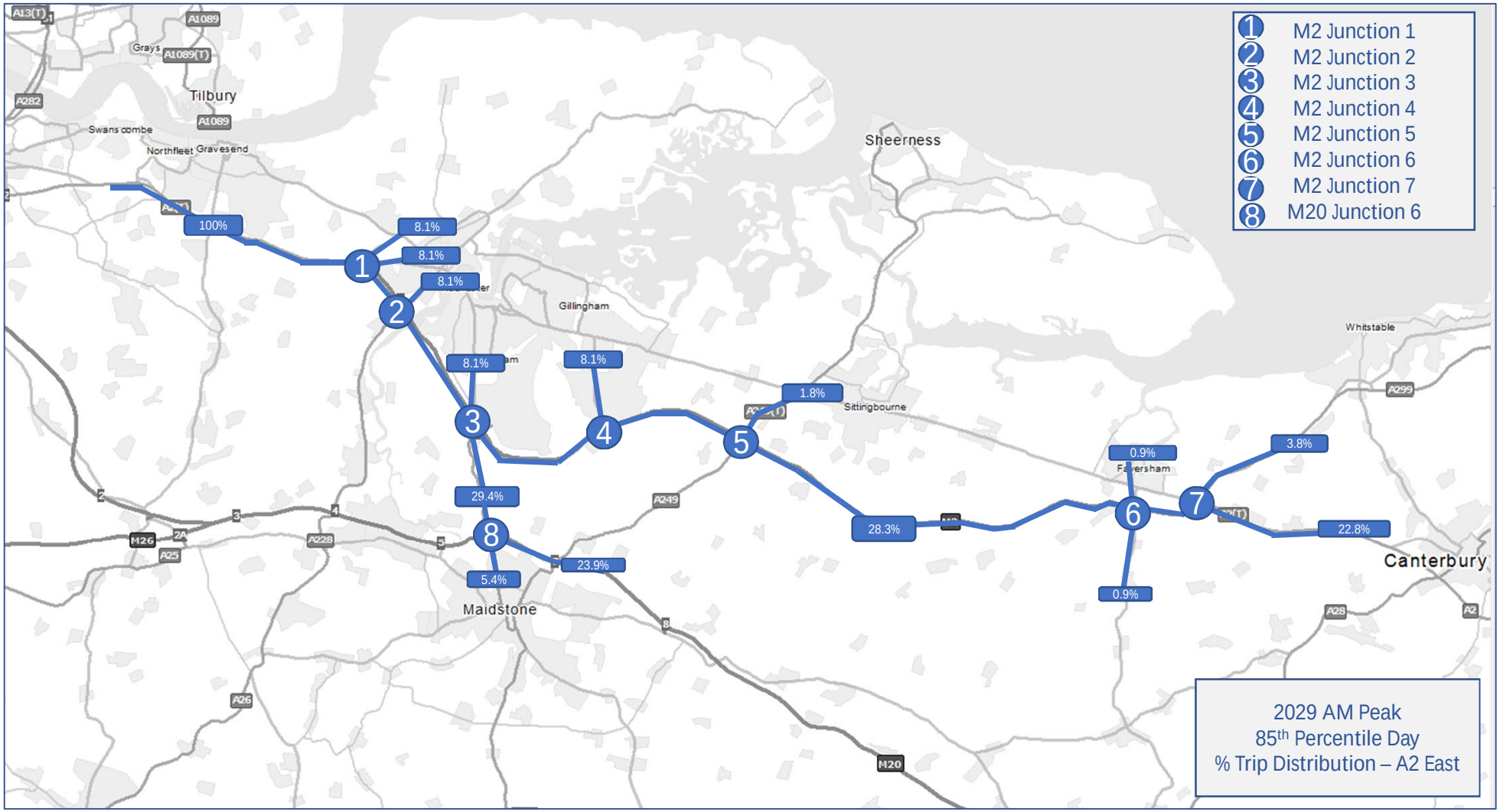
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6 M2 Junction 6
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8 M20 Junction 6
100%
8.1%
8.1%
8.1%
8.1%
8.1%
1.8%
29.4%
28.3%
0.9%
3.8%
22.8%
23.9%
5.4%
0.9%
Tilbury
Gravesend
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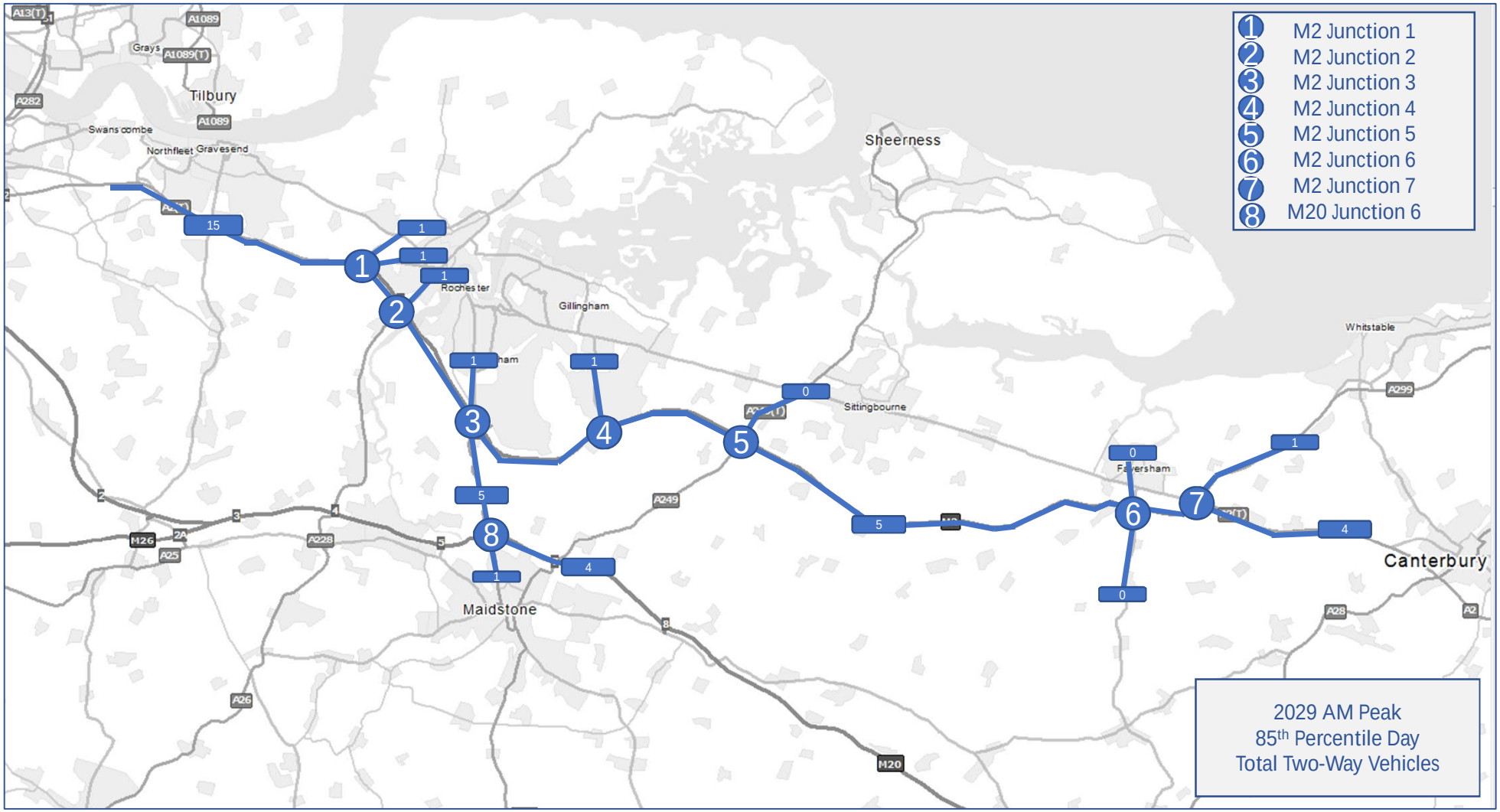
Sittingbourne
Faversham
Whitstable
Canterbury
Maidstone
2029 AM Peak
85th Percentile Day
% Trip Distribution – A2 East



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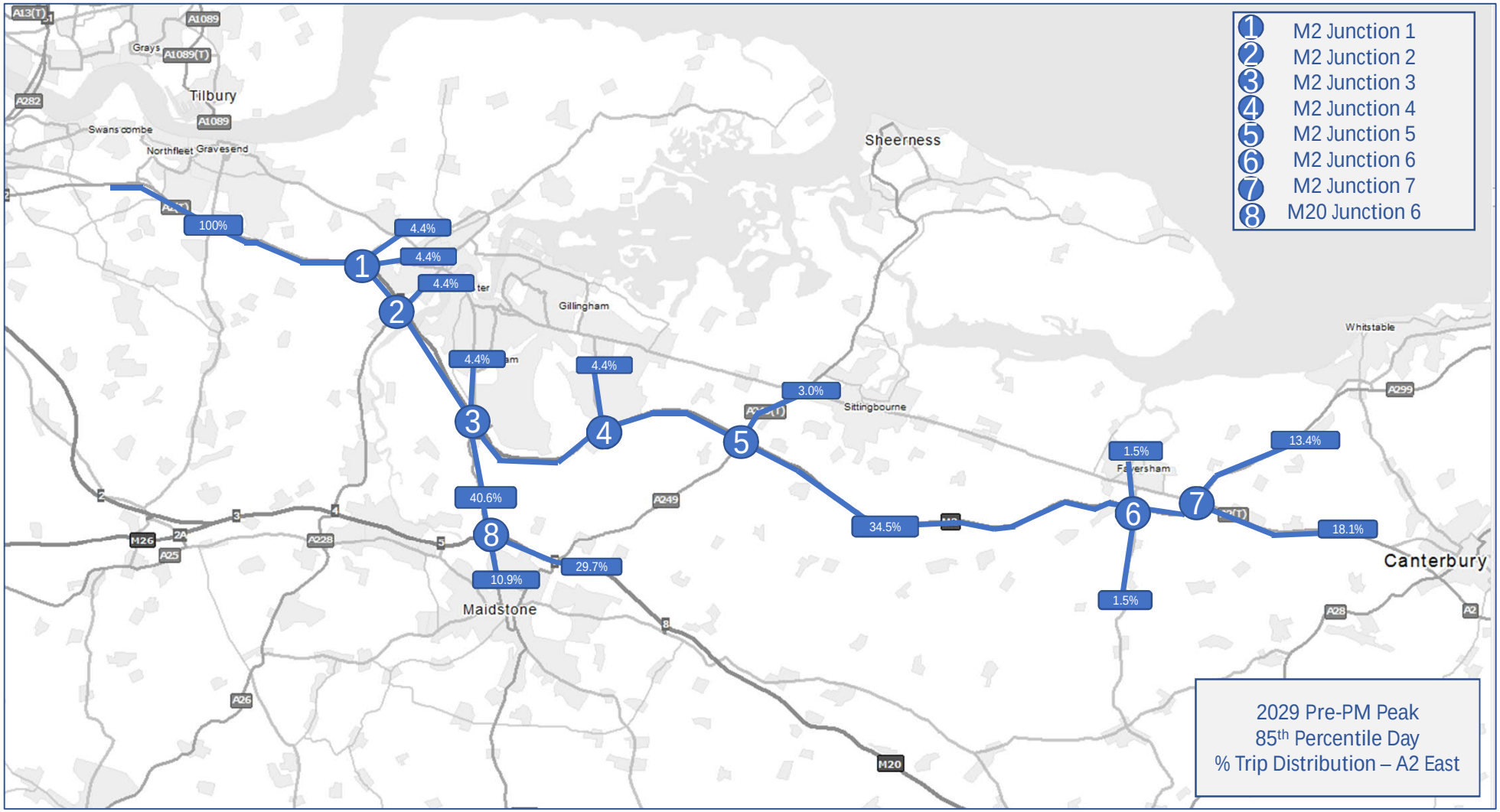
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7 M2 Junction 7
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100%
4.4%
4.4%
4.4%
4.4%
4.4%
3.0%
40.6%
34.5%
1.5%
13.4%
18.1%
1.5%
29.7%
10.9%
Tilbury
Gravesend
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Whitstable
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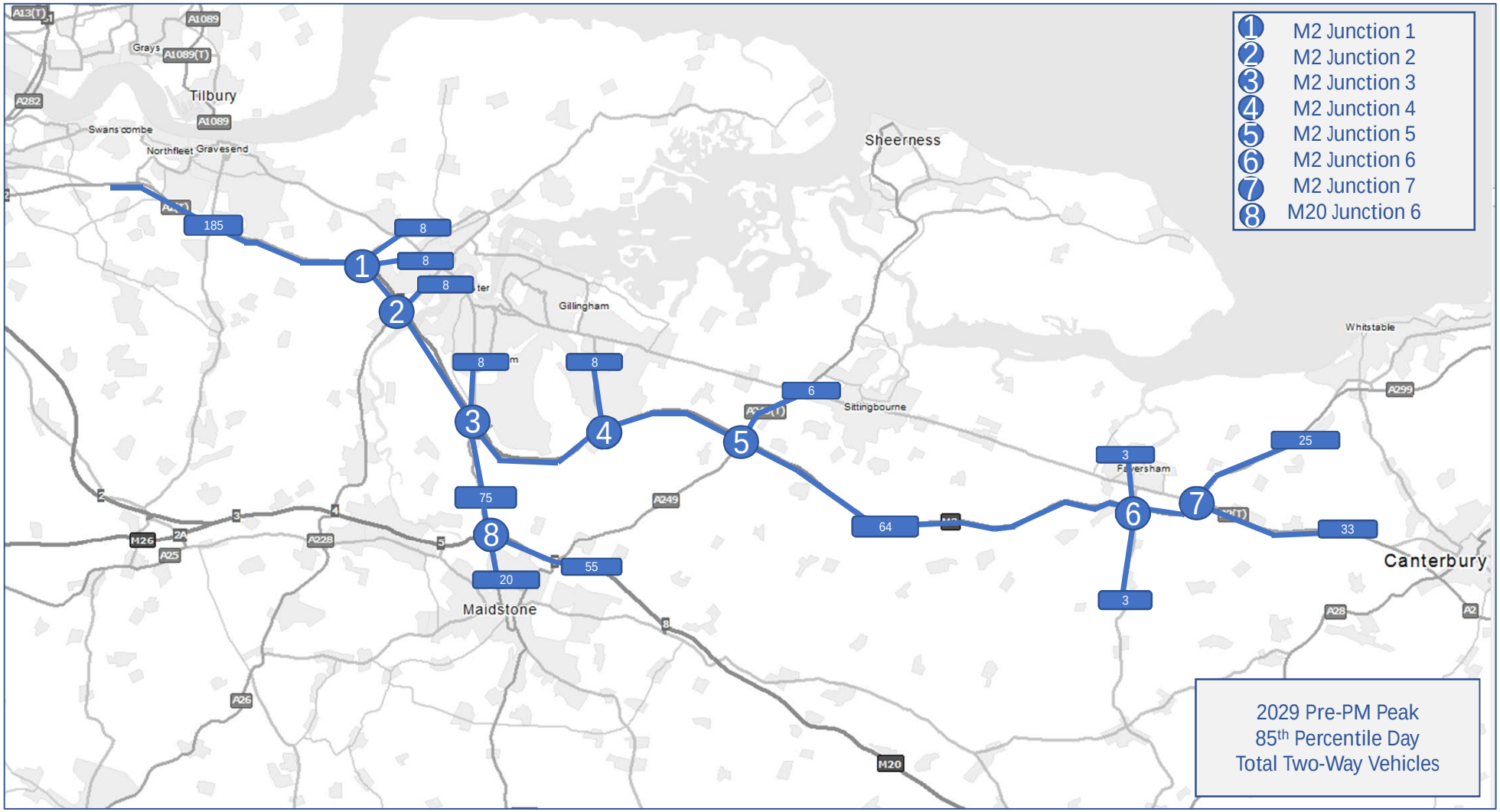
Maidstone
2029 Pre-PM Peak
85th Percentile Day
% Trip Distribution – A2 East



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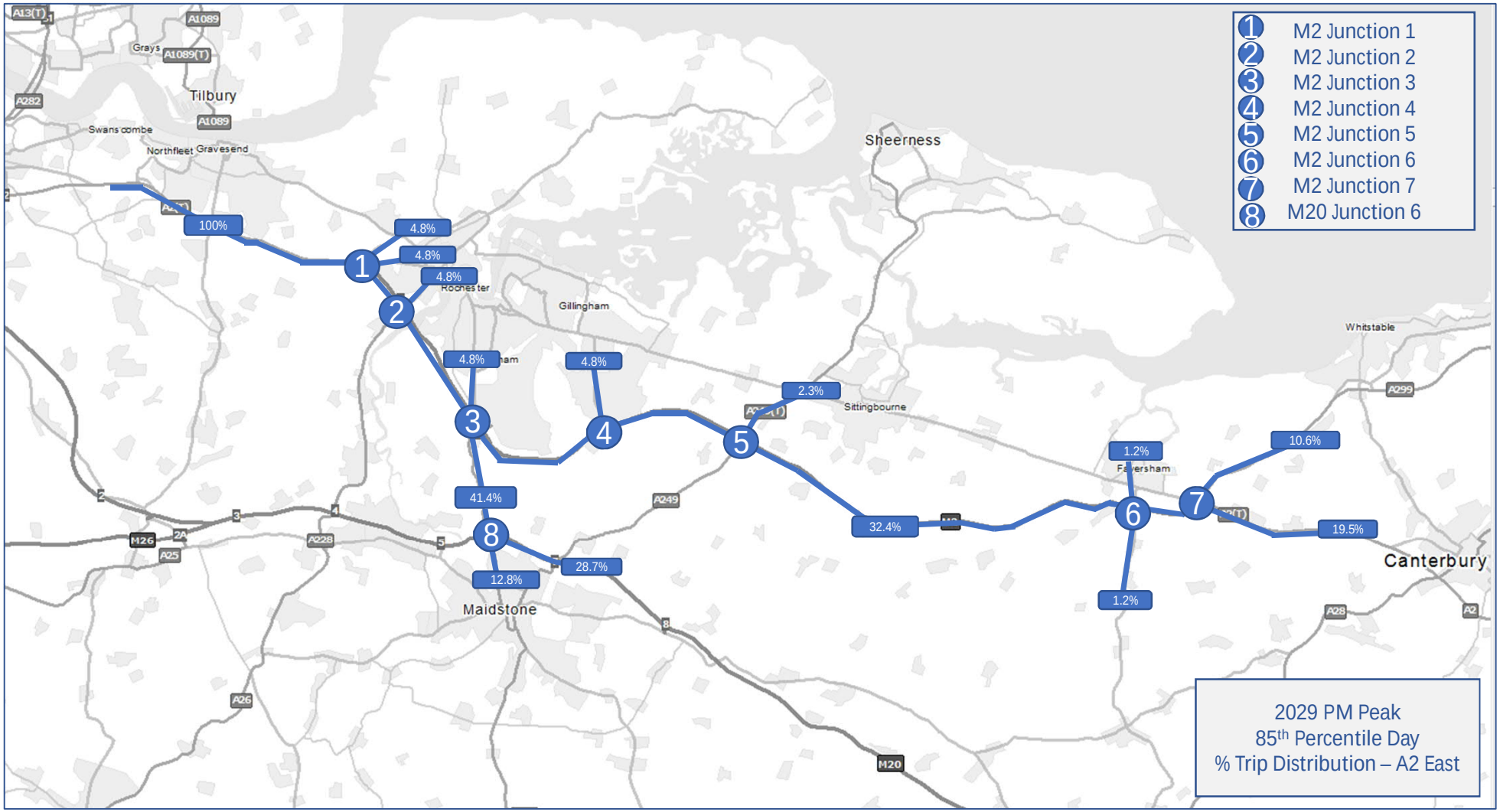
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7 M2 Junction 7
8 M20 Junction 6
100%
4.8%
4.8%
4.8%
4.8%
4.8%
2.3%
41.4%
32.4%
1.2%
10.6%
19.5%
1.2%
28.7%
12.8%
Tilbury
Gravesend
Northfleet
Swanscombe
Rochester
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Sittingbourne
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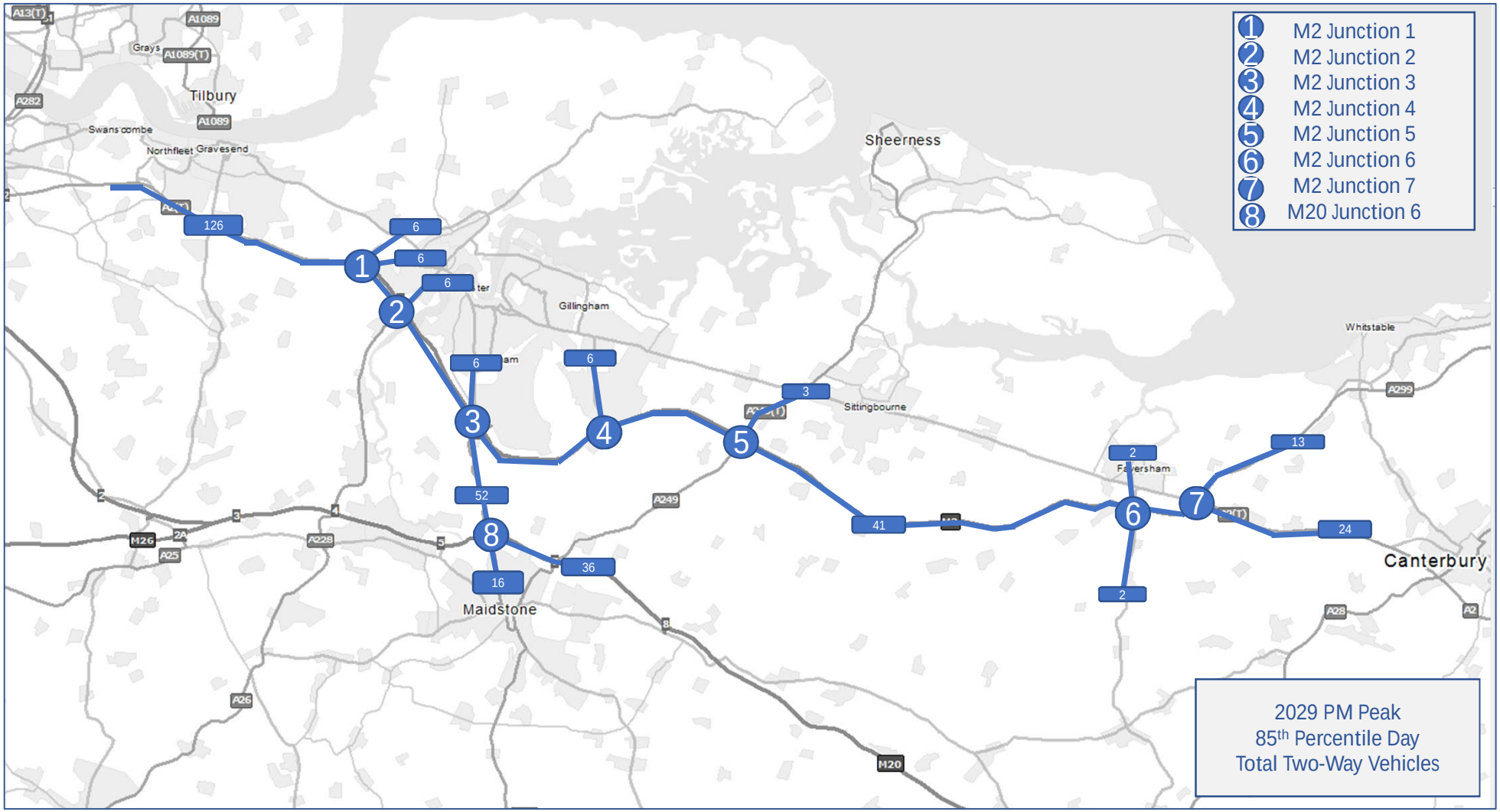
Maidstone
2029 PM Peak
85th Percentile Day
% Trip Distribution – A2 East



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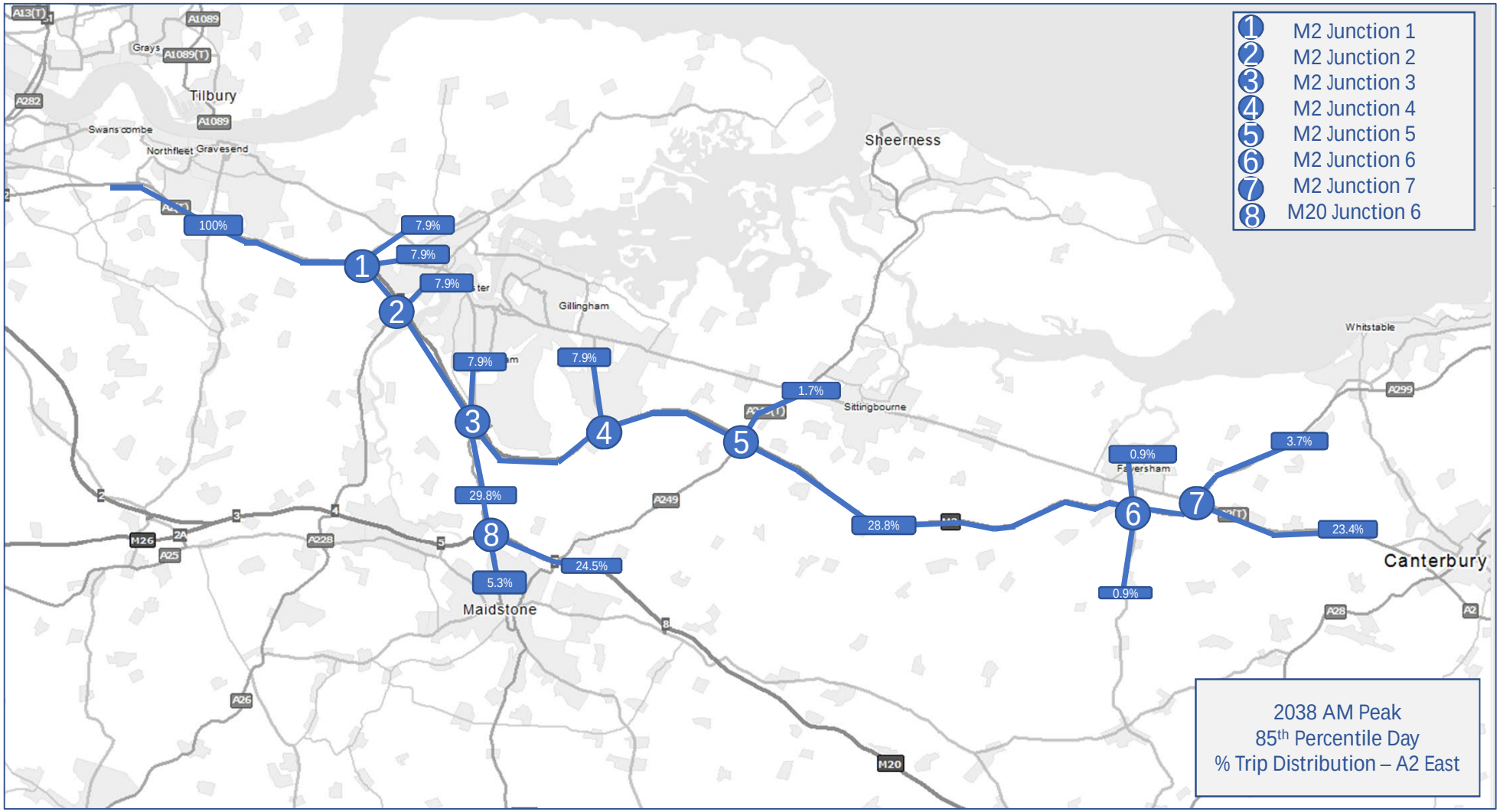
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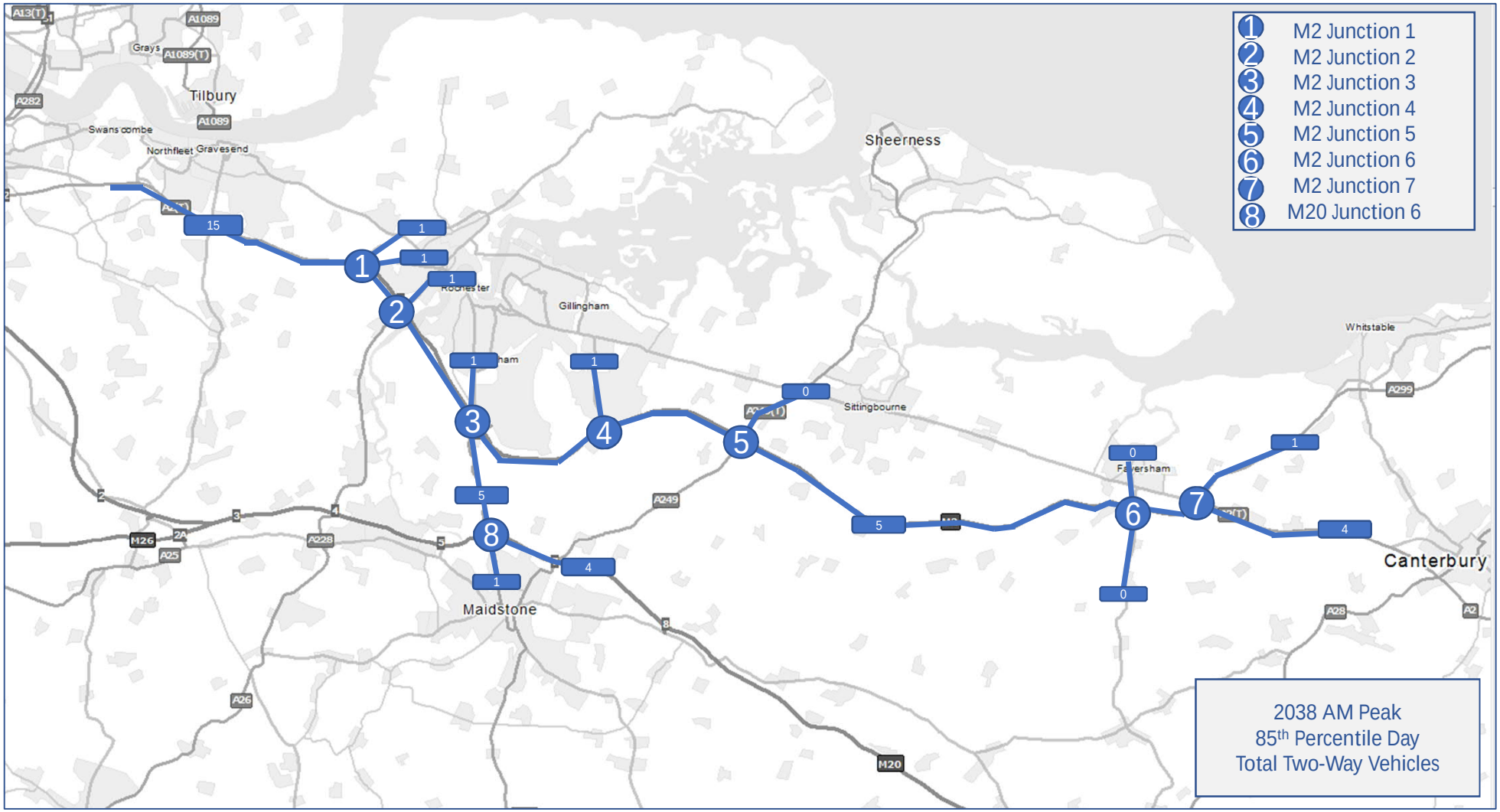
100%
7.9%
7.9%
7.9%
7.9%
7.9%
29.8%
5.3%
24.5%
1.7%
28.8%
0.9%
0.9%
3.7%
23.4%
Tilbury
Gravesend
Sheerness
Gillingham
Sittingbourne
Whitstable
Faversham
Canterbury
Maidstone
2038 AM Peak
85th Percentile Day
% Trip Distribution – A2 East



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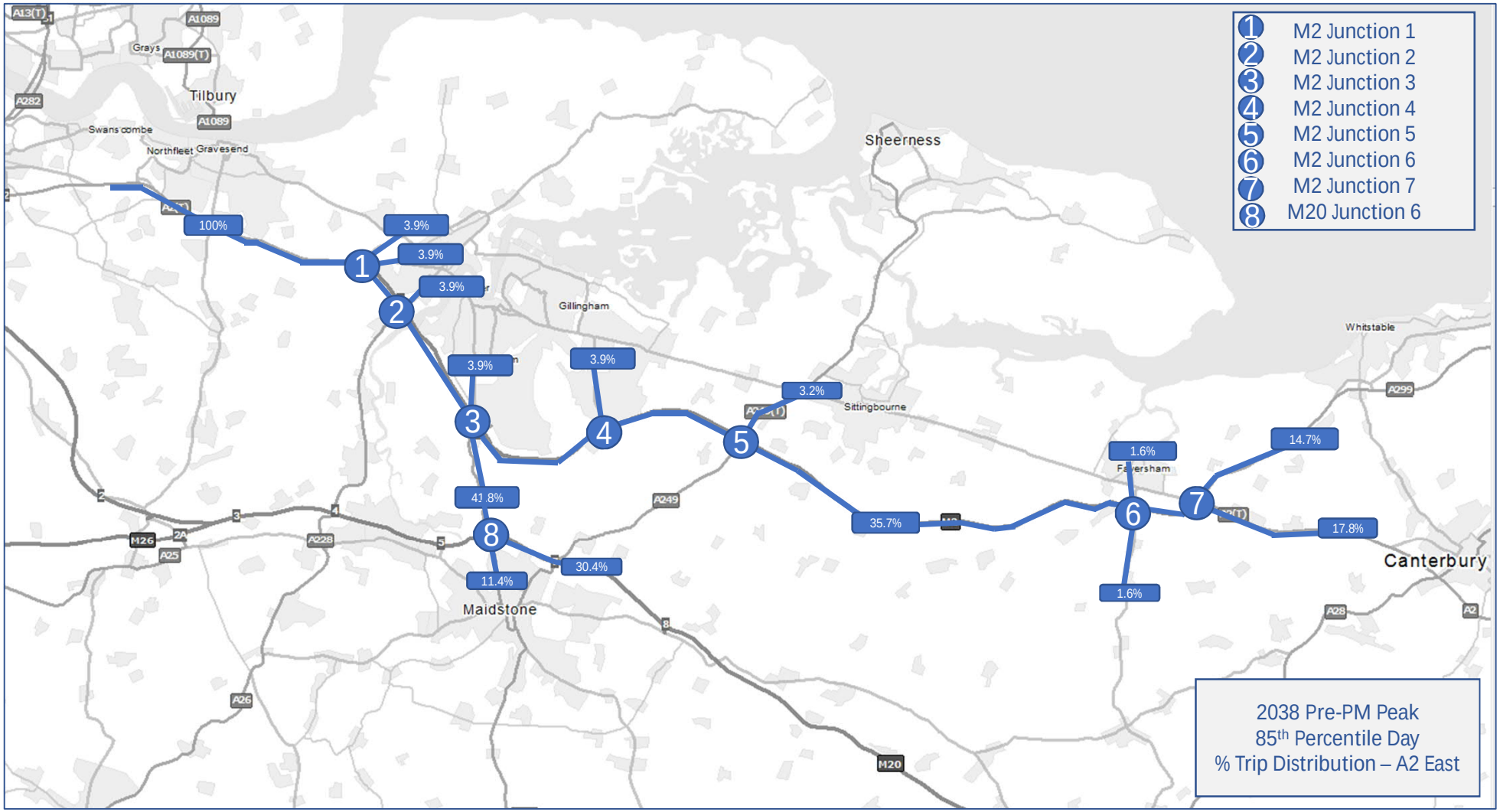
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6 M2 Junction 6
7 M2 Junction 7
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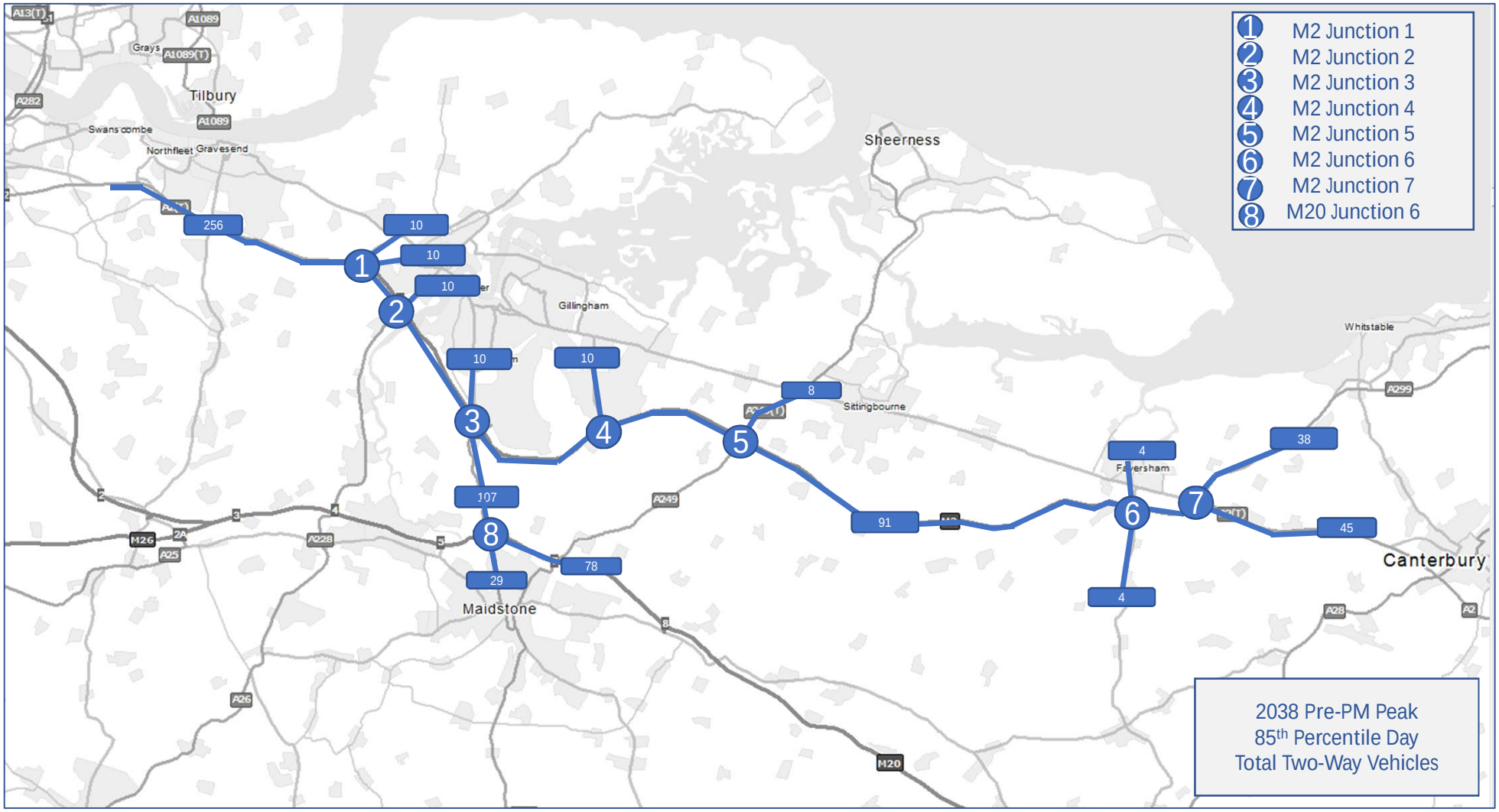
100%
3.9%
3.9%
3.9%
3.9%
3.9%
3.2%
41.8%
30.4%
11.4%
35.7%
1.6%
1.6%
14.7%
17.8%
Tilbury
Gravesend
Sheerness
Gillingham
Sittingbourne
Faversham
Whitstable
Canterbury
Maidstone
2038 Pre-PM Peak
85th Percentile Day
% Trip Distribution – A2 East



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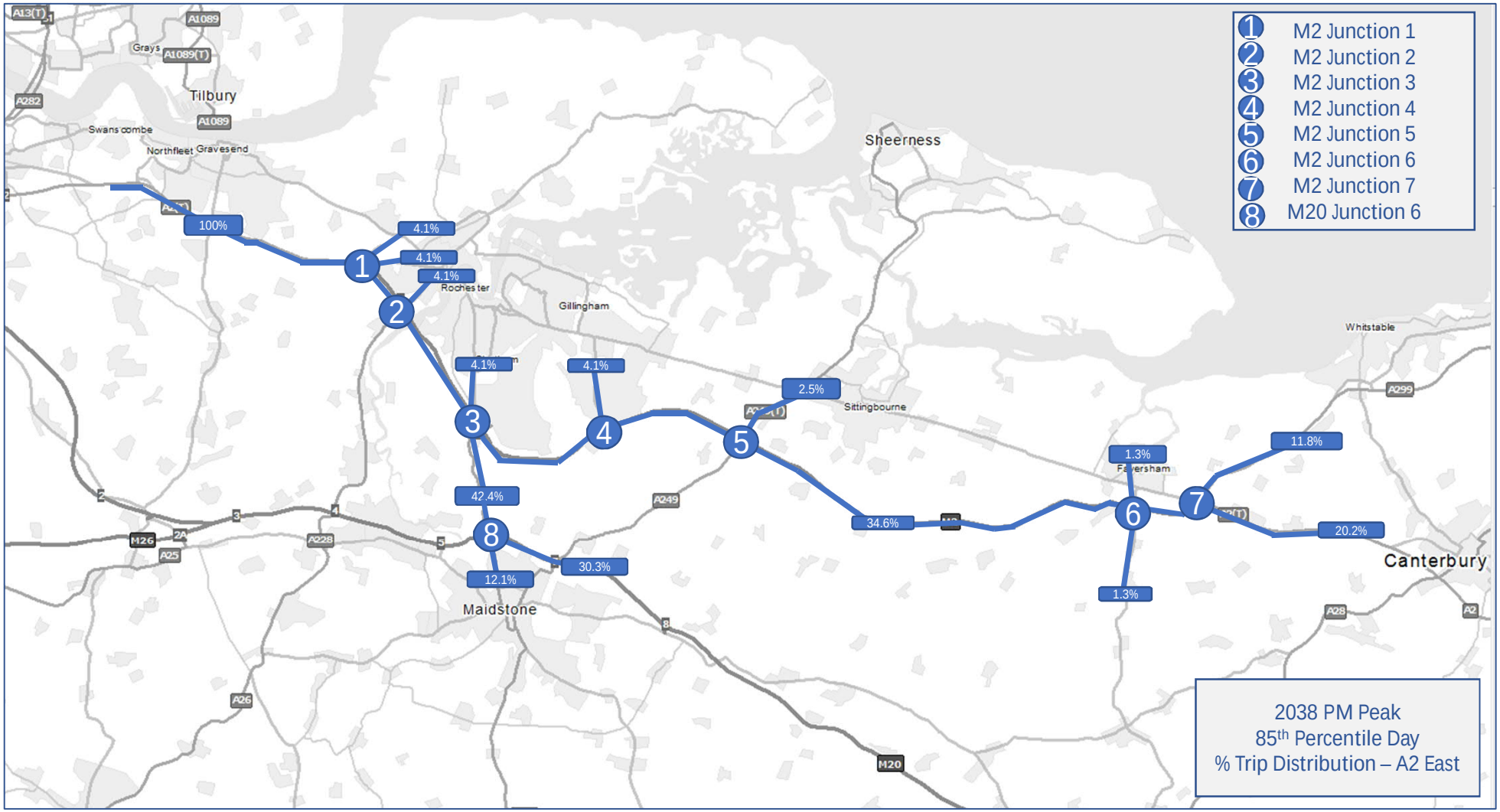
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3 M2 Junction 3
4 M2 Junction 4
5 M2 Junction 5
6 M2 Junction 6
7 M2 Junction 7
8 M20 Junction 6
100%
4.1%
4.1%
4.1%
4.1%
4.1%
2.5%
42.4%
34.6%
30.3%
12.1%
1.3%
1.3%
11.8%
20.2%
Tilbury
Gravesend
Northfleet
Swanscombe
Rochester
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Sheerness
Sittingbourne
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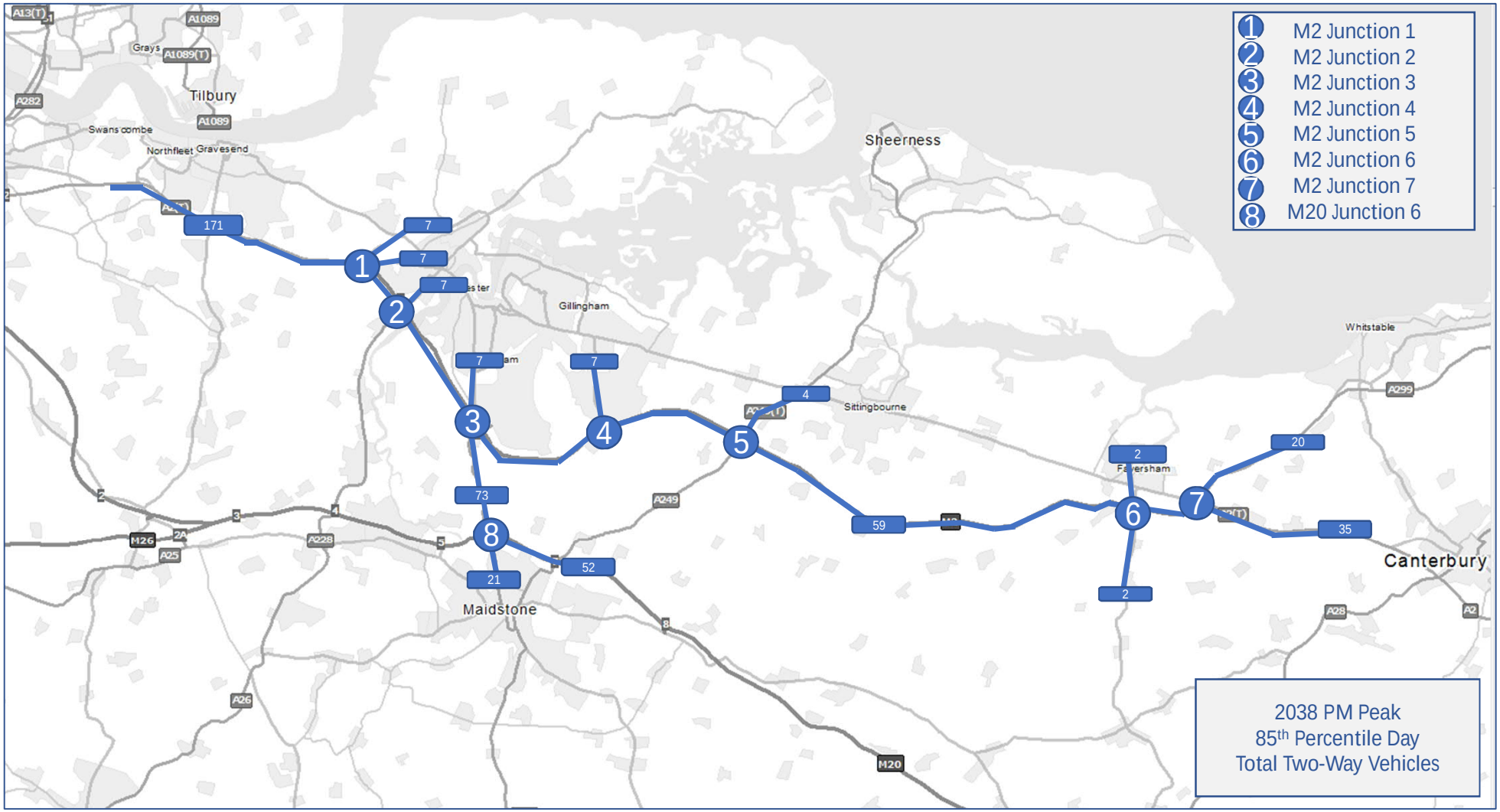
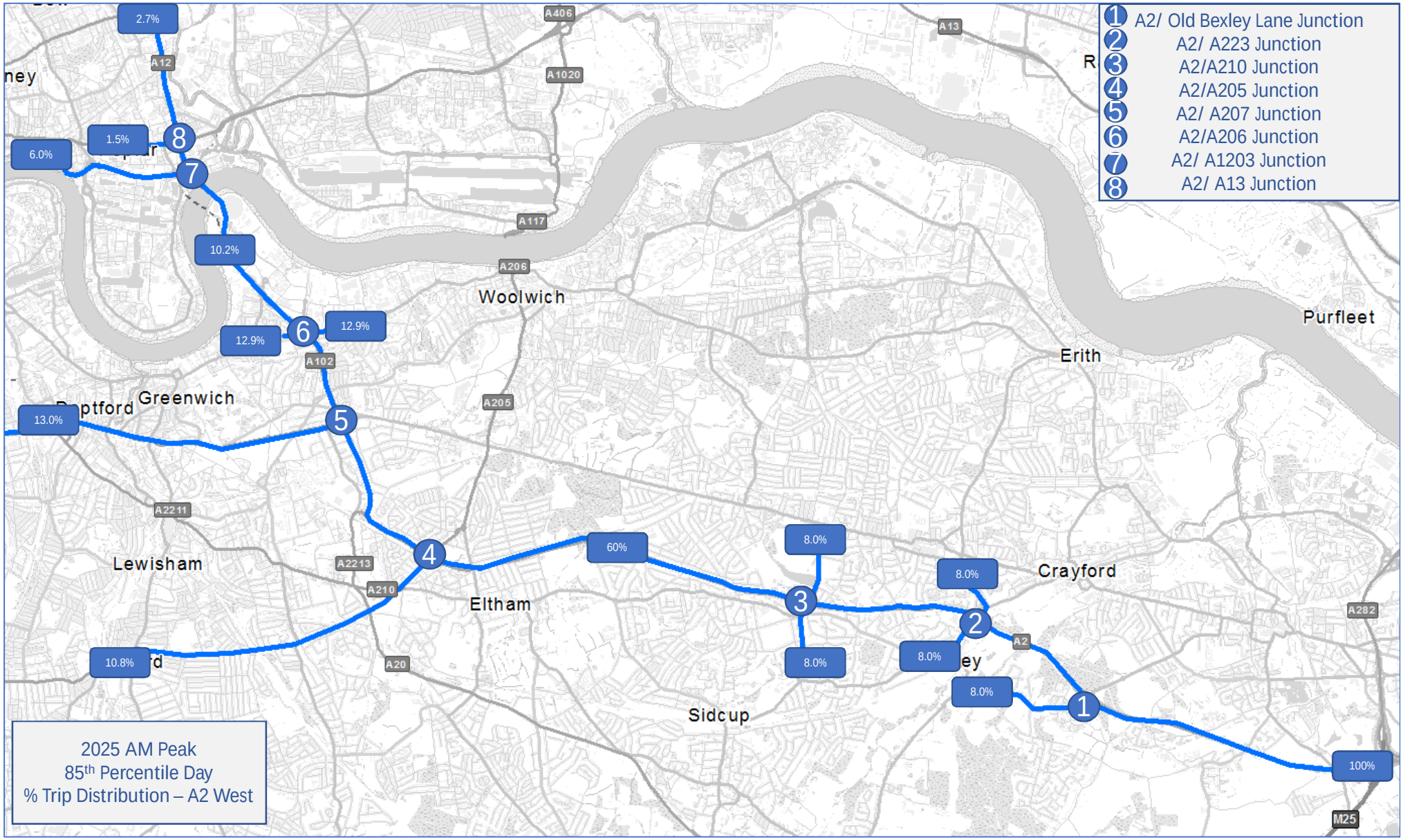
Whitstable
Canterbury
Maidstone
2038 PM Peak
85th Percentile Day
% Trip Distribution – A2 East



*Numbers prone to slight rounding error

APPENDIX C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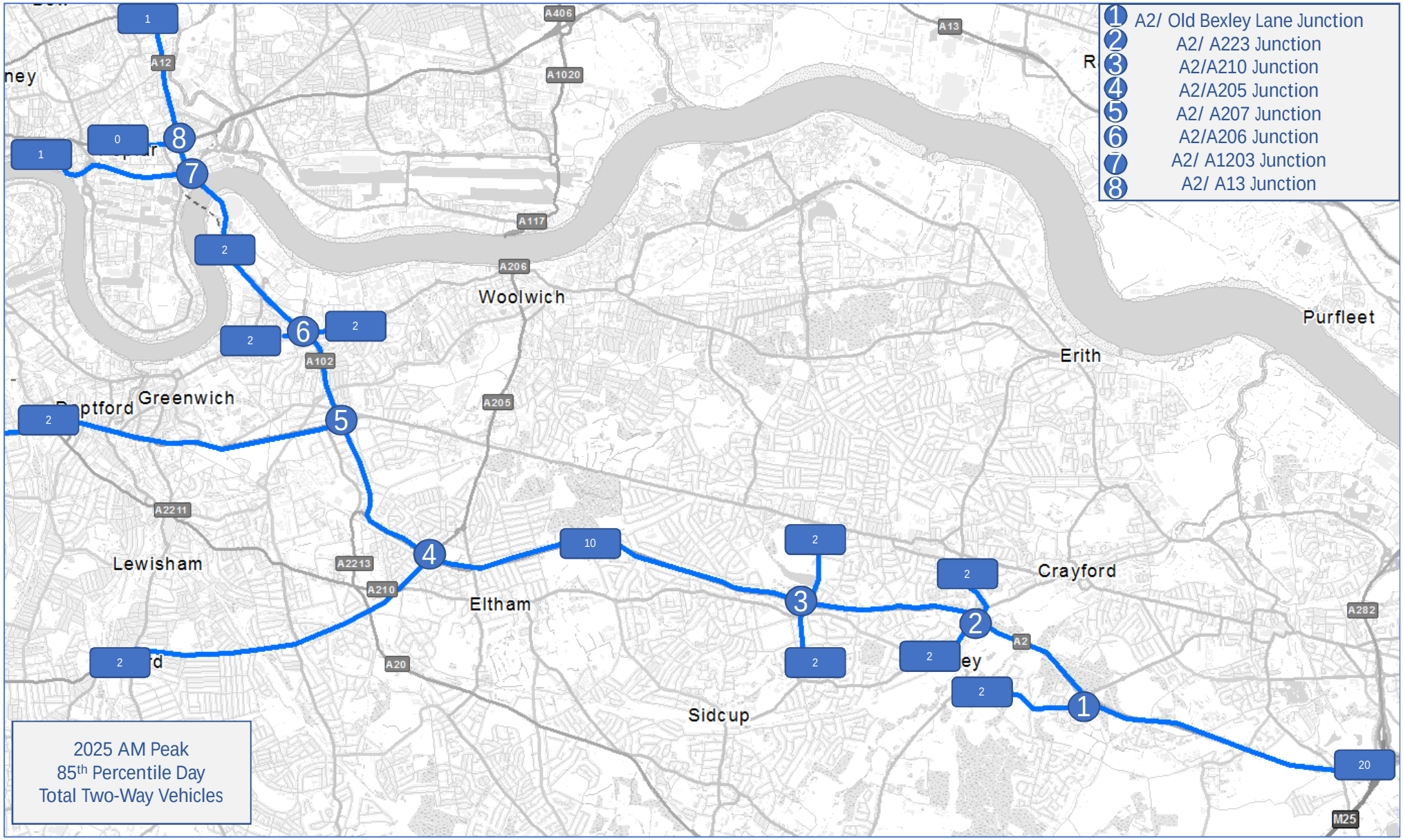
2 A2/ A223 Junction
3 A2/A210 Junction
4 A2/A205 Junction
5 A2/ A207 Junction
6 A2/A206 Junction
7 A2/ A1203 Junction
8 A2/ A13 Junction
2.7%
1.5%
6.0%
10.2%
12.9%
12.9%
13.0%
10.8%
60%
8.0%
8.0%
8.0%
8.0%
8.0%
100%
A12
A406
A1020
A13
A117
A206
A102
A205
A2211
A2213
A210
A20
A2
A282
M25
Woolwich
Greenwich
Lewisham
Eltham
Sidcup
Crayford
Erith
Purfleet
2025 AM Peak
85th Percentile Day
% Trip Distribution – A2 West



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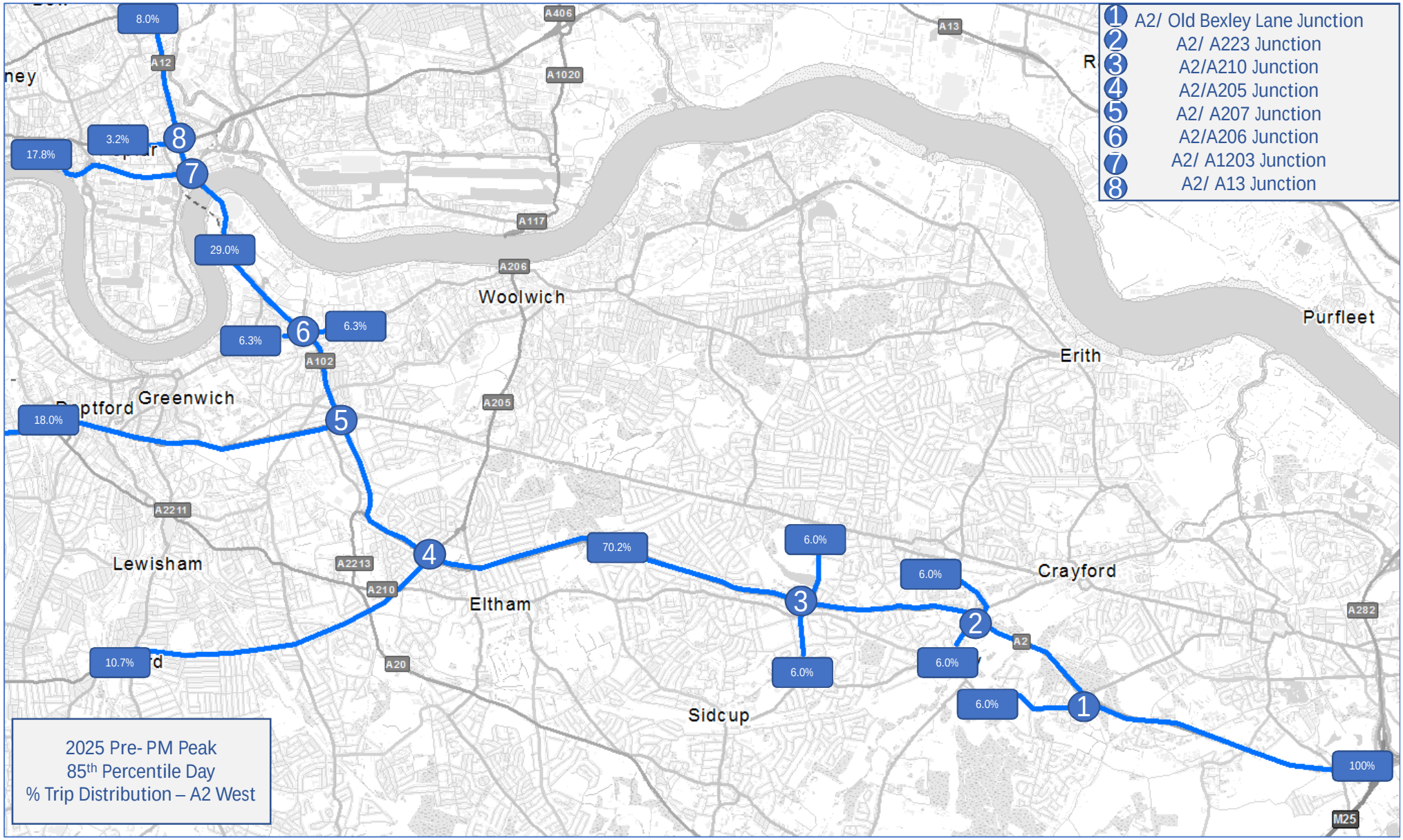
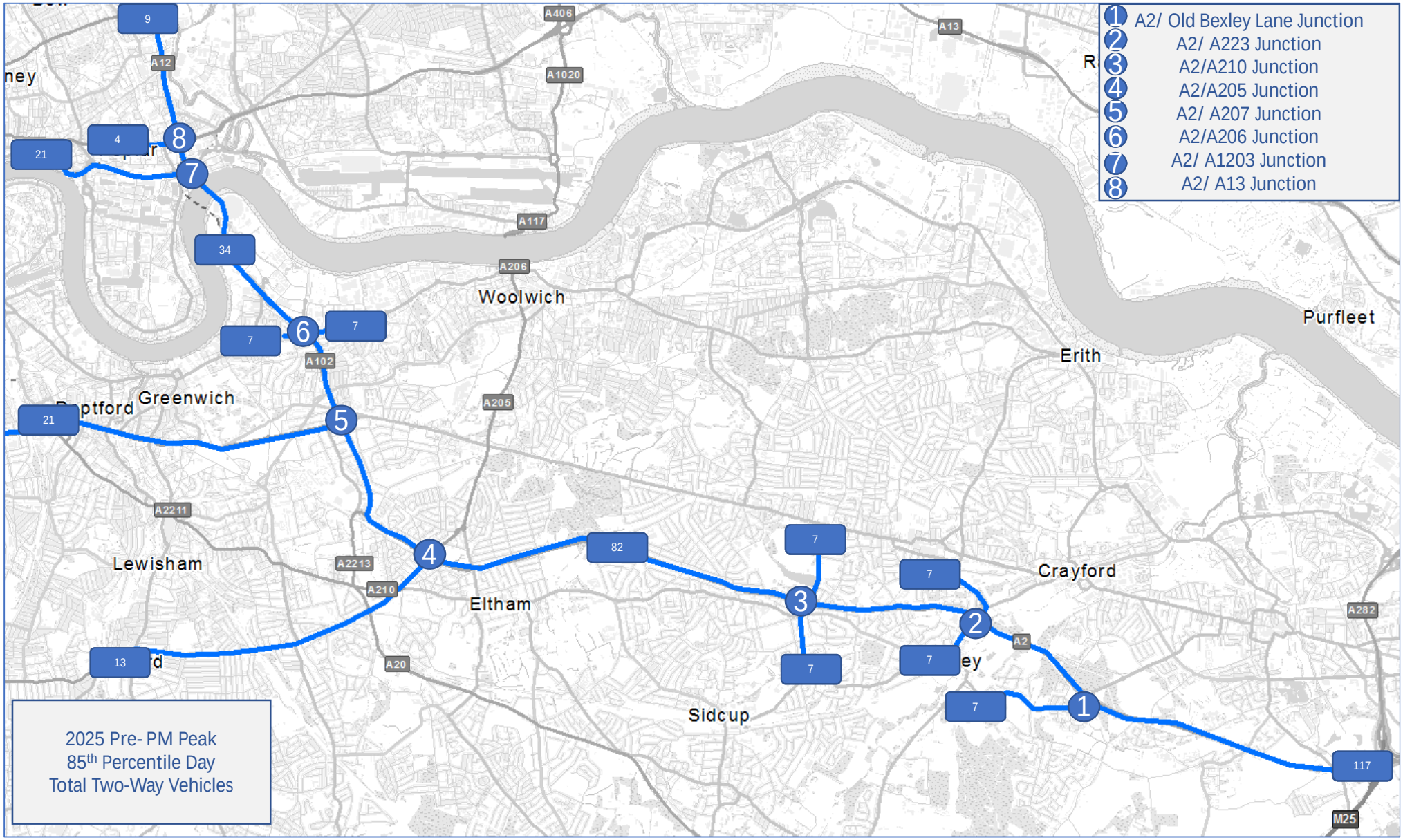
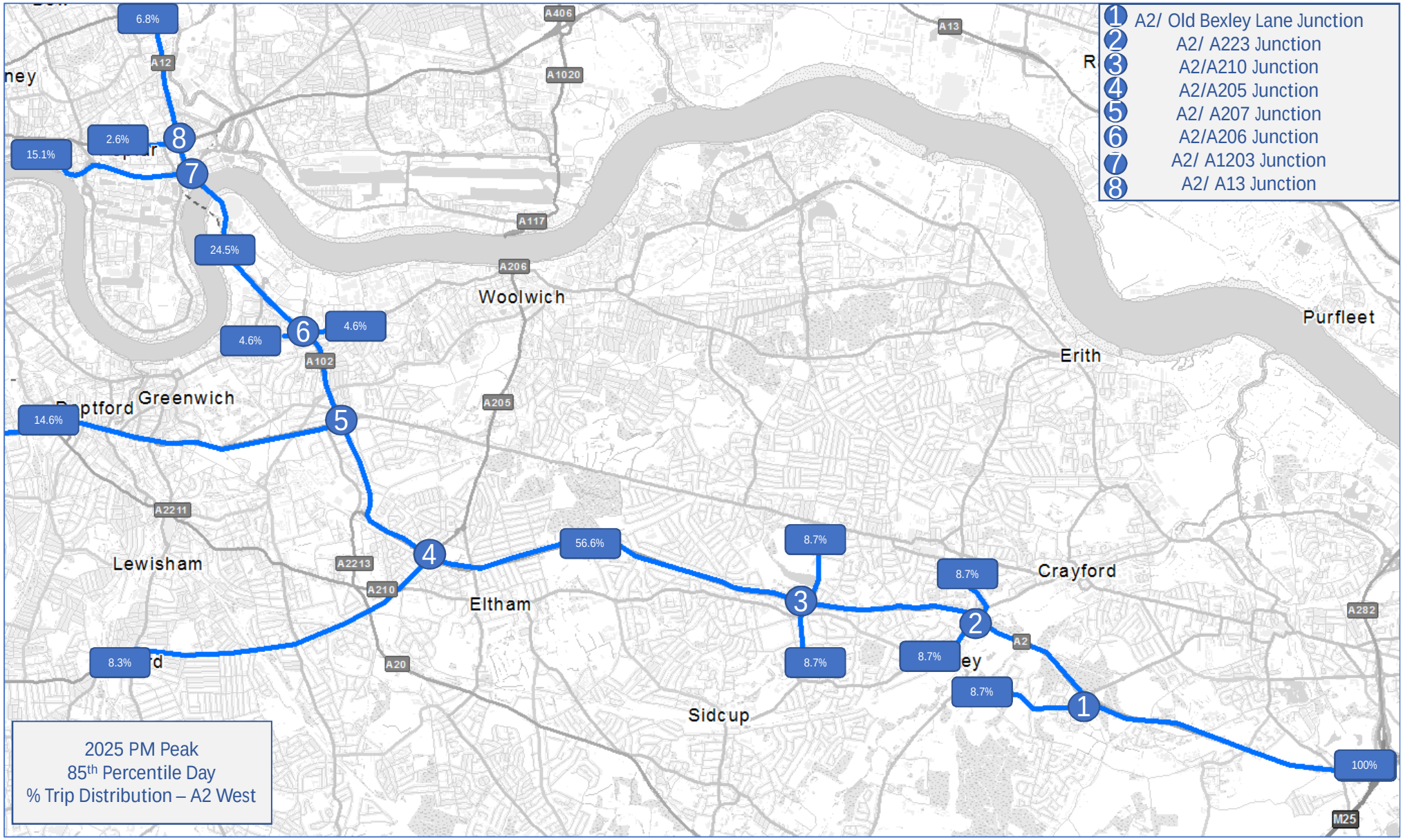
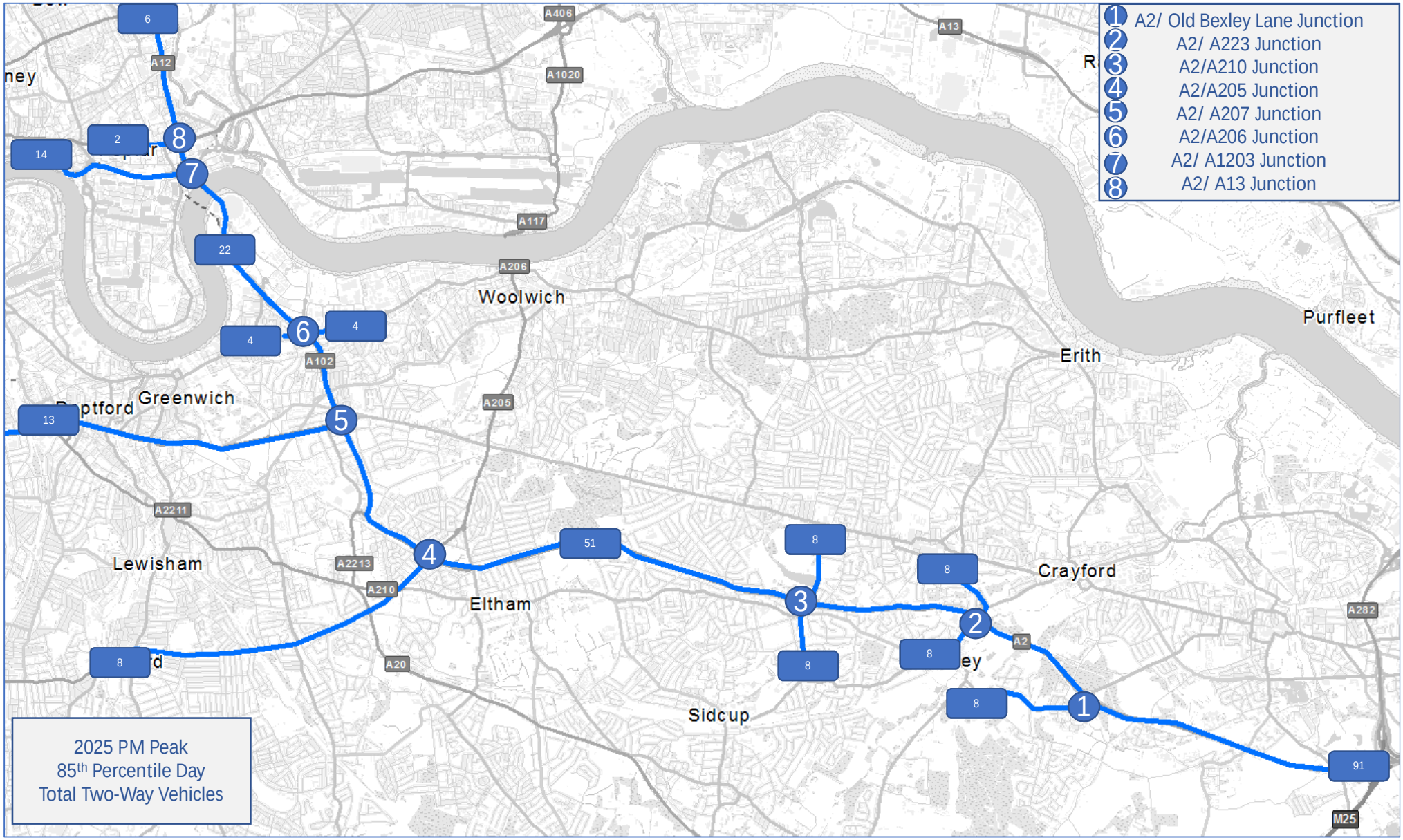

1 A2/ Old Bexley Lane Junction
2 A2/ A223 Junction
3 A2/A210 Junction
4 A2/A205 Junction
5 A2/ A207 Junction
6 A2/A206 Junction
7 A2/ A1203 Junction
8 A2/ A13 Junction
8.0%
3.2%
17.8%
29.0%
6.3%
6.3%
18.0%
10.7%
70.2%
6.0%
6.0%
6.0%
6.0%
100%
A12
A406
A1020
A13
A117
A206
A102
A205
A2211
A2213
A210
A20
A2
A282
M25
Woolwich
Greenwich
Lewisham
Eltham
Sidcup
Crayford
Erith
Purfleet
2025 Pre- PM Peak
85th Percentile Day
% Trip Distribution – A2 West



*Numbers prone to slight rounding error


1 A2/ Old Bexley Lane Junction
2 A2/ A223 Junction
3 A2/A210 Junction
4 A2/A205 Junction
5 A2/ A207 Junction
6 A2/A206 Junction
7 A2/ A1203 Junction
8 A2/ A13 Junction
6.8%
2.6%
15.1%
24.5%
4.6%
4.6%
14.6%
8.3%
56.6%
8.7%
8.7%
8.7%
8.7%
8.7%
100%
A12
A406
A1020
A13
A117
A206
A102
A205
A2211
A2213
A210
A20
A2
A282
M25
Woolwich
Greenwich
Lewisham
Eltham
Sidcup
Crayford
Erith
Purfleet
2025 PM Peak
85th Percentile Day
% Trip Distribution – A2 West



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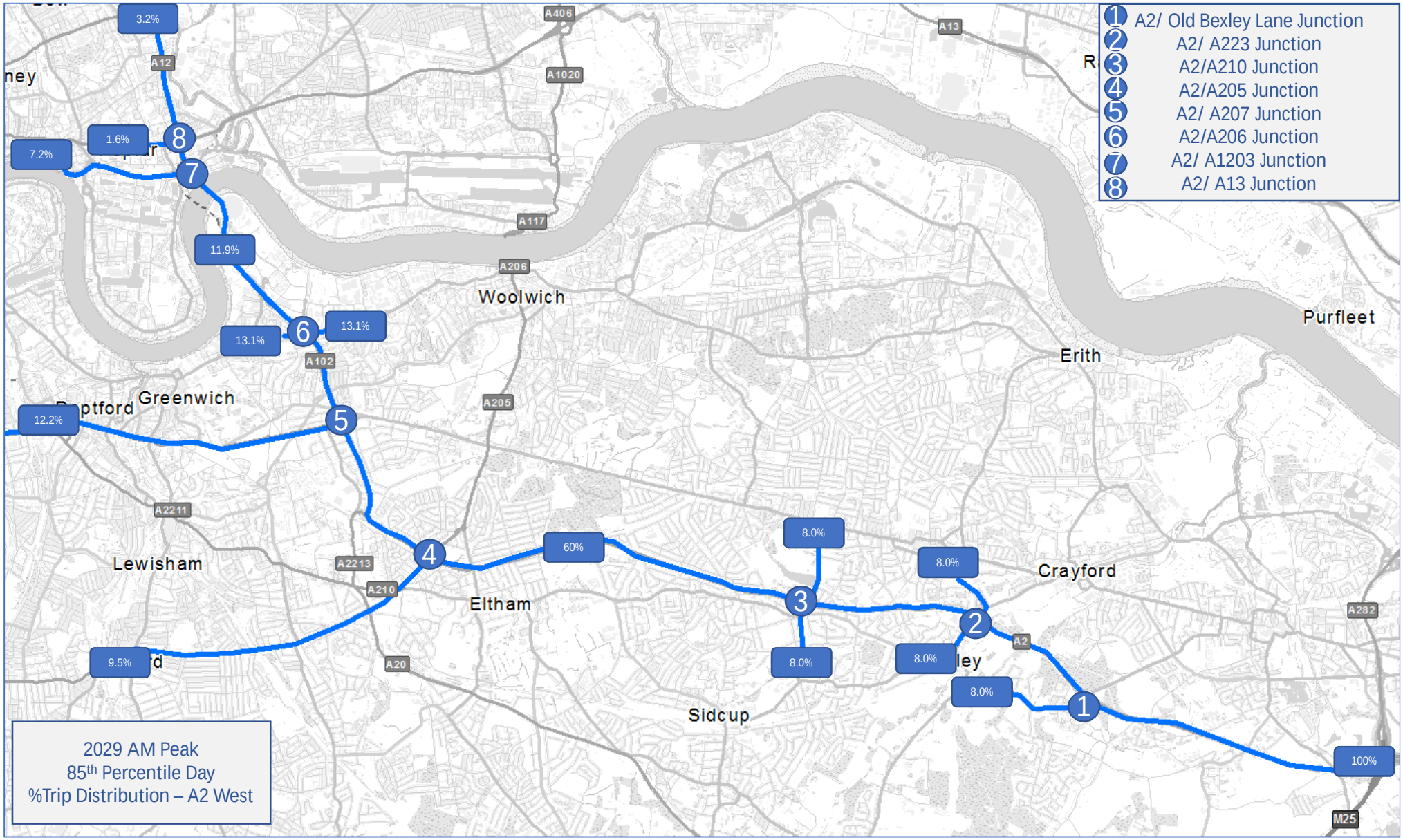
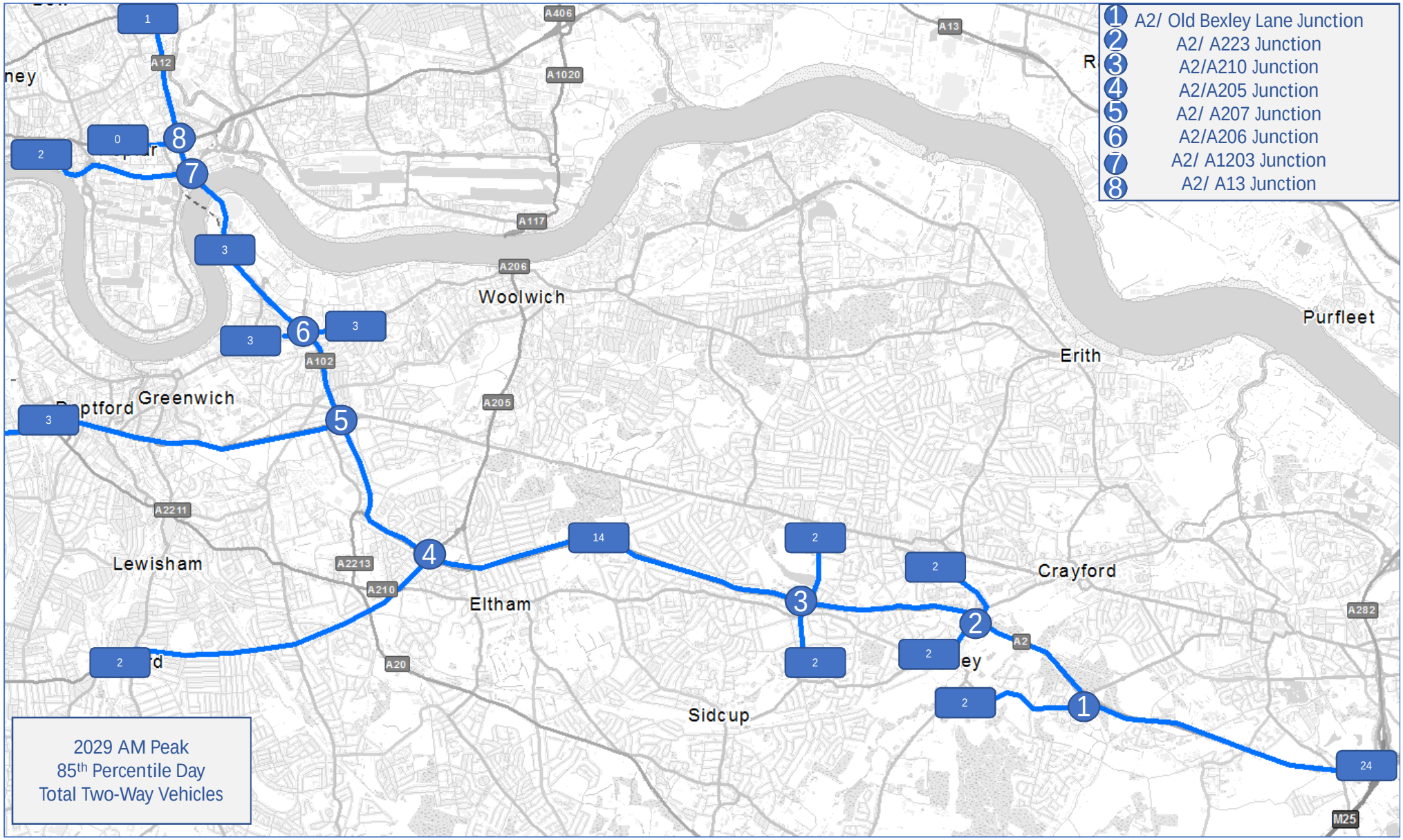

1 A2/ Old Bexley Lane Junction
2 A2/ A223 Junction
3 A2/A210 Junction
4 A2/A205 Junction
5 A2/ A207 Junction
6 A2/A206 Junction
7 A2/ A1203 Junction
8 A2/ A13 Junction
3.2%
1.6%
7.2%
11.9%
13.1%
13.1%
12.2%
9.5%
60%
8.0%
8.0%
8.0%
8.0%
8.0%
100%
A12
A406
A1020
A13
A117
A206
A102
A205
A2211
A2213
A210
A20
A2
A282
M25
Woolwich
Greenwich
Lewisham
Eltham
Sidcup
Crayford
Erith
Purfleet
2029 AM Peak
85th Percentile Day
%Trip Distribution – A2 West



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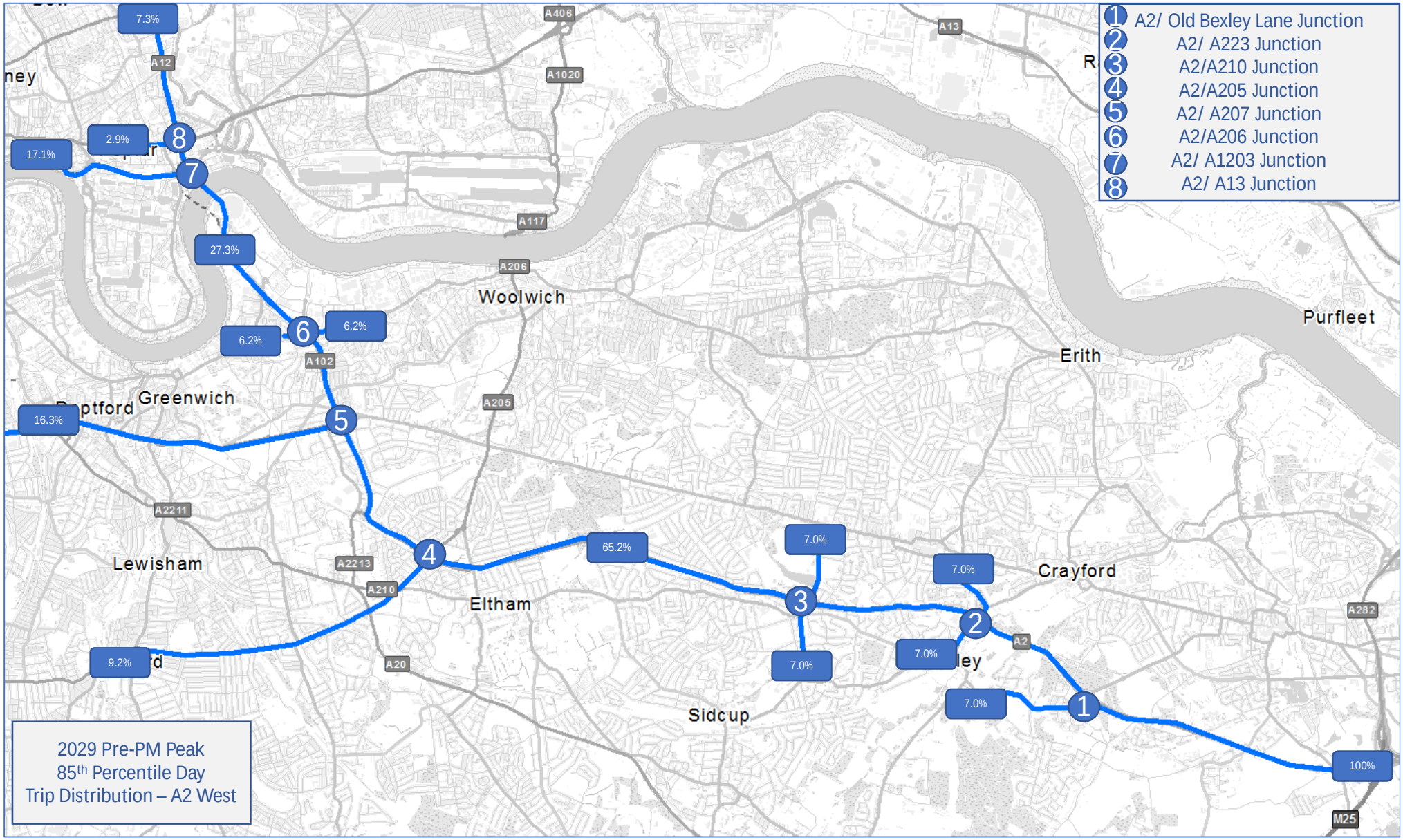
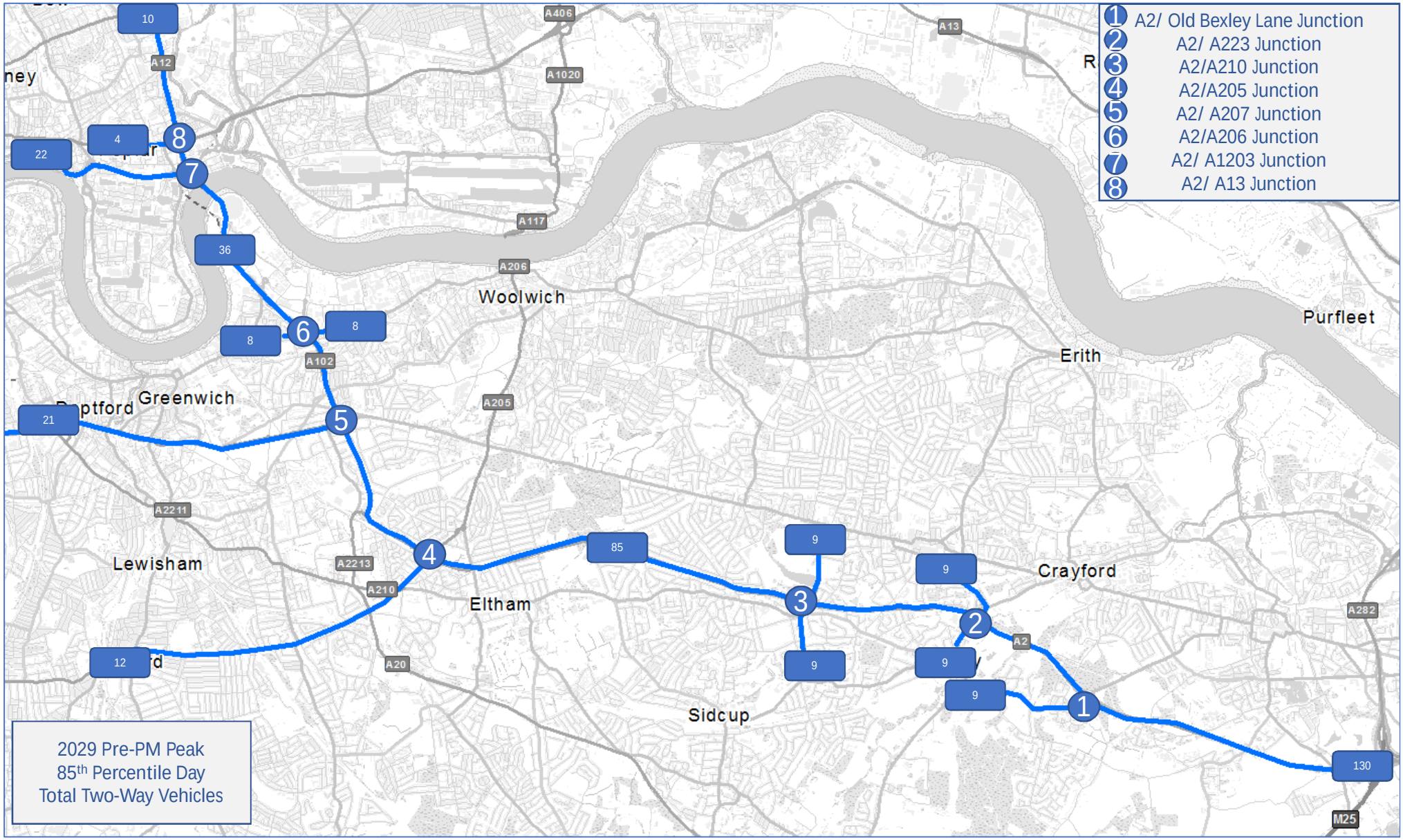
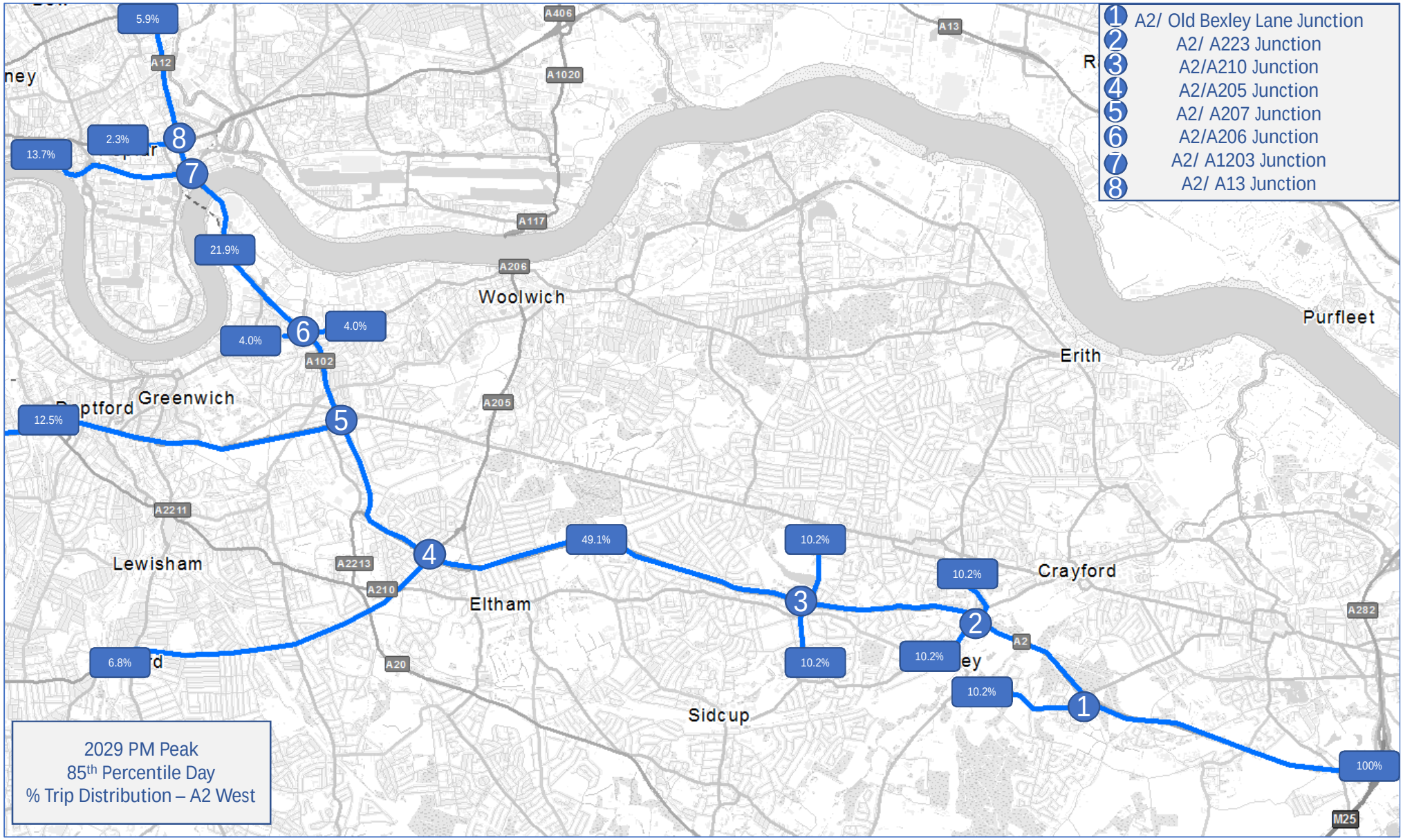
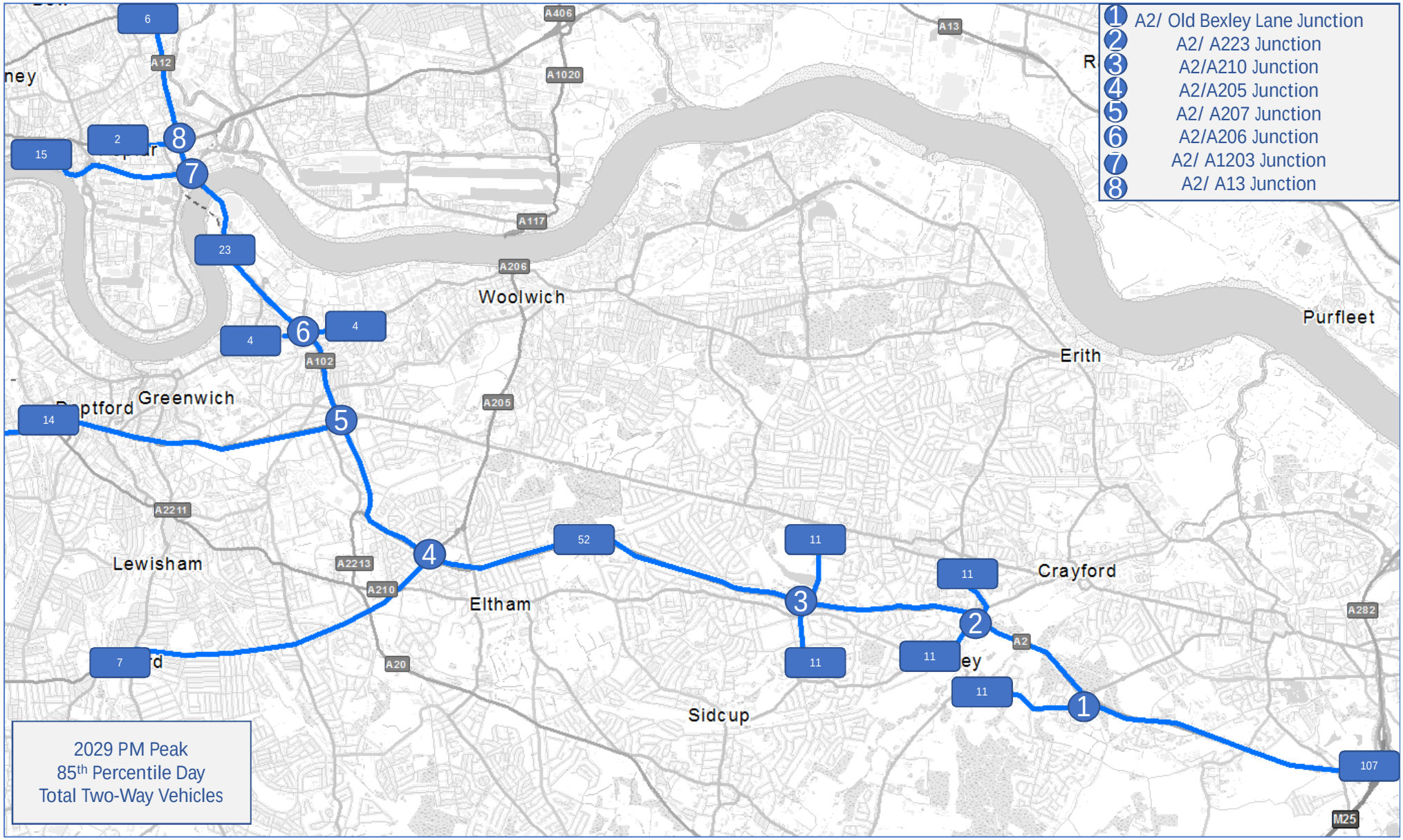

1 A2/ Old Bexley Lane Junction
2 A2/ A223 Junction
3 A2/A210 Junction
4 A2/A205 Junction
5 A2/ A207 Junction
6 A2/A206 Junction
7 A2/ A1203 Junction
8 A2/ A13 Junction
7.3%
2.9%
17.1%
27.3%
6.2%
6.2%
16.3%
9.2%
65.2%
7.0%
7.0%
7.0%
7.0%
7.0%
100%
A12
A406
A1020
A13
A117
A206
A102
A205
A2211
A2213
A210
A20
A2
A282
M25
Woolwich
Greenwich
Lewisham
Eltham
Sidcup
Crayford
Erith
Purfleet
2029 Pre-PM Peak
85th Percentile Day
Trip Distribution – A2 West



*Numbers prone to slight rounding error



*Numbers prone to slight rounding error



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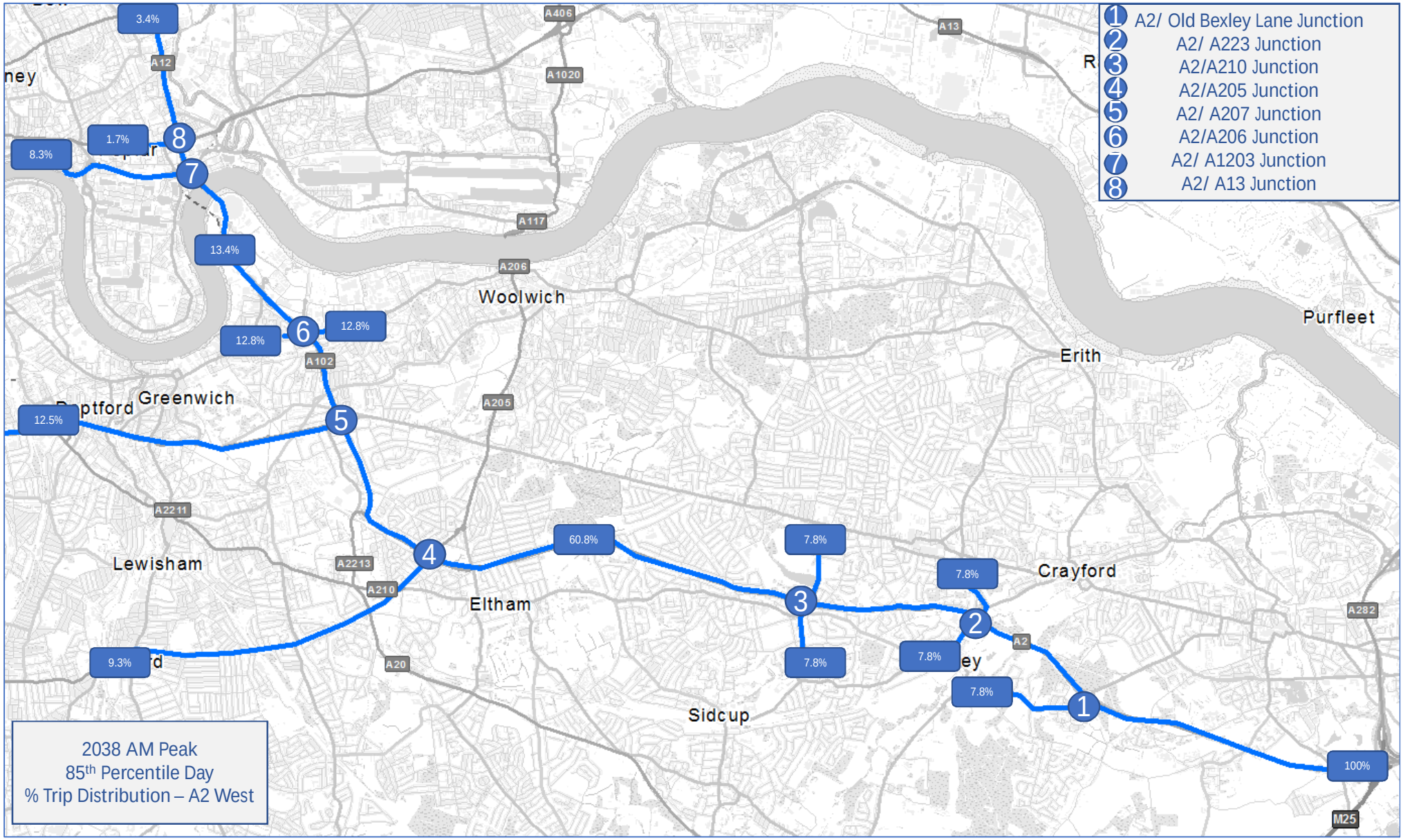
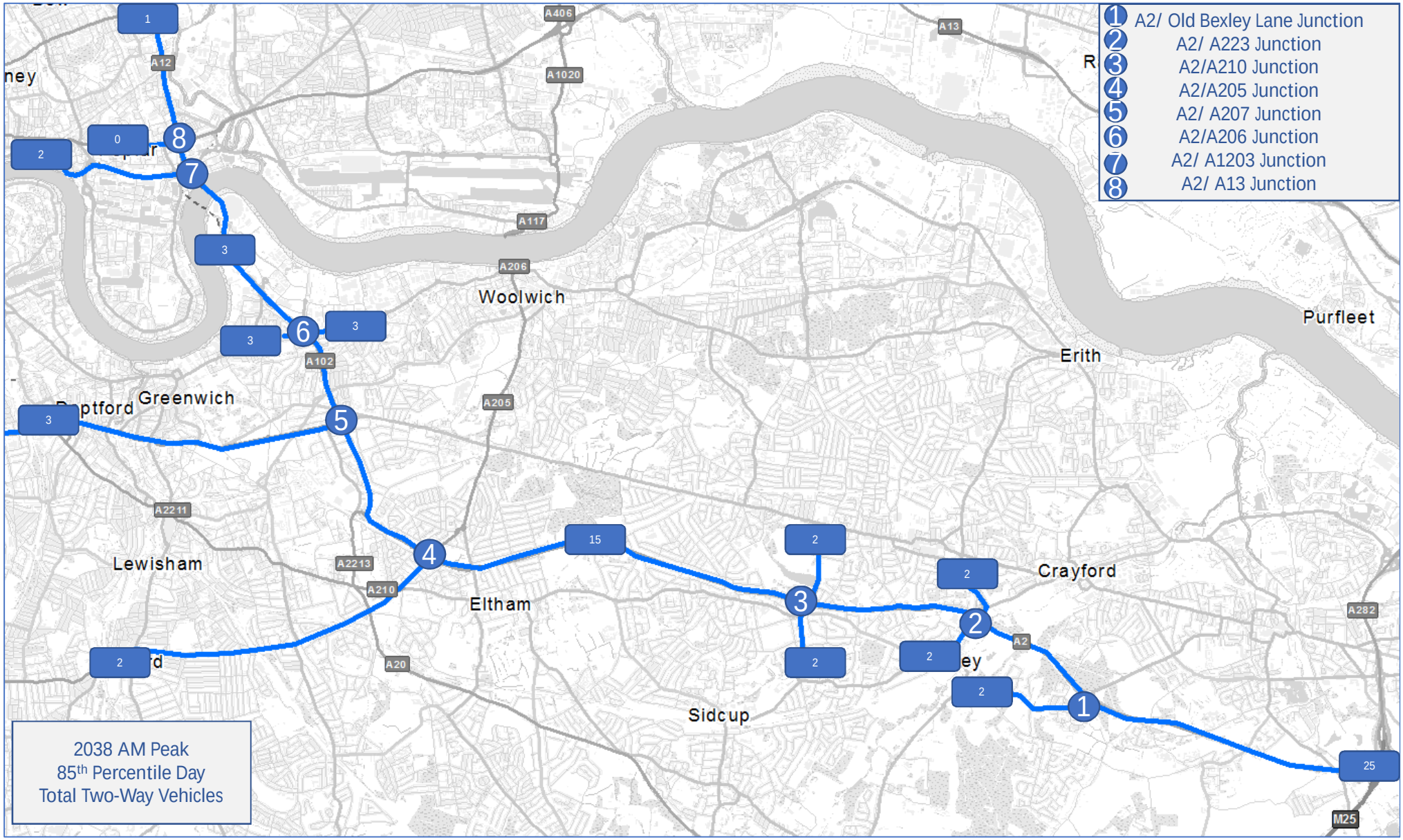
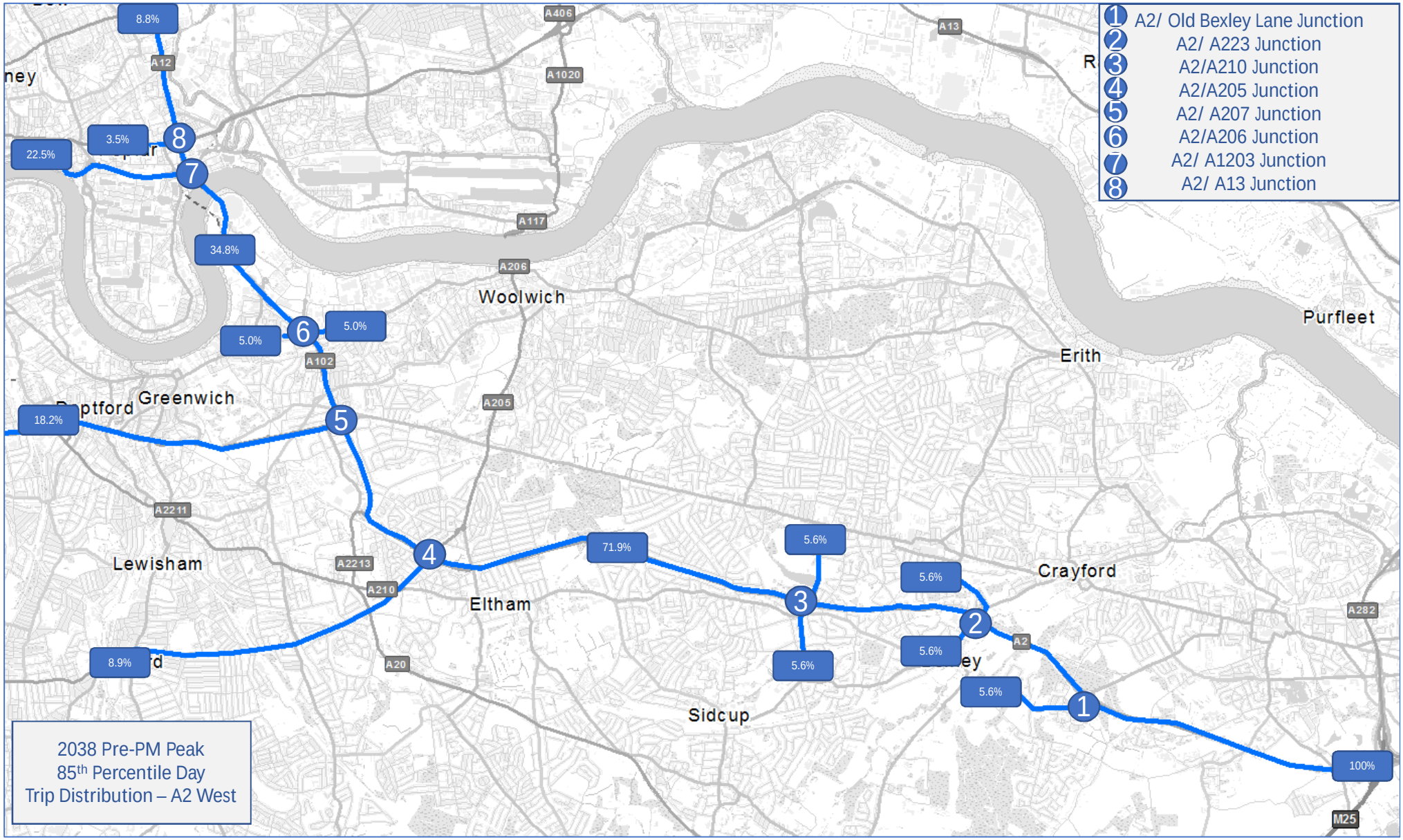
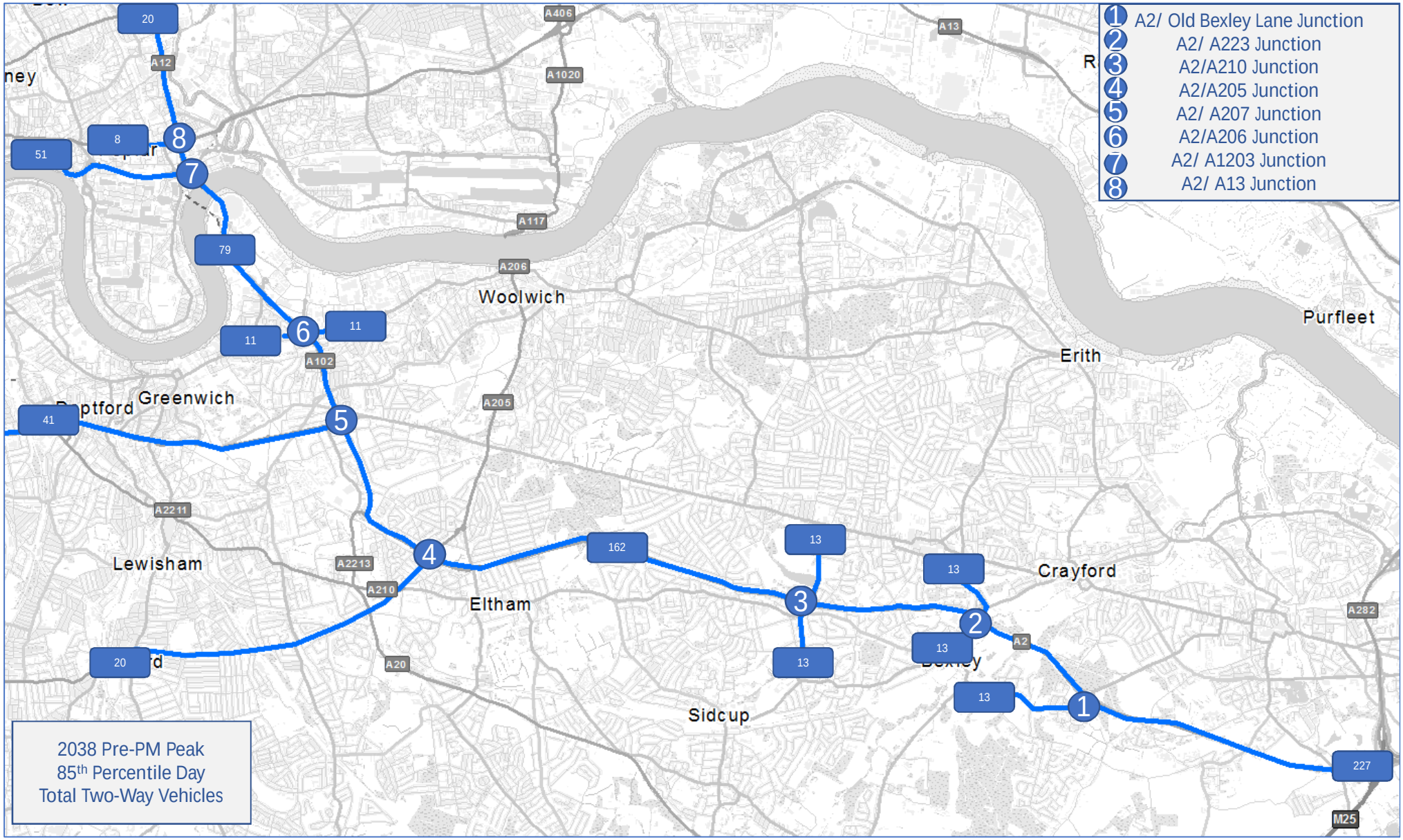

1 A2/ Old Bexley Lane Junction
2 A2/ A223 Junction
3 A2/A210 Junction
4 A2/A205 Junction
5 A2/ A207 Junction
6 A2/A206 Junction
7 A2/ A1203 Junction
8 A2/ A13 Junction
3.4%
1.7%
8.3%
13.4%
12.8%
12.8%
12.5%
9.3%
60.8%
7.8%
7.8%
7.8%
7.8%
7.8%
100%
A12
A406
A1020
A13
A117
A206
A102
A205
A2211
A2213
A210
A20
A2
A282
M25
Woolwich
Greenwich
Lewisham
Eltham
Sidcup
Crayford
Erith
Purfleet
2038 AM Peak
85th Percentile Day
% Trip Distribution – A2 West

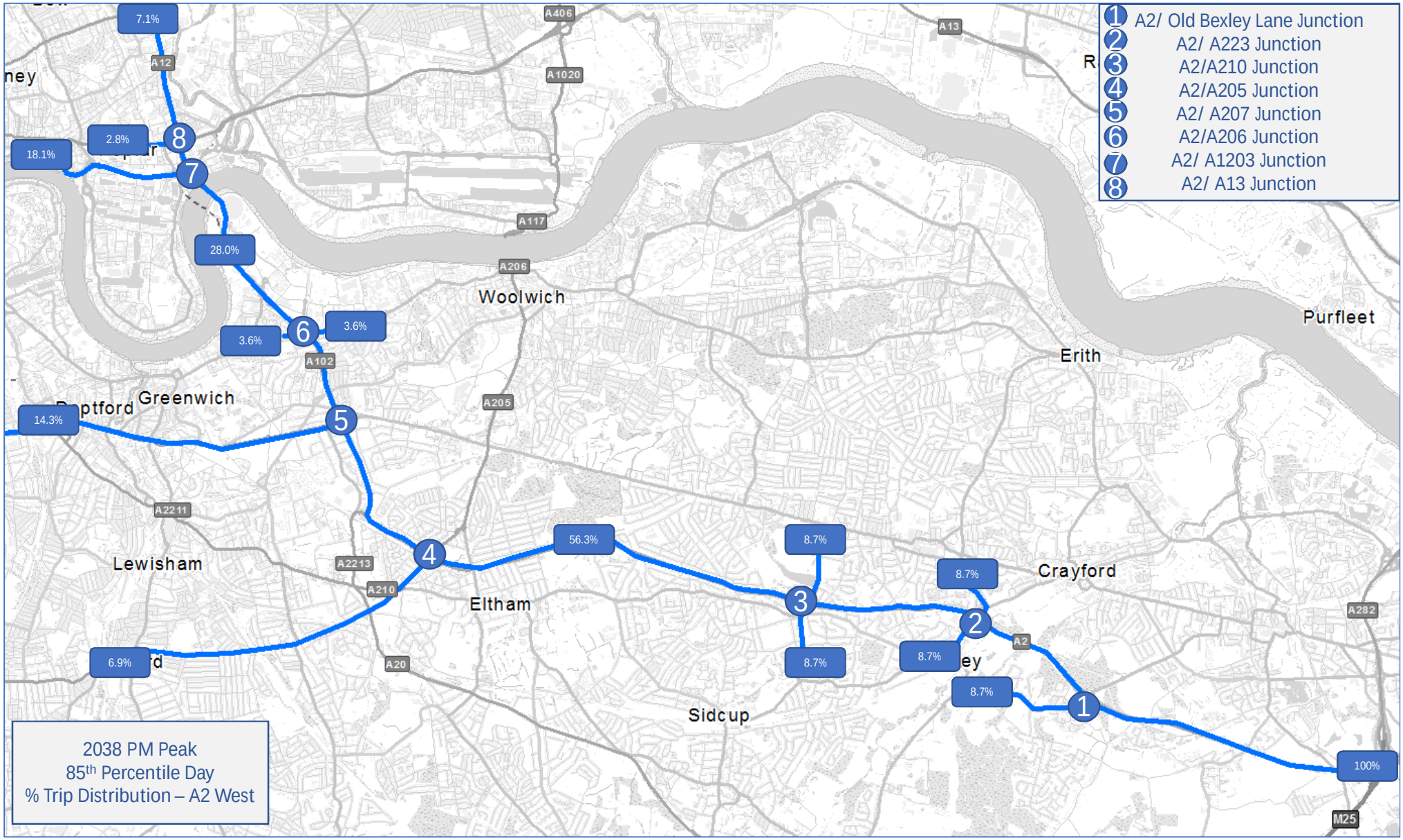


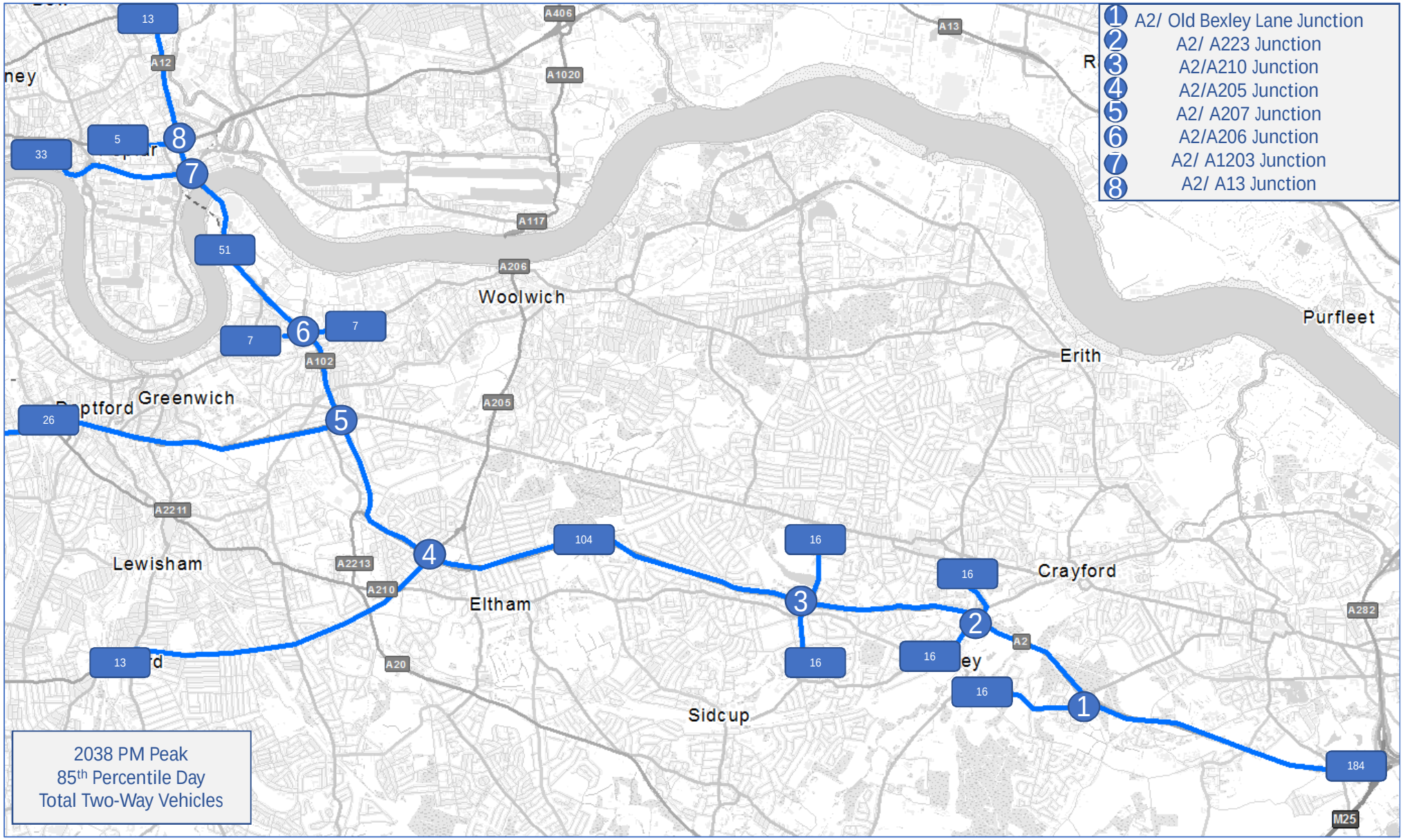
*Numbers prone to slight rounding error


1 A2/ Old Bexley Lane Junction
2 A2/ A223 Junction
3 A2/A210 Junction
4 A2/A205 Junction
5 A2/ A207 Junction
6 A2/A206 Junction
7 A2/ A1203 Junction
8 A2/ A13 Junction
8.8%
3.5%
22.5%
34.8%
5.0%
5.0%
18.2%
8.9%
71.9%
5.6%
5.6%
5.6%
5.6%
100%
A12
A406
A1020
A13
A117
A206
A102
A205
A2211
A2213
A210
A20
A2
A282
M25
Woolwich
Greenwich
Lewisham
Eltham
Sidcup
Crayford
Erith
Purfleet
2038 Pre-PM Peak
85th Percentile Day
Trip Distribution – A2 West



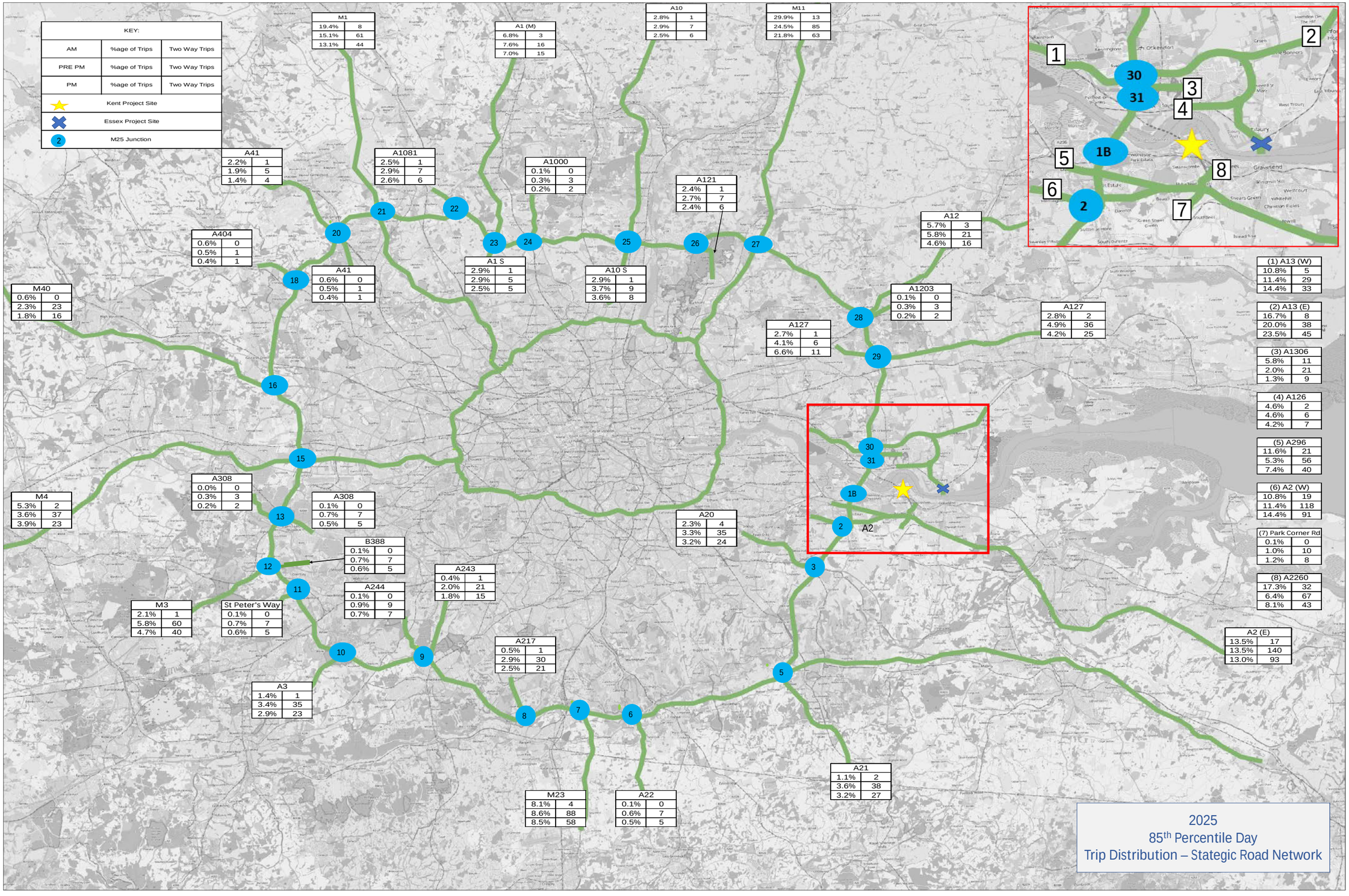
*Numbers prone to slight rounding error

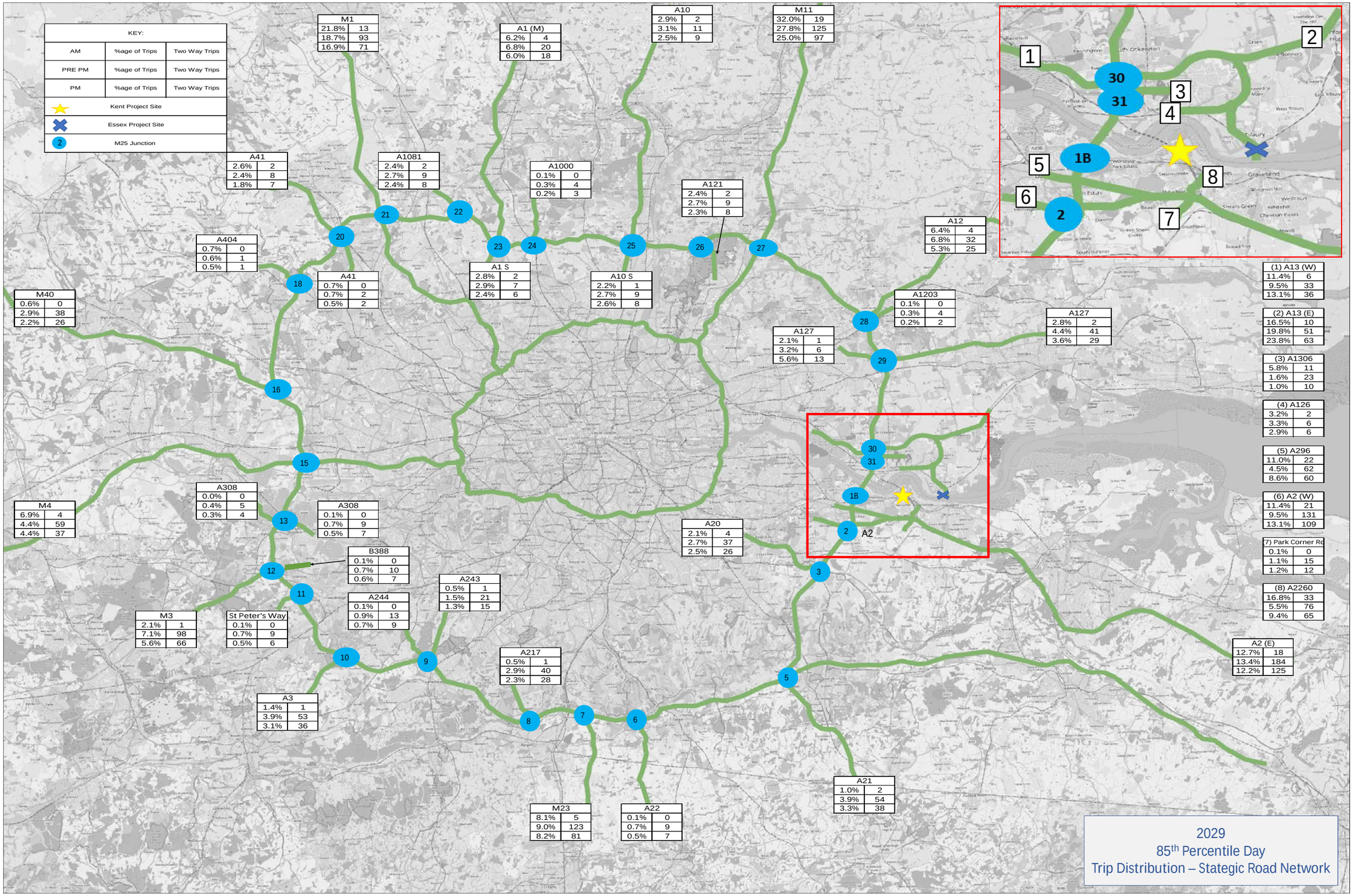

1 A2/ Old Bexley Lane Junction
2 A2/ A223 Junction
3 A2/A210 Junction
4 A2/A205 Junction
5 A2/ A207 Junction
6 A2/A206 Junction
7 A2/ A1203 Junction
8 A2/ A13 Junction
7.1%
2.8%
18.1%
28.0%
3.6%
3.6%
14.3%
6.9%
56.3%
8.7%
8.7%
8.7%
8.7%
8.7%
100%
A12
A406
A1020
A13
A117
A206
A102
A205
A2211
A2213
A210
A20
A2
A282
M25
Woolwich
Greenwich
Lewisham
Eltham
Sidcup
Crayford
Erith
Purfleet
2038 PM Peak
85th Percentile Day
% Trip Distribution – A2 West

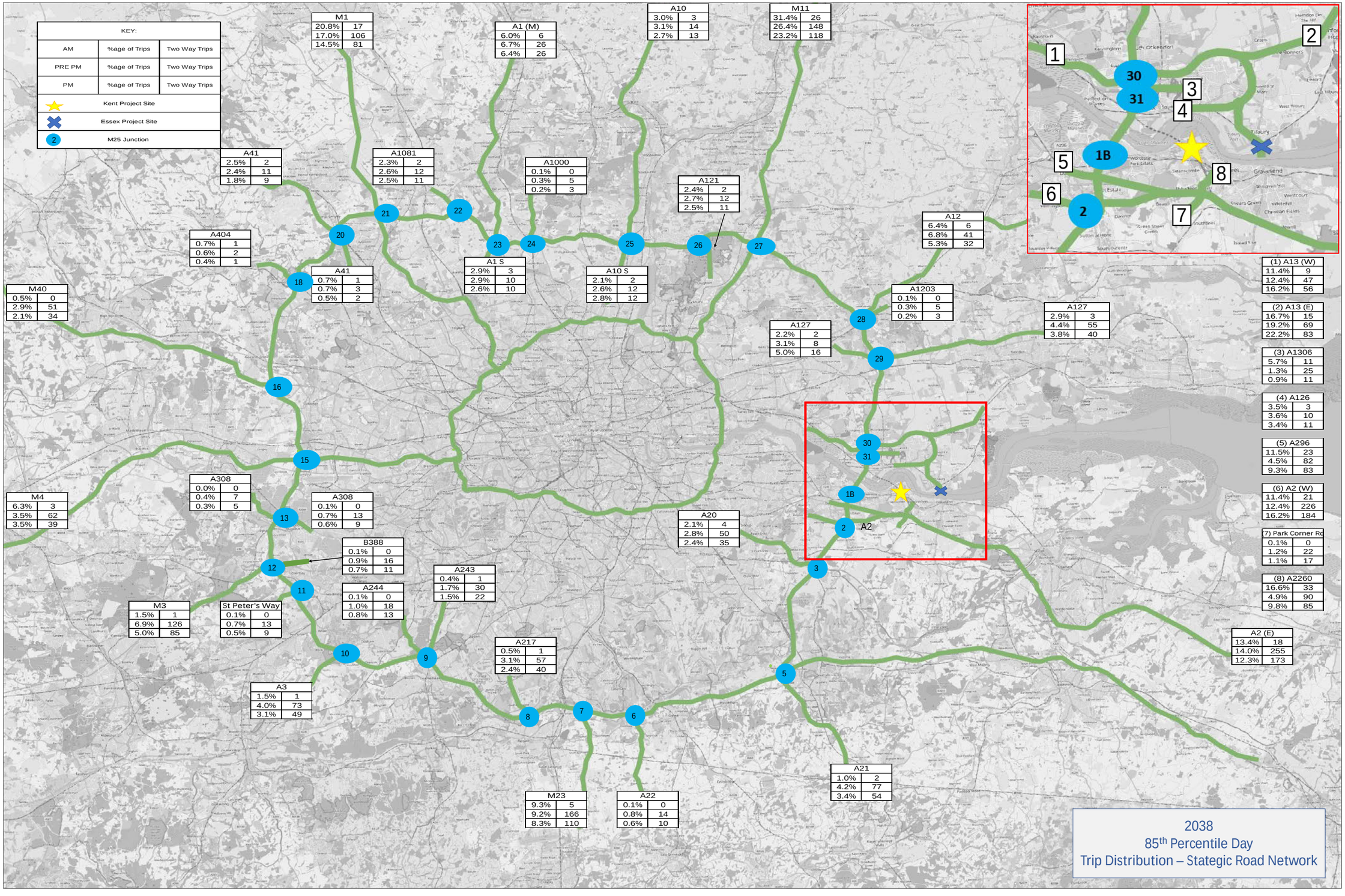


*Numbers prone to slight rounding error

APPENDIX D


KEY:
AM | %age of Trips | Two Way Trips
PRE PM | %age of Trips | Two Way Trips
PM | %age of Trips | Two Way Trips
Kent Project Site
Essex Project Site
2 M25 Junction
M1
19.4% 8
15.1% 61
13.1% 44
A1 (M)
6.8% 3
7.6% 16
7.0% 15
A10
2.8% 1
2.9% 7
2.5% 6
M11
29.9% 13
24.5% 85
21.8% 63
A41
2.2% 1
1.9% 5
1.4% 4
A1081
2.5% 1
2.9% 7
2.6% 6
A1000
0.1% 0
0.3% 3
0.2% 2
A121
2.4% 1
2.7% 7
2.4% 6
A12
5.7% 3
5.8% 21
4.6% 16
A404
0.6% 0
0.5% 1
0.4% 1
A41
0.6% 0
0.5% 1
0.4% 1
A1 S
2.9% 1
2.9% 5
2.5% 5
A10 S
2.9% 1
3.7% 9
3.6% 8
M40
0.6% 0
2.3% 23
1.8% 16
A1203
0.1% 0
0.3% 3
0.2% 2
A127
2.8% 2
4.9% 36
4.2% 25
A127
2.7% 1
4.1% 6
6.6% 11
(1) A13 (W)
10.8% 5
11.4% 29
14.4% 33
(2) A13 (E)
16.7% 8
20.0% 38
23.5% 45
(3) A1306
5.8% 11
2.0% 21
1.3% 9
(4) A126
4.6% 2
4.6% 6
4.2% 7
(5) A296
11.6% 21
5.3% 56
7.4% 40
(6) A2 (W)
10.8% 19
11.4% 118
14.4% 91
(7) Park Corner Rd
0.1% 0
1.0% 10
1.2% 8
(8) A2260
17.3% 32
6.4% 67
8.1% 43
A2 (E)
13.5% 17
13.5% 140
13.0% 93
M4
5.3% 2
3.6% 37
3.9% 23
A308
0.0% 0
0.3% 3
0.2% 2
A308
0.1% 0
0.7% 7
0.5% 5
B388
0.1% 0
0.7% 7
0.6% 5
A20
2.3% 4
3.3% 35
3.2% 24
A2
A243
0.4% 1
2.0% 21
1.8% 15
A244
0.1% 0
0.9% 9
0.7% 7
M3
2.1% 1
5.8% 60
4.7% 40
St Peter's Way
0.1% 0
0.7% 7
0.6% 5
A217
0.5% 1
2.9% 30
2.5% 21
A3
1.4% 1
3.4% 35
2.9% 23
M23
8.1% 4
8.6% 88
8.5% 58
A22
0.1% 0
0.6% 7
0.5% 5
A21
1.1% 2
3.6% 38
3.2% 27
2025
85th Percentile Day
Trip Distribution – Stategic Road Network


KEY:
AM | %age of Trips | Two Way Trips
PRE PM | %age of Trips | Two Way Trips
PM | %age of Trips | Two Way Trips
Kent Project Site
Essex Project Site
M25 Junction
M1 21.8% 13 18.7% 93 16.9% 71
A1 (M) 6.2% 4 6.8% 20 6.0% 18
A10 2.9% 2 3.1% 11 2.5% 9
M11 32.0% 19 27.8% 125 25.0% 97
A41 2.6% 2 2.4% 8 1.8% 7
A1081 2.4% 2 2.7% 9 2.4% 8
A1000 0.1% 0 0.3% 4 0.2% 3
A121 2.4% 2 2.7% 9 2.3% 8
A12 6.4% 4 6.8% 32 5.3% 25
A404 0.7% 0 0.6% 1 0.5% 1
A41 0.7% 0 0.7% 2 0.5% 2
A1 S 2.8% 2 2.9% 7 2.4% 6
A10 S 2.2% 1 2.7% 9 2.6% 8
M40 0.6% 0 2.9% 38 2.2% 26
A1203 0.1% 0 0.3% 4 0.2% 2
A127 2.8% 2 4.4% 41 3.6% 29
A127 2.1% 1 3.2% 6 5.6% 13
(1) A13 (W) 11.4% 6 9.5% 33 13.1% 36
(2) A13 (E) 16.5% 10 19.8% 51 23.8% 63
(3) A1306 5.8% 11 1.6% 23 1.0% 10
(4) A126 3.2% 2 3.3% 6 2.9% 6
(5) A296 11.0% 22 4.5% 62 8.6% 60
(6) A2 (W) 11.4% 21 9.5% 131 13.1% 109
(7) Park Corner Rd 0.1% 0 1.1% 15 1.2% 12
(8) A2260 16.8% 33 5.5% 76 9.4% 65
A2 (E) 12.7% 18 13.4% 184 12.2% 125
A308 0.0% 0 0.4% 5 0.3% 4
A308 0.1% 0 0.7% 9 0.5% 7
M4 6.9% 4 4.4% 59 4.4% 37
B388 0.1% 0 0.7% 10 0.6% 7
A20 2.1% 4 2.7% 37 2.5% 26
A243 0.5% 1 1.5% 21 1.3% 15
A244 0.1% 0 0.9% 13 0.7% 9
M3 2.1% 1 7.1% 98 5.6% 66
St Peter's Way 0.1% 0 0.7% 9 0.5% 6
A217 0.5% 1 2.9% 40 2.3% 28
A3 1.4% 1 3.9% 53 3.1% 36
A21 1.0% 2 3.9% 54 3.3% 38
M23 8.1% 5 9.0% 123 8.2% 81
A22 0.1% 0 0.7% 9 0.5% 7
A2
1
2
3
4
5
6
7
8
30
31
1B
2
2029
85th Percentile Day
Trip Distribution – Stategic Road Network


KEY:
AM | %age of Trips | Two Way Trips
PRE PM | %age of Trips | Two Way Trips
PM | %age of Trips | Two Way Trips
Kent Project Site
Essex Project Site
2 M25 Junction
M1
20.8% 17
17.0% 106
14.5% 81
A1 (M)
6.0% 6
6.7% 26
6.4% 26
A10
3.0% 3
3.1% 14
2.7% 13
M11
31.4% 26
26.4% 148
23.2% 118
A41
2.5% 2
2.4% 11
1.8% 9
A1081
2.3% 2
2.6% 12
2.5% 11
A1000
0.1% 0
0.3% 5
0.2% 3
A121
2.4% 2
2.7% 12
2.5% 11
A12
6.4% 6
6.8% 41
5.3% 32
A404
0.7% 1
0.6% 2
0.4% 1
A41
0.7% 1
0.7% 3
0.5% 2
A1 S
2.9% 3
2.9% 10
2.6% 10
A10 S
2.1% 2
2.6% 12
2.8% 12
M40
0.5% 0
2.9% 51
2.1% 34
A1203
0.1% 0
0.3% 5
0.2% 3
A127
2.2% 2
3.1% 8
5.0% 16
A127
2.9% 3
4.4% 55
3.8% 40
(1) A13 (W)
11.4% 9
12.4% 47
16.2% 56
(2) A13 (E)
16.7% 15
19.2% 69
22.2% 83
(3) A1306
5.7% 11
1.3% 25
0.9% 11
(4) A126
3.5% 3
3.6% 10
3.4% 11
(5) A296
11.5% 23
4.5% 82
9.3% 83
(6) A2 (W)
11.4% 21
12.4% 226
16.2% 184
(7) Park Corner Rd
0.1% 0
1.2% 22
1.1% 17
(8) A2260
16.6% 33
4.9% 90
9.8% 85
A2 (E)
13.4% 18
14.0% 255
12.3% 173
M4
6.3% 3
3.5% 62
3.5% 39
A308
0.0% 0
0.4% 7
0.3% 5
A308
0.1% 0
0.7% 13
0.6% 9
B388
0.1% 0
0.9% 16
0.7% 11
A243
0.4% 1
1.7% 30
1.5% 22
A244
0.1% 0
1.0% 18
0.8% 13
M3
1.5% 1
6.9% 126
5.0% 85
St Peter's Way
0.1% 0
0.7% 13
0.5% 9
A3
1.5% 1
4.0% 73
3.1% 49
A217
0.5% 1
3.1% 57
2.4% 40
A20
2.1% 4
2.8% 50
2.4% 35
A21
1.0% 2
4.2% 77
3.4% 54
M23
9.3% 5
9.2% 166
8.3% 110
A22
0.1% 0
0.8% 14
0.6% 10
A2
2038
85th Percentile Day
Trip Distribution – Stategic Road Network

TECHNICAL NOTE 14

DATE:	09 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Transport Assessment Update Note		
PROJECT:	London Resort	**AUTHOR:**	David Dixon
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

ANNEX 4 - TECHNICAL NOTE 9 – EXISTING SITE FLOWS

Technical Note 9 – Traffic Attraction – Existing Site Uses

DATE:	28 September 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	Technical Note 9 – Traffic Attraction – Existing Site Uses		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

INTRODUCTION

WSP have been commissioned by London Resort Company Holdings (LRCH) to provide transport advice on the London Resort Development Consent Order (DCO). The application was submitted on the 31st December 2020 and accepted into examination amination on the 28th January 2021.

The DCO submission included a Construction Traffic Management Plan (CTMP) provided at Appendix TA – AD (APP-128) of the Transport Assessment. The purpose of the CTMP is to provide a framework as to how the construction traffic and site operations will be managed at The London Resort during the construction phase of the project. The CTMP also provides details of the potential level of traffic that could occur at the site given its current employment land uses. The purpose of considering the level of potential traffic attraction of the existing site uses has been to allow a comparison to be undertaken between the traffic levels that could occur without any amendments to the existing permitted uses and that which has been forecast to occur during construction of The Resort.

Within the submitted CTMP, the assessment of the potential traffic attraction of the existing site uses had based upon a TRICS assessment. TRICs is an industry standard software which forecasts potential levels of trip generation for sites across the UK based on several factors including location, development quantum, land use, date and day type. Kent County Council (KCC) raised comments within their review of the content of the CTMP, (which was provided to WSP on 9th August 2021) regarding the TRICs assessment undertaken. In particular, KCC are concerned over the use of London Road for construction purposes and consider that the trip attraction assessment overestimates the potential trip attraction from the existing employment uses.

The employment uses which are included within the Order Limits are Manor Way Business Park, Green Motors Ltd (accessed via Pilgrims Road) and approximately one quarter of the Northfleet Industrial Estate between London Road to the south and Lower Road to the east; this does not include The London Bus Company. Figure 1 provides a graphical representation of the Industrial Estates included within the London Resort Order Limits.

Technical Note 9 – Traffic Attraction – Existing Site Uses

DATE:	28 September 2021	**CONFIDENTIALITY:**	Confidential
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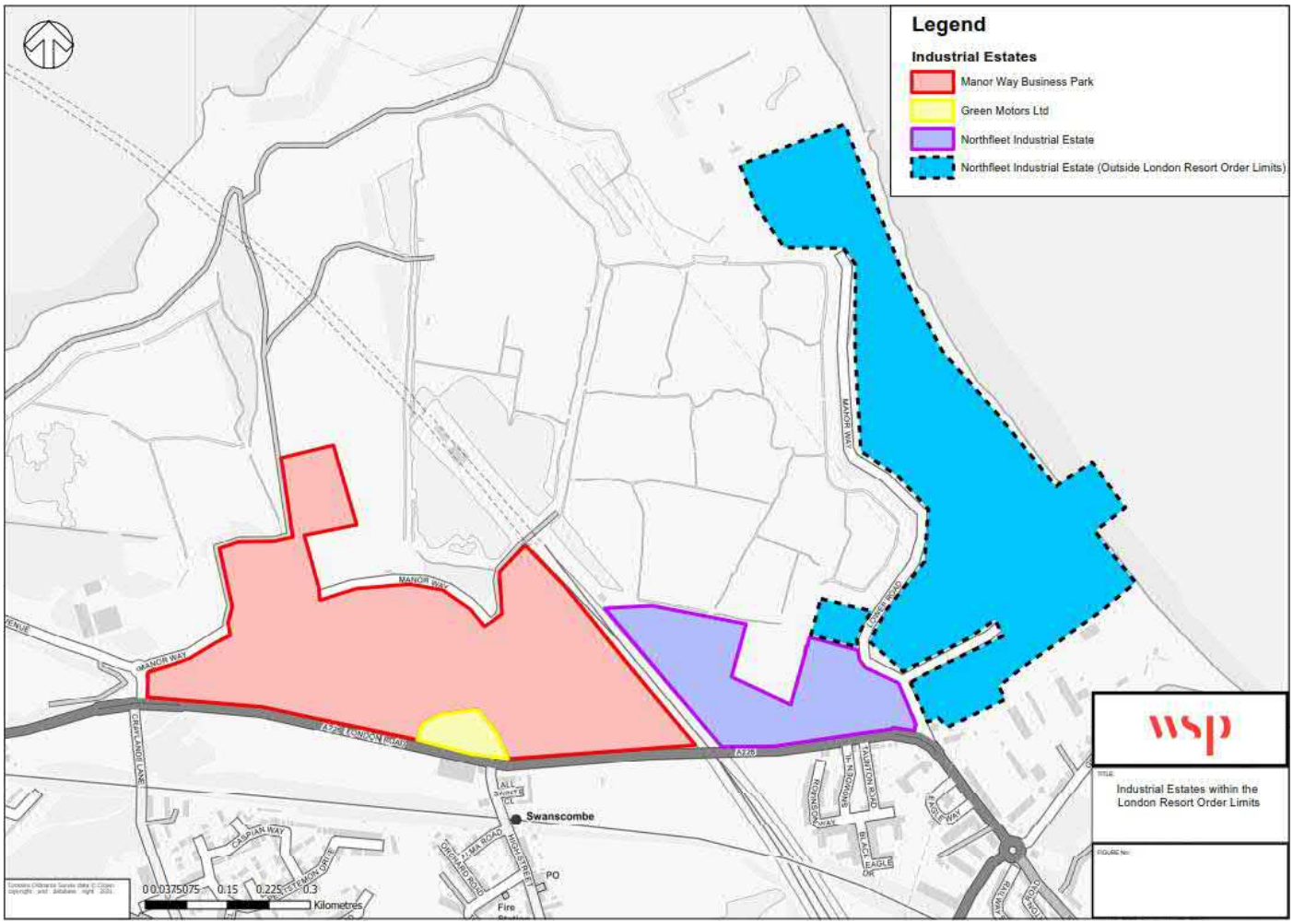
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Figure 1 – Industrial Estates within the London Resort Order Limits



In order to provide comfort to KCC, a further assessment has been undertaken of the level of traffic attraction of the existing site uses, this being by way of a comparison of traffic surveys of the accesses to the employment uses with the trips provided by the TRICS assessment. In order to do this, traffic surveys have been obtained at the access junctions to the Industrial Estates along London Road. Previously undertaken Manual Classified Count (MCC) traffic surveys were obtained from a traffic survey company, having been carried out on Tuesday 4th December 2018 between 07:00-10:00 and 16:00-19:00. Traffic surveys were obtained for the following junctions:

- A226 London Road/ Manor Way/ Craylands Lane Signal Junction;
- A226 London Road/ Pilgrims Road/ High Street Signal Junction; and
- A226 London Road/ Lower Road Signal Junction.

The locations are of the traffic surveys are shown in Figure 2 below. The full outputs of the traffic surveys are presented within Appendix A.

Technical Note 9 – Traffic Attraction – Existing Site Uses

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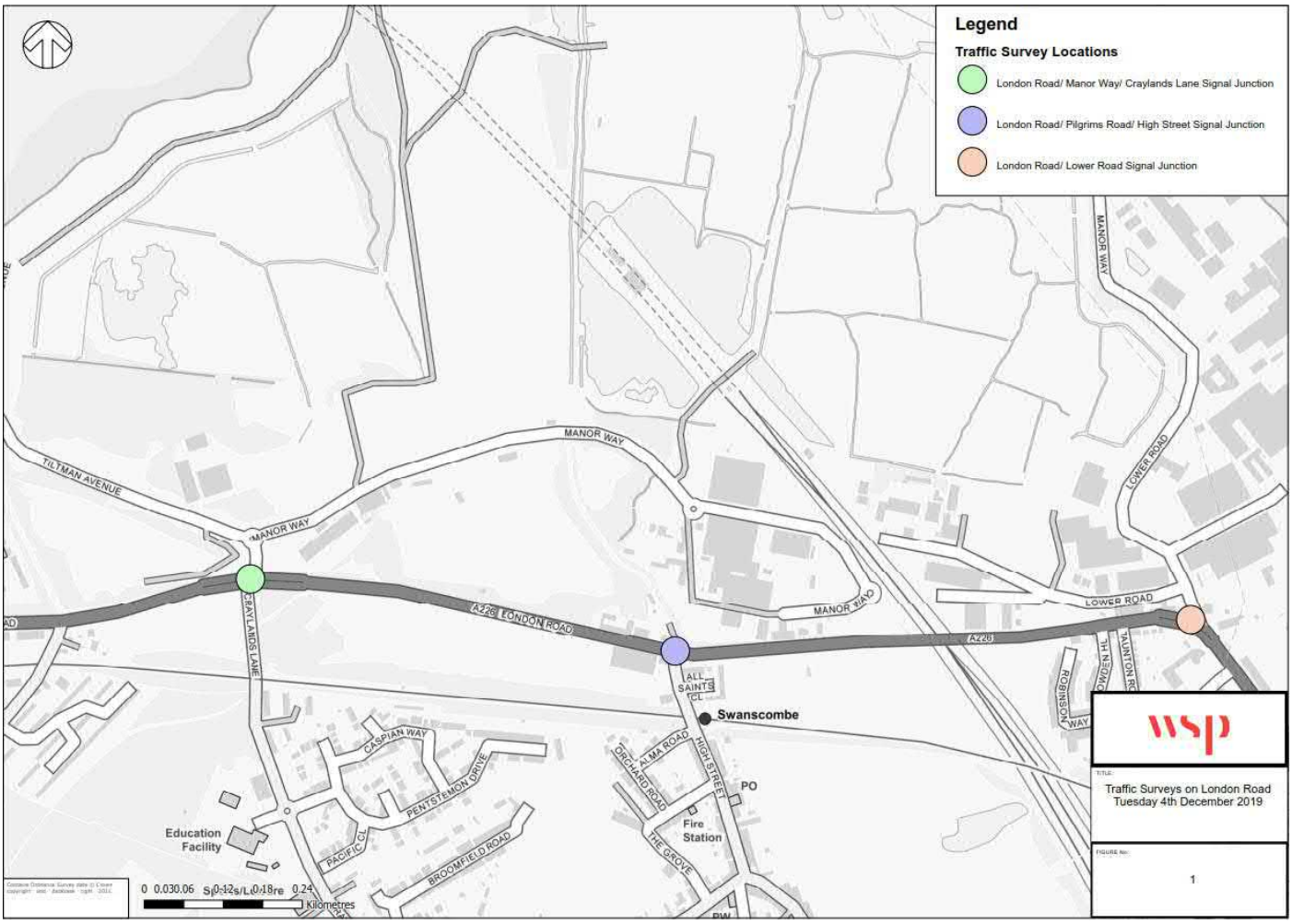
Figure 2 – Traffic Surveys on London Road from Tuesday 4th December 2018



ASSUMPTIONS

This section outlines the assumptions made within this document regarding the traffic surveys and the forecast trip generation from the London Resort. The A226 London Road / Manor Way / Craylands Lane Signal junction and the A226 London Road / Lower Road Signal junction have a proportion of the traffic that does not access the existing industrial estates contained within the Order Limits. We set out below details of the existing context for each junction and any factors which have been taken into account within our assessment of traffic changes.

The A226 London Road / Manor Way / Craylands Lane Signal junction:

- Appendix B presents the existing traffic flows on Tiltman Avenue, identified from an ATC survey undertaken in April 2017 to the north of the roundabout junction with Manor Way; and

- Furthermore, all of the HGVs using this route should only access the Manor Way Business Park. Street signage located advises there should be no access for HGVs onto Tiltman Avenue. As such any HGV traffic utilising the northern arm of junction is assumed to go to and from Manor Way Business Park.

The A226 London Road/ Pilgrims Road/ High Street Signal Junction:

- All of the trips associated with Pilgrim's Road will be removed from the network; and
- The businesses accessed via the northern side of the A226 London Road in the vicinity of Pilgrim's Road have not been included within the assessment, but these trips will be removed as these operations are located within the London Resort Order Limits.

The A226 London Road / Lower Road Signal junction:

- At the Lower Road access, it has been assumed that 25% of all the vehicles would access Northfleet Industrial Estate within the Order Limits to take account of the site area being removed. This is based on a broad area assessment of the Industrial Estate from a review of google maps.

The forecast construction flows presented in the following sections are taken from the peak construction period.

TRAFFIC FLOWS (ALL VEHICLES)

This section presents the data from traffic surveys undertaken at the three locations along London Road and compares it with the total forecast flows from the Construction Traffic Management Plan. The following outlines what information is in the tables below:

- Table 1 – presents the total vehicle flows arriving and departing from Manor Way between 07:00-10:00 and 16:00-19:00, this includes the reduction of traffic identified from the Tiltman Avenue from the 2017 ATC traffic survey.
- Table 2 – presents the total vehicle flows arriving and departing from Pilgrims Road between 07:00-10:00 and 16:00-19:00.
- Table 3 – presents the total vehicle flows arriving and departing from Lower Road between 07:00-10:00 and 16:00-19:00. This is 25% of the total flow from Lower Road; and
- Table 4 – presents the total vehicle flows arriving and departing from the employment uses within the London Resort Order Limits, as identified by our assessment.

Technical Note 9 – Traffic Attraction – Existing Site Uses

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Table 1 - Manor Way Arrival and Departure Traffic Flows (07:00-10:00 and 16:00-19:00)*

Time Period	Arrive	Departures	Two-way
07:00-08:00	123	72	195
08:00-09:00	112	70	182
09:00-10:00	82	77	159
16:00-17:00	61	130	191
17:00-18:00	38	124	162
18:00-19:00	35	47	82
Total	**451**	**520**	**971**

*Following the removal of the existing traffic flows on Tiltman Avenue identified by the 2017 ATC

Table 2 - Pilgrims Road Arrival and Departure Traffic Flows (07:00-10:00 and 16:00-19:00)

Time Period	Arrive	Departures	Two-way
07:00-08:00	1	1	2
08:00-09:00	1	0	1
09:00-10:00	1	1	2
16:00-17:00	0	1	1
17:00-18:00	2	2	4
18:00-19:00	4	2	6
Total	**9**	**7**	**16**

Technical Note 9 – Traffic Attraction – Existing Site Uses

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*Table 3 - Lower Road Arrival and Departure Traffic Flows** (07:00-10:00 and 16:00-19:00)*

Time Period	Arrive	Departures	Two-way
07:00-08:00	48	12	60
08:00-09:00	58	27	86
09:00-10:00	52	35	86
16:00-17:00	23	62	85
17:00-18:00	11	50	61
18:00-19:00	7	15	22
Total	**199**	**200**	**399**

**(This is a quarter of the total Vehicles movements Lower Road)

Table 4 – Total Arrival and Departure Traffic Flows across the three junctions (07:00-10:00 and 16:00-19:00)*

Time Period	Arrive	Departures	Two-way
07:00-08:00	172	85	257
08:00-09:00	171	97	269
09:00-10:00	135	113	247
16:00-17:00	84	193	277
17:00-18:00	51	176	227
18:00-19:00	46	64	110
Total	**659**	**727**	**1,386**

* Following the removal of the existing traffic flows on Tiltman Avenue

Table 4 flows presents that there are approximately 1,000 two-way trips associated with the employment uses contained within the Order Limits in the AM peak period (07:00 – 10:00) and between 850-900 two-way trips in the PM peak period (16:00 – 19:00). In terms of each individual hour within the peak period, it can be seen that generally, there are in the order of 300 trips associated with the existing employment uses. The exception to this is the hour between 1800-1900 which is in the order of 200 vehicles.

Table 5 below is a copy of Table 3.9 from the CTMP (APP-128) presenting the forecast peak construction periods associated with London Resort.

Technical Note 9 – Traffic Attraction – Existing Site Uses

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Table 5 - Forecast Flows (Taken from the Construction Traffic Management Plan Table 3.9)

Time Period	Arrive	Departures	Two-way
07:00-08:00	414	0	414
08:00-09:00	0	0	0
09:00-10:00	23	22	45
16:00-17:00	22	23	45
17:00-18:00	0	0	0
18:00-19:00	0	828	828
Total	**459**	**873**	**1,332**

This outlines that no Construction Traffic will occur on the local highway network during the traditional AM and PM peak periods between 08:00-09:00 and 17:00-18:00. The construction worker arrivals will be split between 06:00-08:00, with the departures after 18:30 to reduce impact on the network.

Table 6 replicates the assessment from Table 3.16 from the CTMP which presents the net change between the total traffic flows, this being the difference between the traffic flows presented in Tables 4 and 5.

Table 6 – Net difference between existing traffic survey flows and forecast construction vehicles

Time Period	Arrive	Departures	Two-way
07:00-08:00	242	-85	157
08:00-09:00	-171	-97	-269
09:00-10:00	-112	-91	-202
16:00-17:00	-62	-170	-232
17:00-18:00	-51	-176	-227
18:00-19:00	-46	764	718
Total	-200	146	-54

Table 6 shows that during the AM peak period (0700-1000) there is forecast to be a reduction of approximately 300 vehicles on and around the A226 London Road, noting that an increase in flow would occur during the 0700-0800 hour (when workers arrive), with reductions during the other two hourly periods. During the PM peak period (1600-1900), there would be an increase of approximately 250 vehicles, with a net increase shown between 1800-1900, when workers would leave the site. Considering

the AM and PM peak periods collectively, there is forecast to be a reduction of approximately 50 vehicles on and around the A226 London Road.

HGV FLOWS

This section presents the HGV flows from traffic surveys undertaken at the three locations along London Road and compares these with the total forecast HGVs flows from the Construction Traffic Management Plan. The following outlines what information is in the tables below.

- Table 7 – presents the HGVs flow arriving and departing from Manor Way between 07:00-10:00 and 16:00-19:00.
- Table 8 – presents the HGVs flow arriving and departing from Pilgrims Road between 07:00-10:00 and 16:00-19:00.
- Table 9 – presents the HGVs flow arriving and departing from Lower Road between 07:00-10:00 and 16:00-19:00. This is 25% of the total flow from Lower Road; and
- Table 10 – presents the total HGVs flow arriving and departing from the Industries within the London Resort Order Limits.

Table 7 - Manor Way Arrival and Departures HGVs Flows (07:00-10:00 and 16:00-19:00)

Time Period	Arrive	Departures	Two-way
07:00-08:00	21	40	61
08:00-09:00	13	19	32
09:00-10:00	22	21	43
16:00-17:00	22	10	32
17:00-18:00	11	9	20
18:00-19:00	6	3	9
Total	**95**	**102**	**197**

Technical Note 9 – Traffic Attraction – Existing Site Uses

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Table 8 - Pilgrims Road Arrival and Departures HGVs Flows (07:00-10:00 and 16:00-19:00)

Time Period	Arrive	Departures	Two-way
07:00-08:00	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0	0	0
Total	**0**	**0**	**0**

*Table 9 - Lower Road** Arrival and Departures HGVs Flows (07:00-10:00 and 16:00-19:00)*

Time Period	Arrive	Departures	Two-way
07:00-08:00	8	6	14
08:00-09:00	9	10	19
09:00-10:00	12	12	24
16:00-17:00	6	4	10
17:00-18:00	2	2	5
18:00-19:00	2	1	3
Total	**39**	**35**	**74**

**(This is a quarter of the total HGV movements from Lower Road)

Technical Note 9 – Traffic Attraction – Existing Site Uses

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Table 10 – Total Arrival and Departures HGVs Flows (07:00-10:00 and 16:00-19:00)

Time Period	Arrive	Departures	Two-way
07:00-08:00	29	46	75
08:00-09:00	22	29	51
09:00-10:00	34	33	67
16:00-17:00	28	14	42
17:00-18:00	13	11	25
18:00-19:00	8	4	12
Total	**134**	**137**	**271**

Table 10 flows presents that there are approximately 200 two-way HGV trips associated with the employment uses within the Order Limits in the AM peak period and between 70-80 two-way HGV trips in the PM peak period. Table 11 below is a copy of Table 3.9 from the CTMP (APP-128) presenting just the forecast HGVs movements during the AM and PM period periods associated with London Resort.

Table 11 – Forecast HGVs Flows (Taken from the Construction Traffic Management Plan Table 3.9)

Time Period	Arrive	Departures	Two-way
07:00-08:00	0	0	0
08:00-09:00	0	0	0
09:00-10:00	23	22	45
16:00-17:00	22	23	45
17:00-18:00	0	0	0
18:00-19:00	0	0	0
Total	**45**	**45**	**90**

As outlined in the CTMP in Section 3.6, no construction HGVs will arrive or depart the site during the traditional AM and PM peak hours.

Table 12 adopts a similar approach to the assessment from Table 3.17 from the CTMP which presents the net change between the HGV flows.

Table 12 – Difference between actual HGV flows and forecast HGV Flows

Time Period	Arrive	Departures	Two-way
07:00-08:00	-29	-46	-75
08:00-09:00	-22	-29	-51
09:00-10:00	-11	-11	-22
16:00-17:00	-6	9	3
17:00-18:00	-13	-11	-25
18:00-19:00	-8	-4	-12
Total	**-89**	**-92**	**-181**

Table 12 presents that there will be a net reduction across both the AM and PM peaks in terms of HGVs associated with the site. In the AM peak period there is forecast to be a net reduction of approximately 150 HGVs, whilst in the PM peak this reduction is between 30-40. Whilst not currently proposed, the level of HGV movements on the existing site during the morning and evening peak hours could enable some construction traffic to access the site at this time without affecting the highway network.

LONDON ROAD/ STONEBRIDGE ROAD TRAFFIC REVIEW

We now consider the implications of the changes in traffic flow along the A226 London Road in terms of hourly vehicle movements during the peak periods.

In order to understand what the peak hour on the local highway network is, the A226 London Road / Lower Road and the 2018 A226 London Road/ Manor Way/ Craylands Way traffic surveys were reviewed to understand the flow on the A226 London Road. Table 13 presents the traffic flows on the A226 Stonebridge Road (east of Lower Road) and Table 14 presents the traffics flows on the A226 London Road (west of Manor Way) in the AM peak period and the PM peak period.

Technical Note 9 – Traffic Attraction – Existing Site Uses

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Table 13 – Traffic Flows on A226 Stonebridge Road (East of Lower Road)

Time Period	Westbound	Eastbound	Two-way
07:00-08:00	826	337	1,163
08:00-09:00	662	551	1,213
09:00-10:00	525	424	949
16:00-17:00	492	729	1,221
17:00-18:00	504	756	1,260
18:00-19:00	421	547	968

Table 14 – Traffic Flows on A226 London Road (West of Manor Way)

Time Period	Westbound	Eastbound	Two-way
07:00-08:00	850	392	1,242
08:00-09:00	705	547	1,252
09:00-10:00	524	469	993
16:00-17:00	523	740	1,262
17:00-18:00	530	807	1,337
18:00-19:00	411	632	1,042

The traffic survey from 2018 indicates that the weekday peak hours are the traditional 08:00-09:00 and 17:00-18:00 periods. There is a significant drop off in traffic flows following the peak hour by approximately 250 - 275 vehicles. Whilst in the preceding hour to the peak hour the traffic flows are slightly lower approximately 50 vehicles. Based on the net change in traffic flow arising from the existing employment land uses making way for the development of the Resort together with construction traffic on the local highway network, it is forecast to have a positive impact in traffic flows during the peak hours with a reduction of 269 and 227 shown during the AM and PM peak hours respectively.

To assess the impact on the A226 London Road, the forecast construction traffic flows have been added onto the current flows, with the existing flows associated with the Business Park/ Industrial Estate removed in order to account for the removal of these existing land uses. The additional traffic flows associated with the construction activity have been added as follows:

- Construction HGVs routing has been taken directly from the Construction Traffic Management Plan. The route is A2 Ebbsfleet International exit, A2260, A2260 Ebbsfleet Gateway, A226 Thames Way /

- A226, A226 Stonebridge Road, A226 Gallery Hill Road, A226 London Road and Manor Way, no HGV traffic will be added onto the A226 London Road (West of Manor Way).
- Whilst for the construction staff access the site it has been assumed a 50:50 east and west along the A226 London Road.

Table 15 and Table 16 presents the forecast traffic flows on the A226 London Road following the removal of the Business Park/ Industrial Estate traffic.

Table 15 – Traffic Flows on A226 Stonebridge Road (East of Lower Road) with the traffic flow changes forecast

Time Period	Westbound	Eastbound	Two-way
07:00-08:00	947	295	1,242
08:00-09:00	577	503	1,079
09:00-10:00	481	390	871
16:00-17:00	472	656	1,128
17:00-18:00	479	668	1,147
18:00-19:00	398	929	1,327

Table 16 – Traffic Flows on A226 London Road (West of Manor Way) with the traffic flow changes forecast

Time Period	Westbound	Eastbound	Two-way
07:00-08:00	971	350	1,321
08:00-09:00	620	499	1,118
09:00-10:00	457	413	870
16:00-17:00	481	644	1,124
17:00-18:00	505	719	1,224
18:00-19:00	388	1,014	1,401

It is expected that during the construction period the 07:00-08:00 will become the AM peak hour, although this will only be slightly higher than traffic flows shown during the existing 08:00-09:00 time period, this being by approximately 50 vehicles. This increase equates to less than one extra vehicle per minute, which in our judgement is likely to be indiscernible to road users.

During the PM period, 18:00-19:00 would become the peak hour, however traffic flows would only increase by a maximum of 64 vehicles to that shown during the current peak hour of 1700-1800 (comparing Table 16 with Table 14 and Table 15 with Table 13). It can therefore be seen that traffic flows along A226 during the new forecast peak hours are not going to alter significantly in comparison to what they are under current conditions.

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The overall net change presented in Table 6, forecasts a reduction of approximately 230 trips between 17:00-18:00 following the removal of the existing industrial uses. Should KCC consider that a flatter distribution of construction trips be more beneficial given the existing movements along London Road, this could enable London Resort to allow a proportion of the construction work force to leave prior to 18:00 to maintain the existing peak hour of 17:00-18:00 instead of altering it to 18:00-19:00.

It is also important to note that this is based upon a peak construction period of circa 12 months on site, whereas the remainder of the construction period is expected to be significantly less, meaning a much lower impact upon the highway network during peak periods when considering existing movements on this site. A copy of the Construction Method Statement (APP-077) is included within Appendix C. Furthermore, the above assessment has not considered the allocation of this site for both commercial and residential development that will have traffic flow implications along London Road. It is worth noting that it is not known if the existing site uses were fully operational when the traffic surveys were being undertaken. In the event that the existing land uses were not operating at their full potential, this would give rise to a greater level of potential traffic activity, with the surveys used for this assessment reflecting an under estimation of the total traffic.

SUMMARY

This Technical Note reviewed the current trip generation associated with the existing employment land uses within the London Resort Order Limits as identified by traffic surveys and has provided a comparison to the forecast trip generation from the peak construction period of The London Resort.

The Construction Traffic Management Plan (CTMP) provides a framework as to how the construction traffic and site operations will be managed at The London Resort. Within the document an assessment was undertaken of the existing industries on site based on a TRICs assessment. Kent County Council (KCC) raised comments that the TRICs assessment was not representative of the traffic flows of the existing employment land uses.

Traffic survey data from the existing employment land uses of Manor Way Business Park, Green Motors Ltd (accessed via Pilgrims Way) and Northfleet Industrial Estate was collected on the 4th December 2018 in the AM and PM peak periods (07:00-10:00 and 16:00-19:00). Based on the information from the traffic surveys the existing employment uses located within the Order Limits generate 773 two-way trips in the AM period and 614 two-way trips in the PM period. This compares to 459 two-way trips forecast to be generated by the construction works in the AM period of 07:00-10:00, and 873 two-ways trip in the PM period of 16:00-19:00. This forecasts that the construction works will have a net reduction in terms of the total vehicles on the local highway network in the AM period and a net gain in the PM period.

Based on the information from the traffic surveys the existing uses generate 193 two-way HGVs trips in the AM period and 78 two-way HGVs trips in the PM period. This compares to 45 two-way trips forecast to be generated by the construction works in the AM period, and 45 two-ways trip in the PM period. This

forecasts that the construction works will have a net reduction in terms of the HGVs on the A226 London Road in the AM period (0700-1000) and the PM period (1600-1900).

For the reasons set out within this Note, it is considered that the assessment of traffic impact is robust because: -

- It has not been possible to identify all traffic associated with existing site uses, therefore a greater level of potential traffic attraction may be removed as existing occupiers make way for the Proposed Development;
- The existing uses may not be operating to their full potential within their permitted land use, therefore a greater level of existing traffic attraction could occur; and
- A precautionary assessment has been assumed for the land served via Lower Road in terms of its site area.

It is therefore concluded that the construction period would have no discernible impact upon the local highway network during the AM peak period and a small impact in the PM peak period without the introduction of any new haulage route into the site.

Appendix A

Traffic Survey Data

Confidential

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 19292 Gravesend, Ebbsfleet

Site Number/Name: B7 - London Road/Manor Way Junction

Client:

Date: 04/12/2018

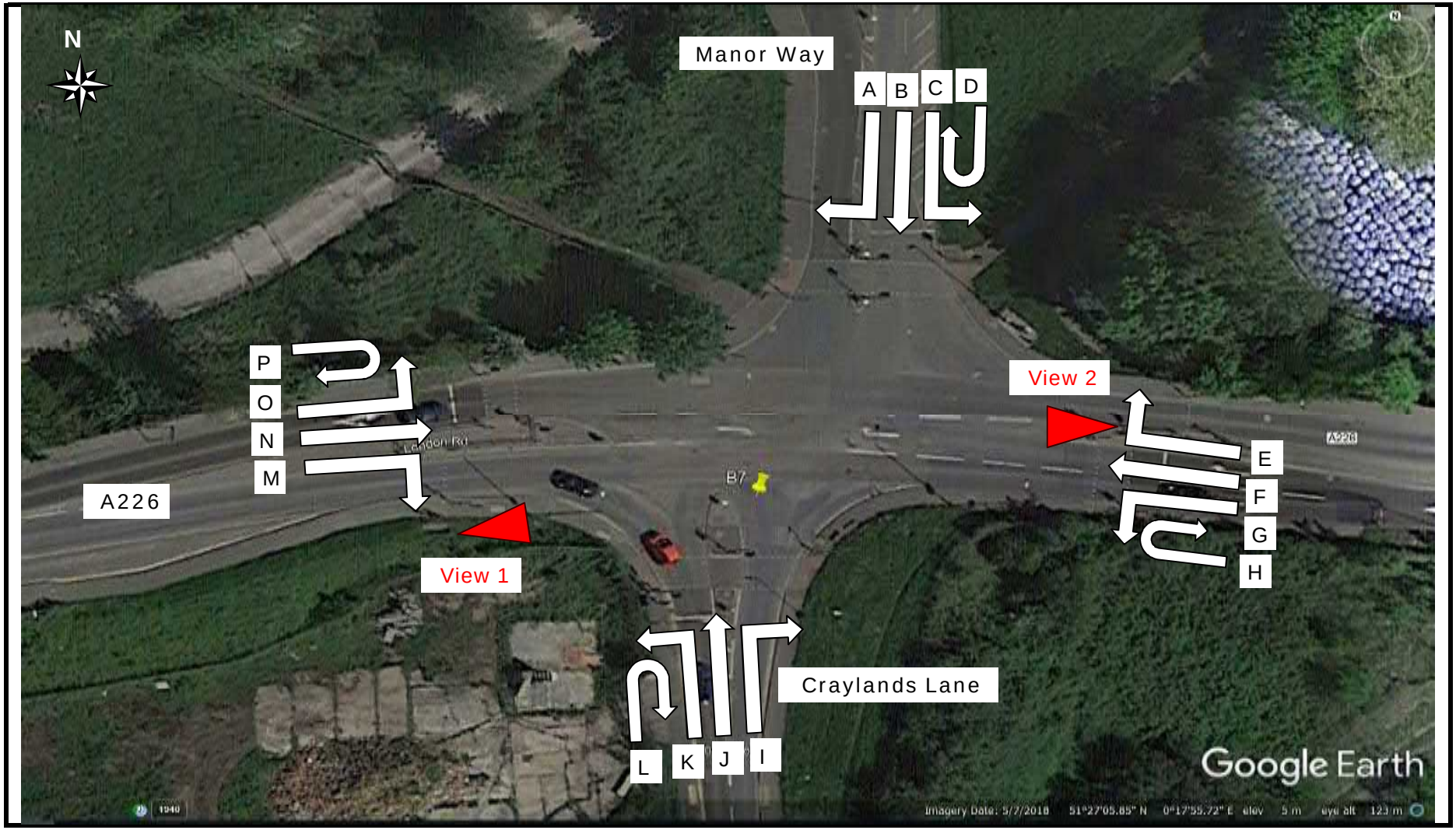
Weather: Cloudy, Dry

Comments: None

	PCU Values
Cars	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
PSV	2.0
M/B	0.4
Cyc	0.2

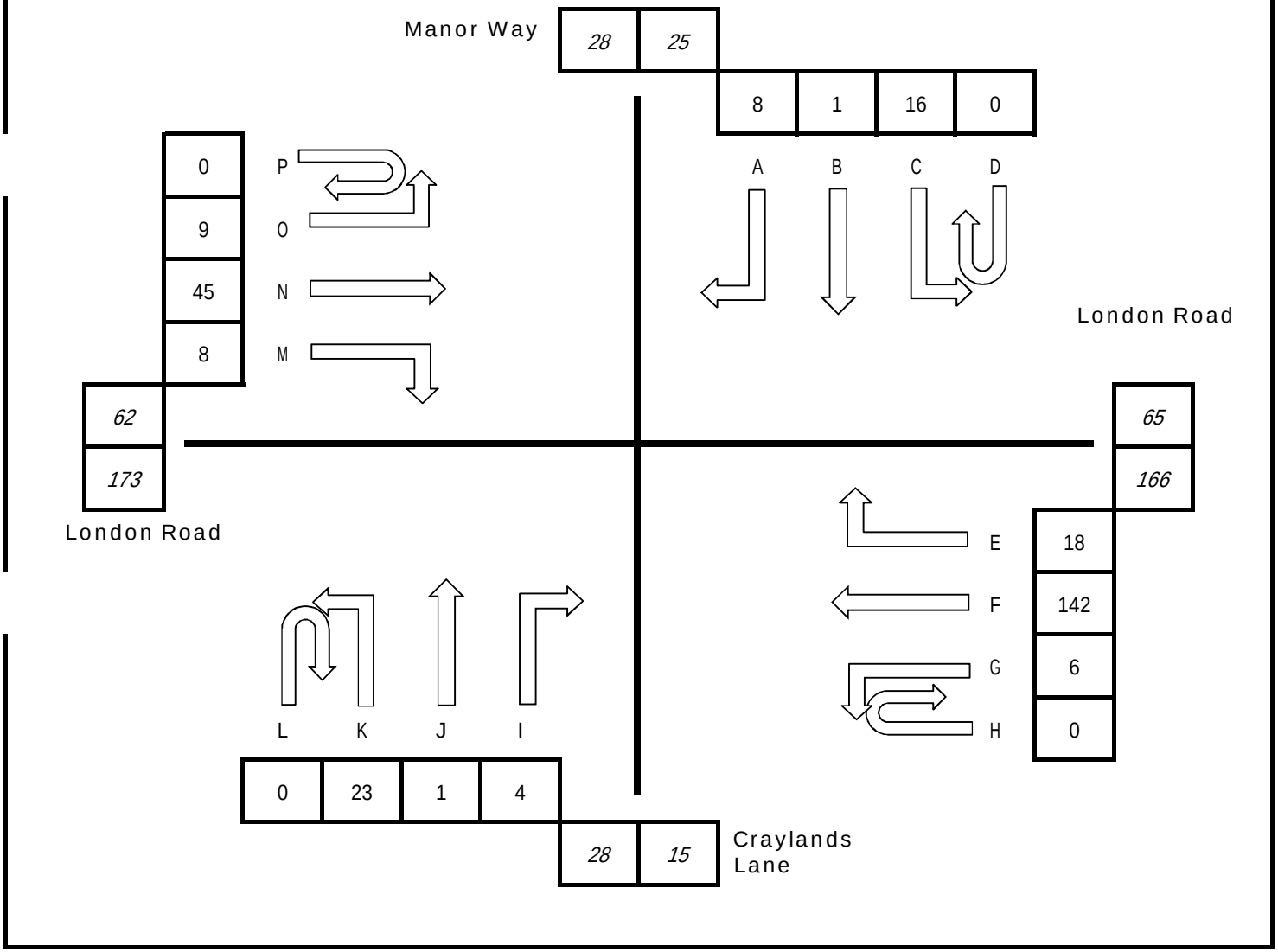
Advanced Transport Research	*Job Number & Name:*	19292 Gravesend, Ebbsfleet
B7 - London Road/Manor Way Junction	*Date:*	Tuesday 04 Dec 2018

Job Type:	Junction Count				
Co-ordinates:	51 ° 27'4.24"N,0 ° 17'59.23"E	*Postcode:*	DA10 0LL	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	19292 Gravesend, Ebbsfle
B7 - London Road/Manor Way Junction	*Client:*	0
Flow Diagram	*Date:*	Tuesday 04 Dec 2018

Select Period 07:00



Advanced Transport Research

B7 - London Road/Manor Way Junction

Classified Counts

	Movement A							Movement B							Movement C							Movement D							Movement E							Movement F							Movement G							Movement H						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	1	0	4	3	0	0	0	1	0	0	0	0	0	0	11	2	2	0	1	0	0	0	0	0	0	0	0	0	12	3	0	1	2	0	0	99	27	8	3	3	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	1	1	3	4	0	0	0	3	0	0	0	0	0	0	8	1	3	2	1	1	0	0	0	0	0	0	0	0	11	3	1	2	1	0	0	160	22	7	5	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	4	0	9	0	0	0	1	0	0	0	0	0	0	11	3	1	2	1	0	0	0	0	0	0	0	0	0	13	2	2	0	2	0	0	128	23	1	4	6	2	2	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	4	1	2	3	0	0	0	3	0	0	0	0	0	0	17	3	0	2	1	1	0	0	0	0	0	0	0	0	13	4	0	1	1	0	0	108	26	1	2	3	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	0	0	3	0	0	0	2	2	0	0	0	0	0	17	2	0	2	1	0	0	0	0	0	0	0	0	0	15	0	2	0	1	0	0	97	16	4	6	1	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	3	4	0	3	0	0	0	4	1	0	0	0	0	0	21	3	1	0	2	0	0	0	0	0	0	0	0	0	10	6	1	0	3	0	0	127	15	2	5	2	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	3	4	3	1	0	0	0	18	1	0	0	0	0	0	17	4	2	0	2	0	0	0	0	0	0	0	0	0	15	0	1	1	1	0	0	94	17	2	2	1	2	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	1	2	3	1	0	0	0	4	0	0	0	0	0	0	11	2	0	0	1	0	0	0	0	0	0	0	0	0	23	6	0	1	1	0	0	90	11	3	3	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	1	1	0	0	0	0	3	0	0	0	0	0	0	12	4	2	1	2	0	0	0	0	0	0	0	0	0	15	0	0	2	0	0	0	79	15	3	1	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	3	2	2	2	0	0	0	2	0	0	0	0	0	0	7	3	1	2	2	0	0	0	0	0	0	0	0	0	10	2	0	1	2	0	0	70	14	1	6	3	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	2	5	1	2	0	0	0	2	0	0	0	0	0	0	8	0	0	1	1	0	0	0	0	0	0	0	0	0	6	2	1	0	2	0	0	68	12	4	3	2	1	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	1	0	1	3	0	0	0	1	1	0	0	0	0	0	13	3	1	1	2	0	0	0	0	0	0	0	0	0	8	3	0	1	2	0	0	56	10	2	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21	24	20	34	0	0	0	44	5	0	0	0	0	0	153	30	13	13	17	2	0	0	0	0	0	0	0	0	151	31	8	10	18	0	0																							
16:00 - 16:15	13	1	0	3	0	0	0	4	1	0	0	0	0	0	18	4	0	1	2	0	0	0	0	0	0	0	0	0	13	1	0	2	2	0	0	87	11	4	1	4	2	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	10	2	0	1	0	0	0	1	0	0	0	0	0	0	23	4	1	1	1	0	0	0	0	0	0	0	0	0	9	3	1	0	1	0	1	58	11	2	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	4	3	0	2	0	0	0	1	1	0	0	0	0	0	9	7	0	0	1	0	0	0	0	0	0	0	0	0	11	3	0	0	2	0	0	79	8	2	1	3	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	10	0	0	1	0	0	0	1	0	0	0	0	0	0	17	4	0	0	2	0	0	0	0	0	0	0	0	0	6	3	1	0	2	0	0	85	6	0	0	2	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	19	2	1	1	0	1	0	2	0	0	0	0	0	0	44	2	1	0	1	1	0	0	0	0	0	0	0	0	13	4	3	0	1	1	0	101	9	3	1	2	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	9	3	0	0	0	1	0	5	0	0	0	0	0	0	17	1	0	0	2	0	0	0	0	0	0	0	0	0	10	1	0	0	1	0	0	73	2	0	1	1	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	3	0	0	0	2	1	0	0	0	0	0	9	2	0	0	2	0	0	0	0	0	0	0	0	0	6	1	1	0	2	1	0	80	8	0	0	2	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	3	1	0	3	0	1	0	3	0	0	0	0	0	0	9	4	0	0	0	4	0	0	0	0	0	0	0	0	12	1	0	0	1	0	0	85	3	1	0	2	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	5	1	0	1	0	0	0	1	1	0	0	0	0	0	18	1	0	0	3	1	0	0	0	0	0	0	0	0	14	2	0	1	1	0	0	77	4	0	0	2	1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	2	1	0	2	0	0	0	3	0	0	0	0	0	0	12	2	0	0	1	0	0	0	0	0	0	0	0	0	14	2	0	0	1	0	0	63	7	0	0	2	2	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	12	1	0	0	2	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	55	7	0	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	17	1	0	0	2	0	0	62	5	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	77	14	1	17	0	3	0	26	4	0	0	0	0	0	195	32	2	2	18	6	0	0	0	0	0	0	0	0	135	23	6	3	16	2	1																							
07:00 - 08:00	*6*	*6*	*9*	*19*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*47*	*9*	*6*	*6*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*49*	*12*	*3*	*4*	*6*	*0*	*0*	*495*	*98*	*17*	*14*	*17*	*7*	*4*	*24*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*6*	*6*	*5*	*19*	*0*	*0*	*0*	*9*	*2*	*0*	*0*	*0*	*0*	*0*	*53*	*9*	*4*	*8*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*52*	*9*	*5*	*3*	*5*	*0*	*0*	*493*	*87*	*13*	*17*	*15*	*6*	*4*	*25*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*8*	*9*	*2*	*18*	*0*	*0*	*0*	*10*	*3*	*0*	*0*	*0*	*0*	*0*	*66*	*11*	*2*	*6*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*51*	*12*	*5*	*1*	*7*	*0*	*0*	*460*	*80*	*8*	*17*	*12*	*4*	*4*	*26*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*11*	*9*	*5*	*10*	*0*	*0*	*0*	*27*	*4*	*0*	*0*	*0*	*0*	*0*	*72*	*12*	*3*	*4*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*53*	*10*	*4*	*2*	*6*	*0*	*0*	*426*	*74*	*9*	*15*	*7*	*4*	*3*	*27*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*8*	*10*	*6*	*8*	*0*	*0*	*0*	*28*	*4*	*0*	*0*	*0*	*0*	*0*	*66*	*11*	*3*	*2*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*63*	*12*	*4*	*2*	*6*	*0*	*0*	*408*	*59*	*11*	*16*	*5*	*3*	*1*	*27*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*8*	*11*	*7*	*5*	*0*	*0*	*0*	*29*	*2*	*0*	*0*	*0*	*0*	*0*	*61*	*13*	*5*	*1*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*63*	*12*	*2*	*4*	*5*	*0*	*0*	*390*	*58*	*10*	*11*	*7*	*2*	*1*	*23*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*8*	*9*	*9*	*4*	*0*	*0*	*0*	*27*	*1*	*0*	*0*	*0*	*0*	*0*	*47*	*13*	*5*	*3*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*63*	*8*	*1*	*5*	*4*	*0*	*0*	*333*	*57*	*9*	*12*	*8*	*2*	*1*	*23*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*7*	*10*	*7*	*5*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*38*	*9*	*3*	*4*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*54*	*10*	*1*	*4*	*5*	*0*	*0*	*307*	*52*	*11*	*13*	*9*	*1*	*0*	*17*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*7*	*8*	*5*	*7*	*0*	*0*	*0*	*8*	*1*	*0*	*0*	*0*	*0*	*0*	*40*	*10*	*4*	*5*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*39*	*7*	*1*	*4*	*6*	*0*	*0*	*273*	*51*	*10*	*11*	*9*	*1*	*0*	*16*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:00 - 17:00	*37*	*6*	*0*	*7*	*0*	*0*	*0*	*7*	*2*	*0*	*0*	*0*	*0*	*0*	*67*	*19*	*1*	*2*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*39*	*10*	*2*	*2*	*7*	*0*	*1*	*309*	*36*	*8*	*4*	*9*	*5*	*1*	*23*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*43*	*7*	*1*	*5*	*0*	*1*	*0*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*93*	*17*	*2*	*1*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*39*	*13*	*5*	*0*	*6*	*1*	*1*	*323*	*34*	*7*	*4*	*7*	*4*	*0*	*25*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*42*	*8*	*1*	*4*	*0*	*2*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*87*	*14*	*1*	*0*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*40*	*11*	*4*	*0*	*6*	*1*	*0*	*338*	*25*	*5*	*3*	*8*	*5*	*0*	*28*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*38*	*5*	*1*	*5*	*0*	*2*	*0*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*87*	*9*	*1*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*35*	*9*	*5*	*0*	*6*	*2*	*0*	*339*	*25*	*3*	*2*	*7*	*3*	*0*	*33*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*31*	*6*	*1*	*7*	*0*	*3*	*0*	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*79*	*9*	*1*	*0*	*5*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*41*	*7*	*4*	*0*	*5*	*2*	*0*	*339*	*22*	*4*	*2*	*7*	*3*	*0*	*30*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*17*	*5*	*0*	*7*	*0*	*2*	*0*	*11*	*2*	*0*	*0*	*0*	*0*	*0*	*53*	*8*	*0*	*0*	*7*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*42*	*5*	*1*	*1*	*5*	*1*	*0*	*315*	*17*	*1*	*1*	*7*	*3*	*1*	*32*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*10*	*3*	*0*	*9*	*0*	*1*	*0*	*9*	*2*	*0*	*0*	*0*	*0*	*0*	*48*	*9*	*0*	*0*	*6*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*46*	*6*	*1*	*1*	*5*	*1*	*0*	*305*	*22*	*1*	*0*	*8*	*4*	*1*	*33*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*10*	*3*	*0*	*6*	*0*	*1*	*0*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*51*	*8*	*0*	*0*	*6*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*50*	*6*	*0*	*1*	*3*	*0*	*0*	*280*	*21*	*1*	*0*	*8*	*4*	*1*	*28*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*9*	*2*	*0*	*3*	*0*	*0*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*49*	*4*	*0*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*55*	*6*	*0*	*1*	*4*	*0*	*0*	*257*	*23*	*0*	*1*	*8*	*3*	*1*	*27*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

07:45 - 08:45	*11*	*9*	*5*	*10*	*0*	*0*	*0*	*27*	*4*	*0*	*0*	*0*	*0*	*0*	*72*	*12*	*3*	*4*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*53*	*10*	*4*	*2*	*6*	*0*	*0*	*426*	*74*	*9*	*15*	*7*	*4*	*3*	*27*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

17:00 - 18:00	*31*	*6*	*1*	*7*	*0*	*3*	*0*	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*79*	*9*	*1*	*0*	*5*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*41*	*7*	*4*	*0*	*5*	*2*	*0*	*339*	*22*	*4*	*2*	*7*	*3*	*0*	*30*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

Job Number & Name: 19292 Gravesend, Ebbsfleet
Client: 0
Date: Tuesday 04 December 2018

Movement I							Movement J							Movement K							Movement L							Movement M							Movement N							Movement O							Movement P						
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
3	0	0	1	0	0	0	1	0	0	0	0	0	0	14	6	1	1	0	1	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	33	7	1	2	1	1	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	3	0	0	0	0	0	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	12	0	1	1	0	0	0	35	6	2	4	2	0	0	6	3	0	6	0	0	0	0	0	0	0	0	0	0
10	0	0	1	0	0	0	0	0	0	0	0	0	0	19	3	1	0	0	1	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	48	7	0	3	1	2	1	8	9	1	4	0	1	0	0	0	0	0	0	0	0
12	3	0	0	0	0	0	1	0	0	0	0	0	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	14	2	1	1	0	0	0	56	12	3	5	0	1	0	8	3	0	2	0	1	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	2	0	0	0	0	0	0	17	6	0	0	0	1	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	86	17	1	5	5	1	1	7	1	1	1	0	1	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	4	0	0	0	0	0	0	17	1	1	0	0	0	0	0	0	0	0	0	0	0	21	6	0	0	0	0	0	79	12	1	3	2	0	0	8	5	1	0	0	0	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	5	1	1	0	0	0	0	32	3	0	1	0	0	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	74	8	0	2	4	0	0	7	4	1	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	6	0	0	0	0	0	0	45	1	1	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	55	6	3	4	2	1	0	4	0	1	1	0	1	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	3	1	0	0	0	0	1	21	3	2	1	0	0	0	0	0	0	0	0	0	0	18	2	2	2	0	0	0	64	7	6	4	3	0	0	4	1	1	2	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	2	0	0	0	0	0	0	13	2	1	2	0	0	0	0	0	0	0	0	0	0	9	1	1	2	0	0	0	62	14	2	3	2	1	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	1	0	0	0	0	15	2	1	3	0	0	0	0	0	0	0	0	0	0	10	1	2	4	0	0	0	45	10	2	4	0	0	0	3	1	2	4	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	4	0	0	0	0	0	0	17	1	1	3	0	0	0	0	0	0	0	0	0	0	14	0	2	1	0	0	0	47	11	2	5	3	0	0	3	2	1	4	0	0	0	0	0	0	0	0	0	0
							31	**2**	**2**	**0**	**0**	**0**	**1**																																**68**	**32**	**10**	**26**	**0**	**4**	**0**							
5	0	0	0	1	0	0	4	1	1	0	0	0	0	17	3	0	0	0	0	0	0	0	0	1	0	0	0	0	20	3	0	0	0	0	0	82	25	2	1	3	2	0	4	3	0	0	0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2	0	0	0	0	0	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	104	19	2	0	5	0	0	1	0	2	6	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	1	0	0	0	0	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	30	4	0	0	0	0	0	141	20	2	0	2	0	1	3	1	1	5	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	1	0	0	0	0	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	27	7	0	0	0	1	0	112	21	0	2	4	2	0	2	3	0	3	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	1	0	0	0	0	0	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	26	4	0	0	0	1	0	125	12	0	1	1	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	2	0	0	0	0	0	0	18	1	0	1	0	0	0	0	0	0	0	0	0	0	31	6	0	0	0	2	0	132	14	1	2	3	2	1	1	1	1	2	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	1	0	0	0	0	0	0	0	0	29	7	0	0	0	0	0	153	12	1	0	1	1	1	3	2	1	2	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	4	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	25	7	0	0	0	2	0	149	17	0	0	2	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	2	0	0	0	0	0	0	20	0	0	0	0	1	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	116	13	2	1	1	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	3	1	0	0	0	0	0	19	0	0	0	0	1	0	0	0	0	0	0	0	0	34	2	0	0	0	0	0	110	18	2	1	5	1	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0
10	2	0	0	0	0	0	2	0	0	0	0	0	0	27	3	0	0	0	1	0	0	0	0	0	0	0	0	32	4	0	0	0	0	0	104	8	1	1	3	2	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	2	0	0	0	0	0	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	31	1	0	0	0	1	0	75	4	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
							23	**3**	**1**	**0**	**0**	**0**	**0**																																**27**	**14**	**6**	**23**	**0**	**0**	**0**							
31	*3*	*0*	*2*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*70*	*16*	*2*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*48*	*3*	*3*	*2*	*0*	*0*	*0*	*172*	*32*	*6*	*14*	*4*	*4*	*1*	*29*	*16*	*1*	*13*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
37	*4*	*0*	*1*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*73*	*16*	*1*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*59*	*2*	*3*	*2*	*0*	*0*	*0*	*225*	*42*	*6*	*17*	*8*	*4*	*2*	*29*	*16*	*2*	*13*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
36	*4*	*0*	*1*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*74*	*13*	*2*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*68*	*8*	*2*	*1*	*0*	*0*	*0*	*269*	*48*	*5*	*16*	*8*	*4*	*2*	*31*	*18*	*3*	*7*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
35	*5*	*0*	*0*	*0*	*0*	*0*	*12*	*1*	*1*	*0*	*0*	*0*	*0*	*87*	*13*	*1*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*86*	*9*	*1*	*1*	*0*	*0*	*0*	*295*	*49*	*5*	*15*	*11*	*2*	*1*	*30*	*13*	*3*	*3*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
34	*2*	*0*	*0*	*0*	*0*	*0*	*17*	*1*	*1*	*0*	*0*	*0*	*0*	*111*	*11*	*2*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*88*	*8*	*0*	*0*	*0*	*0*	*0*	*294*	*43*	*5*	*14*	*13*	*2*	*1*	*26*	*10*	*4*	*2*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
30	*1*	*0*	*0*	*0*	*0*	*0*	*18*	*2*	*1*	*0*	*0*	*0*	*1*	*115*	*8*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*88*	*10*	*2*	*2*	*0*	*0*	*0*	*272*	*33*	*10*	*13*	*11*	*1*	*0*	*23*	*10*	*4*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
25	*2*	*0*	*0*	*0*	*0*	*0*	*16*	*2*	*1*	*0*	*0*	*0*	*1*	*111*	*9*	*4*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*76*	*5*	*3*	*4*	*0*	*0*	*0*	*255*	*35*	*11*	*13*	*11*	*2*	*0*	*18*	*7*	*4*	*4*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
20	*1*	*0*	*0*	*0*	*0*	*0*	*11*	*1*	*1*	*0*	*0*	*0*	*1*	*94*	*8*	*5*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*53*	*5*	*5*	*8*	*0*	*0*	*0*	*226*	*37*	*13*	*15*	*7*	*2*	*0*	*14*	*4*	*5*	*8*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
11	*1*	*0*	*0*	*0*	*0*	*0*	*9*	*1*	*1*	*0*	*0*	*0*	*1*	*66*	*8*	*5*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*51*	*4*	*7*	*9*	*0*	*0*	*0*	*218*	*42*	*12*	*16*	*8*	*1*	*0*	*13*	*6*	*5*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
12	*4*	*0*	*0*	*1*	*0*	*0*	*7*	*2*	*1*	*0*	*0*	*0*	*0*	*65*	*12*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*101*	*15*	*0*	*0*	*0*	*1*	*0*	*439*	*85*	*6*	*3*	*14*	*4*	*1*	*10*	*7*	*3*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
13	*4*	*0*	*0*	*0*	*0*	*0*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*68*	*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*107*	*16*	*0*	*0*	*0*	*2*	*0*	*482*	*72*	*4*	*3*	*12*	*6*	*1*	*8*	*5*	*3*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
19	*3*	*0*	*0*	*0*	*0*	*0*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*68*	*9*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*114*	*21*	*0*	*0*	*0*	*4*	*0*	*510*	*67*	*3*	*5*	*10*	*8*	*2*	*8*	*6*	*2*	*10*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
32	*1*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*72*	*8*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*113*	*24*	*0*	*0*	*0*	*4*	*0*	*522*	*59*	*2*	*5*	*9*	*9*	*2*	*8*	*7*	*2*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
32	*1*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*79*	*6*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*111*	*24*	*0*	*0*	*0*	*5*	*0*	*559*	*55*	*2*	*3*	*7*	*7*	*2*	*9*	*5*	*2*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
33	*1*	*0*	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*79*	*2*	*0*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*105*	*22*	*0*	*0*	*0*	*4*	*0*	*550*	*56*	*4*	*3*	*7*	*4*	*3*	*9*	*4*	*2*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
37	*1*	*0*	*0*	*0*	*0*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*80*	*1*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*108*	*18*	*0*	*0*	*0*	*2*	*0*	*528*	*60*	*5*	*2*	*9*	*3*	*2*	*12*	*4*	*1*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
34	*3*	*0*	*0*	*0*	*0*	*0*	*11*	*1*	*0*	*0*	*0*	*0*	*0*	*85*	*3*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*111*	*15*	*0*	*0*	*0*	*2*	*0*	*479*	*56*	*5*	*3*	*11*	*4*	*1*	*10*	*2*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
40	*2*	*0*	*0*	*0*	*0*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*88*	*4*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*117*	*9*	*0*	*0*	*0*	*1*	*0*	*405*	*43*	*5*	*3*	*10*	*4*	*2*	*8*	*2*	*1*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
35	***5***	***0***	***0***	***0***	***0***	***0***	***12***	***1***	***1***	***0***	***0***	***0***	***0***	***87***	***13***	***1***	***1***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***86***	***9***	***1***	***1***	***0***	***0***	***0***	***295***	***49***	***5***	***15***	***11***	***2***	***1***	***30***	***13***	***3***	***3***	***0***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
32	***1***	***0***	***0***	***0***	***0***	***0***	***7***	***0***	***0***	***0***	***0***	***0***	***0***	***79***	***6***	***0***	***1***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***111***	***24***	***0***	***0***	***0***	***5***	***0***	***559***	***55***	***2***	***3***	***7***	***7***	***2***	***9***	***5***	***2***	***5***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research

B7 - London Road/Manor Way Junction

PCU Values

	Movement A								Movement B								Movement C								Movement D							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	1.0	0.0	6.0	6.9	0.0	0.0	0.0	13.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	11.0	2.0	3.0	0.0	2.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	1.0	1.0	4.5	9.2	0.0	0.0	0.0	15.7	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	8.0	1.0	4.5	4.6	2.0	0.4	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	0.0	4.0	0.0	20.7	0.0	0.0	0.0	24.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	11.0	3.0	1.5	4.6	2.0	0.0	0.0	22.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	4.0	1.0	3.0	6.9	0.0	0.0	0.0	14.9	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	17.0	3.0	0.0	4.6	2.0	0.4	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	1.0	0.0	0.0	6.9	0.0	0.0	0.0	7.9	2.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0	17.0	2.0	0.0	4.6	2.0	0.0	0.0	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	3.0	4.0	0.0	6.9	0.0	0.0	0.0	13.9	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	21.0	3.0	1.5	0.0	4.0	0.0	0.0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	3.0	4.0	4.5	2.3	0.0	0.0	0.0	13.8	18.0	1.0	0.0	0.0	0.0	0.0	0.0	19.0	17.0	4.0	3.0	0.0	4.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	1.0	2.0	4.5	2.3	0.0	0.0	0.0	9.8	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	11.0	2.0	0.0	0.0	2.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	1.0	1.0	1.5	0.0	0.0	0.0	0.0	3.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	12.0	4.0	3.0	2.3	4.0	0.0	0.0	25.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	3.0	2.0	3.0	4.6	0.0	0.0	0.0	12.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	7.0	3.0	1.5	4.6	4.0	0.0	0.0	20.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	2.0	5.0	1.5	4.6	0.0	0.0	0.0	13.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	8.0	0.0	0.0	2.3	2.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	1.0	0.0	1.5	6.9	0.0	0.0	0.0	9.4	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	13.0	3.0	1.5	2.3	4.0	0.0	0.0	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	13.0	1.0	0.0	6.9	0.0	0.0	0.0	20.9	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	18.0	4.0	0.0	2.3	4.0	0.0	0.0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	10.0	2.0	0.0	2.3	0.0	0.0	0.0	14.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	23.0	4.0	1.5	2.3	2.0	0.0	0.0	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	4.0	3.0	0.0	4.6	0.0	0.0	0.0	11.6	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	9.0	7.0	0.0	0.0	2.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	10.0	0.0	0.0	2.3	0.0	0.0	0.0	12.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	17.0	4.0	0.0	0.0	4.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	19.0	2.0	1.5	2.3	0.0	0.4	0.0	25.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	44.0	2.0	1.5	0.0	2.0	0.4	0.0	49.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	9.0	3.0	0.0	0.0	0.0	0.4	0.0	12.4	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	17.0	1.0	0.0	0.0	4.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	6.9	0.0	0.0	0.0	6.9	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	9.0	2.0	0.0	0.0	4.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	3.0	1.0	0.0	6.9	0.0	0.4	0.0	11.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	9.0	4.0	0.0	0.0	0.0	1.6	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	5.0	1.0	0.0	2.3	0.0	0.0	0.0	8.3	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	18.0	1.0	0.0	0.0	6.0	0.4	0.0	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	2.0	1.0	0.0	4.6	0.0	0.0	0.0	7.6	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	12.0	2.0	0.0	0.0	2.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	12.0	1.0	0.0	0.0	4.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	2.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	6.0	6.0	13.5	43.7	0.0	0.0	0.0	69.2	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	47.0	9.0	9.0	13.8	8.0	0.8	0.0	87.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	6.0	6.0	7.5	43.7	0.0	0.0	0.0	63.2	9.0	2.0	0.0	0.0	0.0	0.0	0.0	11.0	53.0	9.0	6.0	18.4	8.0	0.8	0.0	95.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	8.0	9.0	3.0	41.4	0.0	0.0	0.0	61.4	10.0	3.0	0.0	0.0	0.0	0.0	0.0	13.0	66.0	11.0	3.0	13.8	10.0	0.4	0.0	104.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	11.0	9.0	7.5	23.0	0.0	0.0	0.0	50.5	27.0	4.0	0.0	0.0	0.0	0.0	0.0	31.0	72.0	12.0	4.5	9.2	12.0	0.4	0.0	110.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	8.0	10.0	9.0	18.4	0.0	0.0	0.0	45.4	28.0	4.0	0.0	0.0	0.0	0.0	0.0	32.0	66.0	11.0	4.5	4.6	12.0	0.0	0.0	98.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	8.0	11.0	10.5	11.5	0.0	0.0	0.0	41.0	29.0	2.0	0.0	0.0	0.0	0.0	0.0	31.0	61.0	13.0	7.5	2.3	14.0	0.0	0.0	97.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	8.0	9.0	13.5	9.2	0.0	0.0	0.0	39.7	27.0	1.0	0.0	0.0	0.0	0.0	0.0	28.0	47.0	13.0	7.5	6.9	14.0	0.0	0.0	88.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	7.0	10.0	10.5	11.5	0.0	0.0	0.0	39.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	38.0	9.0	4.5	9.2	12.0	0.0	0.0	72.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	7.0	8.0	7.5	16.1	0.0	0.0	0.0	38.6	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	40.0	10.0	6.0	11.5	14.0	0.0	0.0	81.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 17:00	37.0	6.0	0.0	16.1	0.0	0.0	0.0	59.1	7.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0	67.0	19.0	1.5	4.6	12.0	0.0	0.0	104.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 17:15	43.0	7.0	1.5	11.5	0.0	0.4	0.0	63.4	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	93.0	17.0	3.0	2.3	10.0	0.4	0.0	125.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 17:30	42.0	8.0	1.5	9.2	0.0	0.8	0.0	61.5	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	87.0	14.0	1.5	0.0	12.0	0.4	0.0	114.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:45	38.0	5.0	1.5	11.5	0.0	0.8	0.0	56.8	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	87.0	9.0	1.5	0.0	14.0	0.4	0.0	111.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 18:00	31.0	6.0	1.5	16.1	0.0	1.2	0.0	55.8	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0	79.0	9.0	1.5	0.0	10.0	2.0	0.0	101.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 18:15	17.0	5.0	0.0	16.1	0.0	0.8	0.0	38.9	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	53.0	8.0	0.0	0.0	14.0	2.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 18:30	10.0	3.0	0.0	20.7	0.0	0.4	0.0	34.1	9.0	2.0	0.0	0.0	0.0	0.0	0.0	11.0	48.0	9.0	0.0	0.0	12.0	2.0	0.0	71.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:45	10.0	3.0	0.0	13.8	0.0	0.4	0.0	27.2	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	51.0	8.0	0.0	0.0	12.0	2.0	0.0	73.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 19:00	9.0	2.0	0.0	6.9	0.0	0.0	0.0	17.9	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	49.0	4.0	0.0	0.0	14.0	0.4	0.0	67.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	Movement E								Movement F								Movement G								Movement H							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	12.0	3.0	0.0	2.3	4.0	0.0	0.0	21.3	99.0	27.0	12.0	6.9	6.0	0.8	0.0	151.7	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	11.0	3.0	1.5	4.6	2.0	0.0	0.0	22.1	160.0	22.0	10.5	11.5	10.0	0.8	0.0	214.8	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	13.0	2.0	3.0	0.0	4.0	0.0	0.0	22.0	128.0	23.0	1.5	9.2	12.0	0.8	0.4	174.9	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	13.0	4.0	0.0	2.3	2.0	0.0	0.0	21.3	108.0	26.0	1.5	4.6	6.0	0.4	0.4	146.9	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	15.0	0.0	3.0	0.0	2.0	0.0	0.0	20.0	97.0	16.0	6.0	13.8	2.0	0.4	0.0	135.2	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	10.0	6.0	1.5	0.0	6.0	0.0	0.0	23.5	127.0	15.0	3.0	11.5	4.0	0.0	0.0	160.5	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	15.0	0.0	1.5	2.3	2.0	0.0	0.0	20.8	94.0	17.0	3.0	4.6	2.0	0.8	0.2	121.6	10.0	0.0	1.5	0.0	0.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	23.0	6.0	0.0	2.3	2.0	0.0	0.0	33.3	90.0	11.0	4.5	6.9	2.0	0.0	0.0	114.4	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	15.0	0.0	0.0	4.6	0.0	0.0	0.0	19.6	79.0	15.0	4.5	2.3	6.0	0.0	0.0	106.8	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	10.0	2.0	0.0	2.3	4.0	0.0	0.0	18.3	70.0	14.0	1.5	13.8	6.0	0.0	0.0	105.3	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	6.0	2.0	1.5	0.0	4.0	0.0	0.0	13.5	68.0	12.0	6.0	6.9	4.0	0.4	0.0	97.3	4.0	0.0	0.0	2.3	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	8.0	3.0	0.0	2.3	4.0	0.0	0.0	17.3	56.0	10.0	3.0	2.3	2.0	0.0	0.0	73.3	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	13.0	1.0	0.0	4.6	4.0	0.0	0.0	22.6	87.0	11.0	6.0	2.3	8.0	0.8	0.2	115.3	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	9.0	3.0	1.5	0.0	2.0	0.0	0.2	15.7	58.0	11.0	3.0	4.6	0.0	0.0	0.0	76.6	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	11.0	3.0	0.0	0.0	4.0	0.0	0.0	18.0	79.0	8.0	3.0	2.3	6.0	0.8	0.0	99.1	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	6.0	3.0	1.5	0.0	4.0	0.0	0.0	14.5	85.0	6.0	0.0	0.0	4.0	0.4	0.0	95.4	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	13.0	4.0	4.5	0.0	2.0	0.4	0.0	23.9	101.0	9.0	4.5	2.3	4.0	0.4	0.0	121.2	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	10.0	1.0	0.0	0.0	2.0	0.0	0.0	13.0	73.0	2.0	0.0	2.3	2.0	0.4	0.0	79.7	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	6.0	1.0	1.5	0.0	4.0	0.4	0.0	12.9	80.0	8.0	0.0	0.0	4.0	0.0	0.0	92.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	12.0	1.0	0.0	0.0	2.0	0.0	0.0	15.0	85.0	3.0	1.5	0.0	4.0	0.4	0.0	93.9	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	14.0	2.0	0.0	2.3	2.0	0.0	0.0	20.3	77.0	4.0	0.0	0.0	4.0	0.4	0.2	85.6	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	14.0	2.0	0.0	0.0	2.0	0.0	0.0	18.0	63.0	7.0	0.0	0.0	4.0	0.8	0.0	74.8	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	55.0	7.0	0.0	0.0	4.0	0.0	0.0	66.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	17.0	1.0	0.0	0.0	4.0	0.0	0.0	22.0	62.0	5.0	0.0	2.3	4.0	0.0	0.0	73.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	49.0	12.0	4.5	9.2	12.0	0.0	0.0	86.7	495.0	98.0	25.5	32.2	34.0	2.8	0.8	688.3	24.0	1.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	52.0	9.0	7.5	6.9	10.0	0.0	0.0	85.4	493.0	87.0	19.5	39.1	30.0	2.4	0.8	671.8	25.0	2.0	0.0	0.0	0.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	51.0	12.0	7.5	2.3	14.0	0.0	0.0	86.8	460.0	80.0	12.0	39.1	24.0	1.6	0.8	617.5	26.0	3.0	0.0	0.0	0.0	0.0	0.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	53.0	10.0	6.0	4.6	12.0	0.0	0.0	85.6	426.0	74.0	13.5	34.5	14.0	1.6	0.6	564.2	27.0	2.0	1.5	0.0	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	63.0	12.0	6.0	4.6	12.0	0.0	0.0	97.6	408.0	59.0	16.5	36.8	10.0	1.2	0.2	531.7	27.0	2.0	1.5	0.0	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	63.0	12.0	3.0	9.2	10.0	0.0	0.0	97.2	390.0	58.0	15.0	25.3	14.0	0.8	0.2	503.3	23.0	1.0	1.5	0.0	0.0	0.0	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	63.0	8.0	1.5	11.5	8.0	0.0	0.0	92.0	333.0	57.0	13.5	27.6	16.0	0.8	0.2	448.1	23.0	1.0	1.5	0.0	0.0	0.0	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	54.0	10.0	1.5	9.2	10.0	0.0	0.0	84.7	307.0	52.0	16.5	29.9	18.0	0.4	0.0	423.8	17.0	1.0	0.0	2.3	0.0	0.0	0.0	20.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	39.0	7.0	1.5	9.2	12.0	0.0	0.0	68.7	273.0	51.0	15.0	25.3	18.0	0.4	0.0	382.7	16.0	1.0	0.0	2.3	0.0	0.0	0.0	19.3	0.0	0.0	0.0	0.0	0.0

Job Number & Name: 19292 Gravesend, Ebbsfleet
Client: 0
Date: Tuesday 04 December 2018

Movement I								Movement J								Movement K								Movement L							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
3.0	0.0	0.0	2.3	0.0	0.0	0.0	5.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	14.0	6.0	1.5	2.3	0.0	0.4	0.0	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	0.0	0.0	2.3	0.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	3.0	1.5	0.0	0.0	0.4	0.0	23.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12.0	3.0	0.0	0.0	0.0	0.0	0.0	15.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	21.0	3.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	17.0	6.0	0.0	0.0	0.0	0.4	0.0	23.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	17.0	1.0	1.5	0.0	0.0	0.0	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	1.0	1.5	0.0	0.0	0.0	0.0	7.5	32.0	3.0	0.0	2.3	0.0	0.0	0.0	37.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	45.0	1.0	1.5	0.0	0.0	0.0	0.0	47.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	3.0	1.0	0.0	0.0	0.0	0.0	0.2	4.2	21.0	3.0	3.0	2.3	0.0	0.0	0.0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	13.0	2.0	1.5	4.6	0.0	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	15.0	2.0	1.5	6.9	0.0	0.0	0.0	25.4	0.0	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	0.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	17.0	1.0	1.5	6.9	0.0	0.0	0.0	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.0	0.0	0.0	0.0	2.0	0.0	0.0	7.0	4.0	1.0	1.5	0.0	0.0	0.0	0.0	6.5	17.0	3.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5
1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	18.0	5.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	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	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	18.0	2.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	12.0	2.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	18.0	1.0	0.0	2.3	0.0	0.0	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	1.0	0.0	0.0	0.0	0.4	0.0	23.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	20.0	0.0	0.0	0.0	0.0	0.4	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	19.0	0.0	0.0	0.0	0.0	0.4	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	2.0	0.0	0.0	0.0	0.0	0.0	12.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	27.0	3.0	0.0	0.0	0.0	0.4	0.0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	22.0	1.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31.0	*3.0*	*0.0*	*4.6*	*0.0*	*0.0*	*0.0*	*38.6*	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*5.0*	*70.0*	*16.0*	*3.0*	*2.3*	*0.0*	*0.8*	*0.0*	*92.1*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
37.0	*4.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*43.3*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*6.0*	*73.0*	*16.0*	*1.5*	*0.0*	*0.0*	*0.8*	*0.0*	*91.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
36.0	*4.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*42.3*	*7.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*7.0*	*74.0*	*13.0*	*3.0*	*0.0*	*0.0*	*0.8*	*0.0*	*90.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
35.0	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*40.0*	*12.0*	*1.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*14.5*	*87.0*	*13.0*	*1.5*	*2.3*	*0.0*	*0.4*	*0.0*	*104.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
34.0	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*36.0*	*17.0*	*1.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*19.5*	*111.0*	*11.0*	*3.0*	*2.3*	*0.0*	*0.4*	*0.0*	*127.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
30.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*31.0*	*18.0*	*2.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*21.7*	*115.0*	*8.0*	*6.0*	*4.6*	*0.0*	*0.0*	*0.0*	*133.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
25.0	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*27.0*	*16.0*	*2.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*19.7*	*111.0*	*9.0*	*6.0*	*9.2*	*0.0*	*0.0*	*0.0*	*135.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
20.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*21.0*	*11.0*	*1.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*13.7*	*94.0*	*8.0*	*7.5*	*13.8*	*0.0*	*0.0*	*0.0*	*123.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
11.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*12.0*	*9.0*	*1.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*11.7*	*66.0*	*8.0*	*7.5*	*20.7*	*0.0*	*0.0*	*0.0*	*102.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
12.0	*4.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*18.0*	*7.0*	*2.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*10.5*	*65.0*	*12.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*77.0*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*
13.0	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*17.0*	*4.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*5.0*	*68.0*	*13.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*81.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
19.0	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*22.0*	*4.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*5.0*	*68.0*	*9.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*79.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
32.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*33.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*	*72.0*	*8.0*	*0.0*	*2.3*	*0.0*	*0.4*	*0.0*	*82.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
32.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*33.0*	*7.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*7.0*	*79.0*	*6.0*	*0.0*	*2.3*	*0.0*	*0.4*	*0.0*	*87.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
33.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*34.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*8.0*	*79.0*	*2.0*	*0.0*	*2.3*	*0.0*	*0.8*	*0.0*	*84.1*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
37.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*38.0*	*9.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*10.0*	*80.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.2*	*0.0*	*82.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
34.0	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*37.0*	*11.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*12.0*	*85.0*	*3.0*	*0.0*	*0.0*	*0.0*	*1.2*	*0.0*	*89.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
40.0	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*42.0*	*9.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*10.0*	*88.0*	*4.0*	*0.0*	*0.0*	*0.0*	*1.2*	*0.0*	*93.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*

Movement M								Movement N								Movement O								Movement P							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	33.0	7.0	1.5	4.6	2.0	0.4	0.0	48.5	7.0	1.0	0.0	2.3	0.0	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12.0	0.0	1.5	2.3	0.0	0.0	0.0	15.8	35.0	6.0	3.0	9.2	4.0	0.0	0.0	57.2	6.0	3.0	0.0	13.8	0.0	0.0	0.0	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15.0	0.0	1.5	0.0	0.0	0.0	0.0	16.5	48.0	7.0	0.0	6.9	2.0	0.8	0.2	64.9	8.0	9.0	1.5	9.2	0.0	0.4	0.0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14.0	2.0	1.5	2.3	0.0	0.0	0.0	19.8	56.0	12.0	4.5	11.5	0.0	0.4	0.0	84.4	8.0	3.0	0.0	4.6	0.0	0.4	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	86.0	17.0	1.5	11.5	10.0	0.4	0.2	126.6	7.0	1.0	1.5	2.3	0.0	0.4	0.0	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21.0	6.0	0.0	0.0	0.0	0.0	0.0	27.0	79.0	12.0	1.5	6.9	4.0	0.0	0.0	103.4	8.0	5.0	1.5	0.0	0.0	0.0	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
33.0	1.0	0.0	0.0	0.0	0.0	0.0	34.0	74.0	8.0	0.0	4.6	8.0	0.0	0.0	94.6	7.0	4.0	1.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16.0	1.0	0.0	0.0	0.0	0.0	0.0	17.0	55.0	6.0	4.5	9.2	4.0	0.4	0.0	79.1	4.0	0.0	1.5	2.3	0.0	0.4	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18.0	2.0	3.0	4.6	0.0	0.0	0.0	27.6	64.0	7.0	9.0	9.2	6.0	0.0	0.0	95.2	4.0	1.0	1.5	4.6	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	1.0	1.5	4.6	0.0	0.0	0.0	16.1	62.0	14.0	3.0	6.9	4.0	0.4	0.0	90.3	3.0	2.0	1.5	2.3	0.0	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	1.0	3.0	9.2	0.0	0.0	0.0	23.2	45.0	10.0	3.0	9.2	0.0	0.0	0.0	67.2	3.0	1.0	3.0	9.2	0.0	0.0	0.0	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14.0	0.0	3.0	2.3	0.0	0.0	0.0	19.3	47.0	11.0	3.0	11.5	6.0	0.0	0.0	78.5	3.0	2.0	1.5	9.2	0.0	0.0	0.0	15.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20.0	3.0	0.0	0.0	0.0	0.0	0.0	23.0	82.0	25.0	3.0	2.3	6.0	0.8	0.0	119.1	4.0	3.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24.0	1.0	0.0	0.0	0.0	0.0	0.0	25.0	104.0	19.0	3.0	0.0	10.0	0.0	0.0	136.0	1.0	0.0	3.0	13.8	0.0	0.0	0.0	17.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30.0	4.0	0.0	0.0	0.0	0.0	0.0	34.0	141.0	20.0	3.0	0.0	4.0	0.0	0.2	168.2	3.0	1.0	1.5	11.5	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27.0	7.0	0.0	0.0	0.0	0.4	0.0	34.4	112.0	21.0	0.0	4.6	8.0	0.8	0.0	146.4	2.0	3.0	0.0	6.9	0.0	0.0	0.0	11.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26.0	4.0	0.0	0.0	0.0	0.4	0.0	30.4	125.0	12.0	0.0	2.3	2.0	1.6	0.0	142.9	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31.0	6.0	0.0	0.0	0.0	0.8	0.0	37.8	132.0	14.0	1.5	4.6	6.0	0.8	0.2	159.1	1.0	1.0	1.5	4.6	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
29.0	7.0	0.0	0.0	0.0	0.0	0.0	36.0	153.0	12.0	1.5	0.0	2.0	0.4	0.2	169.1	3.0	2.0	1.5	4.6	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25.0	7.0	0.0	0.0	0.0	0.8	0.0	32.8	149.0	17.0	0.0	0.0	4.0	0.0	0.0	170.0	3.0	1.0	0.0	2.3	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20.0	2.0	0.0	0.0	0.0	0.0	0.0	22.0	116.0	13.0	3.0	2.3	2.0	0.4	0.2	136.9	2.0	0.0	0.0	2.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34.0	2.0	0.0	0.0	0.0	0.0	0.0	36.0	110.0	18.0	3.0	2.3	10.0	0.4	0.0	143.7	4.0	1.0	0.0	2.3	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
32.0	4.0	0.0	0.0	0.0	0.0	0.0	36.0	104.0	8.0	1.5	2.3	6.0	0.8	0.0	122.6	1.0	0.0	0.0	4.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31.0	1.0	0.0	0.0	0.0	0.4	0.0	32.4	75.0	4.0	0.0	0.0	2.0	0.0	0.2	81.2	1.0	1.0	1.5	0.0	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
48.0	*3.0*	*4.5*	*4.6*	*0.0*	*0.0*	*0.0*	*60.1*	*172.0*	*32.0*	*9.0*	*32.2*	*8.0*	*1.6*	*0.2*	*255.0*	*29.0*	*16.0*	*1.5*	*29.9*	*0.0*	*0.8*	*0.0*	*77.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
59.0	*2.0*	*4.5*	*4.6*	*0.0*	*0.0*	*0.0*	*70.1*	*225.0*	*42.0*	*9.0*	*39.1*	*16.0*	*1.6*	*0.4*	*333.1*	*29.0*	*16.0*	*3.0*	*29.9*	*0.0*	*1.2*	*0.0*	*79.1*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
68.0	*8.0*	*3.0*	*2.3*	*0.0*	*0.0*	*0.0*	*81.3*	*269.0*	*48.0*	*7.5*	*36.8*	*16.0*	*1.6*	*0.4*	*379.3*	*31.0*	*18.0*	*4.5*	*16.1*	*0.0*	*1.2*	*0.0*	*70.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
86.0	*9.0*	*1.5*	*2.3*	*0.0*	*0.0*	*0.0*	*98.8*	*295.0*	*49.0*	*7.5*	*34.5*	*22.0*	*0.8*	*0.2*	*409.0*	*30.0*	*13.0*	*4.5*	*6.9*	*0.0*	*0.8*	*0.0*	*55.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
88.0	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*96.0*	*294.0*	*43.0*	*7.5*	*32.2*	*26.0*	*0.8*	*0.2*	*403.7*	*26.0*	*10.0*	*6.0*	*4.6*	*0.0*	*0.8*	*0.0*	*47.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
88.0	*10.0*	*3.0*	*4.6*	*0.0*	*0.0*	*0.0*	*105.6*	*272.0*	*33.0*	*15.0*	*29.9*	*22.0*	*0.4*	*0.0*	*372.3*	*23.0*	*10.0*	*6.0*	*6.9*	*0.0*	*0.4*	*0.0*	*46.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
76.0	*5.0*	*4.5*	*9.2*	*0.0*	*0.0*	*0.0*	*94.7*	*255.0*	*35.0*	*16.5*	*29.9*	*22.0*	*0.8*	*0.0*	*359.2*	*18.0*	*7.0*	*6.0*	*9.2*	*0.0*	*0.4*	*0.0*	*40.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
53.0	*5.0*	*7.5*	*18.4*	*0.0*	*0.0*	*0.0*	*83.9*	*226.0*	*37.0*	*19.5*	*34.5*	*14.0*	*0.8*	*0.0*	*331.8*	*14.0*	*4.0*	*7.5*	*18.4*	*0.0*	*0.4*	*0.0*	*44.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
51.0	*4.0*	*10.5*	*20.7*	*0.0*	*0.0*	*0.0*	*86.2*	*218.0*	*42.0*	*18.0*	*36.8*	*16.0*	*0.4*	*0.0*	*331.2*	*13.0*	*6.0*	*7.5*	*25.3*	*0.0*	*0.0*	*0.0*	*51.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
101.0	*15.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*116.4*	*439.0*	*85.0*	*9.0*	*6.9*	*28.0*	*1.6*	*0.2*	*569.7*	*10.0*	*7.0*	*4.5*	*32.2*	*0.0*	*0.0*	*0.0*	*53.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
107.0	*16.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*123.8*	*482.0*	*72.0*	*6.0*	*6.9*	*24.0*	*2.4*	*0.2*	*593.5*	*8.0*	*5.0*	*4.5*	*32.2*	*0.0*	*0.0*	*0.0*	*49.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
114.0	*21.0*	*0.0*	*0.0*	*0.0*	*1.6*	*0.0*	*136.6*	*510.0*	*67.0*	*4.5*	*11.5*	*20.0*	*3.2*	*0.4*	*616.6*	*8.0*	*6.0*	*3.0*	*23.0*	*0.0*	*0.0*	*0.0*	*40.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
113.0	*24.0*	*0.0*	*0.0*	*0.0*	*1.6*	*0.0*	*138.6*	*522.0*	*59.0*	*3.0*	*11.5*	*18.0*	*3.6*	*0.4*

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 19292 Gravesend, Ebbsfleet

Site Number/Name: B8 - Galley Hill Rd/Pilgrims Rd/High St Junction

Client:

Date: 04/12/2018

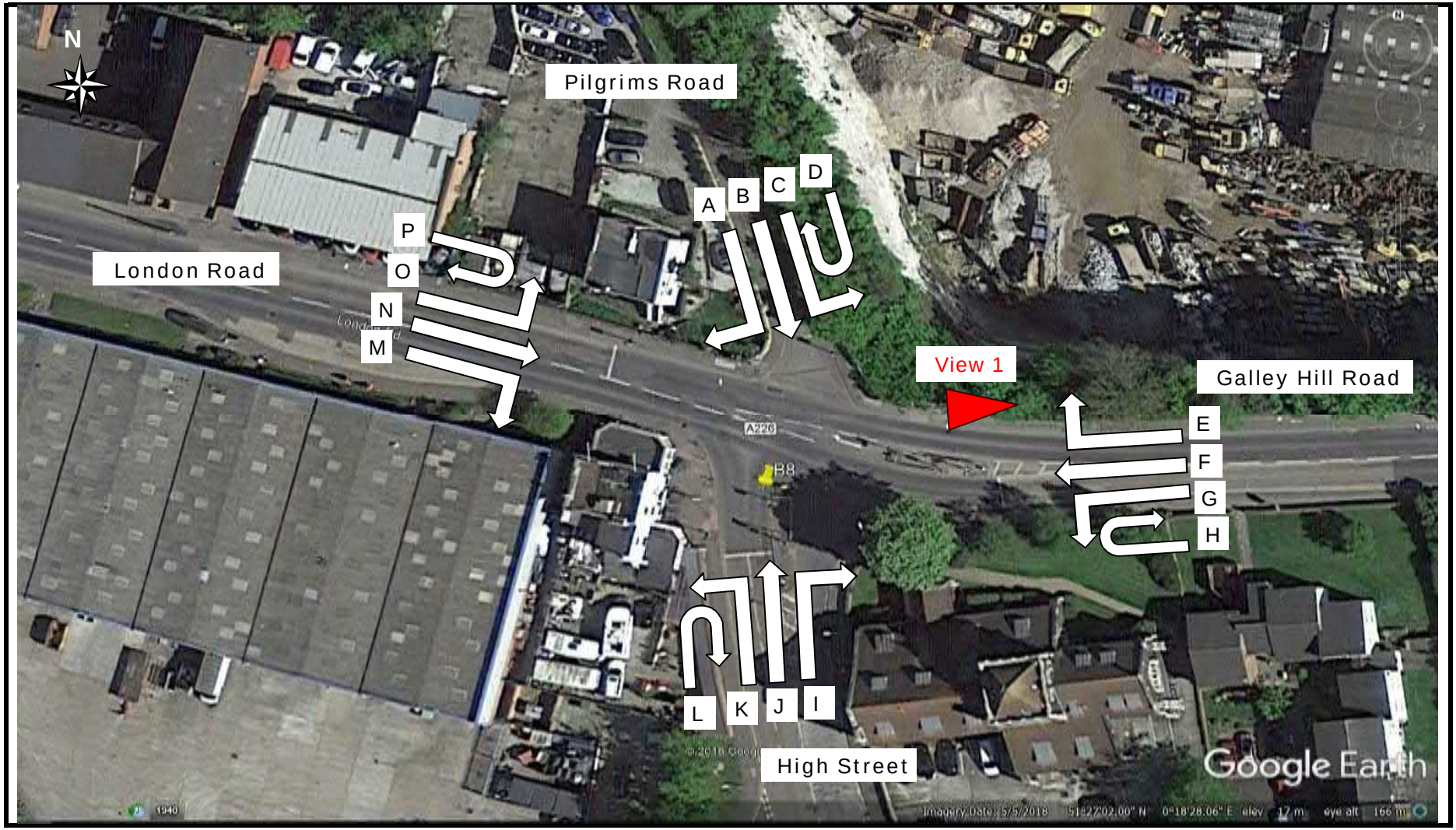
Weather: Cloudy, Dry

Comments: None

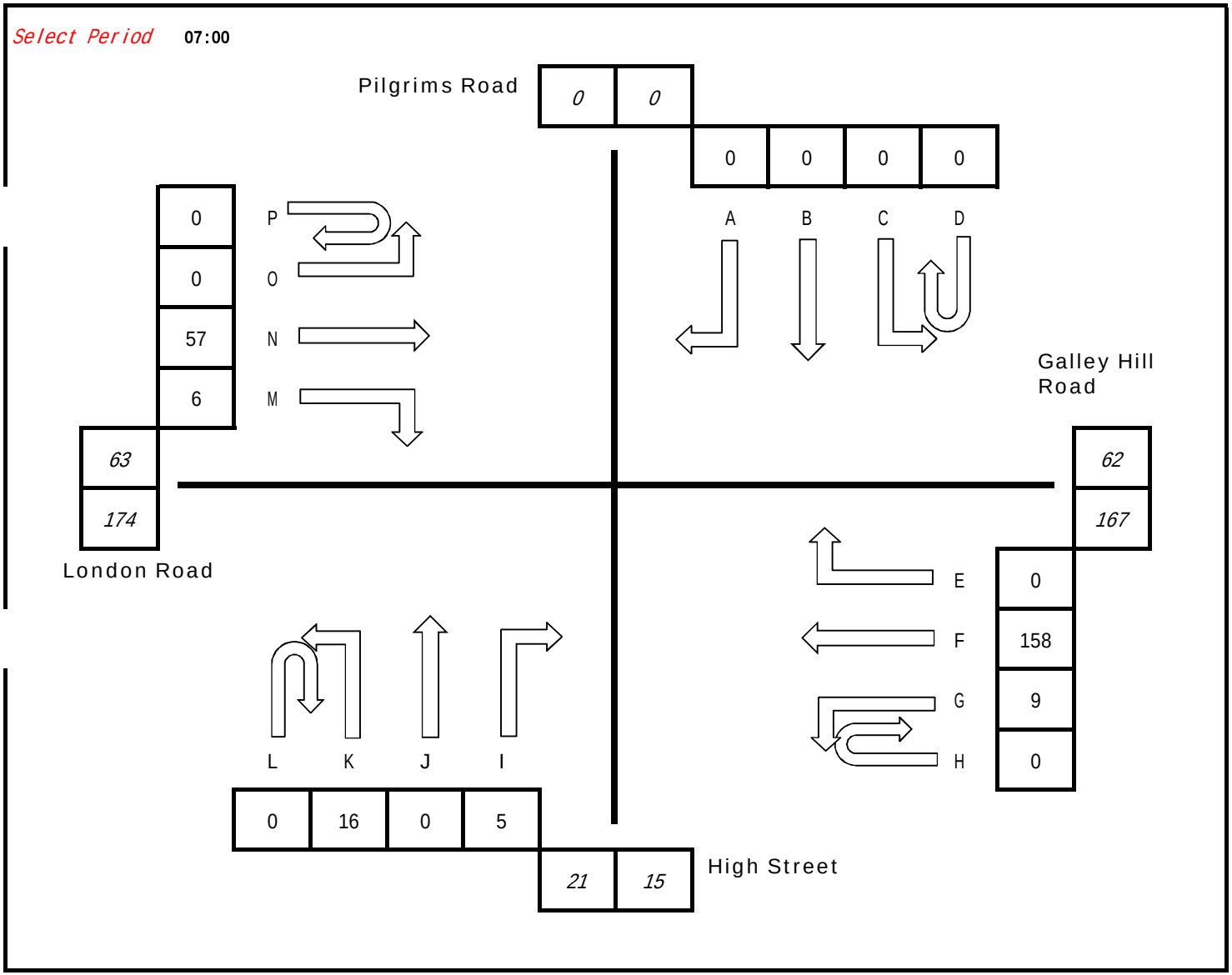
	PCU Values
Cars	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
PSV	2.0
M/B	0.4
Cyc	0.2

Advanced Transport Research		Job Number & Name:	19292 Gravesend, Ebbsfleet
B8 - Galley Hill Rd/Pilgrims Rd/High St Junction		Date:	Tuesday 04 Dec 2018

Job Type:	Junction Count				
Co-ordinates:	51 ° 27'0.03"N,0 ° 18'32.19"E	Postcode:	DA10 0LQ	Times:	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	19292 Gravesend, Ebbsfle
B8 - Galley Hill Rd/Pilgrims Rd/High St Junction	*Client:*	0
Flow Diagram	*Date:*	Tuesday 04 Dec 2018



Advanced Transport Research

B8 - Galley Hill Rd/Pilgrims Rd/High St Junction

Classified Counts

	Movement A							Movement B							Movement C							Movement D							Movement E							Movement F							Movement G							Movement H						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	32	8	6	4	1	0	5	2	1	0	1	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	23	8	6	6	2	0	8	3	1	0	0	1	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	21	3	4	9	2	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	103	24	1	2	4	1	1	16	6	1	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	20	4	7	1	1	0	16	3	1	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	21	3	4	4	0	1	22	4	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	14	4	3	2	1	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	11	1	4	2	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	13	3	4	4	0	0	9	3	3	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	14	2	5	4	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	13	2	4	3	1	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	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	1	0	0	0	0	0	48	9	2	1	3	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**																						
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	9	2	4	6	1	1	21	4	0	0	1	0	0	0	0	0	0	0	0	0
16:15 - 16:30	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	0	0	0	0	63	7	2	1	1	0	1	22	3	0	0	0	1	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	8	2	1	5	0	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	11	1	0	3	1	0	20	4	0	0	0	2	0	0	0	0	0	0	0	0
17:00 - 17:15	0	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	0	0	0	0	0	93	8	3	1	3	1	0	19	1	1	0	0	1	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	74	3	0	0	2	1	0	28	0	1	0	0	1	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	8	1	0	4	1	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	2	1	0	4	1	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	3	0	1	2	1	1	20	3	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	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	0	0	0	0	0	64	9	1	0	3	2	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	55	4	2	0	2	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	67	6	0	1	4	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**																						
07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*497*	*100*	*20*	*18*	*23*	*6*	*3*	*42*	*11*	*3*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*491*	*88*	*16*	*19*	*20*	*6*	*3*	*53*	*12*	*3*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*439*	*86*	*11*	*17*	*18*	*4*	*4*	*67*	*13*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*386*	*79*	*12*	*16*	*11*	*3*	*2*	*78*	*15*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*370*	*66*	*12*	*18*	*9*	*2*	*1*	*76*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*335*	*59*	*11*	*15*	*12*	*1*	*1*	*69*	*10*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*315*	*52*	*10*	*16*	*12*	*1*	*0*	*61*	*7*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*288*	*51*	*8*	*17*	*13*	*1*	*0*	*42*	*10*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*0*	*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*	*1*	*0*	*0*	*0*	*0*	*0*	*249*	*49*	*9*	*14*	*14*	*1*	*0*	*37*	*13*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:00 - 17:00	*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*	*0*	*0*	*0*	*0*	*299*	*35*	*7*	*6*	*15*	*2*	*2*	*77*	*14*	*0*	*1*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*1*	*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*	*0*	*0*	*0*	*0*	*0*	*311*	*34*	*8*	*3*	*12*	*2*	*1*	*75*	*11*	*1*	*1*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*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*	*322*	*30*	*6*	*2*	*13*	*3*	*0*	*81*	*8*	*2*	*1*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*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*	*332*	*30*	*5*	*1*	*12*	*4*	*0*	*85*	*10*	*2*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*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*	*326*	*21*	*5*	*1*	*13*	*4*	*0*	*80*	*7*	*2*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*310*	*16*	*2*	*1*	*12*	*4*	*1*	*81*	*9*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*300*	*22*	*3*	*1*	*13*	*5*	*1*	*69*	*10*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*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*	*274*	*18*	*4*	*1*	*11*	*4*	*1*	*66*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*263*	*22*	*3*	*2*	*11*	*3*	*1*	*66*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

07:45 - 08:45	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***386***	***79***	***12***	***16***	***11***	***3***	***2***	***78***	***15***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

16:45 - 17:45	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***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***	***332***	***30***	***5***	***1***	***12***	***4***	***0***	***85***	***10***	***2***	***0***	***0***	***4***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Job Number & Name: 19292 Gravesend, Ebbsfleet
Client: 0
Date: Tuesday 04 December 2018

Movement I							Movement J							Movement K							Movement L							Movement M							Movement N							Movement O							Movement P						
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
5	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	1	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	42	7	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	1	0	0	2	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	4	0	0	0	35	5	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	1	0	0	0	1	0	0	0	0	0	0	0	0	16	6	0	0	0	0	1	0	0	0	0	0	0	0	19	1	1	0	0	1	0	54	7	1	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	2	0	0	0	0	0	0	0	0	0	0	0	0	21	7	0	0	1	0	0	0	0	0	0	0	0	0	14	8	1	0	0	0	0	70	9	3	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	1	0	0	1	0	0	0	0	0	0	0	0	0	18	2	2	0	0	0	0	0	0	0	0	0	0	0	35	6	0	0	1	0	0	72	12	0	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0	0	0	0	0	0	49	2	0	0	0	0	0	0	0	0	0	0	0	0	25	3	0	0	0	0	0	75	13	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	0	0	0	0	0	0	0	0	0	0	0	0	1	24	3	1	0	0	1	0	0	0	0	0	0	0	0	29	4	2	0	1	0	0	77	8	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	3	0	0	1	0	1	0	0	0	0	0	0	0	30	7	1	0	0	0	0	0	0	0	0	0	0	0	19	2	1	0	0	0	0	62	7	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	1	0	1	0	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	14	4	3	0	0	0	0	58	7	5	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	5	1	0	0	0	0	0	0	0	0	0	0	0	15	5	0	1	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	52	15	3	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	3	1	0	0	0	0	0	0	0	0	0	0	0	20	2	1	0	1	0	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	45	10	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	6	0	0	0	0	0	0	0	0	0	0	0	0	14	5	0	1	0	0	0	0	0	0	0	0	0	0	8	4	1	0	0	0	0	52	8	2	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							0	**0**	**0**	**0**	**0**	**0**	**1**																														**0**	**0**	**0**	**0**	**0**	**0**	**0**							
5	2	0	0	0	0	0	0	0	0	0	0	0	0	21	4	1	0	0	1	0	0	0	0	0	0	0	0	22	14	1	0	2	1	0	82	19	3	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0	0	0	0	0	0	18	7	1	0	0	0	0	0	0	0	0	0	0	0	31	8	0	0	0	0	0	99	15	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	0	0	0	0	0	0	0	25	10	2	0	0	0	0	114	16	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0	0	0	0	0	0	21	1	2	0	1	0	0	0	0	0	0	0	0	0	36	8	1	0	0	0	0	106	13	1	2	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	2	0	0	0	0	0	0	0	0	0	0	0	0	18	4	1	0	0	1	0	0	0	0	0	0	0	0	51	5	0	0	0	1	0	123	11	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0	0	0	0	0	0	17	1	0	1	0	0	0	0	0	0	0	0	0	0	35	5	0	0	1	0	0	114	10	2	2	5	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13	2	0	0	0	1	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	39	5	1	0	0	0	0	149	8	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	38	7	1	0	0	4	1	112	14	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	1	0	0	0	0	0	0	0	0	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	36	8	0	0	0	1	0	123	6	4	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	1	0	0	0	0	0	0	0	33	5	0	0	0	1	0	99	12	2	1	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2	0	0	0	0	1	1	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	30	4	0	0	0	0	0	94	9	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	1	0	0	0	0	0	0	0	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	77	4	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							1	**0**	**0**	**0**	**0**	**0**	**0**																														**1**	**0**	**0**	**0**	**0**	**0**	**1**							
40	*4*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*69*	*16*	*0*	*0*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*47*	*10*	*3*	*4*	*0*	*1*	*0*	*201*	*28*	*11*	*18*	*8*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
60	*5*	*0*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*74*	*16*	*2*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*77*	*15*	*3*	*4*	*1*	*1*	*0*	*231*	*33*	*9*	*21*	*12*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
73	*6*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*104*	*17*	*2*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*93*	*18*	*2*	*0*	*1*	*1*	*0*	*271*	*41*	*7*	*23*	*13*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
95	*5*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*112*	*14*	*3*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*103*	*21*	*3*	*0*	*2*	*0*	*0*	*294*	*42*	*7*	*19*	*14*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
115	*6*	*0*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*121*	*14*	*4*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*108*	*15*	*3*	*0*	*2*	*0*	*0*	*286*	*40*	*6*	*17*	*17*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
114	*5*	*1*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*139*	*14*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*87*	*13*	*6*	*0*	*1*	*0*	*0*	*272*	*35*	*11*	*14*	*17*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
102	*8*	*2*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*105*	*17*	*2*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*85*	*11*	*6*	*0*	*1*	*0*	*0*	*249*	*37*	*11*	*16*	*18*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
80	*11*	*3*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*101*	*16*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*70*	*10*	*4*	*0*	*0*	*0*	*0*	*217*	*39*	*12*	*19*	*14*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
55	*14*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*85*	*14*	*1*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*59*	*12*	*4*	*0*	*0*	*0*	*0*	*207*	*40*	*12*	*20*	*15*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
43	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*80*	*15*	*4*	*0*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*114*	*40*	*4*	*0*	*2*	*1*	*0*	*401*	*63*	*10*	*5*	*20*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
53	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*77*	*15*	*4*	*0*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*143*	*31*	*3*	*0*	*0*	*1*	*0*	*442*	*55*	*8*	*4*	*17*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
53	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*76*	*9*	*3*	*1*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*147*	*28*	*3*	*0*	*1*	*1*	*0*	*457*	*50*	*7*	*6*	*15*	*8*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
51	*8*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*72*	*10*	*3*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*161*	*23*	*2*	*0*	*1*	*1*	*0*	*492*	*42*	*5*	*5*	*15*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
51	*6*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*69*	*13*	*1*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*163*	*22*	*2*	*0*	*1*	*5*	*1*	*498*	*43*	*4*	*3*	*11*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
42	*5*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*77*	*14*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*148*	*25*	*2*	*0*	*1*	*5*	*1*	*498*	*38*	*7*	*3*	*14*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
41	*4*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*73*	*15*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*146*	*25*	*2*	*0*	*0*	*6*	*1*	*483*	*40*	*7*	*2*	*15*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
37	*4*	*0*	*0*	*1*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*76*	*11*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*137*	*24*	*1*	*0*	*0*	*6*	*1*	*428*	*41*	*7*	*3*	*18*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
38	*3*	*0*	*0*	*2*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*69*	*7*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*126*	*17*	*0*	*0*	*0*	*2*	*0*	*393*	*31*	*8*	*3*	*17*	*3*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
95	***5***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***112***	***14***	***3***	***0***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***103***	***21***	***3***	***0***	***2***	***0***	***0***	***294***	***42***	***7***	***19***	***14***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
51	***8***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***72***	***10***	***3***	***1***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***161***	***23***	***2***	***0***	***1***	***1***	***0***	***492***	***42***	***5***	***5***	***15***	***9***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research

B8 - Galley Hill Rd/Pilgrims Rd/High St Junction

PCU Values

	Movement A								Movement B								Movement C								Movement D							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	1.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	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	0.0	0.0
07:15 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	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	0.0	0.0
07:30 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	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	0.0	0.0
07:45 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	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	0.0	0.0
08:00 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 17:00	1.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 17:15	1.0	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	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	0.0	0.0	0.0	0.0
16:30 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 18:15	0.0	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	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	Movement E								Movement F								Movement G								Movement H							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	107.0	32.0	12.0	13.8	8.0	0.4	0.0	173.2	5.0	2.0	1.5	0.0	2.0	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	147.0	23.0	12.0	13.8	12.0	0.8	0.0	208.6	8.0	3.0	1.5	0.0	0.0	0.4	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	140.0	21.0	4.5	9.2	18.0	0.8	0.4	193.9	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	103.0	24.0	1.5	4.6	8.0	0.4	0.2	141.7	16.0	6.0	1.5	0.0	0.0	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	101.0	20.0	6.0	16.1	2.0	0.4	0.0	145.5	16.0	3.0	1.5	0.0	0.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.0	21.0	4.5	9.2	8.0	0.0	0.2	137.9	22.0	4.0	0.0	0.0	0.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	87.0	14.0	6.0	6.9	4.0	0.4	0.0	118.3	24.0	2.0	0.0	0.0	0.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	87.0	11.0	1.5	9.2	4.0	0.0	0.0	112.7	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.0	13.0	4.5	9.2	8.0	0.0	0.0	100.7	9.0	3.0	4.5	0.0	0.0	0.0	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	14.0	3.0	11.5	8.0	0.0	0.0	111.5	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	13.0	3.0	9.2	6.0	0.4	0.0	91.6	5.0	5.0	1.5	0.0	0.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	48.0	9.0	3.0	2.3	6.0	0.0	0.0	68.3	9.0	4.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.0	9.0	3.0	9.2	12.0	0.4	0.2	114.8	21.0	4.0	0.0	0.0	2.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.0	7.0	3.0	2.3	2.0	0.0	0.2	77.5	22.0	3.0	0.0	0.0	0.0	0.4	0.0	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.0	8.0	3.0	2.3	10.0	0.0	0.0	94.3	14.0	3.0	0.0	2.3	0.0	0.0	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	84.0	11.0	1.5	0.0	6.0	0.4	0.0	102.9	20.0	4.0	0.0	0.0	0.0	0.8	0.0	24.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.0	8.0	4.5	2.3	6.0	0.4	0.0	114.2	19.0	1.0	1.5	0.0	0.0	0.4	0.0	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.0	3.0	0.0	0.0	4.0	0.4	0.0	81.4	28.0	0.0	1.5	0.0	0.0	0.4	0.0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.0	8.0	1.5	0.0	8.0	0.4	0.0	98.9	18.0	5.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	78.0	2.0	1.5	0.0	8.0	0.4	0.0	89.9	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	3.0	0.0	2.3	4.0	0.4	0.2	86.9	20.0	3.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.0	9.0	1.5	0.0	6.0	0.8	0.0	81.3	16.0	1.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0	4.0	3.0	0.0	4.0	0.0	0.0	66.0	15.0	2.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	67.0	6.0	0.0	2.3	8.0	0.0	0.0	83.3	15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	497.0	100.0	30.0	41.4	46.0	2.4	0.6	717.4	42.0	11.0	4.5	0.0	2.0	0.4	0.0	59.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	491.0	88.0	24.0	43.7	40.0	2.4	0.6	689.7	53.0	12.0	4.5	0.0	0.0	0.4	0.0	69.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	439.0	86.0	16.5	39.1	36.0	1.6	0.8	619.0	67.0	13.0	3.0	0.0	0.0	0.0	0.0	83.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	386.0	79.0	18.0	36.8	22.0	1.2	0.4	543.4	78.0	15.0	3.0	0.0	0.0	0.0	0.0	96.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	370.0	66.0	18.0	41.4	18.0	0.8	0.2	514.4	76.0	10.0	1.5	0.0	0.0	0.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	335.0	59.0	16.5	34.5	24.0	0.4	0.2	469.6	69.0	10.0	4.5	0.0	0.0	0.0	0.0	83.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	315.0	52.0	15.0	36.8	24.0	0.4	0.0	443.2	61.0	7.0	4.5	0.0	0.0	0.0	0.0	72.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	288.0	51.0	12.0	39.1	26.0	0.4	0.0	416.5	42.0	10.0	6.0	0.0	0.0	0.0	0.0	58.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	249.0	49.0	13.5	32.2	28.0	0.4	0.0	372.1	37.0	13.0	6.0	0.0	0.0	0.0	0.0	56.0	0.0	0.0	0.0

Job Number & Name: 19292 Gravesend, Ebbsfleet
Client: 0
Date: Tuesday 04 December 2018

Movement I								Movement J								Movement K								Movement L							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	2.0	0.0	0.0	0.0	0.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	1.0	0.0	0.0	4.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	1.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	1.0	0.0	0.0	0.0	0.4	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	6.0	0.0	0.0	0.0	0.0	0.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15.0	2.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	7.0	0.0	0.0	2.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25.0	1.0	0.0	0.0	2.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	2.0	3.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23.0	2.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.0	2.0	0.0	0.0	0.0	0.0	0.0	51.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
32.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	24.0	3.0	1.5	0.0	0.0	0.4	0.0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35.0	3.0	0.0	0.0	2.0	0.0	0.2	40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	7.0	1.5	0.0	0.0	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24.0	0.0	1.5	0.0	2.0	0.0	0.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	2.0	0.0	0.0	0.0	0.0	0.0	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.0	5.0	1.5	0.0	0.0	0.0	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	5.0	0.0	2.3	0.0	0.0	0.0	22.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	3.0	1.5	0.0	0.0	0.0	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	2.0	1.5	0.0	2.0	0.0	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	6.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	5.0	0.0	2.3	0.0	0.0	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.0	2.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	4.0	1.5	0.0	0.0	0.4	0.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	7.0	1.5	0.0	0.0	0.0	0.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	3.0	0.0	0.0	0.0	0.8	0.0	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12.0	3.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	1.0	3.0	0.0	2.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15.0	2.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	4.0	1.5	0.0	0.0	0.4	0.0	23.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	1.0	0.0	2.3	0.0	0.0	0.0	20.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13.0	2.0	0.0	0.0	0.0	0.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	4.0	0.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.0	1.0	0.0	0.0	2.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	5.0	0.0	0.0	0.0	0.0	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	2.0	0.0	0.0	0.0	0.0	0.2	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	2.0	0.0	0.0	0.0	0.0	0.2	11.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13.0	0.0	0.0	0.0	2.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	1.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40.0	*4.0*	*0.0*	*0.0*	*4.0*	*0.4*	*0.0*	*48.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*69.0*	*16.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.2*	*87.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
60.0	*5.0*	*0.0*	*0.0*	*6.0*	*0.4*	*0.0*	*71.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*74.0*	*16.0*	*3.0*	*0.0*	*2.0*	*0.0*	*0.2*	*95.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
73.0	*6.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*81.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*104.0*	*17.0*	*3.0*	*0.0*	*2.0*	*0.0*	*0.2*	*126.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
95.0	*5.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*102.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*0.2*	*112.0*	*14.0*	*4.5*	*0.0*	*2.0*	*0.4*	*0.0*	*132.9*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
115.0	*6.0*	*0.0*	*0.0*	*4.0*	*0.0*	*0.2*	*125.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*0.2*	*121.0*	*14.0*	*6.0*	*0.0*	*0.0*	*0.4*	*0.0*	*141.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
114.0	*5.0*	*1.5*	*0.0*	*4.0*	*0.0*	*0.2*	*124.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*0.2*	*139.0*	*14.0*	*3.0*	*0.0*	*0.0*	*0.4*	*0.0*	*156.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
102.0	*8.0*	*3.0*	*0.0*	*4.0*	*0.0*	*0.2*	*117.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*0.2*	*105.0*	*17.0*	*3.0*	*2.3*	*0.0*	*0.4*	*0.0*	*127.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
80.0	*11.0*	*4.5*	*0.0*	*4.0*	*0.0*	*0.2*	*99.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*101.0*	*16.0*	*3.0*	*2.3*	*2.0*	*0.0*	*0.0*	*124.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
55.0	*14.0*	*4.5*	*0.0*	*2.0*	*0.0*	*0.0*	*75.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*85.0*	*14.0*	*1.5*	*4.6*	*2.0*	*0.0*	*0.0*	*107.1*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
43.0	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*49.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*80.0*	*15.0*	*6.0*	*0.0*	*2.0*	*1.2*	*0.0*	*104.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
53.0	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*59.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*77.0*	*15.0*	*6.0*	*0.0*	*2.0*	*1.2*	*0.0*	*101.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
53.0	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*59.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*76.0*	*9.0*	*4.5*	*2.3*	*2.0*	*1.2*	*0.0*	*95.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
51.0	*8.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*59.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*72.0*	*10.0*	*4.5*	*2.3*	*2.0*	*0.4*	*0.0*	*91.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
51.0	*6.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*57.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*69.0*	*13.0*	*1.5*	*2.3*	*0.0*	*0.4*	*0.0*	*86.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
42.0	*5.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*49.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*77.0*	*14.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*93.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
41.0	*4.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*47.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*73.0*	*15.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*88.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
37.0	*4.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.2*	*43.2*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*76.0*	*11.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*87.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
38.0	*3.0*	*0.0*	*0.0*	*4.0*	*0.0*	*0.2*	*45.2*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*69.0*	*7.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*77.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*

Movement M								Movement N								Movement O								Movement P							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	42.0	7.0	3.0	9.2	2.0	0.4	0.0	63.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	0.0	1.5	9.2	0.0	0.0	0.0	19.7	35.0	5.0	7.5	4.6	4.0	0.4	0.0	56.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19.0	1.0	1.5	0.0	0.0	0.4	0.0	21.9	54.0	7.0	1.5	13.8	8.0	0.4	0.2	84.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14.0	8.0	1.5	0.0	0.0	0.0	0.0	23.5	70.0	9.0	4.5	13.8	2.0	0.8	0.0	100.1	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	0.0
35.0	6.0	0.0	0.0	2.0	0.0	0.0	43.0	72.0	12.0	0.0	16.1	10.0	0.4	0.0	110.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25.0	3.0	0.0	0.0	0.0	0.0	0.0	28.0	75.0	13.0	4.5	9.2	6.0	0.0	0.0	107.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
29.0	4.0	3.0	0.0	2.0	0.0	0.0	38.0	77.0	8.0	1.5	4.6	10.0	0.0	0.0	101.1	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	0.0
19.0	2.0	1.5	0.0	0.0	0.0	0.0	22.5	62.0	7.0	3.0	9.2	8.0	0.4	0.0	89.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14.0	4.0	4.5	0.0	0.0	0.0	0.0	22.5	58.0	7.0	7.5	9.2	10.0	0.0	0.2	91.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23.0	1.0	0.0	0.0	0.0	0.0	0.0	24.0	52.0	15.0	4.5	13.8	8.0	0.4	0.0	93.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14.0	3.0	0.0	0.0	0.0	0.0	0.0	17.0	45.0	10.0	3.0	11.5	2.0	0.0	0.0	71.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8.0	4.0	1.5	0.0	0.0	0.0	0.0	13.5	52.0	8.0	3.0	11.5	10.0	0.0	0.0	84.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22.0	14.0	1.5	0.0	4.0	0.4	0.0	41.9	82.0	19.0	4.5	4.6	8.0	0.4	0.0	118.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31.0	8.0	0.0	0.0	0.0	0.0	0.0	39.0	99.0	15.0	4.5	0.0	14.0	0.0	0.0	132.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25.0	10.0	3.0	0.0	0.0	0.0	0.0	38.0	114.0	16.0	4.5	2.3	4.0	0.0	0.0	140.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
36.0	8.0	1.5	0.0	0.0	0.0	0.0	45.5	106.0	13.0	1.5	4.6	14.0	0.8	0.2	140.1	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	0.0
51.0	5.0	0.0	0.0	0.0	0.4	0.0	56.4	123.0	11.0	1.5	2.3	2.0	1.2	0.0	141.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35.0	5.0	0.0	0.0	2.0	0.0	0.0	42.0	114.0	10.0	3.0	4.6	10.0	1.2	0.0	142.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
39.0	5.0	1.5	0.0	0.0	0.0	0.0	45.5	149.0	8.0	1.5	0.0	4.0	0.4	0.0	162.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38.0	7.0	1.5	0.0	0.0	1.6	0.2	48.3	112.0	14.0	0.0	0.0	6.0	0.0	0.0	132.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
36.0	8.0	0.0	0.0	0.0	0.4	0.0	44.4	123.0	6.0	6.0	2.3	8.0	0.0	0.0	145.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
33.0	5.0	0.0	0.0	0.0	0.4	0.0	38.4	99.0	12.0	3.0	2.3	12.0	0.4	0.0	128.7	1.0	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	0.0
30.0	4.0	0.0	0.0	0.0	0.0	0.0	34.0	94.0	9.0	1.5	2.3	10.0	0.8	0.0	117.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	77.0	4.0	1.5	0.0	4.0	0.0	0.2	86.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
47.0	*10.0*	*4.5*	*9.2*	*0.0*	*0.4*	*0.0*	*71.1*	*201.0*	*28.0*	*16.5*	*41.4*	*16.0*	*2.0*	*0.2*	*305.1*	*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*	*0.0*
77.0	*15.0*	*4.5*	*9.2*	*2.0*	*0.4*	*0.0*	*108.1*	*231.0*	*33.0*	*13.5*	*48.3*	*24.0*	*2.0*	*0.2*	*352.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
93.0	*18.0*	*3.0*	*0.0*	*2.0*	*0.4*	*0.0*	*116.4*	*271.0*	*41.0*	*10.5*	*52.9*	*26.0*	*1.6*	*0.2*	*403.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
103.0	*21.0*	*4.5*	*0.0*	*4.0*	*0.0*	*0.0*	*132.5*	*294.0*	*42.0*	*10.5*	*43.7*	*28.0*	*1.2*	*0.0*	*419.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
108.0	*15.0*	*4.5*	*0.0*	*4.0*	*0.0*	*0.0*	*131.5*	*286.0*	*40.0*	*9.0*	*39.1*	*34.0*	*0.8*	*0.0*	*408.9*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
87.0	*13.0*	*9.0*	*0.0*	*2.0*	*0.0*	*0.0*	*111.0*	*272.0*	*35.0*	*16.5*	*32.2*	*34.0*	*0.4*	*0.2*	*390.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
85.0	*11.0*	*9.0*	*0.0*	*2.0*	*0.0*	*0.0*	*107.0*	*249.0*	*37.0*	*16.5*	*36.8*	*36.0*	*0.8*	*0.2*	*376.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
70.0	*10.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*86.0*	*217.0*	*39.0*	*18.0*	*43.7*	*28.0*	*0.8*	*0.2*	*346.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
59.0	*12.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*77.0*	*207.0*	*40.0*	*18.0*	*46.0*	*30.0*	*0.4*	*0.2*	*341.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
114.0	*40.0*	*6.0*	*0.0*	*4.0*	*0.4*	*0.0*	*164.4*	*401.0*	*63.0*	*15.0*	*11.5*	*40.0*	*1.2*	*0.2*	*531.9*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
143.0	*31.0*	*4.5*	*0.0*	*0.0*	*0.4*	*0.0*	*178.9*	*442.0*	*55.0*	*12.0*	*9.2*	*34.0*	*2.0*	*0.2*	*554.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
147.0	*28.0*	*4.5*	*0.0*	*2.0*	*0.4*	*0.0*	*181.9*	*457.0*	*50.0*	*10.5*	*13.8*	*30.0*	*3.2*	*0.2*	*564.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*0.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
161.0	*23.0*	*3.0*	*0.0*	*2.0*	*0.4*	*0.0*	*189.4*	*492.0*	*42.0*	*7.5*	*11.5*	*30.0*	*3.6*	*0.2*	*586.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*0.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
163.0	*22.0*	*3.0*	*0.0*	*2.0*	*2

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 19292 Gravesend, Ebbsfleet

Site Number/Name: B9 - Galley Hill Rd / Lower Rd Junction

Client:

Date: 04/12/2018

Weather: Cloudy, Dry

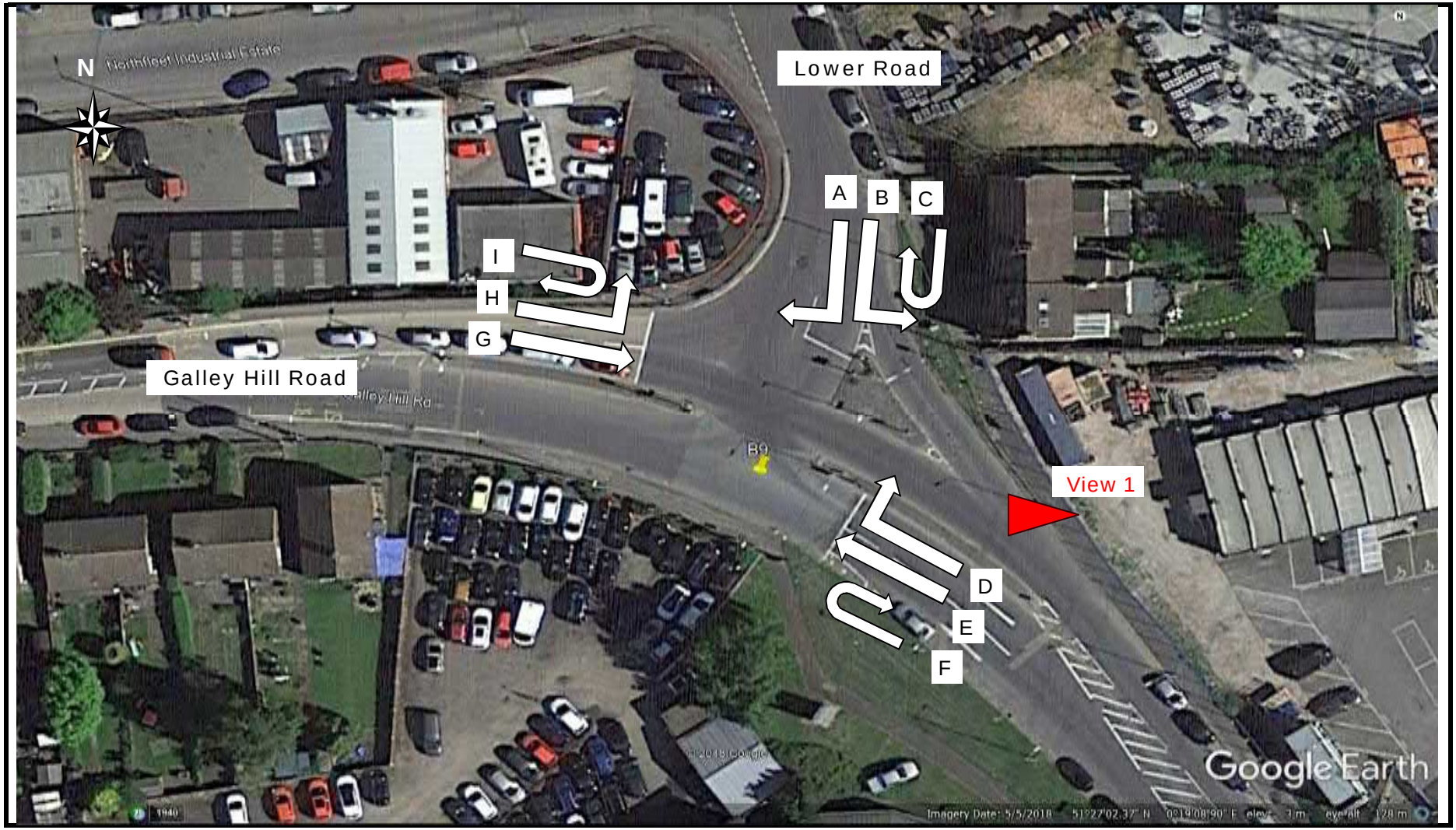
Comments: None

PCU Values

Cars	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
PSV	2.0
M/B	0.4
Cyc	0.2

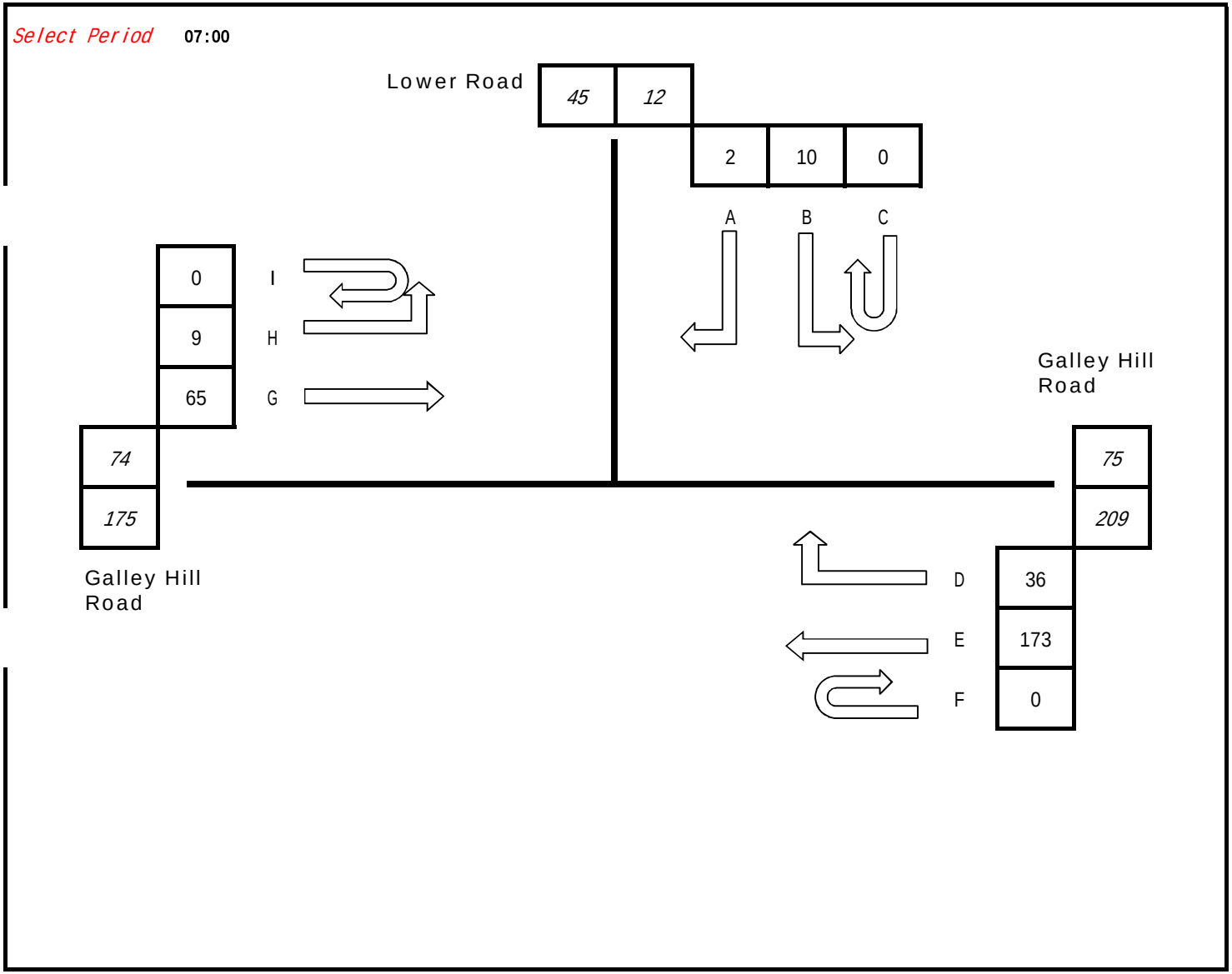
Advanced Transport Research		*Job Number & Name:*	19292 Gravesend, Ebbsfleet
B9 - Galley Hill Rd / Lower Rd Junction		*Date:*	Tuesday 04 Dec 2018

Job Type:	Junction Count				
Co-ordinates:	51 ° 27'0.79"N,0 ° 19'12.75"E	*Postcode:*	DA11 9BJ	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	19292 Gravesend, Ebbsfle
B9 - Galley Hill Rd / Lower Rd Junction	*Client:*	0
Flow Diagram	*Date:*	Tuesday 04 Dec 2018

Select Period 07:00



Advanced Transport Research
B9 - Galley Hill Rd / Lower Rd Junction
Classified Counts

Job Number & Name: 19292 Gravesend, Ebbsfleet
Client: 0
Date: Tuesday 04 December 2018

	Movement A							Movement B							Movement C							Movement D							Movement E							Movement F							Movement G							Movement H							Movement I						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	2	0	0	0	0	2	1	2	5	0	0	0	0	0	0	0	0	0	0	24	5	3	3	0	0	1	117	35	6	8	5	2	0	0	0	0	0	0	0	0	51	6	4	2	2	0	0	6	0	0	2	0	1	0	0	0	0	0	0	0	0
07:15 - 07:30	0	1	1	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	28	4	2	2	0	1	0	130	22	7	4	5	2	0	2	0	0	0	0	0	0	50	4	4	1	4	1	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	1	1	2	1	0	0	0	1	0	2	3	0	1	0	0	0	0	0	0	0	0	19	7	1	3	0	1	1	153	21	0	3	10	1	2	1	0	0	0	0	0	0	63	8	1	4	3	1	1	4	1	0	2	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	2	1	1	0	0	0	5	5	0	1	0	0	0	0	0	0	0	0	0	0	22	10	3	6	0	1	1	120	27	1	3	3	1	0	1	0	0	0	0	0	0	75	13	2	1	2	2	0	13	3	0	4	0	1	2	0	0	0	0	0	0	0
08:00 - 08:15	1	5	1	2	0	0	0	3	7	6	3	0	0	0	0	0	0	0	0	0	0	32	8	4	6	0	0	0	100	19	4	3	2	1	1	0	0	0	0	0	0	0	96	13	0	4	4	1	1	9	2	0	2	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	3	2	1	4	0	0	0	7	8	4	1	0	1	0	0	0	0	0	0	0	0	29	7	2	4	0	0	0	93	22	2	1	3	0	1	0	0	0	0	0	0	0	106	12	3	6	3	0	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	5	2	1	1	0	0	0	6	4	1	5	0	0	0	0	0	0	0	0	0	0	25	7	2	2	0	1	0	84	14	3	1	2	1	0	0	0	0	0	0	0	0	97	9	1	0	6	0	0	7	1	0	2	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	1	1	0	3	0	0	0	4	9	2	5	0	0	0	0	0	0	0	0	0	0	35	8	4	4	0	0	2	112	12	1	2	2	0	0	1	0	0	0	0	0	0	100	6	1	2	6	1	1	6	4	1	2	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	4	0	2	0	0	0	9	6	3	6	0	0	0	0	0	0	0	0	0	0	39	7	3	1	0	0	0	74	13	5	1	4	0	0	2	0	0	0	0	0	0	64	7	2	1	5	0	1	8	1	4	3	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	2	2	2	0	0	0	0	7	4	5	2	0	0	0	0	0	0	0	0	0	0	21	10	5	4	0	0	0	81	13	2	5	4	0	0	1	0	0	0	0	0	0	57	16	2	4	3	1	1	5	5	2	2	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	3	4	1	2	0	0	0	13	10	4	6	1	0	0	0	0	0	0	0	0	0	19	5	4	9	0	0	0	67	17	1	2	3	1	0	0	1	0	0	0	0	0	55	7	3	3	3	0	0	6	6	0	1	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	3	1	1	1	0	0	0	9	11	5	8	0	0	0	0	0	0	0	0	0	0	12	7	0	7	0	0	0	61	11	1	0	3	0	0	0	0	0	0	0	0	0	59	11	1	4	4	0	0	2	5	1	2	0	0	0	0	0	0	0	0	0	0
	20	25	13	17	0	0	0	67	67	36	46	1	2	0	0	0	0	0	0	0	0	305	85	33	51	0	4	5	1192	226	33	33	46	9	4								873	112	24	32	45	7	5	81	32	9	23	0	2	2							
16:00 - 16:15	8	6	0	2	0	0	0	33	11	0	3	0	0	0	0	0	0	0	0	0	0	9	4	5	3	0	0	0	102	11	1	1	8	1	0	0	0	0	0	0	0	0	88	17	1	1	4	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	6	0	1	0	0	0	0	38	9	0	4	1	1	1	0	0	0	0	0	0	0	11	4	5	0	0	0	0	74	12	2	0	2	1	0	0	0	0	0	0	0	0	99	15	2	0	6	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	9	2	0	1	0	0	0	38	2	0	5	0	1	0	0	0	0	0	0	0	0	7	5	1	2	0	0	0	87	11	2	1	3	0	1	0	0	0	0	0	0	0	128	17	3	1	3	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	14	0	0	0	0	0	0	42	8	0	1	0	1	0	0	0	0	0	0	0	0	10	1	1	1	0	0	0	87	15	1	0	3	3	0	0	0	0	0	0	0	0	123	18	0	1	7	1	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	18	1	0	0	0	0	0	50	3	1	5	0	1	2	0	0	0	0	0	0	0	7	3	1	0	0	0	0	121	12	3	1	3	3	0	0	0	0	0	0	0	0	136	16	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	5	1	0	0	0	0	0	23	2	0	2	0	0	0	0	0	0	0	0	0	0	6	2	1	2	0	0	0	97	1	0	1	3	1	0	0	0	0	0	0	0	0	123	14	2	0	4	4	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0
17:30 - 17:45	4	0	0	0	0	1	0	33	5	0	0	0	2	1	0	0	0	0	0	0	0	6	2	1	1	0	0	0	110	14	0	0	4	0	0	0	0	0	0	0	0	0	152	11	0	0	3	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	5	0	0	0	0	0	1	24	5	1	0	0	0	2	0	0	0	0	0	0	0	2	1	0	1	0	0	0	90	3	1	0	4	0	0	0	0	0	0	0	0	0	122	13	0	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	5	0	0	0	0	0	0	17	4	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	97	5	0	1	2	1	1	0	0	0	0	0	0	0	130	14	1	1	4	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	4	1	0	0	0	0	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	88	13	0	0	3	2	1	0	0	0	0	0	0	0	114	15	1	0	7	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	2	0	0	0	0	0	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	0	0	79	6	0	0	2	0	0	3	0	0	0	0	0	0	95	10	2	1	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	0	0	0	86	6	1	1	4	0	0	1	0	0	0	0	0	0	90	6	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	83	11	1	3	0	1	1	316	52	3	21	1	7	6	0	0	0	0	0	0	0	73	25	17	13	0	0	0	1118	109	11	6	41	12	3								1400	166	13	6	50	10	5	13	11	5	5	0	1	1							
07:00 - 08:00	*1*	*4*	*6*	*2*	*0*	*0*	*0*	*9*	*8*	*6*	*10*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*93*	*26*	*9*	*14*	*0*	*3*	*3*	*520*	*105*	*14*	*18*	*23*	*6*	*2*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*239*	*31*	*11*	*8*	*11*	*4*	*1*	*25*	*6*	*1*	*9*	*0*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*2*	*9*	*5*	*4*	*0*	*0*	*0*	*10*	*14*	*10*	*8*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*101*	*29*	*10*	*17*	*0*	*3*	*2*	*503*	*89*	*12*	*13*	*20*	*5*	*3*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*284*	*38*	*7*	*10*	*13*	*5*	*2*	*28*	*8*	*1*	*9*	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*5*	*10*	*5*	*8*	*0*	*0*	*0*	*16*	*20*	*12*	*8*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*102*	*32*	*10*	*19*	*0*	*2*	*2*	*466*	*89*	*7*	*10*	*18*	*3*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*340*	*46*	*6*	*15*	*12*	*4*	*2*	*39*	*8*	*0*	*8*	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*9*	*11*	*4*	*8*	*0*	*0*	*0*	*21*	*24*	*11*	*10*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*108*	*32*	*11*	*18*	*0*	*2*	*1*	*397*	*82*	*10*	*8*	*10*	*3*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*374*	*47*	*6*	*11*	*15*	*3*	*1*	*42*	*8*	*0*	*8*	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*10*	*10*	*3*	*10*	*0*	*0*	*0*	*20*	*28*	*13*	*14*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*121*	*30*	*12*	*16*	*0*	*1*	*2*	*389*	*67*	*10*	*7*	*9*	*2*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*399*	*40*	*5*	*12*	*19*	*2*	*2*	*35*	*9*	*1*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*10*	*9*	*2*	*10*	*0*	*0*	*0*	*26*	*27*	*10*	*17*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*128*	*29*	*11*	*11*	*0*	*1*	*2*	*363*	*61*	*11*	*5*	*11*	*1*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*367*	*34*	*7*	*9*	*20*	*1*	*2*	*34*	*8*	*5*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*9*	*9*	*3*	*6*	*0*	*0*	*0*	*26*	*23*	*11*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*120*	*32*	*14*	*11*	*0*	*1*	*2*	*351*	*52*	*11*	*9*	*12*	*1*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*318*	*38*	*6*	*7*	*20*	*2*	*3*	*26*	*11*	*7*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*7*	*11*	*3*	*7*	*0*	*0*	*0*	*33*	*29*	*14*	*19*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*114*	*30*	*16*	*18*	*0*	*0*	*2*	*334*	*55*	*9*	*10*	*13*	*1*	*0*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*276*	*36*	*8*	*10*	*17*	*2*	*3*	*25*	*16*	*7*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*9*	*11*	*4*	*5*	*0*	*0*	*0*	*38*	*31*	*17*	*22*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*91*	*29*	*12*	*21*	*0*	*0*	*0*	*283*	*54*	*9*	*8*	*14*	*1*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*235*	*41*	*8*	*12*	*15*	*1*	*2*	*21*	*17*	*7*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:00 - 17:00	*37*	*8*	*1*	*3*	*0*	*0*	*0*	*151*	*30*	*0*	*13*	*1*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*37*	*14*	*12*	*6*	*0*	*0*	*0*	*350*	*49*	*6*	*2*	*16*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*438*	*67*	*6*	*3*	*20*	*2*	*2*	*8*	*9*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*47*	*3*	*1*	*1*	*0*	*0*	*0*	*168*	*22*	*1*	*15*	*1*	*4*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*35*	*13*	*8*	*3*	*0*	*0*	*0*	*369*	*50*	*8*	*2*	*11*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*486*	*66*	*6*	*3*	*17*	*3*	*2*	*6*	*7*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*46*	*4*	*0*	*1*	*0*	*0*	*0*	*153*	*15*	*1*	*13*	*0*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*30*	*11*	*4*	*5*	*0*	*0*	*0*	*392*	*39*	*6*	*3*	*12*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*510*	*65*	*6*	*3*	*15*	*7*	*2*	*2*	*5*	*0*	*2*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*41*	*2*	*0*	*0*	*0*	*1*	*0*	*148*	*18*	*1*	*8*	*0*	*4*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*29*	*8*	*4*	*4*	*0*	*0*	*0*	*415*	*42*	*4*	*2*	*13*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*534*	*59*	*3*	*2*	*15*	*7*	*2*	*3*	*2*	*0*	*3*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*32*	*2*	*0*	*0*	*0*	*1*	*1*	*130*	*15*	*2*	*7*	*0*	*3*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*21*	*8*	*3*	*4*	*0*	*0*	*0*	*418*	*30*	*4*	*2*	*14*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*533*	*54*	*3*	*1*	*11*	*6*	*2*	*3*	*1*	*0*	*2*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*19*	*1*	*0*	*0*	*0*	*1*	*1*	*97*	*16*	*1*	*2*	*0*	*3*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*6*	*2*	*4*	*0*	*0*	*0*	*394*	*23*	*1*	*2*	*13*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*527*	*52*	*3*	*1*	*14*	*5*	*2*	*2*	*2*	*2*	*2*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*18*	*1*	*0*	*0*	*0*	*1*	*1*	*80*	*16*	*2*	*0*	*0*	*3*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*6*	*1*	*2*	*0*	*0*	*0*	*385*	*35*	*1*	*1*	*13*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*518*	*53*	*2*	*1*	*17*	*2*	*2*	*3*	*2*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*16*	*1*	*0*	*0*	*0*	*0*	*1*	*56*	*12*	*2*	*1*	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*4*	*1*	*2*	*0*	*0*	*0*	*354*	*27*	*1*	*1*	*11*	*3*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*461*	*52*	*4*	*2*	*19*	*2*	*2*	*2*	*2*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*14*	*1*	*0*	*0*	*0*	*0*	*0*	*35*	*7*	*1*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*3*	*2*	*3*	*0*	*0*	*0*	*350*	*30*	*1*	*2*	*11*	*3*	*2*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*429*	*45*	*4*	*2*	*19*	*2*	*1*	*2*	*1*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	***5***	***10***	***5***	***8***	***0***	***0***	***0***	***16***	***20***	***12***	***8***	***0***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***102***	***32***	***10***	***19***	***0***	***2***	***2***	***466***	***89***	***7***	***10***	***18***	***3***	***4***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***340***	***46***	***6***	***15***	***12***	***4***	***2***	***39***	***8***	***0***	***8***	***0***	***1***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
16:45 - 17:45	***41***	***2***	***0***	***0***	***0***	***1***	***0***	***148***	***18***	***1***	***8***	***0***	***4***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***29***	***8***	***4***	***4***	***0***	***0***	***0***	***415***	***42***	***4***	***2***	***13***	***7***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***534***	***59***	***3***	***2***	***15***	***7***	***2***	***3***	***2***	***0***	***3***	***0***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research

B9 - Galley Hill Rd / Lower Rd Junction

PCU Values

Job Number & Name: 19292 Gravesend, Ebbsfleet

Client: 0

Date: Tuesday 04 December 2018

	Movement A								Movement B								Movement C								Movement D							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	2.0	1.0	3.0	11.5	0.0	0.0	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	5.0	4.5	6.9	0.0	0.0	0.2	40.6
07:15 - 07:30	0.0	1.0	1.5	0.0	0.0	0.0	0.0	2.5	1.0	2.0	3.0	2.3	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	4.0	3.0	4.6	0.0	0.4	0.0	40.0
07:30 - 07:45	1.0	1.0	3.0	2.3	0.0	0.0	0.0	7.3	1.0	0.0	3.0	6.9	0.0	0.4	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	7.0	1.5	6.9	0.0	0.4	0.2	35.0
07:45 - 08:00	0.0	2.0	1.5	2.3	0.0	0.0	0.0	5.8	5.0	5.0	0.0	2.3	0.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	10.0	4.5	13.8	0.0	0.4	0.2	50.9
08:00 - 08:15	1.0	5.0	1.5	4.6	0.0	0.0	0.0	12.1	3.0	7.0	9.0	6.9	0.0	0.0	0.0	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	8.0	6.0	13.8	0.0	0.0	0.0	59.8
08:15 - 08:30	3.0	2.0	1.5	9.2	0.0	0.0	0.0	15.7	7.0	8.0	6.0	2.3	0.0	0.4	0.0	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	7.0	3.0	9.2	0.0	0.0	0.0	48.2
08:30 - 08:45	5.0	2.0	1.5	2.3	0.0	0.0	0.0	10.8	6.0	4.0	1.5	11.5	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	7.0	3.0	4.6	0.0	0.4	0.0	40.0
08:45 - 09:00	1.0	1.0	0.0	6.9	0.0	0.0	0.0	8.9	4.0	9.0	3.0	11.5	0.0	0.0	0.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	8.0	6.0	9.2	0.0	0.0	0.4	58.6
09:00 - 09:15	1.0	4.0	0.0	4.6	0.0	0.0	0.0	9.6	9.0	6.0	4.5	13.8	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0	7.0	4.5	2.3	0.0	0.0	0.0	52.8
09:15 - 09:30	2.0	2.0	3.0	0.0	0.0	0.0	0.0	7.0	7.0	4.0	7.5	4.6	0.0	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	10.0	7.5	9.2	0.0	0.0	0.0	47.7
09:30 - 09:45	3.0	4.0	1.5	4.6	0.0	0.0	0.0	13.1	13.0	10.0	6.0	13.8	2.0	0.0	0.0	44.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	5.0	6.0	20.7	0.0	0.0	0.0	50.7
09:45 - 10:00	3.0	1.0	1.5	2.3	0.0	0.0	0.0	7.8	9.0	11.0	7.5	18.4	0.0	0.0	0.0	45.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	7.0	0.0	16.1	0.0	0.0	0.0	35.1
10:00 - 16:15	61.0	11.0	1.5	0.0	6.0	0.0	0.0	79.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	8.0	6.0	0.0	4.6	0.0	0.0	0.0	18.6	33.0	11.0	0.0	6.9	0.0	0.0	0.0	50.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	4.0	7.5	6.9	0.0	0.0	0.0	27.4
16:15 - 16:30	6.0	0.0	1.5	0.0	0.0	0.0	0.0	7.5	38.0	9.0	0.0	9.2	2.0	0.4	0.2	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	4.0	7.5	0.0	0.0	0.0	0.0	22.5
16:30 - 16:45	9.0	2.0	0.0	2.3	0.0	0.0	0.0	13.3	38.0	2.0	0.0	11.5	0.0	0.4	0.0	51.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	5.0	1.5	4.6	0.0	0.0	0.0	18.1
16:45 - 17:00	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	42.0	8.0	0.0	2.3	0.0	0.4	0.0	52.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1.0	1.5	2.3	0.0	0.0	0.0	14.8
17:00 - 17:15	18.0	1.0	0.0	0.0	0.0	0.0	0.0	19.0	50.0	3.0	1.5	11.5	0.0	0.4	0.4	66.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	3.0	1.5	0.0	0.0	0.0	0.0	11.5
17:15 - 17:30	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	23.0	2.0	0.0	4.6	0.0	0.0	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.0	1.5	4.6	0.0	0.0	0.0	14.1
17:30 - 17:45	4.0	0.0	0.0	0.0	0.4	0.0	0.4	4.4	33.0	5.0	0.0	0.0	0.0	0.8	0.2	39.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.0	1.5	2.3	0.0	0.0	0.0	11.8
17:45 - 18:00	5.0	0.0	0.0	0.0	0.0	0.0	0.2	5.2	24.0	5.0	1.5	0.0	0.0	0.0	0.4	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	2.3	0.0	0.0	0.0	5.3
18:00 - 18:15	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	17.0	4.0	0.0	0.0	0.0	0.4	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
18:15 - 18:30	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	6.0	2.0	1.5	0.0	0.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	7.0
18:30 - 18:45	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	9.0	1.0	0.0	2.3	0.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	1.5	2.3	0.0	0.0	0.0	8.8
18:45 - 19:00	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	1.5	4.6	0.0	0.0	0.0	8.1
07:00 - 08:00	1.0	4.0	9.0	4.6	0.0	0.0	0.0	18.6	9.0	8.0	9.0	23.0	0.0	0.4	0.0	49.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.0	26.0	13.5	32.2	0.0	1.2	0.6	166.5
07:15 - 08:15	2.0	9.0	7.5	9.2	0.0	0.0	0.0	27.7	10.0	14.0	15.0	18.4	0.0	0.4	0.0	57.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	101.0	29.0	15.0	39.1	0.0	1.2	0.4	185.7
07:30 - 08:30	5.0	10.0	7.5	18.4	0.0	0.0	0.0	40.9	16.0	20.0	18.0	18.4	0.0	0.8	0.0	73.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	102.0	32.0	15.0	43.7	0.0	0.8	0.4	193.9
07:45 - 08:45	9.0	11.0	6.0	18.4	0.0	0.0	0.0	44.4	21.0	24.0	16.5	23.0	0.0	0.4	0.0	84.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	108.0	32.0	16.5	41.4	0.0	0.8	0.2	198.9
08:00 - 09:00	10.0	10.0	4.5	23.0	0.0	0.0	0.0	47.5	20.0	28.0	19.5	32.2	0.0	0.4	0.0	100.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	121.0	30.0	18.0	36.8	0.0	0.4	0.4	206.6
08:15 - 09:15	10.0	9.0	3.0	23.0	0.0	0.0	0.0	45.0	26.0	27.0	15.0	39.1	0.0	0.4	0.0	107.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	128.0	29.0	16.5	25.3	0.0	0.4	0.4	199.6
08:30 - 09:30	9.0	9.0	4.5	13.8	0.0	0.0	0.0	36.3	26.0	23.0	16.5	41.4	0.0	0.0	0.0	106.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	120.0	32.0	21.0	25.3	0.0	0.4	0.4	199.1
08:45 - 09:45	7.0	11.0	4.5	16.1	0.0	0.0	0.0	38.6	33.0	29.0	21.0	43.7	2.0	0.0	0.0	128.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	114.0	30.0	24.0	41.4	0.0	0.0	0.4	209.8
09:00 - 10:00	9.0	11.0	6.0	11.5	0.0	0.0	0.0	37.5	38.0	31.0	25.5	50.6	2.0	0.0	0.0	147.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.0	29.0	18.0	48.3	0.0	0.0	0.0	186.3
16:00 - 17:00	37.0	8.0	1.5	6.9	0.0	0.0	0.0	53.4	151.0	30.0	0.0	29.9	2.0	1.2	0.2	214.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	14.0	18.0	13.8	0.0	0.0	0.0	82.8
16:15 - 17:15	47.0	3.0	1.5	2.3	0.0	0.0	0.0	53.8	168.0	22.0	1.5	34.5	2.0	1.6	0.6	230.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	13.0	12.0	6.9	0.0	0.0	0.0	66.9
16:30 - 17:30	46.0	4.0	0.0	2.3	0.0	0.0	0.0	52.3	153.0	15.0	1.5	29.9	0.0	1.2	0.4	201.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	11.0	6.0	11.5	0.0	0.0	0.0	58.5
16:45 - 17:45	41.0	2.0	0.0	0.0	0.4	0.0	0.4	43.4	148.0	18.0	1.5	18.4	0.0	1.6	0.6	188.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	8.0	6.0	9.2	0.0	0.0	0.0	52.2
17:00 - 18:00	32.0	2.0	0.0	0.0	0.4	0.2	0.4	34.6	130.0	15.0	3.0	16.1	0.0	1.2	1.0	166.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	8.0	4.5	9.2	0.0	0.0	0.0	42.7
17:15 - 18:15	19.0	1.0	0.0	0.0	0.4	0.2	0.2	20.6	97.0	16.0	1.5	4.6	0.0	1.2	0.6	120.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	6.0	3.0	9.2	0.0	0.0	0.0	35.2
17:30 - 18:30	18.0	1.0	0.0	0.0	0.4	0.2	0.2	19.6	80.0	16.0	3.0	0.0	0.0	1.2	0.6	100.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	6.0	1.5	4.6	0.0	0.0	0.0	28.1
17:45 - 18:45	16.0	1.0	0.0	0.0	0.0	0.0	0.2	17.2	56.0	12.0	3.0	2.3	0.0	0.4	0.4	74.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	4.0	1.5	4.6	0.0	0.0	0.0	25.1
18:00 - 19:00	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0	35.0	7.0	1.5	2.3	0.0	0.4	0.0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	3.0	3.0	6.9	0.0	0.0	0.0	27.9

	Movement E								Movement F								Movement G								Movement H								Movement I							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	117.0	35.0	9.0	18.4	10.0	0.8	0.0	190.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.0	6.0	6.0	4.6	4.0	0.0	0.0	71.6	6.0	0.0	0.0	4.6	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	130.0	22.0	10.5	9.2	10.0	0.8	0.0	182.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	50.0	4.0	6.0	2.3	8.0	0.4	0.0	70.7	2.0	2.0	1.5	2.3	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	153.0	21.0	0.0	6.9	20.0	0.4	0.4	201.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	63.0	8.0	1.5	9.2	6.0	0.4	0.2	88.3	4.0	1.0	0.0	4.6	0.0	0.0	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	120.0	27.0	1.5	6.9	6.0	0.4	0.0	161.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	75.0	13.0	3.0	2.3	4.0	0.8	0.0	98.1	13.0	3.0	0.0	9.2	0.0	0.4	0.4	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	100.0	19.0	6.0	6.9	4.0	0.4	0.2	136.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0	13.0	0.0	9.2	8.0	0.4	0.2	126.8	9.0	2.0	0.0	4.6	0.0	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	93.0	22.0	3.0	2.3	6.0	0.0	0.2	126.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	106.0	12.0	4.5	13.8	6.0	0.0	0.0	142.3	13.0	2.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	84.0	14.0	4.5	2.3	4.0	0.4	0.0	109.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.0	9.0	1.5	0.0	12.0	0.0	0.0	119.5	7.0	1.0	0.0	4.6	0.0	0.0	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	112.0	12.0	1.5	4.6	4.0	0.0	0.0	134.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	100.0	6.0	1.5	4.6	12.0	0.4	0.2	124.7	6.0	4.0	1.5	4.6	0.0	0.0	0.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	74.0	13.0	7.5	2.3	8.0	0.0	0.0	104.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	64.0	7.0	3.0	2.3	10.0	0.0	0.2	86.5	8.0	1.0	6.0	6.9	0.0	0.0	0.0	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	81.0	13.0	3.0	11.5	8.0	0.0	0.0	116.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	57.0	16.0	3.0	9.2	6.0	0.4	0.2	91.8	5.0	5.0	3.0	4.6	0.0	0.0	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	67.0	17.0	1.5	4.6	6.0	0.4	0.0	96.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	55.0	7.0	4.5	6.9	6.0	0.0	0.0	79.4	6.0	6.0	0.0	2.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	61.0	11.0	1.5	0.0	6.0	0.0	0.0	79.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.0	11.0	1.5	9.2	8.0	0.0	0.0	88.7	2.0	5.0	1.5	4.6	0.0	0.0	0.0	13.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 - 16:15	1067.0	201.0	57.0	104.4	102.0	6.8	1.2	1539.4	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1000.0	124.0	39.0	104.4	102.0	6.8	1.2	1377.4	78.0	16.0	6.0	41.4	0.0	0.0	0.0	141.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	102.0	11.0	1.5	2.3	16.0	0.4	0.0	133.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.0	17.0	1.5	2.3	8.0	0.0	0.0	116.8	3.0	2.0	3.0	2.3	0.0	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	74.0	12.0	3.0	0.0	4.0	0.4	0.0	93.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	15.0	3.0	0.0	12.0	0.0	0.0	129.0	4.0	2.0	1.5	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	87.0	11.0	3.0	2.3	6.0	0.0	0.2	109.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	128.0	17.0	4.5	2.3	6.0	0.4	0.2	158.4	1.0	3.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	87.0	15.0	1.5	0.0	6.0	1.2	0.0	110.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	123.0	18.0	0.0	2.3	14.0	0.4	0.2	157.9	0.0	2.0	0.0	2.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	121.0	12.0	4.5	2.3	6.0	1.2	0.0	147.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	136.0	16.0	1.5	2.3	2.0	0.4	0.0	158.2	1.0	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	0.0
17:15 - 17:30	97.0	1.0	0.0	2.3	6.0	0.4	0.0	106.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	123.0	14.0	3.0	0.0	8.0	1.6	0.0	149.6	0.0	0.0	0.0	2.3	0.0	0.4	0.2	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	110.0	14.0	0.0	0.0	8.0	0.0	0.0	132.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	152.0	11.0	0.0	0.0	6.0	0.4	0.2	169.6	2.0	0.0	0.0	2.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	90.0	3.0	1.5	0.0	8.0	0.0	0.0	102.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	122.0	13.0	0.0	0.0	6.0	0.0	0.2	141.2	0.0	1.0	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	0.0
18:00 - 18:15	97.0	5.0	0.0	2.3	4.0	0.4	0.2	108.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	130.0	14.0	1.5	2.3	8.0	0.0	0.0	155.8	0.0	1.0	3.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	88.0	13.0	0.0	0.0	6.8	0.2	0.0	108.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	114.0	15.0	1.5	0.0	14.0	0.4	0.0	144.9	1.0	0.0	0.0	2.3	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	79.0	6.0	0.0	0.0	4.0	0.0	0.0	89.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	95.0	10.0	3.0	2.3	10.0	0.4	0.2	120.9	1.0	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	0.0
18:45 - 19:00	86.0	6.0	1.5	2.3	8.0	0.0	0.0	103.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	90.0	6.0	0.0	0.0	6.0	0.0	0.0	102.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	520.0	105.0	21.0	41.4	46.0	2.4	0.4	736.2	4.0	0.0	0.0	0.0	0.0	0

Appendix B

Tiltman Avenue, Traffic Flows

Confidential

Appendix B to Technical Note 9

DATE:	06 October 2021	**CONFIDENTIALITY:**	Public
SUBJECT:	Tiltman Avenue Traffic Flows		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

TILTMAN AVENUE TRAFFIC FLOWS

The existing traffic flows from Tiltman Avenue have been taken from the Transport Assessment undertaken by Peter Brett Associates for the Croxton and Garry Planning Application (EDC/17/0110). An ATC traffic survey was undertaken between 20th April to 26th April 2017 on Tiltman Avenue, the tables below present the 07:00-10:00 and 16:00-19:00 periods. Table 1 presents the eastbound flows; Table 2 presents the westbound flows and Table 3 presents the two-way traffic way flows on Tiltman Avenue. Details of the Transport Assessment together with the actual ATC outputs are attached.

Table 1 – Tiltman Avenue, Swanscombe (Eastbound)

	Thursday	Friday	Monday	Tuesday	Wednesday	Average
07:00-08:00	50	45	46	51	57	50
08:00-09:00	82	86	86	78	78	82
09:00-10:00	16	31	28	28	23	25
16:00-17:00	29	23	23	25	22	24
17:00-18:00	37	39	33	36	37	36
18:00-19:00	37	41	38	37	27	36
Total	251	265	254	255	244	253

Table 2 – Tiltman Avenue, Swanscombe (Westbound)

	Thursday	Friday	Monday	Tuesday	Wednesday	Average
07:00-08:00	16	16	8	23	21	17
08:00-09:00	39	37	44	32	37	38
09:00-10:00	18	35	18	20	21	22
16:00-17:00	48	46	47	41	37	44
17:00-18:00	61	46	43	54	43	49
18:00-19:00	55	46	56	67	55	56
Total	237	226	216	237	214	226

Appendix B to Technical Note 9

DATE:	06 October 2021	**CONFIDENTIALITY:**	Public
SUBJECT:	Tiltman Avenue Traffic Flows		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Table 3 – Total Two-Way Trips on Tiltman Avenue

	Thursday	Friday	Monday	Tuesday	Wednesday	Average
07:00-08:00	66	61	54	74	78	67
08:00-09:00	121	123	130	110	115	120
09:00-10:00	34	66	46	48	44	47
16:00-17:00	77	69	70	66	59	68
17:00-18:00	98	85	76	90	80	85
18:00-19:00	92	87	94	104	82	92
Total	488	491	470	492	458	479

Croxton and Garry

Transport Assessment

On behalf of Swanscombe Development LLP

Project Ref: 36732-5502 | Rev: A | Date: August 2017

Office Address: Calgarth House, 39-41 Bank Street, Ashford TN23 1DQ

Site No: 21547001 Grid Reference: TQ59587,75160
Site 1, Tilman Way, Swanscombe (LC)
Vehicle Count Report Week Begin: 20-Apr-17 Channel: Eastbound

Time Begin	Thu 20/04/2017	Fri 21/04/2017	Sat 22/04/2017	Sun 23/04/2017	Mon 24/04/2017	Tue 25/04/2017	Wed 26/04/2017	5-Day Av	7-Day Av
00:00	1	1	3	6	2	1	5	2	3
01:00	0	1	2	0	1	2	1	1	1
02:00	0	0	3	2	1	0	1	0	1
03:00	0	0	2	0	1	0	0	0	0
04:00	0	0	2	0	0	3	1	1	1
05:00	10	8	0	2	6	11	10	9	7
06:00	8	12	9	3	13	12	15	12	10
07:00	50	45	12	4	46	51	57	50	38
08:00	82	86	18	10	86	78	78	82	63
09:00	16	31	29	22	28	28	23	25	25
10:00	24	32	40	28	23	18	29	25	28
11:00	25	24	36	25	18	30	28	25	27
12:00	21	26	26	34	25	21	16	22	24
13:00	16	30	35	27	24	19	19	22	24
14:00	31	25	37	28	31	25	23	27	29
15:00	28	42	38	34	31	46	31	36	36
16:00	29	23	35	20	23	25	22	24	25
17:00	37	39	18	17	33	36	37	36	31
18:00	37	41	28	20	38	37	27	36	33
19:00	24	39	33	23	27	25	28	29	28
20:00	19	17	15	7	11	21	18	17	15
21:00	6	12	14	9	9	22	17	13	13
22:00	4	14	7	8	3	7	5	7	7
23:00	4	7	4	1	3	5	1	4	4
12H,7-19	396	444	352	269	406	414	390	410	382
16H,6-22	453	524	423	311	466	494	468	481	448
18H,6-24	461	545	434	320	472	506	474	492	459
24H,0-24	472	555	446	330	483	523	492	505	472
Am	08:00	08:00	10:00	10:00	08:00	08:00	08:00	-	-
Peak	82	86	40	28	86	78	78	82	68
Pm	18:00	15:00	15:00	15:00	18:00	15:00	17:00	-	-
Peak	37	42	38	34	38	46	37	40	39

K & M TRAFFIC SURVEYS Created at 10:38:02 on 8 May 2017

Site No: 21547001 Grid Reference: TQ59587,75160
Site 1, Tilman Way, Swanscombe (LC)
Vehicle Count Report Week Begin: 20-Apr-17 Channel: Westbound

Time Begin	Thu 20/04/2017	Fri 21/04/2017	Sat 22/04/2017	Sun 23/04/2017	Mon 24/04/2017	Tue 25/04/2017	Wed 26/04/2017	5-Day Av	7-Day Av
00:00	1	1	6	9	0	1	2	1	3
01:00	0	0	4	0	2	0	0	0	1
02:00	0	0	0	1	1	0	0	0	0
03:00	0	0	0	2	1	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0
05:00	6	6	1	1	3	6	5	5	4
06:00	3	2	5	0	6	5	5	4	4
07:00	16	16	2	8	8	23	21	17	13
08:00	39	37	11	5	44	32	37	38	29
09:00	18	35	16	10	18	20	21	22	20
10:00	12	17	24	25	23	18	24	19	20
11:00	24	20	36	23	28	20	26	24	25
12:00	20	22	25	33	20	18	16	19	22
13:00	26	27	36	35	19	26	19	23	27
14:00	19	22	33	31	16	16	9	16	21
15:00	43	62	33	28	43	65	38	50	45
16:00	48	46	28	36	47	41	37	44	40
17:00	61	46	40	19	43	54	43	49	44
18:00	55	46	39	16	56	67	55	56	48
19:00	39	34	20	27	31	30	34	34	31
20:00	36	36	22	19	35	38	26	34	30
21:00	28	20	13	15	19	22	21	22	20
22:00	10	9	17	9	8	9	14	10	11
23:00	8	8	8	5	3	6	5	6	6
12H,7-19	381	396	323	269	365	400	346	378	354
16H,6-22	487	488	383	330	456	495	432	472	439
18H,6-24	505	505	408	344	467	510	451	488	456
24H,0-24	512	512	419	358	474	517	458	495	464
Am	08:00	08:00	11:00	10:00	08:00	08:00	08:00	-	-
Peak	39	37	36	25	44	32	37	38	36
Pm	17:00	15:00	17:00	16:00	18:00	18:00	18:00	-	-
Peak	61	62	40	36	56	67	55	60	54

K & M TRAFFIC SURVEYS Created at 10:38:02 on 8 May 2017

Appendix C

Construction Method Statement

Confidential

The London Resort Development Consent Order

BC080001

Environmental Statement
Volume 2: Appendices

Appendix 3.1 – Outline Construction Method Statement

Document reference: 6.2.3.1
Revision: 00

December 2020

Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(a)
The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
Regulation 12(1)

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Revisions

Revision	Description	Issued by	Date	Approved by
00	Issue for DCO submission	PP	24/12/2020	LRCH

London Resort Company Holdings Limited
20 Berkeley Square
London
W1J 6EQ

Contents

List of Figures v

List of Tables vii

Acronyms ix

1 Chapter One ◆ Introduction 1

2 Chapter Two ◆ Key works phases and indicative construction programme 6

3 Chapter Three ◆ Site preparation and clearance works 11

4 Chapter Four ◆ Main construction works 28

5 Chapter Five ◆ Removal of temporary structures and landscape restoration works 41

6. Chapter Six ◆ Asset protection 43

7. Chapter Seven ◆ Health and safety 47

Appendices 51

Appendix 1.0 – Indicative construction programme 53

Appendix 2.0 – Access Road construction programme 55

Appendix 3.0 – Site Plan 57

Appendix 4.0 – Building zones 59

Appendix 5.0 – Seacon Terminal 61

Appendix 6.0 – Site compounds and offices 63

Appendix 7.0 – Delivery proposals 65

Appendix 8.0 – Internal road distribution 67

Appendix 9.0 – Construction phasing plans 69

Appendix 10.0 – Outline Community Engagement Plan (construction) 71

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List of Figures

Figure 3.1: Swanscombe Peninsula marine infrastructure Option A 14
Figure 3.2: Swanscombe Peninsula marine infrastructure Option B 14
Figure 3.3: Swanscombe Peninsula marine infrastructure Option C 15
Figure 3.4: Illustrative Linkspan ferry pontoon at Port of Tilbury 15
Figure 4.1: Design proposal for the raising of flood defences around the Swanscombe Peninsula 31

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List of Tables

Table 1.1: Other project implementation documents presented in draft or proposed by LRCH 3

Table 2.1: Outline of construction phasing for the London Resort 8

Table 3.1: Illustrative design options at Swanscombe Peninsula 13

Table 3.2: Construction logistics operations 19

Table 6.1: Main clearance schedule for National Grid assets 45

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Acronyms

ANPR	Automatic Number Plate Recognition
ArcMS	Archaeological Method Statement
ArbMS	Arboricultural Method Statement
CCP	Code of Construction Practice
CCTV	Closed Circuit Television
CDM Regulations	Construction (Design and Management) Regulations 2015
CEMP	Construction Environmental Management Plan
CEP	Community Engagement Plan
CES	Construction Electrical Supply
CKD	Cement Kiln Dust
CLS	Contaminated Land Strategy
CMS	Construction Method Statement
CTMP	Construction Traffic Management Plan
CWTP	Construction Worker Travel Plan
DCO	Development Consent Order
DNO	Distribution Network Operator
ECMS	Ecological Construction Method Statement
ECoW	Ecological Clerk of Works
EIA	Environmental Impact Assessment
EMMF	Ecological Mitigation and Management Framework
EPS	European Protected Species
EPZ	Ecological Protection Zone
ES	Environmental Statement
FRA	Flood Risk Assessment
GPR	Ground Penetrating Radar
HE	Highways England
HS1	High Speed 1 railway
IGEM	Institution of Gas Engineers & Managers
INNS	Invasive Non-Native Species
KCC	Kent County Council
LA	Local Authority
LEMP	Landscape and Ecological Management Plan
LHA	Local Highway Authority
LLFA	Lead Local Flood Authority
LPA	Local Planning Authority
M&E	Mechanical & Electrical
MMO	Marine Management Organisation
MNO	Mobile Network Operators
MWMS	Marine Works Method Statement
NJUG	National Joint Utilities Group
PINS	Planning Inspectorate

PLA	Port of London Authority
PPG	Pollution Prevention Guidelines
PRoW	Public Right of Way
RPA	Root Protection Areas
RPC	Remediation Processing Compound
SIA	Security Industry Authority
SPC	Site Preparation and Clearance
SSSI	Site of Special Scientific Interest
STP	Sewage Treatment Plant
CWAS	Temporary Workers Accommodation Strategy
UKPN	UK Power Network
UXO	Unexploded Ordnance
VL	Volume Loss

Chapter One ◆ Introduction

BACKGROUND

1.1 London Resort Company Holdings (LRCH or 'the Applicant') is proposing to construct and operate a major visitor attraction and leisure resort, built largely on brownfield land on the Swanscombe Peninsula in Kent on the south bank of the River Thames and with supporting transport and visitor reception facilities on the northern side of the river in Essex. The Resort is intended to have a global profile and will add a new dimension to the UK's leisure and tourism offering.

1.2 On 9 May 2014 the Secretary of State for Communities and Local Government issued a Section 35 Direction under the Planning Act 2008, confirming that the proposed development qualifies as a nationally significant business or commercial project for which a Development Consent Order (DCO) is required.

1.3 A detailed description of the Project Site can be found in Chapter 2: *Site description* of the Environmental Statement (ES) (document reference 6.1.2) that accompanies LRCH's DCO application. In summary the Project Site lies approximately 30 km east-south-east of central London and includes land on the south and north banks of the River Thames. On the south side of the Thames the Project Site occupies much of the Swanscombe Peninsula, formed by a meander in the river, and includes a corridor for transport connections extending generally southwards to the A2(T) trunk road. On the northern side of the river the Project Site includes areas of land east of the A1089 Ferry Road and the Tilbury Ferry Terminal, which currently provides passenger services across the river to Gravesend and incorporates the London International Cruise Terminal.

1.4 For clarity the area of the Project Site to the south of the River Thames is referred to in this document as the 'Kent Project Site' and that to the north of the River Thames is identified as the 'Essex Project Site'. They are not contiguous.

1.5 Chapter 3: *Project description* of the ES (document reference 6.1.3) provides a detailed description of the proposed development. The focus of the Resort will be a Leisure Core on the Swanscombe Peninsula, comprising a range of events spaces, themed rides and attractions, entertainment venues, theatres and cinemas, developed in landscaped settings in two phases known as Gate One and Gate Two. The Gates will have entrance plazas offering ancillary retail, dining and entertainment facilities. The Resort will also include hotels, a water park connected to one of the hotels, a conference and convention centre (known as a 'conferention' centre), an eSports venue, creative spaces, a transport interchange including car parking and 'back of house' service buildings.

1.6 Substantial improvements are proposed to transport infrastructure. This will include a dedicated transport link between Ebbsfleet International Station, the Resort and a passenger ferry terminal beyond; a new direct road connection from the A2(T), a coach

station and passenger ferry facilities serving visitors arriving by ferry on the River Thames from central London and Tilbury. On the northern side of the Thames to the east of the Port of Tilbury, additional coach and car parking and a passenger ferry terminal are proposed to serve the Resort.

1.7 The Proposed Development will involve an extensive restoration of land used in the past for mineral extraction, waste disposal and industrial activities including cement and paper production, with a comprehensive landscape strategy proposed, incorporating wildlife habitats.

THE PURPOSE OF THIS DOCUMENT

Construction Method Statements

1.8 A Construction Method Statement sets out the indicative construction methodologies, works, machinery and procedures required to build a development. It helps decision makers, local communities and other interested parties to understand what the proposed construction work will entail, including the construction programme. A CMS also informs the environmental impact assessment (EIA) of those works and helps to identify the need for mitigation and controls where potential adverse effects are identified.

1.9 This *outline Construction Method Statement* (oCMS) is submitted alongside the DCO application for the London Resort. It is submitted in outline because some details of how the Resort will be constructed have yet to be confirmed and will require the input of contactors appointed subject to a DCO being made. Requirement 5 of the *draft DCO* (document reference 3.1) that forms a part of LRCH's application makes provision for the submission of a final version of a Construction and Environmental Management Plan (CEMP) to the relevant planning authorities for approval, prior to construction works commencing.

Supporting documents

1.10 The oCMS is an overarching document that establishes the framework for construction activities associated with the London Resort. It describes at a high level how the London Resort will be constructed and will set out the overall programme and phasing of works. Beneath the oCMS sits a series of project implementation documents that address how the construction process will be rendered acceptable in environmental, transport and amenity terms. These additional documents are identified in Table 1.1 below.

Table 1.1: Other project implementation documents presented in outline or proposed by LRCH

Document	Purpose
Archaeological Method Statement (ArcMS)	The ArcMS will set out how archaeological survey and investigation will be integrated with the construction programme.
Construction Environmental Management Plan (CEMP) (document reference 6.2.3.2)	The CEMP describes the measures proposed to protect the environment and local amenity during construction, covering both land based and marine operations.
Community Engagement Plan (CEP) (Appendix 10.0 to this document)	The CEP explains how dialogue with the local communities who may be affected by the construction activities of the London Resort and procedures for managing and responding to complaints will work.
Contaminated Land Management Strategy (CLMS) (document reference 6.2.18.9)	The CLMS describes the specialist measures that will be employed for works affecting contaminated land and landfill sites.
Construction Transport Management Plan (CTMP) (document reference 6.2.10.1)	The CTMP establishes the indicative principles to be adopted with regards to managing construction traffic, both via road and river.
Construction Waste Management Plan (CWMP) (document reference 6.2.19.2)	The CWMP identifies the principles of waste handling across the Project Site.
Landscape and Ecology Management Plan (LEMP) (document reference 6.2.11.8)	The LEMP identifies management considerations in respect of flora and fauna species and habitat protection, relocation, recovery and enhancement during the construction process. It also considers arboriculture measures.
Construction Workforce Accommodation Strategy (CWAS) (document reference 6.2.7.9)	The CWAS identifies how the temporary workforce associated with the Project Site will be accommodated.

Structure of this oCMS

1.11 This document is structured as follows:

- **Chapter 2** sets out the indicative construction programme in respect of the London Resort and the principal works phases, including site preparation and clearance works, main construction works, removal of temporary structures and landscape restoration works;

- **Chapter 3** describes the indicative construction methods used in respect of the site preparation and clearance works;

- **Chapter 4** identifies the indicative construction methods used in respect of the main construction process;

- **Chapter 5** describes the indicative construction methods used in respect of the final stage of construction works, including the dismantling of temporary structures and landscape restoration works;

- **Chapter 6** describes the indicative measures to be adopted towards asset protection;

- **Chapter 7** describes the indicative health and safety strategy for the construction of the London Resort.

LIMITATIONS

1.12 The London Resort is a significant project both in terms of ambition and scale. The planned programme for delivery of the first phase is in the order of 28 to 32 months. The DCO application seeks consent for development parameters, with detailed design being subject to approval by the relevant planning authorities in accordance with proposed DCO Requirements. For these reasons the construction methods described in this oCMS are necessarily indicative but based upon reasonable assumptions.

1.13 LRCH recognises the importance of effective management and control of the construction phase and will proceed with early contractor engagement to ensure that safety, security, and construction logistics and general local amenity impacts are responsibly addressed. An Outline Community Engagement Plan (Construction) is provided at Appendix 10.0 of this document. LRCH will appoint a Principal Contractor for the Project to control construction activities involving more than one contractor. The Principal Contractors will have an important role in managing health and safety risks during the construction phase. In accordance with the Health and Safety Executive's Construction (Design and Management) Regulations 2015 it will be the responsibility of Principal Contractor to:

- plan, manage, monitor and coordinate the entire construction phase;

- take account of the health and safety risks to everyone affected by the work (including members of the public), in planning and managing the measures needed to control them;

- liaise with the client and principal designer for the duration of the project to ensure that all risks are effectively managed;

- prepare a written construction phase plan (PDF)- Portable Document Format before the construction phase begins, implement, and then regularly review and revise it to make sure it remains fit for purpose;
- have ongoing arrangements in place for managing health and safety throughout the construction phase;
- consult and engage with workers about their health, safety and welfare;
- ensure suitable welfare facilities are provided from the start and maintained throughout the construction phase;
- check that anyone they appoint has the skills, knowledge, experience and, where relevant, the organisational capability to carry out their work safely and without risk to health;
- ensure all workers have site-specific inductions, and any further information and training they need;
- take steps to prevent unauthorised access to the site; and
- liaise with the principal designer to share any information relevant to the planning, management, monitoring and coordination of the pre-construction phase.

1.14 As an interim position, the consultant team for the project has undertaken outline analysis to help support a worst-case position for the potential scale of movement of construction materials and construction personnel. Once confirmed, construction methods will be described in a final draft version of the CMS and the other implementation documents identified in Table 1.1 above. In accordance with the relevant Requirements of the draft DCO, these documents would be submitted for approval by the relevant planning authorities once the DCO is made by the Secretary of State.

1.15 The methodologies identified in the oCMS have informed the assessment of construction and site restoration impacts in the Environmental Statement that forms a part of LRCH's DCO application. They have also informed the drafting of Requirements and Protective Provisions in the *draft DCO* (document reference 3.1).

Chapter Two ◆ Work phasing and construction programme

INTRODUCTION

2.1 This chapter presents in outline LRCH's anticipated phasing and construction programme.

PHASING

2.2 For each area of the Project Site the main construction phases are as follows:

- Phase I: site preparation and clearance (SPC) works including enabling works and land remediation;
- Phase II: main construction works;
- Phase III: dismantling of temporary structures and landscape restoration works.

2.3 The main activities proposed in each phase are summarised below and considered in more detail in subsequent chapters of this oCMS.

Site preparation and clearance works

2.4 SPC works are anticipated to consist of the following principal activities.

- ***Contractor mobilisation***, including the establishment of contractors' compounds (Appendix 3.0), induction training and security checks for the workforce, erection of temporary buildings providing office space and workforce welfare facilities, the creation of a site compound and satellite temporary construction facilities.
- ***Site access and security***, including the establishment of a secure construction site with security controls for people, equipment and materials entering and leaving the site (Appendix 3.0).
- ***Site establishment***, including demolition, enabling works, temporary construction site compound and car parking, security buildings, control room, access, egress and gatehouse, material storage areas, temporary construction fencing around the perimeter of the site, security fencing for the SPC works site compound and satellite compound, and fencing to protect features of landscape and ecological interest
- ***Management of roads and accesses***, including management of footpath users to ensure their safety near site works; temporary closures of roads to enable boundary

wall/fence removal, plant and traffic crossing arrangements and access roads and haul routes to the construction sites.

- ***Vegetation clearance and excavations***, including targeted removal of most above ground vegetation to ground level. This work will be subject to mitigation ad controls proposed in the CEMP and LEMP (see Table 1.1. above).

- ***Clearance of other features***, including targeted removal of above ground features e.g. gates and poles and demolition of walls and building to ground level.

- ***Remediation and land management***, including the establishment of a remediation processing compound (RPC) for contaminated land remediation, the installation of temporary haul routes for dedicated access between contaminated sites; remediation of land that is known to be contaminated, waste management and material storage/management, management of vegetation including eradiation/removal of identified invasive non-native species (INNS) and INNS impacted soils, and the protection or translocation of flora and fauna of ecological value.

Main construction works

2.5 Main construction works are anticipated to include the following.

- ***Earthworks***, including topsoil and subsoil stripping and storage, bulk earthworks and deep excavations:

- ***Marine works***, including shore protection works, drainage outfalls, navigation aids, a temporary access ramp, temporary outfalls and a temporary barge berth;

- ***Establishment of a site campus*** comprising modular type accommodation blocks and associated buildings and services, including changing rooms, showers, briefing rooms and canteens;

- ***Erection of the principal buildings*** inside and outside the leisure core, including the conferention centre, eSports building, hotels, events spaces, retail, commercial, dining and entertainment facilities;

- ***Erection of rides and attractions***, including themed rides, attractions, entertainment venues and support features;

- ***Ancillary buildings***, structures and features, including office buildings, waste and recycling facilities (conventional waste storage compound), site infrastructure (roads, parking, fencing and lighting) and advance landscape and planting works. Some elements would be permanent, whilst others would only be provided during construction;

- ***Utilities provision***, including temporary and permanent water, drainage, electricity, gas and telecoms infrastructure.

Dismantling of temporary structures and landscape restoration works

2.6 These are expected to include the following activities.

- Dismantling of temporary structures and the removal of infrastructure used for construction.

- Completion of landscape and planting works and ecological habitat restoration following the removal of the temporary construction facilities.

2.7 Indicative construction phasing plans or 'time slices' are provided in Appendix 9.0 and represent a high-level view of the Project's construction timeline. Table 2.1 outlines the main works phasing.

Table 2.1: Outline of construction phasing for the London Resort

Month	Construction Phase/Stage
-9/-1	Pre-contract planning
-5/-1	Licences
1	Enabling Works
1	Start on Site – Gate 1
3/6	Demolition – Site Grading – Remediation
6/9	Utilities – Internal road network
9/12	Construction of building structures
12/15	Construction of building structures
15/18	Start on Site – Gate 1
18/21	Construction ongoing structures – Gate 1
21/24	Gate 1 – construction ongoing and building structures progressing
24-27	Final fitting out and commissioning to all buildings
27-30	Completion of all buildings and landscaping and external works
30	Gate 1 and complex open
	Start on Site – Gate 2
	Gate 2 – Complete and operational

INDICATIVE CONSTRUCTION PROGRAMME

2.8 The indicative construction programme for the works is included in Appendix 1.0 and an indicative construction programme for the Resort Access Road is provided in Appendix 2.0. The construction programme will continue to be developed as detailed design work progresses and once Requirements and other obligations arising from the DCO are

confirmed. Construction would only commence once a DCO is made. The Secretary of State's decision on whether to make a DCO for the London Resort is anticipated in the second quarter of 2022. Locally approved planning permissions are being contemplated by LRCH for any advance works required.

2.9 The main period for construction works is anticipated to extend over approximately seven years, with Gate 1 of the Resort becoming operational approximately 30 months after the DCO is made, and Gate 2 operational approximately seven years after the same start-date:

- **Gate 1** – start on site anticipated to be Q3 2022, with Gate 1 completion and open to visiting members of the public in July/August 2024;

- **Gate 2** – start on site anticipated during 2027, with Gate 2 completion and open to visiting members of the public during 2029.

Programme sequence

2.10 Within the indicative construction programme, it is anticipated the following sequence will be followed:

- Following completion of the site preparation and clearance works, groundworks will be commenced in parallel with internal access road construction on the Swanscombe Peninsula.

- It is anticipated that groundworks at the Kent Project Site will progress from the River Thames (west) site frontage across the site to the new Access Road entrance (east).

- The internal road construction will incorporate utilities infrastructure where appropriate.

- Where possible, landscape and planting works will be progressed in parallel to enable plants and wildlife habitats to establish.

- Once the works are commenced on the Swanscombe Peninsula, construction of the Resort Access Road from the A2(T) will commence in line with land acquisition/possession with a targeted completion in month 24 from start on site. An outline programme for the construction of the Resort Access Road is provided in Appendix 2.0.

- Material handling will adopt the one-way system, with bulk materials such as construction aggregates being delivered to Bell Wharf on the western side of the Swanscombe Peninsula on barges originating from the port of Tilbury or further afield. Bell Wharf will be upgraded at an early stage to facilitate materials imports.

- It is anticipated that Seacon's existing freight handling facilities at Tower Wharf, on the eastern side of the Swanscombe peninsula, will be used for the delivery of palletised building materials.

- Each building and structure in the Resort will be allocated via zones, colours and a numerical code to facilitate the efficient delivery of construction materials.

- Upon completion of groundworks and construction haul routes the building structures will be progressed.

- Each building will have an individual construction programme. In general these programmes will follow a 'traditional' sequence as follows:

  - foundations;

  - superstructure;

  - cladding and roof trades; and

  - internal services and finishes.

- The complexity of each building and the ultimate design will enable a detailed programme to be created for each within the overall anticipated programmes for the Resort.

Chapter Three ◆ Site preparation and clearance works

INTRODUCTION

3.1 This chapter describes the site preparation and clearance or 'SPC' works that will form the first main phase of development. The process begins with a range of site investigations to update and supplement site surveys undertaken to inform the EIA.

SURVEYS

3.2 The following further site surveys are likely to be required to support the infrastructure elements of the proposed scheme:

- combined geo-environmental and geotechnical site survey;
- archaeological site survey;
- closed-circuit television (CCTV) inspection of drainage;
- on-site utility ground penetrating radar (GPR) surveys to confirm desktop understanding of existing infrastructure;
- marine infrastructure condition surveys;
- supplementary marine ecological and geotechnical surveys;
- unexploded ordnance (UXO) ground investigation.

3.3 This is not an exhaustive list and additional surveys may well be identified during the next stage of design.

PRELIMINARY WORKS

3.4 During the construction phase of the Project a range of temporary buildings, structures and supporting infrastructure is required to support the construction works, including:

- site compounds (site compound, material and satellite compounds and the main contractor compound);
- concrete batching plant;

- other temporary buildings such as the provision of site welfare and security facilities;
- refurbishment of Bell Wharf and potential construction of new roll-on / roll-off facility;
- site access, security and fencing;
- haul roads and crossings;
- temporary and permanent stopping-up and diversion of public rights of way;
- utility removal and diversions;
- land drainage;
- temporary foul water drainage network connections to existing facilities.

Construction compounds and temporary buildings/structures

3.5 Site compounds including a main compound and materials and satellite compounds would provide office space and workforce welfare facilities at the Kent and Essex Project Sites. Materials compounds would be provided for the safe and secure storage of construction materials, and satellite compounds for the secure storage of plant and equipment. The locations of these are indicated in Appendix 6.0.

3.6 Temporary office and welfare facilities in the site compounds would be constructed using modular buildings transported to site by road and assembled on concrete foundations using mobile cranes and elevated working platforms.

3.7 Materials and satellite compounds would be constructed using mechanical earthmoving equipment such as excavators, bulldozers and graders to provide suitable surfaces for the storage and movement of material and vehicles.

3.8 The number, sizing and location of temporary facilities/buildings will be developed with the Principal Contractor. Temporary electricity, water and IT connections will be required at these locations. The principal areas are indicated on Appendix 6.0.

Temporary workforce accommodation

3.9 Detailed arrangements for temporary workforce accommodation are under development. However, there is strong indication the solution will be a combination of mobile homes located at the Kent Project Site within a 'Site Campus' (Appendix 6.0) together with the potential to hire / procure a cruise ship docked at the Port of Tilbury to facilitate larger numbers of construction workers. Both options individually and cumulatively provide significant opportunities for temporary workforce accommodation in proximity to the Project Sites. This will be evaluated as a part of the *Construction Workforce Accommodation Strategy* (CWAS) and *Outline Construction Worker Travel Plan* (CWTP).

Marine infrastructure

3.10 It is proposed to use the River Thames to support the import of construction materials and export of construction waste as much as possible to reduce the impacts on the local road network and community. This will involve the construction / upgrade of facilities both on the Swanscombe Peninsula and at the Port of Tilbury.

Swanscombe Peninsula

3.11 At this stage, three design options are being progressed for Swanscombe Peninsula, with a view to confirming a preferred option upon completion of further studies to be undertaken in parallel with the DCO process. This approach has been discussed and agreed with the Port of London Authority (PLA) and Marine Management Organisation (MMO) as well as other local stakeholders. The three options (A, B and C) are summarised below in Table 3.1 and depicted in Figures 3.1, 3.2 and 3.3 respectively.

Table 3.1: Illustrative design options at Swanscombe Peninsula

Option	Works packages			Figure
A	New ferry pontoon with linkspan (not required as part of enabling works)	Refurbishment of Bell Wharf – an open-piled quay deck	Construction of a new floating roll-on / roll-off platform and linkspan	3.1
B	New ferry pontoon with linkspan (not required as part of enabling works)	Refurbishment of Bell Wharf – an open-piled quay deck	Refurbishment/reinforcement of White Jetty – an open-piled deck structure in an uncertain state of repair	3.2
C	New ferry pontoon with linkspan (not required as part of enabling works)	Refurbishment of Bell Wharf – an open-piled quay deck	Dredging to deepen access to Bell Wharf	3.3

Figure 3.1: Swanscombe Peninsula marine infrastructure Option A

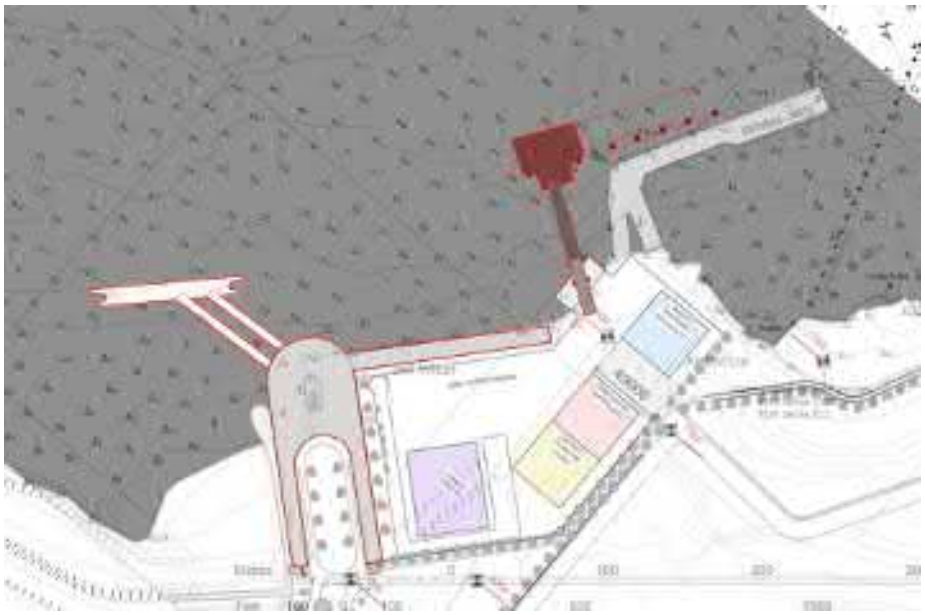


Figure 3.2: Swanscombe Peninsula marine infrastructure Option B

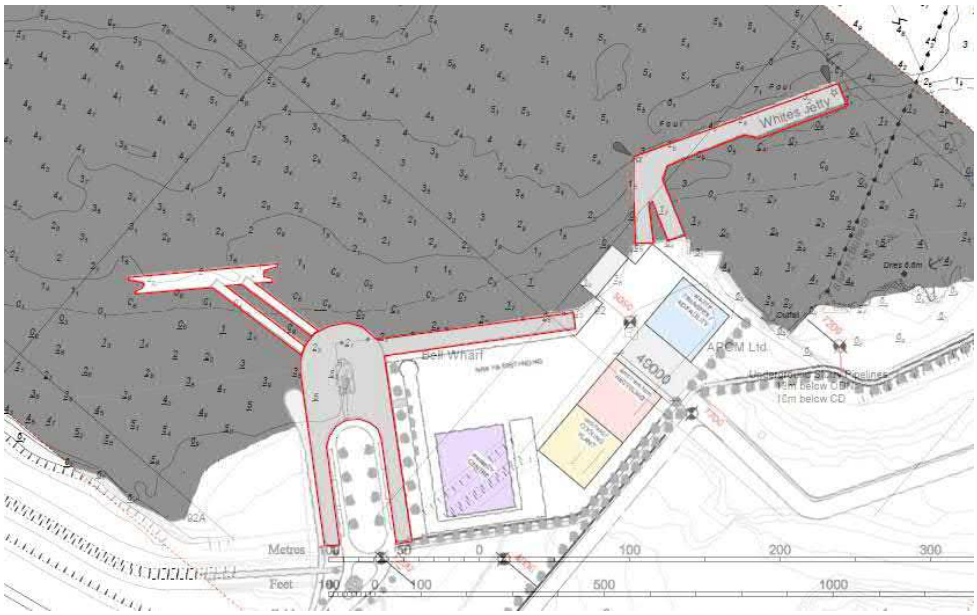
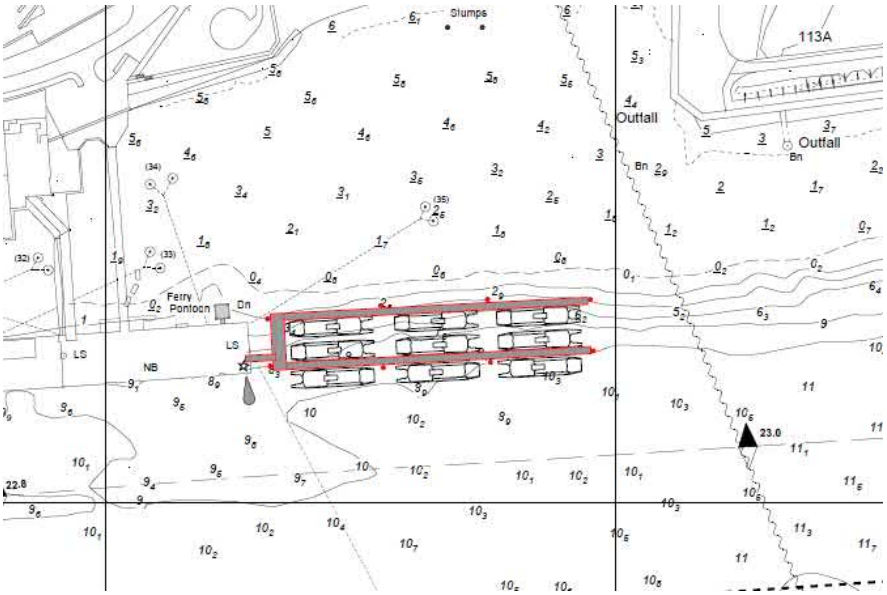


Figure 3.3: Swanscombe Peninsula marine infrastructure Option C

Port of Tilbury

3.12 At the Port of Tilbury, it is proposed to provide a new ferry pontoon with a linkspan or similar structure. This is shown in Figure 3.4 below.

Figure 3.4: Illustrative Linkspan ferry pontoon at Port of Tilbury



Construction methodologies

3.13 The construction methodology required for the formation of these options would include:

- **Floating pontoons and guide piles** – for passenger ferry access through all tidal levels, a floating pontoon with linkspan ramps would be required. This would require a series of 'guide piles' to be driven or bored. It is most likely this piling would be undertaken using an anchored or 'spud' barge. The type of piles would be determined through future ground investigation works. Floating pontoons would then be attached to the piles. The pontoons would likely be constructed off-site, and installed from a floating or anchored barge. Some final finishing such as surfacing, balustrades and signage may be installed *in-situ*.

- **Linkspan installation** – Linkspans are a ramp linking the floating pontoons to a fixed structure or the shoreline. They adjust in gradient according to the state of the tide. These elements would be constructed off-site and delivered either by barge or lorry (in sections) to the Project Site. They would then be craned into position from either the land or the River Thames depending on access requirements. Crane capacity would be determined for each of the options, with Option A requiring very significant crane capacity.

- **Works to existing open-piled structures** – such works to existing structures would depend on the option pursued and the outcome of structural surveys. Typical works for refurbishment of steel structures would be shot-blasting, possibly plating, and repainting. Reinforced concrete structures might require new casting to increase cover depths to steel. Such works must be undertaken in the dry, and so dewatering of the structures and their immediate environment would be required combined with encasement of the underneath of the structures. This could be through temporary sheetpiling or the installation of a bund with a diaphragm wall.

- **Strengthening of the structures** – this would likely include the installation of additional piles and superstructure. This would require anchored barge access to provide the working platform.

- **Dredging** – excavation of the riverbed could be achieved by a number of techniques which would depend on the ground conditions to be confirmed by further investigations. The task can be undertaken using floating vessels, either anchored barges with mounted excavators or specialised dredging vessels, or by dewatering the area through use of a bund of sheetpiling, and excavation undertaken using standard land-based equipment. The excavated material would either be disposed of in a licensed offshore spoil area, or, if possible, used beneficially in either the works for this site or others. It has been assumed that dredging will be undertaken using backhoe dredgers and associated hopper barges.

Identification of construction material movements

3.14 The main materials movements have been identified as follows:

- **Bulk earthworks** – Excavation of general areas of cut and placement of areas of fill within the overall project boundaries, with works divided between volumes for Gate 1 and later supporting development, and Gate 2. The works will include the general site strip, flood bunds, adjustments to the surrounding landscape and wetland areas, hard standings, building base plates, capping and management required for licenced waste tips, and main access road. There will also be arisings from piling, excavations, from utility trenches and sustainable drainage features, plus material backfill to trenches, etc. For the landscape strategy there will also be some topsoil requirements for marshland areas and other areas of ecological enhancement. There will be an opportunity to re-use a significant quantity of the materials excavated from the site, although some will require improvement (probably by treating materials in on-site soil 'hospitals' in a similar manner to the operation undertaken for the London Olympic Park).

- **Building materials** – Each of the proposed buildings will require a mixture of bulk, component and modular construction materials. These will range from concrete, steel and glass components for the major structural aspects to pipework, duct work, cabling, HVAC, other fixtures and fittings, etc.

- **Utility infrastructure** – This component of the project will include a wide array of materials from on-site transformer sets and pumping stations to pipes, ducts, cables and the manholes, draw-pits and inspection chambers that allow for future maintenance.

- **Foundations** – The nature of the underlying ground conditions on the Peninsula dictates that the higher-rise buildings and assets will require piled foundations. In some areas, operations such as dynamic compaction or vibro-compaction and the use of stone columns may be appropriate. In addition, there will be a range of different foundation bases from pile caps to suspended or floating slabs, etc.

- **Civil engineering infrastructure (bridges and tunnels, etc.)** – The main access route in particular will require retaining walls in some places to support ground profiles in restricted boundary conditions. There is also a series of tunnels to be constructed through the two chalk spines supporting the North Kent Rail line and the London Road.

- **Demolition materials site enabling** – There are a number of existing buildings and hard standings, etc., that will need demolition during site enabling works. There may be potential to re-use some of the demolition materials within the new construction and efforts will be made to maximise this opportunity.

- **Theme park rides and other structures** – much of the construction elements for the theme park Gates will be manufactured off-site and delivered in modular form for rigging on the site of Gate 1 (in the initial phase of work).

- **General items for construction operations** – Provisioning for site personnel welfare and general site operations will be required.

Overall access and egress strategy for materials and components on and off the Peninsula

3.15 LRCH is committed to reducing the impact of not just the operational aspects of the London Resort but also the impact during construction and where possible the River Thames is viewed as the obvious means of delivery for construction materials.

3.16 The overall strategy will be to utilise the River Thames for delivery and removal of as much material as possible. The Principal Contractor will seek to maximise this percentage to ensure the minimum use of the existing road network. In progressing along this route, the aim will be to deliver at least 80% of construction materials using the River Thames.

3.17 To achieve this, a strategic partnership has been established with the Port of Tilbury, which will provide warehousing for delivery of materials for onward delivery to the Project Site, car parking for operatives accessing the site via ferry crossings, berths for barges and, as required, a cruise ship berth for temporary workers' accommodation.

3.18 The existing landing on Swanscombe Peninsula, known as Bell Wharf, will be utilised (see the site plan in Appendix 3.0). Bell Wharf will eventually be part of the completed Project providing access to the London Resort for visitors and staff from central London or the Port of Tilbury from the River Thames when operational. Bell Wharf will be refurbished to enable its utilisation for the first phase of construction. For in the order of the first 24 months of construction it is anticipated that Bell Wharf will be the primary point for materials delivery, receiving approximately 40 to 50% of all incoming components and materials. Bell Wharf has limited operating windows due to the river's tidal cycles. However, it will provide a landing point both from and to the Project. Tower Wharf at Seacon (see paragraph 3.21) will accommodate the difference to achieve the 80% of construction materials using the River Thames.

3.19 The Port of Tilbury will provide an interim staging location for deliveries to the Project Site, including internal and external storage facilitates, lorry offloading and car parking.

3.20 It is anticipated that the testing and approval of pre-manufactured engineered components will be undertaken at the Port of Tilbury, prior to delivery. Large components required for construction will be delivered to the Port of Tilbury where, if required, they can be reduced in size to enable ease of delivery via barges to Bell Wharf.

3.21 It is anticipated that Tower Wharf (Seacon, Northfleet, on the eastern edge of the Kent Project Site) will also be used for the import of construction materials given its convenient location adjacent to the Port of Tilbury. Tower Wharf is equipped for cargo handling,

storage and distribution and incorporates a covered berth and deep water loading, with easy access to the Project Site. Seacon offers extensive storage facilities and the capacity to handle 33m long loads with cranage capacity of 40 tonnes, which will provide ease of early access to the Project Site.

3.22 Waste and material management will be managed and co-ordinated carefully. Waste materials being moved off-site will predominantly utilise Bell Wharf, with container and palletised waste exported via both Bell Wharf and Tower Wharf.

3.23 The impact of movement of materials for a construction programme of this scale is complex and will require contractor experience and input to ensure that it is undertaken in the most efficient way possible. The key parameters for determining the means and route of delivery to the Project Site will include the volumes/tonnages of materials, types of materials, overall duration of construction, requirements at different phases of construction, and access to site entry points.

3.24 Initial analysis of the overall construction logistics operation based on the worst case scenario has generated the following outline set of data, as set out in Table 3.2 below.

Table 3.2: Construction logistics operations

Topic	Quantum/value
Construction materials[1] (of which bulk earthworks form 30% of overall quantum)	3.5-4 million tonnes
Duration of construction operations[2] (minimum period considered)	600 days
Materials delivered via road[3]	10% to 20%
Road haulage trucks	20 tonne payload
Materials delivered by River Thames	80% to 90%
Barge handling capacity	1,000 tonnes

3.25 Construction of the access road will require approximately 20 road-based truck movements per day. Alongside the movements identified in Table 3.2 above, the following average daily movements of vehicles/vessels are forecast:

- road-based trucks: approximately 100 visits per day (up to 100 arrivals and 100 departures per day giving a total of 200 movements);
- river barges: between 5-6 vessel visits per day.

[1] The estimated tonnage is likely to be greater than the final quantum with design development focused particularly on reduction of import of fill materials.

[2] The construction period will be in excess of 900 days so this is a conservative position, especially given the opportunity to use the River for movement.

[3] The upper end of the forecast for road haulage is considered.

3.26 Whilst figures attached to each parameter are outline in nature, they are also conservative. For the worst case for construction vehicle/vessel movement, these numbers have been increased by approximately 50% for river barges and 80% for road-based trucks to ensure adequate sensitivity and the following average daily movements for have been used for assessment purposes:

- road-based trucks: 180 no. 20 tonne lorries (includes 20 road-based trucks for the access road construction) (up to 180 arrivals and 180 departures per day giving a total of 360 movements);
- river barges: 10 no. 1,000 tonne barges.

3.27 In terms of principal routes that these transport modes will follow, road-based vehicles will access the Kent Project Site from the A2(T) trunk road or the A226 London Road / Galley Hill Road to the south of the Project Site. This would be dependent on the phase of construction and the destination of the delivery, as explained in the CTMP. LRCH is investigating the establishment of a temporary storage consolidation unit at Tilbury Port for construction and servicing and deliveries. Most river vessels will ply between Port of Tilbury and Swanscombe Peninsula (either at Bell Wharf or Seacon's Tower Wharf) with some potential routes from central London or from east of Tilbury, especially dependent upon the source of bulk fill materials.

Development of the approach to materials logistics

3.28 It is acknowledged that the current position adopted for the analysis of construction logistics is in outline form. However, the approach taken has been to identify realistic worst case scenarios to undertake qualitative and quantitative assessments of the potential impacts in managing deliveries to (and from) the Project Site. Early contractor dialogue and engagement on the design development and delivery of the Project will present the opportunity to add greater depth of detail and confidence to the overall planning and management of the whole construction process, including materials logistics.

Contaminated land

3.29 In an absolute worst case scenario none of the spoil would be suitable for re-use or re-purposing on site (chemically or geotechnically), requiring transport and disposal to an off-site landfill and with a consequent requirement to import primary and/or secondary aggregates. This would entail additional environmental impacts including more transport movements. Equally an absolute best case would be that all spoil arisings could be re-used as fill on site, resulting in significant cost savings and effectively avoiding most off-site environmental impacts.

3.29 A more realistic scenario is that a proportion of the spoil arisings would be readily suitable for re-use on site, a proportion would be suitable following treatment, and a proportion would not be suitable for re-use and would be disposed off-site to landfill. Appendix 8.9

to Chapter 18: *Soils, hydrology and ground conditions* of the ES (document reference 6.2.18.9) is the *Contaminated Land Management Strategy* for the Proposed Development. The strategy describes the measures proposed to risk-assess, remediate and where possible reuse contaminated soil, taking into account the protection of human health and the environment. Until a full contaminated land and geotechnical site investigation has been undertaken, it will not be possible to ascertain the likely volumes of material requiring treatment. As a result, a realistic worst case scenario has been taken as the basis for the EIA for the London Resort project.

3.30 There are some particular considerations associated with the potential beneficial re-use of any excavated cement kiln dust (CKD) that currently occupies significant areas of the Swanscombe Peninsula. These reflect its physical and chemical properties and its potential as a fill material, and as an additive to treat/improve other soil arisings. Appendix A: *Use of cement kiln dust* to the *Contaminated Land Management Strategy* (document reference 6.2.18.9, appended to Chapter 18: *Soils, hydrology and ground conditions* of the ES) provides further information on how CKD specifically can be reused.

3.31 As the *Contaminated Land Management Strategy* explains, the main requirements to enable the most efficient re-use of spoil and to minimise off-site disposal are:

- the space, time and ambition to maximise beneficial re-use, minimise off-site disposal and minimise demand for primary aggregates;
- sound definition of the existing ground conditions, including the location, type, nature, physical and chemical properties of the various soil types;
- plan and track earthworks – a well-defined, operated and recorded materials management plan covering soil sources, properties, treatment and destination;
- rapid test techniques including the use of a field kit and on-site laboratory, and pragmatic on-site assessment to determine the fate of spoil arisings in terms of:
  - direct re-use;
  - treatment for re-use; and/or
  - off-site disposal;
- the effective on-site treatment of soils to render them suitable.

3.32 A remediation processing compound (RPC) would be established on site and be designed to provide several treatment techniques necessary to cope with the variable physical and chemical properties of the soils excavated from the earthworks. Such a facility would typically occupy some 2.5 ha and would be in operation for a minimum of one year. The RPC will be located within the Gate 2 area of the Proposed Development. The treatment techniques provided are likely to include screening, sorting, stabilisation, washing, bioremediation and thermal treatments. Topsoil manufacture might also be possible.

3.33 The efficient use of the facility will balance the throughput of the soil arriving for treatment with the demand for fill, thus minimising the stockpiling of soils at either end of the process.

Materials

Cementitious materials

3.34 The majority of cement-based or 'cementitious' materials would be brought onto the Kent Project Site via the River Thames. It is anticipated that this would be stored in silos, connected to a concrete batching plant (see below), in sufficient quantities to provide continuity of production. Opportunities for recycled aggregates and cement replacement would be considered where possible.

Timber

3.35 The use of timber on-site would be monitored closely to optimise reuse. The majority of timber used in the contract in the early stages will be for temporary works such as formwork and support structures. A programme of maximising the re-use of these timber materials will be adopted. The responsible sourcing of timber will be ensured, with a commitment to using only sustainably sourced wood. It is anticipated that sourcing locally within the UK will be prioritised, accepting that some sourcing may be required from elsewhere in Europe. Timber products will be delivered on pallets to Bell Wharf and Tower Wharf.

Pre-manufactured construction components

3.36 As noted above, LRCH will seek to use modularised construction methods where possible. This strategy will include hotel bedroom pods, pre-assembled mechanical and electrical (M&E) plant, structural frames, accommodation buildings, cladding systems and mechanical components. These components would be delivered through Bell Wharf and Tower Wharf via the River Thames on barges.

Electrical infrastructure

3.37 Electrical infrastructure includes the following works to provide temporary electrical supplies for use during construction:

- connection of 132kV substation adjacent to the site;
- installation of a construction electrical supply (CES) substation, including a 132kV to 11kV transformer, switchgear and associated plant, apparatus, buildings and support structures; and

- 11kV ring mains circuits to provide electrical supplies to the temporary construction facilities, including the workers temporary accommodation.

3.38 This temporary electricity infrastructure will reduce the need to use mobile diesel generators during construction, with noise and air quality benefits.

Sustainability

3.39 LRCH will encourage the use of sustainable sourcing standards for materials including cement and steel, concrete pipes and blocks, windows, flooring, roof tiles, plastics and wood products. Sustainable sourcing standards can be achieved through schemes such as ISO 14001 and ECO Reinforcement.

Bulk fill

3.40 Ground conditions and contamination surveys, together with detailed design and modelling of the civil and ground works, would inform the cut/fill arrangements and any need for export or import of materials. A strategy to minimise the extent of import/export would be implemented, including on-site stockpiling of material where appropriate. Subject to the availability of materials of suitable quality and sufficient quantity, it is anticipated that regional or British sourcing would be achievable. Bulk fill will be delivered to Bell Wharf.

Aggregates

3.41 It is anticipated that aggregates for the purposes of main building construction would be procured from a single source so as to maintain quality and consistency. However, the final strategy for aggregates is still to be determined pending the engagement of a Principal Contractor. It is anticipated that these would be sourced from within the UK and that the majority of this material would be brought to site by river.

Concrete batching plant and other facilities

3.42 A concrete batching plant would be constructed at the Kent Project Site using prefabricated and manufactured batching plant component such as mixers, conveyors and cement silos, as well as *in situ* reinforced concrete bins for the storage of aggregates. Reinforced concrete foundations would be constructed initially, followed by assembly of prefabricated components using mobile cranes and elevated working platforms. Structural steelwork would be erected to form a framework to support the batching plant, hoppers and storage bins. The construction of storage bins would be undertaken using formwork, reinforcement fixing and casting of sections of storage in a phased sequence. The proposed location of the concrete batching plant is shown in Appendix 6.0.

Other temporary buildings

3.43 Other temporary buildings will be constructed from modular buildings or steel frame systems. Their approximate locations are indicated in Appendix 6.0. Steel frame buildings and their cladding and roofing materials would be constructed on concrete foundations using mobile cranes and elevated working platforms.

3.44 The building designs would incorporate modern, efficient design solutions. Wherever practicable, the temporary buildings would be designed with a modular construction and would be manufactured off-site.

Site access, security and fencing

3.45 Site access, security facilities and fencing are an essential component for the effective management of the Project because construction sites are extremely susceptible to safety hazards, theft and criminal damage. Besides the need to protect materials, plant and completed structures there needs to be efficient security measures and operations to ensure the well-being of the workforce.

3.46 Potential threats to the construction sites include:

- theft;
- criminal damage (including arson);
- assault (contractors' employees);
- protest;
- injury or even fatalities if members of the general public stray into areas where construction activities are taking place.

3.47 Mitigation measures will include the following:

- continuous presence of security personnel;
- secure perimeter;
- perimeter detection systems;
- control of pedestrian and vehicular access;
- remote surveillance (video surveillance systems);
- security marked as part of a recognised scheme and where appropriate security tracked plant.

3.48 Before the construction phase commences a dedicated risk assessment for the Project Sites will be developed, in which threats and risks from both criminal and terrorist elements are to be identified.

3.49 The London Resort Project Sites will be of such a size and will accommodate considerable volumes of plant and materials such that it is likely to be an attractive target for criminals. In response there will be a continuous presence of trained Security Industry Authority (SIA) security personnel in both static and patrol roles including the use of vehicles. To co-ordinate the delivery of security services a security control room should be located close to the primary access points. Site access points and security facilities would be managed by security personnel.

3.50 Limiting pedestrian and vehicular access is critical to the security of the sites. Moreover, there is a duty for the Principal Contractor to *'take reasonable steps to prevent access by unauthorised persons to the construction site'* under the Construction (Design and Management) Regulations 2015.

3.51 Preventing unauthorised access for both security and safety is essential. A fence of no less than 2.5 metres high would be erected around the perimeter before work commences. Ideally, this should be the permanent physical perimeter barrier for the London Resort. If this is not possible, the perimeter fencing installed during any enabling works will be utilised for construction works where appropriate, with an updated fence to meet the requirements of increasing security as the Project progresses.

3.52 To identify encroachments through the boundary fence a perimeter intruder detection system would be incorporated. Appendix 7.0 indicates proposed access and perimeter fencing.

3.53 To control pedestrian access to the site, designated points deploying electronic access controls would be employed to reduce the likelihood of unauthorised access and allow monitoring of entry and egress. These access control points should include full height turnstiles. Such site access and security facilities would be constructed using either traditional or modular building construction techniques. Modular units are pre-fitted with security features such as turnstiles and would be transported to site ready for use.

3.54 Similarly, vehicle access and egress would be controlled at dedicated vehicle access control points which have been designed to deal with the expected volumes of site traffic, along with vehicle rejection capabilities to deal with denial of access. An automatic number plate recognition system (ANPR) would be used to monitor and record vehicular movement. Vehicles leaving the site would be subject to random or irregular security checks.

3.55 As noted, most construction materials will arrive via the river. Consideration will be given to whether security is managed at the point of origin or at the London Resort wharfs, including a way of denying entry to unauthorised individuals arriving by boat and how they will be appropriately escorted off site.

3.56 Video surveillance systems will be provided at the perimeter, access points, emergency exits and key points within the site including offices, materials stores and plant compounds. Images would be monitored and recorded on a continuous basis.

3.57 Appropriate levels of illumination should be provided along the perimeter and at the access points. It is particularly important that the lighting at the access points is sufficient to enable the security personnel to conduct checks at night.

3.58 Construction workers would arrive at the main entry points by bus or passenger vehicle. Those workers living on the Site Campus would walk or be transported by bus internally to a designated security area.

3.59 Waste and other materials despatched from site would also be subject to security controls at all entry/exit points.

Haul roads and crossings

3.60 A temporary road network would be developed within the site boundary for the use of buses, construction vehicles and equipment (see Appendix 8.0). Where possible the construction of a site-wide haul road and road networks would align with the planned routes of permanent roads to minimise disruption, reduce programme and reduce construction waste.

3.61 Haul roads would be constructed using appropriate end use materials and techniques. Haul road material would be laid using road construction techniques with mechanical earthmoving equipment such as bulldozers, graders and excavators. Internal road crossings would be provided either at grade or, where required, temporary bridge crossings would be constructed using either *in situ* concrete produced on-site at the concrete batching plant, precast concrete, steel or a combination of techniques. Temporary modular bridge crossings would also be considered.

Temporary and permanent stopping-up and public right of way diversions

3.62 Before any enabling or construction works are due to take place, works will be undertaken to those public rights of way (PRoW) on or adjacent to the Project Site that are likely to be affected by the Project and that have been identified in the draft DCO as requiring diversion and / or permanent / temporary stopping up.

3.63 Temporary closures of roads might be required to enable boundary wall / fence removal. This would also be identified and managed through early communication with the relevant authorities and by establishing any necessary diversions.

3.64 Where plant traffic crossing is required, the crossing design would be developed with the contractors and designers to meet the various functional and safety requirements for the

Project. This will be managed by utilising traffic light-controlled physical barriers that can be opened or closed to suit requirements, or by deploying temporary traffic marshals.

Landscape and planting works

3.65 Prior to the implementation of the landscape and planting scheme the areas of the site to receive landscape proposals must first be prepared. The timing of these works will be controlled by the wider programme and schedule of works, ensuring sufficient time is given to carry out the necessary operations prior to landscape implementation taking place. Prior to undertaking any works to landscaped areas, ecological and arboricultural survey and appraisal work would be completed in accordance with the *Construction Environmental Management Plan* (CEMP) (document reference 6.2.3.2), the *Ecological Mitigation and Management Framework* (document reference 6.2.12.3) and the *Arboricultural Impact Assessment* (document reference 6.2.12.9), and findings would be reviewed and incorporated into the Project and construction schedule including enabling works.

3.66 Enabling works would be split into three groups, relating to preparations prior to hard landscape construction, clearance, preparation and cultivation of areas to be planted, and preparations required in order to implement proposals for retaining and enhancing retained landscape features and wildlife habitats on the site.

3.67 Prior to soft landscape implementation taking place the relevant areas, the land will be cleared of existing vegetation not being retained, cleared of any rubbish or other contaminants, graded in accordance with the project earthworks proposals and soils/growing media placed and prepared in line with the relevant soils management plan for the site.

3.68 Prior to implementing proposals for the retention and enhancement of existing landscape features, the relevant ecological and arboricultural survey and appraisal work identified in the *CEMP* (document reference 6.2.3.2) the *Ecological Mitigation and Management Framework* (document reference 6.2.12.3) and *Arboricultural Impact Assessment* (document reference 6.2.12.9) will be completed in order to establish the objectives for the retention and enhancement of these areas. For trees being retained and protected, tree protection fencing will need to be erected in line with the proposals set out in the *Tree Retention and Removal Plan* (document reference 6.3.12.57).

Chapter Four ◆ Main construction works

INTRODUCTION

4.1 This chapter provides an outline of the works that would be undertaken during the main construction stage of the project. As noted in earlier chapters of this CMS, construction would occur in two main phases, the first involving the delivery of Gate 1 and most external Resort infrastructure and amenities on the Kent and Essex Project Sites, and the second phase would comprise the delivery of Gate 2 in the Kent Project Site.

CONTRACTOR MOBILISATION

4.2 The main contract would involve multiple contractors under the control of the Principal Contractor to meet the demands of the early construction works.

4.3 Contractor mobilisation works would include the following activities:

- preparation and approval of method statements for the work to be undertaken, to include safety, environmental, quality and regulatory aspects;
- delivery, installation and testing of key temporary construction plant, such as excavators, marine construction vessels and cranes;
- installation of site offices and welfare facilities including medical facilities and 'blue light' emergency facilities;
- protection of access for emergency and maintenance to existing infrastructure present at the project site, including National Grid pylons, a Met Office weather station, a Port of London Authority navigation radar station, an existing water treatment plant and High Speed 1 (HS1) access during the construction process.

EARTHWORKS

4.4 Proposed earthworks include the following, which will be described in turn:

- topsoil and subsoil stripping and storage;
- bulk earthworks, including the continued remediation of contaminated land;
- deep excavations.

4.5 Topsoil and subsoil stripping and storage is required to segregate reusable topsoil and subsoil that could be used to provide the upper layers in the landscape scheme when bulk earthworks are complete. Bulk earthworks are required to help achieve new permanent ground levels for the Resort. Deep excavations are required to achieve a foundation depth as necessary as well as gravity sewer trenches.

Topsoil and subsoil stripping and storage

4.6 Topsoil and subsoil stripping would take place across most of the Project Site outside areas retained for their landscape, heritage and ecological value. The works will be undertaken in accordance with the *Contaminated Land Management Strategy* (document reference 6.2.18.9) and other implementation plans.

4.7 These works would be undertaken in a phased manner with topsoil and subsoil stripped shortly ahead of bulk earthworks to minimise exposed areas as far as practical.

4.8 Topsoil and subsoil stripping would take place using conventional mechanical earthmoving methods, including excavators to remove soil material. The excavated material would then be transported to local stockpiles established on site, using dump trucks for storage in accordance with good practice guidelines. Waste material will be transported off site from Bell Wharf by barge.

4.9 Once bulk earthworks are complete in areas, reusable soil would be transported from the appropriate stockpiles using dump trucks and placed at its final reuse location within the landscape mounds using low ground pressure bulldozers, excavators and graders. On placement of soils, appropriate methods of decompaction and preparation before seeding would occur using mechanical plant and agricultural machinery, such as towing a till behind a tractor. This would break up the surface of the soil sufficiently to promote water infiltration prior to seeding.

Bulk earthworks / terrain modelling

4.10 Earthworks are likely to generate excavated materials. A proportion of this would be used to create the construction compounds and haul roads and some would be used when creating the building platforms.

4.11 Bulk earthworks would occur generally at an early stage in the construction process and would take place across most of the Peninsula outside areas retained for their landscape, heritage and ecological value. The earthworks will be guided by a flood risk model to ensure that the site is protected at all times.

4.12 Temporary construction works would be required to achieve the revised ground levels and landforms. This would include the construction of temporary construction drainage, temporary sediment ponds, pumping systems and dewatering, haul roads and some temporary bridging to create improved access to areas of the site.

4.13 As site grading and excavation is undertaken, a number of mounds would be created on site. These mounds would be used both as temporary storage for future material use across the site and to screen the construction site from local communities and identified sensitive receptors.

4.14 Imported fill material, as required, will be delivered to the Kent Project Site by barge to Bell Wharf and transported to each building zone using dump trucks and low ground pressure bulldozers.

4.15 Site grading – the process by which ground levels are adjusted to facilitate construction and landscape work in accordance with approved plans - would occur across the Resort site on Swanscombe peninsula from west to east. The proposed sequence for site grading begins with the area adjacent to the marine works at Bell Wharf.

Deep excavations

4.16 Redundant buried features such as culverts under roads and building foundations, which were not removed during the enabling works, would be excavated during bulk earthworks by mechanical excavators. Basements and underground connecting corridors and service tunnels in buildings would be excavated in the same manner.

ENHANCED FLOOD DEFENCES

4.17 To protect the Swanscombe Peninsula from tidal flooding from the River Thames in accordance with the recommendations of the *Flood Risk Assessment* (FRA) document reference 6.2.17.1), it will be necessary to construct new defences and in places raise existing defences in line with the proposed levels. This will require the following activities to be undertaken.

i). Carry out further surveys to identify areas and features of ecological and heritage interest.

ii). Carry out further species translocation or archaeological investigation exercises as appropriate.

iii). Create an access haul road and working area 10 metres wide on the landside of existing tidal defences. Remove 250-300mm of top/subsoil (storing safely and cover to prevent erosion by rainfall), place geotextile (Terram 1000 or similar), place 300mm type 1 fill.

iv). Removal of 250mm-300mm of topsoil from the top of the existing flood bank and the rearward slope, with the topsoil stored in accordance with good practice guidance. Work would be undertaken in discrete lengths of no longer than 50 metres.

v). Drive any new outfalls through the bank at this stage and create any structural headwall / outfall features.

vi). Place cohesive fill in layers of no more than 250mm, compacted after each layer, until the finished design flood defence level is achieved, including freeboard, and until a minimum width of crest of defence is achieved. Allow for a minimum of 100mm settlement post-filling.

vii). Place double-handed, previously excavated and uncompacted topsoil material on the crest of raised bank and landside slope and trim to final profile.

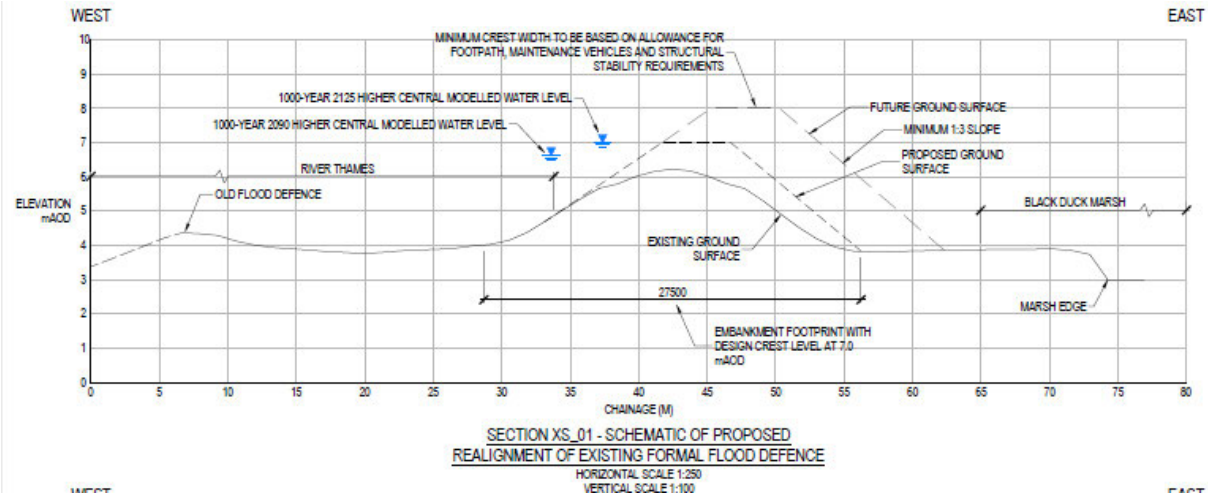
viii). Apply the approved planting and habitat restoration measures.

ix). Remove the temporary haul road, aerate the compacted sub-layer, replace the topsoil and trim to final profile.

x). Re-seed areas of fill in accordance with the approved landscape strategy.

4.18 A preliminary design proposal for the raising of the flood defences is shown in Figure 4.1.

Figure 4.1: Design proposal for the raising of flood defences around the Swanscombe Peninsula



LANDSCAPE

4.19 Once the relevant enabling works have been completed, construction of hard and soft landscape areas and enhancement works in areas of retained landscape can commence in line with the indicative construction programme. Construction of hard landscape areas will require the prior completion of site clearance and engineering works to create formation levels, the installation of all underground services and drainage and the formation / construction of engineered foundations where required.

4.20 All hard landscape features are to be constructed in accordance with the approved construction stage drawings and specifications to be produced by the landscape architect. Prior to practical completion all elements are to be inspected by the landscape architect and any snagging items listed for remediation.

4.21 All soft landscape implementation would be carried out in accordance with the detailed planting plans and soft landscape specification. All plant stock would be delivered to the Project Site as close as possible to the date of planting and stored in accordance with the provisions of the soft landscape specification until such time as they are planted. Following planting, soft landscape areas would be maintained in accordance with the approved *Landscape and Ecology Management Plan* (document reference 6.2.11.8). Prior to practical completion all planting will be inspected by the landscape architect and any snagging items listed for remediation.

4.22 Enhancement works to existing retained features would be carried out in accordance with the approved *Landscape and Ecology Management Plan* and the flood risk management strategy.

HABITAT PROTECTION AND ENHANCEMENT

4.23 Industry-standard measures and good site practices applicable to any development site, and required to avoid / minimise construction stage ecological effects occurring to habitats and faunal species, will be described in more detail in an *Ecological Mitigation and Monitoring Framework* (EMMF) (document reference 6.2.12.3) for each phase of development. In outline, the measures will include the following.

i). All construction contractor personnel would be given pre-commencement 'toolbox talks' regarding the ecologically sensitive features present on the Project Site and measures required to avoid or minimise harm. Location and species-specific 'toolbox talks' will be undertaken in which contractors will be made aware of the potential presence of protected and notable species. This will be delivered by a suitably experienced and licenced Ecological Clerk of Works (ECoW). These talks will cover the legal protection and working practices to avoid harming these protected and notable species. The contractors will be informed that if any protected species are found when an ECoW is not in attendance they must not be handled; works must stop immediately in this area (where safe to do so) and advice must be sought immediately from the ecologist.

ii). Prior to any works commencing on the site, a walkover survey would be undertaken by the ECoW to ensure that the status of the site for habitats and species has not significantly altered since previous ecological surveys were completed, and to provide location-specific information in accordance with the *EMMF* (document reference 6.2.12.3).

iii). The ECoW would review the validity of baseline ecology surveys for the site in accordance with industry guidance, and provide a statement justifying need/scope of update surveys to inform mitigation.

iv). Construction activities affecting key habitats and species would be supervised by an ECoW, with a licenced ecologist used when European-Protected Species (EPS) are potentially present.

v). Dust suppression measures would be employed to prevent site-derived dust being deposited on or off-site.

vi). Surface-water run-off prevention measures (for example temporary settlement lagoons and silt traps) would be employed to prevent run-off entering watercourses and waterbodies.

vii). Ecological Protection Zones (EPZs) would be established around retained habitats through the use of temporary exclusion barriers such as tree protection and Teflon fencing, with appropriate signage, to ensure that all construction activities are excluded.

viii). EPZs would be delineated by protective fencing, in accordance with BS 5837: 2012 '*Trees in Relation to Design, Demolition and Construction - Recommendations'*, or as prescribed in the *Arboricultural Impact Assessment* (document reference 6.2.12.9)

ix). All construction activities around retained trees, hedgerows or woodlands to be delivered in accordance with industry standard advice from a suitably experienced arboriculturalist, as detailed in the ArbMS. This might include the use of no-dig technologies where root protection areas conflict with proposed hard surfaces, such as roads, footpaths and other hard landscaping.

x). Retained trees would similarly be protected from development by the erection of protective fencing in accordance with BS 5837: 2012 *'Trees in Relation to Design, Demolition and Construction - Recommendations'*, or as prescribed in the ArbMS.

xi). Vegetation removal for temporary construction access would be limited as far as possible, and any areas to be affected would be agreed in advance with the ECoW.

x). Prohibition of construction activities within 8 metres of watercourses and waterbodies, or with specific working methodologies employed and supervised for any necessary works within this protection zone.

xi). All enabling/construction works would be undertaken in accordance with pollution prevention guidance notes and publications. Pollution Prevention Guidelines (PPGs) are currently archived on the National Archives website [1] and are considered to represent the most up-to-date good practice guidance notes.

xii). Where work is required outside of daylight hours, temporary lighting would be directed away from retained watercourses, woodlands, mature trees and hedgerows. The *outline CEMP* (document reference 6.2.3.2) provides further guidance in respect of temporary construction lighting.

xiii) For works on areas of saltmarsh, access by personnel and construction plant and operation areas on the saltmarsh will be restricted to clearly delineated routes to minimise potential effects on this habitat.

xiv). Booms or other equivalent infrastructure will be included within the designs for the ferry terminal and jetties to reduce the potential for erosion caused by boat wash.

4.24 Construction would be undertaken in accordance with pre-agreed timescales address seasonal ecological sensitivities in accordance with pre-agreed working methods, including:

- vegetation clearance undertaken outside key species-specific seasons, according to vegetation type removed and species likely to be affected (e.g. removal of suitable nesting habitat outside of the breeding bird season, or removal of suitable terrestrial habitat for grass snakes during spring/summer months when individuals are active);

- Alternatively, where the above approach is not possible, and subject to any requirements that might arise from EPS licencing, vegetation clearance would be supervised directly by the ECoW.

Feature-specific measures for species and assemblages

4.25 The feature-specific measures to be deployed during construction are explained in in the draft *Ecological Mitigation and Management Framework* (EMMF) (document reference 6.2.12.3).

DRAINAGE

4.26 Drainage will comprise foul and surface water disposal systems. Where possible all drainage runs, manholes and ancillary items would be located within one trench to promote the coordinated delivery of underground infrastructure.

4.27 Surface water drainage will discharge at appropriate rates agreed in consultation with the Environment Agency and Kent County Council (KCC) as the Lead Local Flood Authority (LLFA) to existing water courses, landscaped areas and the Rivers Ebbsfleet and Thames. All surface water outfalls into existing water courses would be constructed in accordance with guidelines promoted by KCC and the EA. Drainage works required in the foreshore and up to 16 metres inshore from the flood top of bank of the River Thames will also be subject to the appropriate Flood Risk Activity Environmental Permits from the Environment Agency. Other consents from the Port of London Authority for the drainage

works will not be required during the construction stage as these are incorporated as part of the DCO permission.

4.28 Foul water drainage for construction facilities will be designed to be connected to the nearest Southern Water or Anglian Water drainage networks, via temporary connections. Foul drainage will be conveyed via gravity where possible, with lifting stations or pump stations and rising mains incorporated as required.

4.29 Where existing ground conditions and the water table allow, the maximum depth of all on site foul water manholes and pipe runs would be limited to six metres. Interim lifting stations would be installed to ensure compliance. On the line and depth of all drainage routes a ground penetration radar (GPR) survey and trial pits would be used to determine the location of potential existing utilities and obstructions.

4.30 Deep excavations might be necessary for de-watering wells, trench sheeting and propping.

4.31 Excavated materials will be characterised by ground investigation to establish their potential for re-use in drainage trenches.

4.32 All existing on site drainage deemed not appropriate for re-use would either be removed and demolished or sealed and abandoned.

4.33 All drainage construction components, materials and ancillary items will be specified, designed and constructed in accordance with the current relevant British Standards, Water Industry Specification, Design and Construction Guidance (DCG) and WRc 'The Code'. Across much of the Resort, below ground infrastructure and utilities will be constructed through land affected by contamination (including residual contamination on remediated ground). These potential risks will be mitigated by the construction of below ground "service corridors" – trenches large enough to carry several utilities, separated from the contaminated soils by a permanent barrier (e.g. HDPE membrane) and backfilled with inert fill.

UTILITIES

Electricity

4.34 Electricity supply to the site would be provided by UK Power Networks (UKPN) as the local Distribution Network Operator (DNO) in accordance with the relevant adopting authority standards for buried utilities. On-site infrastructure provided by the adopting authority will comply with the relevant adopting authority standards. Installation and construction will be in accordance with National Joint Utilities Group (NJUG) and the adopting authority standards.

Gas

4.35 Gas supply to site would be provided by Southern gas Networks (SGN) in its capacity as the local DNO in accordance with the relevant adopting authority standards for buried utilities. On-site infrastructure provided by the adopting authority would comply with the relevant adopting authority standards and relevant Institution of Gas Engineers and Managers (IGEM) Utilisation Procedures. Installation and construction will be in accordance with NJUG and the adopting authority standards.

Water

4.36 Water supply would be provided by the adopting authority and all pipework required for potable water supply and fire hydrants would be provided in accordance with the relevant adopting authority standards. The depths of water mains would comply with NJUG and the adopting authority standards. All water main pipework and ancillary items such as valves, metres and wash out chambers for water supply would accord likewise with the relevant adopting authority standards.

Wastewater

4.37 Permanent foul drainage at the Kent Project Site will discharge to a dedicated on-site wastewater treatment works located on the north-east side of the Swanscombe Peninsula. At the Essex Project Site, permanent foul drainage would discharge into the existing Anglian Water drainage network.

Digital infrastructure

4.38 Digital infrastructure shall be consolidated wherever practically possible throughout the site to minimise duct banks and physical apparatus. Cellular apparatus would be utilised by all Mobile Network Operators (MNOs) including *EE, O2, Three* and *Vodafone*. The cellular sites would be operated by a third-party operator.

4.39 The fixed fibre network supporting all digital services and internet services is expected to be adopted by an accredited service provider.

4.40 It is anticipated that the depths of telecommunication ducts will be 350mm when installed below a footway and 450-600mm when installed under a carriageway in accordance with NJUG. Outside plant shall be designed and installed in accordance with BICSI G1-17 ICT *Outside Plant Construction and Installation: General Practices*.

RESORT ACCESS ROAD

4.41 The principal method of construction of the proposed Resort Access Road between the A2(T) and the Swanscombe Peninsula is outlined below and should be read in conjunction with the programme provided at Appendix 2.0.

4.42 The Resort Access Road corridor is crossed by existing transport infrastructure, namely the A2260 Ebbsfleet Road, Ebbsfleet Gateway serving Ebbsfleet International Station, the North Kent railway and Galley Hill Road in the north. To allow optimum use of the full length of the site and minimise overall programme duration, access for construction of the Access Road would be achieved from the south, centre and north of the site.

4.43 The southern access and egress point would be formed off the southbound A2(T) off-slip to provide access to the new gyratory system proposed access, to Station Quarter South (such access being relocated between the west and east junction roundabouts). The A2260 Ebbsfleet Road curtails construction further to the north until the proposed tunnel under the A2260 is constructed.

4.44 Access for construction from the central section of the Access Road between the A2260 and the HS1 railway, would be provided from International Way, with construction site entrances to the north and the south. These entrances would be set back from the public road to provide waiting areas to prevent blocking of the station access road by construction vehicles.

4.45 Access to the Access Road corridor from the north will be of limited value initially as it would only serve the northern and southern faces of proposed tunnels under A226 Galley Hill Road, and the northern face of proposed tunnels under the North Kent Line but will eventually provide access to the full length of the site.

4.46 All access points will require gatemen and wheel-washing facilities to enable both the security of the site and ensure vehicles are in a clean condition to enter the public network.

Tunnelling

General considerations

4.47 The primary requirements for the tunnelling at the London Resort are considered to comprise:

- minimising ground movement and effects on the overlying railway and highway infrastructure;
- achieving the required safety, environment, and whole life costs requirements.
- minimising whole life costs, ensuring adequate lining with a sprayed concrete/reinforced concrete shell design rather than a rock bolting and thin sprayed concrete lining solution to reduce the long-term maintenance costs.

4.48 The proposed tunnels would be constructed through the Seaford - Newhaven chalk formation with a thin deposit of head materials (<0.5m) overlying the chalk. Chalk can be a relatively weak and heavily jointed rock. At the same time, chalk is considered a very

good tunnelling material with few hazards, which generally relate to a block failure along jointing from the exposed ground. Chalk is considered easy to excavate with appropriate plant and equipment.

4.49 The anticipated construction methodology is that pre-cast concrete box-jack sections will be assembled at the working face of the excavated tunnel and thrust progressively to form the tunnel lining. The lead unit would have a shield placed on top and in front of the unit face. The chalk would be excavated by an 8t tracked tunnel excavating machine that can operate within the confines of the six metre high precast sections. The spoil would be fed back through each successive tunnel unit to enable loading onto lorries for deposition or disposal in accordance with methods described earlier in this CMS.

4.50 With each successive pre-cast section, the rams of jacks would be withdrawn and cranage used to place the next unit between thrust wall and the last placed unit. Each tunnel will require its own in-situ thrust wall to be constructed, and a separate pre-casting yard serving the tunnels under the A226 is proposed for this purpose.

4.51 The proposed tunnels are shown in Highways Plans – General Arrangement (document reference 2.12, specifically LR-PL-WSP-DCP-2.12.2 & .12). The proposed tunnels would be completed in the following sequence:

i) North Kent railway line – Eastern Road Tunnel

ii) North Kent railway line – People mover Route Tunnel

iii) North Kent railway line – Western Road Tunnel

iv) A226 – Eastern Road Tunnel

v) A226 – People mover Route Tunnel

vi) A226 – Western Road Tunnel

4.52 This sequence is proposed for two reasons. First, prioritising tunnelling under the railway provides a route for the A226 tunnel casting yard. Second, working room to complete the eastern tunnels is achieved by jacking the People Mover tunnel ahead of western road tunnels.

4.53 The People Mover route would serve as a haul route for tunnelling works until their completion. Once the tunnels are in place the roads and services feeding the London Resort will be constructed, the final phase of access road works being the People Mover route alongside Ebbsfleet International Station.

A226 (London Road) and local railway lines

4.54 The programme's critical path for the Access Road is driven by the pair of triple northern tunnels, running under the North Kent railway line and the A226 (London Road). A Pre-

casting yard would be set up on site with its own concrete batching plant to cast and store tunnel units. Access to the pre-casting yard would be provided from a central access along the proposed People Mover route.

Tunnel beneath the A2260 Ebbsfleet Road

4.55 It is currently envisaged that the new A2260 underpass will be constructed either using a large concrete jacked box or a cut-and-cover method under a 48-72hrs road closure.

4.56 In the jacked box option a reinforced concrete box is cast on a jacking base in a pit adjacent to landform through which the tunnel will pass. An open cellular shield is constructed at the front of the box and tunnelling is carried out incrementally with c. 150mm of excavation being followed by comparable box advance into the excavated void. When the box has been fully installed, any residual voids around the box are grouted up and the shield, jacking equipment, etc. are removed. Portal wing walls and the road that passes through the tunnel are then constructed. The jacked box option would minimise disruption to the traffic on the A2260 as jacking operations are generally well controlled, minimising disturbance to the ground and live carriageway.

4.57 The cut-and-cover option would need to take place over a 48-72hr road closure of the A2260, when the earthworks would take place, and the bridge (built in the compound) would be transported into place using a self-propelled modular transporter (SPMT).

A2(T) gyratory junction – existing utilities

4.58 If an enabling works package is developed for any necessary statutory diversions, it might be that some minor earthworks and drainage items should be considered for inclusion, to ensure that the diversions are placed in proposed corridors and any cross services drainage installed ahead of new services.

PEOPLE MOVER

4.59 The Project includes the addition of a People Mover route from Ebbsfleet International station to the London Resort arrival plaza and beyond to the proposed passenger ferry terminal on the western edge of Swanscombe Peninsula. The People Mover route will be located to the west of the new Access Road.

4.60 The foundations for the People mover will be constructed on a shallow embankment utilising *Jablite* or similar polystyrene blocks across the Baker's Hole Site of Special Scientific Interest (SSSI), minimising the need for intrusive excavations in the protected area.

4.61 The principle of this construction approach is to minimise the loads that will be transferred to the existing ground. This method will help to protect below-ground features of archaeological and geological interest *in-situ*, with the additional benefit that if there was a substantiated requirement to investigate the Baker's Hole SSSI area in the future it would

be relatively easy to remove the People Mover route foundations and realign the carriageway.

MARINE INFRASTRUCTURE

4.62 Marine works will be required to support the main construction phase as well as the operational stage of the Project. As such they are described in the preceding chapter of this CMS as well as here in the main construction section.

4.63 The permanent operation of the site will be supported by three different elements of marine infrastructure:

- Ferry pontoon – this will be used to transfer visitors and Resort staff living north of the River Thames from the Tilbury passenger terminal to the Resort;
- Bell Wharf – this will be used to handle outgoing waste via barges to off-site waste handling facilities. It will also be used for incoming bulk supply requirements if ever needed;
- Roll-on / roll-off ferry pontoon – this is an option under consideration to provide the flexibility to use the Port of Tilbury to support the day-to-day servicing of the Resort, ferrying goods via a roll-on / roll-off ferry from storage in Essex.

BUILDINGS

4.64 LRCH proposes to adopt efficient fast-track construction methods for buildings. Where possible prefabricated building components will be manufactured off site, including bedroom pods for the hotel complexes and the use of pre-cast concrete and modular steel components in buildings. This approach will be particularly helpful when building the warehouse buildings in the back of house area and in car park structures.

4.65 By incorporating these techniques the overall construction programme can be reduced, while providing maximum on site control and thus efficiency.

RIDES AND ATTRACTIONS

4.66 The Gate 1 and Gate 2 themed areas will make extensive use of pre-manufactured components for both the rides and the themed cladding. These will include various large components that where feasible will be brought to the Kent Project Site by barge.

Chapter Five ◆ Removal of temporary structures and landscape restoration works

INTRODUCTION

5.1 This chapter outlines how construction operations will be brought to a conclusion and the Project Site restored, including the removal of:

- concrete batching plants;
- offices;
- worker welfare facilities and temporary workers' accommodation;
- workshops;
- security facilities;
- construction compounds.

REMOVAL OF BUILDINGS AND CONSTRUCTION INFRASTRUCTURE

5.2 Methods for dismantling and removal would include:

- the removal of modular buildings using mobile cranes and elevated working platforms;
- concrete foundations would be removed using mechanical earthmoving and the demolition equipment;
- removal of construction compounds using mechanical earthmoving machinery.

5.3 Where temporary construction buildings associated with Gate 1 can be reused, these would be relocated to the Gate 2 site to be repurposed.

5.4 It is intended that, where possible, any structures demolished that contain concrete or brick would be crushed for reuse on site. Other material that can be recycled would be either reused on site or removed to be appropriately recycled.

5.5 Similar measures will be applied for the removal of:

- compounds;
- laydown areas;

- parking;
- temporary construction utilities;
- haul and access roads.

LANDSCAPE RESTORATION

5.6 Where possible, construction compounds and haul roads will be located in areas within the built or surfaced footprint of the Resort, such that the quantum of landscape restoration needed following construction purposes will be limited.

5.7 Once site excavations are complete, capping will prevent any further land contamination issues within the restored areas. Where possible contaminated soil will be treated and re-used on site as part of the landscape restoration.

5.8 Degraded areas of marsh habitats at Black Duck Marsh, Botany Marsh and Broadness Marsh will be restored through an enhanced management regime. Additionally a constructed reedbed will be created to form the new northern buffer to the Resort, filtering grey water and stormwater from the Resort.

5.9 Restored salt marsh habitats are proposed along the northern edge of Swanscombe Peninsula through the re-profiling of banks and the realignment of flood defences.

Chapter Six ◆ Asset protection

INTRODUCTION

6.1 The proposed development will interact with a range of established infrastructure on and around the Project Sites. Much of this infrastructure is the subject of Protective Provisions in Schedule 11 of the *draft DCO* (document reference 3.1), and the protection of environmental assets is reinforced through Requirements in Schedule 2 of the draft Order.

6.2 Subject to relevant DCO provisions, this chapter of the CMS provides an account of how significant third party assets will be protected during the construction of the London Resort.

HIGHWAYS

6.3 Local roads to the Project Site will be protected and maintained. A condition survey would be undertaken prior to construction and repeated at the end of construction, to enable any damage to be identified. A snagging list would then be prepared.

6.4 The existing local road network will only be used for setting up the haul road construction and tunnelling activities. Once these have been completed the route of the Resort Access Road will become the main landward construction access with the primary point of access being off the A2(T) Ebbsfleet junction.

6.5 During construction, wheel-washing facilities will be installed on each site construction access to prevent mud being drawn on to the public highway.

HIGH SPEED 1

6.6 The proposed works have interfaces with the HS1 Thames tunnel, which runs below the Swanscombe Peninsula, as well as the railway running in cut and cover tunnel and above ground at grade. Ebbsfleet Station and its car parks are affected by the proposals. HS1 also has various ancillary infrastructure, including a pumping station, on and adjacent to the Project Site.

6.7 Construction-related issues of interest to HS1 include:

- access to HS1 facilities to be maintained during construction;
- impacts on Ebbsfleet International Station and its car parks;

- potential effects on track and tunnels due to temporary or permanent loading or vibration;
- controls on use of cranes or other plant that could fall on the railway;
- control of wind-borne debris and dust;
- noise;
- storage of hazardous materials; and
- security.

6.8 LRCH will continue to engage with HS1 to ensure its assets are protected throughout the construction and operation of the London Resort. This will be by means of an Asset Protection Agreement.

OTHER RAILWAYS

6.9 The North Kent Line passes over the chalk spine that will be penetrated by tunnels for roads including the People Mover route. As with HS1, an Asset Protection Agreement will be sought with Network Rail.

6.10 The primary concern of Network Rail will be to guarantee the stability of the railway whilst the tunnels are constructed underneath. Track monitoring will be required, with a suitable baseline established before works commence. Controls on the use of cranes or any other works that could pose a risk of falling onto the railway will also be required.

UTILITIES

6.11 It will be necessary to divert, remove or abandon above and below ground services running across the development. This will be undertaken by the relevant statutory undertakers as owners or operators of the infrastructure, and would include:

- Existing Southern Water drainage, pump station and redundant Sewage Treatment Plant (STP);
- Thames Water potable water supply;
- HS1 ditches and groundwater drainage;
- National Grid overhead transmission power lines;
- Openreach cables and ducts; and

- UKPN cables and ducts

6.12 Schedule 10 of the *draft DCO* (document reference 3.1) includes Protective Provisions for electricity, gas, water and sewerage undertakers in Part 1, for the operators of electronic communications code networks in Part 2 and for the drainage authorities in Part 3.

Electricity

6.13 National Grid operates a network route of overhead transmission lines through the eastern portion of the Kent Project Site which cut across the proposed highway works in the Ebbsfleet Valley. Safety clearance zones under overhead power lines and around pylon foundations during construction will generally be in accordance with National Grid guidelines.

6.14 The main clearance schedule is identified in Table 6.1 below.

Table 6.1: Main clearance schedule for National Grid assets

Item	Description of clearance	Minimum clearance (metres) at 400kV
1	To Ground	7.6
2	To Normal Road Surface	8.1
3	To road surface of designated '6.1 metres high load' routes	9.2
4	To motorway or other road surface where a 'skycradle' can be used	10.5
5	To motorway road surface where scaffolding is to be used on: (i) Normal 3 lane motorways (ii) Elevated 2 lane motorways	16.3 13.3
6	To any object/building on which a person may stand. Including ladders, access platform, etc.	5.3
7	To any object which access is not required AND on which a person cannot stand or lean a ladder	3.1
8	To trees under or adjacent to line and: (i) Unable to support ladder/climber (ii) Capable of supporting ladder/climber (iii) Trees falling towards line with line conductors hanging vertically only	3.1 5.3 3.1
9	To trees in orchards and hop gardens	5.3
10	To irrigators, slurry guns and high pressure hoses	30.0
11	To street lighting standards with: (i) Standard in normal upright position (ii) Standard falling towards line with line conductors hanging vertically only (iii) Standard falling towards line	4.0 4.0 1.9

Gas

6.15 SGN has low pressure gas mains that will be affected by the proposed development. As part of the proposals the low pressure mains will be disconnected as required, back to the site boundary.

Water

6.16 Southern Water and Thames Water have existing low pressure water distribution networks that will be affected by the development proposals. All proposed works adjacent to existing water assets will be undertaken in accordance with water industry asset protection guidelines and Protective Provisions contained in Schedule 11 of the *draft DCO* (document reference 3.1). Any assets that are to be abandoned would be disconnected back to the development boundary.

Wastewater

6.17 Southern Water has existing assets that will require diversion and abandonment, as follows:

- an existing foul water pump station in Manor Way and a 600 mm rising main to be relocated and diverted within the Kent Project Site, in accordance with Protective Provisions contained in Schedule 1o of the *draft DCO* (document reference 3.1). This is to be designed and constructed under a Section 185 Agreement under the Water Industry Act 1991;

- The existing sewage treatment plant would be abandoned and land transfers to be agreed.

MARINE STRUCTURES AND NAVIGATIONAL AIDS

6.18 Marine structures and navigational aids are to be protected. Any works that need to take place such as cable diversions, moving existing navigation aids or installing temporary aids would be undertaken in accordance with the Protective Provisions in the DCO.

Chapter Seven ◆ Health and safety

INTRODUCTION

7.1 This chapter explains the general provisions for health and safety during the construction of the London Resort. All relevant regulations will be complied with a good practice guidance will be followed.

CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015

7.2 The London Resort is a notifiable project for the purposes of the Construction (Design and Management) Regulations 2015 (CDM Regulations). Buro Happold will be appointed to act as the Principal Designer, as defined by CDM Regulations, and will discharge its duties under the CDM Regulations.

7.3 The Principal Designer will:

- manage and coordinate the design activities at the pre-construction phase. They will develop management arrangements, which describe how they will deliver this in compliance with CDM Regulations.

- manage, co-ordinate and ensure compliance with the CDM regulations in the design of the Project and through to the handover of the Pre-Construction information to the Principal Contractor for commencement of the construction process.

- ensure that the Principal Contractor provides a construction phase plan as required by the CDM Regulations, reviewed and approved by London Resort Company Holdings Limited, which sets out the day-to-day arrangements for the management of health and safety during construction.

- ensure that the Principal Contractor provides and is responsible for appropriate control and oversight of construction health and safety arrangements for the London Resort.

HEALTH, SAFETY AND WELFARE PROGRAMMES

7.4 Through the Principal Contractor, LRCH will require that all personnel engaged in the construction process have adequate experience to perform the activities executed under their responsibility or in their scope. All key contractors and sub-contractors will be required to have sufficient resources of the required competence to meet the contractual requirements and perform tasks to maintain safety at all times. Personnel performing

specific assigned tasks on the Project will be qualified on the basis of appropriate education, training, competence and experience. The Principal Contractor shall make specific checks as required to ensure competency and training is maintained.

7.5 The Principal Contractor will ensure the roles and responsibilities of all named personnel and appropriate communication details and channels are clear and that clear project management procedures are in place for all aspects of the construction.

7.6 LRCH will require that all construction personnel attend inductions including matters related to site rules, health and safety requirements, arrangements for first aid and emergency response, and environmental management.

7.7 Indicative arrangements concerning environmental competence, training and induction are presented in the *Outline CEMP* (document reference 6.2.3.2).

SUPPLY CHAIN

7.8 The high health and safety requirements and expectations of LRCH would be defined and cascaded down to its suppliers by the Principal Contractor within the contractual arrangements, and they would adhere to these throughout the construction programme.

7.9 LRCH will require its supply chain to deliver their works to an exemplary standard for health, safety and welfare performance, with a 'safety first' philosophy and that every worker must go home safely every day.

7.10 The Principal Contractor will be instructed to develop a behavioural safety programme in collaboration with the supply chain.

EQUIPMENT AND MATERIALS

7.11 LRCH will require all materials, plant and equipment installed on the Project Site to be audited, either during manufacture or prior to despatch from the suppliers' premises, by a suitably qualified discipline inspector or engineer. The Principal Contractor must be satisfied that any vendor or contractor supplying goods which require traceability has an adequate system of unique identification to satisfy these requirements.

7.12 The Principal Contractor will reserve the right to undertake random inspections as it deems necessary to maintain compliance. If doubt arises as to the fitness for purpose of any supplied product it shall require to be clearly marked as such and quarantined until the suspected non-conformance can be resolved.

7.13 An appropriate system for the logging, storage, and marking of all equipment and materials will be required. The suppliers' special instructions and delivery notes will be enforced during handling, storage and installation with appropriate training or notification

of personnel. The correct lifting procedures will require to be followed to ensure safe, efficient handling. These processes will be auditable by the Principal Contractor.

ROAD VEHICLES

7.14 The Principal Contractor will require that all road construction vehicles meet the required, recognised standards and will comply with relevant regulations. Where necessary, the Principal Contractor will conduct appropriate independent audits on construction vehicles to ensure they meet these standards and are fit for purpose for their prescribed roles. All road vehicles used during construction will be required to comply with the procedures and requirements set out in other relevant documents.

RIVER VESSELS

7.15 The Principal Contractor will require that all construction vessels meet all applicable regulatory requirements and comply with the international maritime rules (as adopted by the flag state) and regulations. Where necessary, the Principal Contractor will conduct appropriate independent vessel audits on construction vessels to ensure they meet these standards and are fit for purpose for their prescribed roles. All river vessels used during construction will be required to comply with the procedures and requirements set out in other relevant documents.

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Appendices

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Appendix 1.0 – Indicative construction programme

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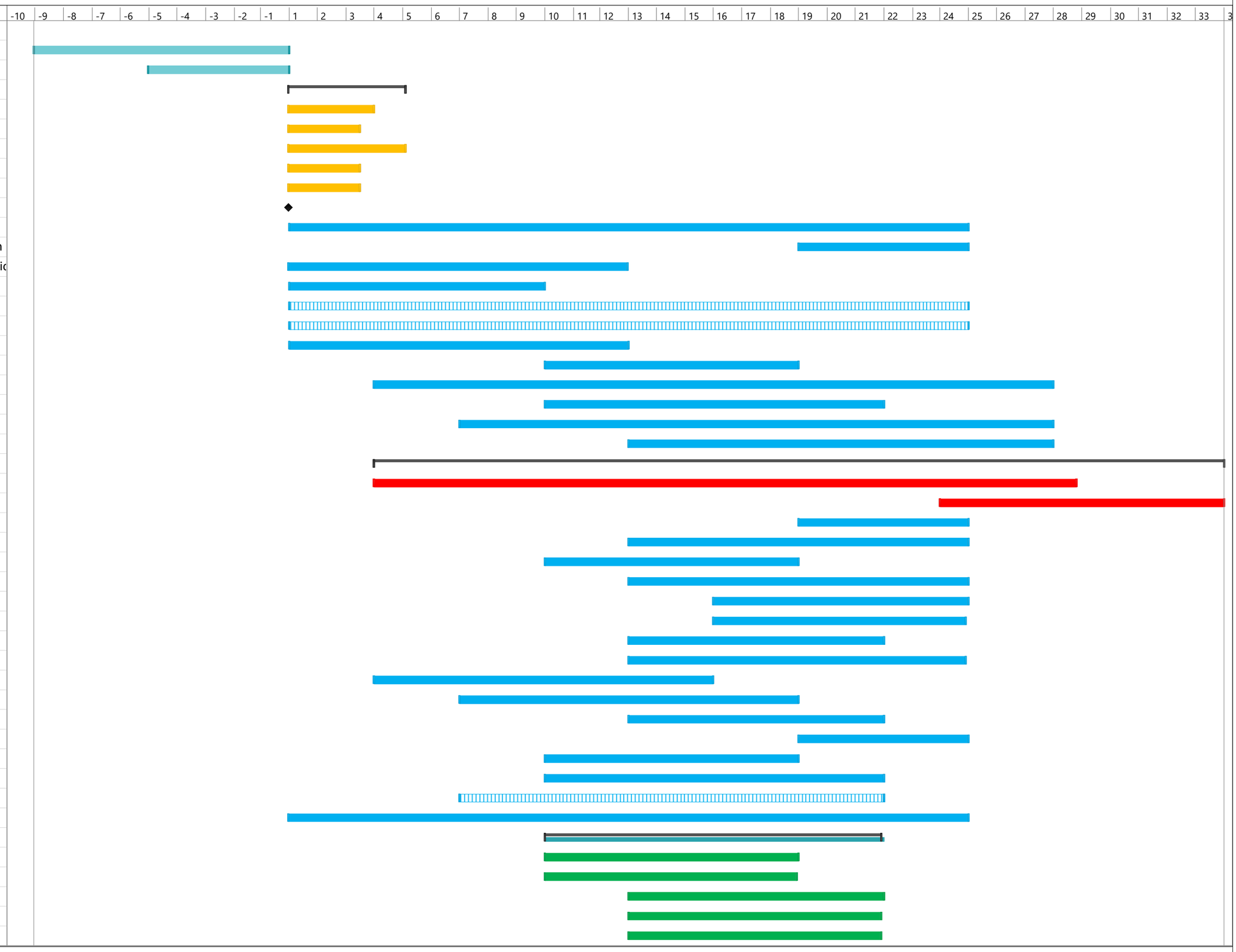
PRELIMINARY MASTER CONSTRUCTION PROGRAMME (TARGET) : LONDON RESORTS

Revision C 7/12/2020

ID	Task Name
1	DCO
2	Pre - contract Planning
3	Licenses
4	**Enabling works**
5	Bell Wharf
6	Site investigation
7	Archaeology
8	Demolition
9	Site security
10	Start on Site
11	A2 Road Project
12	Ebbsfleet International Station
13	Contamination/Decontaminatic
14	Ground Modelling
15	Internal Road Contruction
16	Utility Infrastructure
17	St Peters Square
18	NOD1
19	Street
20	Market
21	Hotel - H2
22	Hotel - H1
23	**Convention Centre**
24	Shell and Core
25	Fit Out
26	NOD2
27	COLISEUM
28	NOD3
29	Staff Accomodation
30	Visitor's Centre
31	Training facility
32	Ferry terminals
33	Car Park Multi Storey
34	Car Park Surface
35	Energy Centre
36	Waste Recycling Centre
37	Water Treatment Centre
38	Maintenance Buildings
39	London Resorts Office
40	Landscaping
41	Gate 1
42	**Tilbury**
43	Visitors' terminal
44	Car Parking
45	Warehouse
46	Logistics centre
47	Good & Service Centre



Appendix 2.0 – Access Road construction programme

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[redacted] **Issued :** 26/05/2020

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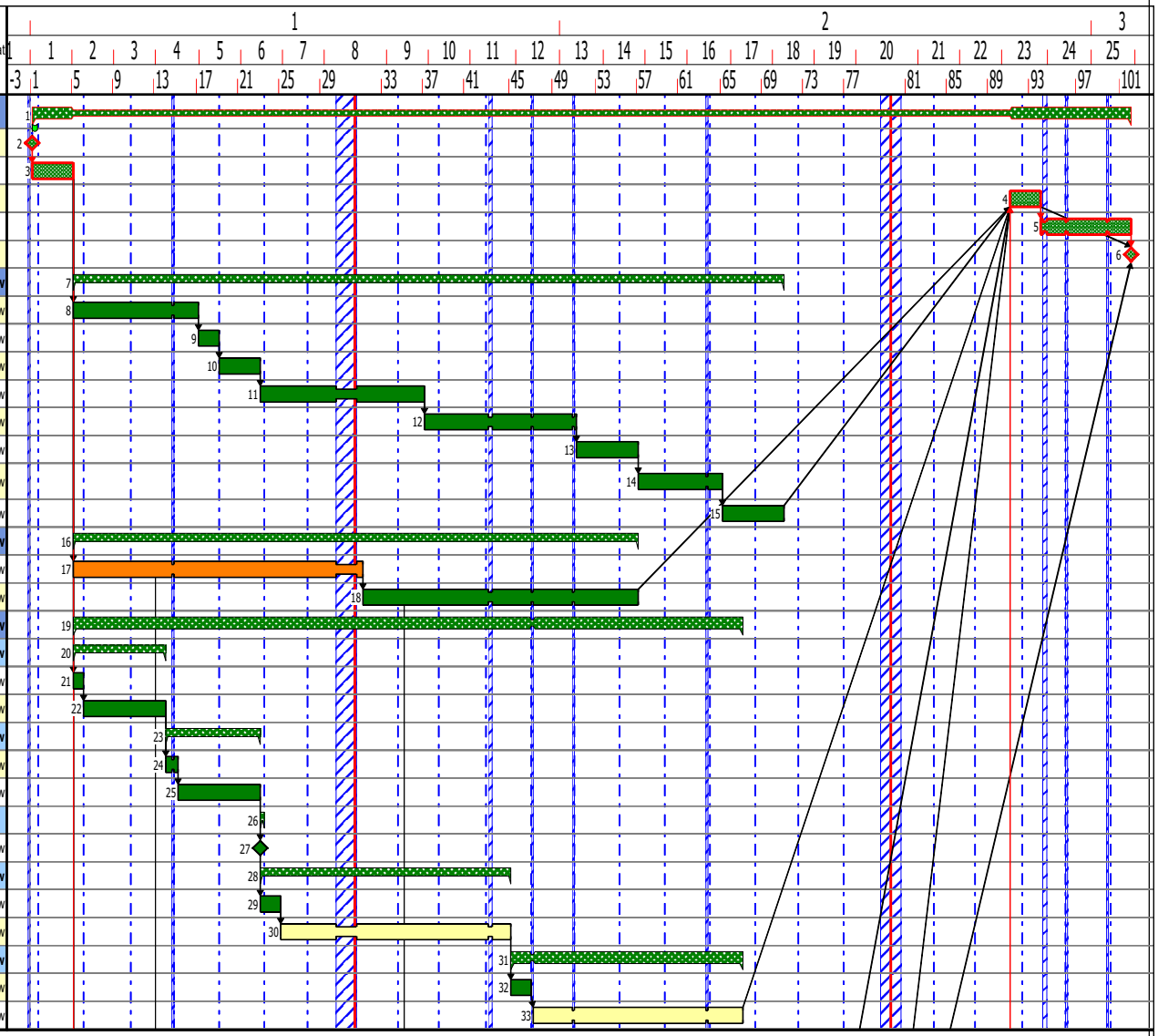
Line	Name	Duration	Start	Finish	Total float
1	**Key Dates**	**101w**	**Week 1**	**Week 108**	
2	Access Date		Week 1 *	Week 1	
3	Mobilise / Welfare Set Up	4w	Week 1	Week 5	
4	De- Mobilise	3w	Week 96	Week 99	
5	Contingency / Terminal Float	8w	Week 99	Week 108	
6	Completion		Week 108	Week 108	
7	**A2 Junction**	**66w**	**Week 5**	**Week 74**	**20w**
8	Phase 1 Traffic merging on to A2; Construction of Lane 2 incl. Tie-In to Offline Works	12w	Week 5	Week 17	20w
9	Phase 2:Single Lane 2 Traffic merging on to A2; Construction of Lane 1	2w	Week 17	Week 19	20w
10	Phase 3:Single Lane 2 Traffic on A2260	4w	Week 19	Week 23	20w
11	Phase 4:Single Lane 1 Traffic on A2260; Lane 2 on A2660 Off-Slip incl.Section of Offline	14w	Week 23	Week 39	20w
12	Phase 5:Single Lane 1 Traffic merging off A2; Construction of Lane 2 Rbt Inner Lane & Offline	14w	Week 39	Week 54	20w
13	Phase 6:Single Lane 2 Traffic merging off A2; Construction of Lane 1	6w	Week 54	Week 60	20w
14	Phase 7: A2260 Lane Closure, A2 Onslip reduced to One Lane & Dartford District Single Lane 2 in both Directions (Traffic Diverted through Off-Line As-Builts)	8w	Week 60	Week 68	20w
15	Phase 8: Dartford District Single Lane 1 Nth Direction & Closure of Ackers Drive Junction	6w	Week 68	Week 74	20w
16	**Ch 0 - 550**	**52w**	**Week 5**	**Week 60**	**34w**
17	Earthworks	26w	Week 5	Week 33	34w
18	Raod & Construction & Services	26w	Week 33	Week 60	34w
19	**A2260 Ebbesfleet Gateway Tunnel**	**62w**	**Week 5**	**Week 70**	**24w**
20	**Phase 1: Widening of existing A2260 Ebbsfleet Gateway**	**9w**	**Week 5**	**Week 14**	**24w**
21	Traffic Management [Existing A2260 reducded to S/B Lane (ContraFlow Traffic on one Lane)	1w	Week 5	Week 6	24w
22	Embankment Formation and construct Road Makeup to tie-In with existing A2260 (possible reconstruction of existing A2260	8w	Week 6	Week 14	24w
23	**Phase 2: Widening of existing A2260 Ebbsfleet Gateway**	**9w**	**Week 14**	**Week 23**	**24w**
24	TM; A2260 Traffic diverted to newly construed N/B Lane running single lane in each direction.	1w	Week 14	Week 15	24w
25	Embankment Formation and construct Road Makeup to tie-In with existing A2260 (possible reconstruction of existing A2260	8w	Week 15	Week 23	24w
26	**Phase 3: Dual Carriageway Complete**		**Week 23**	**Week 23**	
27	Width to enable traffic routeing to suit tunnel works		Week 23	Week 23	24w
28	**Phase 4: Construct Western Side of Tunnel**	**22w**	**Week 23**	**Week 47**	**24w**
29	TM; Contra Flow Traffic implemented on the A2260 S/B C/W	2w	Week 23	Week 25	24w
30	Cut & Cover Tunnelling to construct new road with reinstatement of A2260	20w	Week 25	Week 47	24w
31	**Phase 5: Construct Eastern Side of Tunnel**	**22w**	**Week 47**	**Week 70**	**24w**
32	TM; Contra Flow Traffic implemented on the A2260 N/B C/W	2w	Week 47	Week 49	24w
33	Cut & Cover Tunnelling to construct new road with reinstatement of A2260	20w	Week 50	Week 70	24w



Trades Contractor,Draft Construction

Roadworks & Services | Earthworks | Structures

Milestone Appearances

Start Milestone

[redacted] VFL - PP - 260520 - msw.

[redacted] draft [redacted] 26/05/2020

[redacted]

For review

Title :

Draft Construction Programme

VOLKERFITZPATRICK
Hertford Road
Hoddesdon
Herts EN11 9BX
Tel: [redacted]

Filename C:\Users\willia\Documents\Paramount Park\VFL - Paramount Park - Construction - draft - 260520.pp

Date Issued : 26/05/2020

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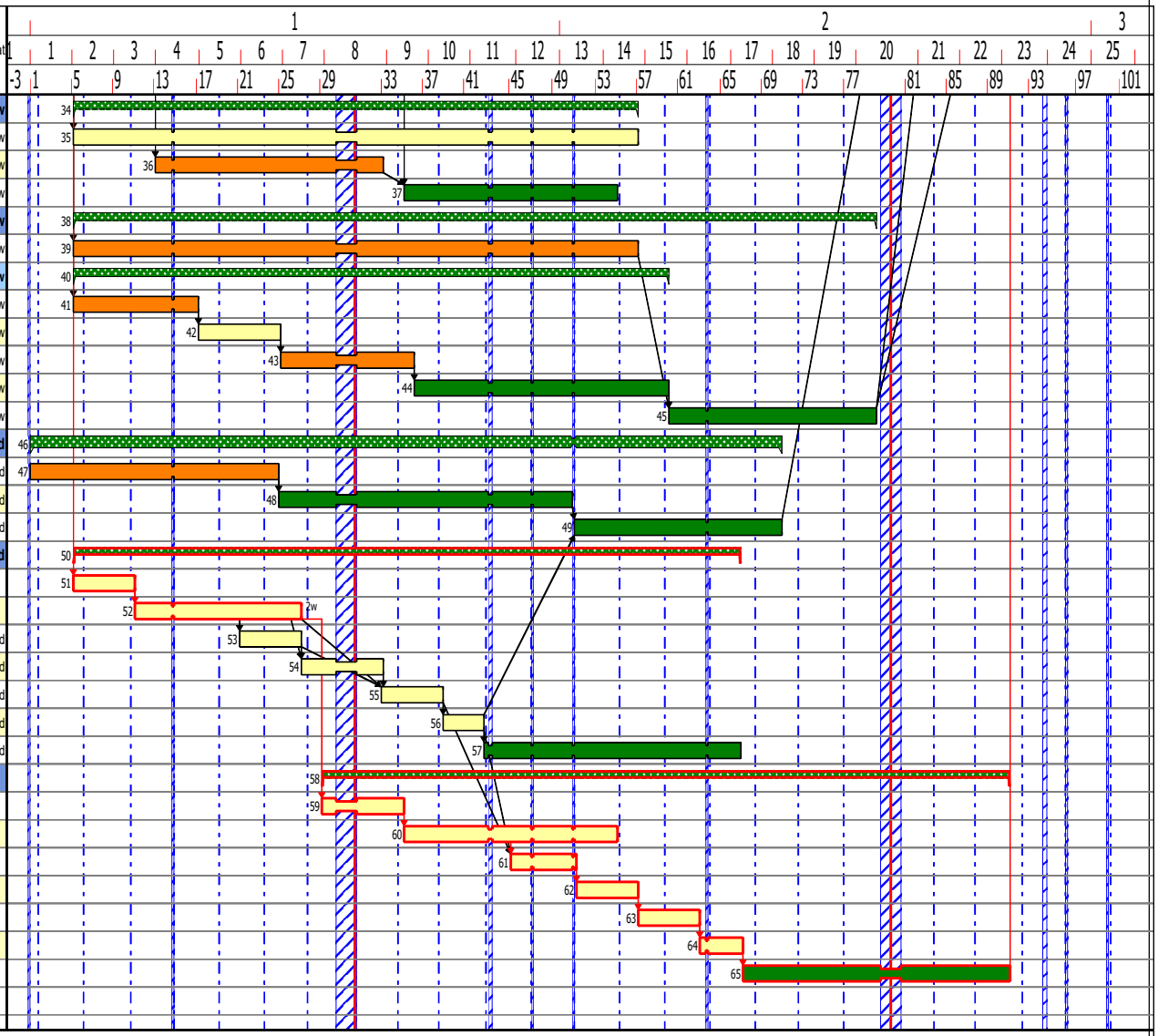
Line	Name	Duration	Start	Finish	Total float
34	**Ch 550 - 960 [incl Bridge Extension]**	**52w**	**Week 5**	**Week 60**	**45w**
35	Bridge Extension	52w	Week 5	Week 60	45w
36	Earthworks & Drainage	20w	Week 13	Week 35	49w
37	Road & Services	20w	Week 37	Week 58	47w
38	**Ch 960 - 1300**	**75w**	**Week 5**	**Week 83**	**11w**
39	Allowance for Landfill working	52w	Week 5	Week 60	14w
40	**Deep Cut / Retainment**	**55w**	**Week 5**	**Week 63**	**11w**
41	Prep; Access / topsil strip/piligh platforms	12w	Week 5	Week 17	11w
42	Contig Piling	8w	Week 17	Week 25	11w
43	Excavation and Anchors	11w	Week 25	Week 38	11w
44	Road Construction [incl drainage and services]	24w	Week 38	Week 63	11w
45	People Mover Ch 0 - 200	20w	Week 63	Week 83	11w
46	**Ch 1300 - 1800**	**70w**	**Week 1**	**Week 74**	**20w 1d**
47	Earthworks & Drainage [Archaeolgy watching brief]	24w	Week 1	Week 25	20w 1d
48	Road construction and services	26w	Week 25	Week 53	20w 1d
49	People Mover	20w	Week 54	Week 74	20w 1d
50	**Tunnels under Railway**	**61w 4d**	**Week 5**	**Week 70**	**35w 1d**
51	Set Up Casting Yard	6w	Week 5	Week 11	
52	Cast and Cure all units	16w	Week 11	Week 27	
53	Jack Eastern Road Tunnel	6w	Week 21	Week 27	2w 1d
54	Jack People Mover route Tunnel	6w	Week 27	Week 35	2w 1d
55	Jack Western Road Tunnel	6w	Week 35	Week 41	2w 1d
56	Grout	4w	Week 41	Week 45	2w 1d
57	Road Construction and services though tunnel	24w	Week 45	Week 70	35w 1d
58	**Tunnels under A226**	**62w**	**Week 29**	**Week 96**	
59	Set Up Casting Yard	6w	Week 29	Week 37	
60	Cast and Cure all units	20w	Week 37	Week 58	
61	Jack Eastern Road Tunnel	6w	Week 47	Week 54	
62	Jack People Mover route Tunnel	6w	Week 54	Week 60	
63	Jack Western Road Tunnel	6w	Week 60	Week 66	
64	Grout	4w	Week 66	Week 70	
65	Road Construction and services though tunnel [and all site]	24w	Week 70	Week 96	



Trades Contractor,Draft Construction

Roadworks & Services | Earthworks | Structures

Milestone Appearances

Start Milestone

Programme Ref : VFL - PP - 260520 - msw.

Revision : draft **Revision Date :** 26/05/2020

Revision Comment :

For review

Title :

Draft Construction Programme

VOLKERFITZPATRICK
Hertford Road
Hoddesdon
Herts EN11 9BX

Filename C:\Users\willia\Documents\Paramount Park\VFL - Paramount Park - Construction - draft - 260520.pp

Appendix 3.0 – Site Plan

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Site Plan

Order Limits

Appendix 4.0 – Building zones

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Building Zones

1 Water Treatment Facility
2 Gate 1
3 Gate 1 Back of House
4 Ebbsfleet International Terminal (T2)
5 Bamber Pit Back of House
6 The Sports Ground Back of House
7 The London Resort Car Parks (CP1, CP2, CP3)
8 The London Resort Passenger Terminal (T1)
9 The London Resort Plaza
10 The London Resort Hotel (H1) & Boulevard
11 The Waterpark
12 Node 3 : Gate 1 Payline
13 Node 2 : The Market
14 The Conferention Centre
15 Hotel 3 (H3)
16 Visitor Centre and the London Resort Academy
17 Staff Accommodation
18 Gate 2
19 Gate 2 Back of House
20 Node 4 : Gate 2 Payline
21 The Coliseum
22 Hotel 4 (H4)
23 Hotel 2 (H2)
24 The London Resort Ferry Terminal (T3)
25 The London Resort Port
26 RoRo Facility
27 White's Jetty
28 The London Resort Tilbury Car Park (CP4)
29 The London Resort Tilbury Terminal (T4)

— Order Limits

Appendix 5.0 – Seacon Terminal

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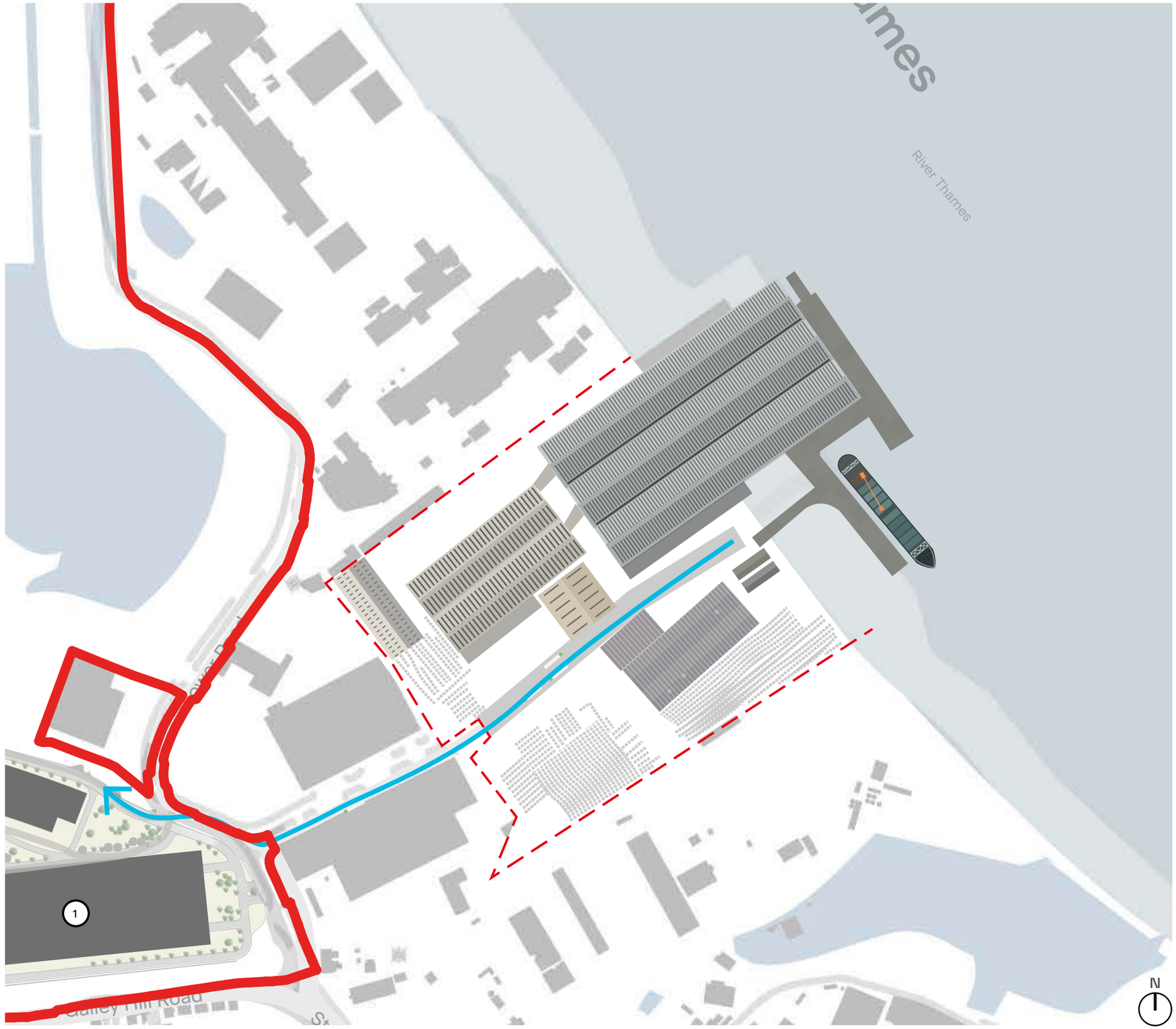
Seacon Terminal



1 London Resort Back of House

Order Limits

Seacon Boundary

Delivery route from Seacon Terminal to The London Resort

Appendix 6.0 – Site compounds and offices

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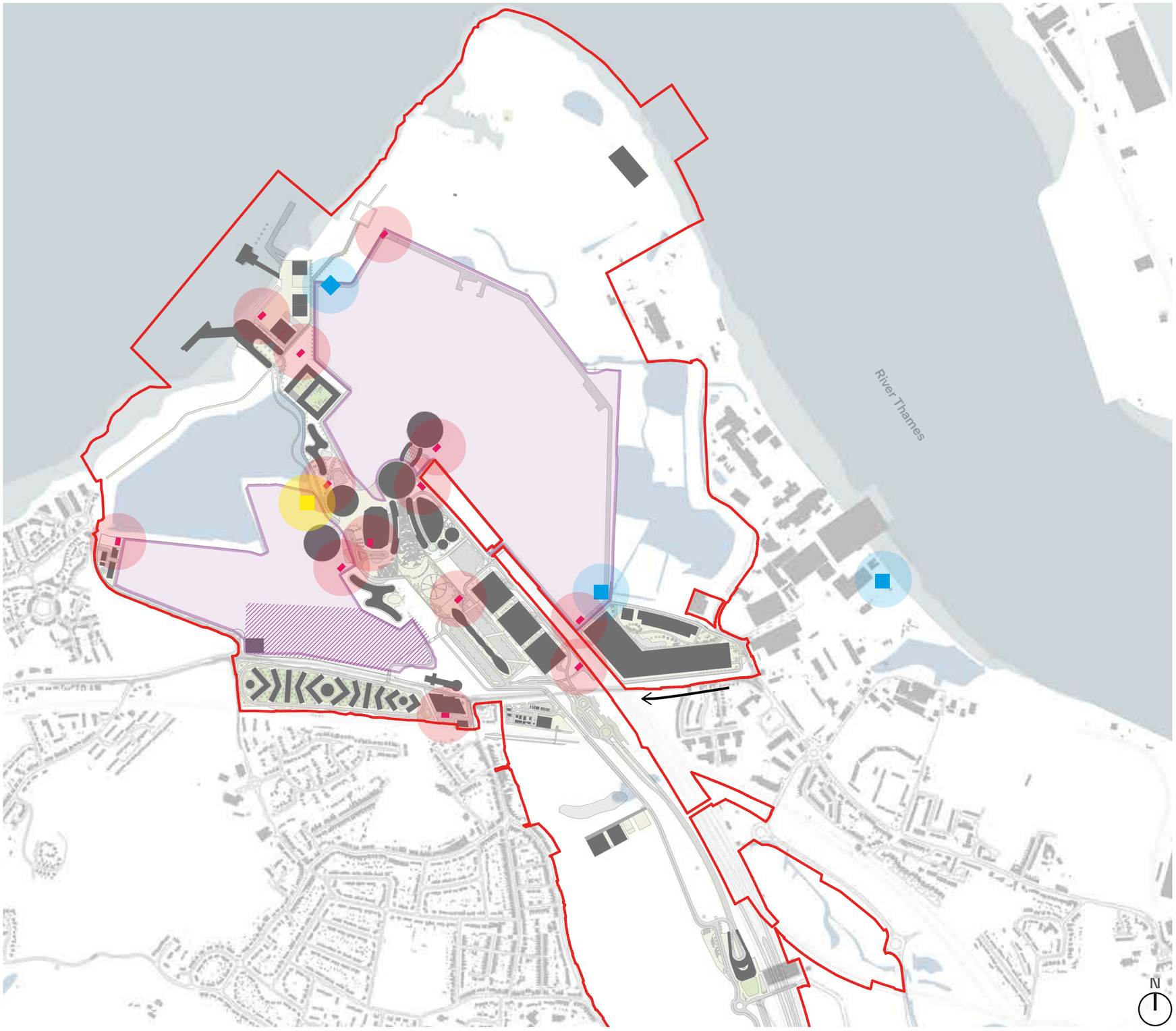
Site Compounds and Offices



- Order Limits
- Gates 1&2
- Gate 2 Admin Complex Hub (Offices, Car Parking, Caravan Park, modular accommodation) and build Light Medical Facility
- Site compound and offices (temp). Each building zone will include a storage compound area
- Concrete Batching Plant Area
- Potential Batching Plant area
- HS1 Access

Appendix 7.0 – Delivery proposals

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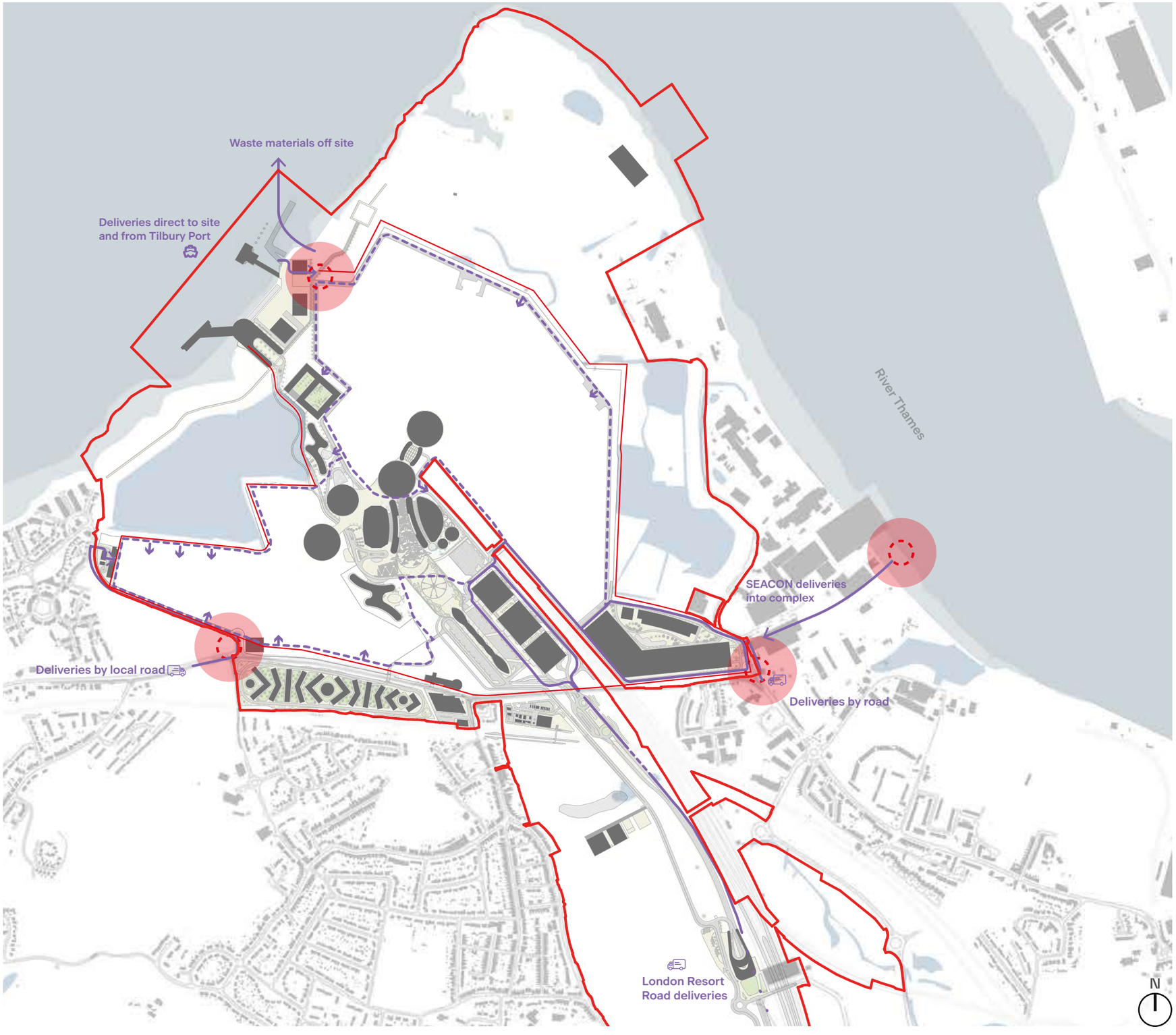
Delivery Proposals



- Access control points
- Perimeter Fencing - boundary security
- External Deliveries
- Internal core servicing
- Order Limits

Appendix 8.0 – Internal road distribution

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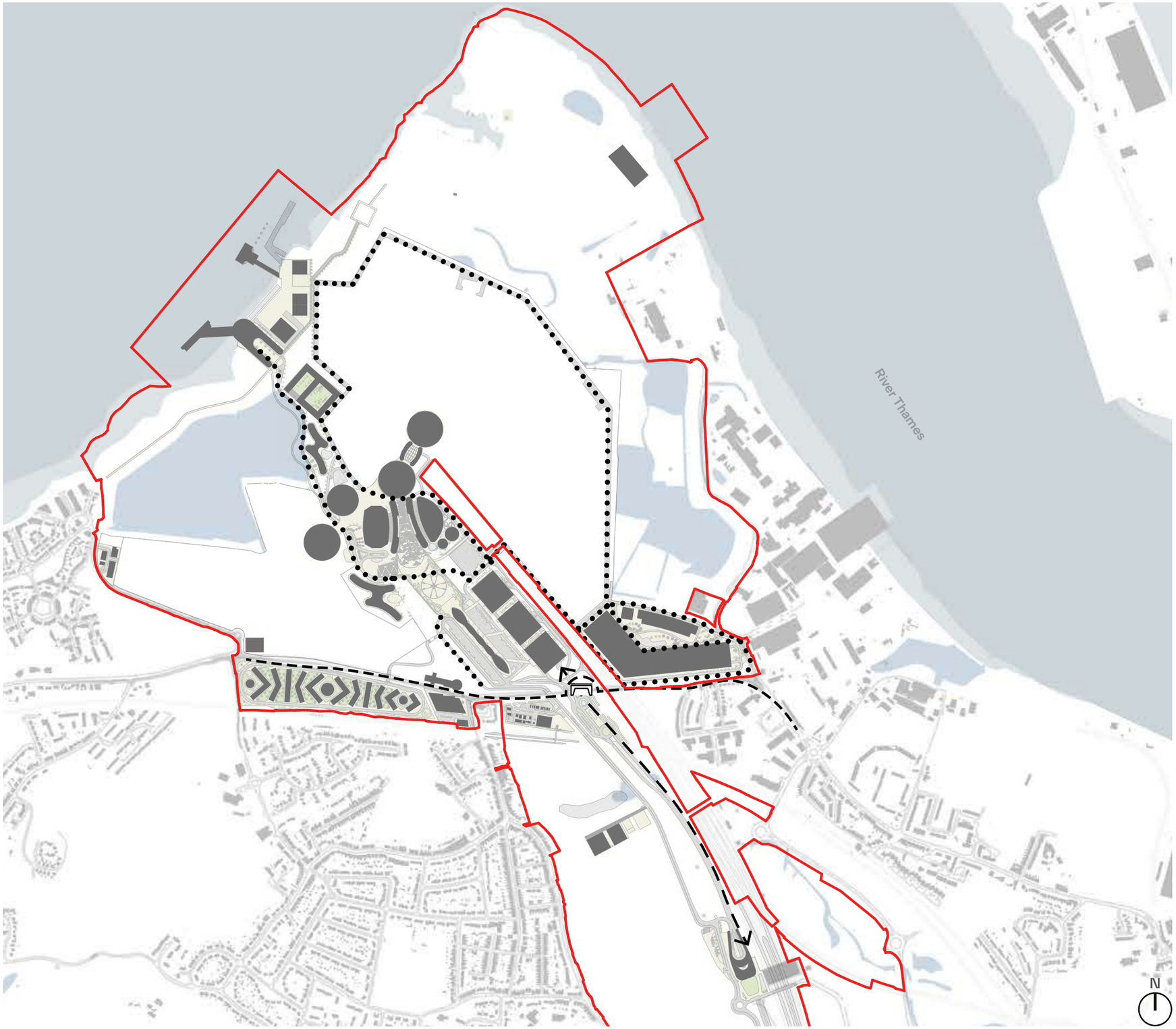
Internal Road Distribution



- Internal Road Network
- Resort Road Network
- Local Road Network
- Order Limits

Appendix 9.0 – Construction phasing plans

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Months
1 to 3

Construction Phase [1]

Site compound and offices (temp). Each building zone will include a storage compound area

Potential Batching Plant area

Starting works

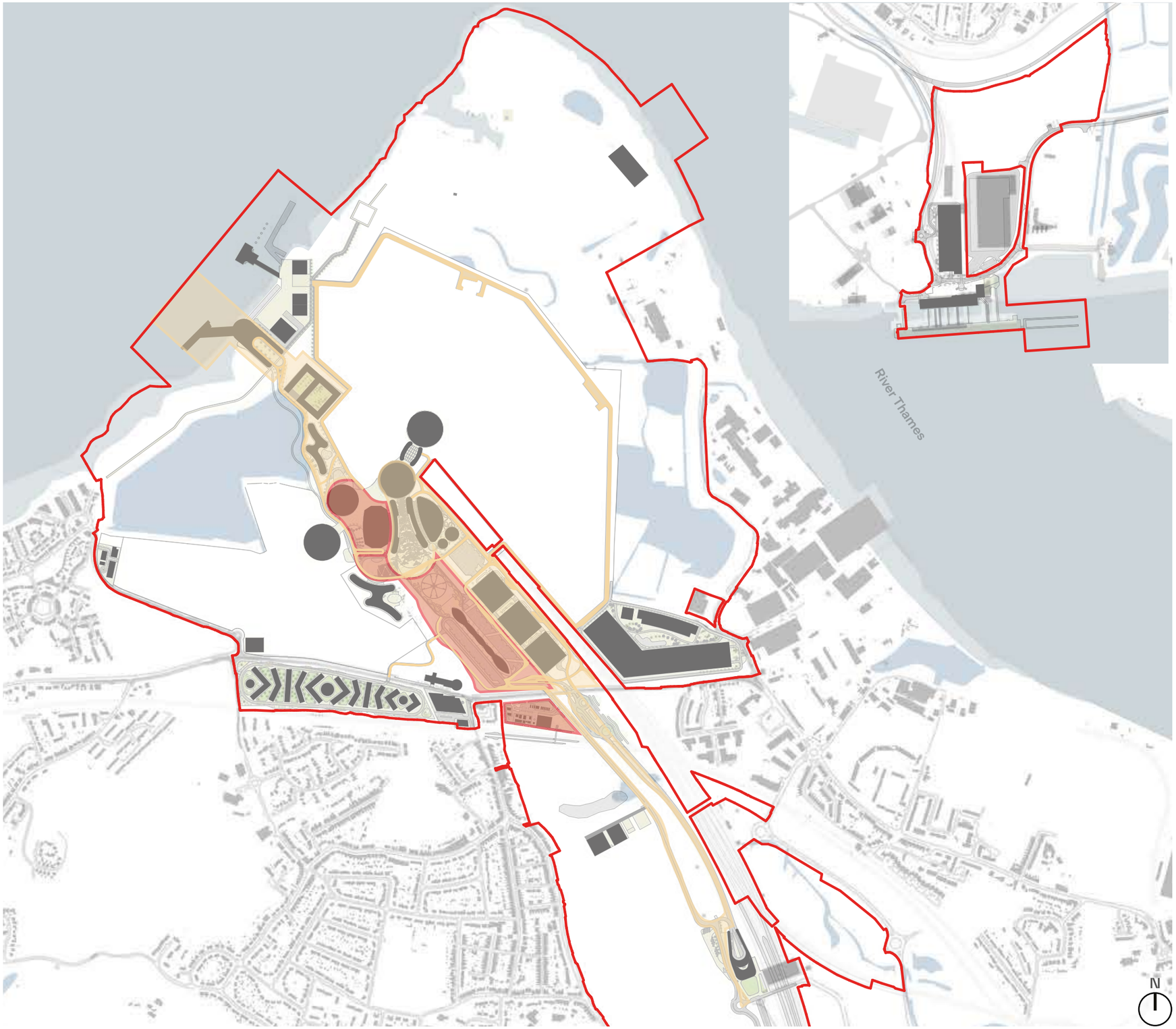
Jetty preliminary works
Archaeology
Site security/compounds and fencing
Contamination/decontamination
Start on site hotel sub-structure
New road A2 to peninsula
Ground modelling
Internal road construction
Utility infrastructure
Arrivals Plaza commence

Ongoing

Completed

Months
3 to 6

Construction Phase [2]



Starting works

Boulevard and Market
Conferention Centre
Surface Car Park
Energy Centre

Ongoing

Completed

Ground modelling complete to construction areas
Remediation works

Months
6 to 9

Construction Phase [3]

Starting works

Sub-structure Hotel 3
Gate 1 Themed area
Ground modelling
Internal road network
Utility infrastructure.

Ongoing

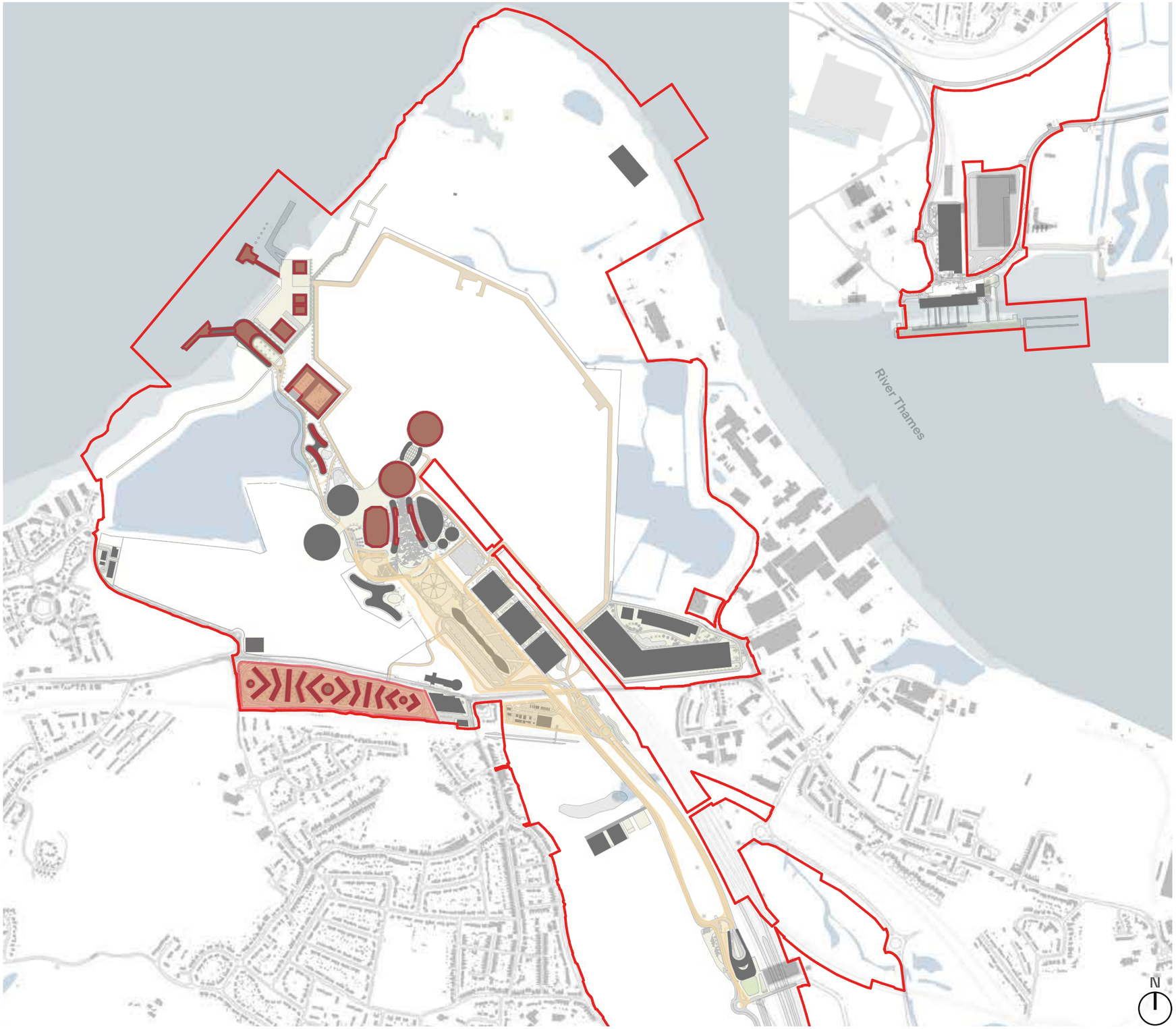
Internal road network
Utilities infrastructure

Completed

Ground modelling complete

Months
9 to 12

Construction Phase [4]



- Starting works

Project building/sub structure
Node 1
Boulevard
Node 2/3
Staff Accommodation
Office Building
Maintenance Building
The Coliseum

- Ongoing
- Completed

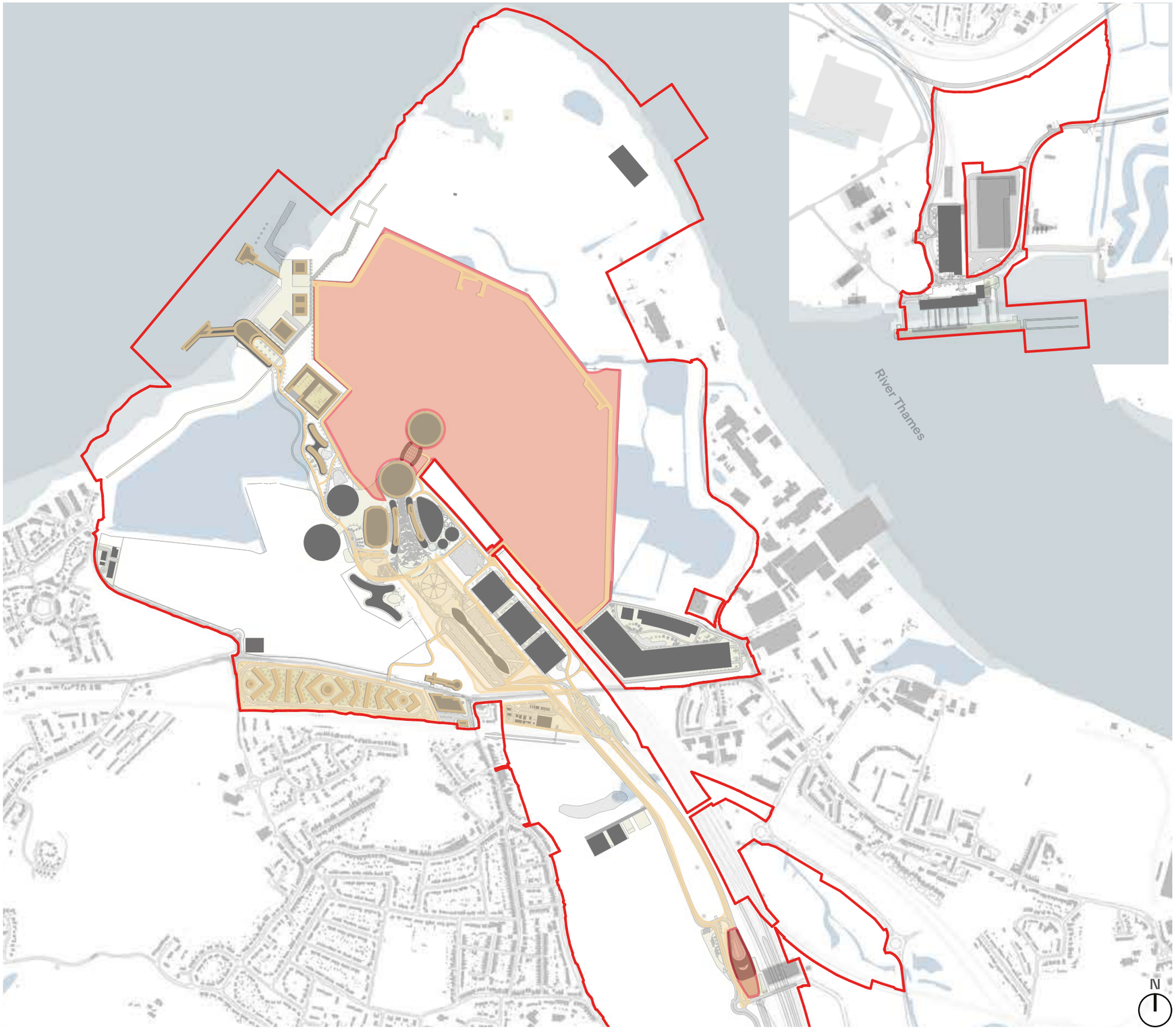
Months
12 to 15

Construction Phase [5]

- Starting works
- Visitor Centre
- Ongoing
- Construction of individual buildings
- Completed
- Surface Car Park

Months
15 to 18

Construction Phase [6]



Starting works

Ebbsfleet International Station
Gate 1 (sub-structures)

Ongoing

Construction of individual buildings

Completed

Maintenance buildings

Months
18 to 21

Construction Phase [7]

Starting works

Start on site (Gate 1)

Ongoing

Construction of individual buildings
Node 2

Completed

Node 1
Ferry Terminal
Energy Centre/Waste Recycling Centre
New road completed and operational

Months
21 to 24

Construction Phase [8]

Starting works

Ebbsfleet International Station
Gate 1 (sub structures)

Ongoing

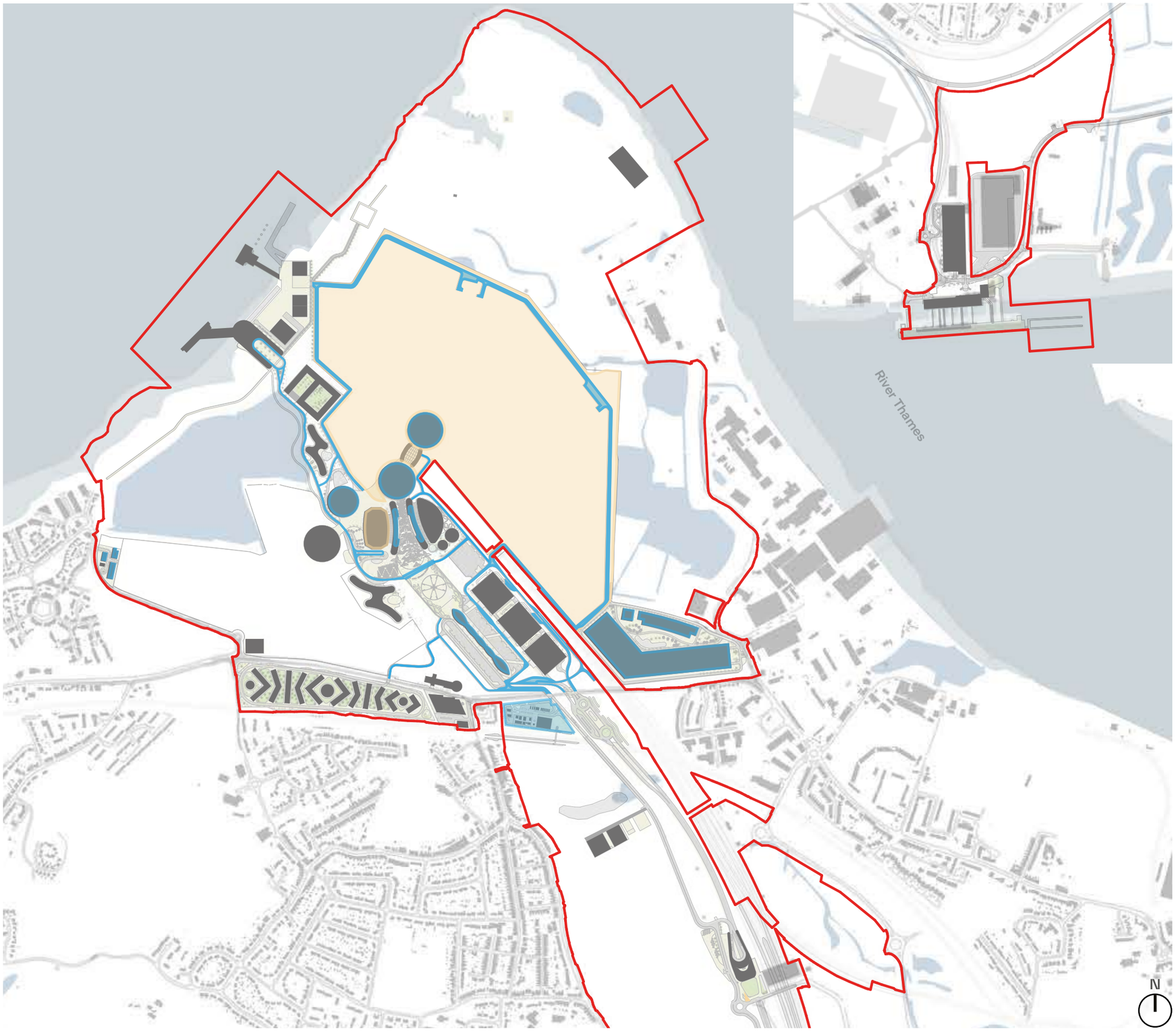
Gate 1

Completed

Hotels - commissioning
Staff Accommodation
Visitor Centre/Training Facility
Multi-Storey Car Park

Months
24 to 27

Construction Phase [9]



Starting works

Dismantling of contractors compounds and infrastructure

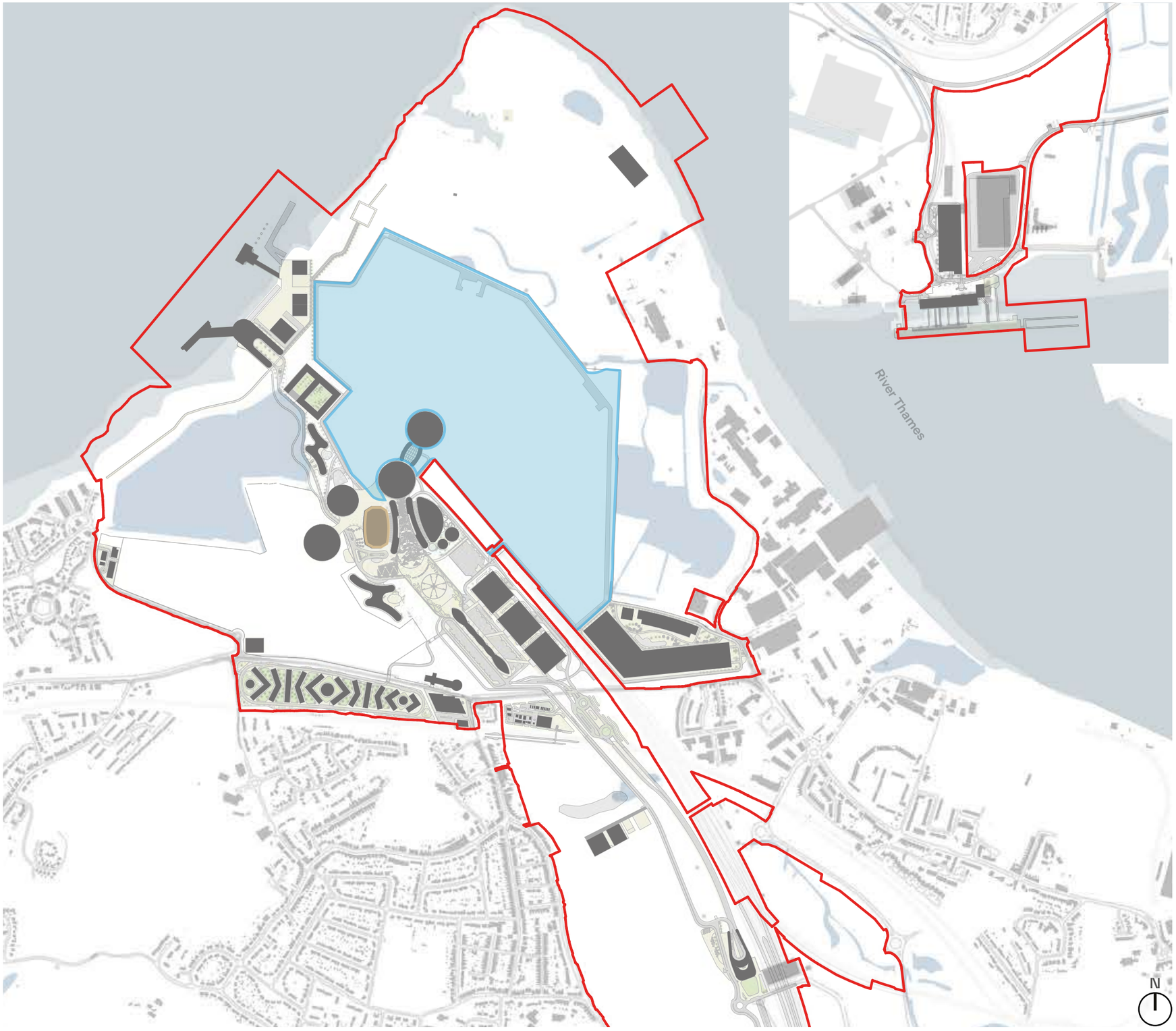
Ongoing

Completed

Construction/commissioning to all buildings

Months
27 to 30

Construction Phase [10]



Starting works

Ongoing

Final works to all buildings/landscaping and external works
Fitting out to Conferention Centre ongoing

Completed

Completion of Gate 1
Month 30 complex open to the public

Months
30 to 33

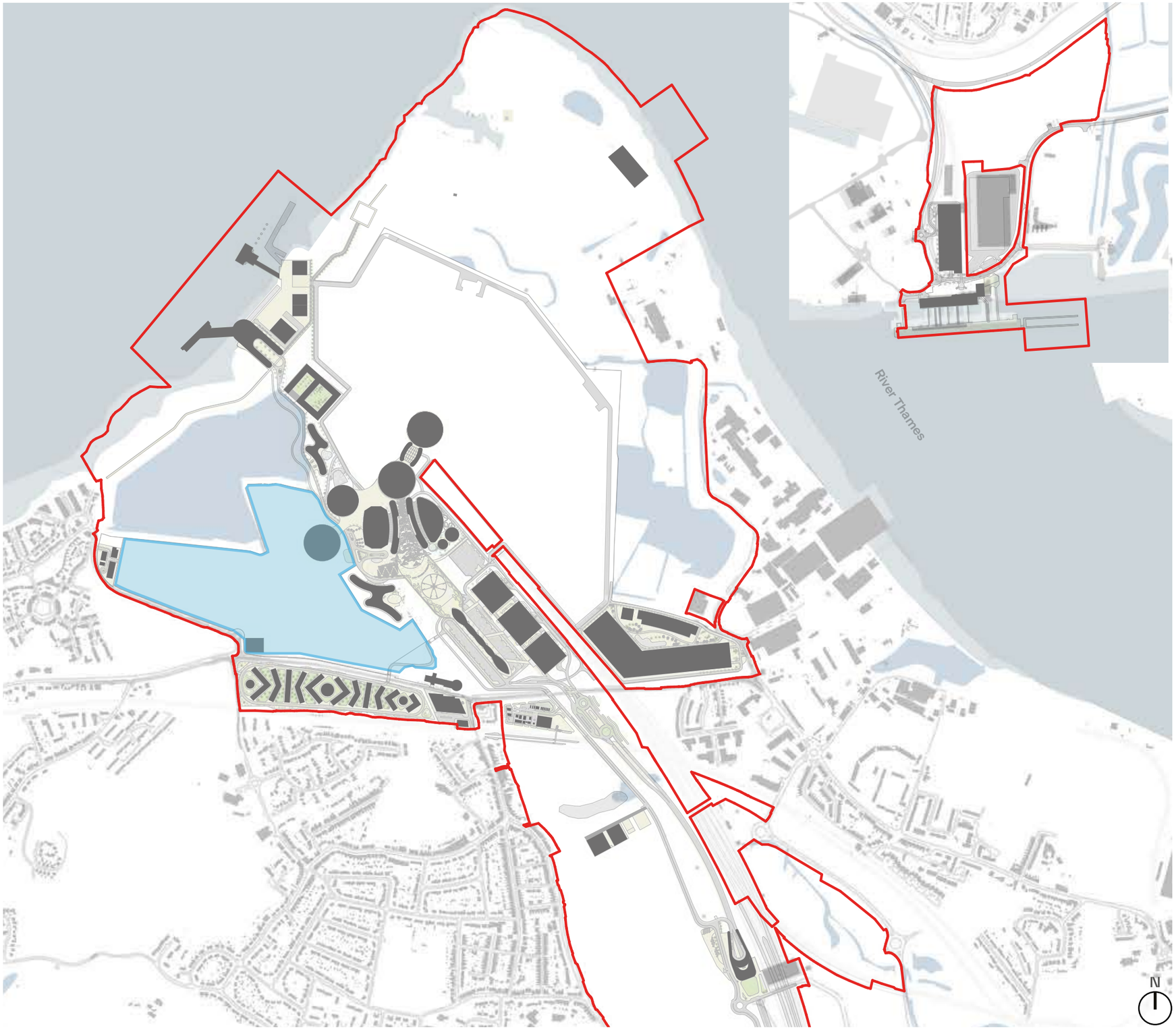
Construction Phase [11]

- Starting works
- Ongoing
- Completed

Completion of Conferention Centre
Post opening/snagging and commissioning

3RDQ 2027
to 2029

Construction Phase [Gate 2]



Starting works

Provisional start date 3rd quarter 2027

Ongoing

Completed

Completion and operational 2029

Appendix 10.0 – Outline Community Engagement Plan (construction)

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THE LONDON RESORT

The London Resort Development Consent Order

BC080001

Outline Community Engagement Plan (Construction)

Revision: 00

December 2020

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Revisions

Revision	Description	Issued by	Date	Approved by
00	Issue for DCO submission	BOS	24/12/2020	LRCH/COP

Copper
Third Floor
11-15 Farm Street
London
W1J 5RG

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Contents

Revisions i

Contents iii

1 Chapter One ◆ Introduction 1

2 Chapter Two ◆ Community Engagement Plan 3

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Chapter One ◆ Introduction

INTRODUCTION AND PURPOSE OF DOCUMENT

1.1. This document, the Outline Community Engagement Plan (CEP) (construction) sets out the approach that London Resort Company Holdings (LRCH) will take to ensure that it maintains community and stakeholder engagement activities beyond the point of achieving DCO consent. It provides an outline approach to delivering engagement and communications activity throughout the period of enabling works and construction.

1.2. It seeks to maintain, and where possible build upon, networks that have been established within the community and with stakeholders during pre-application consultation to provide consistency and continuity. However, it also considers additional communications mechanisms, channels and stakeholder groups, that may become appropriate in the next phase of the project.

1.3. LRCH will ensure it regularly conducts engagement and communication activities with the local community during the construction of the Resort, to include enabling works.

1.4. LRHC has always been committed to ensuring that the London Resort works for the local community as well as visitors. This outline CEP outlines how this will be achieved and how LRCH's ongoing relationship with the local community will continue throughout the construction period.

1.5. Residents living within the vicinity of the Project Site, and businesses operating in the local area, will be regularly informed and updated regarding the activities related to the progression of the Resort.

1.6. A more detailed CEP will be developed closer to the time of enabling works and construction starting at the Project Site. This will be informed by ongoing engagement and communications activity over the DCO examination phase.

1.7. A subsequent plan addressing community engagement will be developed to cover the operation of the Resort, at the appropriate point.

SCOPE AND OBJECTIVES

1.8. The role of the CEP is to outline planned community engagement activity in the areas that surround the Resort and will be impacted during construction of both Gate 1 and Gate 2.

1.9. Specifically, the CEP outlines:

- the role of the Community Relations team;

- project contact details;
- community stakeholders that are covered by this plan;
- core engagement channels;
- core engagement topics;
- frequency of engagement;
- location-specific tactical engagement plans;
- how progress will be tracked; and
- enquiries and complaints procedures.

1.10. This CEP will be delivered by LRCH's dedicated Community Relations team.

1.11. Key objectives are as follows:

- Conveying important public health and safety messaging (we are relentless in ensuring all of our construction work will be carried out to the highest safety standards);
- Providing clear signage indicating messaging about route diversions and safety precautions for the public to adhere to; and
- Maintaining our existing strong links to and relationships with the local community surrounding the site for the Resort and being a 'good neighbour'.

Chapter Two ◆ Community Engagement Plan

STAKEHOLDERS

2.1 It is important to LRCH that the local community, the general public and other stakeholders continue to be involved in the development of the Resort, and that they continue to be involved and engaged during the construction phase.

2.2 For the purposes of this CEP, the 'community' is defined as

- Individuals, businesses and groups based or living in the vicinity of the Resort;
- Individuals who are users of the area or visitors to it (e.g. workers, commuters, and shoppers); and
- Community groups, voluntary organisations, faith communities, and schools and colleges in the vicinity.

2.3 Our stakeholder mapping will be reviewed and updated at key milestones during examination and prior to construction starting on site to ensure it is up-to-date, and that new groups are added as appropriate. This will include groups identified through consultation and ongoing engagement activity during the pre-construction and examination period.

2.4 Key stakeholder categories include:

- Local government, including county councils, borough/district councils and parish councils;
- Political representatives, e.g. MPs and related officials;
- Community representatives, including residents' associations;
- Local interest groups;
- Residents in the vicinity of the Resort;
- Local community and users;
- Local businesses and community facilities; and
- Hard to reach groups.

2.5 Ongoing engagement will continue with host authorities, and appropriate statutory consultees. Where construction causes impact to services, for example causing road closures, impacting engineering works, limiting access to stations and other facilities, we will work with the relevant service providers to agree messages and ensure timely dissemination of information through LRCH and their customer channels.

CHANNELS AND TOOLS

2.6 LRCH will employ a range of communication methods and tools, building on successful and established channels and engagement activity. By using a combination of digital and traditional communications methods, LRCH will ensure that all target audiences, notably those within the local community most likely to be affected by construction, will be kept as up-to-date as possible.

2.7 Channels include:

- LRCH Website;
- LRCH Social Media Channels;
- Local community events;
- LRCH hosted Webinars;
- LRCH Newsletters (digital and hard copy) and direct mail;
- Press; and
- Local influencers (councillors, community group leaders etc.).

2.8 The construction phase will provide LRCH with a physical presence in the area. Communications activity will include:

- On-site information boards and hoardings; and
- Establishment of a Visitor Centre, with events and site tours during construction (subject to health and safety requirements).

LIAISON GROUPS, FORUMS AND TASKFORCES

2.9 LRCH has an ongoing programme of engagement with a variety of stakeholders. Bespoke working groups and forums will be established to maintain engagement with these groups, including but not limited to:

Community Liaison Group (CLG)

2.10 Established in June 2016, the group reconvened in summer 2020, prior to statutory consultation. Membership is drawn from local elected representatives, organisations and community groups with an interest in the Project. The purpose of the group is to provide a forum for discussion and feedback, and to assist with the provision of information to the local community. Membership will be reviewed on an ongoing basis and updated as and when appropriate.

2.11 This group will play an important role in helping to inform the detailed engagement plan for the construction phase, disseminating information to the wider community, and feeding back any issues or concerns.

Accessibility and inclusivity forum

2.12 At the time of the DCO submission, LRCH is preparing to set up an Accessibility and Inclusivity Forum. This follows on from an accessibility webinar which took place during Stage 5 statutory consultation, and as informed by consultation feedback.

2.13 This group will draw membership from key stakeholder groups that represent members of the community facing accessibility issues, and will play an important role in ensuring the needs and views of disabled people are taken into account during this phase.

Employment and Skills Taskforce

2.14 LRCH is working with providers of education services and stakeholders that are focussed upon employment skills in the development of an *Outline Employment and Skills Strategy* (document reference 6.2.7.7).

2.15 By the time the project reaches the construction phase, *an* Employment and Skills Taskforce will be established. This group will be able to assist with the provision of information to local schools and further education establishments, helping to disseminate messages to teachers, students and parents in the community, and help to shape a Science Technology Engineering Arts and Mathematics (STEAM) outreach programme.

An iterative approach

2.16 Additional liaison group and fora may be set up as we progress through the post consultation and examination phases, in addition to dedicated channels or topic specific workshops or newsletters.

2.17 The need for this will be informed by feedback from local communities and residents. These are important as they allow for two-way discussion and feedback, ensuring that issues, concerns or misunderstandings within the community can be fed back to LRCH and resolved.

COMMUNITY RELATIONS TEAM

2.18 LRCH has a dedicated Community Relations team that will lead on public engagement during the construction process. They will be the first point of contact for the local community, able to respond to any questions and progress any complaints or enquiries.

2.19 Contact details for the team are as below:

- Telephone: [redacted] (operated weekdays between 9:00am and 5:30pm, with a 24-hour answerphone service)
- Email: info@londonresortcompany.co.uk
- Post: FREEPOST: LONDON RESORT CONSULTATION

2.20 Local communities will also be able to contact LRCH's through the Resort's established social media channels on Facebook and Twitter.

EXPECTED TOPICS AND AREAS OF ENGAGEMENT

2.21 We are committed to working with the local community that will be affected during the construction phase of the Resort, in order to mitigate potential impacts as far as possible. We will give careful consideration to all matters that arise during that period, which are likely to include:

- Phasing of work, schedule and timetable;
- Concerns about auditory and visual impact;
- Impacts on the road network, traffic management and transport;
- Environmental impacts; and
- Cultural heritage.

COMPLAINTS HANDLING AND INVESTIGATION PROCEDURE

2.22 As part of the application submission, an *Outline Construction and Environmental Management Plan* (document reference 6.2.3.2) has been developed which details how LRCH will manage the potential impacts of the London Resort on the local community during the construction process.

2.23 Included within this document is a proposed complaints procedure for the London Resort. This is explained below, and should be considered to also form part of this CEP.

2.24 The purpose of this procedure is to describe the requirements for the receiving and distribution of incoming correspondence / emails and telephone complaints about the

construction of the London Resort (such as dust and noise issues) and to outline the methods of internal communication.

2.25 The procedure will ensure that formal complaints in relation to the operations at the London Resort can be addressed and closed accordingly.

2.26 The procedure will also facilitate suggestions for improving related construction impacts.

2.27 The Community Relations team will normally receive all incoming communication relating to impacts of construction works.

2.28 On receipt of the correspondence the team will:

- Examine the content and acknowledge receipt within three working days;
- Seek advice from the Project team (if required) to provide further context around the enquiry;
- Carry out an investigation (if required);
- Ensure corrective action is applied (if required);
- Undertake ongoing dialogue with originator of the complaint; and
- Compile a formal response with corrective actions and ensure this is closed with originator.

2.29 Records of all complaints and enquiries and how they have been dealt with will be held centrally by the Community Relations team on their specific General Data Protection Regulation compliant database.

2.30 All of our contractors will adhere to a strict code of conduct, and will represent the Resort through a respectful approach to the community.

TECHNICAL NOTE 14

DATE:	09 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Transport Assessment Update Note		
PROJECT:	London Resort	**AUTHOR:**	David Dixon
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

ANNEX 5 - TECHNICAL NOTE 11 – TILBURY CAR PARK

Technical Note 11- Role of Tilbury Operations

DATE:	01 November 2021	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Role of Tilbury Operations		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

INTRODUCTION

WSP have been commissioned by London Resort Company Holdings (LRCH) to provide transport advice on the London Resort Development Consent Order (DCO). The application was submitted on the 31st December 2020 and accepted into examination on the 28 January 2021.

This Technical note is to respond to specific comments raised by Thurrock Borough Council and National Highways regarding the role of the Port of Tilbury in overall operation of the Resort, justifying the provision of 25% of the total visitor car park provision (excluding Hotel parking) that is proposed, how the car park will operate and why it is forecast to accommodate approximately 25% of the total car parking demand / provision.

The Essex Project Site Car Park will be provided in two separate phases; Phase 1 will be provided upon the opening of the Resort in 2024, utilising an existing at grade car park. Phase 2 will be completed as part of the opening of Gate 2 of the Resort in 2029 and will provide a new multi-story car park. Following the completion of the multi-storey car park, the existing at grade car park will be returned to the Port of Tilbury.

The Phase 1 car park will provide 1,392 spaces with 70 accessible bays and 19 Electric Vehicle charging bays. This will equate to 25% of the overall parking provision to be provided alongside Phase 1 completion of the London Resort. As the Resort matures, the visitor demand is forecast to increase approximately 10% per year across all the elements of the Resort until 2038.

A pedestrian walkway can be provided from the Phase 1 car park to the Tilbury Riverside station along the western side of the Howard Tenens logistics unit. Following completion of Phase 2, the multi-storey car park will provide an enhanced pedestrian access to Tilbury Riverside Station. The enhanced pedestrian access can be two bridges linking over Fort Road from Level 1 of the Car park. As a result, it is proposed Level 1 will accommodate the accessible car parking spaces and the majority of short-stay pick-up/ drop-off and taxi spaces. The layout is set out in detail within the Design and Access Statement (APP 436/ 437).

The size of the car parks for Phase 1 and Phase 2 will allow for the forecast 10% per annum increase in visitor demand across all elements of the Resort. The additional parking spaces can be sectioned off to only be used in future years when visitor demand requires it otherwise. Allowing all the spaces to be utilised would impact the travel demand strategy mode share and the overall aim of the Resort to be net carbon neutral.

This Technical Note will focus on the influence of the parking proposals to be provided at Tilbury upon the highway assessment of the 85th Percentile Day and the Peak Day in 2025, 2029 and 2038. Given the nature of The Resort, it is worth noting, these are not the average or typical attendance numbers for each of these years but instead are days that are forecast to see visitor attendance of significant magnitudes. Self-evidently, impacts will be far less on the majority of other days during each of the assessment years. The parking accumulation calculations can be shared upon request.

Technical Note 11- Role of Tilbury Operations

DATE:	01 November 2021	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Role of Tilbury Operations		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

The overall ticketing strategy will focus upon a multi-modal approach, including the directional assignment towards either the Essex and Kent Project Sites subject to visitor's origin on the day of travel and the mode of transport available to each visitor taking into account the certain day types. This will enable guests to be directed towards the most convenient car park and in particular focus those with origins from the north of the Thames to the Essex Project Site in order to avoid the Dartford Crossing. This strategy will also allow car park capacity to be managed with visitors assigned a parking space upon arrival. This will allow the resort to manage the accessible parking bays for usage from other members of the public on the busiest days when the car parks are forecast to be full.

TILBURY CAR PARK CAPACITY

As part of the 2014/15 Statutory Consultation a number of key comments concerning Transport were raised, most notably a need to 'identify measures to deal with emergencies and other travel time uncertainties, particularly on Queen Elizabeth II (Q2II) bridge'. Since the 2015 Statutory Consultation ongoing discussions with authorities, with an interest in the London Resort proposals, has led to a fundamental shift in the approach to the accessibility of the Proposed Development, with the introduction of facilities at the Port of Tilbury (PoTL).

The PoTL has agreed to accommodate a new car park (plus ancillary visitor services) north of the River Thames and to allow access to the river for a new ferry service connecting the Proposed Development to the PoTL. Furthermore, PoTL would also be the hub for the majority of construction material and operational servicing for the Proposed Development.

The Transport Assessment Appendix TA – N '*Trip Distribution'* outlines the development and validation of the UK Home Origin Gravity Model to distribute visitor trips to the London Resort. In addition to UK Home Origin, a number of factors – such as visit purpose, likelihood of overnight stay and location of overnight stay (e.g on-site or off-site) – are important for the estimation of the trip distribution on the 'day of travel' since assessments, and impacts on the highway network, will be based on the location of the trip origin on the day, rather than the home origin. It was also important to consider points of entry to the UK – such as airports, train stations or ports – for international guests.

It is broadly accepted that on-site hotel guests wishing to drive to the London Resort, will wish to park as close as possible to their accommodation and as such, irrespective of their origin, their destination will be the Kent Project Site where all on site Resort hotels are located. Therefore, when considering what percentage of visitors could utilise a car-parking provision at PoTL, north of the River Thames, consideration was given to the 'day of travel' trip distribution for guests making a Day Trip. In other words, visitors travelling from

- their UK Home Origin,
- a point of entry into the UK for international visitors or

- off-site accommodation (ie those staying in adjacent hotels, Holiday Lets etc).

The trip distribution for all 'day of travel' origins has been calculated at a local authority level and the 'most likely' route choice, based on the latest available route planning information at the time of model development, has been assessed. Whilst it is acknowledged that there are many route choices between 'day of travel' local authority origins and the Resort, these can often vary according to various immeasurable factors (local knowledge, satellite navigation systems, specific 'day of travel' congestion or road traffic collision occurrences) and the evidence base for determining the distribution did not allow for refinement beyond local authority level.

In order to determine what proportion of visitor car-parking should be provided for at PoTL, WSP therefore assessed the percentage of visitors making a day trip, where their 'day of travel' origin meant that they would be travelling clockwise around the M25 and/or from within Essex and therefore using local routes, presented in Table 1 below. The split between the trip distribution for the 'day of travel' is presented graphically in Appendix A for visitors traveling Clockwise and Anti-Clockwise around the M25, this is reflective of the gravity model trip distribution which is summarised in Chapter 7 of the Transport Assessment (AP-093) and presented in greater in detail in Technical Note Two – Trip distribution (Appendix TA-N) (APP-112).

Table 1 – Route Choice Clockwise or Anti-Clockwise around the M25 in 2025, 2029 and 2038 based on Day of Origin location (Excluding Hotel Guests)

Route Choice	2025	2029	2038
M25 Clockwise and/or from within Essex	36.06%	36.09%	34.30%
M25 Anti-Clockwise and/or from within Kent	63.94%	63.91%	65.70%

Table 1 forecast that approximately 35% of the visitors' home origin (excluding those staying at on site hotels) would travel clockwise around the M25, with 65% travelling anti-clockwise. As the private vehicular mode share is different depending on the origin of the visitors it was deemed appropriate to apply the forecast private vehicle mode share to each of the local authorities across the UK. As outlined in the Transport Assessment (AP-093) in Chapter 8, three private vehicle mode shares have been created based on living in "Inner London", "Outer London" and "Non-London". This is to take account of the different travel options for those travelling from London to the Resort comparted to the rest of the UK. The private vehicle mode share for origin of visitors is presented in Table 2 below, this taken from Table 8-1 in the Transport Assessment (AP-093)

DATE:	01 November 2021	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Role of Tilbury Operations		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Table 2 – Private Vehicle Mode share depending on the visitor origin "Inner London", "Outer London and Non-London" 85th Percentile Day

Origin	2025	2029	2038
Inner-London	4.8%	4.3%	3.7%
Outer-London	22.9%	22.9%	20.5%
Non-London	79.1%	100%	80.4%

Taken from Table 8.1 in the Transport Assessment

Table 3 presents the same route choice decision for visitors based on the private vehicle mode share, shown in Table 2. The percentage of visitors who would travel clockwise on the M25 reduces from 30% to 28% between 2025 and 2038 due to the increase in international visitors compared to 35% without the mode share applied.

Table 3 – Route Choice Clockwise or Anti-Clockwise around the M25 in 2025, 2029 and 2038 based on Day of Origin location and private vehicular mode share (Excluding Hotel Guests)

Route Choice	2025	2029	2038
M25 Clockwise and/or from within Essex	30.15%	29.75%	27.97%
M25 Anti-Clockwise and/or from within Kent	69.85%	70.25%	72.03%

Table 3 presents the route choice for visitors following application of the private vehicle mode share.

The amount of parking provided at Tilbury was based on this forecast, it is worth noting that visitors travelling to the Hotel would still travel clockwise over the Dartford Crossing to utilise the on-site hotel car park at Swanscombe. Table 4 presents the percentage of visitor parking provided at Tilbury.

Technical Note 11- Role of Tilbury Operations

DATE:	01 November 2021	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Role of Tilbury Operations		
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Table 4 – Tilbury Car Park Capacity and percentage of the total Visitor Capacity

Route Choice	Total Visitor Car Park Spaces	Hotel Car Park (Swanscombe)	Visitor Car Park Capacity (Excluding Hotel)	Tilbury Car Park Capacity	Percentage of Visitor parking provided at Tilbury (Ex Hotel)
Tilbury Car Park 2025	5,000	690	4,100	1,250	29.0%
Tilbury Car Park 2029	7,500	1,065	6,435	1,875	29.1%
Tilbury Car Park 2038	10,000	1,065	8,935	2,500	28.0%

The percentage of visitor parking to be provided at Tilbury corresponds to the forecast amount of visitors to the resort travelling clockwise around the M25. As shown in Table 4, up to 28-29% of the total visitor parking demand (excluding hotel visitors) can be located in Tilbury.

This supports the transport strategy and reduce the number of vehicles using the Q2II Bridge, or the Dartford Tunnel. It is intended that visitors making a day trip, and travelling clockwise around the M25 and/or originating within Essex, will park in Tilbury and use the ferry service to access the main London Resort. The strategy has been designed to accommodate the Resort's maturity in 2038.

CAR PARK ACCUMULATION

The assessment of the forecast operation of the highway network has been undertaken on the basis of all car parking spaces being utilised. This is a position which does not reflect the overall transport strategy of The Resort, which sees a multi modal approach, focused on non-car movement. However, this precautionary approach was undertaken in order to consider a worst case in terms of traffic impact.

The London Resort Car Park Accumulation presented in Chapter 12 of the Transport Assessment (APP-093) was based on the robust private vehicle mode share and the Travel Demand Management private vehicle mode share, with the latter being reflective of The Resort's target modal share of 40% of travel being by private car. The assessment undertaken in this Technical Note is based on the robust private vehicle mode share to provide appropriate assessment. The arrival and departure profile provided by ProFun to WSP has influenced the parking accumulation assessment. Full outputs of the parking accumulation can be provided upon request.

Technical Note 11- Role of Tilbury Operations

DATE:	01 November 2021	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Role of Tilbury Operations		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
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The accumulation considered both the Kent and Essex Project Site car parks as a whole; this was presented in Table 12-2 and 12-3 of the Transport Assessment (APP-093) and within Appendix TA – L (APP-110). This Technical Note breaks down the accumulation into just a detailed review of the Car Park North of the River in Tilbury, this is to understand in detail when the peak accumulation period will occur. The Tilbury car park capacity is as follows across the three assessment years:

- Tilbury Car Park Capacity 2025 – 1,187 with a 5% reduction (1,250 Total)
- Tilbury Car Park Capacity 2029 – 1,781 with a 5% reduction (1,875 Total)
- Tilbury Car Park Capacity 2038 – 2,375 with a 5% reduction (2,500 Total)

The 5% reduction in the total car park capacity is to take account of vehicle circulation and specialist parking bays such as disabled bays.

The car park accumulation calculations in the Transport Assessment were based on the following methodology as shown in Appendix B. This formula was based on the total car parking so included the Car Park at Tilbury and at the Main Resort.

This approach allowed for a robust assessment in terms of demand for the following reasons. It allows for visitors to depart up to hour after their forecast departure time to ensure that the time associated with parking circulation, transfers and security of arrivals/ departures together with any other circumstances that might see a delayed departure is reflected by allowing sufficient parking capacity for these operations to occur. The hour lag in the parking accumulation calculations allows this methodology to provide a robust assessment which ensures that potential delays in visitors leaving the car park is taken account of and should not adversely affect the amenity of drivers travelling to the site, identifying a parking space and leaving the site after a visit. Finally, the methodology allows/accounts visitors encountering delays when departing the site.

Table 5, Table 6 and Table 7 replicate the car park accumulation assessment undertaken in the Transport Assessment, but for the Essex Project Site Car Park only, this being based on the robust private vehicle mode share.

Technical Note 11- Role of Tilbury Operations

DATE:	01 November 2021	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Role of Tilbury Operations		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
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Table 5 – Tilbury Visitor Car Park Accumulation Average Day, 85th Percentile and Peak Day 2025 based on Formula C1

2025	Before 08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Peak Day	0	0	88	298	502	691	886	1,018	1,114	1,187	1,095	1,030	921	721	530	250	6
85th Percentile Day	0	0	89	296	490	668	859	997	1,104	1,187	1,084	983	854	655	477	229	3
Average Day	0	0	52	171	285	390	501	580	639	685	630	583	516	401	294	140	3

Table 6 – Tilbury Visitor Car Park Accumulation Average Day, 85th Percentile and Peak Day 2029 based on Formula C1

2029	Before 08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Peak Day	0	0	133	448	756	1,044	1,337	1,534	1,673	1,780	1,655	1,587	1,442	1,146	844	394	10
85th Percentile Day	0	0	134	437	723	989	1,272	1,476	1,632	1,754	1612	1,483	1,307	1,016	742	355	6
Average Day	0	0	80	264	441	608	780	899	987	1,055	979	927	835	660	484	228	5

Technical Note 11- Role of Tilbury Operations

DATE:	01 November 2021	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Role of Tilbury Operations		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Table 7 – Tilbury Visitor Car Park Accumulation Average Day, 85th Percentile and Peak Day 2038 based on Formula C1

2038	Before 08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Peak Day	0	0	181	597	999	1,376	1,766	2,031	2,224	2,375	2,199	2,083	1,881	1,491	1,095	516	11
85th Percentile Day	0	0	183	593	975	1,331	1,713	1,990	2,206	2,375	2,178	1,992	1,751	1,361	992	477	7
Average Day	0	0	87	284	470	645	829	958	1,056	1,132	1,046	977	874	689	504	239	4

Technical Note 11- Role of Tilbury Operations

DATE:	01 November 2021	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Role of Tilbury Operations		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
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The highlighted figures in Table 5, 6 and 7 show the peak accumulation which occurs between 16:00-17:00, this confirms that the amount of parking provided is adequate. It is important to note that the Tables do not present the peak vehicular arrivals or departures hours.

Following the submission of the Transport Assessment in December 2020, Thurrock Borough Council and National Highways commented on the parking accumulation at the Port of Tilbury. As the car parking assessment in the Transport Assessment (APP-096) considered the car parking across both sites in total, it did not provide a disaggregated approach, dealing with each site on its individual merits.

WSP have therefore undertaken further work to analyse the arrivals and departures from Tilbury in order to mirror the highway impact assessment that was provided within the application Transport Assessment. The journey time between the car parking north of the river in Tilbury and the main entrance to the London Resort will be approximately 30-minutes. This accounts for the ferry crossing time which is approximately 8 minutes, a period of walking to/from the ferry as well as time spent waiting for the ferry itself. As such a further assessment of the accumulation at the Tilbury Car park is required to take account of the change of approach. This assessment will keep the hour transfer upon leaving as this will provide further robustness to the parking accumulation assessment. The parking accumulation methodology has been altered to take account of the half an hour shift for vehicles arriving and departing Tilbury, details of this methodology are presented in Appendix A.

The subsequent bullet points provide details on the car park accumulation and outlines which scenario is presented in the following tables.

- Table 8 – presents the 2025 Tilbury Visitor Car Park Accumulation on the 85th Percentile and the Peak Day;
- Table 9 – presents the 2029 Tilbury Visitor Car Park Accumulation on the 85th Percentile and the Peak Day;
- Table 10 – presents the 2038 Tilbury Visitor Car Park Accumulation on the 85th Percentile and the Peak Day;

Technical Note 11- Role of Tilbury Operations

DATE:	01 November 2021	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Role of Tilbury Operations		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Table 8 – Tilbury Visitor Car Park Accumulation 85th Percentile and Peak Day 2025 based on Formula C2

2025	Before 08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Peak Day	0	44	193	400	596	788	957	1,078	1,165	1,206	1,137	1,054	923	721	530	250	6
85th Percentile Day	0	45	192	393	579	763	930	1,058	1,154	1,198	1,108	997	856	655	477	229	3

Table 9 – Tilbury Visitor Car Park Accumulation 85th Percentile and Peak Day 2029 based on Formula C2

2029	Before 08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Peak Day	0	66	290	602	900	1,191	1,444	1,625	1,752	1,815	1,731	1,630	1,447	1,146	844	394	10
85th Percentile Day	0	67	286	580	856	1,130	1,377	1,565	1,706	1,775	1,655	1,507	1,310	1,016	742	355	6

Table 10 – Tilbury Visitor Car Park Accumulation 85th Percentile and Peak Day 2038 based on Formula C2

2038	Before 08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Peak Day	0	90	389	798	1,187	1,571	1,908	2,152	2,328	2,415	2,286	2,133	1,887	1,491	1,095	516	11
85th Percentile Day	0	91	388	784	1,153	1,522	1,856	2,111	2,306	2,400	2,230	2,022	1,754	1,361	992	477	7

DATE:	01 November 2021	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Role of Tilbury Operations		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Within the hour periods there may be moments when the car park capacity is reached across any of the day types presented and any other day types throughout the year. As shown across all assessment years and day types the peak accumulation occurs between 1600-1700, the peak accumulation is forecast to be above the car park capacity with the 5% reduction but below the car park capacity. It is worth noting that this assessment with vehicles departing an hour after visitors depart is more than robust and is likely to be nearer half an hour As outlined above this assessment is deemed more accurate of what is actually likely to occur when the park is operational. With this being said, the Ticketing Strategy requires parking to be purchased in advanced and will utilise origins of visitors (postcodes). As such, LRCH will be able to manage arrivals to the car parks so that there is at no point an over prescribed car park.

"Technical Note 6 – Highway Assessment Periods" reviewed the impact of the Resort on the Strategic Road Network. In the Tilbury area the A1089 which connects onto the A13 towards the M25, these roads are operated and managed by National Highways. The note highlighted that the peak two-way traffic on the A1089 is forecast to be between 17:00-18:00 during the weekday and has been based upon the assessment of vehicle numbers determined from the car park at Tilbury being at capacity.

SUMMARY AND CONCLUSION

This Technical Note has been prepared to outline the role of the Port Tilbury in the overall operation of the Resort in the context of the 10,000 car parking spaces provided across the Essex and Kent Project Sites. The Essex Project Site will accommodate 2,500 car parking spaces in 2038 once the site is fully matured.

The Essex Project Site Car Park will be completed in two phases; Phase 1 will be provided upon the opening of the Resort in 2024 with 1,392 spaces, utilising an existing at grade car park and Phase 2 will be completed as part of the opening of Gate 2 of the Resort in 2029 and will provide a new multi-story car park with up to 2,500 spaces.

The percentage of total visitor parking provided at the Tilbury Car Park corresponds to the forecast number of visitors which as a proportion would travel clockwise on the M25. It is forecast that up to 28-29% of the total visitor parking demand can be provided at Tilbury excluding hotels and between 28-30% of visitors route choice would be clockwise on the M25 once the private vehicle mode share has been applied depending on the visitor origin for each local authority on the day of travel.

The methodology used to assess car park capacity at Tilbury has been assumed to have a 5% reduction in total spaces to take account of specialist bays that will be required together with an allowance for the time associated with vehicle circulation in order to reach a parking bay. The size of the car park for each of the assessment year is as outlined below:

- Tilbury Car Park Capacity 2025 – 1,187 with a 5% reduction (1,250 Total)
- Tilbury Car Park Capacity 2029 – 1,781 with a 5% reduction (1,875 Total)
- Tilbury Car Park Capacity 2038 – 2,375 with a 5% reduction (2,500 Total)

Technical Note 11- Role of Tilbury Operations

DATE:	01 November 2021	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Role of Tilbury Operations		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

The car parking accumulation assessments outlined in the Transport Assessment forecasts that the peak will occur mid-afternoon 16:00-17:00 in each of the scenarios. The formula included in the assessment allowed for visitors to depart up to an hour after their departure time, this was to provide a robust assessment in the Transport Assessment. The hour lag ensured that potential delays in visitors leaving the Resort were taken account of including parking circulation, transfers and security checks.

The second parking accumulation assessment at Port of Tilbury, provided a greater level of assessment analysing journey time from the Car Park to the Resort. The hour transfer upon leaving has been retained to provide a robust assessment. The accumulation assessment via this methodology forecasts that the peak accumulation occurs between 1600-1700 for each of the different assessment years on the 85th percentile and peak day assessments.

The car park accumulation will ultimately be controlled by the overall ticketing strategy which will change on a day to day basis depending on the origin of visitors each day, the demand at the Resort and the likely mode of travel to the Resort. The ticketing strategy will not allow either of the car parks to operate capacity and to provide a pleasant experiment to all visitors to The London Resort.

Appendix A

M25 Trip Distribution 2025, 2029 and 2038

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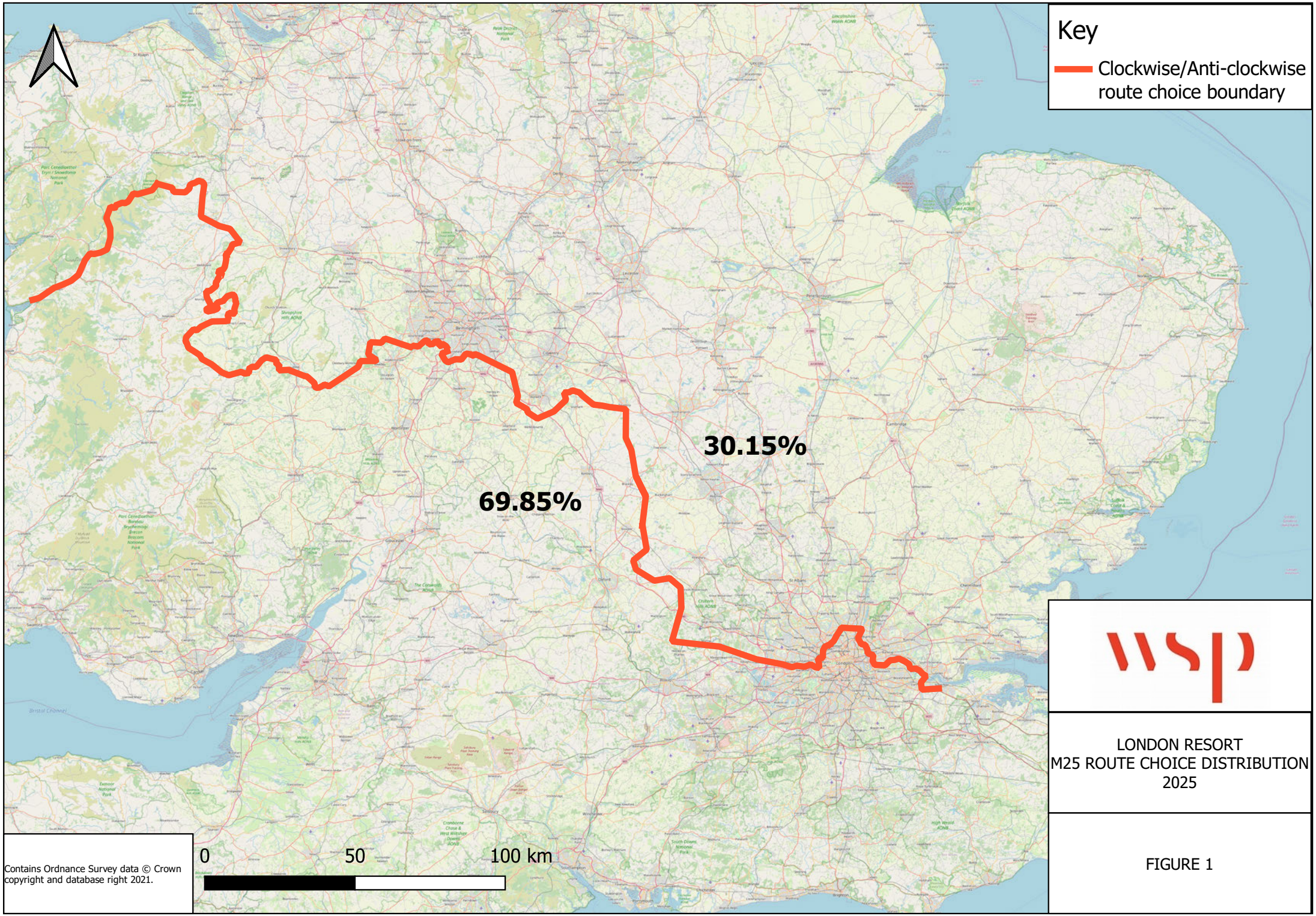
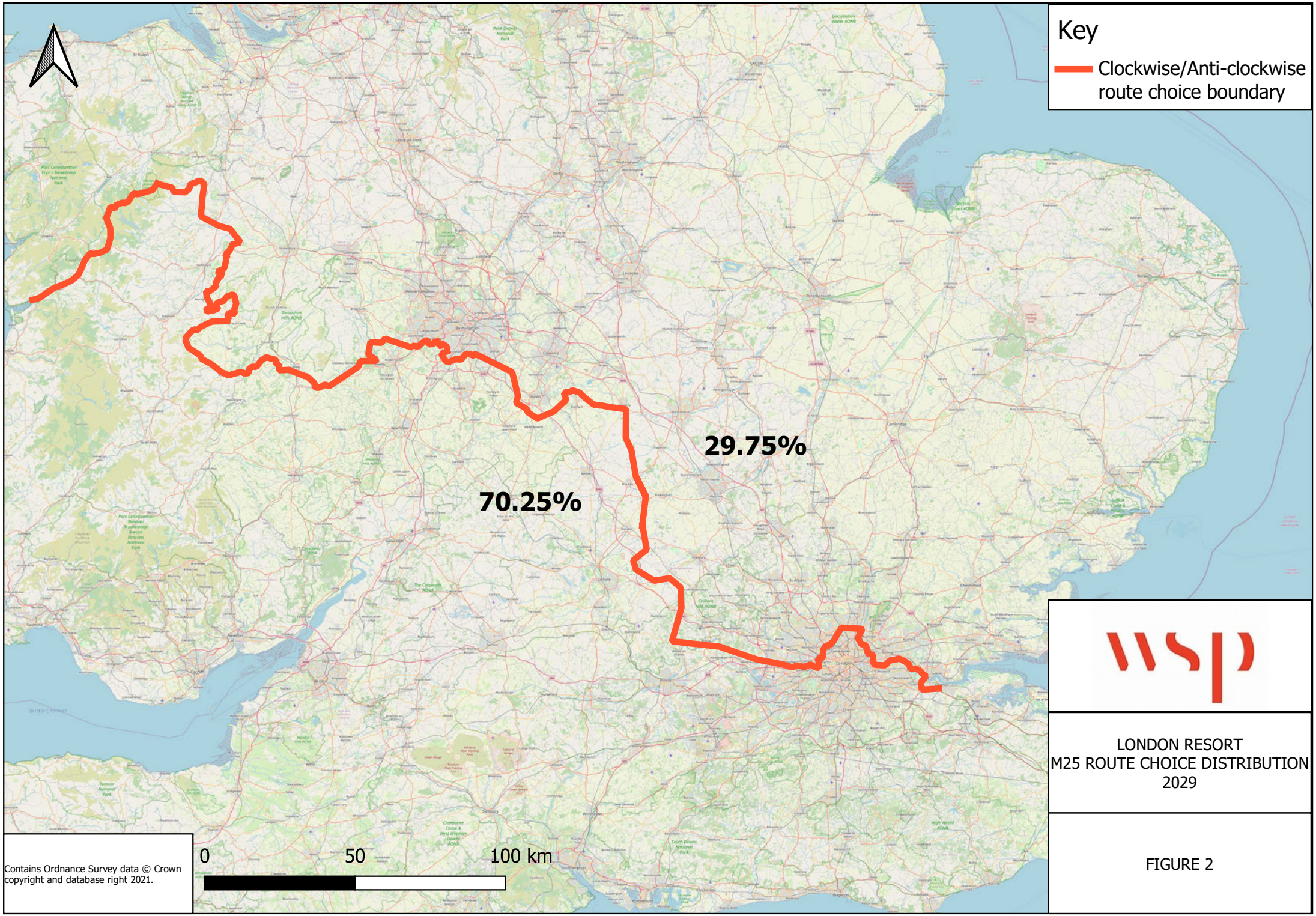
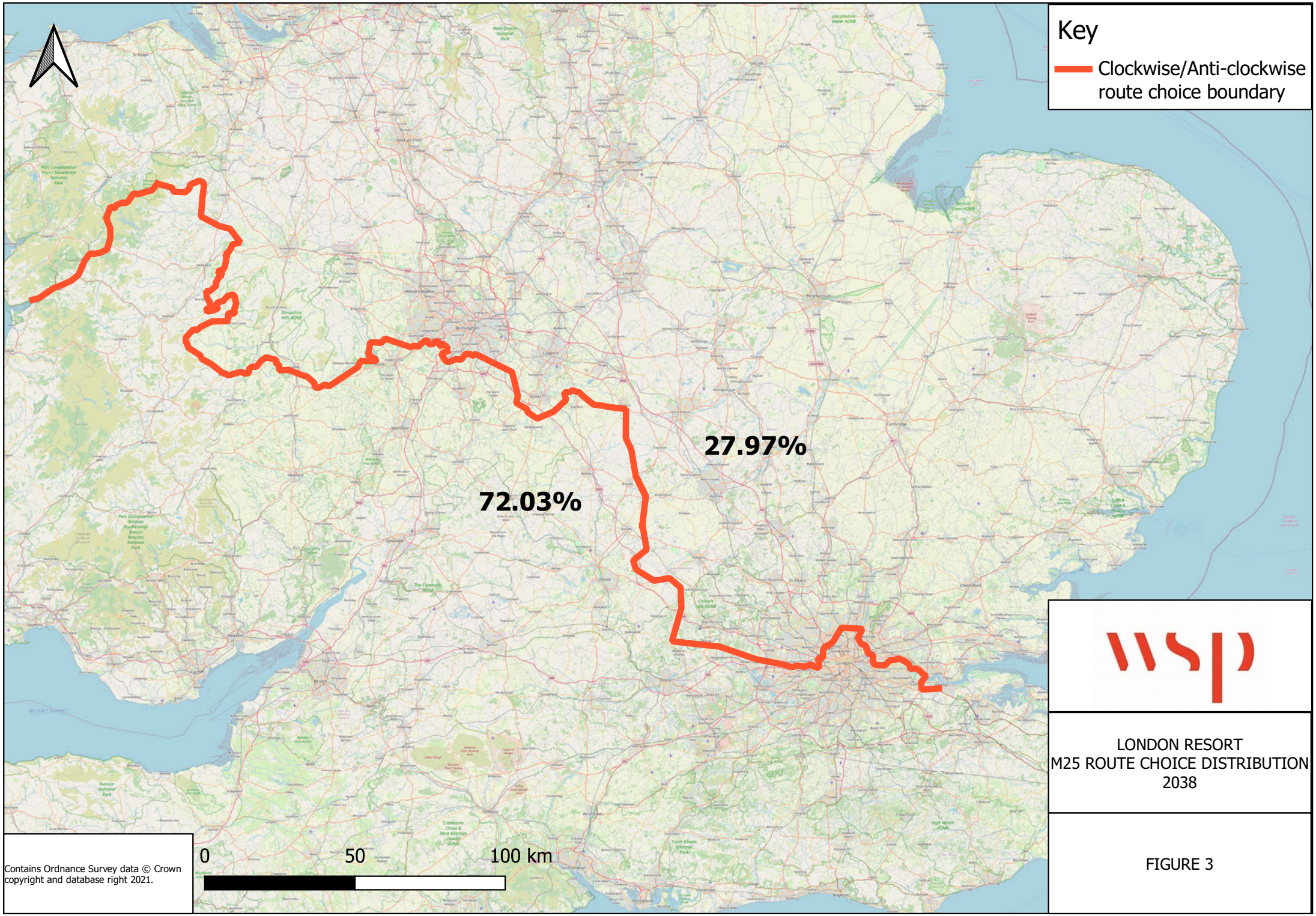

Key
Clockwise/Anti-clockwise route choice boundary
30.15%
69.85%
0
50
100 km
Contains Ordnance Survey data © Crown copyright and database right 2021.
wsp
LONDON RESORT
M25 ROUTE CHOICE DISTRIBUTION
2025
FIGURE 1


Key
Clockwise/Anti-clockwise route choice boundary
29.75%
70.25%
0
50
100 km
Contains Ordnance Survey data © Crown copyright and database right 2021.
wsp
LONDON RESORT
M25 ROUTE CHOICE DISTRIBUTION
2029
FIGURE 2


Key
Clockwise/Anti-clockwise route choice boundary
27.97%
72.03%
0
50
100 km
Contains Ordnance Survey data © Crown copyright and database right 2021.
wsp
LONDON RESORT
M25 ROUTE CHOICE DISTRIBUTION
2038
FIGURE 3

Appendix B

Parking Accumulation Formulas

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Appendix B – Parking Accumulation Formulas

DATE:	21 October 2021	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Appendix B - Parking Accumulation Formula		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

APPENDIX B – PARKING ACCUMULATION FORMULAS

Formula C1

Formula C1: Accumulation @ (1100-1200) = Accumulation @ (1000 – 1100) + Forecast Arrivals (1100-1200) – Forecast Departures (1000-1100)

- Accumulation (1100-1200) – This is the forecast accumulation at the end of the hour period following all the vehicle movements, arrivals and departures;
- Accumulation (1000-1100) – This is the previous hour accumulation;
- Forecast Arrivals (1100-1200) – The forecast vehicular arrivals to Tilbury during the 1000-1100 period, this is only visitors to the Resort excluding the Hotel element; and
- Forecast Departures (1000-1100) – The forecast vehicular departures from Tilbury during the 1000-1100 period, this is only visitors to the Resort excluding the Hotel element. This is the preceding hour for departures to provide a robust assessment.

Formula C2

Formula C2: Accumulation @ 1100 – 1200 = Accumulation @ 1000 –1100 + Forecast Arrivals (1000-1100)/2 + Forecast Arrivals (1100-1200)/2 – Forecast Departures (1000-1100)

- Accumulation (1100-1200) – This is the forecast accumulation at the end of the hour period following all the vehicle movements, arrivals and departures;
- Accumulation (1000-1100) – This is the previous hour accumulation;
- Forecast Arrivals (1000-1100)/2 and Forecast Arrivals (1100-1200)/2 – The forecast vehicular arrivals to Tilbury during the 1000-1100 period, this is only visitors to the Resort excluding the Hotel element; and
- Forecast Departures (1000-1100) – The forecast vehicular departures from Tilbury during the 1000-1100 period, this is only visitors to the Resort excluding the Hotel element. This is the preceding hour for departures to provide a robust assessment.

TECHNICAL NOTE 14

DATE:	09 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Transport Assessment Update Note		
PROJECT:	London Resort	**AUTHOR:**	David Dixon
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

ANNEX 6 - TECHNICAL NOTE 12 – LOCAL TRAFFIC FLOWS

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

INTRODUCTION

WSP have been commissioned by London Resort Company Holdings (LRCH) to provide transport advice on the London Resort Development Order (DCO). The application was submitted on the 31st December 2020 and accepted into examination on the 28th January 2021.

This Technical Note picks up from the work completed as part of 'Technical Note 6 – Assessment Periods'. and 'Technical Note 8 – Wider Distribution'. Technical Note 6 reviewed the strategic and local road network to understand the peak hour impacts on the highway network. The assessment of Local Road Network (LRN) focused on the existing traffic flows taken from a series of Automatic Traffic Counts (ATC) in vicinity of the London Resort from 2017 to understand whether the assessment periods undertaken in the Transport Assessment were deemed appropriate. This assessment reviewed six traffic surveys in the vicinity of the London Resort to understand the peak hour and if it coincided with the assessment undertaken in the Transport Assessment submitted as part of the DCO submission (APP-093).

Technical Note 8 considered the wider dispersal of traffic travelling to / from the Resort on the Strategic Road Network (SRN). The note utilised the Gravity Model to assign route choices from local authorities across the UK calculating which junctions on the M25 and A2/M2 would see forecast trip changes arising from London Resort during the 85th percentile assessment day. TN8 considered the local authorities across the UK except Gravesham and Dartford as further work would be undertaken to understand route choices from these origins and which is the subject of this document.

Following the submission of Technical Note 6 and Technical Note 8, Kent County Council (KCC raised the question regarding the impact on the local highway network. This Technical Note has gathered further baseline traffic information from a variety of sources from around Gravesham, Dartford and Bexley area. These are areas identified as sources of potential trips that could utilise the local road network to access the site. Any visitor coming from beyond these locations would utilise the strategic corridors rather than routing through local roads given the access to the Resort is direct from the A2. Routing of trips has been borne out by both the traffic modelling and use of Google routing data, this is outlined later in this document. Presented within this report are the likely routes visitors and employees from the local area could use to travel to the Resort in order to validate that the most appropriate time period has been assessed. The Note will present the total trip generation from each of the wards within the three local authorities.

This Technical Note presents the following:

- Baseline traffic survey flows and available locations;
- Overall trip generation from the Gravesham, Dartford and Bexley local authorities;
- Forecast trip distribution at Ebbsfleet Junction (Resort access point for vehicular trips) and the A2260/ A2 junction to all the wards in Gravesham, Dartford and Bexley;

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

- Baseline flows and the forecast development traffic flows to present the impact of the development on the local highway network; and
- Summary and Conclusion.

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

TRAFFIC SUVERY DATA

To provide a baseline position to inform KCC of the existing peak hours, and flow profiles across the day, WSP have obtained traffic flow information across the local area.

The traffic data presented within this section is a collection of Automatic Traffic Counts (ATCs) and Manual Classified Counts (MCCs). The traffic survey data has been collected from a variety of sources including other WSP projects, Kent County Council (KCC) and the Department for Transport (DfT). Given the recent constraints on traffic surveys due to Covid, it has been necessary for WSP to obtain data sources for a variety of years, covering 2016, 2017, 2018 and 2019. The full traffic survey outputs are presented in Appendix A alongside a figure showing the location and the locations of the traffic surveys are presented in Figure 1. The traffic data obtained has been tabulated and the year of the traffic data is shown in the table title. The following bullets present the traffic survey data collected:

- Site 1 – A226 Thames Way (West of A2260) ATC, Table 1 Weekday and Table 16 Weekend;
- Site 2 – A2260 Ebbsfleet Road (North of International Way) ATC, Table 2 Weekday and Table 17 Weekend;
- Site 3 – A2260 Ebbsfleet Road (South of International Way) ATC, Table 3 Weekday and Table 18 Weekend;
- Site 4 – A226 Thames Way (East of A2260) ATC, Table 4 Weekday and Table 19 Weekend;
- Site 5 – Springfield Road (between A226 Thames Way and Mountside Close) ATC, Table 5 Weekday and Table 20 Weekend;
- Site 6 – B262 Springfield Road (South of Thames Way) ATC, Table 6 Weekday and Table 21 Weekend;
- Site 7 – B255 (South of A226) ATC, Table 7 Weekday
- Site 8 – A296 (Eastbound on Slip to the A2) ATC, Table 8 Weekday
- Site 9 – A296 (West of Princes Road Roundabout) ATC, Table 9 Weekday
- Site 10 – A227 Wrotham Road (North of Coldharbour Road) ATC, Table 11
- Site 11 – A220 Gravel Hill ATC, Table 11 Weekday;
- Site 12 – A221 Danson Road (North of the A2) ATC, Table 12 Weekday;
- Site 13 – Penhill Road (South of the A2) ATC, Table 13 Weekday;
- Site 14 – A206 Bob Dunn Way/ University Way ATC, Table 14 Weekday;
- Site 15 – Shepard's Lane ATC, Table 15
- Site 16 – A226 Thames Way / A2260 Ebbsfleet Gateway MCC, Table 22
- Site 17 – A2260 Ebbsfleet Road / International Way MCC, Table 23
- Site 18 – A226 Thames Way / B262 Springhead Road MCC, Table 24
- Site 19 – London Road/ Manor Way/ Craylands Road MCC, Table 25
- Site 20 – Gallery Hill Road, Pilgrims Road/ High Street MCC, Table 26
- Site 21 – Gallery Hill Road/ Lower Road MCC, Table 27; and
- Site 22 – A2260/ B259/ International Way/ Ebbsfleet Gateway Roundabout MCC, Table 28.

The following tables that set out the traffic flows across these different sites contain a highlighted column in yellow to signify the peak hour two way traffic flows (if different to the traditional peak hours of 0800-0900 and 1700-1800) whilst two columns have been highlighted in red to signify the hours assessed within the

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Transport Assessment (APP-093). To highlight the change in traffic between the assessed time period and other hours across the day, a calculation has been provided at the bottom of each table presenting the difference in traffic flows compared to the highest of the assessed time periods from the Transport Assessment either the- AM (08:00-09:00) or PM (17:00-18:00).

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Weekday – Automatic Traffic Count

Table 1: Site 1 – A226 Thames Way west of A2260, 5th November 2018 – 20th November 2018 – Excluding weekends and bank holidays. Weekday ATC

Site 1	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Northbound	234	349	281	252	254	257	265	283	309	317	365	358	220	146	113	87	78
Southbound	1112	740	470	343	349	366	358	390	421	448	471	364	240	166	124	94	63
Two-Way	1346	1088	751	595	602	622	623	673	731	766	835	722	459	312	237	181	141
Less than the Peak Assessment Hour (0800-0900)	258	0	-337	-493	-486	-466	-465	-415	-357	-322	-253	-366	-629	-776	-851	-907	-947

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 2: Site 2 - A2260 Ebbsfleet Road, north of International Way, 5th November 2018 – 19th November 2018 - Excluding weekends and bank holidays. Weekday ATC

Site 2	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	283	391	372	319	300	312	317	333	330	281	292	326	214	140	111	94	72
Westbound	650	469	320	269	286	287	297	348	394	430	476	277	144	86	61	44	26
Two-Way	933	860	692	588	586	599	615	681	723	710	768	602	358	225	172	138	97
Less than the Peak Assessment Hour (0800-0900)	73	0	-168	-272	-274	-261	-155	-189	-137	-150	-92	-258	-502	-	-		

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 3: Site 3 – A2260 Ebbsfleet Road, south of International Way, 5th November 2018 – 19th November 2018 - Excluding weekends and bank holidays. Weekday ATC

Site 3	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
South - Westbound	937	704	501	443	455	485	520	627	691	790	975	834	510	315	221	187	137
North - Eastbound	338	434	415	337	330	311	321	307	322	268	277	259	176	122	101	83	65
Two-Way	1275	1138	916	780	785	795	841	934	1012	1058	1252	1093	686	437	322	270	202
Less than the Peak Assessment Hour (1700-1800)	23	-114	-336	-472	-467	-457	-411	-318	-240	-194	0	-159	-566	-815	-930	-982	-1050

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 4: Site 4 – A226 Thames Way east of A2260, 5th November 2018 – 20th November 2018 – Excluding weekends and bank holidays. Weekday ATC

Site 4	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	1112	740	470	343	349	366	358	390	421	448	471	364	240	166	124	94	63
Westbound	234	349	281	252	254	257	265	283	309	317	365	358	220	146	113	87	78
Two-Way	1346	1088	751	595	602	622	623	673	731	766	835	722	459	312	237	181	141
Less than the Peak Assessment Hour (0800-0900)	258	0	-337	-493	-486	-466	-465	-415	-357	-322	-253	-366	-629	-776	-851	-907	-947

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 5: Site 5 – Springhead Road between A226 Thames Way and Mountside Close, 5th November 2018 – 20th November 2018 – Excluding weekends and bank holidays. Weekday ATC

Site 5	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Northbound	115	230	193	146	159	151	166	199	259	275	290	261	194	124	100	78	37
Southbound	328	381	184	139	142	151	157	192	260	207	211	172	135	89	72	50	27
Two-Way	442	610	377	284	301	302	323	391	519	483	501	433	329	213	172	128	64
Less than the Peak Assessment Hour (0800-0900)	-168	0	-233	-326	-309	-308	-287	-219	-91	-127	-109	-177	-281	-397	-438	-482	-546

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 6: Site 6 - B262 Springhead Road, 5th November 2018 – 20th November 2018 – Excluding weekends and bank holidays. Weekday ATC

Site 6	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Southbound	665	842	757	605	620	634	639	649	740	771	793	640	444	292	222	169	92
Northbound	393	527	407	416	454	497	501	520	593	568	571	462	322	216	158	122	74
Two-Way	1058	1369	1164	1021	1073	1130	1140	1169	1334	1339	1364	1103	765	508	380	292	167
Less than the Peak Assessment Hour (0800-0900)	-311	0	-205	-348	-296	-239	-229	-200	-35	-30	-5	-266	-604	-861	-989	-1077	-1202

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 7 – Site 7 B255 (South of A226), Tuesday 18th April 2017 – Friday 12th May 2017 – Excluding weekends and bank holidays, Weekday ATC

Site 7	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	768	1,050	676	599	700	824	926	894	956	1,012	1,013	942	776	706	637	359	181
Westbound	721	756	740	791	794	862	808	782	765	969	1,169	951	705	464	353	285	154
Two-Way	1,489	1,806	1,417	1,390	1,494	1,685	1,733	1,677	1,721	1,981	2,183	1,892	1,481	1,170	989	624	335
Less than the Peak Assessment Hour (1700-1800)	-694	-377	-766	-793	-689	-498	-450	-506	-462	-202	0	-291	-702	-1,013	-1,194	-1,559	-1,848

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 8 – Site 8 A296 (Eastbound On-slip A2) DfT traffic count April 25th 2017

Site 8	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	723	858	920	636	887	1000	1124	1343	1482	1419	1387	1425	-	-	-	-	-
Westbound	21	12	11	11	3	10	15	9	8	5	2	1	-	-	-	-	-
Two-Way	744	870	931	647	890	1,010	1,139	1,352	1,490	1,424	1,389	1,426	-	-	-	-	-
Less than the Peak Assessment Hour (1700-1800)	-645	-519	-458	-742	-499	-379	-250	-37	101	35	0	37					

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 9 – Site 9 A296 (West of Princes Road Roundabout) DfT Traffic Count October 11th 2016

Site 9	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	1,013	1,292	1,173	991	972	1,046	1,007	1,103	1,133	1,101	857	954	-	-	-	-	-
Westbound	1,389	1,344	1,264	1,059	990	962	1,039	1,083	1,336	1,319	1,284	1,398	-	-	-	-	-
Two-Way	2,402	2,636	2,437	2,050	1,962	2,008	2,046	2,186	2,469	2,420	2,141	2,352	-	-	-	-	-
Less than the Peak Assessment Hour (0800-0900)	-234	0	-199	-586	-674	-628	-590	-450	-167	-216	-495	-284					

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 10 – A227 Wrotham Road (North of Coldharbour Road) 15-21st June Weekday 2019

Site 10	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Northbound	443	721	561	452	463	511	486	532	635	639	699	659	472	366	230	180	108
Southbound	647	804	539	513	509	550	518	586	674	633	648	499	355	314	233	159	99
Two-Way	1,090	1,524	1,100	965	972	1,061	1,004	1,118	1,309	1,272	1,347	1,158	827	680	463	339	207
Less than the Peak Assessment Hour (0800-0900)	-434	0	-424	-559	-552	-463	-520	-406	-215	-252	-177	-366	-697	-844	-1061	-1185	-1317

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 11 – A220 Gravel Hill (North of A223 Bourne Road) DfT traffic count 26th June 2018

Site 11	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	1,143	1,167	994	823	941	894	961	1,040	960	952	1,065	1,048	-	-	-	-	-
Westbound	931	893	909	724	781	880	772	724	832	866	1,069	682	-	-	-	-	-
Two-Way	2,074	2,060	1,903	1,547	1,722	1,774	1,733	1,764	1,792	1,818	2,134	1,730	-	-	-	-	-
Less than the Peak Assessment Hour (1700-1800)	-60	-74	-231	-587	-412	-360	-401	-370	-342	-316	0	-404					

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 12 – A221 Danson Road (North of the A2) DfT traffic count 28th March 2017

Site 12	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	797	1008	877	694	724	845	795	901	1048	911	1173	1031	-	-	-	-	-
Westbound	917	852	804	789	800	842	856	864	950	950	879	885	-	-	-	-	-
Two-Way	1,714	1,860	1,681	1,483	1,524	1,687	1,651	1,765	1,998	1,861	2,052	1,916	-	-	-	-	-
Less than the Peak Assessment Hour (1700-1800)	-338	-192	-371	-569	-528	-365	-401	-287	-54	-191	0	-136					

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 13 – Penhill Road (South of the A2) DfT traffic count 12th June 2019

Site 13	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	536	491	519	446	574	466	516	517	420	530	438	463	-	-	-	-	-
Westbound	992	846	640	698	759	594	515	504	574	680	820	888	-	-	-	-	-
Two-Way	1,528	1,337	1,159	1,144	1,333	1,060	1,031	1,021	994	1,210	1,258	1,351	-	-	-	-	-
Less than the Peak Assessment Hour (0800-0900)	191	0	-178	-193	-4	-277	-306	-316	-343	-127	-79	14					

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 14 – A206 Bob Dunn Way/ University Way (Joyce Green Lane) DfT traffic count 15th May 2017

Site 14	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	900	1053	708	781	781	827	977	802	928	1123	1355	956	-	-	-	-	-
Westbound	1191	1110	760	764	724	780	819	922	948	1145	1247	875	-	-	-	-	-
Two-Way	2,091	2,163	1,468	1,545	1,505	1,607	1,796	1,724	1,876	2,268	2,602	1,831	-	-	-	-	-
Less than the Peak Assessment Hour (1700-1800)	-511	-439	-1134	-1057	-1097	-995	-806	-878	-726	-334	0	-771					

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 15 – Shepard's Lane (North of Rochester Way) DfT traffic count 25th May 2016

Site 15	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	804	840	636	621	469	409	543	669	719	831	753	458	-	-	-	-	-
Westbound	648	572	394	572	572	648	664	545	520	768	815	736	-	-	-	-	-
Two-Way	1,452	1,412	1,030	1,193	1,041	1,057	1,207	1,214	1,239	1,599	1,568	1,194	-	-	-	-	-
Less than the Peak Assessment Hour (1700-1800)	-116	-156	-538	-375	-527	-511	-361	-354	-329	31	0	-374					

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Saturday – Automatic Traffic Count

Table 16: Site 1 – A226 Thames Way west of A2260, 10th November 2018 & 17th November 2018 average – Saturday

Site 1	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Northbound	105	151	190	194	246	244	237	220	440	447	327	189	136	120	81	66	72
Southbound	175	237	271	335	441	426	411	399	354	335	360	267	205	127	107	80	84
Two-Way	279	388	461	529	687	670	648	619	794	782	687	456	340	247	188	145	156
Less than the Peak Assessment Hour (Weekday)	-809	-700	-627	-559	-401	-418	-440	-469	-294	-306	-401	-632	-748	-841	-900	-943	-932

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 17: Site 2 - A2260 Ebbsfleet Road, north of International Way, 10th November 2018 & 17th November 2018 average - Saturday

Site 2	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	108	180	207	212	266	255	285	266	428	358	194	182	130	123	85	74	70
Westbound	108	148	197	221	296	258	251	199	223	215	303	151	83	59	46	30	27
Two-Way	216	328	403	433	562	512	536	465	651	573	497	332	213	182	131	104	96
Less than the Peak Assessment Hour (Weekday)	-644	-532	-457	-427	-298	-348	-324	-395	-209	-287	-363	-528	-647	-678	-729	-756	-764

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Table 18: Site 3 – A2269 Ebbsfleet Road, south of International Way, 10th November 2018 & 17th November 2018 average - Saturday

Site 3	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
South - Westbound	203	293	362	335	425	435	401	430	421	403	651	379	225	212	141	143	115
North - Eastbound	120	192	227	218	279	268	272	255	369	345	173	151	119	113	81	73	54
Two-Way	323	485	589	553	704	703	673	685	790	748	824	530	344	325	222	216	169
Less than the Peak Assessment Hour (Weekday)	-929	-767	-663	-699	-548	-549	-579	-567	-462	-504	-428	-722	-908	-927	-1030	-1036	-1083

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Table 19: Site 4 – A226 Thames Way east of A2260, 10th November 2018 & 17th November 2018 average - Saturday

Site 4	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Eastbound	175	237	271	335	441	426	411	399	354	335	360	267	205	127	107	80	84
Westbound	105	151	190	194	246	244	237	220	440	447	327	189	136	120	81	66	72
Two-Way	279	388	461	529	687	670	648	619	794	782	687	456	340	247	188	145	156
Less than the Peak Assessment Hour (Weekday)	-809	-700	-627	-559	-401	-418	-440	-469	-294	-306	-401	-632	-748	-841	-900	-943	-932

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Table 20: Site 5 – Springhead Road between A226 Thames Way and Mountside Close, 10th November 2018 & 17th November 2018 average – Saturday

Site 5	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Northbound	65	100	125	160	172	194	209	205	194	209	196	178	138	107	93	77	75
Southbound	104	150	161	178	205	192	170	167	177	169	199	174	118	82	61	53	45
Two-Way	168	250	286	338	377	386	378	371	371	378	395	351	256	189	154	130	119
Less than the Peak Assessment Hour (Weekday)	-442	-360	-324	-272	-233	-224	-232	-239	-239	-232	-215	-259	-354	-421	-456	-480	-491

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Table 21: Site 6 - B262 Springhead Road, 10th November 2018 & 17th November 2018 average –Saturday ATC

Site 9	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00
Southbound	240	389	531	653	682	747	745	735	631	604	560	443	339	274	200	173	138
Northbound	195	284	369	450	485	529	481	495	493	494	501	384	265	181	139	127	102
Two-Way	435	673	900	1,103	1,167	1,276	1,226	1,230	1,124	1,098	1,060	827	604	455	339	300	239
Less than the Peak Assessment Hour (Weekday)	-934	-696	-469	-266	-202	-93	-143	-139	-245	-271	-309	-542	-765	-914	-1030	-1069	-1130

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Weekday – Manual Classified Count

Table 22: Site 15 – A226 Thames Way / A2260 Ebbsfleet Gateway, 6th November 2018 Weekday.

Site 15	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
A226 Thames Way (N)	224	262	245	252	253	273	269	359	366	459	552	319
Unnamed Road	0	0	0	0	0	0	0	0	0	0	0	1
A226 Thames Way	1120	755	434	302	331	366	370	417	402	455	488	418
A2260 Ebbsfleet Gateway	286	429	353	336	315	302	324	339	362	326	316	318
Total	1,630	1,446	1,032	890	899	941	963	1,115	1,130	1,240	1,356	1,056
Less than the Peak Assessment Hour (0800-0900)	184	0	-414	-556	-547	-505	-483	-331	-316	-206	-90	-390

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 23: Site 16 – A2260 Ebbsfleet Road / International Way, 6th November 2018 Weekday

Site 16	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
A2260 Ebbsfleet Gateway (North)	1000	678	458	372	378	427	409	543	522	625	749	530
A2260 Ebbsfleet Gateway (South)	328	459	403	353	332	291	314	321	364	322	310	247
International Way (West)	216	181	141	102	106	127	151	171	215	321	455	559
Total	1,544	1,318	1,002	827	816	845	874	1,035	1,101	1,268	1,514	1,336
Less than the Peak Assessment Hour (1700-1800)	30	-196	-512	-687	-698	-669	-640	-479	-413	-246	0	-178

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
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Table 24: Site 17 – A226 Thames Way / B262 Springhead Road, 6th November 2018 Weekday

Site 17	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
B262 Springhead Road (North)	302	393	209	152	145	145	160	184	230	228	191	181
A226 Thames Way (East)	813	541	452	420	489	511	495	540	517	528	557	431
B262 Springhead Road (South)	715	874	731	623	613	613	671	689	755	757	894	677
A226 Thames Way (West)	198	302	226	241	237	230	237	271	295	331	373	337
Total	2,028	2,110	1,618	1,436	1,484	1,499	1,563	1,684	1,797	1,844	2,015	1,626
Less than the Peak Assessment Hour	-82	0	-492	-674	-626	-611	-547	-426	-313	-266	-95	-484

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
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Table 25: Site 18 – London Road/ Manor Way/ Craylands Road, 4th December 2018 Weekday

Site 18	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
Manor Way	122	152	102	-	-	-	-	-	-	154	160	83
A226 (East)	751	620	430	-	-	-	-	-	-	458	468	387
Craylands Way	132	181	112	-	-	-	-	-	-	105	127	147
A226 (West)	350	512	403	-	-	-	-	-	-	703	796	614
Total	1,355	1,465	1,047	-	-	-	-	-	-	1,420	1,551	1,231
Less than the Peak Assessment Hour (1700-1800)	-196	-86	-504	-	-	-	-	-	-	-131	0	-320

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 26: Site 19 – Gallery Hill Road, Pilgrims Road/ High Street, 4th December 2018 Weekday

Site 19	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
Manor Way	1	0	1	-	-	-	-	-	-	1	2	2
A226 (East)	726	565	391	-	-	-	-	-	-	462	462	379
Craylands Way	135	265	176	-	-	-	-	-	-	152	143	123
A226 (West)	337	496	371	-	-	-	-	-	-	664	761	602
Total	1,199	1,326	939	-	-	-	-	-	-	1,279	1,368	1,106
Less than the Peak Assessment Hour (1700-1800)	-169	-42	-429	-	-	-	-	-	-	-89	0	-262

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 27: Site 20 – Gallery Hill Road/ Lower Road, 4th December 2018 Weekday

Site 20	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
Lower Road	47	109	138	-	-	-	-	-	-	248	198	60
Gallery Hill Road (East)	840	669	526	-	-	-	-	-	-	498	508	426
Gallery Hill Road (West)	350	530	367	-	-	-	-	-	-	560	618	508
Total	1,237	1,308	1,031	-	-	-	-	-	-	1,306	1,324	994
Less than the Peak Assessment Hour (1700-1800)	-87	-16	-293	-	-	-	-	-	-	-18	0	-330

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
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Table 28: Site 21 – A2260/ B259/ International Way/ Ebbsfleet Gateway Roundabout, 4th December 2018 Weekday

Site 21	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
International Way	1	5	3	-	-	-	-	-	-	34	69	89
A2260 (East)	875	720	474	-	-	-	-	-	-	804	946	830
A2260 (West)	761	1116	781	-	-	-	-	-	-	612	823	912
B259	459	572	303	-	-	-	-	-	-	517	506	347
Total	2,096	2,413	1,561	-	-	-	-	-	-	1,967	2,344	2,178
Less than the Peak Assessment Hour (0800-0900)	-317	0	-852	-	-	-	-	-	-	-446	-69	-235

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Shoulder Peak Review

This section will review in detail the shoulder hour periods around the traditional AM and PM peak periods. Table 29 presents the shoulder peak hours for the AM period. The AM period considers the two hours following the traditional 0800-0900 hour as this leads up to and includes the opening hour of the Resort at 10:00, whilst the 0700-0800 hour is not impacted materially by London Resort Traffic. Table 30 presents the shoulder peak hours for the PM period; these are either side of the traditional PM peak 17:00-18:00. The two tables present the ATC data for the 15 sites collected on a weekday. The cells highlighted in yellow in the tables below signify an increase in traffic compared to the traditional peak hour of 08:00-09:00 in the AM peak and 17:00-18:00 in the PM peak.

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
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Table 29 – Shoulder Peak Review AM Peak

	Site 1			**Site 2**			**Site 3**			**Site 4**			**Site 5**		
Site 1	**08:00-09:00**	**09:00-10:00**	**10:00-11:00**	**08:00-09:00**	**09:00-10:00**	**10:00-11:00**	**08:00-09:00**	**09:00-10:00**	**10:00-11:00**	**08:00-09:00**	**09:00-10:00**	**10:00-11:00**	**08:00-09:00**	**09:00-10:00**	**10:00-11:00**
Two-Way	1,088	751	595	860	692	588	1,138	916	780	1,088	751	595	610	377	284
% reduction compared to the AM peak (08:00-09:00)		31.0%	45.3%		19.5%	31.6%		19.5%	31.5%		31.0%	45.3%		38.2%	53.4%
	Site 6			**Site 7**			**Site 8**			**Site 9**			**Site 10**		
Two-Way	1,369	1,164	1,021	1,806	1,417	1,390	870	931	647	2,636	2,437	2,050	1,524	1,100	965
% reduction compared to the AM peak (08:00-09:00)		15.0%	25.4%		21.5%	23.0%		-7.0%	25.6%		7.5%	22.2%		27.8%	36.7%
	Site 11			**Site 12**			**Site 13**			**Site 14**			**Site 15**		
Two-Way	2,060	1,903	1,547	1,860	1,681	1,483	1,337	1,159	1,144	2,163	1,468	1,545	1,412	1,030	1,193
% reduction compared to the AM peak (08:00-09:00)		7.6%	24.9%		9.6%	20.3%		13.3%	14.4%		32.1%	28.6%		27.1%	15.5%

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 30 – Shoulder Peak Review PM Peak

	Site 1			Site 2			Site 3			Site 4			Site 5		
Site 1	**16:00-17:00**	**17:00-18:00**	**18:00-19:00**	**16:00-17:00**	**17:00-18:00**	**18:00-19:00**	**16:00-17:00**	**17:00-18:00**	**18:00-19:00**	**16:00-17:00**	**17:00-18:00**	**18:00-19:00**	**16:00-17:00**	**17:00-18:00**	**18:00-19:00**
Two-Way	317	365	358	710	768	602	1,058	1,252	1,093	766	835	722	483	501	433
% reduction compared to the AM peak (08:00-09:00)	13.2%		1.9%	7.6%		21.6%	15.5%		12.7%	8.3%		13.5%	3.6%		13.6%
	Site 6			**Site 7**			**Site 8**			**Site 9**			**Site 10**		
Two-Way	1,339	1,364	1,103	1,981	2,183	1,892	1,424	1,389	1,426	2,420	2,141	2,352	1,272	1,347	1,158
% reduction compared to the AM peak (08:00-09:00)	1.8%		19.1%	9.3%		13.3%	-2.5%		-2.7%	-13%		-9.9%	5.6%		14.0%
	Site 11			**Site 12**			**Site 13**			**Site 14**			**Site 15**		
Two-Way	1,818	2,134	1,730	1,861	2,052	1,916	1,210	1,258	1,351	2,268	2,602	1,831	1,599	1,568	1,194
% reduction compared to the AM peak (08:00-09:00)	14.8%		18.9%	9.3%		6.6%	3.8%		-7.4%	12.8%		29.6%	-2.0%		23.9%

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Summary

The traffic survey data collected above shows that on a weekday, of the fifteen links reviewed, peak hour traffic flows on five of the links occur between 07:00-08:00 where minimal Resort traffic is forecast on the network. On the remaining links the peak traffic flows occurs within the traditional AM or PM peak hours. The exception to this is the A296 (Eastbound On-slip A2) and Shepard's Lane when the peak traffic flows occurs between 15:00-16:00 and 16:00-17:00 respectively.

The ATC weekday traffic data in Table 29, presents there is a significant reduction in two-way flows after 08:00-09:00 in the 09:00-10:00 hour which coincides with when the Resort opens to visitors each day. The reduction in traffic flows is likely due to the trip purpose for employees and school traffic occurring between 08:00-09:00, whilst after 09:00 these movements are removed from the highway network. The AM shoulder peaks show at least a 7% reduction in traffic across links from 08:00-09:00, the smallest decrease is 157 vehicles at Site 11 (A220 Gravel Hill). except on site 8 the A2 eastbound on-slip which forecast a 7% growth in traffic between those time periods. If the 08:00-09:00 traffic flows are compared to the 10:00-11:00 traffic flows at the 15 sites, the lowest reduction in traffic flow is shown as 14% at Penhill Road (South of the A2), with the maximum reduction of 53% occurring on Springfield Road (between A226 Thames Way and Mountside Close) this equates to a 326-vehicle reduction.

There is a similar reduction in traffic flows between 17:00-18:00 and 18:00-19:00, Table 30 presents the reduction between the traditional PM peak hour of 17:00-18:00 and the hour either side. First looking at the hour after the PM peak, a reduction in traffic is shown on 12 of the 15 links with the smallest reduction being 2% at Site 1. The three sites which experience an increase are the A296 (Eastbound on Slip to the A2) (Site 8), A296 (West of Princes Road Roundabout) (Site 9) and Penhill Road (South of the A2) (Site 13), the maximum increase is nearly 10% which equates to 211 at Site 9.

Whilst comparing the shoulder peak before the traditional peak, there is a reduction on 12 of the 15 links with the smallest reduction being 2% at Site 6. The three sites which experience an increase are the A296 (Eastbound on Slip to the A2) (Site 8), A296 (West of Princes Road Roundabout) (Site 9) and Shepard's Lane (Site 15).

The MCC traffic survey from Wednesday 6th November 2019 and Wednesday 4th December 2019, shows that the peak traffic flows occur in either of the traditional peak hours of 08:00-09:00 or 17:00-18:00. This coincides with the periods assessed within the DCO Transport Assessment. The morning peak hour traffic reduces considerably after 09:00am, with the smallest reduction being in excess of 150 vehicles.

Saturday Assessments

The Saturday ATC traffic survey flow data from the local highway network presents a reduction in peak hour compared to the highest peak hour traffic flow from the traditional weekday peak periods hours (and as assessed within the Transport Assessment). This is in line with the outcomes from Technical Note 6

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

which showed that the traffic flows on the Strategic Road Network (SRN) were higher during the weekday traditional peaks than any time at during the weekend.

This initial outcome confirms the position by WSP that a Saturday assessment is not required on the local road network. This general reduction in traffic on a Saturday from the peak hours assessed within the Transport Assessment is between 93 and 428 vehicle trips.

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
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TRIP GENERATION TO AND FROM GRAVESHAM, DARTFORD AND BEXLEY

This section will present the vehicle trips generated from the nearby local authorities in Gravesham, Dartford and Bexley. The total trip attraction from each of the Local Authority is presented within the appendices of Technical Note 2 which is Appendix TA-N (APP-112) of the Transport Assessment. These three authorities have been considered in detail as it is expected that any visitors or staff outside of these areas (as set out in Technical Note TN6) would utilise the key strategic corridors to access the site rather than the local road network. This note showed the limited level of traffic on the local road network outside of these three authorities.

To inform this section, the local authorities have been broken down into wards, a more detailed approach to identify vehicle trip origins. The trip generation for each ward is based on the total population of each ward taken from the 2011 Census. Figures presenting the forecast two-way movements between London Resort and each of the local wards are presented in Appendix B.

This Technical Note will consider six-hour periods across the day; in the AM period between 08:00-11:00, PM peak between 16:00-18:00 and after the Resort closes during peak operation between 23:00-00:00. The trip generation for visitors and staff associated with each of the local authorities is presented in the following Tables 28-30 for 2025, 2029 and 2038 on the 85th Percentile Day broken down into arrivals and departures.

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Table 31 – Forecast Trip Generation for Visitors and Staff from Gravesham, Dartford and Bexley on the 85th Percentile Day 2025 across the day

Time Period		Gravesham		Dartford		Bexley		Total
		Visitors	Staff	Visitors	Staff	Visitors	Staff	
08:00-09:00	Arrivals	0	30	0	20	0	8	60
	Departures	0	1	0	1	0	0	3
09:00-10:00	Arrivals	6	34	7	23	6	8	89
	Departures	1	1	1	1	1	0	7
10:00-11:00	Arrivals	15	17	19	11	15	4	91
	Departures	1	1	1	1	3	0	13
16:00-17:00	Arrivals	11	14	12	9	12	4	71
	Departures	10	33	13	22	11	8	107
17:00-18:00	Arrivals	17	8	17	5	21	2	76
	Departures	10	8	13	5	11	2	58
23:00-00:00	Arrivals	0	11	0	7	0	3	22
	Departures	2	35	2	23	2	9	75
Total		73	193	85	128	82	48	672

TECHNICAL NOTE 12 - Impact on the Local Highways Network

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Table 32 – Forecast Trip Generation for Visitors and Staff from Gravesham, Dartford and Bexley on the 85th Percentile Day 2029 across the day

Time Period		Gravesham		Dartford		Bexley		Total
		Visitors	Staff	Visitors	Staff	Visitors	Staff	
08:00-09:00	Arrivals	0	32	0	21	0	9	62
	Departures	0	1	0	1	0	0	2
09:00-10:00	Arrivals	5	34	7	22	7	9	84
	Departures	1	1	1	1	1	0	5
10:00-11:00	Arrivals	17	15	19	10	19	4	84
	Departures	1	1	1	1	3	0	7
16:00-17:00	Arrivals	16	15	17	10	17	4	79
	Departures	13	33	14	22	15	9	106
17:00-18:00	Arrivals	38	8	36	5	36	2	125
	Departures	11	8	13	5	13	2	52
23:00-00:00	Arrivals	0	12	0	8	0	3	23
	Departures	4	35	4	23	4	9	79
Total		106	195	112	129	115	51	708

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
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Table 33 – Forecast Trip Generation for Visitors and Staff from Gravesham, Dartford and Bexley on the 85th Percentile Day 2038 across the day

Time Period		Gravesham		Dartford		Bexley		Total
		Visitors	Staff	Visitors	Staff	Visitors	Staff	
08:00-09:00	Arrivals	0	32	0	22	0	9	64
	Departures	0	1	0	1	0	0	3
09:00-10:00	Arrivals	12	34	15	23	17	9	111
	Departures	3	1	3	1	6	0	13
10:00-11:00	Arrivals	32	15	38	11	43	4	145
	Departures	5	1	6	1	13	0	26
16:00-17:00	Arrivals	26	15	29	10	33	4	119
	Departures	25	32	29	22	37	9	158
17:00-18:00	Arrivals	51	8	49	6	46	2	qwr
	Departures	18	8	23	6	22	2	80
23:00-00:00	Arrivals	5	11	5	8	12	3	45
	Departures	9	34	9	23	13	9	99
Total		186	192	206	134	242	51	1027

The tables show, as per the Transport Assessment, that the peak two-way trips are forecast to occur between 16:00-17:00. It is however worth noting that between 17:00-18:00, the Resort arrivals are higher than the departures from the three local authorities. When compared to the overall vehicle trip generation to the Resort, there is a higher percentage of departures in that period. This is due to the Retail Dinning & Entertainment (RD&E) element of the Resort, which is a key attractor for local visitors (ie sole purpose journeys that are not linked to the Resort located within one hour car journey of the Resort) in the three local authorities between 17:00-18:00.

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
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FORECAST TRIP DISTRIBUTION AND ROUTE CHOICE

In order to understand the forecast trip distribution and route choice the total population for all the wards within each of the three local authorities (Gravesham, Dartford and Bexley) was combined and assigned proportionally to the individual wards within each local authority.

To understand the likely route choice to and from The London Resort, the most populated area within the ward has been selected and a journey route based on googlemaps identified. This considered a neutral time and day in early March 2020 (pre-covid) to understand typical travel patterns; figures presenting each of the routes from each ward is provided in Appendix C. The origin and destination point for the London Resort was chosen at the A2260/ A2 Eastbound off-slip and A2 Eastbound on-slip roundabout as this will provide the access and egress to the Resort Road (for both visitors and staff parking). Development traffic flows to and from these wards have been plotted for the forecast years 2025, 2029 and 2038, the assessment includes private vehicle trips and drop off trips

WSP have created a series of traffic flow diagrams to present the forecast trip generation on the local highway network based on the trip distribution figures within Appendix C. The traffic flow diagrams are presented in Appendix D.

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
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IMPACT OF THE DEVELOPMENT ON THE LOCAL HIGHWAY NETWORK

This section will review the impact of the development on the local highway network in Gravesham, Dartford and Bexley. The two-way development traffic flows for the 85th percentile day in 2038 have been added to the baseline two-way traffic flows on the Resort traffic assigned routes. The 85th percentile day is a reasonable worst-case day as the majority of days above this in terms of visitor numbers occurs on weekends whereas this assessment is based on weekday flows. Tables 34 to 51 present the total number development two-way trips on the associated links and the associated impact of the development traffic on the overall traffic flows.

Weekday – ATC Impact

Table 34 – Site 2 A2260 Ebbsfleet Road, north of International Way including 2038 85th Percentile Day Development Traffic flows

Site 2	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00	23:00-24:00
Two-Way + Development Traffic	867	703	589	724	784	104
2038 Two-Way Development Flow 85th Percentile Day	7	11	11	14	16	7
Percentage increase (%)	0.9	1.5	1.9	1.9	2.0	7.3

Table 35 – Site 3 A2260 Ebbsfleet Road, south of International Way including 2038 85th Percentile Day Development Traffic flows

Site 3	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00	23:00-24:00
Two-Way + Development Traffic	1145	927	791	1072	1268	209
2038 Two-Way Development Flow 85th Percentile Day	7	11	11	14	16	7
Percentage Increase (%)	0.7	1.2	1.5	1.3	1.2	3.5

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
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Table 36 – Site 4 A226 Thames Way east of A2260 including 2038 85th Percentile Day Development Traffic flows

Site 4	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00	23:00-24:00
Two-Way + Development Traffic	1,095	762	606	780	851	148
2038 Two-Way Development Flow 85th Percentile Day	7	11	11	14	16	7
Percentage Increase (%)	0.7	1.4	1.9	1.8	1.9	5.0

Table 37 – Site 7 Springhead Road between A226 Thames Way and Mountside Close including 2038 85th Percentile Day Development Traffic flows

Site 7	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00	23:00-24:00
Two-Way + Development Traffic	1,806	1,417	1,390	1,985	2,185	338
2038 Two-Way Development Flow 85th Percentile Day	0	0	0	4	2	3
Percentage Increase (%)	0.0	0.0	0.0	0.1	0.7	0.8

Table 38 – Site 8 A296 (Eastbound On-slip A2) including 85th Percentile Day Development Traffic flows

Site 8	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00
Two-Way + Development Traffic	878	945	666	1439	1410
2038 Two-Way Development Flow 85th Percentile Day	8	14	19	15	21
Percentage Increase (%)	0.9	1.5	2.9	1.1	1.5

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Table 39 – Site 9 A296 (West of Princes Road Roundabout) including 85th Percentile Day Development Traffic flows

Site 9	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00
Two-Way + Development Traffic	2637	2439	2053	2423	2142
2038 Two-Way Development Flow 85th Percentile Day	1	2	3	7	6
Percentage Increase (%)	0.0	0.1	0.1	0.2	0.2

Table 40 – Site 10 A227 Wrotham Road (North of Coldharbour Road) including 85th Percentile Day Development Traffic flows

Site 10	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00	23:00-24:00
Two-Way + Development Traffic	1531	1110	976	1292	1364	219
2038 Two-Way Development Flow 85th Percentile Day	7	10	11	20	17	12
Percentage Increase (%)	0.5	0.9	1.1	1.6	1.3	5.5

Table 41 – Site 11 A220 Gravel Hill including 85th Percentile Day Development Traffic flows

Site 11	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00
Two-Way + Development Traffic	2,064	1,916	1,572	1,849	2,163
2038 Two-Way Development Flow 85th Percentile Day	4	13	25	31	29
Percentage Increase (%)	0.2	0.7	1.6	1.7	1.4

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
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Table 42 – Site 12 A221 Danson Road (North of the A2) including 85th Percentile Day Development Traffic flows

Site 12	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00
Two-Way + Development Traffic	1863	1688	1494	1873	2065
2038 Two-Way Development Flow 85th Percentile Day	3	7	11	12	13
Percentage Increase (%)	0.2	0.4	0.8	0.7	0.6

Table 43 – Site 13 Penhill Road (South of the A2) including 85th Percentile Day Development Traffic flows

Site 13	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00
Two-Way + Development Traffic	1337	1160	1145	1214	1260
2038 Two-Way Development Flow 85th Percentile Day	0	1	1	4	2
Percentage Increase (%)	0.0	0.1	0.1	0.4	0.2

Table 44 – Site 14 A206 Bob Dunn Way/ University Way including 85th Percentile Day Development Traffic flows

Site 14	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00
Two-Way + Development Traffic	2165	1476	1559	2281	2612
2038 Two-Way Development Flow 85th Percentile Day	1	4	7	13	10
Percentage Increase (%)	0.1	0.3	0.5	0.6	0.5

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
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Table 45 – Site 15 Shepard's Lane including 85th Percentile Day Development Traffic flows

Site 15	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00
Two-Way + Development Traffic	1415	1036	1201	1251	1610
2038 Two-Way Development Flow 85th Percentile Day	3	6	8	12	11
Percentage Increase (%)	0.2	0.6	0.7	1.0	0.7

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
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Weekend – ATC Impact

Table 46 - Site 2 A2260 Ebbsfleet Road, north of International Way including 2038 85th Percentile Day Development Traffic flows

Site 2	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00	23:00-24:00
Two-Way + Development Traffic	335	414	444	587	513	103
2038 Two-Way Development Flow 85th Percentile Day	7	11	11	14	16	7
Percentage Increase (%)	2.1	2.7	2.5	2.4	3.1	6.8
Less than the peak hour traffic on a weekday	-525	-446	-416	-273	-347	-757

Table 47 – Site 3 A2260 Ebbsfleet Road, south of International Way including 2038 85th Percentile Day Development Traffic flows

Site 3	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00	23:00-24:00
Two-Way + Development Traffic	492	600	564	762	840	176
2038 Two-Way Development Flow 85th Percentile Day	7	11	11	14	16	7
Percentage Increase (%)	1.4	1.8	2.0	1.8	1.9	4.0
Less than the peak hour traffic on a weekday	-760	-652	-688	-490	-412	-1076

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
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Table 48 – Site 4 A226 Thames Way east of A2260 including 2038 85th Percentile Day Development Traffic flows

Site 4	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00	23:00-24:00
Two-Way + Development Traffic	388	461	529	782	687	156
2038 Two-Way Development Flow 85th Percentile Day	7	11	11	14	16	7
Percentage Increase (%)	1.8	2.4	2.1	1.8	2.3	4.5
Less than the peak hour traffic on a weekday	-693	-616	-548	-292	-385	-925

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
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Weekday – MCC Impact

Table 49 – Site 15 A226 Thames Way / A2260 Ebbsfleet Gateway including 85th Percentile Day Development Traffic flows

Site 15	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00
Two-Way + Development Traffic	1453	1043	901	1254	1372
2038 Two-Way Development Flow 85th Percentile Day	7	11	11	14	16
Percentage Increase (%)	0.5%	1.1%	1.2%	1.1%	1.2%

Table 50 - Site 16 A2260 Ebbsfleet Road / International Way including 85th Percentile Day Development Traffic flows

Site 16	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00
Two-Way + Development Traffic	1318	1002	827	1268	1514
2038 Two-Way Development Flow 85th Percentile Day	7	11	11	14	16
Percentage Increase (%)	0.5%	1.1%	1.3%	1.1%	1.1%

Table 51 - Site 17 A226 Thames Way / B262 Springhead Road including 85th Percentile Day Development Traffic flows

Site 17	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00
Two-Way + Development Traffic	2,110	1,618	1,436	1,797	1,844
2038 Two-Way Development Flow 85th Percentile Day	10	15	16	22	23
Percentage Increase (%)	0.5%	0.9%	1.1%	1.2%	1.2%

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
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SUMMARY OF LONDON RESORT IMPACT ON THE LOCAL HIGHWAY NETWORK

As presented in the tables above the maximum forecast impact of the development traffic on the 85th percentile day in 2038 on the highway network in the AM peak and PM periods is a 2% increase (which equates to an addition 16 vehicles). This is forecast to occur on the A2260 Ebbsfleet Road between 17:00-18:00. The impact of the development across the local road network can therefore only be concluded as negligible, supported by the proposed restriction on access and egress to the Resort being located at the A2.

This assessment has shown that no local road or junction is expected to be significantly impacted upon by the London Resort and would as WSP suggests, remove the need to undertake detailed junction modelling of the local highway network outside of the submitted VISSIM model.

The impact of London Resort traffic at the locations of MCC surveys forecasts a maximum increase in trips on the local road network during peak arrival on any single road is 23 vehicles. As presented earlier within this document smallest decrease from either peak hour traffic flows (AM or PM) at the MCC survey locations is 150, further supporting the position that shoulder peak hours do not require any further assessment.

The trips generated from the London Resort will create a peak spreading across the day; this is particularly noticeable following the AM peak as the Resort creates a relatively small amount of traffic during the traditional AM peak hour. However, as background traffic reduces after 09:00, the Resort traffic increases in with the 10:00am opening time.

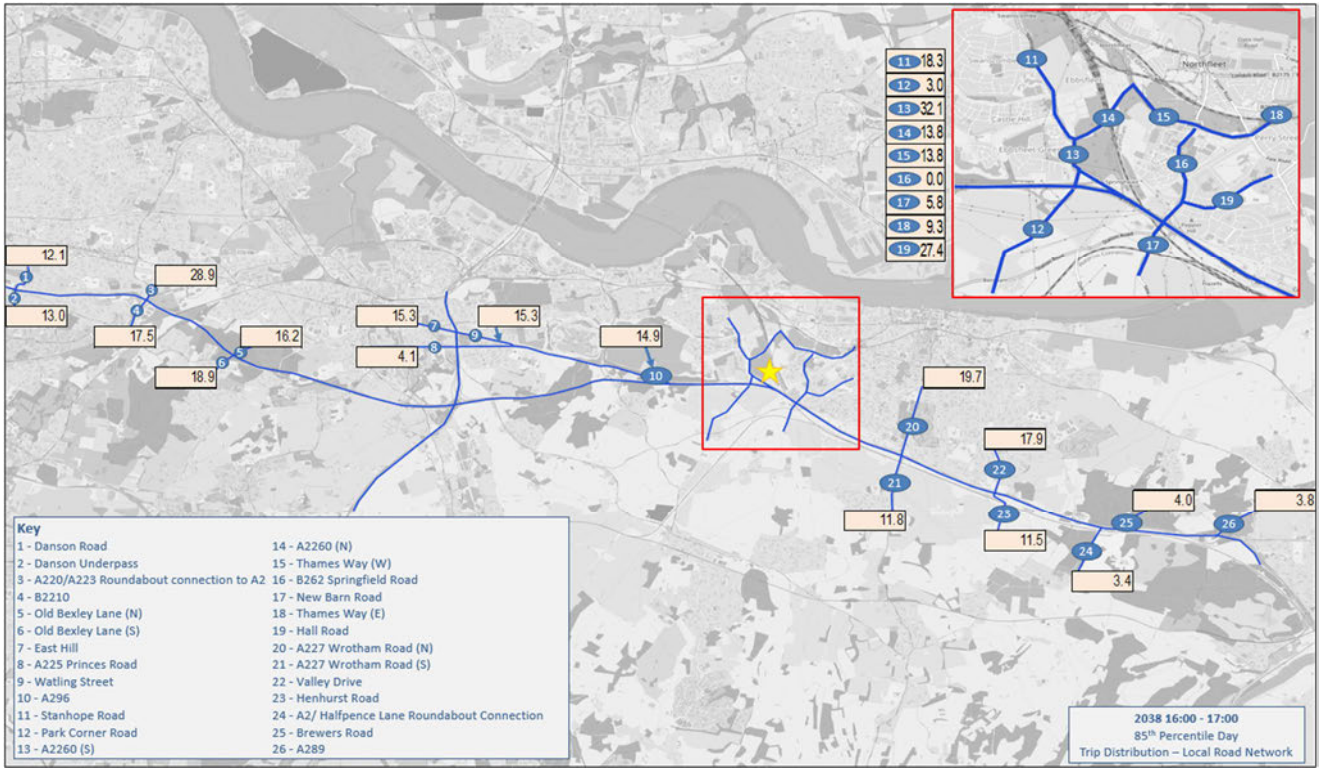
The above evidence confirms that no additional assessment of the shoulder peaks is necessary given the AM peak period 07:00-08:00 contains negligible Resort traffic and post 09:00 sees a significant reduction in background traffic that negates the small increase in Resort traffic on the local road network.

A copy of one of the 2038 85th Percentile Day (16:00-17:00) two-way trip generation is presented in Figure 2 below.

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Figure 2 – 2038 85th Percentile Day (16:00-17:00) two-way trip generation



TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
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Specific route corridor concerns raised by KCC

Further to the assessment conclusions set out above, Kent County Council have raised comments regarding certain local roads which experience significant levels of existing traffic which have been considered in more detail here

Junction 1a

The level of traffic at this junction is known to have implications upon the local road network, and it is understood as to why KCC see this as a potential concern within the local road network. Therefore, WSP have considered this junction and surrounding corridors in more detail.

The forecast trip assignment for the Resort shows limited impact at this junction for both arrivals and departures as presented in Table 44. The maximum two-way flow is forecast to be 13 vehicles between 16:00-17:00 on the 85th Percentile Day, this equates to one extra vehicle every four minutes which is considered to have a negligible impact on this junction and surrounding corridors.

The forecast assignment through Junction 1a is based on the location of the access and egress from the Resort being directly onto the A2. The trip assignment forecasts that the majority of visitors or residents located to the west of the Resort would travel west on the A2 past the M25 before heading north towards Dartford and Bexley.

Thames Way (east of A2260 Ebbsfleet Gateway)

Focusing next on Thames Way to the east of the A2260 Ebbsfleet Gateway, the trip assignment assessment contained within this report has shown that the Resort would increase traffic flows by a maximum of 16 additional movements between 17:00-18:00, this is presented in Table 36 and equates to an impact of approximately 2%.

In the evening hour between 23:00-00:00 following the closure of the Resort, the impact of the Resort will increase to a forecast maximum of 7% on the A2260 Ebbsfleet Road, north of International Way. The two-way traffic flows on the A2260 Ebbsfleet Road would be 104 vehicles, which is significant lower than the forecast baseline traffic flows throughout the day.

It is worth noting that the increases in traffic flows presented in Tables 32 to 48 are based upon the 85th percentile day, which flows in excess of this predominantly occurring at the weekends, and the vast majority of days across the year would be less. Furthermore, the 85th percentile day assessment has assumed the visitor and staff car parks operate at 100% capacity, this further provides a robustness to the assessment undertaken within this Technical Note.

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
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Saturday Assessments

Table 33 presented that between 16:00-17:00 and 17:00-18:00 there would be 277 and 244 additional trips on the local road network associated with London Resort during the 85th Percentile Day in 2038, as presented in Figure 2. This is spread across the local highway network as shown in figures within Appendix D, where the maximum two-way flow forecast on the local highway network is **38** on the A220 which provides a connection onto the A2. As highlighted early within this document there is a reduction in traffic flows on a Saturday compared to a weekday peak hours (08:00-09:00 and 17:00-18:00) between 93 and 428. This highlights that even with the additional 38 vehicles associated with the Resort the weekend traffic flows on the local highway network are lower than those assessed as part of the Transport Assessment which focused on the traditional AM and PM peak hours.

Limitations of Technical Note

The limitation to this Technical Note is the availability of baseline traffic flows on all the potentially affected links, Figure 1 presents the locations of all the available and used traffic flows. The table below presents the highway links which are forecast to have a proportion of London Resort vehicle flows accessing the A2, however WSP have no available baseline traffic data that could be sourced. Table 52 presents the amount of development traffic on the links on the five assessed hour periods.

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

Table 52 – London Resort Development Traffic Flows on selected links

Road	08:00-09:00	09:00-10:00	10:00-11:00	16:00-17:00	17:00-18:00
Valley Drive, Gravesend	6	9	10	18	16
Henhurst Road, Gravesend	7	10	11	12	14
Brewers Road, Gravesend	1	2	2	4	4
Halfpence Lane, Gravesend	3	4	4	3	5
A220/ A223 Roundabout A2 connection	8	21	37	29	38
Old Bexley Lane, Dartford (North)	4	7	10	16	15
Old Bexley Lane, Dartford (South)	5	9	13	19	18

The table above presents the increase in two-way flows on selected links in an hour period without baseline traffic data being available. The highest increase in traffic flows is forecast on the A220/ A223 Roundabout A2 connection, which forecasts 38 extra vehicles this is in the PM peak hour.

Comparing the development traffic flows on the links between 08:00-09:00 and 09:00-10:00, there is an increase, the largest of which is 13 vehicles on the A220/ A223 Roundabout A2 connection. Comparing this increase to the reduction presented in Tables 1-15, of the baseline traffic flows between 08:00-09:00 and 09:00-10:00 of approximately 100 vehicles highlights there is no requirement of undertaking assessments on the local highway network.

This is based on the data presented throughout this Technical Note which highlights that the development traffic associated with London Resort will not alter the peak hours of 08:00-09:00 and 17:00-18:00 and the spread of traffic along local roads is minimal.

In terms of a weekend assessment on the links presented above, this is deemed to be unrequired as it is shown from the Tables 46-48, the increase in traffic associated with the Resort would not bring the traffic levels close to those that occur during a weekday. The smallest difference in terms of traffic flows is 273 between the weekday peak hour and the maximum weekend flow including the Resort traffic, this occurs on A2260 Ebbsfleet Road, north of International Way link between 16:00-17:00.

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

SUMMARY AND CONCLUSION

This Technical Note has been prepared to present the forecast impact from the London Resort on the local highway network in Gravesham, Dartford and Bexley following a request from KCC to provide additional information.

This Technical Note picks up from the previous work undertaken in Technical Note 6 – Assessment Periods' and 'Technical Note 8 – Wider Distribution'. These documents reviewed the strategic and local highway networks to understand the peak hours on the highway network and examined the Gravity Model for route assignment on the Strategic Road Network (SRN). Technical Note 8 focused on all the local authorities across the UK except Gravesham and Dartford, which is where this note starts from. This Technical Note focuses on gathering further baseline traffic information from a variety of sources from around Gravesham, Dartford and Bexley area. These are the areas identified as sources of potential trips that could utilise the local road network to access the site. Any visitor coming from further afield than these locations would utilise the strategic corridors rather than routing through local roads given the access to the Resort is direct from the A2.

WSP collected a wide range of traffic data in the vicinity of the London Resort within the local authorities of Gravesham, Dartford and Bexley. The data came from various sources including WSP's traffic surveys library, Kent County Council (KCC) and the Department for Traffic (DfT) traffic counts. The traffic surveys were either Automatic Traffic Counts (ATCs) or Manual Classified Counts (MCCs). In total 15 ATC surveys were reviewed alongside seven MCC surveys.

The six assessed hour periods occurred across the AM period (08:00-11:00), the PM period (16:00-18:00) and the late-night hour 23:00-00:00. The two-way trip generation across the six-hour periods in the three local authorities is forecast to be 672 (of which 369 staff) in 2025, in 2029 it will rise to 781 (of which 375 staff) and will become 1,027 (of which 377 staff) in 2038 on the 85th Percentile Day. The 85th percentile day is a reasonable worst-case day as the majority of days above this in terms of visitor numbers occurs on weekends whereas the weekday flows are forecast to be significantly lower.

The trip distribution and assignment to each of the wards has been base on the most populous area within the wards and the route taken on a neutral day and time for an accurate assessment. The origin and destination point for the London Resort was chosen at the A2260/ A2 Eastbound off-slip and A2 Eastbound on-slip roundabout as this will provide the access and egress to the Resort road.

The forecast impact of the London Resort on the local highway network has been shown to distribute widely and have a negligible impact throughout the six assessed periods. As the Resort access road will provide direct access to the A2, this will encourage visitors and employees with an origin in the near vicinity of the Resort to use the A2 instead of series on local roads. The area around Gravesham, Dartford and Bexley has a number of junctions from the A2, M25 or A282 which reduces the impact of the traffic at a

TECHNICAL NOTE 12 - Impact on the Local Highways Network

DATE:	08 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Impact on the Local Highways Network		
PROJECT:	London Resort	**AUTHOR:**	Philip Moss
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

single junction. The traffic flows associated with London Resort on the local road network have a peak spreading effect, instead of increasing traffic during the traditional peak hour flows of 08:00-09:00 and 17:00-18:00 the flows increase inter-peak periods which allows for the existing capacity on the network to be utilised.

This Technical Note supports WSP position that there is no requirement for any additional assessments of the local junctions that is outside of the submitted VISSIM model area. The note further highlights that the weekday traffic flows on the local roads in the vicinity of the London Resort and significantly higher than on the weekend and as such as assessment of weekend traffic should not be seen as requirement of this application.

This assessment further highlights the work completed within Technical Note 6 which presented that the periods assessed in the Transport Assessment, the AM peak 08:00-09:00 and the PM peak 17:00-18:00 were appropriate.

Date Modified:

Drawn By:

File:

Legend

Survey Type

- DfT Counts (ATC)
- WSP Counts (ATC)
- WSP Counts (MCC)

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0 0.275 0.55 1.1 1.65 2.2 Kilometres

wsp

TITLE:

Traffic Survey Locations

FIGURE No:

Appendix A

Traffic Survey Data

Confidential

Intelligent Data Collection Limited
Ebbsfleet

Client:	WSP		
Project Number:	ID04231		
Site Number:	Site 6		
Week Commencing:	05/11/2018		
Road Name:	A226 Thames Way		
Survey Type:	ATC		
Direction AB	Flow from	A2260 Ebbsfleet Gateway (S)	to Unnamed Road (N)
Direction BA	Flow from	Unnamed Road (N)	to A2260 Ebbsfleet Gateway (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	30.11.2018			
Prepared by	Conor Lenehan			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID04231			
File Ref	ID04231 Ebbsfleet - ATC Site 6			

Issue Sheet

Issued to	Date			
	03.12.2018			
Charles Edmonds	E-mail			

Intelligent Data - Automatic Traffic Count Output

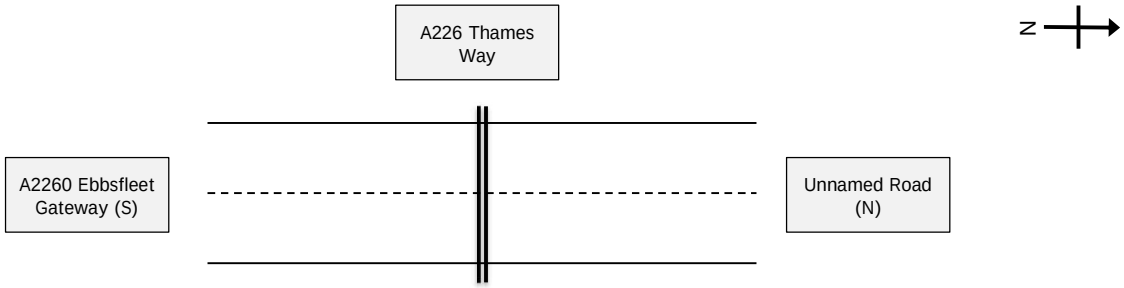
Road Name	A226 Thames Way		
Direction AB	A2260 Ebbsfleet Gateway (S)	to:	Unnamed Road (N)
Direction BA	Unnamed Road (N)	to:	A2260 Ebbsfleet Gateway (S)

Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
51.441707,0.326015	05/11/2018	20/11/2018	40

Link to location on Google Maps

Click Here

Location Plan



Photograph Record

Comments

Prepared by	Conor Lenehan	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data - Automatic Traffic Count Output

WSP
Ebbsfleet

Flow Reporting

Table 1 - Two Way Flow Analysis

Time Interval	Average Car/LGV Tue-Thur (Dir AB)	Average Car/LGV Tue-Thur (Dir BA)	Average OGVs Tue-Thur (Dir AB)	Average OGVs Tue-Thur (Dir BA)	Profile all
00:00	5	6	2	0	13
00:15	6	5	1	0	13
00:30	4	6	0	1	11
00:45	3	6	1	0	10
01:00	4	2	0	1	7
01:15	3	3	1	0	7
01:30	3	5	1	0	9
01:45	3	6	1	0	10
02:00	3	6	1	1	11
02:15	1	2	1	0	4
02:30	3	4	0	0	7
02:45	2	5	1	0	7
03:00	2	7	0	0	10
03:15	2	4	0	1	8
03:30	5	5	1	0	10
03:45	8	8	0	1	17
04:00	7	8	1	2	18
04:15	14	12	1	1	28
04:30	16	13	1	2	32
04:45	21	21	0	4	47
05:00	24	25	1	4	54
05:15	28	27	3	5	64
05:30	38	26	4	4	72
05:45	44	36	5	4	88
06:00	45	45	5	5	101
06:15	44	42	5	8	99
06:30	66	53	8	8	135
06:45	79	57	7	11	154
07:00	78	55	7	8	148
07:15	75	60	11	8	155
07:30	98	49	10	7	164
07:45	107	65	8	9	189
08:00	100	73	11	10	194
08:15	97	75	9	9	190
08:30	100	57	13	7	177
08:45	96	64	11	8	180
09:00	90	66	14	8	177
09:15	80	64	16	7	167
09:30	75	59	16	9	158
09:45	76	63	15	8	162
10:00	62	58	13	11	144
10:15	57	52	15	12	136
10:30	57	53	14	9	132
10:45	56	55	16	10	138
11:00	57	48	13	11	130
11:15	46	54	13	12	126
11:30	51	58	14	12	135
11:45	51	64	12	11	138
12:00	54	51	14	11	129
12:15	53	54	13	12	133
12:30	53	55	16	11	136
12:45	58	62	16	10	146
13:00	65	58	14	13	151
13:15	53	59	16	11	139
13:30	57	60	15	11	142
13:45	50	62	16	12	139
14:00	47	69	15	9	141
14:15	53	74	17	9	153
14:30	63	78	15	9	164
14:45	50	78	17	12	157
15:00	51	96	14	12	173
15:15	60	83	14	9	166
15:30	63	90	13	9	174
15:45	57	86	13	8	164
16:00	56	105	10	5	176
16:15	55	89	12	7	161
16:30	63	108	9	5	185
16:45	53	112	8	5	177
17:00	58	137	7	2	203
17:15	57	118	7	4	186
17:30	49	128	5	6	187
17:45	49	93	3	3	149
18:00	47	99	4	2	152
18:15	48	77	4	2	131
18:30	45	74	4	1	123
18:45	38	58	3	2	101
19:00	35	44	3	1	83
19:15	35	42	3	1	81
19:30	28	40	2	0	70
19:45	28	37	1	2	67
20:00	25	33	3	1	61
20:15	21	30	1	1	53
20:30	20	28	2	2	51
20:45	19	24	1	1	44
21:00	19	25	1	1	45
21:15	19	21	1	1	40
21:30	14	18	1	0	33
21:45	13	22	0	1	36
22:00	15	17	1	1	33
22:15	13	14	0	0	28
22:30	12	12	0	1	25
22:45	9	15	1	0	25
23:00	7	11	1	0	19
23:15	7	13	2	0	22
23:30	6	9	1	0	16
23:45	6	9	2	0	17

Fig 1 - Average Two Way Flows Tue-Thur

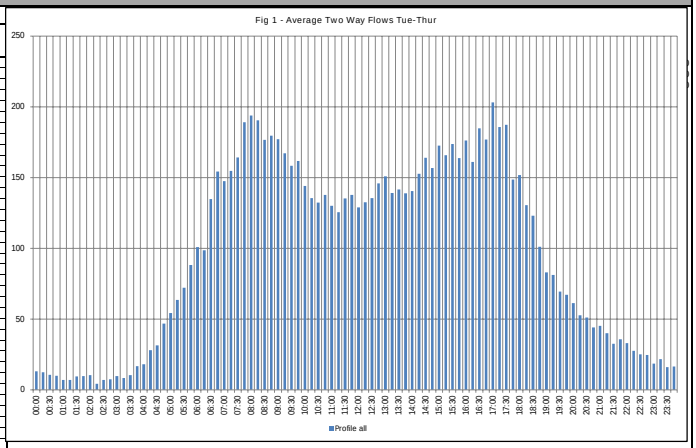
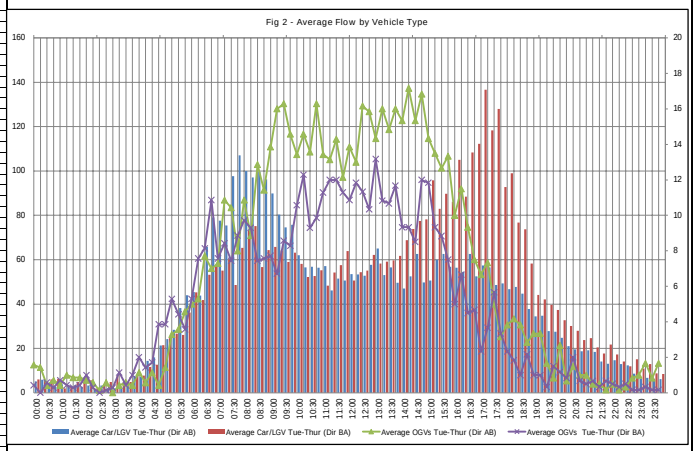


Fig 2 - Average Flow by Vehicle Type



Peak Interval Analysis - Tue-Thurs

Table 2 - Peak Interval Analysis

Peak	Time From	Time To	Two Way Flow
AM Peak	08:00:00	08:15:00	194
Inter-Peak	15:30:00	15:45:00	174
PM Peak	17:00:00	17:15:00	203

Table 3 - Average HGV Content (Excluding PSV, M/C, P/C)

Category	% HGV - (AB)	% HGV - (BA)	% HGV - (All)
All	14.3%	9.7%	11.9%

Fig 3- Peak Interval Analysis

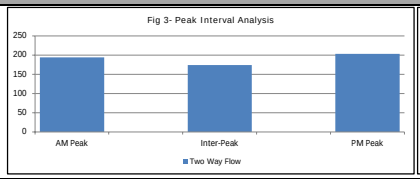
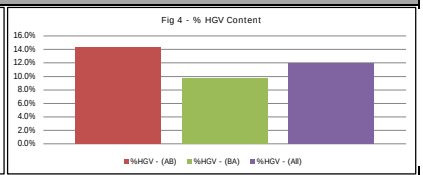


Fig 4 - % HGV Content



Variation Analysis - Week on Week (By Direction)

Fig 5 - Summary of Total Vehicles by Week - Channel AB

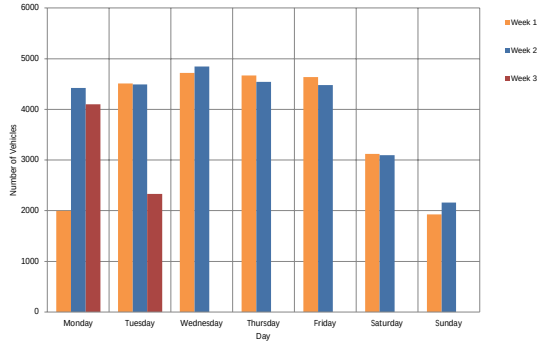
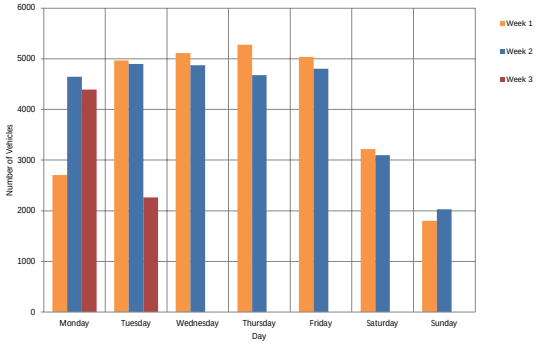


Fig 6 - Summary of Total Vehicles by Week - Channel BA



Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 6
Flow from: A2260 Ebbsfleet Gateway (S) to: Unnamed Road (N)

Date Monday 05/11/2018

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	8	0	0	2	2	2	1	0	0	0	1	0	20.2	-
12:45	54	0	0	10	26	6	2	0	0	0	7	3	32.2	36.7
13:00	105	0	0	51	35	6	2	0	1	0	8	2	31.6	35
13:15	53	0	0	24	22	2	0	0	0	0	4	1	34	40.1
13:30	58	1	1	20	23	5	0	0	1	0	6	1	33.9	38
13:45	88	0	0	36	36	6	2	1	3	0	3	1	31.6	36.1
14:00	65	0	0	29	23	5	2	2	1	0	3	0	33.1	38.3
14:15	83	0	2	35	23	8	0	0	4	0	9	2	31.4	35.6
14:30	72	0	0	33	16	7	1	0	0	0	13	2	30.5	33.4
14:45	93	0	1	37	31	6	3	0	1	0	13	1	30.7	33.9
15:00	73	0	0	29	27	9	1	0	2	0	3	2	31.9	34.9
15:15	79	0	2	34	28	10	0	0	1	0	4	0	32.7	36.7
15:30	68	0	0	26	31	4	0	0	0	0	6	1	32.6	37.4
15:45	78	0	3	26	36	7	2	0	1	0	1	2	34.3	39.6
16:00	76	0	1	32	24	7	0	1	2	0	7	2	31.9	36.2
16:15	66	0	0	22	27	8	2	0	0	0	4	3	30.9	36.8
16:30	69	1	0	30	33	1	0	0	0	0	1	3	33.7	38
16:45	45	0	0	25	14	1	0	0	1	0	3	1	31.6	35.5
17:00	81	0	0	46	26	2	1	0	0	0	4	2	31.3	34
17:15	61	0	1	34	20	1	0	0	1	0	2	2	33.3	37.8
17:30	42	0	0	15	19	2	0	0	1	0	3	2	34	37.6
17:45	54	0	0	33	13	3	1	1	0	0	2	1	33.4	37.2
18:00	47	0	0	27	13	1	1	0	0	0	4	1	32.1	35.8
18:15	39	0	1	18	16	3	0	0	0	0	1	0	34.2	40
18:30	38	0	0	13	20	1	0	0	2	0	1	1	34.1	37.1
18:45	44	0	2	23	15	1	0	0	0	0	2	1	36.4	44.2
19:00	34	0	0	18	11	0	0	0	0	0	4	1	34.9	40.9
19:15	25	0	0	12	12	0	0	0	0	0	1	0	34.4	42.1
19:30	37	0	0	17	15	3	0	0	0	0	0	2	33.7	38
19:45	26	0	0	15	9	0	0	0	0	0	1	1	36.2	41.5
20:00	19	0	0	11	6	1	0	0	0	0	0	1	36.4	42.6
20:15	23	0	0	9	12	1	0	0	0	0	1	0	35.5	41.3
20:30	19	0	0	11	6	0	0	0	0	0	1	1	35.4	49
20:45	28	0	0	14	13	0	0	0	0	0	0	1	32.5	36.3
21:00	15	0	0	7	7	1	0	0	0	0	0	0	33.6	38.2
21:15	18	0	0	3	14	0	0	0	0	0	0	1	34.2	38
21:30	21	0	1	9	9	0	0	0	0	0	1	1	33.7	42.4
21:45	18	0	0	8	8	1	0	0	0	0	0	1	36.1	41.5
22:00	16	0	0	6	8	0	0	0	0	0	1	1	35.4	42
22:15	13	0	0	4	9	0	0	0	0	0	0	0	36.1	42.6
22:30	14	0	0	5	6	0	0	0	0	0	2	1	35.1	44.5
22:45	9	0	0	6	1	1	0	0	0	0	0	1	35.8	-
23:00	5	0	0	2	3	0	0	0	0	0	0	0	40.2	-
23:15	9	0	0	4	4	0	0	0	0	0	0	1	39.1	-
23:30	4	0	0	1	3	0	0	0	0	0	0	0	40.1	-
23:45	7	0	0	1	4	1	0	0	0	0	1	0	37.1	-
07-19	1639	2	14	710	599	114	21	5	22	0	115	37	32.4	37.0
06-22	1922	2	15	844	721	121	21	5	22	0	124	47	32.7	37.4
06-00	1999	2	15	873	759	123	21	5	22	0	128	51	32.9	37.5
00-00	1999	2	15	873	759	123	21	5	22	0	128	51	32.9	37.5

Date Tuesday 06/11/2018

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	35	-
00:15	7	0	0	3	3	1	0	0	0	0	0	0	39.2	-
00:30	3	0	0	0	3	0	0	0	0	0	0	0	36	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	7	0	0	4	3	0	0	0	0	0	0	0	39.8	-
01:15	2	0	0	0	1	1	0	0	0	0	0	0	31.2	-
01:30	3	0	0	1	2	0	0	0	0	0	0	0	37.4	-
01:45	4	0	0	2	2	0	0	0	0	0	0	0	32.6	-
02:00	4	0	0	3	1	0	0	0	0	0	0	0	40.3	-
02:15	3	0	0	0	2	0	0	1	0	0	0	0	38.2	-
02:30	3	0	0	1	1	0	0	0	1	0	0	0	28.9	-
02:45	4	0	0	2	1	1	0	0	0	0	0	0	36.2	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	33.6	-
03:15	5	0	1	2	2	0	0	0	0	0	0	0	38.9	-
03:30	4	0	0	1	3	0	0	0	0	0	0	0	41.5	-
03:45	9	0	0	3	5	0	0	0	0	0	0	1	35.1	-
04:00	7	0	0	2	4	0	0	0	0	0	0	1	37.1	-
04:15	20	0	0	10	9	0	0	0	0	0	1	0	35.9	40.3
04:30	18	0	1	11	5	0	0	0	0	0	1	0	36.6	40.8
04:45	25	0	2	12	9	0	0	0	0	0	1	1	34.9	39.3
05:00	22	0	0	9	13	0	0	0	0	0	0	0	36.8	41.5
05:15	30	0	0	15	12	0	0	0	0	0	2	1	33.6	36.6
05:30	43	0	1	19	17	2	0	0	0	0	4	0	35.4	39.7
05:45	41	0	1	13	21	3	1	0	1	0	0	1	36.7	41.7
06:00	50	0	1	17	26	2	1	0	1	0	1	1	35	39.4
06:15	45	0	1	17	22	1	1	0	2	0	1	0	35.6	41
06:30	79	0	1	39	33	1	0	0	0	0	3	2	34.1	39.6
06:45	85	0	2	38	38	4	0	0	0	0	3	0	34.2	38.8
07:00	84	0	1	27	47	0	1	2	1	0	2	3	35.7	42.6
07:15	101	0	0	41	46	4	0	1	2	0	5	2	32.6	36.4
07:30	110	0	1	51	51	3	1	0	0	0	0	3	34.9	40
07:45	121	0	0	54	58	2	0	0	1	0	5	1	33	39.2
08:00	110	0	1	52	41	4	0	0	2	0	10	0	29.9	34.2
08:15	125	0	0	62	51	6	0	0	1	0	4	1	31.9	37.2
08:30	118	0	1	57	42	7	1	0	3	0	7	0	33.2	37.7
08:45	116	0	0	50	54	3	1	0	2	0	3	3	33	37
09:00	93	0	0	40	39	6	1	0	0	0	6	1	31.4	36.8
09:15	81	0	0	26	37	8	3	0	2	0	4	1	32.2	37.3
09:30	70	0	0	25	28	6	3	0	4	0	4	0	31.1	36.1
09:45	74	0	0	24	42	2	0	0	0	0	5	1	32.3	35.8
10:00	77	0	0	32	30	4	1	0	1	0	7	2	32.9	38.2
10:15	66	0	0	35	21	5	0	0	2	0	3	0	32.4	35.8
10:30	76	0	1	31	27	3	1	1	2	0	7	3	32.6	38.2
10:45	86	0	0	42	23	8	0	1	1	0	11	0	32	37.2
11:00	72	0	1	31	25	5	0	0	1	0	7	2	31.8	34.6
11:15	73	0	1	26	27	8	0	0	0	0	11	0	33.7	38.1
11:30	60	0	1	23	21	7	2	1	0	0	3	2	31.4	35.8
11:45	64	0	0	26	28	3	3	0	0	0	4	0	32.4	36.2
12:00	81	0	0	27	28	9	1	1	4	0	9	2	31.8	37.1
12:15	77	0	1	33	29	4	0	1	3	0	5	1	31.7	36.7
12:30	59	0	1	21	26	2	1	1	3	0	3	1	34	39.4
12:45	51	0	0	30	14	2	1	0	0	0	4	0	32.7	36.9
13:00	79	0	1	36	29	4	1	0	0	0	6	2	31.9	36.7
13:15	84	0	1	40	30	6	1	1	0	0	5	0	32.2	36.2
13:30	65	0	0	23	28	5	0	0	3	0	3	3	32.5	37.5
13:45	87	0	0	31	22	14	3	1	1	0	13	2	29.4	33.9
14:00	64	0	0	23	26	4	2	0	1	0	7	1	32	35.2
14:15	65	0	1	25	20	7	1	0	1	0	8	2	32.7	37.3
14:30	75	0	0	29	26	10	2	0	3	0	4	1	31.3	34.6
14:45	72	0	0	31	29	7	1	0	1	0	2	1	32.8	36.6
15:00	68	0	1	25	22	4	2	2	2	0	6	4	31.1	35.3
15:15	87	0	1	36	35	8	0	1	1	0	4	1	34.1	38.4
15:30	71	0	0	27	31	6	1	0	1	0	3	2	32.2	35.4
15:45	78	0	0	35	23	7	0	0	3	0	8	2	32.7	36
16:00	85	0	0	46	28	4	1	1	1	0	2	2	33.5	37.2
16:15	53	0	2	22	23	3	0	0	0	0	3	0	35	39.7
16:30	67	0	0	33	23	4	1	1	0	0	5	0	31.7	37.4
16:45	61	0	2	25	24	4	0	0	1	0	3	2	32.1	36.8
17:00	52	0	0	26	18	1	0	0	1	0	5	1	31.6	36.3
17:15	70	0	0	43	23	2	0	0	1	0	1	0	32.6	35.3
17:30	63	0	0	37	18	6	0	0	1	0	1	0	33	36.5
17:45	49	0	0	20	25	2	0	0	0	0	2	0	33.3	37.6
18:00	44	0	1	17	19	1	1	0	1	0	2	2	33	38.3
18:15	44	0	1	23	17	0	0	0	0	0	2	1	34.6	37.8
18:30	56	0	0	27	24	1	0	0	0	0	3	1	33.9	38.5
18:45	43	0	0	23	15	1	0	0	0	0	3	1	34	38
19:00	42	0	1	21	16	1	0	0	0	0	2	1	33.2	37.4
19:15	40	0	0	19	15	2	0	0	0	0	4	0	33.1	36.9
19:30	29	0	0	15	11	1	0	0	0	0	1	1	35	42.6
19:45	29	0	0	13	15	0	0	0	0	0	0	1	35.4	41.1
20:00	22	0	0	13	7	0	0	0	0	0	1	1	37.5	45.3
20:15	14	0	0	4	8	0	0	0	0	0	2	0	37.5	48.3
20:30	19	0	0	8	7	0	1	0	0	0	2	1	35.2	40.1
20:45	24	0	0	9	13	0	0	0	0	0	1	1	34.5	38.6
21:00	22	0	0	13	8	0	0	0	0	0	0	1	37.1	41.7
21:15	16	0	0	9	7	0	0	0	0	0	0	0	36.2	42.4
21:30	15	0	0	6	8	0	0	0	0	0	0	1	37.4	46
21:45	16	0	0	6	9	0	0	0	0	0	0	1	34.7	40.9
22:00	14	0	0	3	10	0	0	0	0	0	0	1	36.2	40.8
22:15	12	0	0	7	5	0	0	0	0	0	0	0	37.4	42.3
22:30	12	0	0	9	2	0	0	0	0	0	0	1	36.9	45.8
22:45	8	0	0	3	4	0	0	0	0	0	0	1	35.4	-
23:00	8	0	0	3	4	0	0	0	0	0	0	1	33.8	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	28.2	-
23:30	3	0	0	0	3	0	0	0	0	0	0	0	31.9	-
23:45	6	0	0	3	2	1	0	0	0	0	0	0	35.8	-
07-19	3627	0	21	1569	1413	222	38	16	58	0	230	60	32.5	37.1
06-22	4174	0	27	1816	1656	234	41	16	61	0	251	72	32.8	37.5
06-00	4238	0	27	1845	1686	235	41	16	61	0	251	76	32.9	37.6
00-00	4507	0	33	1962	1806	243	42	17	63	0	260	81	33.1	37.9

Date Wednesday 07/11/2018

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	10	0	0	4	3	2	0	0	0	0	1	0	34.4	-
00:15	14	0	0	6	7	0	0	0	0	0	1	0	34.8	42
00:30	5	0	0	0	4	0	0	0	0	0	1	0	35.8	-
00:45	9	0	0	5	1	1	0	0	0	0	2	0	34.7	-
01:00	5	0	0	1	4	0	0	0	0	0	0	0	35.7	-
01:15	1	0	0	0	0	0	0	0	0	0	1	0	36	-
01:30	4	0	0	1	1	1	0	0	0	0	1	0	33.4	-
01:45	6	0	0	2	3	0	0	0	0	0	1	0	36.8	-
02:00	7	0	0	4	2	1	0	0	0	0	0	0	36.8	-
02:15	2	0	1	0	1	0	0	0	0	0	0	0	36	-
02:30	6	0	0	1	5	0	0	0	0	0	0	0	33.3	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	37.6	-
03:00	5	0	0	2	3	0	0	0	0	0	0	0	36.4	-
03:15	3	0	0	0	3	0	0	0	0	0	0	0	37.6	-
03:30	9	0	0	4	5	0	0	0	0	0	0	0	36.4	-
03:45	7	0	0	2	5	0	0	0	0	0	0	0	39.8	-
04:00	7	0	0	4	3	0	0	0	0	0	0	0	37.2	-
04:15	11	0	0	5	5	0	0	0	0	0	1	0	36.4	40.8
04:30	26	0	1	13	9	1	0	0	0	0	2	0	36	43.5
04:45	20	0	0	8	10	1	0	0	0	0	0	1	38.6	45.6
05:00	28	0	0	9	17	0	0	0	2	0	0	0	35.3	40.2
05:15	30	0	0	18	7	0	0	0	0	0	4	1	34.3	39.6
05:30	40	0	0	12	23	2	1	0	0	0	2	0	36.7	43
05:45	60	0	2	24	26	3	0	0	2	1	0	2	34	39.4
06:00	40	0	1	18	18	2	0	0	1	0	0	0	36.4	41.9
06:15	54	0	0	19	27	1	0	0	1	0	5	1	34	38.8
06:30	94	0	0	42	44	1	1	0	2	0	3	1	34.1	41
06:45	87	1	1	40	41	3	0	0	1	0	0	0	35	39.7
07:00	81	0	1	29	41	5	0	0	2	0	1	2	33.5	37.7
07:15	101	0	1	50	40	5	0	0	0	0	2	3	34.5	39.5
07:30	100	0	0	45	43	3	0	0	1	0	7	1	31.8	36.8
07:45	105	0	2	52	43	3	0	0	1	0	2	2	34.2	39.2
08:00	99	0	0	48	40	4	1	0	0	0	6	0	33.9	38.8
08:15	89	0	0	44	35	1	0	0	3	0	5	1	32.3	37.8
08:30	123	0	4	49	56	5	1	0	1	0	4	3	32.5	37.8
08:45	109	0	1	42	56	4	1	0	2	0	3	0	32.8	35.8
09:00	111	0	0	58	46	4	0	0	1	0	2	0	32.8	37.3
09:15	117	0	0	33	58	10	3	0	1	0	12	0	31.1	34.2
09:30	136	1	0	57	55	8	2	0	1	0	8	4	29.5	35.6
09:45	111	0	0	50	45	10	0	0	0	0	6	0	32.2	36.7
10:00	77	1	1	24	37	4	1	0	1	0	5	3	32.5	36.7
10:15	91	0	1	35	36	8	2	0	1	0	6	2	31.2	35.8
10:30	76	0	0	31	32	4	0	0	4	0	3	2	27	35.3
10:45	65	0	0	19	31	5	0	0	1	0	7	2	33.5	39.3
11:00	84	0	1	36	32	5	1	0	2	0	6	1	32.6	37.6
11:15	76	0	0	30	27	8	1	0	1	0	7	2	32.1	37
11:30	85	0	0	30	38	3	1	0	2	0	9	2	31.8	37.1
11:45	63	0	1	33	21	0	2	0	1	0	3	2	33.1	38.6
12:00	82	0	0	32	32	5	0	2	2	1	8	0	32.1	36.1
12:15	62	0	0	25	27	1	0	0	2	0	4	3	32.3	38.1
12:30	70	0	1	19	31	4	0	0	4	0	8	3	32.6	36.4
12:45	76	0	0	36	25	6	0	0	0	0	7	2	28.8	36
13:00	84	0	0	41	27	3	3	1	2	0	7	0	32.5	36.6
13:15	57	0	0	28	17	3	1	1	3	0	3	1	29	32.9
13:30	74	0	0	25	31	6	4	1	0	0	5	2	31.4	36.1
13:45	54	0	0	13	25	3	0	2	3	0	6	2	31.2	35.9
14:00	68	0	1	25	23	9	3	0	0	0	6	1	33	36.8
14:15	62	0	0	28	19	3	1	0	0	0	8	3	33.1	39
14:30	104	0	0	43	42	5	2	1	0	0	8	3	31.3	35.9
14:45	77	0	1	28	29	5	1	1	1	0	8	3	32.2	36.6
15:00	55	0	0	19	24	2	1	1	2	0	4	2	33.3	36.6
15:15	79	0	0	30	33	8	1	0	1	0	5	1	31	34.6
15:30	77	0	2	29	30	5	3	0	0	0	6	2	33.3	37.2
15:45	81	0	0	36	28	6	1	0	2	0	6	2	32.3	35.9
16:00	51	0	2	20	18	5	0	0	0	0	3	3	33.5	37.3
16:15	74	0	1	35	28	7	0	0	1	0	1	1	33.5	38.1
16:30	66	0	0	33	19	8	1	0	1	0	4	0	31.3	35.6
16:45	77	0	3	44	16	7	1	0	1	0	3	2	32.3	36.1
17:00	54	1	1	26	20	2	0	0	0	0	2	2	32.6	36
17:15	51	0	0	26	19	3	1	0	0	0	2	0	32.5	36.4
17:30	61	0	1	27	26	3	0	0	0	0	2	2	32.8	37.5
17:45	52	0	0	19	26	3	0	0	1	0	2	1	33.1	40.2
18:00	47	0	1	21	19	2	0	0	1	0	3	0	33.9	38.4
18:15	61	0	1	30	26	2	0	0	1	0	0	1	34.1	38.6
18:30	52	0	1	25	22	0	0	0	3	0	0	1	32.4	35
18:45	39	0	0	19	18	1	0	0	1	0	0	0	34.4	38.4
19:00	45	0	1	22	20	1	0	0	0	0	0	1	35.3	39.2
19:15	27	0	0	12	12	3	0	0	0	0	0	0	35.5	41
19:30	29	0	0	12	14	1	0	0	1	0	0	1	36.2	43.7
19:45	24	0	0	12	11	0	0	0	0	0	0	1	33.8	37.5
20:00	29	0	0	18	8	2	0	0	0	0	1	0	34.5	39.2
20:15	26	0	0	12	13	0	0	0	0	0	0	1	35.4	41.1
20:30	15	0	0	5	8	1	0	0	0	0	0	1	36.1	41.2
20:45	23	0	0	12	8	0	0	0	0	0	2	1	35.5	43.8
21:00	26	0	0	15	8	0	0	0	0	0	2	1	33.2	35.7
21:15	19	0	1	8	8	1	0	0	0	0	1	0	33	40.2
21:30	16	0	0	6	8	1	0	0	0	0	0	1	38.3	46.2
21:45	13	0	0	8	4	0	0	0	0	0	0	1	33.5	38.4
22:00	15	0	0	6	8	0	0	0	0	0	0	1	40.7	53.4
22:15	15	0	0	10	4	0	0	0	0	0	1	0	34.7	37.8
22:30	14	0	0	7	5	1	0	0	0	0	0	1	36.3	43.4
22:45	9	0	0	4	4	0	0	0	0	0	0	1	34.8	-
23:00	9	0	0	5	3	0	0	0	0	0	0	1	37.7	-
23:15	12	0	0	1	9	0	0	0	1	0	1	0	34.2	38.3
23:30	6	0	0	5	1	0	0	0	0	0	0	0	35.1	-
23:45	8	0	0	4	2	1	0	0	0	0	1	0	35.3	-
07-19	3746	3	29	1577	1512	216	40	10	58	1	225	75	32.2	36.9
06-22	4313	4	33	1838	1764	233	41	10	64	1	239	86	32.6	37.4
06-00	4401	4	33	1880	1800	235	41	10	65	1	242	90	32.7	37.5
00-00	4717	4	37	2006	1947	247	42	10	69	2	259	94	32.9	37.8

Date	Thursday	08/11/2018													
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	0	2	0	0	0	0	0	1	0	35.3	-
00:15	11	0	0	4	5	0	0	0	0	0	2	0	40	53.4
00:30	3	0	0	2	1	0	0	0	0	0	0	0	34.4	-
00:45	6	0	0	2	3	1	0	0	0	0	0	0	31.2	-
01:00	4	0	0	3	1	0	0	0	0	0	0	0	37.6	-
01:15	5	0	0	2	3	0	0	0	0	0	0	0	35.6	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	40.8	-
01:45	4	0	0	0	2	0	0	1	0	0	1	0	36.8	-
02:00	6	0	0	1	3	1	0	0	0	0	1	0	31.8	-
02:15	2	0	0	0	2	0	0	0	0	0	0	0	38.8	-
02:30	4	0	0	1	3	0	0	0	0	0	0	0	33.1	-
02:45	5	0	0	1	2	1	0	0	0	0	1	0	33.3	-
03:00	3	0	0	1	2	0	0	0	0	0	0	0	35.9	-
03:15	6	0	0	1	3	0	0	0	0	0	1	1	31.6	-
03:30	4	0	0	1	1	0	0	0	1	0	1	0	29.7	-
03:45	8	0	0	2	5	0	0	0	0	0	1	0	33.9	-
04:00	8	0	0	2	3	1	0	0	1	0	1	0	36.7	-
04:15	12	0	0	5	6	0	0	0	0	0	1	0	35.2	40.2
04:30	20	0	2	9	8	0	0	0	0	0	1	0	36.9	43
04:45	23	0	0	9	13	0	0	0	0	0	0	1	37	45.3
05:00	26	0	0	9	14	1	0	0	1	0	1	0	38.6	44.4
05:15	35	0	1	10	20	2	0	0	0	0	1	1	35.4	41.4
05:30	48	0	1	18	26	1	0	0	1	0	1	0	36.6	42.4
05:45	51	0	1	18	23	4	0	0	1	0	3	1	35.8	41.3
06:00	46	0	2	21	21	1	0	0	0	0	0	1	35.6	40.8
06:15	55	0	0	24	26	1	1	0	0	0	2	1	35.5	40.6
06:30	70	0	0	32	29	0	1	0	3	0	4	1	35.2	40.1
06:45	93	1	1	45	35	4	0	0	2	0	4	1	33.4	38
07:00	95	0	0	40	42	3	1	0	1	0	5	3	33.5	37.2
07:15	84	0	1	30	37	4	1	0	3	0	6	2	35	40.2
07:30	119	0	2	59	48	4	0	0	1	0	3	2	33.7	38.6
07:45	121	0	0	61	53	2	2	0	2	0	1	0	33.6	38.1
08:00	135	0	0	73	49	3	1	0	1	0	6	2	32.6	37.1
08:15	92	0	1	34	45	3	0	1	1	0	5	2	34	39.3
08:30	116	0	0	42	57	6	0	1	4	0	5	1	31.7	36.6
08:45	110	0	1	48	43	6	0	0	3	0	6	3	32.3	36.4
09:00	104	0	0	43	41	11	0	1	0	0	7	1	32.5	37.1
09:15	92	0	0	39	41	5	2	0	0	0	4	1	33.1	39.4
09:30	72	0	0	17	42	3	4	0	1	0	3	2	33.3	37.4
09:45	101	0	1	39	45	5	3	0	1	0	5	2	32.6	37.5
10:00	84	0	3	26	35	8	2	0	1	0	7	2	33	38.6
10:15	66	0	1	23	25	7	0	0	2	0	8	0	34.4	38.6
10:30	74	0	0	41	21	4	0	0	1	0	7	0	32.6	36.7
10:45	86	0	0	39	29	6	0	0	0	0	9	3	32.4	36.6
11:00	73	0	1	28	27	6	1	0	1	0	9	0	31.2	36.4
11:15	53	0	1	21	19	6	0	0	1	0	5	0	34.4	40.1
11:30	67	0	1	26	26	5	1	0	0	0	5	3	32.8	37.1
11:45	71	0	1	25	33	3	1	1	1	0	4	2	33.4	37.6
12:00	64	0	0	29	22	4	0	0	2	0	5	2	33.1	37.5
12:15	64	0	0	30	25	2	3	0	0	0	3	1	34.5	40.7
12:30	80	0	1	30	27	3	2	3	5	0	6	3	34.5	38.1
12:45	82	0	3	28	31	6	1	1	4	0	8	0	32.5	36.2
13:00	76	0	0	41	21	1	2	0	2	0	9	0	32	35.7
13:15	72	0	2	24	28	5	0	1	2	0	8	2	32.3	36.1
13:30	74	0	0	38	22	4	1	0	1	0	7	1	33.2	38.7
13:45	72	0	0	32	24	3	2	0	2	0	7	2	33.2	38
14:00	67	0	1	23	25	6	0	0	1	0	9	2	30.7	35.1
14:15	83	0	3	29	20	10	2	0	3	0	10	6	32.3	37.1
14:30	72	0	0	27	28	7	2	0	1	0	6	1	32.9	36.8
14:45	87	0	0	35	26	11	3	0	1	0	9	2	30.9	35
15:00	79	0	0	35	21	4	3	1	1	0	12	2	32.7	37.6
15:15	62	0	0	26	20	7	1	1	1	0	3	3	33.4	36.9
15:30	94	0	2	46	29	10	1	0	1	0	4	1	31.6	36.8
15:45	72	0	0	30	30	6	1	0	2	0	2	1	32.2	37.5
16:00	69	0	1	32	21	7	1	1	0	0	4	2	33.4	37.4
16:15	69	0	2	34	20	6	0	0	0	0	5	2	33.2	38.3
16:30	74	0	0	41	24	2	1	0	0	0	6	0	32.6	36.9
16:45	59	0	1	33	19	0	1	0	0	0	3	2	31.2	35.4
17:00	70	0	2	43	21	2	0	0	1	0	0	1	30.7	34.9
17:15	48	0	0	21	23	2	1	0	0	0	1	0	33.3	37.5
17:30	55	0	2	30	18	1	0	0	0	0	1	3	32.9	37.5
17:45	60	0	0	27	30	1	0	0	0	0	1	1	34.6	39.9
18:00	53	0	0	29	20	2	0	0	0	0	1	1	34.2	39.3
18:15	62	0	2	24	30	1	0	1	0	0	3	1	33.7	37.3
18:30	54	0	0	24	25	2	0	0	0	0	2	1	34.6	38
18:45	41	0	0	25	12	0	0	0	0	0	2	2	33	38.3
19:00	33	0	0	14	13	0	1	0	1	0	1	3	36.3	44.2
19:15	25	0	0	16	7	2	0	0	0	0	0	0	36.4	41.7
19:30	30	0	1	15	12	1	0	0	0	0	0	1	34.5	42.3
19:45	32	0	0	13	17	0	0	0	0	0	1	1	36.7	42
20:00	23	0	0	13	9	0	0	0	0	0	1	0	36.5	43.5
20:15	20	0	0	10	10	0	0	0	0	0	0	0	34.3	41.4
20:30	28	0	0	15	11	0	0	0	1	0	0	1	35.9	40.5
20:45	24	0	0	13	10	0	0	0	0	0	0	1	35	40.2
21:00	18	0	0	8	8	0	0	0	0	0	1	1	34.9	40.9
21:15	20	0	0	12	8	0	0	0	0	0	0	0	37.4	40.6
21:30	17	0	0	9	7	0	0	0	0	0	0	1	35.3	41.6
21:45	14	0	0	7	6	0	0	0	0	0	0	1	37.4	42
22:00	15	0	1	7	6	0	0	0	0	0	0	1	33	38.6
22:15	14	0	0	7	7	0	0	0	0	0	0	0	37.1	41.9
22:30	15	0	0	4	10	0	0	0	0	0	0	1	35.3	43
22:45	14	0	0	7	5	0	0	0	0	0	1	1	36.2	44
23:00	9	0	0	6	2	0	0	0	0	0	0	1	33.7	-
23:15	10	0	0	4	5	1	0	0	0	0	0	0	37.6	-
23:30	9	0	0	5	3	0	0	0	0	0	1	0	33	-
23:45	10	0	0	3	6	1	0	0	0	0	0	0	33.1	-
07-19	3729	0	36	1620	1420	215	47	13	55	0	247	76	32.9	37.5
06-22	4277	1	40	1887	1649	224	50	13	62	0	261	90	33.2	38.0
06-00	4373	1	41	1930	1693	226	50	13	62	0	263	94	33.2	38.0
00-00	4671	1	46	2031	1845	238	50	14	67	0	281	98	33.4	38.3

Date	Friday	09/11/2018												
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	12	0	0	3	8	1	0	0	0	0	0	0	36.3	50.8
00:15	6	0	0	2	4	0	0	0	0	0	0	0	44	-
00:30	6	0	0	2	3	1	0	0	0	0	0	0	36.7	-
00:45	5	0	0	2	2	1	0	0	0	0	0	0	34.6	-
01:00	3	0	0	1	1	1	0	0	0	0	0	0	36.1	-
01:15	2	0	0	0	2	0	0	0	0	0	0	0	38.3	-
01:30	6	0	0	3	3	0	0	0	0	0	0	0	33.8	-
01:45	1	0	0	0	0	0	0	0	0	0	1	0	26.4	-
02:00	6	0	0	2	1	1	0	0	0	0	2	0	33.2	-
02:15	2	0	0	0	1	0	0	0	0	0	0	1	31.9	-
02:30	2	0	0	0	2	0	0	0	0	0	0	0	32.6	-
02:45	2	0	0	1	0	0	0	0	0	0	1	0	35.3	-
03:00	1	0	0	0	0	0	0	1	0	0	0	0	24.1	-
03:15	1	0	1	0	0	0	0	0	0	0	0	0	34.8	-
03:30	3	0	1	1	0	0	0	0	0	0	1	0	31.9	-
03:45	7	0	0	3	4	0	0	0	0	0	0	0	34.3	-
04:00	10	0	0	6	3	1	0	0	0	0	0	0	40.4	-
04:15	6	0	0	4	2	0	0	0	0	0	0	0	38.5	-
04:30	20	0	1	10	7	0	0	0	0	0	2	0	35.8	43.1
04:45	29	1	1	14	12	0	0	0	0	0	0	1	34.8	38.8
05:00	26	0	0	6	19	0	0	0	0	0	1	0	37.5	42.8
05:15	35	0	0	19	15	0	0	0	0	0	0	1	35.9	42.7
05:30	43	0	2	15	19	3	0	0	3	0	1	0	35.5	41.6
05:45	47	0	0	15	25	3	0	0	1	0	2	1	36.1	42.4
06:00	64	0	1	26	28	4	1	0	0	0	2	2	34.2	40.7
06:15	61	0	2	29	22	0	0	0	5	0	2	1	34.5	39.2
06:30	46	0	0	23	20	0	0	0	1	0	1	1	36.2	40.3
06:45	102	0	3	39	44	9	1	0	0	0	4	2	32.6	35.9
07:00	96	0	0	51	31	6	2	0	1	0	5	0	32.8	37.9
07:15	91	0	1	43	33	3	0	0	0	0	10	1	32.5	39.3
07:30	94	0	0	46	35	4	1	0	0	0	4	4	33.5	38
07:45	123	0	0	58	50	8	1	0	0	0	6	0	33.2	38.1
08:00	100	0	0	49	43	2	0	0	0	0	5	1	33.3	38
08:15	102	0	1	41	46	2	1	1	4	0	5	1	32	37
08:30	115	0	2	48	46	10	0	1	0	0	6	2	32.2	36.7
08:45	101	0	1	45	35	9	3	0	1	0	5	2	31.9	35
09:00	103	0	0	41	42	7	3	0	1	0	8	1	32.6	37.3
09:15	87	0	0	30	35	5	0	0	7	0	9	1	32.9	36.1
09:30	75	0	0	33	32	2	2	0	0	0	5	1	32.6	38.2
09:45	93	0	1	44	30	7	1	0	1	0	7	2	30.5	35.8
10:00	71	0	0	26	32	3	0	0	1	0	8	1	32.7	37.1
10:15	65	0	0	20	29	1	1	0	1	0	11	2	33.1	36.6
10:30	66	0	0	27	23	6	1	1	1	0	4	3	33.3	36.9
10:45	76	0	0	32	20	8	1	0	1	0	11	3	32.5	37.9
11:00	75	0	1	27	27	6	0	0	0	0	12	2	32.6	38.3
11:15	63	0	1	26	30	1	1	0	1	0	3	0	32	36.3
11:30	63	0	0	20	24	4	3	1	4	0	6	1	32.1	36.5
11:45	73	0	2	28	25	4	2	1	1	0	7	3	32.5	36.3
12:00	71	0	0	30	23	4	3	1	2	0	7	1	32	36.4
12:15	68	0	0	19	36	5	1	0	0	0	5	2	33.3	38.6
12:30	90	0	1	41	32	8	1	0	0	0	4	3	32.6	35.8
12:45	67	0	0	29	26	4	1	0	1	0	4	2	33.2	37.1
13:00	88	0	1	37	35	1	2	0	5	0	5	2	32.1	36.2
13:15	74	0	1	32	27	7	0	0	1	0	4	2	31.8	36.2
13:30	88	0	0	41	26	6	1	1	1	0	10	2	31.6	35.3
13:45	92	0	2	37	33	10	1	1	1	0	6	1	32.3	38.2
14:00	83	0	0	42	24	3	1	0	2	0	9	2	31.1	35.1
14:15	94	0	0	47	26	8	2	0	3	0	6	2	31	35.2
14:30	73	0	0	34	25	6	0	0	1	0	7	0	33.7	38.8
14:45	64	0	1	26	24	6	0	0	1	0	5	1	33.4	38.6
15:00	84	0	0	41	24	11	1	0	2	0	5	0	32.8	38.3
15:15	66	0	0	23	31	6	1	0	0	0	4	1	33	37.8
15:30	74	0	0	32	33	4	2	2	0	0	1	0	33	37.7
15:45	74	0	1	35	23	6	1	0	1	0	4	3	33.1	38.2
16:00	74	0	0	35	21	6	1	0	2	0	7	2	32.1	37.5
16:15	77	0	1	32	35	6	0	0	0	0	2	1	34.2	38.1
16:30	61	0	1	29	20	4	1	0	0	0	4	2	32.3	36
16:45	56	0	2	33	18	2	0	0	0	0	1	0	33.7	37.8
17:00	61	0	0	40	19	0	0	0	0	0	2	0	32.9	36.8
17:15	57	0	1	25	24	1	0	0	2	0	2	2	32.7	39.9
17:30	50	0	0	28	18	0	0	0	0	0	3	1	34	37.5
17:45	46	0	0	21	21	2	0	0	0	0	1	1	34.4	38.7
18:00	45	0	1	25	15	2	0	0	0	0	0	2	34.8	38.3
18:15	45	0	2	20	20	1	0	0	0	0	1	1	33.7	40.1
18:30	54	0	0	25	26	1	0	0	0	0	1	1	35.5	40.9
18:45	39	0	1	16	19	0	1	0	0	0	0	2	34.1	39.1
19:00	42	0	1	15	23	1	0	0	0	0	1	1	35.8	43.3
19:15	38	0	0	15	20	1	0	0	0	0	2	0	34.5	39.5
19:30	26	0	0	13	11	0	0	0	1	0	1	0	34.1	38.9
19:45	23	0	0	14	7	0	0	0	0	0	1	1	35.6	40.3
20:00	33	1	0	20	11	1	0	0	0	0	0	0	35	38.8
20:15	29	0	0	11	16	1	0	0	0	0	0	1	35.1	38.3
20:30	25	0	0	18	6	0	0	0	0	0	0	1	35.8	39.2
20:45	31	0	0	19	11	0	0	0	0	0	0	1	32.9	37.7
21:00	21	0	0	5	14	0	0	0	0	0	1	1	35	41.9
21:15	17	0	0	6	11	0	0	0	0	0	0	0	34.2	38.3
21:30	22	0	0	15	6	0	0	0	0	0	0	1	35.9	40.6
21:45	21	0	0	8	10	0	0	0	1	0	1	1	34.9	42.1
22:00	17	0	0	6	9	1	0	0	0	0	0	1	33.7	38.3
22:15	14	0	0	6	8	0	0	0	0	0	0	0	36.4	44.3
22:30	15	0	0	4	9	0	0	0	0	0	1	1	32.7	39.7
22:45	12	0	0	6	4	0	0	0	0	0	1	1	34.3	41.2
23:00	16	0	0	7	7	0	0	0	0	0	1	1	35.4	41.1
23:15	10	0	0	5	5	0	0	0	0	0	0	0	34.8	-
23:30	11	0	0	6	3	1	0	0	0	0	1	0	34.4	39
23:45	10	0	0	2	5	1	0	0	0	0	2	0	35	-
07-19	3647	0	26	1610	1372	218	44	10	50	0	247	70	32.7	37.2
06-22	4248	1	33	1886	1632	235	46	10	58	0	263	84	32.9	37.6
06-00	4353	1	33	1928	1682	238	46	10	58	0	269	88	33.0	37.7
00-00	4634	2	39	2037	1815	250	46	11	62	0	280	92	33.2	37.9

Date Saturday 10/11/2018

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	11	0	0	5	5	0	0	0	0	0	1	0	33.8	38.4
00:15	8	0	0	3	4	1	0	0	0	0	0	0	36.7	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	35	-
00:45	7	0	0	1	6	0	0	0	0	0	0	0	36	-
01:00	5	0	1	2	1	0	0	0	0	0	1	0	35.8	-
01:15	4	0	0	2	1	0	0	0	0	0	1	0	34.1	-
01:30	6	0	0	2	3	1	0	0	0	0	0	0	37.9	-
01:45	3	0	0	2	1	0	0	0	0	0	0	0	42.8	-
02:00	2	0	0	1	0	0	0	0	0	0	0	1	30.9	-
02:15	7	0	0	5	2	0	0	0	0	0	0	0	39.8	-
02:30	2	0	0	1	0	1	0	0	0	0	0	0	38.2	-
02:45	3	0	0	0	2	1	0	0	0	0	0	0	35.1	-
03:00	2	0	0	1	1	0	0	0	0	0	0	0	40.2	-
03:15	5	0	0	3	1	0	0	0	0	0	1	0	37.5	-
03:30	3	0	0	0	3	0	0	0	0	0	0	0	36.4	-
03:45	4	0	0	1	3	0	0	0	0	0	0	0	34.1	-
04:00	5	0	0	0	4	0	0	0	0	0	0	1	31.7	-
04:15	6	0	0	3	2	0	0	0	0	0	1	0	34.8	-
04:30	5	0	0	4	1	0	0	0	0	0	0	0	34.5	-
04:45	11	0	0	4	6	0	0	0	0	0	1	0	36.2	42.5
05:00	10	0	0	6	4	0	0	0	0	0	0	0	34.6	-
05:15	12	0	0	6	4	0	0	0	1	0	0	1	35.4	38.8
05:30	20	0	0	5	12	0	0	0	1	0	0	2	33.3	40
05:45	22	0	0	6	12	2	0	0	0	0	2	0	38	45.5
06:00	19	0	1	6	10	0	0	0	0	0	1	1	36.5	44.2
06:15	22	0	0	12	10	0	0	0	0	0	0	0	36.8	41.6
06:30	20	0	0	7	10	1	0	0	0	0	1	1	33.3	39.1
06:45	23	1	0	11	9	1	0	0	1	0	0	0	33	38.8
07:00	15	0	0	3	8	0	0	0	1	0	2	1	33.3	43.1
07:15	24	0	0	8	12	3	1	0	0	0	0	0	35.8	39.9
07:30	25	0	0	11	12	1	0	0	1	0	0	0	36.4	39.8
07:45	35	0	0	18	15	1	0	0	0	0	0	1	35.6	41.9
08:00	29	0	0	12	11	1	0	3	1	0	1	0	36.3	40.8
08:15	48	0	1	24	21	0	0	0	0	0	1	1	33.9	38.5
08:30	39	0	1	14	18	1	2	0	0	0	1	2	35.7	40.4
08:45	45	0	0	20	18	3	0	0	0	0	3	1	36.5	42.6
09:00	38	0	0	15	21	0	0	0	0	0	1	1	35	41.5
09:15	60	0	2	27	24	2	0	1	0	0	2	2	34.2	37.5
09:30	58	0	0	22	30	1	2	0	0	0	1	2	33.2	38.2
09:45	57	0	0	31	23	1	0	0	0	0	1	1	35	40.6
10:00	45	0	0	24	16	1	0	0	0	0	2	2	33.7	37.5
10:15	63	0	0	33	24	2	1	0	0	0	2	1	35.7	40.6
10:30	49	0	0	26	19	1	0	0	1	0	0	2	34.4	38.9
10:45	47	0	0	17	24	0	0	0	1	0	3	2	34.8	41.8
11:00	62	0	0	31	26	1	0	1	0	0	2	1	36.2	41.5
11:15	56	0	0	32	18	2	0	0	0	0	3	1	34.4	38.3
11:30	62	0	0	30	29	2	0	0	0	0	0	1	34.9	39.1
11:45	59	0	1	39	16	0	0	0	0	0	1	2	35.1	38.7
12:00	61	0	1	27	30	0	0	0	0	0	2	1	35.4	41.3
12:15	64	0	0	25	35	1	0	0	0	0	1	2	35.2	39.3
12:30	72	0	0	35	32	2	1	0	0	0	1	1	34	37.7
12:45	73	0	0	32	37	3	0	0	0	0	1	0	34.9	39.4
13:00	74	0	0	34	31	4	1	0	0	0	3	1	32.9	37.2
13:15	69	0	0	33	30	0	1	0	1	0	1	3	35.1	39.5
13:30	89	0	0	41	42	2	0	0	0	0	1	3	33.6	37.5
13:45	113	0	0	65	44	1	1	0	0	0	1	1	33.3	37.6
14:00	137	0	0	78	54	2	0	0	1	0	1	1	33	37.1
14:15	136	0	0	76	56	2	1	0	0	0	0	1	33.1	36.9
14:30	108	0	1	64	40	2	0	0	0	0	1	0	33.7	38.3
14:45	59	0	0	33	21	1	0	0	0	0	2	2	33.8	39.5
15:00	36	0	0	16	18	0	0	0	0	0	1	1	36.7	41.5
15:15	46	0	0	25	17	2	0	0	0	0	1	1	36.4	43.3
15:30	39	0	0	21	16	1	0	0	0	0	0	1	34	37.6
15:45	45	0	0	20	23	0	0	0	0	0	0	2	36.4	41.3
16:00	43	0	1	24	16	1	0	0	0	0	1	0	34.6	39.7
16:15	42	0	0	19	19	1	0	0	0	0	1	2	34.9	40.1
16:30	39	0	0	21	15	1	1	0	0	0	0	1	35	39.7
16:45	51	0	0	33	16	0	0	0	0	0	1	1	34.4	39.2
17:00	44	0	0	29	15	0	0	0	0	0	0	0	31.1	37.4
17:15	34	0	0	20	10	1	0	0	0	0	1	2	32.4	36.5
17:30	34	0	0	21	11	1	0	0	0	0	1	0	34.3	40.4
17:45	37	0	0	20	16	1	0	0	0	0	0	0	35.3	39.1
18:00	34	0	0	16	15	1	0	0	0	0	0	2	35	38.9
18:15	26	0	0	15	9	1	0	0	0	0	0	1	34	40
18:30	22	0	0	7	13	1	0	0	0	0	0	1	34.2	39.8
18:45	25	0	0	12	11	2	0	0	0	0	0	0	33.9	38.9
19:00	26	0	0	16	5	0	0	0	0	0	4	1	33.3	38.9
19:15	15	0	0	9	5	0	0	0	0	0	0	1	37.3	42.4
19:30	31	0	0	15	14	1	0	0	0	0	0	1	35.1	39.8
19:45	21	0	0	9	11	0	0	0	0	0	0	1	33.3	40.1
20:00	25	0	0	15	10	0	0	0	0	0	0	0	32.7	38.3
20:15	16	0	0	9	6	0	0	0	0	0	0	1	33	35.9
20:30	16	0	0	7	8	1	0	0	0	0	0	0	32	37.4
20:45	24	0	0	15	8	0	0	0	0	0	0	1	28.9	35.4
21:00	11	0	0	5	4	1	0	0	0	0	0	1	32.6	38.4
21:15	18	0	0	11	7	0	0	0	0	0	0	0	34.8	45.8
21:30	15	0	0	7	6	1	0	0	0	0	0	1	35.6	44.2
21:45	16	0	0	8	8	0	0	0	0	0	0	0	31.7	40.6
22:00	15	0	0	10	4	0	0	0	0	0	0	1	32.8	40.4
22:15	6	0	0	3	3	0	0	0	0	0	0	0	34.6	-
22:30	15	0	0	6	7	0	0	0	0	0	1	1	29.7	35
22:45	9	0	0	3	5	0	0	0	0	0	0	1	29.8	-
23:00	11	0	0	7	3	0	0	0	0	0	0	1	33.9	39.6
23:15	4	0	0	1	3	0	0	0	0	0	0	0	32.4	-
23:30	8	0	0	4	4	0	0	0	0	0	0	0	32.6	-
23:45	6	0	0	3	1	2	0	0	0	0	0	0	33.2	-
07-19	2568	0	8	1299	1077	57	12	5	7	0	48	55	34.4	39.1
06-22	2886	1	9	1461	1208	63	12	5	8	0	54	65	34.3	39.1
06-00	2960	1	9	1498	1238	65	12	5	8	0	55	69	34.3	39.1
00-00	3124	1	10	1562	1316	71	12	5	10	0	63	74	34.4	39.2

Date Sunday 11/11/2018

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	9	0	0	4	2	1	0	0	0	0	2	0	31.7	-
00:15	6	0	0	2	3	1	0	0	0	0	0	0	32.7	-
00:30	6	0	0	2	3	1	0	0	0	0	0	0	29.3	-
00:45	4	0	0	4	0	0	0	0	0	0	0	0	32.1	-
01:00	6	0	0	2	4	0	0	0	0	0	0	0	36.3	-
01:15	8	0	0	3	4	1	0	0	0	0	0	0	32.1	-
01:30	9	0	0	4	5	0	0	0	0	0	0	0	30.7	-
01:45	5	0	0	1	4	0	0	0	0	0	0	0	28.7	-
02:00	3	0	0	0	2	1	0	0	0	0	0	0	29.7	-
02:15	4	0	0	0	4	0	0	0	0	0	0	0	33.4	-
02:30	2	0	0	0	2	0	0	0	0	0	0	0	35.5	-
02:45	5	0	0	0	5	0	0	0	0	0	0	0	34.3	-
03:00	4	0	0	3	1	0	0	0	0	0	0	0	36	-
03:15	2	0	0	1	0	0	0	0	0	0	1	0	27.9	-
03:30	3	0	0	3	0	0	0	0	0	0	0	0	32	-
03:45	3	0	0	0	1	0	0	0	0	0	0	2	34.2	-
04:00	2	0	0	1	1	0	0	0	0	0	0	0	28.1	-
04:15	2	0	0	0	1	1	0	0	0	0	0	0	35.3	-
04:30	5	0	0	2	3	0	0	0	0	0	0	0	37.2	-
04:45	7	0	0	2	5	0	0	0	0	0	0	0	35.5	-
05:00	4	0	0	2	2	0	0	0	0	0	0	0	32.5	-
05:15	6	0	0	2	2	0	0	0	0	0	0	2	31.4	-
05:30	8	0	0	2	6	0	0	0	0	0	0	0	38.4	-
05:45	7	0	0	2	5	0	0	0	0	0	0	0	36.4	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	38.9	-
06:15	8	0	0	5	2	0	0	0	0	0	0	1	30.9	-
06:30	7	0	0	5	2	0	0	0	0	0	0	0	34.3	-
06:45	15	1	0	7	7	0	0	0	0	0	0	0	34	40.1
07:00	3	0	0	3	0	0	0	0	0	0	0	0	39.5	-
07:15	6	0	0	2	3	0	0	0	0	0	0	1	34.8	-
07:30	13	0	0	4	8	0	0	0	0	0	1	0	35.2	40.3
07:45	14	1	0	2	9	1	0	0	0	0	0	1	32.3	41.7
08:00	7	0	0	2	3	1	0	0	0	0	0	1	30.1	-
08:15	15	0	0	7	7	0	0	0	0	0	0	1	39.65	35.3
08:30	23	0	0	7	15	1	0	0	0	0	0	0	32	37.5
08:45	17	0	0	9	7	0	0	0	0	0	0	1	34.8	43.7
09:00	11	0	0	5	6	0	0	0	0	0	0	0	32.1	40
09:15	22	0	0	13	8	0	0	0	0	0	0	1	30.4	35.3
09:30	34	0	0	14	18	1	0	0	0	0	1	0	32	36.3
09:45	34	0	0	19	11	3	0	0	0	0	0	1	32.6	39.7
10:00	30	1	0	13	14	1	0	0	0	0	0	1	31.3	40.3
10:15	21	0	0	9	10	2	0	0	0	0	0	0	34.5	38.5
10:30	52	0	0	28	24	0	0	0	0	0	0	0	32.5	38.7
10:45	56	0	0	28	26	1	0	0	0	0	0	1	30.1	37.4
11:00	53	0	0	34	19	0	0	0	0	0	0	0	29.6	37.4
11:15	45	0	0	20	24	0	0	0	0	0	0	1	32.4	39.3
11:30	38	0	0	20	14	2	1	0	0	0	0	1	29.4	36.1
11:45	42	0	0	20	22	0	0	0	0	0	0	0	32.8	37.9
12:00	32	0	0	13	17	0	0	0	0	0	0	2	32.2	37.8
12:15	34	0	1	16	16	1	0	0	0	0	0	0	31.3	38.5
12:30	52	0	1	34	15	0	0	1	0	0	0	1	30.9	36.1
12:45	43	0	0	25	17	0	0	0	0	0	0	1	31	36.8
13:00	42	0	0	18	24	0	0	0	0	0	0	0	32.8	36.9
13:15	57	0	0	35	22	0	0	0	0	0	0	0	28.4	35
13:30	56	0	1	26	27	1	0	0	0	0	0	1	29.8	37.2
13:45	37	0	0	24	12	0	0	0	0	0	0	1	32.5	42.7
14:00	45	0	0	26	19	0	0	0	0	0	0	0	31.4	38.6
14:15	43	0	1	25	16	0	0	0	0	0	0	1	32.4	36.5
14:30	42	0	0	18	23	0	0	0	0	0	0	1	32.4	37
14:45	38	0	0	21	16	1	0	0	0	0	0	0	33	38.6
15:00	35	0	0	11	21	1	0	1	0	0	0	1	32.8	37.6
15:15	36	0	0	19	16	0	0	0	0	0	1	0	34.6	43.5
15:30	33	0	1	15	16	0	0	0	0	0	0	1	34.4	40.6
15:45	33	0	2	17	12	1	0	0	0	0	0	1	36.2	42.2
16:00	39	0	0	13	26	0	0	0	0	0	0	0	34.5	40.9
16:15	34	0	0	19	15	0	0	0	0	0	0	0	33.2	39
16:30	27	0	0	14	11	2	0	0	0	0	0	0	31.6	39.4
16:45	20	0	0	8	9	1	0	0	0	0	0	2	31.3	37.8
17:00	41	0	0	27	13	0	0	0	0	0	0	1	31.6	37.7
17:15	17	0	0	9	6	2	0	0	0	0	0	0	34.7	40.8
17:30	20	0	0	10	9	0	0	0	0	0	0	1	33.8	41.2
17:45	24	0	0	14	9	1	0	0	0	0	0	0	33.6	36.7
18:00	29	0	0	14	14	0	0	0	0	0	0	1	34.3	38.3
18:15	20	0	0	11	8	1	0	0	0	0	0	0	32.5	36.1
18:30	18	0	0	10	7	0	0	0	0	0	0	1	33.8	38.2
18:45	16	0	0	7	9	0	0	0	0	0	0	0	35.8	41.5
19:00	26	0	0	14	10	0	0	0	0	0	0	2	38.1	42.3
19:15	29	0	0	14	15	0	0	0	0	0	0	0	32.4	37.1
19:30	17	0	0	11	5	0	0	0	0	0	0	1	34.6	39.7
19:45	16	0	0	8	7	1	0	0	0	0	0	0	36.6	37.7
20:00	22	0	0	16	4	0	0	0	0	0	1	1	35.1	40.5
20:15	22	0	0	15	6	1	0	0	0	0	0	0	34.5	38.5
20:30	18	0	0	10	7	0	0	0	0	0	0	1	35.9	43.6
20:45	16	0	0	7	8	0	0	0	0	0	0	1	34.3	40.2
21:00	15	0	0	4	10	1	0	0	0	0	0	0	38.1	44.1
21:15	17	0	0	8	9	0	0	0	0	0	0	0	36.3	42.2
21:30	11	0	0	7	3	0	0	0	0	0	0	1	34.4	40.8
21:45	6	0	0	3	3	0	0	0	0	0	0	0	34	-
22:00	10	0	0	4	5	0	0	0	0	0	0	1	33.5	-
22:15	11	0	0	7	3	1	0	0	0	0	0	0	39	58.2
22:30	9	0	0	2	5	0	0	0	0	0	1	1	33.7	-
22:45	9	0	0	3	5	1	0	0	0	0	0	0	35.9	-
23:00	7	0	0	5	2	0	0	0	0	0	0	0	33.7	-
23:15	10	0	0	5	4	0	0	0	0	0	1	0	36.9	-
23:30	4	0	0	1	3	0	0	0	0	0	0	0	36.5	-
23:45	4	0	0	2	2	0	0	0	0	0	0	0	40.5	-
07-19	1499	2	7	758	673	25	1	2	0	0	3	28	33.1	39.1
06-22	1745	3	7	893	771	28	1	2	0	0	4	36	33.1	38.8
06-00	1809	3	7	922	800	30	1	2	0	0	6	38	33.2	38.9
00-00	1929	3	7	964	865	36	1	2	0	0	9	42	33.1	39.2

Date	Monday	12/11/2018													
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	0	4	0	0	0	0	0	0	0	31.7	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	41.5	-
00:30	3	0	0	1	2	0	0	0	0	0	0	0	36.2	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	33.7	-
01:00	4	0	0	2	1	1	0	0	0	0	0	0	28.9	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	6	0	0	4	0	1	0	0	1	0	0	0	34.8	-
01:45	2	0	0	0	1	0	0	0	0	0	1	0	34.3	-
02:00	5	0	0	3	2	0	0	0	0	0	0	0	37.7	-
02:15	3	0	0	2	0	0	0	0	0	0	1	0	28.7	-
02:30	4	0	1	1	2	0	0	0	0	0	0	0	44	-
02:45	3	0	0	1	2	0	0	0	0	0	0	0	36.4	-
03:00	3	0	0	2	1	0	0	0	0	0	0	0	29.8	-
03:15	4	0	0	2	2	0	0	0	0	0	0	0	32.9	-
03:30	4	0	0	1	3	0	0	0	0	0	0	0	39.1	-
03:45	7	0	0	5	2	0	0	0	0	0	0	0	40.3	-
04:00	9	0	0	3	5	0	0	0	0	0	1	0	32.8	-
04:15	15	0	0	11	3	0	0	0	0	0	1	0	37.5	44.3
04:30	16	0	2	6	7	0	0	0	0	0	1	0	37	42.3
04:45	25	0	0	12	10	1	0	0	0	0	1	1	35.9	41.8
05:00	27	0	1	11	15	0	0	0	0	0	0	0	36.1	40.2
05:15	37	0	0	15	17	0	0	0	0	0	3	2	35.5	41.4
05:30	53	0	3	19	29	0	0	0	0	0	2	0	36.8	44.2
05:45	56	0	0	21	32	0	0	0	1	0	1	1	36.1	41.3
06:00	47	0	2	13	26	1	2	0	0	0	2	1	34.5	39.1
06:15	63	0	0	26	30	3	0	0	0	1	2	1	37	41.7
06:30	75	0	0	39	29	0	0	0	1	0	5	1	32.8	36.5
06:45	97	0	0	52	34	1	0	1	2	0	6	1	32.7	37.7
07:00	95	0	1	41	41	5	0	0	0	0	4	3	32	36.6
07:15	98	0	1	52	34	4	0	0	0	0	5	2	32.7	36.5
07:30	108	0	0	58	38	4	0	0	2	0	5	1	32.8	36.8
07:45	91	0	0	43	40	2	0	1	1	0	4	0	32.9	36.3
08:00	107	0	0	53	41	4	1	0	2	0	5	1	32.9	37.6
08:15	117	0	1	62	39	5	2	0	1	0	5	2	32	36.4
08:30	102	0	2	47	37	5	1	1	3	0	5	1	32.7	35.9
08:45	125	0	1	49	57	5	3	0	1	0	8	1	30	34.3
09:00	89	0	0	37	35	5	1	0	3	0	5	3	31.1	35
09:15	90	0	1	33	44	7	0	0	1	0	4	0	32	36.2
09:30	71	0	3	25	25	6	2	1	2	0	5	2	33	38
09:45	117	0	0	59	37	6	0	0	4	0	10	1	33.2	37.5
10:00	59	0	0	24	21	2	0	0	4	0	5	3	33.4	38.3
10:15	61	0	0	20	27	2	2	1	0	0	8	1	32.5	36.9
10:30	66	0	0	30	30	1	0	0	1	0	2	2	32.8	36.2
10:45	73	0	0	25	30	7	0	0	0	0	9	2	30.5	35.3
11:00	73	0	1	27	24	10	3	0	0	0	7	1	32.2	38.5
11:15	59	0	0	23	27	4	1	0	1	0	1	2	32.4	36.7
11:30	61	0	1	27	24	3	1	0	0	0	3	2	32.7	37
11:45	59	0	1	22	24	5	0	0	0	0	5	2	33.4	36.9
12:00	80	0	1	31	30	5	1	0	2	0	7	3	31.9	36.1
12:15	58	0	0	21	25	3	1	0	2	0	5	1	33.7	41.1
12:30	68	0	0	21	28	8	0	1	2	0	7	1	31.9	37.1
12:45	70	0	1	31	22	5	0	0	3	0	6	2	32.7	37.8
13:00	63	0	0	18	28	8	1	0	2	0	6	0	32.1	35.5
13:15	77	0	0	28	30	7	0	0	3	0	7	2	31.5	35.5
13:30	77	0	1	34	22	8	2	1	1	0	7	1	30.6	35.8
13:45	74	0	0	29	30	5	0	0	1	0	6	3	32.1	38.8
14:00	65	0	0	26	22	4	0	0	0	0	10	3	30.2	34.2
14:15	57	0	0	23	19	4	1	0	1	0	6	3	32.9	38.6
14:30	66	0	0	26	20	6	3	0	1	0	8	2	31.3	36.3
14:45	60	0	0	31	15	1	2	0	2	0	7	2	32.2	37.8
15:00	73	0	0	30	27	8	0	0	2	0	5	1	32	35.7
15:15	84	0	1	30	35	9	1	0	0	0	8	0	31.5	36.4
15:30	95	0	0	48	26	8	1	2	1	0	7	2	32.3	36.7
15:45	55	0	0	24	19	4	1	0	1	0	4	2	33.3	36.8
16:00	56	0	0	24	22	5	1	0	0	0	2	2	30.8	36.1
16:15	58	0	1	27	21	3	1	0	0	0	4	1	32.2	37.9
16:30	53	0	0	26	16	3	0	0	1	0	5	2	31.8	36.4
16:45	56	0	1	18	31	3	1	0	0	0	1	1	33.8	38.9
17:00	50	1	0	31	14	1	0	0	0	0	2	1	31.3	35.5
17:15	47	0	0	26	15	0	0	0	0	0	4	2	31.3	35.4
17:30	62	0	1	29	23	6	0	0	0	0	2	1	33.3	37.2
17:45	55	0	1	34	16	2	0	0	1	0	1	0	32.7	36.4
18:00	46	0	2	21	20	0	0	0	0	0	2	1	32.8	36.5
18:15	44	0	1	25	14	1	0	0	0	0	2	1	32.5	37.6
18:30	38	0	0	18	16	2	0	0	0	0	1	1	32.9	37.1
18:45	42	0	1	17	18	3	0	1	1	0	0	1	33.7	37.5
19:00	50	0	0	26	21	0	0	0	0	0	1	2	34.3	38.9
19:15	35	0	0	23	11	0	0	0	0	0	1	0	33	37.2
19:30	37	0	0	17	17	0	0	0	0	0	2	1	35.5	42.4
19:45	25	0	0	13	11	0	0	0	0	0	0	1	33.2	38.9
20:00	27	0	0	12	14	0	0	0	0	0	0	1	33.4	39.9
20:15	24	0	0	11	11	1	0	0	0	0	0	1	33.7	38.4
20:30	15	0	0	7	8	0	0	0	0	0	0	0	35	40.1
20:45	33	0	0	13	17	0	0	0	0	0	1	2	32.2	36.4
21:00	24	0	0	11	11	2	0	0	0	0	0	0	34.9	39.7
21:15	20	0	0	14	6	0	0	0	0	0	0	0	34.5	39
21:30	16	0	0	8	7	0	0	0	0	0	0	1	33.4	42.5
21:45	17	0	0	6	10	0	0	0	0	0	0	1	31	37.8
22:00	12	0	0	3	7	0	0	0	0	0	1	1	34	40.9
22:15	15	0	0	7	8	0	0	0	0	0	0	0	34.9	42.3
22:30	9	0	1	3	4	0	0	0	0	0	0	1	34.2	-
22:45	11	0	0	3	5	0	0	0	0	0	2	1	30.9	34.3
23:00	7	0	0	4	1	0	0	0	1	0	0	1	29.6	-
23:15	5	0	0	3	2	0	0	0	0	0	0	0	38.7	-
23:30	10	0	0	6	2	0	0	0	0	0	2	0	32.3	-
23:45	8	0	0	5	1	2	0	0	0	0	0	0	34.4	-
07-19	3450	1	25	1504	1299	214	34	9	53	0	237	74	32.2	36.6
06-22	4055	1	27	1795	1562	222	36	10	56	1	257	88	32.5	36.9
06-00	4132	1	28	1829	1592	224	36	10	57	1	262	92	32.5	37.0
00-00	4424	1	35	1952	1733	227	36	10	59	1	274	96	32.7	37.4

Date	Tuesday	13/11/2018												
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	11	0	0	5	5	0	0	0	0	0	1	0	33.3	39.4
00:15	3	0	0	1	2	0	0	0	0	0	0	0	36.6	-
00:30	3	0	0	1	2	0	0	0	0	0	0	0	35.1	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	48.2	-
01:00	5	0	0	2	1	2	0	0	0	0	0	0	36.5	-
01:15	5	0	0	3	0	2	0	0	0	0	0	0	36.9	-
01:30	4	0	0	1	2	0	0	0	0	0	1	0	36	-
01:45	2	0	0	0	1	0	0	0	0	0	1	0	39.9	-
02:00	6	0	0	2	2	0	0	0	0	0	2	0	38.1	-
02:15	2	0	0	0	1	1	0	0	0	0	0	0	32.1	-
02:30	3	0	0	2	1	0	0	0	0	0	0	0	32.7	-
02:45	3	0	1	0	2	0	0	0	0	0	0	0	35.3	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	3	0	0	1	1	0	0	0	0	0	1	0	35.1	-
03:30	5	0	0	4	1	0	0	0	0	0	0	0	38.8	-
03:45	10	0	0	3	6	0	0	0	0	0	1	0	34.9	-
04:00	13	0	0	6	5	1	1	0	0	0	0	0	38.6	44.7
04:15	14	0	0	9	5	0	0	0	0	0	0	0	36.5	43.7
04:30	17	0	1	8	6	0	0	0	0	0	1	1	35.6	40.6
04:45	22	0	1	8	12	0	0	0	0	0	0	1	36.4	41.3
05:00	33	0	1	15	15	1	0	0	0	0	1	0	34.6	39.3
05:15	43	0	1	19	21	0	0	0	0	0	2	0	34.8	41.5
05:30	41	0	1	13	25	0	1	0	1	0	0	0	36.3	43
05:45	50	0	0	21	22	4	0	0	0	0	2	1	36.3	44.2
06:00	63	0	1	25	30	2	1	0	1	0	2	1	33.8	37.1
06:15	55	0	0	29	23	0	0	0	1	0	2	0	34.7	36.9
06:30	64	0	1	32	27	0	1	0	1	0	1	1	36.6	42.4
06:45	74	0	1	32	37	0	0	1	1	0	1	1	35	39.8
07:00	79	0	0	37	35	2	1	0	1	0	1	2	34.3	39.3
07:15	74	0	1	27	36	3	1	0	0	0	5	1	34.6	38.7
07:30	121	0	1	65	43	6	0	0	1	0	4	1	33.3	37.2
07:45	131	0	0	65	56	2	0	0	0	0	6	2	33.7	38.1
08:00	114	0	0	54	50	2	1	0	1	0	4	2	33.2	36
08:15	102	0	0	49	41	7	1	0	0	0	1	3	33.6	37.9
08:30	107	1	0	47	47	4	1	0	3	0	3	1	33	37.5
08:45	113	0	0	49	57	3	1	1	0	0	2	0	33.1	38.1
09:00	112	0	0	56	40	6	0	0	0	0	8	2	31.9	35.7
09:15	72	0	0	31	27	4	1	0	1	0	7	1	33.1	37.1
09:30	75	0	0	35	23	6	1	1	1	0	6	2	30.7	34.7
09:45	84	0	1	24	43	5	0	1	1	0	8	1	34.5	40
10:00	70	0	0	24	36	4	0	0	2	0	3	1	32	37
10:15	70	0	1	24	24	7	1	0	3	0	9	1	33.4	39.3
10:30	72	0	0	43	19	1	0	1	1	0	5	2	33.1	36.8
10:45	76	0	1	31	27	6	0	0	1	0	7	3	33.6	37.9
11:00	68	0	0	26	28	3	1	2	2	0	6	0	32.8	38.7
11:15	55	0	0	21	19	5	2	0	2	0	4	2	31.8	35.1
11:30	63	0	1	27	20	2	0	2	2	0	9	0	31.2	34.3
11:45	62	0	0	24	24	6	1	0	1	0	4	2	32.8	36.6
12:00	53	0	1	22	20	4	0	0	0	1	3	2	33.1	38.2
12:15	53	0	0	17	18	7	1	0	2	0	6	2	32.6	37.5
12:30	75	0	1	36	21	6	0	0	1	0	8	2	32.5	36.7
12:45	85	0	1	25	40	7	3	0	0	0	6	3	31.5	35.5
13:00	93	0	2	40	34	7	0	0	2	0	7	1	33.2	36.4
13:15	58	0	1	21	15	9	1	0	4	0	5	2	32.6	38.5
13:30	70	0	2	23	29	6	1	0	2	0	5	2	32.9	37.5
13:45	66	0	0	24	25	8	0	0	0	0	7	2	33.5	38.6
14:00	54	0	1	19	19	4	0	1	1	0	7	2	31.6	36.9
14:15	90	0	0	31	36	12	2	0	0	0	8	1	31	35
14:30	67	0	0	28	28	7	1	0	0	0	2	1	33.3	37.3
14:45	54	0	0	21	21	4	0	0	1	0	6	1	33.7	39
15:00	68	0	0	30	23	7	0	0	3	0	4	1	33.5	37.9
15:15	67	0	0	28	24	5	2	0	1	0	6	1	32.3	39.1
15:30	52	0	0	26	21	2	0	1	0	0	2	0	33.4	36.5
15:45	70	0	0	23	29	4	1	0	3	0	8	2	32.3	38
16:00	72	0	4	31	20	7	4	1	1	0	3	1	32.3	35.4
16:15	69	0	0	19	30	7	1	0	2	0	8	2	32	36.6
16:30	74	0	1	34	30	6	1	0	0	0	2	0	33.3	39.1
16:45	57	0	0	35	17	3	0	0	0	0	1	1	32.8	36.9
17:00	76	0	0	44	21	6	0	0	1	0	3	1	31.4	35.8
17:15	95	0	0	56	27	4	0	0	0	0	6	2	31	35.6
17:30	50	0	0	26	16	4	0	0	1	0	3	0	33.1	37.1
17:45	64	0	2	47	10	3	0	0	0	0	1	1	33	37
18:00	55	0	0	28	24	1	0	0	0	0	0	2	32.8	38.3
18:15	56	0	1	34	17	2	0	0	0	0	1	1	34	38.8
18:30	50	0	0	30	19	0	0	0	0	0	0	1	34.9	38.4
18:45	51	0	1	31	16	0	0	0	1	0	1	1	34.2	38.1
19:00	35	0	0	16	11	5	0	0	0	0	1	2	35.3	41.6
19:15	37	0	1	25	9	0	0	0	0	0	2	0	33.7	39.2
19:30	28	0	0	14	10	0	0	1	0	0	2	1	32.9	39.3
19:45	28	0	0	15	9	1	0	0	0	0	2	1	33.1	38.5
20:00	31	0	0	18	8	0	0	0	1	0	3	1	34.1	41
20:15	21	1	0	10	9	0	0	0	0	0	1	0	34.3	39.1
20:30	23	0	0	11	10	0	0	0	1	0	0	1	35.9	41.9
20:45	21	0	0	10	7	1	0	0	0	0	2	1	32.7	37.2
21:00	21	0	2	9	8	0	0	0	1	0	0	1	38.3	47.7
21:15	16	0	1	10	5	0	0	0	0	0	0	0	35	38.9
21:30	12	0	0	5	6	0	0	0	0	0	0	1	38.5	47.6
21:45	15	0	0	6	8	0	0	0	0	0	0	1	37.1	46.1
22:00	14	0	0	9	4	0	0	0	0	0	0	1	34.7	38
22:15	10	0	0	4	6	0	0	0	0	0	0	0	32.9	-
22:30	18	0	0	7	9	0	0	0	0	0	1	1	33.8	36.6
22:45	6	0	0	1	3	0	1	0	0	0	0	1	32.1	-
23:00	8	0	0	2	3	0	0	0	0	0	2	1	35.9	-
23:15	12	0	0	6	4	0	0	1	1	0	0	0	37.8	44.3
23:30	12	0	0	4	7	0	0	0	1	0	0	0	33.7	38.7
23:45	3	0	0	1	1	0	0	0	0	0	1	0	33.4	-
07-19	3564	1	24	1588	1345	226	31	11	49	1	221	67	32.9	37.2
06-22	4108	2	31	1855	1562	235	33	13	56	1	240	80	33.1	37.6
06-00	4191	2	31	1889	1599	235	34	14	58	1	244	84	33.1	37.6
00-00	4490	2	37	2013	1738	246	36	14	59	1	257	87	33.3	37.9

Date Wednesday 14/11/2018

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	0	0	2	3	1	0	0	0	0	0	0	34.4	-
00:15	8	0	0	0	4	2	0	1	0	0	1	0	29.7	-
00:30	5	0	0	2	3	0	0	0	0	0	0	0	34.8	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	36.6	-
01:00	4	0	0	1	3	0	0	0	0	0	0	0	34.4	-
01:15	4	0	0	3	1	0	0	0	0	0	0	0	35.8	-
01:30	9	0	0	2	5	0	0	0	0	0	2	0	34.5	-
01:45	1	0	0	0	1	0	0	0	0	0	0	0	26	-
02:00	2	0	0	1	1	0	0	0	0	0	0	0	33.5	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	0	1	0	0	0	0	0	0	0	28.3	-
02:45	3	0	1	0	2	0	0	0	0	0	0	0	34.3	-
03:00	2	0	0	0	2	0	0	0	0	0	0	0	47.4	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	39	-
03:30	6	0	0	2	3	1	0	0	0	0	0	0	35.6	-
03:45	8	0	0	3	5	0	0	0	0	0	0	0	34.7	-
04:00	7	0	0	4	1	1	0	0	1	0	0	0	34.6	-
04:15	21	0	0	9	10	1	0	0	0	0	0	1	36.3	40.6
04:30	14	0	2	7	5	0	0	0	0	0	0	0	35.6	39.8
04:45	28	0	0	17	11	0	0	0	0	0	0	0	38.7	41.7
05:00	25	0	0	13	10	0	0	0	0	0	1	1	36.1	43.2
05:15	28	0	0	14	8	2	0	0	1	0	2	1	34	38.5
05:30	51	0	1	14	32	0	0	0	1	0	3	0	35.6	41.7
05:45	56	0	1	22	29	3	0	0	0	0	0	1	37.3	43.6
06:00	62	0	0	20	35	2	0	0	1	0	3	1	35.3	38.8
06:15	63	0	1	26	26	1	2	0	2	0	4	1	35.6	42.4
06:30	83	0	1	36	31	5	0	0	1	0	7	2	32.9	37.1
06:45	102	0	2	45	42	2	1	1	3	0	5	1	32.1	35.7
07:00	84	0	2	39	34	3	1	0	0	0	3	2	33.7	37.3
07:15	99	0	1	41	43	4	1	1	1	0	5	2	31.9	36.8
07:30	122	0	2	59	44	12	1	0	1	0	3	0	33.1	37.8
07:45	122	0	1	45	63	8	0	0	0	0	4	1	33.1	37.5
08:00	115	0	0	47	52	2	0	0	1	0	9	4	31.5	36.5
08:15	102	0	1	49	45	3	0	0	0	0	3	1	34.5	38.4
08:30	109	0	2	53	42	3	0	0	3	0	5	1	33.2	38.1
08:45	121	0	1	61	52	1	0	0	0	0	6	0	33.1	36.4
09:00	111	0	0	56	37	6	1	0	1	0	10	0	32.3	36.9
09:15	141	0	0	55	61	4	2	0	1	0	15	3	31.5	35.2
09:30	106	0	1	39	43	5	1	1	4	0	10	2	33.5	39.6
09:45	123	0	0	43	56	8	3	0	2	0	10	1	31.9	36.4
10:00	111	0	1	52	39	6	2	1	4	0	6	0	33.3	37.1
10:15	71	0	0	30	26	2	1	0	3	0	6	3	31.7	36.3
10:30	61	0	0	23	25	4	2	0	0	0	6	1	34.1	40
10:45	65	0	0	29	25	1	1	0	2	0	5	2	32	37
11:00	60	0	0	20	24	6	1	0	0	0	7	2	33.4	37.9
11:15	63	0	0	18	28	6	1	0	2	0	7	1	34.2	40.9
11:30	75	0	1	23	23	5	2	0	4	0	13	4	30.5	34.3
11:45	74	0	1	18	38	3	2	1	0	0	9	2	33.4	40.6
12:00	66	0	0	16	28	8	0	1	2	0	9	2	33.2	37.6
12:15	80	0	1	31	31	6	1	0	1	0	8	1	32.8	37.5
12:30	69	0	1	23	22	8	5	0	3	0	6	1	32	36.2
12:45	76	0	1	30	22	6	0	0	4	0	11	2	30	34.2
13:00	85	0	0	34	29	8	0	0	3	0	8	3	32.7	37.2
13:15	77	0	0	31	22	10	3	1	2	0	6	2	32.9	39.3
13:30	72	0	1	20	30	7	0	1	0	0	10	3	32.4	37.6
13:45	55	0	0	23	25	1	0	0	0	0	6	0	32.9	40.1
14:00	62	0	2	24	20	10	0	0	5	0	0	1	35.1	38.8
14:15	70	0	0	37	18	7	1	0	0	0	5	2	31.4	35.5
14:30	97	0	1	44	26	8	2	2	4	0	6	4	31.2	35.9
14:45	65	0	0	25	21	10	4	0	0	0	4	1	33.3	37.9
15:00	65	0	1	29	23	4	0	1	1	0	4	2	32.8	38.1
15:15	85	0	0	35	34	5	1	0	1	0	6	3	33.9	39
15:30	99	0	1	48	32	9	1	0	0	0	7	1	32.7	38.3
15:45	69	0	0	32	28	2	1	0	2	0	3	1	32.7	37.7
16:00	67	0	1	31	27	2	1	1	1	0	2	1	32.7	36.5
16:15	78	0	0	34	29	9	0	0	0	0	5	1	33	37.9
16:30	76	1	2	36	28	0	1	0	1	0	6	1	32.1	37
16:45	64	0	0	28	25	2	1	1	3	0	4	0	31.3	36.5
17:00	75	0	0	38	26	4	1	0	1	0	3	2	30.9	35.4
17:15	52	0	2	20	20	7	0	0	0	0	2	1	33.2	37.7
17:30	50	0	0	26	21	1	0	0	0	0	1	1	32.1	35.8
17:45	52	0	1	24	23	1	0	0	0	0	2	1	31.9	35.4
18:00	44	0	0	24	17	0	0	0	1	0	1	1	34.2	39.3
18:15	55	0	2	29	17	2	0	0	2	0	3	0	33.7	36.6
18:30	49	0	2	22	17	2	1	1	1	0	1	2	31.8	37.9
18:45	38	0	1	19	14	0	0	0	0	0	3	1	32	36.6
19:00	43	0	1	14	23	2	0	1	0	0	1	1	33	37.8
19:15	52	0	0	26	23	0	1	0	0	0	2	0	34.2	38.9
19:30	39	0	0	23	14	0	0	0	0	0	1	1	34.8	41.9
19:45	34	0	0	18	14	0	0	0	0	0	1	1	35.4	40.3
20:00	35	0	0	16	14	1	1	0	0	0	2	1	35.6	41.2
20:15	24	0	0	16	8	0	0	0	0	0	0	0	37.7	43.5
20:30	21	0	0	11	7	0	0	1	0	0	1	1	32.1	37.5
20:45	13	0	0	7	5	0	0	0	0	0	0	1	35.3	40.4
21:00	19	0	0	10	6	1	0	0	0	0	0	2	35.1	43.6
21:15	26	0	0	14	11	1	0	0	0	0	0	0	34	36.9
21:30	17	0	0	7	9	0	0	0	0	0	0	1	35.6	43.6
21:45	15	0	0	7	6	0	0	0	0	0	1	1	34.9	39.1
22:00	16	0	0	6	7	0	0	1	1	0	0	1	33	38.6
22:15	12	0	1	6	5	0	0	0	0	0	0	0	35.5	38.3
22:30	9	0	0	4	4	0	0	0	0	0	0	1	35.7	-
22:45	9	0	0	2	6	0	0	0	0	0	0	1	34	-
23:00	6	0	0	2	1	0	0	0	0	0	2	1	31	-
23:15	9	0	0	3	3	1	0	0	1	0	1	0	33.8	-
23:30	7	0	0	3	3	0	0	0	0	0	1	0	31.9	-
23:45	9	0	0	2	3	1	0	1	0	0	2	0	33.3	-
07-19	3827	1	34	1613	1475	231	46	13	67	0	274	73	32.6	37.1
06-22	4475	1	39	1909	1749	246	51	16	74	0	302	88	32.8	37.5
06-00	4552	1	40	1937	1781	248	51	18	76	0	308	92	32.9	37.5
00-00	4843	1	45	2054	1922	259	51	19	79	0	317	96	33.0	37.7

Date Thursday 15/11/2018

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	8	0	0	2	2	1	0	0	2	0	1	0	34.2	-
00:15	6	0	0	1	3	1	0	1	0	0	0	0	34.2	-
00:30	6	0	0	2	2	1	0	0	1	0	0	0	31.9	-
00:45	5	0	0	2	2	1	0	0	0	0	0	0	37	-
01:00	2	0	0	1	1	0	0	0	0	0	0	0	33.9	-
01:15	3	0	0	1	0	0	0	0	0	0	2	0	42.2	-
01:30	6	0	0	2	4	0	0	0	0	0	0	0	35	-
01:45	7	0	0	3	2	1	0	0	1	0	0	0	32.9	-
02:00	2	0	0	2	0	0	0	0	0	0	0	0	38.1	-
02:15	4	0	0	1	1	0	0	0	1	0	1	0	38.9	-
02:30	2	0	0	0	2	0	0	0	0	0	0	0	43.2	-
02:45	1	0	0	0	0	1	0	0	0	0	0	0	31.9	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	2	0	0	1	0	1	0	0	0	0	0	0	26.7	-
03:30	5	0	0	2	2	1	0	0	0	0	0	0	40.3	-
03:45	9	0	0	3	6	0	0	0	0	0	0	0	37.9	-
04:00	10	0	0	5	5	0	0	0	0	0	0	0	34.5	-
04:15	16	0	0	9	6	0	0	0	0	0	0	1	36.1	40.6
04:30	16	0	2	11	2	0	0	0	0	0	0	1	35.4	41.2
04:45	22	0	0	10	11	0	0	0	0	0	0	1	37.4	42.7
05:00	26	0	1	11	12	1	0	0	0	0	1	0	34.2	37.3
05:15	37	0	0	17	15	2	1	0	1	0	0	1	35.8	40.7
05:30	29	0	1	11	14	1	0	0	0	0	2	0	35.4	41.1
05:45	51	0	1	22	26	1	0	0	0	0	0	1	37	43
06:00	45	0	2	13	21	1	1	0	1	0	4	2	34.3	39.7
06:15	38	0	1	19	12	1	0	0	0	0	4	1	33.6	38.3
06:30	60	0	0	27	22	3	3	0	2	0	2	1	34.7	40.3
06:45	97	0	1	41	45	4	0	0	1	0	4	1	33.7	37.6
07:00	93	0	0	39	45	1	0	0	0	0	6	2	33.1	38.1
07:15	72	0	1	30	30	6	0	0	2	0	1	2	35.9	41
07:30	101	0	2	46	42	3	0	0	0	0	7	1	32.7	37.5
07:45	113	0	1	54	52	0	0	0	1	0	4	1	33.5	37.2
08:00	107	0	2	57	40	3	0	0	2	0	2	1	33.3	37.9
08:15	135	0	2	69	54	3	0	1	1	0	2	3	32.4	36.3
08:30	104	0	0	47	49	1	1	0	0	0	5	1	33.5	38
08:45	92	0	0	40	34	6	1	0	1	0	7	3	32.1	37.5
09:00	96	0	1	37	43	4	0	0	1	0	9	1	31.5	35.4
09:15	97	0	0	29	51	7	1	0	2	0	5	2	31.5	34.8
09:30	100	0	0	50	34	5	0	1	1	0	9	0	30.2	35.5
09:45	71	0	1	30	20	3	3	0	3	0	9	2	31.7	35.1
10:00	62	0	0	26	21	6	0	0	0	0	7	2	32.9	38.1
10:15	82	0	0	30	33	6	3	0	2	0	6	2	32.8	37
10:30	74	0	0	32	20	11	2	0	2	0	6	1	32.5	36.5
10:45	66	0	0	24	22	7	1	0	2	0	8	2	32.4	37.2
11:00	73	0	0	32	30	2	1	0	2	0	4	2	32.6	38.6
11:15	63	0	0	28	26	4	1	0	1	0	1	2	32.4	39.1
11:30	66	0	0	18	32	3	3	0	1	0	6	3	32.8	37.6
11:45	50	0	0	12	22	6	1	0	0	0	8	1	31.2	35.5
12:00	76	0	0	34	33	3	0	0	1	0	4	1	33.9	38.3
12:15	73	0	0	30	24	6	1	0	0	0	11	1	33.2	38.7
12:30	78	0	1	36	25	8	0	1	1	0	5	1	32.1	36.9
12:45	83	0	0	39	26	4	3	0	3	0	8	0	32.8	37.6
13:00	69	0	0	44	14	2	0	0	5	0	3	1	32.7	36.4
13:15	80	0	1	38	25	5	0	0	2	0	8	1	32.5	36.4
13:30	89	0	0	43	27	9	2	0	0	0	6	2	32.3	39.2
13:45	70	0	0	31	23	9	1	0	0	0	4	2	32.4	37.8
14:00	71	0	0	33	22	5	2	1	1	0	7	0	31.7	37.1
14:15	68	0	0	31	21	9	0	1	2	0	2	2	32.2	38.3
14:30	67	0	1	30	25	6	0	0	0	0	3	2	33.2	36.3
14:45	56	0	0	18	15	8	2	0	3	0	8	2	30.9	35.7
15:00	69	0	0	29	24	2	1	1	4	0	7	1	32.7	37.1
15:15	72	0	0	37	22	6	0	0	2	0	4	1	32.1	36.3
15:30	72	0	1	27	30	4	2	0	2	0	5	1	33	35.7
15:45	61	0	0	22	25	5	1	1	0	0	5	2	32.9	37.4
16:00	75	0	2	30	34	4	1	0	0	0	2	2	33.2	37.7
16:15	66	0	1	22	31	6	0	0	0	0	5	1	32.8	35.8
16:30	81	1	0	44	31	1	0	0	0	0	4	0	33	36.8
16:45	58	0	1	29	20	1	1	0	0	0	4	2	32.5	36.5
17:00	71	0	0	43	19	3	1	0	0	0	3	2	32.3	37.3
17:15	76	0	2	40	21	4	1	1	0	0	5	2	30.6	34.9
17:30	55	0	1	26	21	2	0	0	1	0	2	2	34.4	40.6
17:45	45	0	0	23	22	0	0	0	0	0	0	0	35	40.3
18:00	70	0	1	41	21	3	0	0	0	0	3	1	31.3	35.7
18:15	46	0	1	21	18	4	0	0	0	0	1	1	32.3	35.9
18:30	40	0	0	24	9	3	0	0	1	0	2	1	35.2	39.5
18:45	42	0	2	18	17	3	0	0	0	0	1	1	33.8	38.9
19:00	41	0	0	21	16	0	0	0	0	0	3	1	33.7	38.6
19:15	49	0	0	19	26	0	0	0	1	0	3	0	35.2	40
19:30	28	0	0	12	15	0	0	0	1	0	0	0	34.8	38.1
19:45	29	0	0	16	12	0	0	0	0	0	0	1	34.7	39.1
20:00	29	0	0	19	6	1	0	0	1	0	1	1	36.5	42.7
20:15	27	0	0	13	13	0	0	0	0	0	1	0	34.6	37.9
20:30	27	0	0	17	8	0	1	0	0	0	0	1	35.8	39.5
20:45	19	0	0	12	6	0	0	0	0	0	0	1	36.6	40.7
21:00	24	0	0	13	9	0	0	0	0	0	1	1	34.8	38.7
21:15	19	0	0	12	7	0	0	0	0	0	0	0	36.1	40.2
21:30	17	0	0	8	6	1	0	0	0	0	1	1	35.5	44.8
21:45	13	0	0	9	3	0	0	0	0	0	0	1	35.2	39.7
22:00	24	0	0	15	7	0	0	0	0	0	1	1	35.9	41.1
22:15	17	0	0	8	9	0	0	0	0	0	0	0	35.1	38.3
22:30	14	0	0	7	6	0	0	0	0	0	0	1	36.6	40.2
22:45	17	0	0	5	8	1	0	0	0	0	2	1	37.6	45.2
23:00	11	0	0	4	4	0	0	0	2	0	0	1	36.3	46.2
23:15	8	1	0	4	1	0	0	0	0	0	2	0	28.9	-
23:30	6	0	0	2	2	1	0	0	0	0	1	0	35.7	-
23:45	11	0	0	3	7	1	0	0	0	0	0	0	35	40.1
07-19	3596	1	25	1613	1345	212	37	8	52	0	234	69	32.6	37.1
06-22	4158	1	29	1884	1572	223	42	8	59	0	258	82	32.9	37.5
06-00	4266	2	29	1932	1616	226	42	8	61	0	264	86	33.0	37.6
00-00	4541	2	34	2051	1734	239	43	9	67	0	271	91	33.1	37.8

Date Friday 16/11/2018

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	12	0	0	3	7	2	0	0	0	0	0	0	33.7	38.6
00:15	9	0	0	3	5	0	0	0	0	0	1	0	34	-
00:30	5	0	0	1	4	0	0	0	0	0	0	0	36	-
00:45	6	0	0	2	1	2	0	0	0	0	1	0	32.2	-
01:00	7	0	0	3	4	0	0	0	0	0	0	0	34.4	-
01:15	5	0	0	2	0	1	0	0	0	0	2	0	37.6	-
01:30	5	0	0	1	4	0	0	0	0	0	0	0	39.5	-
01:45	3	0	0	1	1	1	0	0	0	0	0	0	33.2	-
02:00	7	0	1	3	3	0	0	0	0	0	0	0	35.9	-
02:15	3	0	0	3	0	0	0	0	0	0	0	0	39.7	-
02:30	2	0	0	1	0	0	0	0	0	0	1	0	31.5	-
02:45	3	0	0	0	0	1	0	0	0	0	2	0	29.1	-
03:00	3	0	0	1	0	1	0	1	0	0	0	0	33	-
03:15	4	0	0	1	1	0	0	0	0	0	2	0	32.7	-
03:30	4	0	0	1	3	0	0	0	0	0	0	0	37.4	-
03:45	13	0	0	6	5	1	0	0	0	0	1	0	33.9	41.4
04:00	16	0	0	7	8	0	0	0	0	0	1	0	33.9	39.4
04:15	11	0	0	5	5	0	0	1	0	0	0	0	36.2	41.5
04:30	9	0	1	3	4	1	0	0	0	0	0	0	38.9	-
04:45	18	0	0	10	6	0	0	0	0	0	0	2	38.2	45.2
05:00	28	0	1	8	19	0	0	0	0	0	0	0	36.8	41.2
05:15	25	0	1	13	9	1	0	0	0	0	0	1	34.5	40.8
05:30	35	0	1	18	16	0	0	0	0	0	0	0	35.9	39.5
05:45	57	0	0	17	29	4	0	0	3	0	4	0	35	39.4
06:00	59	0	1	25	25	4	0	0	0	0	2	2	34.6	39.4
06:15	47	0	0	23	17	1	1	0	0	0	3	2	35	41.8
06:30	73	0	0	38	32	2	0	0	0	0	1	0	34.3	38.8
06:45	82	0	1	41	31	3	0	2	1	0	1	2	33.8	37.1
07:00	94	0	0	44	38	7	1	0	0	0	3	1	33.9	39.1
07:15	81	0	1	32	40	3	0	0	0	0	3	2	33.7	39
07:30	105	0	0	54	32	5	1	0	1	0	9	3	31.8	36.4
07:45	102	0	3	54	36	1	1	0	1	0	6	0	33.9	39.4
08:00	101	0	0	44	45	3	0	0	1	0	7	1	32.3	36.9
08:15	91	0	1	44	34	8	0	0	0	0	3	1	31.4	36.3
08:30	90	0	1	39	36	5	2	0	2	0	3	2	32	38.1
08:45	102	0	0	47	41	2	0	0	1	0	8	3	31.2	35.9
09:00	99	0	1	41	40	8	0	0	1	0	5	3	33.3	36.5
09:15	80	0	0	32	31	5	3	1	1	0	6	1	32.6	36.4
09:30	62	0	1	25	22	6	0	0	1	0	5	2	31.9	36.8
09:45	78	0	1	25	38	1	2	0	0	0	10	1	31	36.3
10:00	62	0	0	22	27	3	1	1	1	0	6	1	31	36.4
10:15	80	0	0	37	25	4	2	0	3	0	8	1	32.8	38.3
10:30	55	0	0	20	22	5	1	0	0	0	4	3	32.4	36.4
10:45	69	0	0	23	28	4	1	0	2	0	9	2	31.2	36.6
11:00	64	0	3	24	24	2	0	0	3	0	6	2	32.8	38
11:15	77	0	1	29	27	5	1	2	4	0	7	1	32.1	36.2
11:30	76	0	0	37	27	4	2	1	0	0	4	1	32.8	37.5
11:45	87	0	0	33	34	5	2	0	2	0	9	2	32.3	36.7
12:00	56	0	1	32	13	1	2	0	0	0	5	2	32.2	35.5
12:15	66	0	0	26	26	7	1	0	2	0	4	0	32.4	35.4
12:30	61	0	2	20	27	2	1	1	0	0	7	1	34	39.5
12:45	82	0	0	32	34	6	0	0	2	0	6	2	32.5	37.5
13:00	58	0	0	27	14	9	2	0	1	0	3	2	33.1	38.3
13:15	79	0	0	36	29	3	1	0	1	0	7	2	31.5	35.2
13:30	80	0	0	27	29	6	2	2	3	0	10	1	31.9	35.4
13:45	74	0	0	31	27	6	0	0	2	0	7	1	33	38.8
14:00	67	0	1	39	15	5	1	0	2	0	4	0	29.7	35.9
14:15	66	0	0	16	29	9	1	0	3	0	7	1	33.3	38.7
14:30	76	0	0	38	22	3	1	2	1	0	8	1	32.7	37
14:45	76	0	0	29	31	9	0	1	0	0	5	1	33.7	38.9
15:00	83	0	0	43	25	4	1	0	2	0	7	1	32.1	36.9
15:15	69	0	0	32	24	6	1	1	2	0	2	1	32.8	38.5
15:30	82	0	0	40	29	3	1	0	0	0	5	4	32.8	37.4
15:45	63	0	1	24	30	3	0	0	1	0	3	1	31.7	36.8
16:00	78	0	0	44	28	2	1	0	0	0	2	1	33.9	38.6
16:15	68	0	0	34	26	5	1	0	0	0	1	1	32.7	36.3
16:30	65	0	1	40	15	5	1	0	0	0	2	1	31.5	35
16:45	66	0	1	35	20	5	1	0	0	0	3	1	33.3	37.1
17:00	68	0	2	39	16	6	0	0	1	0	3	1	32.2	36.7
17:15	55	0	2	34	13	2	0	0	0	0	2	2	30.5	34.9
17:30	65	0	1	43	16	1	0	0	0	0	4	0	31.8	36.4
17:45	67	0	0	41	25	0	0	0	0	0	0	1	32	35.8
18:00	51	0	0	33	14	3	0	0	0	0	1	0	33.4	36.9
18:15	55	0	1	32	15	1	0	0	0	0	4	2	32.8	36.6
18:30	50	0	0	18	22	3	1	0	0	0	4	2	32.2	38
18:45	42	0	2	21	15	1	2	0	0	0	1	0	33.2	37.9
19:00	55	0	0	28	21	1	0	0	0	0	3	2	33.3	36.6
19:15	52	0	0	33	17	1	0	0	1	0	0	0	34.2	37.8
19:30	25	0	0	14	8	0	0	0	0	0	2	1	34.2	36.5
19:45	26	0	0	14	10	0	0	0	0	0	1	1	34.3	42.1
20:00	19	0	0	13	4	0	0	0	0	0	1	1	35.4	39.9
20:15	21	0	1	9	8	1	0	0	2	0	0	0	34.9	40.7
20:30	21	0	0	10	9	0	0	0	0	0	1	1	34.4	39.1
20:45	17	0	0	11	5	0	0	0	0	0	0	1	37.5	41.4
21:00	21	0	0	16	3	0	0	0	0	0	1	1	35.3	39.2
21:15	22	0	0	13	9	0	0	0	0	0	0	0	36.8	44.5
21:30	15	0	0	8	4	0	0	0	1	0	1	1	35.3	44.7
21:45	15	0	0	4	10	0	0	0	0	0	0	1	35.6	42
22:00	11	0	0	4	6	0	0	0	0	0	0	1	33.6	37.4
22:15	17	0	1	7	9	0	0	0	0	0	0	0	39.2	46.2
22:30	9	0	0	4	3	1	0	0	0	0	0	1	31.5	-
22:45	10	0	0	5	5	0	0	0	0	0	0	0	35.1	-
23:00	16	0	0	10	4	0	0	0	1	0	0	1	32.5	36.7
23:15	12	0	0	8	4	0	0	0	0	0	0	0	33.9	41
23:30	11	0	0	5	3	0	0	0	0	0	3	0	30.7	36.5
23:45	7	0	0	4	2	1	0	0	0	0	0	0	33.5	-
07-19	3523	0	28	1612	1276	202	42	12	47	0	238	66	32.4	37.0
06-22	4093	0	31	1912	1489	215	43	14	52	0	255	82	32.7	37.3
06-00	4186	0	32	1959	1525	217	43	14	53	0	258	85	32.7	37.4
00-00	4476	0	37	2072	1659	232	43	16	56	0	273	88	32.9	37.5

Date Saturday 17/11/2018

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	11	0	0	4	3	2	0	0	0	0	2	0	33.3	39.9
00:15	10	0	0	7	2	0	0	0	1	0	0	0	36	-
00:30	6	0	0	3	3	0	0	0	0	0	0	0	36.9	-
00:45	7	0	0	2	5	0	0	0	0	0	0	0	34.3	-
01:00	7	0	0	3	4	0	0	0	0	0	0	0	37.2	-
01:15	7	0	0	4	2	0	0	0	0	0	0	1	34	-
01:30	3	0	0	2	1	0	0	0	0	0	0	0	36.8	-
01:45	6	0	0	2	3	0	0	0	0	0	1	0	36	-
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	37.7	-
02:30	4	0	0	2	2	0	0	0	0	0	0	0	33.3	-
02:45	3	0	0	2	1	0	0	0	0	0	0	0	35.1	-
03:00	4	0	0	0	2	2	0	0	0	0	0	0	31	-
03:15	5	0	0	1	2	0	0	0	1	0	1	0	31.6	-
03:30	5	0	0	1	3	1	0	0	0	0	0	0	34.3	-
03:45	4	0	0	1	2	1	0	0	0	0	0	0	35	-
04:00	6	0	0	3	3	0	0	0	0	0	0	0	38.6	-
04:15	3	0	0	3	0	0	0	0	0	0	0	0	35.2	-
04:30	9	0	0	4	3	1	0	0	0	0	1	0	37.2	-
04:45	9	0	0	3	6	0	0	0	0	0	0	0	37.3	-
05:00	13	0	1	6	5	0	0	0	0	0	1	0	38.6	42.8
05:15	11	0	0	4	6	1	0	0	0	0	0	0	33.3	38.1
05:30	20	0	0	7	11	0	0	0	0	0	1	1	36.3	39.8
05:45	29	0	0	11	15	3	0	0	0	0	0	0	35.8	43.3
06:00	25	0	0	12	11	0	0	0	1	0	0	1	34.7	38.6
06:15	11	0	0	7	4	0	0	0	0	0	0	0	34.7	39
06:30	20	0	0	8	7	2	0	0	1	0	1	1	35.9	41.6
06:45	28	0	0	14	13	0	0	0	1	0	0	0	37	42.6
07:00	25	0	0	9	13	1	1	0	0	0	0	1	35.5	40
07:15	27	0	0	11	12	4	0	0	0	0	0	0	34.4	39.9
07:30	28	0	0	10	15	1	0	0	0	0	0	2	32.9	38
07:45	35	0	0	9	18	5	1	0	0	0	1	1	34.4	39.9
08:00	39	0	0	20	16	1	1	0	0	0	1	0	33.7	38.6
08:15	44	1	1	21	16	3	0	0	0	0	1	1	33	37.1
08:30	47	0	1	19	20	4	1	0	1	0	0	1	35.6	40.8
08:45	43	0	0	23	18	0	0	0	0	0	0	2	36	42.3
09:00	31	0	0	16	12	1	0	0	0	0	1	1	36.1	39.6
09:15	56	0	0	29	20	5	1	0	0	0	0	1	36.4	40.9
09:30	49	0	0	15	25	2	1	0	1	0	1	4	34.4	39.6
09:45	43	0	0	21	17	1	0	0	0	0	3	1	36.3	41.6
10:00	50	0	0	34	13	1	0	0	0	0	0	2	33.5	39.5
10:15	51	0	0	26	23	1	0	0	0	0	0	1	35.6	41.3
10:30	43	0	0	20	19	0	2	0	0	0	1	1	36.7	43.2
10:45	54	0	0	23	25	1	0	0	1	0	2	2	35.2	39.2
11:00	69	0	0	30	36	1	0	0	0	0	1	1	36.6	41.9
11:15	83	0	0	50	26	5	0	0	0	0	2	0	34.5	38.6
11:30	64	0	0	32	27	2	0	0	0	0	0	3	35.4	38.6
11:45	62	0	0	39	18	2	0	0	1	0	1	1	34.9	38.5
12:00	64	0	1	32	29	1	0	0	0	0	0	1	35.2	40.5
12:15	54	0	0	26	25	2	0	0	0	0	0	1	34.9	38.2
12:30	77	0	2	36	36	2	0	0	0	0	0	1	35.3	40.6
12:45	63	0	0	33	26	2	0	0	0	0	1	1	36.7	41.1
13:00	64	0	0	32	23	3	2	0	0	0	2	2	32.7	37.1
13:15	73	0	0	41	25	2	2	0	0	0	2	1	34.9	38.6
13:30	62	0	1	34	22	4	0	0	0	0	0	1	35.3	39.2
13:45	65	0	3	31	27	2	0	0	0	0	1	1	35.2	41.2
14:00	58	0	0	30	25	0	0	1	0	0	1	1	34.9	39.7
14:15	51	0	1	27	20	1	0	1	0	0	0	1	36.5	42.3
14:30	45	0	0	24	16	2	0	0	0	0	1	2	35	39
14:45	49	0	2	27	18	1	0	0	1	0	0	0	35.4	41
15:00	53	0	0	28	24	0	0	0	0	0	0	1	34.9	40
15:15	59	0	0	30	26	1	0	0	0	0	0	2	35.9	40
15:30	67	0	2	33	28	2	0	0	1	0	0	1	34.4	38.8
15:45	52	0	0	26	20	4	0	0	0	0	1	1	36.3	44.9
16:00	51	0	0	30	18	1	0	0	0	0	0	2	36.2	41
16:15	38	0	0	28	10	0	0	0	0	0	0	0	35.4	37.5
16:30	48	1	0	30	15	0	0	1	0	0	0	1	31.7	36.1
16:45	49	0	1	25	23	0	0	0	0	0	0	0	35.2	39.6
17:00	48	0	0	26	18	1	0	0	1	0	0	2	35	39.2
17:15	49	0	0	22	22	2	0	0	1	0	0	2	33.6	38.2
17:30	38	0	0	17	20	0	0	0	0	0	0	1	36.1	41.5
17:45	69	0	0	37	32	0	0	0	0	0	0	0	34.7	38.1
18:00	64	0	0	41	21	1	0	0	0	0	0	1	34.5	39
18:15	43	0	0	21	19	2	0	0	0	0	0	1	35	38.4
18:30	44	0	0	26	16	2	0	0	0	0	0	0	35.9	39.3
18:45	37	0	0	24	11	1	0	0	0	0	0	1	34.7	37.6
19:00	36	0	0	14	20	1	0	0	0	0	0	1	35.2	39.1
19:15	34	0	0	14	19	0	0	0	1	0	0	0	35.1	40
19:30	19	0	0	8	11	0	0	0	0	0	0	0	37.9	39.1
19:45	33	0	0	18	14	0	0	0	0	0	0	1	33.5	38.2
20:00	26	0	0	11	13	0	0	0	0	0	1	1	34	40.6
20:15	19	0	0	5	13	1	0	0	0	0	0	0	37.1	48.7
20:30	21	0	0	11	8	0	0	1	0	0	0	1	33.9	40
20:45	17	0	0	7	6	2	0	0	0	0	0	2	33.8	37.8
21:00	9	0	0	4	4	0	0	0	0	0	0	1	38	-
21:15	20	0	0	11	6	1	0	0	0	0	2	0	33.4	38.8
21:30	11	0	0	5	5	0	0	0	0	0	0	1	37.5	42.4
21:45	11	0	0	2	7	0	0	0	0	0	0	2	35.8	43.6
22:00	17	0	0	10	6	0	0	0	0	0	0	1	34.5	40.2
22:15	12	0	0	5	7	0	0	0	0	0	0	0	36.1	44.3
22:30	12	0	0	6	5	0	0	0	0	0	0	1	35.6	40.8
22:45	11	0	1	5	4	0	0	0	0	0	0	1	37	47
23:00	17	0	0	5	10	0	0	0	0	0	1	1	35.7	41.8
23:15	9	0	0	4	5	0	0	0	0	0	0	0	34	-
23:30	10	0	0	6	4	0	0	0	0	0	0	0	36.7	-
23:45	7	0	0	5	1	1	0	0	0	0	0	0	33.6	-
07-19	2477	2	15	1274	1004	80	12	3	8	0	24	55	35.1	39.5
06-22	2817	2	15	1425	1165	87	12	4	12	0	28	67	35.1	39.6
06-00	2912	2	16	1471	1207	88	12	4	12	0	29	71	35.1	39.6
00-00	3095	2	17	1547	1291	99	12	4	14	0	36	73	35.1	39.6

Date	Sunday	18/11/2018												
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	5	0	0	3	1	1	0	0	0	0	0	0	36.1	-
00:15	9	0	0	4	4	0	0	0	0	0	0	1	33.9	-
00:30	5	0	0	1	4	0	0	0	0	0	0	0	36.3	-
00:45	5	0	0	1	3	0	1	0	0	0	0	0	32.8	-
01:00	5	0	0	3	1	0	0	0	0	0	1	0	35.4	-
01:15	7	0	0	2	5	0	0	0	0	0	0	0	35	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	49.7	-
01:45	8	0	0	1	7	0	0	0	0	0	0	0	40.6	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	38.1	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	34.8	-
02:30	2	0	0	0	1	1	0	0	0	0	0	0	33.3	-
02:45	4	0	0	2	2	0	0	0	0	0	0	0	36.3	-
03:00	2	0	0	2	0	0	0	0	0	0	0	0	38.4	-
03:15	3	0	0	1	2	0	0	0	0	0	0	0	32.9	-
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	38.3	-
04:00	3	0	0	1	2	0	0	0	0	0	0	0	37.1	-
04:15	5	0	0	5	0	0	0	0	0	0	0	0	36.7	-
04:30	5	0	0	2	3	0	0	0	0	0	0	0	40.2	-
04:45	8	0	1	2	5	0	0	0	0	0	0	0	37.6	-
05:00	6	0	0	3	2	0	0	0	0	0	0	1	35	-
05:15	7	0	0	2	4	0	0	0	0	0	0	1	32.8	-
05:30	5	0	0	0	3	0	0	0	0	0	1	1	32.5	-
05:45	10	0	0	3	6	1	0	0	0	0	0	0	34.2	-
06:00	7	0	0	3	4	0	0	0	0	0	0	0	37.5	-
06:15	10	0	0	5	4	0	0	0	0	0	0	1	35.1	-
06:30	13	0	0	6	6	1	0	0	0	0	0	0	37.7	42.7
06:45	5	0	0	2	3	0	0	0	0	0	0	0	38.1	-
07:00	17	0	0	8	9	0	0	0	0	0	0	0	36.6	43.5
07:15	14	0	0	8	5	0	0	0	0	0	0	1	39.2	49
07:30	14	0	0	6	8	0	0	0	0	0	0	0	37.5	42.6
07:45	12	0	0	5	5	0	0	0	0	0	1	1	36.6	43
08:00	14	0	0	8	5	1	0	0	0	0	0	0	37.8	45.6
08:15	10	0	0	3	5	1	0	0	0	0	0	1	37	-
08:30	16	0	0	6	9	1	0	0	0	0	0	0	34.1	43.2
08:45	19	0	0	10	8	0	0	0	0	0	0	1	36.7	47.5
09:00	18	0	0	12	5	1	0	0	0	0	0	0	38.3	45.5
09:15	23	0	0	11	11	0	0	0	0	0	0	1	36.5	41.8
09:30	26	0	0	17	9	0	0	0	0	0	0	0	35.5	38.9
09:45	35	0	0	17	17	0	0	0	0	0	0	1	37.2	43.3
10:00	22	0	0	12	9	1	0	0	0	0	0	0	38.7	48.1
10:15	45	1	4	18	21	0	0	0	0	0	0	1	37.3	42.8
10:30	42	0	0	27	13	1	0	0	0	0	0	1	36.9	41.5
10:45	42	0	1	22	19	0	0	0	0	0	0	0	37.2	42.1
11:00	45	0	0	22	21	0	0	0	0	0	0	2	37	43.6
11:15	59	0	0	32	26	0	0	0	0	0	1	0	37.3	42.1
11:30	51	0	0	29	19	2	0	0	0	0	0	1	34.6	38.5
11:45	51	0	0	27	22	1	0	0	0	0	0	1	36.9	42.2
12:00	40	0	0	21	18	1	0	0	0	0	0	0	38	43.1
12:15	50	0	0	28	22	0	0	0	0	0	0	0	36.7	42.4
12:30	58	0	2	36	18	0	0	0	0	0	1	1	36.9	44.1
12:45	62	0	0	36	25	0	0	0	0	0	0	1	36	42.8
13:00	44	0	0	21	21	1	0	0	0	0	1	0	35.3	41.3
13:15	57	0	1	28	26	1	0	0	0	0	0	1	37.5	41.2
13:30	56	0	0	31	24	0	0	0	0	0	0	1	36.3	42
13:45	55	1	0	31	22	0	0	0	1	0	0	0	36.3	41.9
14:00	43	0	0	28	13	1	0	0	0	0	1	0	35.4	40.8
14:15	46	0	0	25	20	0	0	0	0	0	0	1	35.9	40.7
14:30	34	0	0	23	8	2	0	0	0	0	0	1	37.6	42.8
14:45	37	0	1	19	16	0	0	0	1	0	0	0	35.3	40
15:00	37	0	0	24	13	0	0	0	0	0	0	0	35.6	38.7
15:15	62	0	0	36	25	0	0	0	0	0	0	1	36	40.4
15:30	49	0	1	24	23	0	0	0	0	0	0	1	36.2	42.8
15:45	52	0	1	25	24	1	0	0	0	0	0	1	35.7	40.2
16:00	33	0	0	17	15	1	0	0	0	0	0	0	36.4	40.6
16:15	33	0	0	17	14	0	0	0	1	0	0	1	36.2	42.4
16:30	42	0	0	17	23	0	0	0	0	0	1	1	34.9	38.8
16:45	33	0	0	14	18	0	0	0	0	0	0	1	34	40.2
17:00	21	0	0	12	8	0	0	1	0	0	0	0	35.5	39.4
17:15	28	0	0	16	9	1	0	0	1	0	1	0	35.8	41.8
17:30	40	0	0	18	19	1	0	0	0	0	0	2	35	38.8
17:45	32	0	0	19	13	0	0	0	0	0	0	0	33.9	36.5
18:00	28	0	0	16	12	0	0	0	0	0	0	0	35.6	42.3
18:15	26	0	0	15	10	0	0	0	0	0	0	1	36.3	42.1
18:30	23	0	0	13	10	0	0	0	0	0	0	0	35.7	40.2
18:45	22	0	0	10	9	0	0	0	0	0	1	2	34.2	38.1
19:00	24	0	0	14	9	0	0	0	0	0	0	1	34.5	39.1
19:15	27	0	0	14	10	0	0	0	1	0	2	0	33.3	38.1
19:30	25	0	0	12	11	1	0	0	0	0	0	1	36.8	42
19:45	24	0	0	17	7	0	0	0	0	0	0	0	36.1	42.2
20:00	19	0	0	12	6	0	0	0	0	0	0	1	35.4	41.6
20:15	22	0	0	13	9	0	0	0	0	0	0	0	36.2	40.4
20:30	17	0	0	9	7	0	0	0	0	0	0	1	35.5	37.8
20:45	16	0	0	9	7	0	0	0	0	0	0	0	34.6	40.1
21:00	10	0	0	5	3	1	0	0	0	0	0	1	33.1	-
21:15	12	0	0	6	6	0	0	0	0	0	0	0	35.9	39.7
21:30	17	0	0	7	8	0	0	0	0	0	1	1	34	40.3
21:45	14	0	0	7	7	0	0	0	0	0	0	0	36.7	42.1
22:00	11	0	0	5	5	0	0	0	0	0	0	1	34.4	38.8
22:15	13	0	0	5	7	0	0	0	0	0	1	0	37.9	47.4
22:30	7	0	0	3	3	0	0	0	0	0	0	1	34.9	-
22:45	13	0	0	11	2	0	0	0	0	0	0	0	42.3	56.7
23:00	6	0	0	4	2	0	0	0	0	0	0	0	36.9	-
23:15	10	0	0	2	8	0	0	0	0	0	0	0	36	-
23:30	9	0	0	6	3	0	0	0	0	0	0	0	33.7	-
23:45	5	0	0	1	4	0	0	0	0	0	0	0	36.4	-
07-19	1718	2	11	920	724	19	0	1	4	0	8	29	36.3	41.2
06-22	1980	2	11	1061	831	22	0	1	5	0	11	36	36.1	41.1
06-00	2054	2	11	1098	865	22	0	1	5	0	12	38	36.2	41.1
00-00	2162	2	12	1139	921	25	1	1	5	0	14	42	36.2	41.0

Date Monday 19/11/2018

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	0	0	0	0	0	0	1	0	32.3	-
00:15	3	0	0	1	2	0	0	0	0	0	0	0	39.5	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	37.3	-
00:45	4	0	0	2	2	0	0	0	0	0	0	0	37.9	-
01:00	6	0	0	3	2	1	0	0	0	0	0	0	35.8	-
01:15	5	0	0	1	3	1	0	0	0	0	0	0	33.2	-
01:30	3	0	0	3	0	0	0	0	0	0	0	0	39.9	-
01:45	1	0	0	0	0	1	0	0	0	0	0	0	33	-
02:00	3	0	0	2	1	0	0	0	0	0	0	0	36.5	-
02:15	6	0	2	2	2	0	0	0	0	0	0	0	31.2	-
02:30	7	0	0	3	3	0	0	0	0	0	1	0	31.5	-
02:45	3	0	0	1	2	0	0	0	0	0	0	0	40.2	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	41.8	-
03:15	4	0	0	2	1	0	0	0	0	0	1	0	32.3	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	9	0	0	5	4	0	0	0	0	0	0	0	37.8	-
04:00	7	0	0	2	3	0	0	0	0	0	2	0	33.9	-
04:15	17	0	1	9	6	0	0	0	0	0	1	0	35.8	41.9
04:30	17	0	0	11	5	0	0	0	0	0	1	0	37.3	41.4
04:45	20	0	0	9	10	0	0	0	0	0	0	1	36.5	40.2
05:00	35	0	1	17	17	0	0	0	0	0	0	0	35.8	40
05:15	27	0	0	14	10	1	0	0	1	0	0	1	35.7	43.5
05:30	43	0	1	14	26	0	0	0	1	0	1	0	37.3	44.8
05:45	61	0	1	23	27	7	2	0	0	0	0	1	35.8	40.4
06:00	53	0	0	27	19	1	0	1	1	0	3	1	34.6	38.3
06:15	52	0	0	22	27	1	1	0	0	0	0	1	34.8	40.2
06:30	73	0	0	37	27	2	2	0	0	0	5	0	33.8	39.3
06:45	79	0	2	36	35	2	0	0	0	0	2	2	32.3	37.9
07:00	83	0	1	32	41	0	0	0	2	0	5	2	34	39.1
07:15	107	0	1	46	41	5	0	0	4	0	8	2	33.5	38
07:30	118	0	0	59	46	7	1	0	0	0	4	1	32.4	37.6
07:45	103	0	3	47	41	3	1	0	0	0	6	2	33.8	38.1
08:00	104	0	0	45	52	4	0	1	0	0	2	0	34.8	39.1
08:15	117	0	1	48	54	1	0	0	4	0	7	2	32.2	37.6
08:30	112	0	1	60	38	7	0	0	1	0	5	0	32.5	36.5
08:45	91	0	0	39	44	4	2	0	0	0	0	2	33.7	38.4
09:00	114	0	1	41	53	7	1	0	2	0	8	1	31.5	36
09:15	92	0	0	32	41	5	1	0	2	0	9	2	30.3	34.3
09:30	83	0	0	33	37	5	0	0	1	0	5	2	31.4	34.9
09:45	60	0	0	16	25	11	1	0	1	0	5	1	31.1	35.7
10:00	64	0	0	22	30	4	1	0	1	0	4	2	31.6	36.7
10:15	52	0	0	12	21	2	0	1	1	0	13	2	30.9	36.6
10:30	48	0	0	13	19	3	1	1	5	0	5	1	32.2	39.3
10:45	64	0	0	19	28	7	0	1	0	0	7	2	32.6	37.8
11:00	57	0	0	16	31	3	0	0	0	0	6	1	31.7	37.4
11:15	50	0	0	19	15	5	0	0	0	0	10	1	32.7	37.4
11:30	59	0	0	20	19	10	1	0	2	0	5	2	31.5	36.7
11:45	51	0	0	20	21	3	1	0	1	0	4	1	34	41.4
12:00	58	0	0	24	21	2	1	3	2	0	3	2	31.1	35.5
12:15	51	0	0	17	15	3	1	3	2	0	9	1	31.5	37
12:30	50	0	0	16	20	5	3	0	0	0	5	1	31.1	35.8
12:45	50	0	0	21	17	0	3	0	1	0	6	2	30.8	34.7
13:00	62	0	0	25	20	7	1	0	2	0	5	2	31.1	35.8
13:15	53	0	0	18	22	3	0	0	2	0	7	1	32.2	37.6
13:30	63	0	0	19	27	7	3	0	0	0	4	3	30.6	36.4
13:45	60	0	0	24	26	2	1	1	0	0	3	3	31.1	35.6
14:00	63	0	0	19	23	6	3	1	1	0	7	3	29.4	36
14:15	68	0	0	26	24	5	1	0	2	0	8	2	31.5	34.7
14:30	63	0	0	20	22	10	3	2	1	0	3	2	31.4	38.1
14:45	48	0	1	19	12	7	0	1	0	0	6	2	31.5	36.3
15:00	47	0	0	10	19	4	2	0	3	0	8	1	31	35.2
15:15	48	0	0	18	21	3	0	0	1	0	4	1	33.4	38.4
15:30	66	0	0	20	23	10	1	0	3	0	9	0	30.7	35.8
15:45	74	0	0	33	19	9	0	2	1	0	7	3	30.7	35.2
16:00	74	0	1	24	33	9	1	0	2	0	3	1	30.8	36.4
16:15	57	0	0	17	24	5	2	0	2	0	6	1	31	36.2
16:30	81	0	1	43	27	2	0	0	1	0	6	1	28.4	34.8
16:45	50	0	1	24	18	3	1	0	1	0	1	1	32.6	37.5
17:00	65	0	0	35	19	2	0	0	0	0	6	3	30.3	33.8
17:15	60	0	0	31	22	3	1	0	1	0	2	0	32.7	38.7
17:30	42	0	0	24	16	0	0	0	1	0	0	1	33.4	39.4
17:45	42	0	2	23	13	1	0	0	0	0	1	2	33.3	39.3
18:00	47	0	0	29	16	0	0	0	0	0	2	0	34.7	39.1
18:15	51	0	2	25	15	4	0	0	1	0	3	1	32.5	35.7
18:30	54	0	0	28	22	2	0	0	1	0	1	0	33	37.5
18:45	53	0	1	27	21	0	0	0	0	0	3	1	33.4	39.1
19:00	26	0	0	14	10	0	0	0	0	0	1	1	34.2	40.1
19:15	28	0	0	10	16	0	1	0	0	0	1	0	34.1	37.6
19:30	30	0	0	15	10	1	0	0	1	0	3	0	34.7	36.7
19:45	36	0	0	20	14	1	0	0	0	0	0	1	35	40.4
20:00	18	0	0	8	8	0	0	0	0	0	1	1	35.7	42
20:15	28	0	0	14	10	2	0	0	0	0	2	0	33.4	37
20:30	20	0	0	9	9	0	0	0	0	0	1	1	35	46
20:45	15	0	0	7	6	0	0	0	0	0	0	2	34.4	42.3
21:00	11	0	0	4	5	0	0	0	0	0	1	1	28.6	34.3
21:15	16	0	0	8	8	0	0	0	0	0	0	0	34.1	38.3
21:30	18	0	0	10	7	0	0	0	0	0	0	1	34.6	39.6
21:45	10	0	0	5	4	0	0	0	0	0	0	1	35.6	-
22:00	13	0	0	8	4	0	0	0	0	0	0	1	34.1	37.2
22:15	13	0	0	7	6	0	0	0	0	0	0	0	35.9	39.1
22:30	6	0	0	3	2	0	0	0	1	0	0	0	35.7	-
22:45	15	0	0	7	6	0	0	0	0	0	1	1	33.5	38.2
23:00	3	0	0	0	0	0	0	0	1	0	1	1	28.3	-
23:15	6	0	0	2	3	0	0	0	0	0	1	0	36	-
23:30	6	0	0	2	2	1	0	0	0	0	1	0	31.5	-
23:45	7	0	0	3	3	1	0	0	0	0	0	0	33.9	-
07-19	3229	0	17	1298	1274	210	39	17	58	0	246	70	31.9	36.8
06-22	3742	0	19	1544	1489	220	43	18	60	0	266	83	32.3	37.3
06-00	3811	0	19	1576	1515	222	43	18	62	0	270	86	32.3	37.3
00-00	4099	0	25	1705	1642	233	45	18	64	0	278	89	32.5	37.5

Date Tuesday 20/11/2018

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	5	0	0	2	2	1	0	0	0	0	0	0	30.9	-
00:15	2	0	0	1	1	0	0	0	0	0	0	0	30.7	-
00:30	4	0	0	4	0	0	0	0	0	0	0	0	38.9	-
00:45	2	0	0	2	0	0	0	0	0	0	0	0	34.7	-
01:00	4	0	1	2	0	1	0	0	0	0	0	0	34.5	-
01:15	6	0	0	4	1	1	0	0	0	0	0	0	33.7	-
01:30	3	0	0	2	0	1	0	0	0	0	0	0	38.1	-
01:45	1	0	0	0	1	0	0	0	0	0	0	0	30.9	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	33	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	32.7	-
02:30	5	0	0	1	4	0	0	0	0	0	0	0	35.1	-
02:45	3	0	1	2	0	0	0	0	0	0	0	0	30.4	-
03:00	3	0	0	0	3	0	0	0	0	0	0	0	37	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	40.4	-
03:30	3	0	0	0	3	0	0	0	0	0	0	0	33.6	-
03:45	6	0	0	3	2	1	0	0	0	0	0	0	35.4	-
04:00	8	0	0	4	3	1	0	0	0	0	0	0	36.7	-
04:15	13	0	0	9	4	0	0	0	0	0	0	0	37.1	48.3
04:30	20	0	0	11	7	0	1	0	0	0	1	0	36.4	42.2
04:45	20	0	0	10	9	1	0	0	0	0	0	0	36.5	45.2
05:00	25	0	1	11	12	0	0	0	0	0	0	1	36	40
05:15	27	0	0	15	8	0	0	0	0	0	3	1	34.7	40.8
05:30	45	0	0	19	24	0	0	0	0	0	2	0	35.4	39
05:45	49	0	3	25	16	1	0	1	1	0	0	2	35.3	41.8
06:00	62	0	1	24	29	2	1	0	0	0	4	1	34.4	40.7
06:15	41	0	0	17	20	2	0	0	2	0	0	0	37	43.4
06:30	77	0	0	29	37	2	0	0	0	0	7	2	32.3	37.7
06:45	81	0	1	38	36	2	0	0	1	0	1	2	35	39.9
07:00	98	0	1	44	44	1	0	1	1	0	5	1	32.9	36.4
07:15	92	0	1	40	37	5	1	0	0	0	7	1	33.1	38
07:30	103	0	1	45	43	6	0	0	0	0	6	2	32.4	36.5
07:45	107	0	2	49	44	2	1	0	1	0	6	2	31	37.1
08:00	110	0	0	49	48	3	0	0	3	0	5	2	31.8	37.3
08:15	114	0	0	58	44	6	1	0	0	0	3	2	29.6	34.7
08:30	128	0	2	61	49	6	3	1	2	0	4	0	30.9	34.3
08:45	105	0	0	40	48	3	2	3	0	0	9	0	30.2	34.2
09:00	108	0	0	55	38	5	1	0	1	0	5	3	29.8	34.1
09:15	83	0	0	36	38	2	1	1	1	0	3	1	30.1	36.2
09:30	91	0	1	40	34	3	2	0	2	0	8	1	29.3	33.6
09:45	81	0	0	35	34	4	0	0	1	0	4	3	29.9	34.8
10:00	64	0	0	28	24	3	1	1	2	0	4	1	31.5	35.5
10:15	64	0	0	26	28	3	0	1	1	0	4	1	29.9	36.6
10:30	73	0	2	25	28	10	0	0	1	0	6	1	30.7	34.5
10:45	80	0	0	22	32	11	2	0	1	0	10	2	28.5	34
11:00	74	0	0	32	29	2	2	1	0	0	8	0	28.9	33.9
11:15	43	0	0	15	18	2	0	0	1	0	5	2	31.3	38.1
11:30	63	0	0	28	25	5	0	0	0	0	4	1	30.2	34.7
11:45	70	0	0	33	17	5	1	0	6	0	5	3	29.9	34.8
12:00	61	0	0	25	27	2	0	1	1	0	4	1	29	34.1
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	1812	0	10	786	729	89	18	10	25	0	115	30	30.6	35.3
06-22	2073	0	12	894	851	97	19	10	28	0	127	35	31.1	36.1
06-00	2073	0	12	894	851	97	19	10	28	0	127	35	31.1	36.1
00-00	2330	0	18	1023	952	105	20	11	29	0	133	39	31.6	36.9

Date Wednesday 21/11/2018

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 Thursday 22/11/2018

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	Friday	23/11/2018												
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 Saturday 24/11/2018

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 25/11/2018

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: WSP
Project Number: ID04231
Junction Number: Site 6
Flow from: Unnamed Road (N) to: A2260 Ebbsfleet Gateway (S)

Date Monday 05/11/2018

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	6	0	0	3	3	0	0	0	0	0	0	0	16.2	-
12:45	66	0	0	24	25	4	2	0	1	0	8	2	30	33.7
13:00	74	0	2	24	36	5	2	0	1	0	3	1	30.2	35.3
13:15	77	0	0	28	29	9	1	0	1	0	7	2	31.3	39.2
13:30	74	0	0	34	28	5	2	0	0	0	4	1	29	36.1
13:45	57	0	1	18	21	7	0	0	1	0	7	2	28.5	33.6
14:00	84	0	0	32	35	6	0	0	1	0	8	2	30.7	35.5
14:15	71	0	0	29	33	3	1	0	1	0	3	1	32.9	35.8
14:30	93	0	0	35	40	6	2	1	1	0	7	1	28.8	34.5
14:45	79	0	0	28	42	3	1	0	0	0	4	1	30.8	38
15:00	99	0	0	55	37	4	0	0	0	0	2	1	32	38.5
15:15	115	0	1	55	47	8	1	0	0	0	2	1	29.7	35.1
15:30	89	0	1	37	37	5	0	0	2	0	4	3	26.6	35.7
15:45	72	0	2	18	47	1	0	0	0	0	4	0	30.1	38.1
16:00	107	0	0	44	58	2	1	0	0	0	0	2	32.3	36.8
16:15	110	0	0	53	48	4	0	0	1	0	2	2	31.5	35.6
16:30	129	0	1	61	65	0	0	0	0	0	2	0	32.2	36.6
16:45	140	0	4	63	64	3	0	0	1	0	3	2	27.7	34.8
17:00	150	0	0	64	73	7	1	0	0	0	3	2	26.9	32.1
17:15	95	0	0	40	53	1	0	0	0	0	0	1	32.7	38.1
17:30	125	0	0	50	71	2	0	0	0	0	0	2	30.2	35.5
17:45	93	0	0	48	41	2	1	0	0	0	1	0	30.8	36.7
18:00	118	0	0	49	65	2	0	0	0	0	0	2	32	36.9
18:15	70	0	0	30	38	0	0	0	0	0	0	2	32.9	37.8
18:30	78	0	1	35	39	1	0	0	0	0	0	2	33.1	37.4
18:45	50	0	0	23	26	1	0	0	0	0	0	0	34.5	38.9
19:00	44	0	1	24	16	0	0	0	2	0	0	1	31.9	36.8
19:15	37	0	0	12	24	0	0	0	0	0	0	1	34.8	39.4
19:30	30	0	1	15	11	2	0	0	0	0	0	1	34.2	39.6
19:45	32	0	0	15	17	0	0	0	0	0	0	0	34.8	38.3
20:00	32	0	0	19	11	0	0	0	0	0	1	1	34.2	38.7
20:15	22	0	1	10	10	0	0	0	0	0	0	1	32.8	38.2
20:30	21	0	0	6	14	0	0	0	0	0	0	1	34.4	38.7
20:45	13	0	0	5	6	1	0	0	0	0	0	1	33.7	44.2
21:00	19	0	0	7	11	1	0	0	0	0	0	0	35.1	39
21:15	12	0	0	4	8	0	0	0	0	0	0	0	32.6	39.4
21:30	15	0	0	8	6	0	0	0	0	0	0	1	34.5	40.4
21:45	24	0	0	13	11	0	0	0	0	0	0	0	34.8	42.5
22:00	25	0	0	13	12	0	0	0	0	0	0	0	34.2	38.4
22:15	12	0	1	5	6	0	0	0	0	0	0	0	38.1	43.7
22:30	12	0	0	7	5	0	0	0	0	0	0	0	35.3	37.5
22:45	7	0	0	3	4	0	0	0	0	0	0	0	32.7	-
23:00	12	0	0	6	6	0	0	0	0	0	0	0	35.9	40.5
23:15	7	0	0	3	3	0	0	0	0	0	0	1	35.7	-
23:30	7	0	0	2	5	0	0	0	0	0	0	0	34.5	-
23:45	2	0	0	0	1	0	0	0	0	0	0	1	26.3	-
07-19	2321	0	13	980	1101	91	15	1	11	0	74	35	30.5	36.1
06-22	2622	0	16	1118	1246	95	15	1	13	0	75	43	30.9	36.5
06-00	2706	0	17	1157	1288	95	15	1	13	0	75	45	31.0	36.7
00-00	2706	0	17	1157	1288	95	15	1	13	0	75	45	31.0	36.7

Date Tuesday 06/11/2018

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	8	0	0	3	5	0	0	0	0	0	0	0	35	-
00:15	5	0	0	3	2	0	0	0	0	0	0	0	31.3	-
00:30	5	0	0	2	2	0	0	0	0	0	0	1	34.9	-
00:45	7	0	0	4	3	0	0	0	0	0	0	0	38.4	-
01:00	2	0	0	0	1	1	0	0	0	0	0	0	32.2	-
01:15	5	0	0	0	3	0	0	0	0	0	2	0	33.1	-
01:30	9	0	0	8	0	0	0	0	0	0	1	0	28.4	-
01:45	1	0	0	0	1	0	0	0	0	0	0	0	39	-
02:00	3	0	0	1	1	0	0	0	0	0	1	0	34.4	-
02:15	2	0	0	0	1	0	0	0	0	0	1	0	25	-
02:30	2	0	0	2	0	0	0	0	0	0	0	0	33.5	-
02:45	2	0	0	1	1	0	0	0	0	0	0	0	28.5	-
03:00	7	0	0	5	2	0	0	0	0	0	0	0	28	-
03:15	6	0	0	1	4	1	0	0	0	0	0	0	37.7	-
03:30	4	0	0	1	2	0	0	0	0	0	1	0	30.2	-
03:45	10	0	0	8	2	0	0	0	0	0	0	0	32.8	-
04:00	21	0	0	15	3	0	0	0	0	0	3	0	31.6	34.3
04:15	17	0	0	14	2	0	0	0	0	0	1	0	30.4	32.4
04:30	24	0	0	19	4	1	0	0	0	0	0	0	35.1	38
04:45	17	0	0	8	4	0	0	0	0	0	4	1	28.9	35.1
05:00	34	0	0	22	8	1	0	0	0	0	3	0	30.9	34.1
05:15	37	0	0	25	6	3	0	0	0	0	3	0	31.6	38.9
05:30	36	0	0	17	13	1	0	0	1	0	4	0	31.1	37.8
05:45	50	0	0	38	11	1	0	0	0	0	0	0	32.9	37.8
06:00	54	0	0	33	19	1	0	0	0	0	1	0	30.8	34.3
06:15	41	0	0	28	8	4	0	0	1	0	0	0	31.8	36.4
06:30	54	0	0	28	18	4	1	0	1	0	1	1	28.2	34.2
06:45	70	0	2	46	9	5	2	0	1	0	4	1	27.8	33.9
07:00	66	0	1	44	13	3	0	1	0	0	3	1	29.5	34.4
07:15	67	0	1	39	21	3	0	0	1	0	2	0	29.8	34.5
07:30	66	0	2	41	15	3	1	0	0	0	3	1	31	35.8
07:45	56	0	1	24	21	3	0	0	3	0	3	1	29.9	34.3
08:00	91	0	2	53	28	4	0	0	1	0	3	0	28.5	36
08:15	84	0	0	45	30	4	0	0	1	0	2	2	26.5	31.2
08:30	69	1	0	40	22	6	0	0	0	0	0	0	30.8	35.1
08:45	58	0	0	30	16	6	0	0	1	0	4	1	28.9	34.1
09:00	74	0	1	37	26	5	1	0	0	0	2	2	28.3	34.5
09:15	72	0	0	34	26	1	2	1	1	0	6	1	27.6	34.5
09:30	64	0	2	21	27	8	0	0	0	0	3	3	28.8	34.7
09:45	79	0	1	32	33	6	1	0	1	0	4	1	29.3	35.1
10:00	64	1	1	26	23	4	4	0	0	0	3	2	29.4	36.4
10:15	76	0	0	36	22	6	1	1	0	0	7	3	27.9	35.3
10:30	50	0	2	16	28	1	0	0	1	0	1	1	30.4	35.5
10:45	74	0	0	37	25	4	0	0	0	0	7	1	28.4	32.6
11:00	55	0	0	26	19	6	0	2	0	0	1	1	29.5	36.2
11:15	54	0	0	23	19	3	2	0	1	0	4	2	30.4	36.4
11:30	72	0	0	32	24	6	0	0	1	0	6	3	27.4	32.5
11:45	83	0	1	37	29	5	1	0	2	0	7	1	29.9	35.7
12:00	61	0	0	20	25	8	0	0	0	0	6	2	32.5	36
12:15	75	0	0	21	38	5	0	0	1	0	8	2	29.4	35.6
12:30	75	0	0	32	27	3	0	0	1	0	10	2	28.9	32.9
12:45	73	0	0	28	28	4	1	1	1	0	7	3	29.6	36.4
13:00	81	0	1	42	28	1	1	0	0	0	7	1	25.2	32.3
13:15	60	0	0	24	24	6	0	1	0	0	3	2	31.1	36.4
13:30	68	0	0	31	27	4	2	1	0	0	2	1	31.4	36.6
13:45	61	0	0	25	25	5	1	0	0	0	3	2	31.4	36
14:00	72	0	1	22	30	10	1	0	2	0	5	1	31.8	37.5
14:15	79	0	1	39	30	6	0	1	1	0	1	0	31.4	35.3
14:30	115	0	0	57	44	8	1	0	1	0	1	3	29.6	33.9
14:45	106	0	0	44	44	6	3	0	1	0	7	1	29.6	35.3
15:00	110	0	2	48	48	3	3	0	1	0	3	2	24.5	32.2
15:15	84	0	0	34	40	5	0	0	0	0	4	1	32	36.9
15:30	91	0	0	43	42	1	0	0	0	0	3	2	35	37.4
15:45	89	0	2	26	51	4	1	0	2	0	2	1	31.7	36.9
16:00	142	0	2	71	65	4	0	0	0	0	0	0	29.5	34.6
16:15	92	0	0	20	58	9	0	1	0	0	2	2	32	38.4
16:30	121	0	0	48	65	4	0	0	0	0	1	3	31.5	36.3
16:45	112	0	0	39	66	4	0	0	1	0	0	2	32.2	36.4
17:00	152	0	3	59	87	2	0	0	0	0	0	1	30.1	34.6
17:15	127	0	0	46	73	2	1	0	1	0	1	3	25.9	33.8
17:30	134	0	0	42	87	3	0	0	0	0	1	1	29.2	34.9
17:45	130	0	1	50	70	2	1	0	1	0	4	1	27.9	32.7
18:00	103	1	0	41	60	0	0	0	0	0	0	1	32.3	37.7
18:15	78	0	1	36	38	1	0	0	0	0	0	2	31.2	36
18:30	80	0	1	25	50	1	0	0	0	0	0	3	31.8	36.1
18:45	58	0	2	17	37	1	0	0	0	0	0	1	32.7	38.9
19:00	41	0	0	20	19	1	0	0	0	0	0	1	34.8	39.1
19:15	33	0	0	16	16	0	0	0	0	0	0	1	33.8	37.9
19:30	39	1	0	21	15	1	0	0	0	0	0	1	32.5	39.4
19:45	40	0	1	22	14	2	0	0	0	0	1	0	31.6	36.2
20:00	32	0	0	18	13	0	0	0	0	0	0	1	35.3	40.3
20:15	27	0	1	7	19	0	0	0	0	0	0	0	35.1	39.8
20:30	31	0	0	13	17	0	0	0	0	0	0	1	34.8	40.7
20:45	25	0	0	8	15	0	0	1	0	0	0	1	35	40
21:00	17	0	0	7	10	0	0	0	0	0	0	0	36.3	40.3
21:15	17	0	0	7	9	0	0	0	0	0	0	1	34.6	42.6
21:30	11	0	1	3	6	1	0	0	0	0	0	0	36.2	40.3
21:45	22	0	0	11	11	0	0	0	0	0	0	0	33.8	37.7
22:00	18	0	0	10	7	0	0	0	0	0	0	1	32	40.1
22:15	14	0	0	8	5	1	0	0	0	0	0	0	34.5	40.3
22:30	18	0	0	8	10	0	0	0	0	0	0	0	35	38.4
22:45	14	0	0	4	9	0	0	0	0	0	0	1	36	40.2
23:00	11	0	0	2	9	0	0	0	0	0	0	0	33.9	40.9
23:15	5	0	0	4	1	0	0	0	0	0	0	0	36.2	-
23:30	8	0	0	4	3	0	0	0	0	0	0	1	30.4	-
23:45	10	0	0	4	6	0	0	0	0	0	0	0	34.5	-
07-19	4003	3	32	1703	1774	199	29	10	28	0	152	73	29.8	35.3
06-22	4557	4	37	1991	1992	218	32	11	31	0	159	82	30.1	35.8
06-00	4655	4	37	2035	2042	219	32	11	31	0	159	85	30.2	35.8
00-00	4969	4	37	2232	2123	228	32	11	32	0	183	87	30.3	36.0

Date Wednesday 07/11/2018

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	2	0	0	0	0	0	0	0	32.3	-
00:15	3	0	0	0	3	0	0	0	0	0	0	0	35.8	-
00:30	14	0	0	4	9	0	0	0	0	0	0	1	36	47.1
00:45	9	0	0	5	3	0	0	0	0	0	1	0	34.7	-
01:00	6	0	0	2	2	0	0	0	0	0	2	0	32.2	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	0	1	0	0	0	0	0	0	23.8	-
01:45	10	0	0	6	4	0	0	0	0	0	0	0	34.8	-
02:00	6	0	0	3	1	0	0	0	0	0	2	0	31.7	-
02:15	2	0	0	1	1	0	0	0	0	0	0	0	30.3	-
02:30	4	0	0	4	0	0	0	0	0	0	0	0	29.7	-
02:45	7	0	0	4	3	0	0	0	0	0	0	0	28.8	-
03:00	10	0	0	6	4	0	0	0	0	0	0	0	30.3	-
03:15	7	0	0	4	1	0	0	0	0	0	2	0	33.6	-
03:30	2	0	0	1	1	0	0	0	0	0	0	0	37.2	-
03:45	7	0	0	2	3	0	0	0	0	0	2	0	33.9	-
04:00	11	0	0	6	2	0	0	0	0	0	3	0	29.9	35.6
04:15	23	0	0	21	1	0	0	0	0	0	1	0	32.6	36.5
04:30	9	0	0	5	4	0	0	0	0	0	0	0	35.4	-
04:45	45	0	0	39	3	0	1	0	0	0	1	1	28.2	29.6
05:00	30	0	0	23	5	1	0	0	0	0	1	0	32.6	36.7
05:15	26	0	0	16	8	2	0	0	0	0	0	0	30.3	34.4
05:30	26	0	0	12	7	4	0	0	0	0	2	1	31.2	36.7
05:45	35	0	0	10	20	2	0	0	0	0	3	0	31.9	36.4
06:00	49	0	0	28	12	2	0	0	1	0	4	2	30.4	34.3
06:15	51	0	0	37	6	7	0	0	1	0	0	0	29.8	32.9
06:30	79	0	0	49	20	6	0	0	0	0	2	2	25.3	30.1
06:45	65	0	1	37	14	6	0	0	3	0	2	2	30	34.8
07:00	60	0	1	36	16	2	0	1	1	0	3	0	28.7	31.4
07:15	53	0	3	19	22	4	0	0	0	0	2	3	28.7	33.6
07:30	56	0	1	30	18	3	2	0	0	0	1	1	27.7	34.6
07:45	88	0	0	55	27	3	0	0	0	0	2	1	27.9	32.7
08:00	98	0	0	50	37	5	0	0	2	0	4	0	24.8	31.5
08:15	104	0	2	46	42	5	2	0	2	0	2	3	27.1	30.6
08:30	54	0	1	28	20	2	1	0	0	0	2	0	31.8	35.9
08:45	79	0	0	43	33	1	1	0	1	0	0	0	25.8	30.5
09:00	79	1	0	46	22	5	1	0	0	0	2	2	25.1	31.2
09:15	57	0	0	42	11	3	1	0	0	0	0	0	29.8	35.3
09:30	82	0	0	45	30	4	0	0	0	0	3	0	28.9	36.3
09:45	69	0	1	35	29	1	0	0	0	0	2	1	29.1	35.9
10:00	79	0	0	34	29	6	1	1	1	0	5	2	29.7	35.9
10:15	72	0	0	37	20	7	1	0	0	0	5	2	28.5	35
10:30	56	0	1	25	19	3	1	0	0	0	4	3	25.6	32.3
10:45	62	0	1	29	21	6	0	1	0	0	3	1	31.9	36.9
11:00	60	0	0	29	21	4	2	0	0	0	2	2	27.7	34
11:15	72	0	0	42	28	1	0	0	0	0	1	0	29.7	34.5
11:30	73	0	0	28	32	4	1	0	2	0	6	0	28.8	36
11:45	96	0	0	56	30	4	0	0	1	0	3	2	27.2	34
12:00	70	0	0	34	29	2	0	0	0	0	4	1	30.8	36
12:15	87	0	0	43	33	3	0	1	1	0	5	1	27	34.3
12:30	80	0	0	43	32	2	0	0	1	0	2	0	31.3	34.7
12:45	90	0	0	55	24	2	1	0	0	0	6	2	26.2	32.2
13:00	80	0	0	41	30	2	1	0	0	0	3	3	28.1	33.8
13:15	84	0	0	42	34	4	1	0	0	0	2	1	30	36.3
13:30	76	0	0	32	34	0	0	0	2	0	7	1	31.1	35.7
13:45	73	0	1	33	27	6	2	0	1	0	2	1	29.2	36.8
14:00	80	0	0	35	41	1	0	0	0	0	2	1	31.6	36.8
14:15	95	0	0	49	33	7	1	0	0	0	4	1	27.4	33
14:30	70	0	3	32	32	1	0	0	0	0	1	1	28.5	35
14:45	67	0	0	27	35	2	0	0	0	0	2	1	31.5	36.6
15:00	119	0	1	60	45	6	1	1	0	0	3	2	27.4	35.1
15:15	106	0	1	49	52	2	0	0	1	0	1	0	26.8	35.3
15:30	106	0	0	50	46	4	2	0	1	0	1	2	26	32.9
15:45	104	0	1	54	44	2	0	0	1	0	2	0	28.4	34.1
16:00	123	0	0	50	63	8	0	0	0	0	0	2	29.6	34.8
16:15	102	0	1	41	53	4	0	0	0	0	2	1	30.1	35.6
16:30	131	0	1	52	74	1	0	0	0	0	2	1	28.4	33.9
16:45	119	0	3	54	57	3	0	0	0	0	0	2	30.5	34.3
17:00	126	0	1	62	61	1	0	0	0	0	1	0	29	32.9
17:15	141	0	0	69	71	0	0	0	1	0	0	0	24.9	33.5
17:30	121	0	0	60	58	2	0	0	0	0	1	0	28.9	33.9
17:45	74	0	0	35	38	0	1	0	0	0	0	0	31.6	35.9
18:00	110	0	2	57	47	1	1	1	0	0	0	1	30.5	37
18:15	84	0	0	42	39	1	0	0	0	0	1	1	30.4	35
18:30	81	0	2	33	44	0	0	0	1	0	0	1	30.6	36.3
18:45	70	0	0	23	43	3	0	0	1	0	0	0	31.5	35.3
19:00	48	0	0	26	21	0	0	0	0	0	0	1	34.5	39
19:15	49	0	0	27	22	0	0	0	0	0	0	0	33.4	37.9
19:30	42	1	0	26	15	0	0	0	0	0	0	0	34	38.3
19:45	31	0	0	18	11	1	0	0	0	0	0	1	34.8	38.4
20:00	31	0	0	9	19	2	0	0	1	0	0	0	33.3	36.3
20:15	27	0	1	9	17	0	0	0	0	0	0	0	36.3	40.6
20:30	24	0	1	18	5	0	0	0	0	0	0	0	33	37.7
20:45	21	0	0	14	7	0	0	0	0	0	0	0	36.7	41.3
21:00	26	0	0	14	11	0	0	0	0	0	0	1	33.7	39
21:15	16	0	0	5	9	1	0	0	0	0	1	0	33.8	37.7
21:30	15	0	1	6	8	0	0	0	0	0	0	0	36.7	43
21:45	19	0	0	8	11	0	0	0	0	0	0	0	34.1	39.4
22:00	23	0	0	14	8	1	0	0	0	0	0	0	34	40.8
22:15	14	0	0	11	3	0	0	0	0	0	0	0	32.8	36.4
22:30	11	0	0	4	6	0	0	0	0	0	0	1	34.7	39.2
22:45	16	0	0	6	8	1	0	0	0	0	0	1	34	41.7
23:00	9	0	0	2	7	0	0	0	0	0	0	0	35.1	-
23:15	9	0	0	4	4	0	0	0	0	0	0	1	35.4	-
23:30	18	0	0	11	7	0	0	0	0	0	0	0	36	42.6
23:45	4	0	0	3	1	0	0	0	0	0	0	0	42.1	-
07-19	4118	1	28	2012	1726	143	25	6	21	0	106	50	28.6	34.6
06-22	4711	2	32	2343	1934	168	25	6	27	0	115	59	29.1	35.0
06-00	4815	2	32	2398	1978	170	25	6	27	0	115	62	29.2	35.2
00-00	5110	2	32	2572	2065	180	26	6	27	0	135	65	29.3	35.3

Date	Thursday	08/11/2018													
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	10	0	0	8	1	0	0	0	0	0	1	0	32.9	-
00:15	5	0	0	3	2	0	0	0	0	0	0	0	33.2	-
00:30	8	0	0	5	3	0	0	0	0	0	0	0	31.2	-
00:45	7	0	0	6	1	0	0	0	0	0	0	0	35.7	-
01:00	1	0	0	0	0	1	0	0	0	0	0	0	31.3	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	26.8	-
01:30	6	0	0	5	1	0	0	0	0	0	0	0	31.9	-
01:45	9	0	0	6	1	2	0	0	0	0	0	0	35.6	-
02:00	18	0	0	14	3	0	0	0	0	0	1	0	30.2	33
02:15	3	0	0	2	1	0	0	0	0	0	0	0	35.3	-
02:30	4	0	0	3	1	0	0	0	0	0	0	0	34.1	-
02:45	4	0	0	2	2	0	0	0	0	0	0	0	30.8	-
03:00	8	0	0	4	3	0	0	0	0	0	1	0	35.7	-
03:15	4	0	0	4	0	0	0	0	0	0	0	0	34	-
03:30	10	0	0	6	3	0	0	0	0	0	1	0	31.2	-
03:45	4	0	0	1	1	1	0	0	0	0	1	0	35.1	-
04:00	6	0	0	5	1	0	0	0	0	0	0	0	36.7	-
04:15	28	0	0	25	2	0	1	0	0	0	0	0	32.9	35.5
04:30	10	0	0	6	2	0	0	0	0	0	2	0	31	-
04:45	33	0	0	26	2	0	0	0	0	0	4	1	25	25.9
05:00	27	0	0	25	1	1	0	0	0	0	0	0	32.9	40.7
05:15	39	0	0	29	8	1	0	0	0	0	1	0	31.8	35.6
05:30	26	0	0	18	4	0	0	0	1	0	2	1	30.9	33.7
05:45	57	1	1	37	13	2	0	1	1	0	1	0	29.6	35
06:00	65	0	1	44	17	2	0	0	0	0	1	0	31.2	35.3
06:15	56	0	0	43	6	0	1	1	0	0	5	0	31.5	35.9
06:30	65	0	1	52	10	0	0	0	0	0	0	2	30.5	35.1
06:45	91	2	2	67	13	4	0	1	0	0	1	1	30.1	33.8
07:00	77	0	0	55	16	4	0	0	0	0	2	0	30.7	35.7
07:15	93	0	3	67	18	3	1	0	0	0	1	0	28	32.9
07:30	65	0	1	50	10	2	1	0	0	0	1	0	32.2	36.4
07:45	95	0	0	68	20	4	0	0	1	0	1	1	26.9	32.9
08:00	86	0	2	58	23	1	0	0	1	0	1	0	30.2	34.8
08:15	75	0	0	52	20	2	0	0	0	0	0	1	32.3	37.3
08:30	72	0	2	46	15	3	1	0	0	0	3	2	29.9	34.6
08:45	74	0	0	54	16	3	0	0	0	0	1	0	31.5	36.8
09:00	67	1	1	44	16	4	0	1	0	0	0	0	30.7	34.7
09:15	69	0	0	42	20	6	0	1	0	0	0	0	30.3	36.4
09:30	75	0	0	50	15	4	0	1	1	0	3	1	27.6	34.5
09:45	65	0	0	28	30	3	0	0	1	0	1	2	28.9	34.3
10:00	65	0	2	29	25	3	1	0	1	0	1	3	31.7	37.6
10:15	56	0	0	22	25	4	1	1	1	0	2	0	31.2	35.9
10:30	61	0	0	34	14	7	0	0	0	0	6	0	30.9	35.3
10:45	56	0	0	24	22	4	0	0	0	0	3	3	27.6	34.7
11:00	67	0	1	27	27	3	3	0	0	0	4	2	29.9	36.7
11:15	75	0	0	19	42	5	1	0	4	0	3	1	29.4	34.2
11:30	66	0	2	27	28	3	2	1	0	0	3	0	31.3	36.7
11:45	67	0	0	26	26	3	0	0	0	0	11	1	31.2	37
12:00	77	0	1	31	29	6	1	0	0	0	8	1	29.5	35
12:15	61	0	0	15	31	2	0	0	2	0	8	3	28.1	35.4
12:30	58	0	3	19	24	4	1	0	1	0	5	1	30.3	36.7
12:45	78	0	1	28	35	4	2	0	0	0	6	2	29	35.7
13:00	66	0	1	25	29	2	0	2	1	0	5	1	30.9	36.8
13:15	73	0	0	25	34	3	0	0	2	0	7	2	33.2	39.1
13:30	70	0	1	34	23	2	0	1	3	0	6	0	29.9	34.1
13:45	81	0	0	39	33	5	0	0	0	0	3	1	32.5	36.9
14:00	73	0	0	36	26	4	0	0	0	0	5	2	32.5	37.9
14:15	94	0	0	53	33	6	1	0	0	0	0	1	28.7	35.3
14:30	85	0	0	38	39	3	0	0	0	0	4	1	31.8	37.1
14:45	111	1	1	63	33	8	0	0	0	1	2	2	29	34.5
15:00	130	0	1	63	49	7	1	1	3	0	4	1	26.9	32.5
15:15	118	0	1	55	49	7	1	0	0	0	3	2	29.1	35.5
15:30	92	0	0	44	36	5	0	0	1	0	6	0	30.6	37.1
15:45	96	0	0	37	52	5	0	1	0	0	1	0	31.4	37.4
16:00	118	1	3	55	57	2	0	0	0	0	0	0	29.1	36.4
16:15	98	0	0	57	39	2	0	0	0	0	0	0	31	36.2
16:30	107	0	3	41	55	2	0	0	1	0	4	1	29.1	36.3
16:45	117	0	3	51	54	4	0	0	0	0	3	2	30.2	35.8
17:00	162	0	1	74	84	0	0	0	0	0	3	0	28	34.1
17:15	128	0	1	54	68	3	0	0	0	0	0	2	30.6	35.4
17:30	126	0	0	63	58	3	0	0	0	0	1	1	28.4	34.6
17:45	95	0	1	41	53	0	0	0	0	0	0	0	33.1	37
18:00	105	0	1	44	57	2	0	0	1	0	0	0	30.2	36.2
18:15	82	0	2	39	39	2	0	0	0	0	0	0	31	35.2
18:30	64	0	1	33	30	0	0	0	0	0	0	0	35.1	39.6
18:45	52	1	0	19	29	1	0	0	0	0	2	0	31.2	36.1
19:00	43	0	0	28	15	0	0	0	0	0	0	0	31.8	38.7
19:15	44	0	0	18	24	1	0	0	0	0	0	1	34	38.1
19:30	42	0	0	21	20	1	0	0	0	0	0	0	35.1	39.6
19:45	45	0	1	22	21	1	0	0	0	0	0	0	35.8	39.8
20:00	52	0	0	28	23	0	0	0	0	0	1	0	34.6	38.3
20:15	47	0	0	26	19	2	0	0	0	0	0	0	34.4	36.8
20:30	49	0	1	25	22	1	0	0	0	0	0	0	33.4	38
20:45	42	0	0	22	20	0	0	0	0	0	0	0	33.9	38.4
21:00	38	0	0	22	14	0	0	0	0	0	1	1	33.4	37.2
21:15	41	0	0	27	14	0	0	0	0	0	0	0	35.5	38.4
21:30	42	0	1	23	16	1	0	0	0	0	0	1	36.2	40
21:45	28	0	0	18	10	0	0	0	0	0	0	0	33.3	35.9
22:00	17	0	0	11	6	0	0	0	0	0	0	0	32.3	37.6
22:15	17	0	1	13	3	0	0	0	0	0	0	0	34.3	38.3
22:30	16	0	0	9	6	1	0	0	0	0	0	0	36.5	43.8
22:45	21	0	0	12	9	0	0	0	0	0	0	0	34	38.4
23:00	16	0	0	7	9	0	0	0	0	0	0	0	35.1	37
23:15	18	0	0	6	12	0	0	0	0	0	0	0	35.7	40.5
23:30	8	0	0	2	6	0	0	0	0	0	0	0	38.7	-
23:45	2	0	0	2	0	0	0	0	0	0	0	0	30.1	-
07-19	4043	4	40	1998	1606	165	18	10	25	1	133	43	30.1	35.8
06-22	4833	6	47	2484	1870	178	19	12	25	1	142	49	30.6	36.2
06-00	4948	6	48	2546	1921	179	19	12	25	1	142	49	30.7	36.3
00-00	5276	7	49	2786	1978	187	20	13	27	1	157	51	30.7	36.2

Date Friday 09/11/2018

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	1	1	0	0	0	0	0	0	0	26.2	-
00:15	7	0	0	4	3	0	0	0	0	0	0	0	32.8	-
00:30	7	0	0	5	2	0	0	0	0	0	0	0	36.5	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	30.3	-
01:00	6	0	0	5	1	0	0	0	0	0	0	0	36.7	-
01:15	7	0	0	5	2	0	0	0	0	0	0	0	31.7	-
01:30	5	0	0	3	2	0	0	0	0	0	0	0	36.2	-
01:45	4	0	0	2	2	0	0	0	0	0	0	0	41.5	-
02:00	8	0	0	8	0	0	0	0	0	0	0	0	32.8	-
02:15	5	0	0	5	0	0	0	0	0	0	0	0	34.3	-
02:30	8	0	0	7	1	0	0	0	0	0	0	0	41.8	-
02:45	3	0	0	1	2	0	0	0	0	0	0	0	32.3	-
03:00	5	0	0	3	1	0	0	0	0	0	1	0	33.4	-
03:15	5	0	0	4	0	0	0	0	0	0	1	0	33.2	-
03:30	4	0	0	2	1	0	0	0	0	0	1	0	29.3	-
03:45	3	0	0	0	2	0	0	0	0	0	1	0	39.7	-
04:00	20	0	0	17	2	0	0	0	0	0	1	0	32.4	33.2
04:15	14	0	0	12	0	0	0	0	0	0	2	0	29.3	30.4
04:30	23	0	0	21	2	0	0	0	0	0	0	0	24.3	31.9
04:45	33	0	0	27	2	0	0	0	0	0	3	1	31.7	37.7
05:00	24	0	0	17	5	0	0	0	0	0	2	0	33.5	36.9
05:15	39	0	0	30	8	1	0	0	0	0	0	0	33.4	38.1
05:30	38	0	0	30	5	1	0	0	0	0	1	1	32.8	36.6
05:45	33	0	0	19	12	0	0	0	0	0	2	0	32.3	35.8
06:00	52	0	2	32	15	1	0	0	0	0	2	0	33.3	39.8
06:15	62	0	0	43	16	1	0	0	1	0	1	0	29.9	35.7
06:30	53	1	1	36	9	0	2	0	1	0	2	1	27.6	32.3
06:45	61	0	1	41	14	2	0	0	0	0	2	1	29.4	35.9
07:00	67	0	1	46	16	4	0	0	0	0	0	0	30.9	36.4
07:15	82	0	2	65	10	1	0	0	0	0	3	1	29.3	33.8
07:30	76	0	0	55	15	4	0	0	0	0	2	0	27.6	33.3
07:45	68	0	0	42	19	6	0	0	0	0	1	0	31.3	35.5
08:00	79	0	3	44	23	3	1	0	0	0	5	0	29	34.6
08:15	91	0	0	58	28	2	0	0	1	0	2	0	30.2	36.5
08:30	75	0	1	47	19	3	1	0	0	0	3	1	27.9	32
08:45	89	0	1	54	21	4	1	0	0	0	7	1	27.5	30.3
09:00	62	0	0	35	20	1	0	0	1	0	3	2	31.1	35.6
09:15	65	0	0	33	15	9	0	0	1	0	6	1	31.2	36.4
09:30	71	0	0	32	32	2	1	1	1	0	1	1	30.5	34.9
09:45	78	0	0	38	25	3	2	0	0	0	8	2	27.5	35.1
10:00	74	0	0	26	34	8	1	0	0	0	4	1	29.6	35.1
10:15	49	0	0	13	26	6	0	0	0	0	2	2	32.9	38.1
10:30	75	0	0	33	23	6	2	0	2	0	8	1	29.6	35.2
10:45	70	0	0	34	26	5	1	0	1	0	3	0	29.3	36.4
11:00	55	0	0	25	19	3	1	0	1	0	6	0	30.8	36.6
11:15	76	0	4	32	26	7	1	0	0	0	5	1	25.7	32.4
11:30	80	0	1	24	39	7	0	1	0	0	6	2	30.8	36.2
11:45	56	0	0	23	26	2	0	0	0	0	4	1	31.2	35.3
12:00	75	0	0	40	26	3	0	0	0	0	4	2	29.9	35.7
12:15	81	0	1	41	28	5	0	0	1	0	4	1	32.2	37.2
12:30	100	0	0	53	30	4	1	2	3	0	4	3	28.2	33.4
12:45	121	1	0	75	33	4	3	0	1	0	3	1	27.5	33.7
13:00	70	0	1	26	33	4	0	0	0	0	6	0	28.4	35
13:15	72	0	0	28	36	4	0	0	0	0	2	2	30.4	36.5
13:30	63	0	0	25	28	2	2	0	1	0	3	2	31.3	34.7
13:45	69	0	0	23	35	5	0	0	0	0	4	2	32.4	36.9
14:00	84	0	0	43	33	5	1	0	0	0	0	2	30.7	35.2
14:15	77	0	0	38	31	3	0	0	1	0	3	1	27	36.4
14:30	89	0	0	43	32	10	0	0	0	0	3	1	30.5	36.8
14:45	100	0	0	45	45	4	0	0	0	0	5	1	30.6	34.5
15:00	101	0	0	48	46	2	0	0	1	0	4	0	29.5	34.5
15:15	82	0	2	44	31	4	0	0	1	0	0	0	32	36.1
15:30	98	0	0	43	42	3	0	0	2	0	6	2	32	36.8
15:45	101	0	0	50	42	4	0	1	0	0	4	0	29.4	36.7
16:00	102	0	1	50	46	3	0	0	0	0	1	1	32.6	37.9
16:15	110	0	1	42	62	3	0	0	0	0	1	1	30.5	36.7
16:30	112	0	1	38	63	2	0	0	2	0	4	2	30.3	35.3
16:45	152	0	1	74	71	5	0	0	1	0	0	0	29.2	34.1
17:00	116	0	0	51	62	2	0	0	0	0	1	0	31.3	36.8
17:15	145	0	1	64	75	2	0	0	0	0	0	3	30.4	35
17:30	114	0	0	50	62	1	0	0	0	0	1	0	32.6	37.6
17:45	106	0	2	46	56	0	0	0	0	0	2	0	31.2	35.9
18:00	109	0	1	43	58	3	0	0	1	0	1	2	29.7	36.9
18:15	64	0	0	24	37	1	0	0	0	0	1	1	33	38
18:30	65	0	0	33	30	1	0	0	0	0	0	1	34	38.8
18:45	42	0	1	16	23	1	0	0	0	0	0	1	35.5	41.5
19:00	34	0	0	10	21	2	0	0	0	0	0	1	32.7	37
19:15	42	0	1	21	19	1	0	0	0	0	0	0	35	39.2
19:30	45	0	0	21	22	1	0	0	0	0	0	1	33.7	38.3
19:45	38	0	0	21	17	0	0	0	0	0	0	0	32	35.9
20:00	21	0	0	9	11	0	0	0	0	0	0	1	31.9	34.6
20:15	33	0	0	18	15	0	0	0	0	0	0	0	31.9	35.6
20:30	20	0	0	7	11	0	0	0	0	0	0	2	29.8	34.1
20:45	18	0	0	8	10	0	0	0	0	0	0	0	35.3	39.7
21:00	16	0	0	6	9	0	0	0	0	0	0	1	33.8	38.2
21:15	37	0	1	20	16	0	0	0	0	0	0	0	33.1	37
21:30	19	0	0	5	13	0	0	0	0	0	0	1	35.6	41.6
21:45	17	0	0	10	7	0	0	0	0	0	0	0	32.8	35.6
22:00	18	0	1	9	8	0	0	0	0	0	0	0	33.7	37.1
22:15	10	0	1	5	4	0	0	0	0	0	0	0	34.6	-
22:30	13	0	0	6	6	0	0	0	0	0	0	1	32.7	37.1
22:45	16	0	0	9	7	0	0	0	0	0	0	0	33	37.1
23:00	15	0	0	8	7	0	0	0	0	0	0	0	36	39.9
23:15	15	0	0	6	7	0	0	0	0	0	1	1	32.6	36.2
23:30	7	0	0	5	1	0	0	0	0	0	0	1	32.1	-
23:45	15	0	0	8	5	0	0	0	0	0	1	1	31.3	38.1
07-19	4058	1	26	1955	1658	176	19	5	23	0	146	49	30.2	35.8
06-22	4626	2	32	2263	1883	184	21	5	25	0	153	58	30.4	35.9
06-00	4735	2	34	2319	1928	184	21	5	25	0	155	62	30.5	36.0
00-00	5039	2	34	2547	1985	186	21	5	25	0	170	64	30.6	36.0

Date Saturday 10/11/2018

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	8	0	0	4	4	0	0	0	0	0	0	0	32.3	-
00:15	6	0	0	2	4	0	0	0	0	0	0	0	35.1	-
00:30	10	0	0	6	3	0	0	0	0	0	0	1	32.5	-
00:45	8	0	0	1	7	0	0	0	0	0	0	0	35	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	31.8	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	31.1	-
01:30	5	0	0	2	3	0	0	0	0	0	0	0	33.2	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	30.7	-
02:00	5	0	0	4	0	1	0	0	0	0	0	0	31.3	-
02:15	6	0	0	5	1	0	0	0	0	0	0	0	32.8	-
02:30	4	0	0	2	2	0	0	0	0	0	0	0	34.1	-
02:45	3	0	0	1	2	0	0	0	0	0	0	0	32.5	-
03:00	5	0	0	3	1	0	0	0	0	0	1	0	28.3	-
03:15	4	0	0	1	1	0	0	0	1	0	1	0	30.3	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	26.4	-
03:45	6	0	0	4	2	0	0	0	0	0	0	0	32.2	-
04:00	7	0	0	4	3	0	0	0	0	0	0	0	33.5	-
04:15	9	0	0	7	1	0	0	0	0	0	1	0	29	-
04:30	7	0	0	5	2	0	0	0	0	0	0	0	30.8	-
04:45	8	0	0	2	4	0	0	0	0	0	2	0	32.1	-
05:00	4	0	0	1	2	0	0	0	0	0	1	0	29	-
05:15	19	0	0	13	4	1	0	0	0	0	1	0	31	36
05:30	13	0	0	10	2	1	0	0	0	0	0	0	32.2	33.8
05:45	14	0	0	5	6	3	0	0	0	0	0	0	34.2	36.8
06:00	16	0	0	9	5	0	0	0	0	0	1	1	29.9	34.4
06:15	26	0	0	15	5	3	0	0	0	0	2	1	29.3	36.3
06:30	16	0	0	4	8	1	0	0	0	0	2	1	29.5	34.5
06:45	26	0	0	13	10	2	0	0	1	0	0	0	32.9	36.2
07:00	23	0	0	11	11	0	0	0	1	0	0	0	33.9	40.6
07:15	26	0	0	15	8	3	0	0	0	0	0	0	31.9	36.2
07:30	38	0	0	22	14	1	0	0	0	0	0	1	32	35.3
07:45	19	0	0	12	6	1	0	0	0	0	0	0	33.6	36
08:00	28	0	0	8	16	2	0	0	0	0	2	0	30.5	37.1
08:15	25	0	0	15	7	1	0	0	0	0	2	0	32.6	37
08:30	38	0	0	16	20	1	0	0	0	0	0	1	32.2	38.3
08:45	44	0	0	27	16	0	0	0	0	0	0	1	33.4	37.7
09:00	45	0	1	18	20	4	1	0	0	0	1	0	35.2	40.9
09:15	41	0	0	19	19	1	0	0	0	0	1	1	33.4	37.7
09:30	53	0	1	32	19	0	0	0	0	0	1	0	31.8	36.4
09:45	58	0	1	30	24	2	0	0	0	0	1	0	32.7	37
10:00	51	0	0	23	23	3	0	0	0	0	0	2	33.9	38.6
10:15	46	0	0	20	23	2	0	0	0	0	1	0	33.8	37.9
10:30	58	0	0	25	29	2	0	0	0	0	1	1	33.8	37.2
10:45	45	0	0	25	17	2	0	0	0	0	0	1	34.6	39.1
11:00	48	0	0	20	26	0	0	0	0	0	0	2	33	37
11:15	61	0	0	25	33	1	0	1	0	0	0	1	35.8	41.7
11:30	58	0	0	26	23	4	1	0	1	0	1	2	33.5	39.9
11:45	42	0	0	25	14	1	0	0	0	0	0	2	32.9	35.4
12:00	59	0	0	24	29	2	0	1	0	0	1	2	34.5	38.9
12:15	67	0	0	31	34	1	0	0	0	0	0	1	36	40.3
12:30	49	0	1	21	24	1	0	0	0	0	0	2	36.3	39.7
12:45	39	0	0	14	22	0	1	0	0	0	1	1	34.5	38
13:00	57	0	1	21	33	0	0	0	0	0	1	1	36	42
13:15	71	0	1	33	33	3	0	0	0	0	0	1	33.1	37.2
13:30	58	0	0	33	23	0	0	0	0	0	1	1	33.8	38.3
13:45	56	0	0	20	33	0	0	0	0	0	1	2	34.5	38.6
14:00	48	0	1	22	23	0	0	0	0	0	0	2	34.9	39.6
14:15	56	0	1	31	23	0	0	0	0	0	0	1	32.5	38.2
14:30	49	0	0	22	24	2	0	0	0	0	0	1	33.9	39.8
14:45	58	0	0	22	32	1	0	0	1	0	0	2	34.8	38.9
15:00	50	0	0	27	22	0	0	0	0	0	0	1	34.1	38.5
15:15	46	0	0	18	27	1	0	0	0	0	0	0	36.1	39.7
15:30	40	1	0	16	19	2	0	0	0	0	0	2	34.2	39.8
15:45	46	0	0	24	21	0	0	0	0	0	0	1	36	40.2
16:00	44	0	0	23	20	0	0	0	0	0	1	0	35.7	39.8
16:15	55	0	0	23	30	0	0	0	0	0	0	2	35.5	39.8
16:30	42	0	0	19	21	1	0	0	0	0	0	1	34.2	37.5
16:45	82	0	0	43	37	1	0	0	0	0	0	1	31.6	36.8
17:00	315	0	0	179	133	2	0	0	0	0	0	1	18.5	25
17:15	108	0	0	60	42	2	1	0	1	0	1	1	25	34
17:30	80	0	0	36	40	1	0	0	0	0	0	3	34.1	37.7
17:45	66	0	0	33	30	3	0	0	0	0	0	0	32.9	36.6
18:00	56	0	0	35	19	1	0	0	0	0	0	1	33	35.8
18:15	50	0	0	24	25	0	0	0	0	0	0	1	32.8	36.4
18:30	30	0	0	13	15	1	0	0	0	0	0	1	32.5	36.7
18:45	32	0	0	15	17	0	0	0	0	0	0	0	31.2	35.1
19:00	26	0	0	14	10	1	0	0	0	0	0	1	28.2	32.8
19:15	21	0	0	12	7	1	0	0	0	0	1	0	25.8	30.5
19:30	16	0	0	8	7	0	0	0	0	0	0	1	25.4	29.4
19:45	33	0	0	13	19	0	1	0	0	0	0	0	22.3	25.2
20:00	22	0	0	9	13	0	0	0	0	0	0	0	22.5	25.8
20:15	19	1	0	9	9	0	0	0	0	0	0	0	23.3	26.8
20:30	27	0	0	17	9	1	0	0	0	0	0	0	25.3	28.5
20:45	17	0	0	9	6	1	0	0	0	0	0	1	26.9	32.6
21:00	17	0	0	8	9	0	0	0	0	0	0	0	25.9	29.4
21:15	14	0	0	5	8	0	0	0	0	0	0	1	26.8	31.1
21:30	11	0	0	6	5	0	0	0	0	0	0	0	25.5	28.6
21:45	8	0	0	5	3	0	0	0	0	0	0	0	24	-
22:00	13	0	0	10	3	0	0	0	0	0	0	0	27.3	32.2
22:15	11	0	0	9	2	0	0	0	0	0	0	0	27.2	31
22:30	20	0	0	11	8	0	0	0	0	0	0	1	26.6	30.8
22:45	7	0	0	3	3	0	0	0	0	0	1	0	26.3	-
23:00	12	0	0	10	2	0	0	0	0	0	0	0	26.9	33
23:15	10	0	0	7	3	0	0	0	0	0	0	0	29.1	-
23:30	10	0	0	4	6	0	0	0	0	0	0	0	28.6	-
23:45	7	0	0	4	3	0	0	0	0	0	0	0	28.4	-
07-19	2656	1	8	1296	1219	56	4	2	4	0	18	48	31.7	37.8
06-22	2971	2	8	1452	1352	66	5	2	5	0	24	55	31.1	37.5
06-00	3061	2	8	1510	1382	66	5	2	5	0	25	56	31.0	37.5
00-00	3216	2	8	1595	1437	72	5	2	6	0	32	57	31.1	37.4

Date Sunday 11/11/2018

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	8	1	0	4	2	0	0	0	0	0	0	1	27.9	-
00:15	7	0	0	5	2	0	0	0	0	0	0	0	27.4	-
00:30	11	0	0	6	5	0	0	0	0	0	0	0	25.3	28.2
00:45	5	0	0	1	4	0	0	0	0	0	0	0	25.9	-
01:00	7	0	0	4	3	0	0	0	0	0	0	0	25.1	-
01:15	2	0	0	1	1	0	0	0	0	0	0	0	26.8	-
01:30	8	0	0	6	2	0	0	0	0	0	0	0	26.5	-
01:45	3	0	0	1	2	0	0	0	0	0	0	0	23.3	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	28.6	-
02:15	4	0	0	3	1	0	0	0	0	0	0	0	23.9	-
02:30	7	0	0	4	3	0	0	0	0	0	0	0	27	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	30.9	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	33.8	-
03:15	4	0	0	3	1	0	0	0	0	0	0	0	31	-
03:30	4	0	0	4	0	0	0	0	0	0	0	0	30.4	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	5	0	0	4	1	0	0	0	0	0	0	0	28.7	-
04:15	5	0	0	3	2	0	0	0	0	0	0	0	27	-
04:30	4	0	0	4	0	0	0	0	0	0	0	0	24	-
04:45	5	0	0	3	2	0	0	0	0	0	0	0	26.7	-
05:00	3	0	0	0	3	0	0	0	0	0	0	0	30.9	-
05:15	10	0	0	9	1	0	0	0	0	0	0	0	29	-
05:30	5	0	0	2	3	0	0	0	0	0	0	0	27.5	-
05:45	2	0	0	1	1	0	0	0	0	0	0	0	30.6	-
06:00	6	0	0	4	1	1	0	0	0	0	0	0	26.5	-
06:15	17	0	0	11	6	0	0	0	0	0	0	0	26.1	32.7
06:30	8	0	0	5	3	0	0	0	0	0	0	0	30	-
06:45	9	0	0	6	3	0	0	0	0	0	0	0	28.7	-
07:00	12	0	0	10	2	0	0	0	0	0	0	0	31	32.7
07:15	4	0	0	4	0	0	0	0	0	0	0	0	31.8	-
07:30	10	0	0	7	3	0	0	0	0	0	0	0	32	-
07:45	10	0	0	5	3	1	0	0	0	0	0	1	25.7	-
08:00	5	0	0	2	3	0	0	0	0	0	0	0	28.6	-
08:15	6	0	0	6	0	0	0	0	0	0	0	0	20.7	-
08:30	12	0	1	6	5	0	0	0	0	0	0	0	28.4	34.7
08:45	22	0	0	14	8	0	0	0	0	0	0	0	28.4	31.5
09:00	16	0	0	10	5	1	0	0	0	0	0	0	24.3	28.7
09:15	28	0	0	21	3	3	0	0	0	0	0	1	26.2	29.4
09:30	31	0	0	19	12	0	0	0	0	0	0	0	27.4	31.8
09:45	25	0	1	16	8	0	0	0	0	0	0	0	27.8	30.8
10:00	33	0	0	17	14	2	0	0	0	0	0	0	28.4	32.4
10:15	22	0	0	13	7	1	0	0	0	0	0	1	29.2	32.7
10:30	29	0	0	20	9	0	0	0	0	0	0	0	31.2	37.6
10:45	35	1	0	20	13	0	0	0	0	0	1	0	27.8	31.6
11:00	27	0	0	21	6	0	0	0	0	0	0	0	29.5	35.7
11:15	38	0	0	23	14	0	0	0	0	0	0	1	29.4	32.4
11:30	52	0	0	30	22	0	0	0	0	0	0	0	27.7	32.7
11:45	42	0	0	19	23	0	0	0	0	0	0	0	27.7	32.8
12:00	40	0	0	24	15	0	0	0	0	0	0	1	28.2	33.6
12:15	36	0	0	20	15	0	0	0	0	0	0	1	29.6	33.4
12:30	31	0	0	17	14	0	0	0	0	0	0	0	31.1	36.4
12:45	37	0	0	25	11	1	0	0	0	0	0	0	30.2	34.5
13:00	29	0	0	18	10	0	0	0	0	0	0	1	29.5	32.5
13:15	45	0	0	24	19	0	0	0	1	0	0	1	26.6	31.5
13:30	52	0	0	31	19	1	0	0	0	0	0	1	28.3	33.4
13:45	31	0	0	14	16	1	0	0	0	0	0	0	31.7	35.5
14:00	41	0	0	24	16	0	0	0	0	0	0	1	30.4	32.1
14:15	38	0	0	18	17	2	0	0	0	0	0	1	30.2	33.7
14:30	28	0	0	15	12	0	0	0	0	0	0	1	30.8	35.7
14:45	33	0	0	13	19	1	0	0	0	0	0	0	30.1	36
15:00	26	0	0	17	9	0	0	0	0	0	0	0	29.7	34.5
15:15	34	0	0	24	9	1	0	0	0	0	0	0	31.5	35
15:30	31	0	1	20	9	1	0	0	0	0	0	0	29.9	36.9
15:45	34	0	0	17	16	1	0	0	0	0	0	0	32.1	36.6
16:00	33	0	2	16	13	0	0	0	1	0	0	1	28.3	33.5
16:15	37	0	0	31	6	0	0	0	0	0	0	0	30.2	35.8
16:30	37	0	1	23	13	0	0	0	0	0	0	0	29.5	34.7
16:45	33	0	0	17	15	1	0	0	0	0	0	0	31.1	33.7
17:00	35	0	0	21	14	0	0	0	0	0	0	0	29.5	37.8
17:15	52	0	0	31	21	0	0	0	0	0	0	0	29.9	35.3
17:30	33	0	0	16	17	0	0	0	0	0	0	0	29.8	34.1
17:45	28	0	1	15	10	1	0	0	0	0	1	0	29.3	35
18:00	28	0	1	17	9	0	0	0	0	0	0	1	30.2	35.2
18:15	22	0	0	13	9	0	0	0	0	0	0	0	29.3	33.1
18:30	17	0	1	10	5	0	0	0	0	0	0	1	29.3	34.3
18:45	19	0	0	10	9	0	0	0	0	0	0	0	30.1	32.5
19:00	13	0	0	8	5	0	0	0	0	0	0	0	32.6	35.2
19:15	25	1	0	13	11	0	0	0	0	0	0	0	30.3	36
19:30	25	0	1	18	5	1	0	0	0	0	0	0	31.5	34.3
19:45	23	0	0	15	8	0	0	0	0	0	0	0	29.4	34.9
20:00	14	0	0	11	3	0	0	0	0	0	0	0	28.8	33.9
20:15	12	0	0	11	1	0	0	0	0	0	0	0	31.1	34
20:30	9	0	0	6	3	0	0	0	0	0	0	0	30.2	-
20:45	9	0	0	7	1	0	0	0	0	0	0	1	32.9	-
21:00	17	0	0	11	4	0	0	1	0	0	1	0	29.1	33.1
21:15	8	0	0	7	1	0	0	0	0	0	0	0	30.6	-
21:30	13	0	0	9	4	0	0	0	0	0	0	0	36.4	39.6
21:45	9	0	0	5	4	0	0	0	0	0	0	0	33.3	-
22:00	9	0	0	3	6	0	0	0	0	0	0	0	26.6	-
22:15	14	0	1	10	3	0	0	0	0	0	0	0	31.2	38.2
22:30	10	0	0	6	4	0	0	0	0	0	0	0	35.5	-
22:45	11	0	0	8	3	0	0	0	0	0	0	0	37.2	39.4
23:00	8	0	0	5	3	0	0	0	0	0	0	0	30	-
23:15	7	0	0	1	6	0	0	0	0	0	0	0	35.4	-
23:30	10	0	0	7	2	0	0	0	0	0	0	1	34.7	-
23:45	4	0	0	2	2	0	0	0	0	0	0	0	39.9	-
07-19	1399	1	9	824	527	19	0	0	2	0	2	15	29.3	33.4
06-22	1616	2	10	971	590	21	0	1	2	0	3	16	29.0	33.2
06-00	1689	2	11	1013	619	21	0	1	2	0	3	17	29.1	33.4
00-00	1801	3	11	1084	658	21	0	1	2	0	3	18	28.7	33.1

Date	Monday	12/11/2018													
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	5	0	0	2	3	0	0	0	0	0	0	0	32.9	-
00:15	10	0	0	7	1	2	0	0	0	0	0	0	33.4	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	30.6	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	33.4	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	5	0	0	4	1	0	0	0	0	0	0	0	37.2	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	3	0	0	1	2	0	0	0	0	0	0	0	40.2	-
02:00	2	0	0	0	1	0	0	0	0	0	1	0	28.6	-
02:15	5	0	0	4	0	0	0	0	0	0	1	0	30.5	-
02:30	2	0	0	1	0	0	0	0	0	0	1	0	36.5	-
02:45	5	0	0	1	2	2	0	0	0	0	0	0	35.1	-
03:00	9	0	0	5	3	0	0	0	0	0	1	0	36.9	-
03:15	2	0	0	0	2	0	0	0	0	0	0	0	34.7	-
03:30	8	0	0	6	2	0	0	0	0	0	0	0	30.6	-
03:45	2	0	0	1	1	0	0	0	0	0	0	0	32.1	-
04:00	9	0	0	8	0	1	0	0	0	0	0	0	29.8	-
04:15	16	0	0	8	2	1	0	0	0	0	5	0	29	35.8
04:30	14	0	0	10	2	0	0	0	0	0	1	1	30.9	35.7
04:45	16	0	0	10	2	1	0	0	0	0	3	0	30.7	35.6
05:00	27	0	0	16	6	2	0	0	0	0	3	0	30	36.6
05:15	20	0	0	10	7	2	0	0	0	0	0	1	35.4	44.1
05:30	30	0	1	16	13	0	0	0	0	0	0	0	32.5	36.7
05:45	25	0	0	14	5	2	0	0	1	0	3	0	33.1	37.1
06:00	39	1	0	18	16	2	0	0	0	0	1	1	32.7	38.8
06:15	41	0	0	20	15	1	0	0	1	0	4	0	29.4	34.3
06:30	75	0	0	48	19	4	0	2	0	0	1	1	27.2	34.8
06:45	62	0	3	40	10	3	0	0	0	0	4	2	29.6	34.1
07:00	64	0	1	38	14	5	1	0	0	0	5	0	29	34.6
07:15	66	0	3	27	26	5	0	0	1	0	4	0	28.5	35.4
07:30	72	0	0	38	22	5	0	0	1	0	5	1	28.4	32.1
07:45	74	0	0	45	18	3	0	0	1	0	5	2	29.6	34.9
08:00	60	0	0	27	23	4	0	0	2	0	3	1	30.2	35.3
08:15	79	0	0	44	20	5	2	0	3	0	3	2	31.3	35.2
08:30	54	0	0	29	16	4	1	0	0	0	3	1	31.8	37.3
08:45	52	0	0	28	18	1	0	1	1	0	2	1	29.2	34.2
09:00	68	0	0	37	19	5	0	0	2	0	4	1	31	36
09:15	58	0	0	31	15	7	1	0	2	0	1	1	31	35.9
09:30	48	0	0	19	21	2	0	0	1	0	4	1	33.1	37
09:45	66	0	0	30	26	3	0	1	2	0	2	2	31.3	35
10:00	69	0	0	25	30	7	0	0	1	0	5	1	29.6	34.9
10:15	63	0	0	25	28	3	0	0	1	0	3	3	29.7	35.7
10:30	53	0	1	14	24	6	1	0	3	0	1	3	30.1	34.9
10:45	72	0	0	32	27	3	1	0	1	0	6	2	28.4	33
11:00	59	0	0	23	20	7	1	0	0	0	6	2	29.7	35.1
11:15	75	0	0	37	24	5	1	1	2	0	4	1	24.6	33.1
11:30	76	0	1	32	32	4	0	0	2	0	3	2	29.1	33.8
11:45	59	0	0	19	25	5	2	0	1	0	6	1	28.5	35.1
12:00	56	0	0	21	19	3	2	0	0	0	9	2	28.5	33.3
12:15	52	0	0	15	24	5	2	0	1	0	5	0	30.8	36.1
12:30	65	0	0	34	22	1	0	0	0	0	7	1	28.4	35.1
12:45	50	0	1	23	20	2	0	0	0	0	3	1	31.1	34
13:00	83	0	0	43	31	2	0	0	2	0	2	3	28.1	33.7
13:15	74	0	0	29	34	5	0	1	0	0	4	1	30.5	36.8
13:30	69	0	0	27	29	7	1	0	0	0	3	2	29.5	33.2
13:45	68	0	0	26	30	7	1	0	1	0	2	1	31.2	37.7
14:00	76	1	0	34	25	8	1	0	2	0	4	1	29.1	35.2
14:15	81	0	1	36	30	3	2	0	1	0	6	2	28.6	35.8
14:30	75	0	1	35	31	2	0	1	2	0	3	0	31.2	37
14:45	73	0	0	32	26	7	3	0	0	0	3	2	28.5	33.5
15:00	107	0	0	51	44	6	1	0	0	0	4	1	29.6	34.8
15:15	99	0	2	50	33	3	1	0	0	0	6	4	25.1	34.2
15:30	81	0	0	27	48	5	0	0	0	0	1	0	31.3	36.4
15:45	106	0	1	49	48	5	3	0	0	0	0	0	28.7	35.7
16:00	111	0	0	53	50	3	0	0	1	0	2	2	30	35.1
16:15	85	0	0	34	41	7	0	0	0	0	1	2	30.5	35.7
16:30	141	0	2	62	65	7	0	0	1	0	2	2	28.9	34.1
16:45	106	0	0	44	58	2	0	0	1	0	0	1	30.5	36.2
17:00	147	0	2	60	80	3	0	0	0	0	0	2	26.8	32.3
17:15	129	0	1	61	65	1	0	0	1	0	0	0	29.7	33.9
17:30	132	1	0	55	70	3	0	0	0	0	1	2	27	33.6
17:45	99	0	0	42	55	1	0	0	0	0	1	0	30.5	35.2
18:00	130	0	0	63	66	1	0	0	0	0	0	0	30.5	36
18:15	66	0	1	32	33	0	0	0	0	0	0	0	34.2	38.1
18:30	69	0	0	28	39	1	0	0	0	0	0	1	32.9	37.7
18:45	73	0	0	29	42	1	0	0	0	0	1	0	32.2	37.2
19:00	39	0	1	22	14	1	0	0	0	0	0	1	29.5	32.3
19:15	51	0	0	15	35	0	0	0	0	0	0	1	29.6	33.5
19:30	23	0	0	16	5	1	0	0	0	0	0	1	29.5	36
19:45	25	0	0	13	10	1	0	0	0	0	0	1	31.4	36.9
20:00	31	0	1	17	12	0	0	0	0	0	0	1	28.9	32.1
20:15	27	0	0	7	17	1	0	0	0	0	0	2	29.5	33.9
20:30	26	0	1	12	11	0	0	0	0	0	0	2	29.9	33.7
20:45	23	0	0	15	7	0	0	0	0	0	0	1	28.6	32.8
21:00	17	0	0	7	10	0	0	0	0	0	0	0	29.5	36.2
21:15	21	0	0	11	9	0	0	0	0	0	0	1	31.5	33
21:30	23	0	0	12	7	3	0	0	0	0	0	1	31.7	37.8
21:45	14	0	0	6	4	2	0	0	0	0	1	1	28.3	35.2
22:00	20	0	0	13	7	0	0	0	0	0	0	0	32	34.6
22:15	20	0	1	12	6	0	0	0	0	0	0	1	31	35.1
22:30	13	0	0	8	5	0	0	0	0	0	0	0	28.3	34.3
22:45	12	0	0	6	4	0	0	0	0	0	1	1	28.2	31.5
23:00	15	0	0	8	7	0	0	0	0	0	0	0	31.3	37
23:15	5	0	0	1	2	0	0	0	1	0	0	1	32.3	-
23:30	5	0	0	3	1	0	0	0	0	0	1	0	28	-
23:45	9	0	0	4	4	0	0	0	0	0	1	0	28.1	-
07-19	3790	2	18	1695	1606	190	28	5	40	0	145	61	29.6	35.2
06-22	4327	3	24	1974	1807	209	28	7	41	0	156	78	29.6	35.1
06-00	4426	3	25	2029	1843	209	28	7	42	0	159	81	29.6	35.1
00-00	4643	3	26	2155	1898	222	28	7	43	0	178	83	29.7	35.2

Date Tuesday 13/11/2018

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	10	0	0	7	3	0	0	0	0	0	0	0	29.9	-
00:15	5	0	0	2	3	0	0	0	0	0	0	0	32.5	-
00:30	4	0	0	2	1	0	0	0	0	0	0	1	33.2	-
00:45	6	0	0	4	2	0	0	0	0	0	0	0	34.9	-
01:00	6	0	0	4	2	0	0	0	0	0	0	0	32.7	-
01:15	5	0	0	5	0	0	0	0	0	0	0	0	33.2	-
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	33.6	-
02:00	5	0	0	4	0	0	0	0	0	0	1	0	33.7	-
02:15	2	0	0	1	0	0	0	0	0	0	1	0	27.2	-
02:30	5	0	0	3	2	0	0	0	0	0	0	0	31.4	-
02:45	10	0	0	8	2	0	0	0	0	0	0	0	29.6	-
03:00	5	0	0	3	1	0	0	0	0	0	1	0	31.8	-
03:15	7	0	0	7	0	0	0	0	0	0	0	0	34.1	-
03:30	10	0	0	6	4	0	0	0	0	0	0	0	35.2	-
03:45	11	0	0	8	1	0	0	0	0	0	2	0	29.3	30.8
04:00	8	0	0	4	3	0	0	0	0	0	1	0	28.6	-
04:15	7	0	0	3	2	0	0	0	0	0	2	0	31.8	-
04:30	10	0	0	9	1	0	0	0	0	0	0	0	29.5	-
04:45	21	0	0	13	5	0	0	0	0	0	3	0	26.9	31.8
05:00	35	0	0	27	3	1	0	0	0	0	3	1	29.5	34.1
05:15	29	0	0	12	9	1	1	0	0	0	6	0	29.4	33.5
05:30	22	0	1	9	9	0	0	0	1	0	2	0	31.7	36.7
05:45	38	0	0	24	13	0	0	0	0	0	1	0	29.6	33.1
06:00	35	0	0	22	7	3	0	0	0	0	2	1	30.1	33.5
06:15	46	0	2	32	9	0	0	0	0	0	3	0	31.1	37.4
06:30	74	0	0	47	14	5	1	2	1	0	3	1	24.2	30.2
06:45	68	0	2	47	8	5	0	0	1	0	4	1	28.2	32
07:00	68	0	0	46	15	6	0	0	0	0	1	0	29.2	34.8
07:15	85	0	1	50	23	2	1	1	1	0	4	2	26.9	31.5
07:30	50	0	1	33	10	0	2	0	0	0	3	1	28.9	35.4
07:45	86	0	0	58	19	4	0	0	1	0	3	1	29.2	33.5
08:00	83	0	0	40	27	7	1	0	2	0	5	1	29	35.7
08:15	87	1	2	45	25	3	0	0	2	0	7	2	28.8	33.9
08:30	71	0	2	38	19	5	2	0	0	0	3	2	26.4	33
08:45	72	0	0	40	21	5	0	0	1	0	4	1	31.5	36.7
09:00	79	0	1	43	25	4	1	0	1	0	3	1	27.8	32.8
09:15	89	0	0	53	28	2	1	0	0	0	3	2	29.5	34.4
09:30	66	0	0	39	17	3	0	0	0	0	5	2	32.3	36.4
09:45	49	0	0	22	18	5	2	0	0	0	2	0	29	34.3
10:00	57	0	0	24	26	3	0	1	0	0	1	2	29.9	34.9
10:15	47	0	0	18	20	4	0	0	0	0	4	1	30.4	36.3
10:30	81	0	1	38	30	3	1	0	2	0	4	2	30.5	35
10:45	59	0	0	29	24	3	0	0	1	0	2	0	30.4	35.3
11:00	37	0	0	15	11	6	0	0	0	0	4	1	31.5	36
11:15	69	0	0	28	22	3	2	0	0	0	10	4	28.3	34.5
11:30	67	0	0	28	24	7	0	0	0	0	6	2	31.8	35.4
11:45	70	0	0	31	22	7	1	0	1	0	6	2	29.7	36.2
12:00	64	0	0	26	21	7	0	1	1	0	6	2	30.6	34.2
12:15	61	0	0	20	28	3	2	0	0	0	7	1	32.4	39
12:30	59	0	1	21	28	1	2	0	0	0	5	1	30.4	35.2
12:45	54	0	0	26	20	3	0	0	0	0	4	1	31.8	36.5
13:00	69	0	0	24	30	4	2	1	1	0	6	1	26.8	32.6
13:15	77	0	0	28	36	6	0	0	2	0	2	3	31.5	36.4
13:30	66	0	0	27	29	4	0	0	2	0	3	1	33.7	38.9
13:45	87	0	0	37	33	8	1	0	1	0	4	3	29.8	35.1
14:00	93	0	0	47	32	8	0	0	0	0	4	2	29.6	35.9
14:15	77	0	0	36	35	2	1	0	0	0	2	1	31.3	36.7
14:30	85	0	0	37	36	5	0	1	0	0	4	2	31.6	36.6
14:45	86	0	0	36	41	4	1	0	0	0	4	0	27.1	33.1
15:00	109	0	2	58	39	4	0	0	0	0	3	3	29.7	35
15:15	85	0	0	41	34	7	0	0	0	0	2	1	30.7	35.5
15:30	109	0	0	48	54	5	0	0	0	0	1	1	32.6	37.4
15:45	95	0	1	32	54	5	0	0	0	0	2	1	30.2	36.8
16:00	85	0	0	36	41	6	0	0	0	0	0	2	31.7	38.5
16:15	99	0	1	50	42	2	1	0	0	0	2	1	29.4	35.4
16:30	122	0	0	62	58	1	0	0	0	0	0	1	32.2	37
16:45	126	0	1	64	54	4	0	0	1	0	0	2	28.6	35.1
17:00	137	0	0	56	75	3	0	0	0	0	3	0	27.8	33.6
17:15	128	0	0	60	59	4	1	0	1	0	1	2	28.7	34.3
17:30	151	0	1	57	81	4	2	0	0	1	4	1	27.8	33.6
17:45	102	0	0	45	52	3	0	0	0	0	2	0	30.2	36
18:00	92	1	0	40	46	2	0	0	0	0	0	3	33.1	37.5
18:15	86	0	2	35	46	2	0	0	1	0	0	0	32	36.3
18:30	77	0	1	36	37	0	0	0	0	0	0	3	33.1	37.9
18:45	70	0	1	35	32	1	0	0	0	0	0	1	35	39
19:00	48	0	2	20	24	0	0	0	0	0	1	1	34.6	39
19:15	57	0	0	27	27	1	0	0	1	0	0	1	33.1	37.4
19:30	44	1	1	23	19	0	0	0	0	0	0	0	31.8	35.6
19:45	43	0	0	19	23	1	0	0	0	0	0	0	36	41.9
20:00	30	0	0	18	8	1	0	0	0	0	2	1	32.9	37.2
20:15	28	0	1	5	20	0	0	0	0	0	1	1	33.5	37.5
20:30	27	0	1	8	13	0	0	0	1	0	3	1	33.1	36.8
20:45	20	0	0	6	10	0	0	0	0	0	3	1	34.2	39.6
21:00	26	0	0	19	7	0	0	0	0	0	0	0	35.4	37.9
21:15	26	0	0	15	10	0	0	0	0	0	0	1	37.1	40.9
21:30	16	0	0	10	5	0	0	0	0	0	0	1	33.3	41.1
21:45	19	0	0	13	4	0	0	0	1	0	0	1	34.4	38.5
22:00	18	0	0	9	7	2	0	0	0	0	0	0	32.6	36.5
22:15	14	0	0	5	8	0	0	0	0	0	0	1	35.3	37.9
22:30	12	0	0	5	6	0	0	1	0	0	0	0	35	39.9
22:45	14	0	0	4	9	0	0	0	0	0	0	1	34.4	41.6
23:00	9	0	0	3	6	0	0	0	0	0	0	0	32.7	-
23:15	16	0	0	10	6	0	0	0	0	0	0	0	33.6	41.1
23:30	12	0	0	2	8	0	0	0	0	0	1	1	35.5	40.8
23:45	9	0	0	4	4	0	0	0	0	0	0	1	31.6	-
07-19	3923	2	19	1838	1599	190	27	5	22	1	151	69	30.1	35.5
06-22	4530	3	28	2169	1807	206	28	7	27	1	173	81	30.3	35.8
06-00	4634	3	28	2211	1861	208	28	8	27	1	174	85	30.4	35.9
00-00	4897	3	29	2378	1927	210	29	8	28	1	197	87	30.4	35.8

Date Wednesday 14/11/2018

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	25.6	-
00:15	9	0	0	7	1	0	0	0	0	0	0	1	32.5	-
00:30	6	0	0	2	2	0	0	0	0	0	1	1	34.5	-
00:45	7	0	0	4	3	0	0	0	0	0	0	0	34.6	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	7	0	0	4	2	1	0	0	0	0	0	0	33.3	-
01:30	8	0	0	4	4	0	0	0	0	0	0	0	33.8	-
01:45	9	0	0	8	0	0	0	0	0	0	1	0	33.6	-
02:00	2	0	0	0	1	0	0	0	0	0	1	0	31.2	-
02:15	2	0	0	0	2	0	0	0	0	0	0	0	36.6	-
02:30	2	0	0	1	1	0	0	0	0	0	0	0	36.6	-
02:45	7	0	0	7	0	0	0	0	0	0	0	0	35.2	-
03:00	8	0	0	6	2	0	0	0	0	0	0	0	34.1	-
03:15	5	0	0	0	2	0	0	0	0	0	3	0	28.2	-
03:30	3	0	0	1	2	0	0	0	0	0	0	0	33.4	-
03:45	16	0	0	12	4	0	0	0	0	0	0	0	34	36.7
04:00	9	0	0	5	1	1	0	0	0	0	2	0	29.6	-
04:15	7	0	0	5	0	1	0	0	0	0	1	0	33	-
04:30	17	0	0	9	5	0	0	0	0	0	3	0	34.2	44.3
04:45	20	0	1	10	4	0	0	0	0	0	5	0	30.3	33
05:00	24	0	0	16	3	2	0	0	1	0	2	0	32.2	35.6
05:15	27	0	0	15	7	3	0	0	0	0	0	2	33	39
05:30	33	0	1	17	11	1	1	0	1	0	1	0	28.8	39.1
05:45	34	0	0	17	14	2	0	0	1	0	0	0	32.8	38.1
06:00	48	0	0	23	17	4	0	0	1	0	1	2	32.6	38
06:15	49	0	0	27	13	4	0	0	1	0	4	0	30.8	36.2
06:30	62	0	0	37	9	3	3	1	2	0	6	1	27.3	32.7
06:45	70	0	3	46	10	5	0	0	1	0	3	2	30.3	34.9
07:00	51	0	1	19	26	1	1	0	0	0	3	0	31	39.1
07:15	70	0	1	42	16	3	2	0	0	0	5	1	28.7	33.1
07:30	56	0	1	20	21	4	1	1	1	0	5	2	28.7	33
07:45	69	0	0	44	17	3	1	0	0	0	3	1	31.2	36.1
08:00	69	0	0	31	26	6	0	0	1	0	3	2	30.7	35.3
08:15	83	0	1	43	28	8	0	0	1	0	2	0	31.3	36.7
08:30	73	0	1	42	18	1	1	1	0	0	7	2	27.7	35
08:45	58	0	0	28	24	2	0	0	1	0	0	3	32.2	35.7
09:00	91	0	3	45	30	8	1	1	0	0	1	2	28.8	35.7
09:15	49	0	0	24	18	2	0	0	0	0	5	0	32.3	37.1
09:30	66	0	0	27	24	5	0	0	3	0	7	0	29.6	36.7
09:45	78	0	0	36	30	3	1	0	1	0	3	4	30.8	37
10:00	67	0	0	26	23	8	2	1	1	0	4	2	30.7	35.8
10:15	62	0	0	18	26	7	1	0	1	0	7	2	27.6	35.5
10:30	55	0	0	13	28	4	0	1	2	0	6	1	30.5	35.6
10:45	82	0	1	37	28	3	1	1	1	0	7	3	28.8	34.7
11:00	69	1	1	15	28	5	3	0	1	0	13	2	22.7	29.6
11:15	49	0	1	16	16	4	3	2	0	0	5	2	29.1	33.8
11:30	72	0	1	28	22	10	1	0	0	0	8	2	28.8	34.1
11:45	66	0	0	24	33	4	0	0	1	0	4	0	32.2	36.3
12:00	63	0	1	23	23	3	3	0	1	0	6	3	31.4	36.2
12:15	59	0	0	17	28	5	2	0	1	0	5	1	31.9	39.4
12:30	64	0	0	20	26	4	1	1	1	0	8	3	31.2	36.1
12:45	86	0	2	45	24	6	1	0	1	0	4	3	29	34.7
13:00	68	0	1	21	27	3	2	2	0	0	10	2	28.5	34.5
13:15	66	0	0	24	28	5	2	0	0	0	6	1	30.2	35.1
13:30	82	0	0	38	26	6	1	0	0	0	9	2	32.2	37.3
13:45	63	0	1	22	23	5	1	0	2	0	7	2	29.5	35.5
14:00	83	0	0	31	43	4	0	1	0	0	2	2	31.9	37
14:15	85	0	1	40	28	5	0	0	0	0	8	3	30.6	35
14:30	81	0	0	37	31	4	2	0	2	0	3	2	28.1	33.6
14:45	97	0	1	41	39	6	2	0	0	0	7	1	27.3	32.8
15:00	105	0	1	38	46	7	2	2	0	0	6	3	27.3	33.6
15:15	85	0	2	27	43	7	0	0	0	0	5	1	28.9	35.4
15:30	109	0	1	49	45	7	2	1	0	0	3	1	28.6	37.2
15:45	110	0	0	47	51	6	1	0	0	0	3	2	31	37.3
16:00	115	0	1	51	55	3	1	0	0	0	1	3	31	37.1
16:15	90	0	1	34	46	6	0	0	0	0	1	2	31.5	38.3
16:30	100	0	1	48	45	1	1	0	1	0	1	2	32.4	36.9
16:45	132	0	3	57	65	4	0	0	0	0	0	3	29.2	35.6
17:00	133	0	4	57	70	1	0	0	0	0	0	1	29.8	35.9
17:15	126	0	1	58	62	2	1	0	0	0	0	2	30.4	34.9
17:30	142	0	0	71	66	2	0	0	1	0	1	1	26.4	33.7
17:45	82	0	0	36	40	4	0	0	0	0	1	1	32.1	37.1
18:00	102	0	2	37	58	2	0	0	0	0	0	3	33.1	37.6
18:15	71	0	0	31	37	1	0	0	0	0	0	2	34.3	38.5
18:30	89	0	2	40	46	0	0	0	0	0	0	1	33	37.5
18:45	71	0	1	28	39	1	0	0	0	0	0	2	33.8	38
19:00	53	0	0	21	28	0	0	1	0	0	2	1	32.5	37.4
19:15	49	0	0	21	24	2	0	1	0	0	0	1	34.5	39.4
19:30	44	0	0	21	20	0	0	0	0	0	0	3	34.5	40.6
19:45	36	0	0	14	20	1	0	0	0	0	0	1	35.4	40.5
20:00	30	0	1	13	15	0	0	0	0	0	0	1	34.6	38.8
20:15	31	0	1	14	13	0	0	0	0	0	2	1	32.8	37.2
20:30	29	0	0	11	14	1	0	0	1	0	1	1	33.8	38
20:45	23	1	0	11	10	0	0	0	0	0	0	1	34	42.5
21:00	25	0	2	12	10	0	0	1	0	0	0	0	35.2	38.6
21:15	20	0	0	5	14	1	0	0	0	0	0	0	35.4	39.7
21:30	11	0	0	4	6	0	0	0	0	0	0	1	36.2	44.6
21:45	27	0	0	15	11	0	0	0	0	0	0	1	35.1	39.9
22:00	14	0	0	7	7	0	0	0	0	0	0	0	33	38.3
22:15	19	0	1	6	10	0	0	0	1	0	0	1	37.1	42.8
22:30	8	0	0	0	6	1	0	0	0	0	0	1	35.2	-
22:45	14	0	0	6	7	0	0	0	0	0	0	1	35.6	44.4
23:00	12	0	0	4	7	0	0	0	0	0	1	0	34.1	40.5
23:15	20	0	0	9	9	0	0	0	1	0	0	1	35.1	38.6
23:30	5	0	0	2	2	0	0	0	0	0	0	1	33.8	-
23:45	15	0	0	13	1	0	0	0	0	0	0	1	33.6	38.5
07-19	3894	1	39	1646	1642	201	44	15	25	0	195	86	30.1	35.9
06-22	4501	2	46	1941	1876	222	47	19	31	0	214	103	30.4	36.2
06-00	4608	2	47	1988	1925	223	47	19	33	0	215	109	30.5	36.4
00-00	4871	2	49	2138	1997	234	48	19	36	0	235	113	30.6	36.5

Date Thursday 15/11/2018

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	1	0	0	1	0	0	0	0	38.6	-
00:15	4	0	0	4	0	0	0	0	0	0	0	0	36.2	-
00:30	7	0	0	1	2	1	0	1	1	0	0	1	34.1	-
00:45	6	0	0	2	3	0	0	0	0	0	1	0	28.7	-
01:00	2	0	0	0	1	1	0	0	0	0	0	0	32	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	41.1	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	5	0	0	3	2	0	0	0	0	0	0	0	37.6	-
02:00	8	0	0	4	3	0	0	0	0	0	1	0	31.1	-
02:15	3	0	0	2	1	0	0	0	0	0	0	0	30.6	-
02:30	7	0	0	6	1	0	0	0	0	0	0	0	31.1	-
02:45	4	0	0	1	1	0	0	0	0	0	1	1	29.8	-
03:00	7	0	0	5	2	0	0	0	0	0	0	0	30.6	-
03:15	6	0	0	3	2	0	0	0	0	0	1	0	28.2	-
03:30	3	0	0	1	1	1	0	0	0	0	0	0	37.7	-
03:45	4	0	0	1	3	0	0	0	0	0	0	0	40	-
04:00	6	0	0	1	1	0	0	0	0	0	4	0	32.6	-
04:15	6	0	0	4	1	0	0	0	1	0	0	0	32	-
04:30	13	0	0	6	3	1	0	0	0	0	3	0	30.3	36.6
04:45	18	0	0	8	3	0	1	0	0	0	4	2	27	29.5
05:00	24	0	0	11	5	1	0	0	0	0	7	0	31.8	38
05:15	26	0	0	5	8	4	1	0	1	0	7	0	30.4	37.4
05:30	31	0	1	17	10	0	0	0	0	0	2	1	32.4	36.4
05:45	27	0	0	8	12	3	0	0	0	0	3	1	31.6	36.4
06:00	49	0	1	21	17	3	1	0	0	0	4	2	30.1	35.5
06:15	36	0	0	16	8	2	2	0	1	0	6	1	30.8	37.4
06:30	61	0	2	31	14	0	5	1	1	0	5	2	27	32.4
06:45	55	0	1	28	10	3	1	0	3	0	7	2	29.3	35.6
07:00	66	0	1	29	20	8	2	0	2	0	4	0	29.4	35.2
07:15	47	0	1	18	14	7	2	0	0	0	3	2	31.3	36.5
07:30	53	0	0	18	18	6	1	2	0	0	5	3	29.2	36.1
07:45	66	0	0	26	17	8	4	0	2	0	7	2	27.5	33.7
08:00	75	0	1	32	32	3	1	0	1	0	4	1	28	36
08:15	85	0	0	38	34	4	3	0	1	0	3	2	28.3	35
08:30	52	0	0	22	21	3	2	0	0	0	4	0	27.5	34.9
08:45	74	0	0	33	23	6	1	1	1	0	7	2	29.4	35.6
09:00	61	0	0	20	29	5	0	0	0	0	6	1	28.1	34.5
09:15	59	0	0	30	22	2	0	0	1	0	3	1	33.3	38
09:30	57	0	0	24	26	1	0	0	1	0	3	2	28.1	36.1
09:45	72	0	0	29	30	7	0	0	0	0	4	2	29.1	34.7
10:00	76	0	0	40	17	9	3	1	0	0	4	2	30	35
10:15	66	0	0	24	22	10	3	0	0	0	6	1	26.9	34
10:30	53	0	0	15	23	7	1	0	1	0	4	2	31.3	35.7
10:45	59	0	0	17	26	5	2	1	1	0	6	1	29	35.2
11:00	74	0	0	35	21	8	3	0	2	0	3	2	23.2	36.6
11:15	82	0	0	28	29	9	4	0	0	0	10	2	25.5	32.7
11:30	69	0	0	20	30	7	0	0	0	0	8	4	29	37.5
11:45	76	0	0	31	34	4	2	0	1	0	2	2	31.4	35.1
12:00	62	0	0	22	29	5	1	0	1	0	2	2	28.8	35.2
12:15	62	0	0	22	30	4	1	0	0	0	5	0	30.5	36.2
12:30	77	0	1	33	26	7	1	0	0	0	7	2	29.3	36.2
12:45	70	0	1	30	30	4	1	0	0	0	3	1	32	35.5
13:00	77	0	0	27	26	8	4	0	1	0	10	1	28	37
13:15	70	0	0	33	23	5	2	0	0	0	6	1	28	34.2
13:30	68	0	2	31	26	2	1	0	0	0	6	0	29.7	35.9
13:45	86	0	0	31	42	7	1	1	3	0	1	0	29.7	36.3
14:00	79	0	0	40	30	2	0	1	1	0	3	2	28.9	38.1
14:15	78	0	0	35	32	3	2	0	0	0	5	1	30.2	34.4
14:30	94	0	1	42	40	5	1	0	0	0	4	1	29	33.5
14:45	85	0	1	19	47	8	0	1	0	0	7	2	28.3	35
15:00	92	0	0	46	35	6	0	0	1	0	3	1	30.8	36.2
15:15	88	0	2	34	40	9	1	0	0	0	1	1	30.6	37.3
15:30	92	0	0	42	39	7	0	0	0	0	3	1	31.2	37.7
15:45	76	0	0	34	35	1	1	0	1	0	4	0	30.6	36.3
16:00	96	0	1	40	46	2	0	1	0	0	2	4	31.5	37.2
16:15	101	0	1	41	50	3	0	0	0	0	5	1	31	36.7
16:30	110	0	0	41	61	5	1	0	1	0	0	1	30.8	34.8
16:45	121	0	4	53	59	3	0	0	1	0	0	1	31.7	36.4
17:00	138	0	2	63	72	0	0	0	0	0	0	1	29.7	36
17:15	95	0	0	41	49	1	0	1	1	0	0	2	29.8	35.6
17:30	134	0	0	60	65	5	0	0	0	0	3	1	29.4	34.3
17:45	100	0	0	47	50	0	0	0	0	0	1	2	32.6	37.8
18:00	113	0	2	56	51	1	0	0	0	0	3	0	31.8	36.5
18:15	83	0	0	35	44	1	0	0	1	0	0	2	34.2	38
18:30	73	0	1	19	49	4	0	0	0	0	0	0	34.1	38.3
18:45	54	0	0	19	29	2	0	0	0	0	1	3	31.3	37.4
19:00	46	0	1	20	23	0	0	0	1	0	0	1	33.8	38.3
19:15	32	0	0	13	18	0	0	0	0	0	0	1	35.2	39.2
19:30	38	0	0	20	17	0	0	0	0	0	0	1	34.9	39.3
19:45	44	0	0	19	21	1	0	0	0	0	1	2	33.2	37.5
20:00	33	0	1	20	12	0	0	0	0	0	0	0	35.9	42.5
20:15	33	0	0	15	17	0	0	0	0	0	0	1	36	41.6
20:30	27	0	0	8	14	3	0	0	0	0	1	1	32.7	38.8
20:45	21	0	0	14	6	0	0	0	0	0	0	1	33.7	39.5
21:00	23	0	0	14	8	0	0	1	0	0	0	0	35.5	40.3
21:15	10	0	0	6	2	1	0	0	0	0	0	1	35	-
21:30	20	0	0	8	11	0	0	0	0	0	0	1	36.6	39.8
21:45	23	0	0	9	10	2	0	0	0	0	1	1	34.4	39.5
22:00	18	0	0	4	14	0	0	0	0	0	0	0	36.7	45.6
22:15	15	0	1	6	7	0	0	0	0	0	0	1	35	39.2
22:30	13	0	0	6	6	0	0	0	0	0	0	1	35.2	45.5
22:45	18	0	0	7	10	0	0	0	0	0	0	1	34.8	39.8
23:00	10	0	0	4	6	0	0	0	0	0	0	0	36.3	-
23:15	15	0	0	9	4	0	0	0	0	0	1	1	33.8	37.9
23:30	7	0	0	1	5	0	0	0	0	0	0	1	35	-
23:45	15	0	0	8	5	0	0	0	0	0	1	1	32.3	39.7
07-19	3796	0	22	1565	1643	229	52	10	26	0	181	68	29.9	35.8
06-22	4347	0	28	1827	1851	244	61	12	32	0	206	86	30.2	36.3
06-00	4458	0	29	1872	1908	244	61	12	32	0	208	92	30.3	36.4
00-00	4678	0	30	1965	1975	256	63	14	35	0	242	98	30.4	36.4

Date Friday 16/11/2018

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	12	0	0	3	9	0	0	0	0	0	0	0	35.1	40.6
00:15	6	0	0	2	3	0	0	0	0	0	0	1	32.9	-
00:30	6	0	0	3	2	0	0	0	0	0	0	1	35.7	-
00:45	7	0	0	2	5	0	0	0	0	0	0	0	35.4	-
01:00	7	0	0	1	4	0	0	0	0	0	2	0	35.1	-
01:15	5	0	0	4	1	0	0	0	0	0	0	0	38.2	-
01:30	3	0	0	0	1	0	0	0	0	0	2	0	29.7	-
01:45	2	0	0	1	0	1	0	0	0	0	0	0	33.1	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	8	0	0	3	5	0	0	0	0	0	0	0	33.8	-
02:30	4	0	0	3	1	0	0	0	0	0	0	0	29.3	-
02:45	8	0	0	0	4	0	0	0	0	0	4	0	29.9	-
03:00	7	0	0	5	1	0	0	0	0	0	1	0	27.5	-
03:15	2	0	0	0	1	0	0	0	0	0	0	1	24.4	-
03:30	11	0	0	9	2	0	0	0	0	0	0	0	33.1	35.3
03:45	8	0	0	7	0	0	0	0	0	0	1	0	30.8	-
04:00	14	0	0	8	1	0	1	0	1	0	3	0	30	33.8
04:15	8	0	0	6	0	0	0	0	0	0	2	0	31.5	-
04:30	15	0	0	8	3	0	0	0	0	0	4	0	29.8	35.6
04:45	22	0	0	10	3	0	0	0	0	0	8	1	29.1	32.4
05:00	12	0	0	4	4	2	0	0	0	0	2	0	32.9	38.5
05:15	17	0	0	5	7	4	0	0	0	0	1	0	32.4	36.8
05:30	38	0	0	21	12	2	0	0	0	0	2	1	33.8	39.3
05:45	33	0	0	11	17	0	0	0	0	0	3	2	31	36.5
06:00	32	0	0	12	14	3	0	0	1	0	1	1	32.3	37
06:15	38	0	0	19	13	2	1	0	0	0	3	0	31.4	34.4
06:30	45	0	1	18	13	4	3	1	0	0	3	2	28.4	35.7
06:45	45	0	0	24	7	4	0	1	0	0	7	2	28.1	34.6
07:00	48	0	0	23	16	3	0	1	0	0	5	0	32.1	37.4
07:15	72	0	2	44	14	6	3	1	0	0	2	0	27.3	36.6
07:30	65	0	0	39	13	2	5	0	3	0	2	1	21.9	29.6
07:45	63	0	0	32	21	7	0	0	0	0	1	2	30.1	34
08:00	73	0	2	34	25	3	3	0	1	0	1	4	29.8	36.7
08:15	80	0	0	36	33	4	0	0	1	0	4	2	27.3	35.3
08:30	62	0	1	29	17	4	1	0	1	0	8	1	26.5	31
08:45	68	0	0	30	20	9	2	1	0	0	4	2	27.8	33
09:00	71	0	0	29	26	6	1	1	0	0	7	1	29.4	35.2
09:15	57	0	0	18	27	3	0	0	1	0	5	3	30.6	35.8
09:30	62	0	0	21	29	4	0	0	1	0	5	2	30.3	34.9
09:45	57	0	0	21	28	5	0	0	0	0	2	1	30.6	37.1
10:00	78	0	0	34	25	7	0	0	2	0	7	3	26.4	33.5
10:15	56	0	0	24	22	5	0	1	0	0	2	2	31.9	37.2
10:30	67	0	0	21	29	4	2	1	2	0	5	3	30.2	35.5
10:45	55	0	0	31	14	2	1	0	1	0	4	2	30.5	34.4
11:00	66	0	0	28	25	5	2	0	0	0	4	2	29.7	35.4
11:15	74	0	0	28	29	6	0	0	2	0	7	2	27.1	34.7
11:30	69	0	0	23	33	4	0	0	1	0	6	2	29.6	36.3
11:45	78	0	0	34	33	4	3	0	1	0	2	1	29.7	36.7
12:00	62	0	0	27	19	3	1	1	2	0	5	4	29.8	35.9
12:15	87	0	0	54	20	8	1	1	0	0	2	1	28.1	34.4
12:30	80	0	1	27	32	9	2	1	1	0	5	2	30.2	36.3
12:45	69	0	0	36	22	3	3	0	1	0	4	0	28.7	33.3
13:00	85	0	2	36	35	2	0	1	1	0	5	3	30	35.5
13:15	78	0	0	38	23	6	1	0	1	0	6	3	29.4	35
13:30	77	0	1	36	25	7	1	1	2	0	2	2	28.8	35.8
13:45	73	0	0	37	30	2	0	1	0	0	2	1	32.1	35.7
14:00	93	0	0	47	35	4	1	0	0	0	4	2	29.5	34.9
14:15	77	0	0	33	28	10	1	0	0	0	4	1	26.7	34.8
14:30	96	0	1	44	40	2	3	1	1	0	4	0	28.7	35.6
14:45	87	0	0	40	41	4	0	1	0	0	0	1	31.3	35.8
15:00	103	0	0	49	42	5	1	1	0	0	4	1	28.5	35.1
15:15	92	0	1	43	38	4	0	0	0	0	3	3	29	35.6
15:30	112	0	0	50	46	9	1	2	1	0	1	2	29	37.6
15:45	95	0	1	31	54	3	0	0	0	0	4	2	32.7	38.1
16:00	115	0	1	51	56	1	3	0	0	0	2	1	28	35.7
16:15	105	0	1	38	55	6	0	0	1	0	2	2	31.9	36.6
16:30	135	0	2	70	53	3	1	0	0	0	4	2	27.4	33.1
16:45	110	0	0	51	55	1	0	0	0	0	1	2	31.6	36.7
17:00	127	0	1	59	62	5	0	0	0	0	0	0	29.7	36.9
17:15	122	0	0	52	67	1	0	0	0	0	0	2	30.8	35.4
17:30	129	0	1	59	67	2	0	0	0	0	0	0	27	34.4
17:45	100	0	1	47	47	1	0	0	0	0	0	4	30.8	36.5
18:00	92	0	1	36	54	1	0	0	0	0	0	0	31.9	36.2
18:15	59	0	0	29	26	2	0	0	0	0	0	2	33.4	37.8
18:30	70	0	1	28	39	1	0	0	0	0	0	1	33.3	38.1
18:45	60	0	0	30	28	0	0	0	0	0	0	2	32.4	36.5
19:00	59	0	0	27	29	2	0	0	0	0	0	1	33	37.6
19:15	38	0	1	22	14	0	0	0	0	0	0	1	33.8	37.9
19:30	28	0	0	10	16	1	0	0	0	0	1	0	33.3	38.1
19:45	28	0	0	12	13	1	0	0	0	0	0	2	34.5	39.6
20:00	20	0	0	7	10	2	0	0	0	0	0	1	35.5	38.9
20:15	26	0	0	6	19	0	0	0	0	0	0	1	34.7	40.1
20:30	23	0	0	13	9	0	0	0	0	0	0	1	34	40.3
20:45	12	0	0	4	8	0	0	0	0	0	0	0	34.3	39
21:00	29	0	0	16	12	1	0	0	0	0	0	0	32.2	34.9
21:15	31	0	0	20	10	0	0	0	0	0	0	1	32.1	35.7
21:30	17	0	0	6	10	0	0	0	0	0	0	1	35.1	38.1
21:45	19	0	0	8	10	0	0	0	0	0	1	0	33.7	37.1
22:00	19	0	0	10	8	0	0	0	0	0	0	1	33	39
22:15	29	0	1	13	14	0	0	0	0	0	0	1	34.1	39.4
22:30	21	0	0	10	10	0	0	0	0	0	0	1	32.5	35.6
22:45	22	0	0	9	12	0	0	0	0	0	0	1	32.9	39.8
23:00	14	0	0	7	6	0	0	0	1	0	0	0	33.7	36.7
23:15	11	0	0	4	6	0	0	0	0	0	0	1	33.9	36.4
23:30	15	0	0	9	4	0	0	0	0	0	1	1	34.4	43.2
23:45	17	0	0	11	3	0	0	0	1	0	1	1	31.3	36.9
07-19	3911	0	21	1757	1618	198	43	17	28	0	147	82	29.5	35.7
06-22	4401	0	23	1981	1825	218	47	19	29	0	163	96	29.8	35.9
06-00	4549	0	24	2054	1888	218	47	19	31	0	165	103	29.9	36.0
00-00	4804	0	24	2170	1974	227	48	19	32	0	200	110	30.0	36.0

Date Saturday 17/11/2018

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	9	0	0	6	3	0	0	0	0	0	0	0	33.2	-
00:15	7	0	0	3	3	0	0	0	0	0	0	1	33.6	-
00:30	17	0	0	9	6	0	0	0	1	0	0	1	32	35.5
00:45	8	0	0	4	4	0	0	0	0	0	0	0	36.2	-
01:00	8	0	0	7	0	1	0	0	0	0	0	0	38	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	33.5	-
01:30	7	0	0	3	4	0	0	0	0	0	0	0	35.4	-
01:45	3	0	0	0	2	0	0	0	0	0	1	0	32.5	-
02:00	4	0	0	1	3	0	0	0	0	0	0	0	35.8	-
02:15	3	0	0	0	3	0	0	0	0	0	0	0	35.4	-
02:30	2	0	0	1	1	0	0	0	0	0	0	0	37.5	-
02:45	4	0	0	1	1	0	0	1	0	0	1	0	31.5	-
03:00	4	0	0	1	1	1	0	0	1	0	0	0	34.7	-
03:15	4	0	0	3	0	1	0	0	0	0	0	0	31.3	-
03:30	2	0	0	1	0	0	0	0	0	0	1	0	34.3	-
03:45	7	0	0	3	2	2	0	0	0	0	0	0	34.9	-
04:00	6	0	0	5	1	0	0	0	0	0	0	0	26.3	-
04:15	1	0	0	0	1	0	0	0	0	0	0	0	39.8	-
04:30	4	0	0	3	1	0	0	0	0	0	0	0	30.2	-
04:45	5	0	0	2	2	0	1	0	0	0	0	0	28.6	-
05:00	12	0	0	2	4	1	1	0	0	0	3	1	34.4	42.5
05:15	18	0	0	11	3	0	0	0	0	0	4	0	29.4	35.4
05:30	12	0	0	5	5	2	0	0	0	0	0	0	33.9	36.7
05:45	13	0	0	7	5	1	0	0	0	0	0	0	32.4	34.6
06:00	16	0	0	7	9	0	0	0	0	0	0	0	35.9	39.3
06:15	21	0	0	14	4	1	0	0	0	0	1	1	31.1	34.5
06:30	20	0	0	7	7	1	1	0	2	0	1	1	31.8	36.4
06:45	16	0	0	11	3	1	0	0	0	0	1	0	33.3	39.7
07:00	20	0	0	8	8	2	0	0	0	0	1	1	33.5	38.1
07:15	40	0	2	28	9	1	0	0	0	0	0	0	32.8	37.1
07:30	37	0	0	22	11	1	0	0	0	0	1	2	31.1	38.7
07:45	20	0	1	8	8	3	0	0	0	0	0	0	34.7	40
08:00	39	0	0	16	18	4	0	0	0	0	0	1	33.1	36.6
08:15	26	0	1	10	12	3	0	0	0	0	0	0	37.3	42.5
08:30	36	0	0	20	15	0	0	0	0	0	0	1	36.4	41.2
08:45	33	0	0	15	14	3	1	0	0	0	0	0	34.5	39.3
09:00	50	0	0	28	18	3	0	0	0	0	1	0	35.4	39.9
09:15	49	0	0	24	21	1	1	0	0	0	0	2	35.5	38.4
09:30	51	0	1	28	19	1	0	0	1	0	0	1	36.1	39.8
09:45	40	0	0	22	15	3	0	0	0	0	0	0	34.1	40.3
10:00	55	0	0	24	27	1	1	0	1	0	1	0	34.1	40.2
10:15	48	0	0	20	17	7	0	0	1	0	1	2	31.9	36.8
10:30	44	0	0	17	21	2	0	0	1	0	0	3	34.6	39.5
10:45	53	0	0	16	33	1	0	0	0	0	2	1	34.4	40.7
11:00	50	0	0	23	24	0	0	0	0	0	2	1	34.5	40.8
11:15	60	0	0	23	32	0	1	0	0	0	2	2	33.9	39.4
11:30	54	0	0	19	28	5	0	0	0	0	0	2	33.4	39.5
11:45	58	0	0	28	26	2	0	0	0	0	0	2	33.7	38.3
12:00	64	0	0	33	29	1	0	0	1	0	0	0	35.3	39
12:15	78	0	1	39	35	1	0	0	0	0	0	2	34.8	38.2
12:30	57	0	0	17	34	2	0	0	1	0	0	3	36.2	42.1
12:45	50	0	0	19	30	0	0	0	0	0	0	1	36.8	40.9
13:00	55	0	1	22	29	0	1	0	0	0	0	2	35.3	39
13:15	55	0	1	25	24	2	0	0	0	0	2	1	34.7	39.3
13:30	62	0	0	26	33	2	0	0	0	0	0	1	32.7	37.3
13:45	55	0	1	29	21	2	0	0	0	0	0	2	34.5	39.1
14:00	69	0	3	28	31	2	0	2	1	0	0	2	33.4	37.6
14:15	35	0	0	21	13	0	0	0	0	0	0	1	34.9	40
14:30	45	0	0	21	23	0	0	0	0	0	0	1	33.9	38.7
14:45	57	0	2	26	29	0	0	0	0	0	0	0	35.7	39.6
15:00	54	0	1	27	23	0	0	0	0	0	0	3	33.7	38.3
15:15	55	0	0	28	25	1	0	0	0	0	0	1	33.7	36.7
15:30	42	0	0	17	23	1	0	0	0	0	0	1	33.5	37.4
15:45	49	0	1	23	22	0	1	0	0	0	0	2	34.7	39.9
16:00	77	0	0	24	50	2	0	0	0	0	0	1	33.5	37.8
16:15	67	0	1	36	26	3	0	0	0	0	0	1	33.3	37.6
16:30	75	0	0	34	38	2	0	0	1	0	0	0	33.5	37.8
16:45	65	0	0	29	31	2	0	0	1	0	0	2	31.7	37.2
17:00	65	0	0	27	36	1	0	0	0	0	0	1	32.3	36.5
17:15	76	0	0	34	41	0	0	0	0	0	0	1	31.9	35.7
17:30	64	0	0	29	31	0	0	0	1	0	0	3	32.6	36.6
17:45	65	0	0	31	32	1	1	0	0	0	0	0	32.1	39.8
18:00	51	0	0	22	28	0	0	0	0	0	0	1	34	38
18:15	61	0	1	29	28	0	0	0	0	0	0	3	30.8	35.8
18:30	40	0	1	20	17	0	0	0	0	0	0	2	32.3	35.9
18:45	42	0	0	22	17	1	0	0	0	0	0	2	32.9	37.5
19:00	33	0	0	15	17	0	0	0	0	0	0	1	34.7	38.8
19:15	35	0	0	22	10	2	0	0	0	0	0	1	35.2	40.6
19:30	31	0	0	12	15	1	0	0	0	0	1	2	34.3	37.2
19:45	23	0	0	7	14	1	0	0	0	0	0	1	36.8	43
20:00	17	0	0	8	9	0	0	0	0	0	0	0	35.3	39.8
20:15	21	0	0	12	9	0	0	0	0	0	0	0	34.1	41.1
20:30	21	0	0	13	6	0	0	0	0	0	0	2	33.8	37.2
20:45	25	0	0	17	7	0	0	0	0	0	0	1	34.5	36.8
21:00	23	0	0	13	9	1	0	0	0	0	0	0	36.4	41.7
21:15	14	0	1	10	1	1	0	0	0	0	0	1	34.6	41.2
21:30	27	0	0	13	13	0	0	0	0	0	0	1	31.6	35.9
21:45	12	0	0	7	5	0	0	0	0	0	0	0	35.5	43.2
22:00	8	0	0	3	4	0	0	0	0	0	0	1	32.1	-
22:15	11	0	0	4	6	0	0	0	0	0	0	1	37.2	41.7
22:30	7	0	0	0	6	0	0	0	0	0	0	1	37.9	-
22:45	8	0	0	3	4	0	0	0	0	0	0	1	37.2	-
23:00	11	0	0	4	7	0	0	0	0	0	0	0	34.2	37.6
23:15	11	0	0	5	5	0	0	0	0	0	0	1	33	38.4
23:30	19	0	0	9	9	0	0	0	0	0	0	1	32.8	37.9
23:45	11	0	0	5	5	0	0	0	0	0	0	1	35	41.1
07-19	2493	0	19	1137	1175	69	7	2	10	0	13	61	33.9	38.4
06-22	2848	0	20	1325	1313	78	8	2	12	0	17	73	33.9	38.5
06-00	2934	0	20	1358	1359	78	8	2	12	0	17	80	33.9	38.5
00-00	3095	0	20	1437	1414	87	10	3	14	0	27	83	33.9	38.5

Date Sunday 18/11/2018

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	0	0	4	2	0	0	0	0	0	0	0	31.7	-
00:15	9	0	0	6	2	0	0	0	0	0	0	1	31.8	-
00:30	15	0	0	8	7	0	0	0	0	0	0	0	35.4	42.4
00:45	5	0	0	3	2	0	0	0	0	0	0	0	37.9	-
01:00	9	0	0	7	2	0	0	0	0	0	0	0	37.5	-
01:15	6	0	0	5	1	0	0	0	0	0	0	0	39	-
01:30	3	0	0	2	1	0	0	0	0	0	0	0	38.2	-
01:45	4	0	0	3	1	0	0	0	0	0	0	0	37.2	-
02:00	2	0	0	1	1	0	0	0	0	0	0	0	35.6	-
02:15	2	0	0	1	1	0	0	0	0	0	0	0	35.7	-
02:30	4	0	0	2	2	0	0	0	0	0	0	0	32.7	-
02:45	3	0	0	0	3	0	0	0	0	0	0	0	37.1	-
03:00	2	0	0	2	0	0	0	0	0	0	0	0	31.1	-
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	3	0	0	3	0	0	0	0	0	0	0	0	35.9	-
04:00	6	0	0	3	3	0	0	0	0	0	0	0	36.5	-
04:15	1	0	0	0	1	0	0	0	0	0	0	0	32.9	-
04:30	4	0	0	4	0	0	0	0	0	0	0	0	30.1	-
04:45	4	0	0	3	1	0	0	0	0	0	0	0	38.4	-
05:00	2	0	0	2	0	0	0	0	0	0	0	0	32.5	-
05:15	6	0	0	4	2	0	0	0	0	0	0	0	33.6	-
05:30	12	0	0	9	2	1	0	0	0	0	0	0	35.2	37.2
05:45	7	0	0	5	2	0	0	0	0	0	0	0	32.4	-
06:00	6	0	0	3	3	0	0	0	0	0	0	0	32.8	-
06:15	10	0	0	6	3	0	0	0	1	0	0	0	33.1	-
06:30	9	0	0	6	3	0	0	0	0	0	0	0	40.1	-
06:45	6	1	0	1	4	0	0	0	0	0	0	0	33.2	-
07:00	9	0	0	3	6	0	0	0	0	0	0	0	34.2	-
07:15	10	0	0	6	3	1	0	0	0	0	0	0	35.9	-
07:30	11	0	1	8	2	0	0	0	0	0	0	0	39.2	45.7
07:45	14	0	0	8	6	0	0	0	0	0	0	0	33.7	37.8
08:00	13	0	1	9	1	2	0	0	0	0	0	0	35.5	43.9
08:15	12	0	0	6	5	0	0	0	0	0	0	1	36.3	42.9
08:30	26	1	0	13	12	0	0	0	0	0	0	0	35.4	39
08:45	18	0	0	9	8	0	0	0	0	0	0	1	35.8	41
09:00	28	0	0	18	8	1	0	1	0	0	0	0	33	36.8
09:15	26	0	0	12	10	3	0	0	0	0	0	1	34.4	38.4
09:30	32	0	0	17	14	1	0	0	0	0	0	0	36.2	38.9
09:45	32	0	1	17	13	0	0	0	0	0	0	1	35.4	40.5
10:00	35	0	0	21	14	0	0	0	0	0	0	0	36.2	42.3
10:15	31	0	0	16	14	0	0	0	1	0	0	0	33.7	37.4
10:30	23	0	0	9	13	0	0	0	0	0	0	1	35.6	41.2
10:45	33	0	0	19	14	0	0	0	0	0	0	0	36	40.5
11:00	41	0	2	16	22	0	0	0	0	0	0	1	37.3	43.1
11:15	38	0	0	22	14	2	0	0	0	0	0	0	37.2	42.5
11:30	45	0	0	20	21	1	0	0	0	0	0	3	36.1	41.3
11:45	44	0	1	20	23	0	0	0	0	0	0	0	37	42.9
12:00	43	0	0	23	18	0	0	0	0	0	0	2	36.5	40.2
12:15	41	0	1	23	16	1	0	0	0	0	0	0	35.2	39.7
12:30	42	0	0	13	29	0	0	0	0	0	0	0	35.9	40
12:45	43	0	0	20	18	2	0	0	0	0	2	1	35.8	40.3
13:00	45	0	1	23	20	0	0	0	0	0	0	1	35.8	40.1
13:15	32	0	0	11	21	0	0	0	0	0	0	0	36.9	40.3
13:30	54	0	0	25	26	2	0	0	0	0	0	1	34.3	40.4
13:45	38	0	0	16	20	0	0	0	0	0	0	2	35.3	39.2
14:00	33	0	0	17	13	1	0	0	0	0	1	1	35.4	41.4
14:15	30	0	0	14	14	0	0	0	0	0	1	1	36.8	41.3
14:30	30	0	0	14	15	1	0	0	0	0	0	0	35.6	39.4
14:45	32	0	0	17	13	0	1	0	0	0	0	1	34.6	40.2
15:00	41	0	0	22	18	0	0	0	0	0	0	1	36	41.9
15:15	34	0	0	15	19	0	0	0	0	0	0	0	34.6	39.2
15:30	41	0	0	17	24	0	0	0	0	0	0	0	35.6	40.8
15:45	32	0	0	17	14	0	0	0	0	0	0	1	36.1	38.9
16:00	40	0	0	23	17	0	0	0	0	0	0	0	35.2	38.7
16:15	36	0	0	18	17	0	0	0	0	0	0	1	35	39
16:30	44	0	0	23	20	0	0	0	0	0	0	1	34.7	39.4
16:45	42	0	0	20	21	0	0	0	0	0	1	0	33.1	37
17:00	55	0	0	27	26	0	0	0	0	0	0	2	34.1	37.1
17:15	55	0	0	27	25	2	0	0	0	0	1	0	33.2	37.7
17:30	52	0	0	25	26	0	0	0	0	0	0	1	34.4	40
17:45	48	0	2	25	20	0	0	0	0	0	0	1	34	39
18:00	26	0	0	17	9	0	0	0	0	0	0	0	34.8	39.9
18:15	24	0	0	7	14	0	0	1	0	0	0	2	34.2	38.5
18:30	25	0	0	10	13	1	0	0	0	0	0	1	34.1	40.7
18:45	19	0	0	10	9	0	0	0	0	0	0	0	35.3	39.6
19:00	20	0	0	11	8	0	0	0	0	0	0	1	34.7	38.3
19:15	25	0	0	11	14	0	0	0	0	0	0	0	35.1	39.6
19:30	22	0	0	11	11	0	0	0	0	0	0	0	35.2	40.2
19:45	27	0	0	14	12	0	0	0	0	0	1	0	34	38.8
20:00	17	0	0	11	6	0	0	0	0	0	0	0	32.5	37.9
20:15	17	0	0	12	4	0	0	0	0	0	0	1	35.9	41.6
20:30	14	0	0	7	7	0	0	0	0	0	0	0	33.8	35.6
20:45	12	0	0	6	6	0	0	0	0	0	0	0	35.5	42.4
21:00	18	0	0	11	5	1	0	0	0	0	0	1	39.6	44.4
21:15	19	0	0	10	9	0	0	0	0	0	0	0	34.5	38.8
21:30	12	0	0	7	4	1	0	0	0	0	0	0	35.6	42.1
21:45	15	0	0	10	4	0	0	0	0	0	0	1	33.5	37.4
22:00	12	0	0	1	11	0	0	0	0	0	0	0	35.9	43.8
22:15	10	0	1	4	4	0	0	0	0	0	0	1	35.3	-
22:30	13	0	0	3	7	0	1	0	0	0	2	0	31	39.5
22:45	11	0	0	6	4	0	0	0	0	0	0	1	38.8	49.8
23:00	6	0	0	3	3	0	0	0	0	0	0	0	36.1	-
23:15	5	0	0	1	4	0	0	0	0	0	0	0	36.1	-
23:30	9	0	0	4	4	0	0	0	0	0	0	1	36.7	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	34.5	-
07-19	1598	1	10	788	738	21	1	2	1	0	6	30	35.3	39.8
06-22	1847	2	10	925	841	23	1	2	2	0	7	34	35.2	39.8
06-00	1914	2	11	947	879	23	2	2	2	0	9	37	35.2	39.8
00-00	2029	2	11	1024	915	24	2	2	2	0	9	38	35.2	39.8

Date	Monday	19/11/2018													
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	8	0	0	5	3	0	0	0	0	0	0	0	38.3	-
00:15	8	0	0	7	0	0	0	0	0	0	1	0	31.4	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	35.5	-
00:45	2	0	0	0	2	0	0	0	0	0	0	0	36.1	-
01:00	7	0	0	2	3	0	0	0	0	0	2	0	34.2	-
01:15	5	0	0	1	3	0	0	0	0	0	1	0	33	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	2	0	0	0	1	0	0	0	0	0	1	0	37	-
02:00	6	0	0	4	2	0	0	0	0	0	0	0	31.6	-
02:15	7	0	1	5	0	1	0	0	0	0	0	0	29.1	-
02:30	3	0	0	2	0	0	0	0	0	0	1	0	36.5	-
02:45	8	0	0	4	3	0	0	0	0	0	1	0	32.5	-
03:00	11	0	0	8	2	0	0	0	0	0	1	0	31.1	38.2
03:15	5	0	0	4	0	0	0	0	0	0	1	0	33.2	-
03:30	1	0	0	0	1	0	0	0	0	0	0	0	44.1	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	35.2	-
04:00	6	0	0	4	1	0	0	0	0	0	1	0	38.2	-
04:15	9	0	0	7	2	0	0	0	0	0	0	0	34.3	-
04:30	13	0	0	8	4	0	0	0	1	0	0	0	32.9	40
04:45	29	0	0	19	2	0	1	0	0	0	6	1	28.5	33.3
05:00	33	0	1	19	6	3	0	0	0	0	4	0	28.4	32.4
05:15	26	0	0	17	7	1	0	0	0	0	1	0	33.1	35.2
05:30	15	0	1	3	9	1	0	0	0	0	0	1	35.9	44.3
05:45	36	0	0	13	16	5	0	0	0	0	2	0	33.6	39.1
06:00	46	0	0	18	22	3	0	0	0	0	2	1	32.7	38.7
06:15	57	0	0	32	11	9	1	0	1	0	2	1	29.4	33.2
06:30	47	0	1	27	14	4	0	0	0	0	1	0	27.8	32.4
06:45	53	0	0	33	8	8	0	0	0	0	4	0	27.5	30.8
07:00	52	0	1	22	15	6	1	0	0	0	6	1	28.4	34.1
07:15	69	0	0	39	24	0	0	1	2	0	2	1	26.7	31.8
07:30	62	0	1	32	17	5	0	0	2	0	4	1	28.7	36.4
07:45	76	0	1	42	17	5	1	1	4	0	4	1	29.2	35.6
08:00	74	0	0	42	21	5	1	1	0	0	2	2	31.7	35.9
08:15	79	0	1	32	29	8	2	0	2	0	3	2	26.7	35.8
08:30	74	0	1	29	23	10	3	0	1	0	6	1	20.6	31.5
08:45	72	0	1	42	20	1	0	0	0	0	6	2	30.1	33.7
09:00	65	0	0	31	24	4	1	0	0	0	3	2	29.9	34.2
09:15	52	0	0	22	20	4	1	0	1	0	3	1	26.9	31.5
09:30	79	0	1	34	30	5	0	1	1	0	4	3	25.4	31.9
09:45	57	0	0	29	21	4	0	1	2	0	0	0	21.4	30.8
10:00	51	0	1	26	16	6	0	0	0	0	2	0	18.8	23.3
10:15	52	0	2	29	13	4	0	1	0	0	2	1	16.8	21.2
10:30	49	0	0	27	17	2	0	1	0	0	1	1	18.3	22.7
10:45	50	0	0	25	13	2	1	0	0	0	7	2	15.6	21
11:00	65	0	1	30	25	4	0	0	2	0	3	0	20	23.8
11:15	52	1	0	27	19	1	0	0	0	0	3	1	18.1	24.2
11:30	50	0	1	25	19	2	1	0	0	0	2	0	17.6	22.8
11:45	54	0	2	27	15	6	2	0	0	0	2	0	16.8	21.5
12:00	60	0	2	35	11	7	0	0	0	0	4	1	16.5	21.6
12:15	64	0	0	32	22	3	2	0	0	0	2	3	20.4	30.3
12:30	61	0	0	23	21	7	3	1	1	0	4	1	18.5	24.2
12:45	66	0	0	28	25	1	3	1	0	0	7	1	20.3	29
13:00	69	0	1	37	19	4	3	0	0	0	4	1	18.2	24.2
13:15	46	0	0	26	11	3	1	1	0	0	2	2	18	22.1
13:30	43	0	0	19	18	1	0	0	0	0	2	3	19.6	26.3
13:45	72	0	1	38	21	5	2	1	0	0	2	2	18.5	24.7
14:00	70	0	0	26	31	3	3	2	1	0	2	2	19.3	25.4
14:15	64	0	0	36	22	3	0	0	1	0	2	0	19.8	25.2
14:30	75	0	0	41	28	2	1	0	0	0	2	1	20.4	25.2
14:45	72	0	0	36	28	3	2	1	0	0	1	1	20.2	26.2
15:00	91	0	0	47	35	4	0	2	0	0	2	1	17.8	23.8
15:15	97	0	1	42	44	1	1	2	2	0	3	1	21.6	26.95
15:30	80	0	1	36	28	10	0	2	0	0	2	1	19.7	25
15:45	75	0	0	38	28	5	1	0	1	0	0	2	17.4	23.5
16:00	84	0	0	42	34	6	2	0	0	0	0	0	17.5	22.3
16:15	100	0	0	51	41	4	0	0	0	0	2	2	19.9	23.1
16:30	104	0	0	51	47	4	0	0	0	0	2	0	18.5	21.1
16:45	92	0	1	52	35	0	0	0	1	0	1	2	19.1	22.3
17:00	143	0	1	72	67	3	0	0	0	0	0	0	22.4	29.3
17:15	110	0	0	65	42	3	0	0	0	0	0	0	29.2	32.8
17:30	133	0	1	67	58	3	0	0	0	0	1	3	28.4	34
17:45	92	0	0	56	34	1	0	0	0	0	1	0	29.9	34.6
18:00	95	0	0	46	45	2	0	0	0	0	1	1	31.1	36
18:15	71	0	1	38	30	1	0	0	0	0	1	0	32.7	38
18:30	95	0	0	48	45	1	0	0	0	0	0	1	30.2	35.9
18:45	60	0	0	31	26	2	0	0	0	0	0	1	33.2	37.2
19:00	48	0	0	22	24	2	0	0	0	0	0	0	33.7	38.3
19:15	39	0	2	15	20	1	0	0	0	0	0	1	33.7	36.9
19:30	45	0	1	28	16	0	0	0	0	0	0	0	33.6	36.9
19:45	35	0	0	20	13	1	0	0	0	0	0	1	34.6	38.2
20:00	30	0	0	12	15	2	0	0	0	0	0	1	34.4	38.5
20:15	27	0	0	15	10	1	0	0	0	0	0	1	33.1	36.3
20:30	18	0	0	8	8	1	0	0	0	0	0	1	34.2	41.2
20:45	25	0	0	15	9	0	0	0	0	0	0	1	32.9	37.5
21:00	23	0	0	12	11	0	0	0	0	0	0	0	34.1	39.3
21:15	21	0	0	13	8	0	0	0	0	0	0	0	33.7	37.8
21:30	17	0	0	6	10	0	0	0	0	0	0	1	34.8	39.3
21:45	12	0	0	5	5	0	0	1	0	0	0	1	31.8	39.2
22:00	14	0	0	6	8	0	0	0	0	0	0	0	35.4	40.6
22:15	7	0	0	4	2	0	0	0	0	0	0	1	31.9	-
22:30	19	0	0	8	11	0	0	0	0	0	0	0	34.6	39.7
22:45	16	0	0	11	4	0	0	0	0	0	0	1	31.8	34.7
23:00	11	0	0	6	5	0	0	0	0	0	0	0	35.1	39.8
23:15	11	0	0	7	3	0	0	0	0	0	0	1	34.4	37.8
23:30	8	0	0	5	2	0	0	0	0	0	0	1	36.9	-
23:45	6	0	0	4	1	0	0	0	0	0	0	1	32.1	-
07-19	3518	1	24	1771	1294	176	38	20	24	0	115	55	23.3	32.0
06-22	4061	1	28	2052	1498	208	39	21	25	0	124	65	24.6	33.1
06-00	4153	1	28	2103	1534	208	39	21	25	0	124	70	24.8	33.3
00-00	4395	1	31	2236	1602	219	40	21	26	0	147	72	25.2	33.8

Date Tuesday 20/11/2018

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	12	0	0	9	2	1	0	0	0	0	0	0	33.4	39
00:15	7	0	0	6	1	0	0	0	0	0	0	0	30	-
00:30	7	0	0	3	4	0	0	0	0	0	0	0	35.6	-
00:45	5	0	1	1	3	0	0	0	0	0	0	0	35.6	-
01:00	2	0	0	2	0	0	0	0	0	0	0	0	38	-
01:15	4	0	0	4	0	0	0	0	0	0	0	0	38.2	-
01:30	12	0	0	12	0	0	0	0	0	0	0	0	38.2	38.2
01:45	8	0	0	7	1	0	0	0	0	0	0	0	35.7	-
02:00	4	0	0	4	0	0	0	0	0	0	0	0	35.6	-
02:15	4	0	0	3	1	0	0	0	0	0	0	0	24.7	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	37.5	-
02:45	2	0	0	1	1	0	0	0	0	0	0	0	33.7	-
03:00	9	0	0	7	2	0	0	0	0	0	0	0	34	-
03:15	4	0	0	2	1	0	1	0	0	0	0	0	24	-
03:30	5	0	0	4	1	0	0	0	0	0	0	0	29.9	-
03:45	9	0	0	5	3	1	0	0	0	0	0	0	39	-
04:00	7	0	0	4	3	0	0	0	0	0	0	0	34.8	-
04:15	4	0	0	0	2	0	0	0	0	0	2	0	31.5	-
04:30	18	0	0	13	3	0	0	0	0	0	2	0	29	36.2
04:45	30	0	0	22	3	0	0	0	0	0	4	1	30.9	34.2
05:00	29	0	0	21	3	2	0	0	0	0	1	2	29.8	33.4
05:15	43	0	1	27	12	0	1	0	0	0	2	0	29	34.8
05:30	47	0	0	28	11	3	0	1	0	0	3	1	30.8	35.7
05:45	42	0	0	25	11	3	0	0	0	0	1	2	31.1	33.6
06:00	66	0	0	38	19	1	0	1	1	0	3	3	27.3	33.5
06:15	71	0	1	44	16	5	0	0	3	0	2	0	28.1	35.3
06:30	47	0	0	33	11	2	0	0	0	0	1	0	30.1	35.5
06:45	83	0	0	52	15	12	0	0	0	0	2	2	26.9	31.1
07:00	57	0	1	37	14	2	0	0	0	0	3	0	30.4	34.6
07:15	85	0	1	53	19	10	0	0	0	0	1	1	25.2	33.8
07:30	61	0	0	46	10	1	2	1	0	0	0	1	31.9	36.1
07:45	71	0	0	46	15	4	0	0	0	0	2	4	29.4	36.6
08:00	90	0	1	52	24	4	1	1	0	0	6	1	27	35
08:15	90	0	1	61	17	7	2	0	0	0	2	0	27.2	30.7
08:30	71	0	0	57	9	3	0	1	0	0	1	0	26	31.1
08:45	95	0	0	70	19	5	0	1	0	0	0	0	24.4	30.2
09:00	80	0	0	52	25	1	0	0	1	0	0	1	27.3	31.5
09:15	106	0	0	77	22	1	0	1	3	0	1	1	28.7	34.8
09:30	75	0	1	47	21	3	1	0	0	0	1	1	25	30.5
09:45	102	0	0	69	21	8	0	0	1	0	1	2	26.6	31.5
10:00	90	0	0	56	29	3	0	0	2	0	0	0	25.1	29
10:15	83	0	1	53	22	4	0	0	1	0	1	1	26.3	30.2
10:30	94	0	1	64	22	3	1	0	0	0	1	2	25.4	28.8
10:45	76	0	0	51	17	4	1	0	1	0	1	1	24.4	29.5
11:00	69	0	0	41	23	2	0	0	0	0	2	1	26.7	32.7
11:15	75	0	0	48	20	5	0	0	0	0	2	0	28.3	31.3
11:30	83	0	0	65	15	1	0	0	0	0	1	1	28.2	33.1
11:45	78	0	1	57	11	7	1	0	0	0	1	0	22.5	28.7
12:00	49	0	0	35	7	3	0	0	0	0	1	3	23.2	26.2
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	1680	0	8	1137	382	81	9	5	9	0	28	21	26.6	32.1
06-22	1947	0	9	1304	443	101	9	6	13	0	36	26	26.8	32.3
06-00	1947	0	9	1304	443	101	9	6	13	0	36	26	26.8	32.3
00-00	2262	0	11	1515	511	111	11	7	13	0	51	32	27.4	33.3

Date Wednesday 21/11/2018

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 Thursday 22/11/2018

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	Friday	23/11/2018												
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 Saturday 24/11/2018

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 25/11/2018

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: 05/11/2018
Road Name: A226 Thames Way
Flow from : A2260 Ebbsfleet Gateway (S) to: Unnamed Road (N)
Vehicle Classification: All Vehicles

Prepared by: Conor Lenehan
Checked by: Luke Martin

Hour Ending	Monday 05/11/2018	Tuesday 06/11/2018	Wednesday 07/11/2018	Thursday 08/11/2018	Friday 09/11/2018	Saturday 10/11/2018	Sunday 11/11/2018	Monday 12/11/2018	Tuesday 13/11/2018	Wednesday 14/11/2018	Thursday 15/11/2018	Friday 16/11/2018	Saturday 17/11/2018	Sunday 18/11/2018	Monday 19/11/2018	Tuesday 20/11/2018	Wednesday 21/11/2018	Thursday 22/11/2018	Friday 23/11/2018	Saturday 24/11/2018	Sunday 25/11/2018
01:00	*	14	38	23	29	27	25	9	18	20	25	32	34	24	13	13	*	*	*	*	*
02:00	*	16	16	14	12	18	28	12	16	18	18	20	23	21	15	14	*	*	*	*	*
03:00	*	14	16	17	12	14	14	15	14	6	9	15	8	8	19	10	*	*	*	*	*
04:00	*	19	24	21	12	14	12	18	18	17	16	24	18	6	14	13	*	*	*	*	*
05:00	*	70	64	63	65	27	16	65	66	70	64	54	27	21	61	61	*	*	*	*	*
06:00	*	136	158	160	151	64	25	173	167	160	143	145	73	28	166	146	*	*	*	*	*
07:00	*	259	275	264	273	84	31	282	256	310	240	261	84	35	257	261	*	*	*	*	*
08:00	*	416	387	419	404	99	36	392	405	427	379	382	115	57	411	400	*	*	*	*	*
09:00	*	469	420	453	418	161	62	451	436	447	438	384	173	59	424	457	*	*	*	*	*
10:00	*	318	475	369	358	213	101	367	343	481	364	319	179	102	349	363	*	*	*	*	*
11:00	*	305	309	310	278	204	159	259	288	308	284	266	198	151	228	281	*	*	*	*	*
12:00	*	269	308	264	274	239	178	252	248	272	252	304	278	206	217	250	*	*	*	*	*
13:00	*	268	290	290	296	270	161	276	266	291	310	265	258	210	209	*	*	*	*	*	*
14:00	304	315	269	294	342	345	192	291	287	289	308	291	264	212	238	*	*	*	*	*	*
15:00	313	276	311	309	314	440	168	248	265	294	262	285	203	160	242	*	*	*	*	*	*
16:00	298	304	292	307	298	166	137	307	257	318	274	297	231	200	235	*	*	*	*	*	*
17:00	256	266	268	271	268	175	120	223	272	285	280	277	186	141	262	*	*	*	*	*	*
18:00	238	234	218	233	214	149	102	214	285	229	247	255	204	121	209	*	*	*	*	*	*
19:00	168	187	199	210	183	107	83	170	212	186	198	198	188	99	205	*	*	*	*	*	*
20:00	122	140	125	120	129	93	88	147	128	168	147	158	122	100	120	*	*	*	*	*	*
21:00	89	79	93	95	118	81	78	99	96	93	102	78	83	74	81	*	*	*	*	*	*
22:00	72	69	74	69	81	60	49	77	64	77	73	73	51	53	55	*	*	*	*	*	*
23:00	52	46	53	58	58	45	39	47	48	46	72	47	52	44	47	*	*	*	*	*	*
00:00	25	18	35	38	47	29	25	30	35	31	36	46	43	30	22	*	*	*	*	*	*
Summary Data																					
0700-1900	1577	3627	3746	3729	3647	2568	1499	3450	3564	3827	3596	3523	2477	1718	3229	1751	0	0	0	0	0
0600-2200	1860	4174	4313	4277	4248	2886	1745	4055	4108	4475	4158	4093	2817	1980	3742	2012	0	0	0	0	0
0600-0000	1937	4238	4401	4373	4353	2960	1809	4132	4191	4552	4266	4186	2912	2054	3811	2012	0	0	0	0	0
0000-0000	1937	4507	4717	4671	4634	3124	1929	4424	4490	4843	4541	4476	3095	2162	4099	2269	0	0	0	0	0
0700-1000	0	1203	1282	1241	1180	473	199	1210	1184	1355	1181	1085	467	218	1184	1220	0	0	0	0	0
1600-1900	662	687	685	714	665	431	305	607	769	700	725	730	578	361	676	0	0	0	0	0	0
Peak Hour Analysis																					
07:00-10:00	0	469	475	453	418	213	101	451	436	481	438	384	179	102	424	457	0	0	0	0	0
10:00-16:00	313	315	311	310	342	440	192	307	288	318	310	304	278	212	242	281	0	0	0	0	0
16:00-19:00	256	266	268	271	268	175	120	223	285	285	280	277	204	141	262	0	0	0	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: 05/11/2018
Road Name: A226 Thames Way
Flow from : Unnamed Road (N) to: A2260 Ebbsfleet Gateway (S)
Vehicle Classification: All Vehicles

Prepared by: Conor Lenehan
Checked by: Luke Martin

Hour Ending	Monday 05/11/2018	Tuesday 06/11/2018	Wednesday 07/11/2018	Thursday 08/11/2018	Friday 09/11/2018	Saturday 10/11/2018	Sunday 11/11/2018	Monday 12/11/2018	Tuesday 13/11/2018	Wednesday 14/11/2018	Thursday 15/11/2018	Friday 16/11/2018	Saturday 17/11/2018	Sunday 18/11/2018	Monday 19/11/2018	Tuesday 20/11/2018	Wednesday 21/11/2018	Thursday 22/11/2018	Friday 23/11/2018	Saturday 24/11/2018	Sunday 25/11/2018
01:00	*	25	28	30	17	32	31	17	25	23	19	31	41	35	19	31	*	*	*	*	*
02:00	*	17	17	17	22	8	20	8	13	24	8	17	19	22	14	26	*	*	*	*	*
03:00	*	9	19	29	24	18	13	14	22	13	22	20	13	11	24	11	*	*	*	*	*
04:00	*	27	26	26	17	16	9	21	33	32	20	28	17	5	18	27	*	*	*	*	*
05:00	*	79	88	77	90	31	19	55	46	53	43	59	16	15	57	59	*	*	*	*	*
06:00	*	157	117	149	134	50	20	102	124	118	108	100	55	27	110	161	*	*	*	*	*
07:00	*	219	244	277	228	84	40	217	223	229	201	160	73	31	203	267	*	*	*	*	*
08:00	*	255	257	330	293	106	36	276	289	246	232	248	117	44	259	274	*	*	*	*	*
09:00	*	302	335	307	334	135	45	245	313	283	286	283	134	69	299	346	*	*	*	*	*
10:00	*	289	287	276	276	197	100	240	283	284	249	247	190	118	253	363	*	*	*	*	*
11:00	*	264	269	238	268	200	119	257	244	266	254	256	200	122	202	343	*	*	*	*	*
12:00	*	264	301	275	267	209	159	269	243	256	301	287	222	168	221	305	*	*	*	*	*
13:00	*	284	327	274	377	214	144	223	238	272	271	298	249	169	251	*	*	*	*	*	*
14:00	282	270	313	290	274	242	157	294	299	279	301	313	227	169	230	*	*	*	*	*	*
15:00	327	372	312	363	350	211	140	305	341	346	336	353	206	125	281	*	*	*	*	*	*
16:00	375	374	435	436	382	182	125	393	398	409	348	402	200	148	343	*	*	*	*	*	*
17:00	486	467	475	440	476	223	140	443	432	437	428	465	284	162	380	*	*	*	*	*	*
18:00	463	543	462	511	481	569	148	507	518	483	467	478	270	210	478	*	*	*	*	*	*
19:00	316	319	345	303	280	168	86	338	325	333	323	281	194	94	321	*	*	*	*	*	*
20:00	143	153	170	174	159	96	86	138	192	182	160	153	122	94	167	*	*	*	*	*	*
21:00	88	115	103	190	92	85	44	107	105	113	114	81	84	60	100	*	*	*	*	*	*
22:00	70	67	76	149	89	50	47	75	87	83	76	96	76	64	73	*	*	*	*	*	*
23:00	56	64	64	71	57	51	44	65	58	55	64	91	34	46	56	*	*	*	*	*	*
00:00	28	34	40	44	52	39	29	34	46	52	47	57	52	21	36	*	*	*	*	*	*
Summary Data																					
0700-1900	2249	4003	4118	4043	4058	2656	1399	3790	3923	3894	3796	3911	2493	1598	3518	1631	0	0	0	0	0
0600-2200	2550	4557	4711	4833	4626	2971	1616	4327	4530	4501	4347	4401	2848	1847	4061	1898	0	0	0	0	0
0600-0000	2634	4655	4815	4948	4735	3061	1689	4426	4634	4608	4458	4549	2934	1914	4153	1898	0	0	0	0	0
0000-0000	2634	4969	5110	5276	5039	3216	1801	4643	4897	4871	4678	4804	3095	2029	4395	2213	0	0	0	0	0
0700-1000	0	846	879	913	903	438	181	761	885	813	767	778	441	231	811	983	0	0	0	0	0
1600-1900	1265	1329	1282	1254	1237	960	374	1288	1275	1253	1218	1224	748	466	1179	0	0	0	0	0	0
Peak Hour Analysis																					
07:00-10:00	0	302	335	330	334	197	100	276	313	284	286	283	190	118	299	363	0	0	0	0	0
10:00-16:00	375	374	435	436	382	242	159	393	398	409	348	402	249	169	343	343	0	0	0	0	0
16:00-19:00	486	543	475	511	481	569	148	507	518	483	467	478	284	210	478	0	0	0	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: 05/11/2018
Road Name: A226 Thames Way

Prepared by: Conor Lenehan
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/11/2018	32.9	37.5
06/11/2018	33.1	37.9
07/11/2018	32.9	37.8
08/11/2018	33.4	38.3
09/11/2018	33.2	37.9
10/11/2018	34.4	39.2
11/11/2018	33.1	39.2
12/11/2018	32.7	37.4
13/11/2018	33.3	37.9
14/11/2018	33.0	37.7
15/11/2018	33.1	37.8
16/11/2018	32.9	37.5
17/11/2018	35.1	39.6
18/11/2018	36.2	41.0
19/11/2018	32.5	37.5
20/11/2018	31.6	36.9
21/11/2018	-	-
22/11/2018	-	-
23/11/2018	-	-
24/11/2018	-	-
25/11/2018	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/11/2018	31.0	36.7
06/11/2018	30.3	36.0
07/11/2018	29.3	35.3
08/11/2018	30.7	36.2
09/11/2018	30.6	36.0
10/11/2018	31.1	37.4
11/11/2018	28.7	33.1
12/11/2018	29.7	35.2
13/11/2018	30.4	35.8
14/11/2018	30.6	36.5
15/11/2018	30.4	36.4
16/11/2018	30.0	36.0
17/11/2018	33.9	38.5
18/11/2018	35.2	39.8
19/11/2018	25.2	33.8
20/11/2018	27.4	33.3
21/11/2018	-	-
22/11/2018	-	-
23/11/2018	-	-
24/11/2018	-	-
25/11/2018	-	-

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

Intelligent Data Collection Limited
Ebbsfleet

Client:	WSP
Project Number:	ID04231
Site Number:	Site 8-1
Site Name:	A2260 Ebbsfleet Causeway
Date of Survey:	05.11.2018 - 19.11.2018
Survey Type:	Radar ATC

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A	Rev B		
Date	03.12.2018	07.12.2018		
Prepared by	Grant Daniel Breddy	Matthew Mills		
Signature				
Checked by	David Brown	Luke Martin		
Signature				
Project Director	Paul O'Neill	Paul O'Niell		
Signature				
Project number	ID04231	ID04231		
File Ref	ID04231 Ebbsfleet - Radar ATC Site 8-1	ID04231 Ebbsfleet - Radar ATC - Site 8-1 Rev B		

Issue Sheet

Issued to	Date			
	05.12.2018			
Charles Edmonds	E-mail			

Contents Page

Location Plan
Volume 05-11-2018
Volume 12-11-2018
Volume 19-11-2018
Length 11 11 2018
Length 12 11 2018
Length 13 11 2018
Length 14 11 2018
Length 15 11 2018
Length 16 11 2018
Length 17 11 2018
Length 18 11 2018
Length 19 11 2018
Speed 11 11 2018
Speed 12 11 2018
Speed 13 11 2018
Speed 14 11 2018
Speed 15 11 2018
Speed 16 11 2018
Speed 17 11 2018
Speed 18 11 2018
Speed 19 11 2018
7 Day Speed 05-11-2018
7 Day Speed 12-11-2018
7 Day Speed 19-11-2018

Intelligent Data Collection Limited

Client:	WSP
Project Number:	ID04231
Site Number:	Site 8-1
Site Name:	A2260 Ebbsfleet Causeway
Date of Survey:	05.11.2018 - 19.11.2018
Survey Type:	Radar ATC

X Coordinate	Y Coordinate	Google Maps Link
51.44044	0.3254939	Click Here

Site Layout

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Vehicle Count Report Channel: Eastbound

	Mon Nov 05	Tue Nov 06	Wed Nov 07	Thu Nov 08	Fri Nov 09	Sat Nov 10	Sun Nov 11	5-Day Av
00:00		12	11	9	11	11	12	11
00:15		12	26	15	18	16	19	18
00:30		11	16	16	13	7	9	14
00:45		5	11	11	9	21	12	9
01:00		12	13	7	3	2	9	9
01:15		9	2	7	10	8	13	7
01:30		5	8	7	13	8	15	8
01:45		8	9	8	4	4	6	7
02:00		11	10	5	8	5	7	9
02:15		4	5	7	4	7	5	5
02:30		6	9	4	3	5	2	6
02:45		6	5	12	5	5	4	7
03:00		7	5	5	4	4	9	5
03:15		8	8	12	4	7	4	8
03:30		4	6	5	9	6	3	6
03:45		7	8	10	10	4	4	9
04:00		8	10	5	15	10	4	10
04:15		15	11	19	11	15	4	14
04:30		21	26	21	24	9	6	23
04:45		22	15	23	20	5	9	20
05:00		23	21	21	25	14	2	23
05:15		29	30	31	19	14	9	27
05:30		36	33	35	52	19	12	39
05:45		40	34	40	27	21	7	35
06:00		36	27	36	43	18	3	36
06:15		51	37	37	46	24	10	43
06:30		39	42	47	45	30	11	43
06:45		55	60	69	70	27	14	64
07:00		62	56	66	72	18	9	64
07:15		59	52	70	65	29	12	62
07:30		64	70	75	67	32	19	69
07:45		83	75	94	85	30	14	84
08:00		81	80	86	98	37	13	86
08:15		90	93	96	98	47	24	94
08:30		108	105	104	110	40	22	107
08:45		94	110	124	111	54	25	110
09:00		103	85	111	102	44		100
09:15		86	121	93	105	61		101
09:30		79	87	104	65	55	32	84
09:45		61	82	89	94	65	45	82
10:00		84	71	96	83	57	41	84

10:15		83	74	76	84	56	20	79
10:30		85	83	65	79	63	48	78
10:45		84	87	95	78	57	46	86
11:00		73	83	65	62	72	35	71
11:15		84	97	65	73	51	42	80
11:30		83	80	72	74	72	41	77
11:45		74	84	75	72	68	54	76
12:00		85	88	70	86	55	49	82
12:15		72	73	66	76	72	40	72
12:30		77	83	77	96	62	45	83
12:45		60	93	88	88	70	37	82
13:00		71	66	78	86	71	39	75
13:15		80	77	80	85	62	53	81
13:30		77	79	68	103	84	47	82
13:45		95	76	74	88	96	46	83
14:00		60	82	89	86	89	48	79
14:15		95	64	114	95	103	51	92
14:30		97	98	88	77	87	37	90
14:45		85	85	103	76	49	56	87
15:00		102	82	115	87	42	48	97
15:15		99	101	80	90	46	36	93
15:30		77	84	90	68	41	31	80
15:45		80	76	73	85	66	35	79
16:00		93	71	78	83	36	38	81
16:15	83	70	78	75	77	36	30	77
16:30	62	78	84	72	76	40	42	74
16:45	56	72	58	50	62	45	33	60
17:00	72	59	64	68	71	42	51	67
17:15	83	73	66	64	60	36	28	69
17:30	73	74	88	88	73	36	29	79
17:45	74	85	76	74	75	49	29	77
18:00	87	78	96	92	84	40	35	87
18:15	68	64	64	90	64	48	28	70
18:30	85	101	87	96	100	43	31	94
18:45	64	75	86	72	69	32	28	73
19:00	54	76	79	44	65	28	38	64
19:15	44	56	69	56	61	30	38	57
19:30	44	40	62	35	66	28	17	49
19:45	37	38	44	42	40	28	23	40
20:00	27	26	36	35	51	31	32	35
20:15	22	26	34	41	46	31	29	34
20:30	27	33	37	45	40	27	27	36
20:45	29	41	36	39	34	32	26	36
21:00	19	30	26	29	28	18	18	26
21:15	21	21	29	30	28	20	18	26
21:30	22	28	30	24	39	21	15	29
21:45	25	28	23	27	34	19	14	27
22:00	29	19	17	33	27	18	12	25
22:15	18	27	26	31	22	13	14	25
22:30	20	21	27	28	30	26	20	25

22:45	19	23	14	25	31	20	14	22
23:00	17	23	28	14	28	11	11	22
23:15	12	18	19	24	23	18	12	19
23:30	7	11	15	24	23	18	13	16
23:45	8	9	17	22	24	16	6	16
Total								
12H(7-19)		3854	3900	3993	3943	2586		3918
16H(6-22)		4478	4571	4629	4679	2998		4562
18H(6-24)		4629	4734	4830	4887	3138		4733
24H(0-24)		4950	5066	5165	5208	3365		5060
AM Peak		08:15	08:30	08:15	08:30	11:00		08:30
		395	421	435	428	263		418
PM Peak		14:30	14:30	14:15	13:30	13:45	13:15	14:30
		383	366	420	372	375	194	366

7-Day Av
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4141
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14:15
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30-11-2018

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Vehicle Count Report Channel: Eastbound

	Mon Nov 12	Tue Nov 13	Wed Nov 14	Thu Nov 15	Fri Nov 16	Sat Nov 17	Sun Nov 18	5-Day Av
00:00	8	18	11	12	20	22	15	14
00:15	8	10	16	21	20	21	30	15
00:30	4	11	14	11	14	19	20	11
00:45	3	8	4	11	14	6	12	8
01:00	7	11	9	10	12	6	5	10
01:15	5	13	7	3	6	9	10	7
01:30	7	8	10	6	5	4	6	7
01:45	5	4	6	9	11	8	12	7
02:00	11	3	6	8	8	3	2	7
02:15	5	4	6	6	5	7	4	5
02:30	4	3	8	5	6	3	8	5
02:45	4	5	5	4	6	5	6	5
03:00	4	3	3	5	9	12	7	5
03:15	4	10	4	5	6	9	7	6
03:30	6	10	8	6	9	7	2	8
03:45	5	9	9	7	16	9	2	9
04:00	14	10	11	8	15	9	5	12
04:15	14	13	16	14	11	7	6	14
04:30	15	19	15	16	12	7	2	15
04:45	31	20	22	26	20	15	8	24
05:00	28	36	23	28	23	14	7	28
05:15	30	28	27	30	32	16	8	29
05:30	37	45	42	39	33	18	8	39
05:45	39	35	37	45	37	32	15	39
06:00	33	43	42	38	40	20	9	39
06:15	34	41	52	38	41	18	12	41
06:30	43	39	50	45	41	22	11	44
06:45	63	53	56	57	53	33	15	56
07:00	66	60	57	64	51	26	13	60
07:15	63	57	83	54	74	22	14	66
07:30	70	86	70	91	75	26	13	78
07:45	82	80	64	81	74	33	16	76
08:00	102	90	87	86	89	42	18	91
08:15	90	100	69	102	87	48	18	90
08:30	84	129	81	93	89	48	15	95
08:45	109	114	105	98	117	44	25	109
09:00	66	116	110	83	101	42	16	95
09:15	97	95	111	121	80	50	26	101
09:30	85	96	102	110	73	48	33	93
09:45	106	76	90	89	83	48	35	89
10:00	73	80	97	93	78	39	31	84

10:15	76	93	77	90	86	49	38	84
10:30	66	90	57	75	84	54	34	74
10:45	85	91	65	90	74	48	33	81
11:00	77	66	75	80	84	65	48	76
11:15	65	74	80	71	80	77	57	74
11:30	71	77	83	96	74	60	57	80
11:45	73	75	72	69	85	66	63	75
12:00	79	63	89	69	68	57	59	74
12:15	72	84	94	89	87	60	53	85
12:30	84	82	75	77	75	78	52	79
12:45	75	87	87	74	87	55	42	82
13:00	81	95	85	71	73	60	43	81
13:15	85	81	84	94	75	75	42	84
13:30	72	104	81	78	75	62	54	82
13:45	93	76	60	84	85	60	45	80
14:00	72	86	74	77	88	52	56	79
14:15	63	84	77	85	88	57	35	79
14:30	89	83	94	85	89	51	33	88
14:45	73	86	83	70	99	44	41	82
15:00	102	91	84	99	96	127	48	94
15:15	100	77	90	88	82	169	49	87
15:30	89	59	90	76	82	181	44	79
15:45	81	69	69	63	64	183	43	69
16:00	66	76	67	78	86	169	43	75
16:15	70	76	79	75	67	122	32	73
16:30	63	73	66	70	75	156	50	69
16:45	68	80	73	65	71	111	47	71
17:00	53	76	83	79	71	58	26	72
17:15	68	78	61	82	72	59	41	72
17:30	71	63	80	75	80	54	36	74
17:45	63	80	89	68	70	54	46	74
18:00	93	97	96	106	101	43	36	99
18:15	75	68	73	58	81	58	35	71
18:30	74	82	97	76	80	51	32	82
18:45	78	81	66	75	78	48	43	76
19:00	61	52	64	74	78	47	26	66
19:15	57	45	62	58	67	32	29	58
19:30	54	52	58	41	39	29	36	49
19:45	35	46	54	56	39	38	30	46
20:00	43	32	36	37	33	31	26	36
20:15	28	37	29	35	28	31	23	31
20:30	39	42	44	40	39	32	24	41
20:45	42	27	20	27	35	31	19	30
21:00	30	24	33	36	27	17	16	30
21:15	25	32	33	32	30	27	20	30
21:30	26	26	26	28	32	28	23	28
21:45	32	19	27	20	31	20	21	26
22:00	15	28	21	24	24	22	21	22
22:15	23	22	21	30	29	23	20	25
22:30	24	22	20	25	18	14	15	22

22:45	17	13	18	32	24	11	10	21
23:00	9	18	13	15	23	27	11	16
23:15	15	19	17	19	26	13	13	19
23:30	17	23	17	17	21	19	9	19
23:45	8	15	16	22	19	17	11	16
Total								
12H(7-19)	3758	3982	3881	3922	3883	3289	1809	3885
16H(6-22)	4403	4592	4567	4584	4536	3745	2149	4536
18H(6-24)	4531	4752	4710	4768	4720	3891	2259	4696
24H(0-24)	4829	5088	5029	5103	5070	4159	2466	5024
AM Peak	08:00	08:15	08:45	09:15	08:15	11:00	11:00	08:30
	385	459	428	413	394	268	225	400
PM Peak	15:00	12:45	17:45	14:30	14:15	15:15	12:00	14:30
	372	367	355	342	372	702	206	352

7-Day Av
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15:00
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30-11-2018

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Vehicle Count Report Channel: Eastbound

	Mon Nov 19	Tue Nov 20	Wed Nov 21	Thu Nov 22	Fri Nov 23	Sat Nov 24	Sun Nov 25	5-Day Av
00:00	9							9
00:15	8							8
00:30	6							6
00:45	6							6
01:00	7							7
01:15	10							10
01:30	2							2
01:45	3							3
02:00	1							1
02:15	10							10
02:30	5							5
02:45	5							5
03:00	3							3
03:15	8							8
03:30	2							2
03:45	7							7
04:00	11							11
04:15	13							13
04:30	11							11
04:45	21							21
05:00	21							21
05:15	27							27
05:30	35							35
05:45	48							48
06:00	47							47
06:15	43							43
06:30	44							44
06:45	58							58
07:00	61							61
07:15	84							84
07:30	84							84
07:45	87							87
08:00	97							97
08:15	109							109
08:30	95							95
08:45	103							103
09:00	119							119
09:15	96							96
09:30	82							82
09:45	66							66
10:00	66							66

10:15	76		76
10:30	60		60
10:45	62		62
11:00	70		70
11:15	56		56
11:30	63		63
11:45	65		65
12:00	66		66
12:15	55		55
12:30	70		70
12:45	55		55
13:00	63		63
13:15	66		66
13:30	61		61
13:45	68		68
14:00	63		63
14:15	67		67
14:30	87		87
14:45	77		77
15:00	60		60
15:15	59		59
15:30	62		62
15:45	74		74
16:00	77		77
16:15	63		63
16:30	70		70
16:45	54		54
17:00			
17:15			
17:30			
17:45			
18:00			
18:15			
18:30			
18:45			
19:00			
19:15			
19:30			
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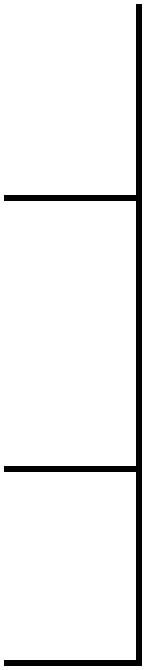
20:30			
20:45			
21:00			
21:15			
21:30			
21:45			
22:00			
22:15			
22:30			

22:45		
23:00		
23:15		
23:30		
23:45		
Total		
12H(7-19)		
16H(6-22)		
18H(6-24)		
24H(0-24)		
AM Peak	08:15	08:15
	426	426
PM Peak		

	7-Day Av



30-11-2018

Site No. 00423181 Site Ref. ID04231
Site 8_1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
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							
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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							
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11:30							
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12:00							
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13:30							
13:45							
14:00							
14:15							
14:30							
14:45							
15:00							
15:15							
15:30							
15:45							
16:00							
16:15	83	0	55	4	3	11	10
16:30	62	2	46	1	1	9	3
16:45	56	0	43	0	1	9	3
17:00	72	0	54	2	0	11	5
17:15	83	4	66	1	2	7	3
17:30	73	0	58	2	1	9	3
17:45	74	3	61	0	2	4	4
18:00	87	2	68	1	1	10	5
18:15	68	1	58	0	0	6	3
18:30	85	3	63	1	1	14	3
18:45	64	2	53	1	0	6	2
19:00	54	0	39	1	0	9	5
19:15	44	0	37	0	1	4	2
19:30	44	0	35	0	1	6	2
19:45	37	0	30	0	0	4	3
20:00	27	0	18	0	0	6	3
20:15	22	1	16	0	0	3	2
20:30	27	0	19	0	0	6	2
20:45	29	0	18	1	0	4	6
21:00	19	0	11	3	0	2	3
21:15	21	0	15	0	1	5	0
21:30	22	1	16	0	0	3	2
21:45	25	0	21	0	0	2	2
22:00	29	0	17	1	0	5	6
22:15	18	0	11	0	0	4	3
22:30	20	0	13	0	0	4	3

22:45	19	0	12	0	0	2	5
23:00	17	0	8	0	1	3	5
23:15	12	0	9	0	0	2	1
23:30	7	0	2	0	0	1	4
23:45	8	0	6	0	0	1	1
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)							
AM Peak PM Peak							

Site No. 00423181 Site Ref. ID04231
Site 8_1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	12	1	5	0	0	3	3
00:15	12	0	5	0	0	2	5
00:30	11	0	3	0	0	2	6
00:45	5	0	1	0	0	1	3
01:00	12	0	5	1	1	1	4
01:15	9	0	1	0	0	2	6
01:30	5	0	4	0	0	0	1
01:45	8	0	3	1	0	0	4
02:00	11	0	3	0	0	1	7
02:15	4	0	1	0	0	1	2
02:30	6	0	0	0	0	1	5
02:45	6	0	4	0	1	0	1
03:00	7	0	5	0	0	0	2
03:15	8	1	4	0	0	0	3
03:30	4	0	2	0	0	1	1
03:45	7	0	3	1	0	1	2
04:00	8	0	3	0	0	2	3
04:15	15	0	10	1	0	1	3
04:30	21	0	12	2	0	1	6
04:45	22	1	10	1	1	3	6
05:00	23	0	11	0	0	3	9
05:15	29	0	18	2	0	6	3
05:30	36	1	22	0	0	7	6
05:45	40	0	24	1	0	5	10
06:00	36	0	23	0	0	7	6
06:15	51	0	34	0	1	4	12
06:30	39	0	23	0	0	8	8
06:45	55	3	34	1	1	8	8
07:00	62	0	33	2	4	15	8
07:15	59	1	38	1	0	7	12
07:30	64	2	44	1	3	7	7
07:45	83	0	61	3	1	12	6
08:00	81	0	55	3	2	11	10
08:15	90	0	65	2	2	12	9
08:30	108	2	72	7	2	8	17
08:45	94	3	67	4	5	5	10
09:00	103	0	67	8	5	14	9
09:15	86	3	55	3	2	16	7
09:30	79	0	49	5	1	16	8
09:45	61	1	36	1	3	12	8
10:00	84	1	51	2	4	18	8

10:15	83	1	46	5	2	14	15
10:30	85	2	49	2	3	19	10
10:45	84	0	52	2	1	14	15
11:00	73	2	44	3	2	13	9
11:15	84	4	45	4	2	14	15
11:30	83	0	47	2	4	18	12
11:45	74	4	50	2	3	8	7
12:00	85	1	44	6	5	18	11
12:15	72	2	36	5	3	13	13
12:30	77	1	48	5	1	11	11
12:45	60	0	40	3	0	13	4
13:00	71	1	40	4	4	16	6
13:15	80	2	43	3	5	13	14
13:30	77	2	44	2	2	20	7
13:45	95	1	49	4	0	27	14
14:00	60	1	38	2	0	10	9
14:15	95	4	51	3	5	17	15
14:30	97	2	63	2	3	17	10
14:45	85	2	47	3	6	22	5
15:00	102	2	55	3	4	20	18
15:15	99	3	64	7	7	13	5
15:30	77	0	54	2	3	14	4
15:45	80	0	57	1	1	7	14
16:00	93	2	63	1	3	11	13
16:15	70	1	51	1	0	8	9
16:30	78	1	52	3	2	15	5
16:45	72	0	56	2	0	8	6
17:00	59	2	44	1	1	5	6
17:15	73	1	57	4	1	7	3
17:30	74	2	56	5	1	8	2
17:45	85	0	68	2	1	8	6
18:00	78	1	60	2	4	6	5
18:15	64	3	54	0	1	4	2
18:30	101	2	82	0	0	7	10
18:45	75	0	63	1	0	6	5
19:00	76	1	63	2	1	6	3
19:15	56	0	49	1	0	4	2
19:30	40	1	25	0	0	6	8
19:45	38	0	28	1	0	3	6
20:00	26	0	20	0	0	3	3
20:15	26	1	16	1	0	3	5
20:30	33	1	19	1	1	9	2
20:45	41	1	33	0	0	4	3
21:00	30	1	19	0	1	6	3
21:15	21	0	19	0	0	0	2
21:30	28	0	17	1	0	6	4
21:45	28	1	23	0	1	1	2
22:00	19	1	10	0	0	5	3
22:15	27	0	25	0	0	1	1
22:30	21	1	14	0	1	2	3

22:45	23	0	11	0	0	6	6
23:00	23	0	10	1	0	5	7
23:15	18	0	13	1	0	4	0
23:30	11	0	8	0	0	2	1
23:45	9	1	8	0	0	0	0
Total							
12H(7-19)	3854	65	2505	139	114	597	434
16H(6-22)	4478	75	2950	147	120	675	511
18H(6-24)	4629	78	3049	149	121	700	532
24H(0-24)	4950	82	3208	159	124	744	633
AM Peak	08:15	11:00	08:15	08:30	08:30	10:00	10:45
	395	10	271	22	14	65	51
PM Peak	14:30	14:15	17:45	12:00	14:45	14:15	14:15
	383	10	264	19	20	76	48

Site No. 00423181 Site Ref. ID04231
Site 8_1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	11	0	5	0	0	4	2
00:15	26	0	14	1	0	3	8
00:30	16	0	9	0	0	1	6
00:45	11	0	5	0	0	2	4
01:00	13	0	6	2	0	1	4
01:15	2	0	0	0	0	1	1
01:30	8	0	2	1	0	1	4
01:45	9	0	2	0	0	2	5
02:00	10	0	5	0	0	2	3
02:15	5	1	3	1	0	0	0
02:30	9	0	4	0	0	1	4
02:45	5	0	1	0	0	1	3
03:00	5	0	3	0	0	0	2
03:15	8	0	4	0	0	0	4
03:30	6	0	3	0	0	0	3
03:45	8	0	4	0	1	1	2
04:00	10	0	6	0	0	0	4
04:15	11	0	8	0	0	1	2
04:30	26	0	19	0	1	2	4
04:45	15	0	7	0	0	2	6
05:00	21	0	15	0	0	3	3
05:15	30	0	12	0	0	6	12
05:30	33	0	19	0	0	6	8
05:45	34	0	19	0	1	9	5
06:00	27	1	18	0	0	3	5
06:15	37	0	26	0	1	6	4
06:30	42	0	25	1	2	5	9
06:45	60	0	43	3	1	7	6
07:00	56	1	33	1	1	12	8
07:15	52	0	37	0	0	9	6
07:30	70	2	50	1	2	6	9
07:45	75	0	60	3	3	3	6
08:00	80	2	60	2	1	10	5
08:15	93	4	61	2	1	16	9
08:30	105	5	75	4	1	10	10
08:45	110	1	91	6	1	8	3
09:00	85	4	52	5	3	11	10
09:15	121	3	78	4	5	13	18
09:30	87	2	64	1	2	13	5
09:45	82	1	52	6	1	8	14
10:00	71	2	45	4	0	13	7

10:15	74	1	39	4	6	18	6
10:30	83	2	56	4	2	14	5
10:45	87	0	48	4	4	17	14
11:00	83	1	50	2	5	12	13
11:15	97	2	62	5	3	11	14
11:30	80	0	51	3	3	11	12
11:45	84	2	48	7	0	18	9
12:00	88	2	54	3	3	15	11
12:15	73	0	34	6	3	17	13
12:30	83	2	50	3	2	16	10
12:45	93	4	50	6	4	21	8
13:00	66	0	36	7	2	8	13
13:15	77	2	50	2	4	15	4
13:30	79	0	51	3	1	12	12
13:45	76	1	39	1	3	18	14
14:00	82	0	50	5	2	16	9
14:15	64	0	36	4	2	16	6
14:30	98	1	60	4	4	19	10
14:45	85	2	51	4	4	14	10
15:00	82	0	47	6	2	16	11
15:15	101	1	68	2	1	18	11
15:30	84	5	52	3	3	16	5
15:45	76	3	46	2	5	11	9
16:00	71	0	42	2	4	17	6
16:15	78	2	59	4	3	7	3
16:30	84	0	64	2	4	7	7
16:45	58	0	40	0	2	15	1
17:00	64	1	46	1	2	11	3
17:15	66	1	52	1	0	11	1
17:30	88	4	71	1	1	5	6
17:45	76	1	62	3	0	7	3
18:00	96	6	72	0	1	10	7
18:15	64	3	57	2	0	2	0
18:30	87	3	66	0	0	14	4
18:45	86	1	73	1	0	7	4
19:00	79	1	67	2	0	4	5
19:15	69	0	63	1	1	2	2
19:30	62	0	49	0	1	8	4
19:45	44	0	39	1	0	4	0
20:00	36	1	25	0	1	5	4
20:15	34	1	24	0	1	3	5
20:30	37	0	27	1	1	6	2
20:45	36	1	29	0	0	4	2
21:00	26	0	20	0	0	3	3
21:15	29	0	24	0	1	1	3
21:30	30	0	20	1	0	5	4
21:45	23	0	20	0	0	1	2
22:00	17	0	12	0	0	3	2
22:15	26	0	20	1	0	1	4
22:30	27	0	21	1	0	3	2

22:45	14	0	9	0	0	1	4
23:00	28	2	12	0	1	4	9
23:15	19	0	16	0	0	1	2
23:30	15	0	9	0	1	3	2
23:45	17	1	6	0	0	2	8
Total							
12H(7-19)	3900	80	2590	146	106	594	384
16H(6-22)	4571	85	3109	156	116	661	444
18H(6-24)	4734	88	3214	158	118	679	477
24H(0-24)	5066	89	3389	163	121	728	576
AM Peak	08:30	08:15	08:30	08:30	10:15	10:00	10:45
	421	14	296	19	17	62	53
PM Peak	14:30	17:30	18:30	12:15	15:45	13:45	12:15
	366	14	269	22	16	69	44

Site No. 00423181 Site Ref. ID04231
Site 8_1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	9	0	4	0	0	2	3
00:15	15	0	9	0	0	3	3
00:30	16	0	8	0	1	3	4
00:45	11	0	7	1	0	1	2
01:00	7	0	5	0	0	0	2
01:15	7	0	4	0	0	0	3
01:30	7	0	2	0	0	2	3
01:45	8	0	0	0	0	1	7
02:00	5	0	3	0	1	0	1
02:15	7	0	3	0	0	0	4
02:30	4	0	1	0	0	0	3
02:45	12	0	4	0	1	1	6
03:00	5	0	1	0	0	1	3
03:15	12	0	8	1	0	1	2
03:30	5	0	2	0	0	0	3
03:45	10	0	5	1	0	0	4
04:00	5	0	2	0	0	1	2
04:15	19	0	10	2	0	1	6
04:30	21	0	13	1	0	0	7
04:45	23	1	13	0	2	3	4
05:00	21	0	11	1	0	3	6
05:15	31	0	20	2	1	3	5
05:30	35	1	18	3	0	7	6
05:45	40	1	21	0	1	6	11
06:00	36	0	23	0	2	4	7
06:15	37	1	23	1	1	5	6
06:30	47	4	23	1	0	12	7
06:45	69	0	42	4	3	9	11
07:00	66	3	33	4	3	19	4
07:15	70	3	41	3	3	9	11
07:30	75	2	55	5	0	10	3
07:45	94	5	60	7	2	11	9
08:00	86	4	53	0	1	17	11
08:15	96	2	63	1	2	14	14
08:30	104	0	73	3	3	7	18
08:45	124	2	83	10	2	14	13
09:00	111	5	76	4	3	16	7
09:15	93	0	60	3	7	12	11
09:30	104	4	59	3	8	17	13
09:45	89	4	56	1	1	14	13
10:00	96	2	58	5	3	18	10

10:15	76	4	48	0	1	11	12
10:30	65	5	31	4	3	12	10
10:45	95	2	48	7	2	16	20
11:00	65	3	31	5	0	9	17
11:15	65	0	35	2	1	18	9
11:30	72	3	36	3	6	16	8
11:45	75	0	42	5	3	13	12
12:00	70	1	46	2	1	12	8
12:15	66	2	43	3	1	11	6
12:30	77	2	37	4	5	23	6
12:45	88	2	52	3	3	20	8
13:00	78	2	41	3	2	14	16
13:15	80	1	45	5	5	13	11
13:30	68	1	37	3	5	12	10
13:45	74	0	37	3	3	14	17
14:00	89	4	46	5	7	16	11
14:15	114	3	64	5	4	23	15
14:30	88	1	55	4	5	17	6
14:45	103	3	60	7	5	15	13
15:00	115	4	72	4	4	14	17
15:15	80	1	54	1	0	12	12
15:30	90	1	56	8	2	16	7
15:45	73	3	49	1	1	13	6
16:00	78	1	51	7	1	10	8
16:15	75	5	52	2	0	8	8
16:30	72	2	53	3	1	8	5
16:45	50	1	38	0	2	3	6
17:00	68	3	55	1	1	7	1
17:15	64	2	51	0	2	8	1
17:30	88	4	70	3	0	7	4
17:45	74	1	65	1	0	4	3
18:00	92	2	77	0	2	8	3
18:15	90	2	75	1	0	5	7
18:30	96	2	77	3	0	10	4
18:45	72	2	52	1	2	9	6
19:00	44	3	28	0	0	6	7
19:15	56	0	52	2	0	1	1
19:30	35	1	23	0	1	9	1
19:45	42	0	37	1	0	3	1
20:00	35	0	30	0	1	3	1
20:15	41	0	34	1	2	1	3
20:30	45	0	34	1	0	3	7
20:45	39	0	31	0	0	5	3
21:00	29	1	18	0	0	5	5
21:15	30	0	26	0	0	2	2
21:30	24	1	17	0	1	3	2
21:45	27	0	21	2	0	3	1
22:00	33	3	21	0	0	4	5
22:15	31	0	26	0	1	1	3
22:30	28	0	21	0	0	4	3

22:45	25	0	20	0	0	4	1
23:00	14	0	10	0	0	3	1
23:15	24	1	14	1	0	3	5
23:30	24	0	19	0	0	3	2
23:45	22	0	19	0	0	0	3
Total							
12H(7-19)	3993	111	2551	158	118	605	450
16H(6-22)	4629	122	3013	171	129	679	515
18H(6-24)	4830	126	3163	172	130	701	538
24H(0-24)	5165	129	3337	184	137	740	638
AM Peak	08:15	09:45	08:15	08:45	08:45	09:15	10:15
	435	15	295	20	20	61	59
PM Peak	14:15	16:15	17:45	14:00	14:00	14:00	13:00
	420	11	294	21	21	71	54

Site No. 00423181 Site Ref. ID04231
Site 8_1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	11	1	7	0	1	0	2
00:15	18	0	11	0	0	3	4
00:30	13	0	6	0	1	2	4
00:45	9	0	4	1	0	2	2
01:00	3	0	3	0	0	0	0
01:15	10	0	2	0	1	1	6
01:30	13	0	5	0	0	1	7
01:45	4	0	0	0	0	0	4
02:00	8	0	4	0	0	0	4
02:15	4	0	1	0	0	1	2
02:30	3	0	2	0	0	0	1
02:45	5	0	1	0	0	0	4
03:00	4	0	0	0	0	2	2
03:15	4	1	0	0	0	0	3
03:30	9	0	3	0	0	0	6
03:45	10	0	6	0	0	1	3
04:00	15	0	11	0	0	0	4
04:15	11	0	5	0	0	1	5
04:30	24	0	13	3	0	1	7
04:45	20	0	13	0	1	2	4
05:00	25	0	13	0	1	3	8
05:15	19	0	14	0	0	1	4
05:30	52	4	24	2	1	9	12
05:45	27	1	15	1	1	3	6
06:00	43	1	23	1	0	11	7
06:15	46	0	27	1	0	7	11
06:30	45	1	26	3	5	4	6
06:45	70	3	39	4	1	14	9
07:00	72	1	44	2	5	10	10
07:15	65	2	34	4	3	14	8
07:30	67	2	48	2	1	7	7
07:45	85	1	51	4	3	15	11
08:00	98	3	62	4	4	11	14
08:15	98	2	75	2	3	7	9
08:30	110	5	72	7	3	9	14
08:45	111	5	79	6	4	11	6
09:00	102	6	64	3	3	12	14
09:15	105	1	66	3	1	17	17
09:30	65	1	37	3	3	11	10
09:45	94	3	56	3	3	17	12
10:00	83	0	44	3	5	18	13

10:15	84	4	47	2	3	17	11
10:30	79	2	47	1	3	16	10
10:45	78	1	37	5	3	12	20
11:00	62	0	36	1	1	14	10
11:15	73	0	47	2	2	11	11
11:30	74	5	38	2	1	17	11
11:45	72	1	39	4	3	17	8
12:00	86	1	46	5	9	15	10
12:15	76	0	50	2	4	9	11
12:30	96	3	59	3	5	17	9
12:45	88	2	58	2	4	10	12
13:00	86	5	58	1	4	11	7
13:15	85	2	57	2	4	16	4
13:30	103	0	62	3	7	17	14
13:45	88	2	52	5	7	14	8
14:00	86	1	45	6	2	21	11
14:15	95	2	60	5	5	15	8
14:30	77	2	42	3	2	12	16
14:45	76	4	40	3	6	14	9
15:00	87	2	51	6	3	13	12
15:15	90	4	66	4	5	9	2
15:30	68	2	43	3	1	13	6
15:45	85	0	58	5	3	10	9
16:00	83	0	50	5	2	14	12
16:15	77	1	61	1	5	7	2
16:30	76	4	52	0	0	10	10
16:45	62	3	49	2	0	8	0
17:00	71	2	58	0	2	7	2
17:15	60	1	46	2	1	9	1
17:30	73	0	61	0	2	9	1
17:45	75	0	65	0	2	4	4
18:00	84	2	74	1	1	3	3
18:15	64	0	56	1	0	5	2
18:30	100	6	80	0	0	8	6
18:45	69	3	56	0	2	6	2
19:00	65	1	51	0	0	7	6
19:15	61	0	52	2	0	2	5
19:30	66	2	56	0	0	6	2
19:45	40	1	33	0	0	3	3
20:00	51	2	45	1	0	2	1
20:15	46	0	40	1	0	4	1
20:30	40	0	30	1	0	4	5
20:45	34	1	26	0	0	3	4
21:00	28	0	23	0	0	3	2
21:15	28	0	25	0	0	1	2
21:30	39	0	29	0	0	7	3
21:45	34	0	26	0	0	4	4
22:00	27	0	21	0	0	5	1
22:15	22	0	16	1	0	5	0
22:30	30	0	23	0	0	4	3

22:45	31	0	23	0	0	3	5
23:00	28	0	21	0	0	4	3
23:15	23	0	20	0	0	2	1
23:30	23	1	16	0	1	1	4
23:45	24	1	16	0	0	3	4
Total							
12H(7-19)	3943	99	2578	133	145	569	419
16H(6-22)	4679	111	3129	147	151	651	490
18H(6-24)	4887	113	3285	148	152	678	511
24H(0-24)	5208	120	3448	155	159	711	615
AM Peak	08:30	08:15	08:15	08:30	10:00	09:45	10:00
	428	18	290	19	14	68	54
PM Peak	13:30	14:45	17:45	13:45	13:00	13:15	14:15
	372	12	275	19	22	68	45

Site No. 00423181 Site Ref. ID04231
Site 8_1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	11	0	8	0	0	2	1
00:15	16	0	11	0	0	3	2
00:30	7	0	3	0	0	2	2
00:45	21	0	18	0	0	1	2
01:00	2	0	0	0	0	0	2
01:15	8	0	3	0	0	0	5
01:30	8	0	5	0	0	1	2
01:45	4	0	2	0	0	1	1
02:00	5	0	1	0	0	1	3
02:15	7	0	3	0	0	1	3
02:30	5	0	2	0	0	1	2
02:45	5	0	2	0	0	1	2
03:00	4	0	2	0	0	0	2
03:15	7	0	2	0	0	0	5
03:30	6	0	2	0	0	0	4
03:45	4	0	4	0	0	0	0
04:00	10	0	6	1	0	1	2
04:15	15	0	8	1	0	1	5
04:30	9	0	4	0	0	1	4
04:45	5	0	5	0	0	0	0
05:00	14	1	7	0	0	1	5
05:15	14	0	8	0	0	2	4
05:30	19	0	10	0	0	2	7
05:45	21	0	13	0	0	2	6
06:00	18	0	10	1	0	0	7
06:15	24	0	15	0	0	2	7
06:30	30	0	19	1	0	7	3
06:45	27	0	20	0	2	2	3
07:00	18	1	10	2	0	1	4
07:15	29	0	18	2	1	1	7
07:30	32	0	24	1	0	5	2
07:45	30	0	19	1	0	5	5
08:00	37	0	23	2	0	8	4
08:15	47	0	37	0	0	5	5
08:30	40	2	26	2	0	5	5
08:45	54	0	40	2	1	6	5
09:00	44	1	34	1	1	4	3
09:15	61	1	41	1	1	14	3
09:30	55	2	41	0	1	6	5
09:45	65	0	45	1	0	11	8
10:00	57	0	47	0	0	5	5

10:15	56	0	47	0	1	4	4
10:30	63	2	42	2	0	8	9
10:45	57	0	44	0	1	8	4
11:00	72	2	59	0	1	6	4
11:15	51	1	38	1	0	9	2
11:30	72	2	65	0	0	5	0
11:45	68	0	58	1	0	5	4
12:00	55	1	46	1	1	3	3
12:15	72	3	57	1	1	6	4
12:30	62	2	48	0	1	6	5
12:45	70	2	54	2	1	6	5
13:00	71	0	59	2	2	5	3
13:15	62	2	47	1	2	8	2
13:30	84	0	78	0	0	4	2
13:45	96	4	73	1	1	13	4
14:00	89	4	78	2	2	2	1
14:15	103	3	91	1	0	7	1
14:30	87	2	77	2	0	3	3
14:45	49	2	36	0	0	6	5
15:00	42	1	33	1	0	6	1
15:15	46	2	35	0	1	3	5
15:30	41	0	35	1	1	3	1
15:45	66	1	55	0	0	8	2
16:00	36	2	28	1	0	5	0
16:15	36	0	26	0	0	9	1
16:30	40	0	32	0	1	4	3
16:45	45	0	36	1	0	5	3
17:00	42	0	37	0	0	4	1
17:15	36	1	26	2	2	4	1
17:30	36	0	28	1	0	6	1
17:45	49	0	41	1	0	6	1
18:00	40	1	35	0	1	3	0
18:15	48	1	42	1	0	4	0
18:30	43	0	35	0	1	6	1
18:45	32	0	26	2	1	3	0
19:00	28	0	21	1	0	4	2
19:15	30	1	24	0	0	4	1
19:30	28	0	23	0	0	4	1
19:45	28	1	24	0	0	2	1
20:00	31	0	28	0	0	2	1
20:15	31	0	22	1	0	3	5
20:30	27	0	20	0	0	5	2
20:45	32	0	31	0	0	1	0
21:00	18	0	11	0	0	4	3
21:15	20	0	14	0	0	3	3
21:30	21	0	14	0	0	3	4
21:45	19	0	17	0	0	1	1
22:00	18	0	13	0	0	4	1
22:15	13	0	11	1	0	1	0
22:30	26	1	19	0	0	5	1

22:45	20	0	14	0	1	2	3
23:00	11	0	6	0	0	4	1
23:15	18	0	12	0	0	2	4
23:30	18	0	15	0	0	0	3
23:45	16	0	14	0	0	0	2
Total							
12H(7-19)	2586	48	2052	43	27	269	147
16H(6-22)	2998	50	2365	47	29	316	191
18H(6-24)	3138	51	2469	48	30	334	206
24H(0-24)	3365	52	2598	50	30	358	277
AM Peak	11:00	11:00	11:00	08:30	08:45	09:15	05:30
	263	5	220	6	4	36	27
PM Peak	13:45	13:45	13:30	13:45	12:30	13:00	12:15
	375	13	320	6	6	30	17

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	12	0	8	0	0	2	2
00:15	19	0	14	0	0	2	3
00:30	9	0	5	1	1	2	0
00:45	12	0	11	0	0	0	1
01:00	9	0	5	0	0	1	3
01:15	13	0	11	1	0	0	1
01:30	15	0	12	0	0	0	3
01:45	6	0	4	0	0	0	2
02:00	7	0	5	0	0	0	2
02:15	5	0	4	0	0	0	1
02:30	2	0	2	0	0	0	0
02:45	4	0	2	0	0	0	2
03:00	9	0	7	0	0	0	2
03:15	4	0	3	0	0	1	0
03:30	3	0	3	0	0	0	0
03:45	4	0	0	2	0	0	2
04:00	4	0	2	0	0	0	2
04:15	4	0	2	0	0	0	2
04:30	6	0	5	0	0	0	1
04:45	9	1	2	0	0	1	5
05:00	2	0	0	0	0	0	2
05:15	9	0	2	0	0	3	4
05:30	12	0	6	0	0	1	5
05:45	7	0	5	1	0	0	1
06:00	3	0	1	0	0	0	2
06:15	10	0	5	0	0	1	4
06:30	11	0	7	0	0	0	4
06:45	14	0	11	0	0	1	2
07:00	9	0	8	0	0	0	1
07:15	12	0	7	0	0	1	4
07:30	19	0	16	0	0	1	2
07:45	14	1	9	0	0	2	2
08:00	13	0	8	0	1	1	3
08:15	24	0	16	0	0	3	5
08:30	22	0	17	0	0	1	4
08:45	25	0	16	0	0	1	8
09:00							
09:15							
09:30	32	0	26	0	0	2	4
09:45	45	0	35	2	0	3	5
10:00	41	0	31	1	1	4	4

10:15	20	0	14	3	1	2	0
10:30	48	0	42	0	0	2	4
10:45	46	0	40	0	0	3	3
11:00	35	0	30	0	0	1	4
11:15	42	1	35	0	0	4	2
11:30	41	0	33	0	0	4	4
11:45	54	0	54	0	0	0	0
12:00	49	1	42	0	0	4	2
12:15	40	0	37	1	0	1	1
12:30	45	0	39	0	0	4	2
12:45	37	1	33	0	0	0	3
13:00	39	0	35	0	0	4	0
13:15	53	0	48	0	0	3	2
13:30	47	0	41	0	0	2	4
13:45	46	1	39	1	0	3	2
14:00	48	2	40	2	0	2	2
14:15	51	3	42	1	0	3	2
14:30	37	0	34	0	0	2	1
14:45	56	1	49	1	0	2	3
15:00	48	1	40	0	1	4	2
15:15	36	1	33	0	0	1	1
15:30	31	2	24	1	0	3	1
15:45	35	1	30	0	0	1	3
16:00	38	0	31	0	0	2	5
16:15	30	0	25	0	0	2	3
16:30	42	1	37	2	0	1	1
16:45	33	0	27	2	0	2	2
17:00	51	1	42	1	0	4	3
17:15	28	0	22	0	0	3	3
17:30	29	0	28	0	0	1	0
17:45	29	0	25	1	1	1	1
18:00	35	0	31	0	0	4	0
18:15	28	0	25	0	0	1	2
18:30	31	0	27	0	0	3	1
18:45	28	1	25	0	0	1	1
19:00	38	0	33	0	1	2	2
19:15	38	0	34	0	1	1	2
19:30	17	0	12	0	0	3	2
19:45	23	0	21	1	0	0	1
20:00	32	1	26	0	0	2	3
20:15	29	0	25	0	0	1	3
20:30	27	0	26	0	0	1	0
20:45	26	0	25	0	0	1	0
21:00	18	0	15	0	0	2	1
21:15	18	0	17	0	0	1	0
21:30	15	0	11	0	0	2	2
21:45	14	0	11	1	0	0	2
22:00	12	0	9	0	0	2	1
22:15	14	0	11	0	0	0	3
22:30	20	0	13	0	0	2	5

22:45	14	0	11	1	0	1	1
23:00	11	0	7	0	0	2	2
23:15	12	0	8	0	0	0	4
23:30	13	0	7	0	0	1	5
23:45	6	0	4	0	0	0	2
Total							
12H(7-19)							
16H(6-22)							
18H(6-24)							
24H(0-24)							
AM Peak							
PM Peak	13:15	14:00	13:15	16:30	19:00	13:00	23:00
	194	6	168	5	2	12	13

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	8	0	6	0	0	0	2
00:15	8	0	3	0	0	0	5
00:30	4	0	3	0	0	0	1
00:45	3	0	3	0	0	0	0
01:00	7	0	3	0	1	0	3
01:15	5	0	4	0	0	0	1
01:30	7	0	4	1	0	0	2
01:45	5	0	1	1	0	0	3
02:00	11	0	4	0	0	0	7
02:15	5	0	2	0	0	0	3
02:30	4	1	2	0	0	0	1
02:45	4	0	1	0	0	0	3
03:00	4	0	3	0	0	0	1
03:15	4	0	4	0	0	0	0
03:30	6	0	3	0	0	0	3
03:45	5	0	2	0	0	0	3
04:00	14	0	10	0	0	0	4
04:15	14	0	10	0	0	0	4
04:30	15	0	8	3	0	0	4
04:45	31	0	18	2	2	5	4
05:00	28	0	18	0	0	4	6
05:15	30	1	20	1	0	2	6
05:30	37	1	25	1	0	6	4
05:45	39	0	25	1	0	5	8
06:00	33	0	20	0	2	5	6
06:15	34	1	23	0	0	4	6
06:30	43	1	29	2	0	5	6
06:45	63	2	38	4	0	9	10
07:00	66	1	43	3	2	8	9
07:15	63	1	39	1	1	14	7
07:30	70	3	42	1	6	12	6
07:45	82	0	53	5	3	11	10
08:00	102	3	66	7	3	14	9
08:15	90	3	62	5	2	11	7
08:30	84	1	52	4	4	12	11
08:45	109	6	78	5	1	10	9
09:00	66	2	41	1	3	10	9
09:15	97	6	62	3	4	14	8
09:30	85	3	55	2	2	16	7
09:45	106	6	61	3	3	16	17
10:00	73	1	44	1	3	15	9

10:15	76	0	43	1	2	19	11
10:30	66	1	41	3	2	8	11
10:45	85	1	49	2	5	11	17
11:00	77	3	52	3	1	10	8
11:15	65	2	38	2	4	12	7
11:30	71	1	42	1	1	14	12
11:45	73	0	44	5	0	20	4
12:00	79	2	46	4	2	10	15
12:15	72	1	47	1	2	12	9
12:30	84	1	42	6	6	21	8
12:45	75	1	42	7	1	9	15
13:00	81	2	40	5	7	17	10
13:15	85	3	46	2	1	21	12
13:30	72	0	38	6	1	17	10
13:45	93	4	62	2	1	13	11
14:00	72	2	46	1	2	10	11
14:15	63	2	32	3	2	17	7
14:30	89	3	52	3	4	15	12
14:45	73	0	38	1	5	12	17
15:00	102	0	66	2	4	18	12
15:15	100	2	67	7	3	14	7
15:30	89	2	58	4	3	10	12
15:45	81	1	58	4	4	8	6
16:00	66	2	47	1	0	10	6
16:15	70	0	51	1	3	9	6
16:30	63	2	43	1	0	9	8
16:45	68	3	55	1	1	5	3
17:00	53	2	38	0	0	7	6
17:15	68	9	45	3	0	6	5
17:30	71	4	54	1	2	9	1
17:45	63	1	47	2	2	7	4
18:00	93	3	73	1	1	8	7
18:15	75	2	61	1	1	7	3
18:30	74	1	58	0	2	9	4
18:45	78	2	67	1	3	5	0
19:00	61	0	50	1	0	5	5
19:15	57	0	51	1	0	3	2
19:30	54	1	41	0	0	6	6
19:45	35	0	30	1	0	2	2
20:00	43	1	35	0	0	4	3
20:15	28	1	23	0	0	2	2
20:30	39	0	26	0	0	6	7
20:45	42	0	34	0	0	5	3
21:00	30	0	23	1	0	4	2
21:15	25	0	23	0	0	2	0
21:30	26	0	20	0	0	3	3
21:45	32	0	25	0	0	4	3
22:00	15	0	8	0	0	4	3
22:15	23	0	18	0	0	2	3
22:30	24	1	13	1	0	5	4

22:45	17	0	9	0	0	4	4
23:00	9	0	3	0	0	4	2
23:15	15	0	10	0	1	0	4
23:30	17	0	10	0	0	2	5
23:45	8	0	6	0	0	1	1
Total							
12H(7-19)	3758	101	2426	129	115	572	415
16H(6-22)	4403	108	2917	139	117	641	481
18H(6-24)	4531	109	2994	140	118	663	507
24H(0-24)	4829	112	3176	150	121	685	585
AM Peak	08:00	09:00	08:00	08:00	07:30	09:30	10:00
	385	17	258	21	14	66	48
PM Peak	15:00	16:45	18:00	12:45	14:30	13:00	14:45
	372	18	259	20	16	68	48

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	18	0	10	0	0	1	7
00:15	10	0	5	0	0	3	2
00:30	11	0	6	0	0	2	3
00:45	8	0	0	0	0	2	6
01:00	11	0	7	0	1	1	2
01:15	13	0	6	0	0	2	5
01:30	8	0	4	0	0	2	2
01:45	4	0	3	0	0	1	0
02:00	3	0	1	0	0	0	2
02:15	4	0	3	0	0	0	1
02:30	3	0	1	0	0	0	2
02:45	5	1	2	0	0	2	0
03:00	3	0	0	0	0	1	2
03:15	10	0	3	0	0	2	5
03:30	10	0	5	0	1	1	3
03:45	9	0	6	0	0	0	3
04:00	10	0	8	0	1	0	1
04:15	13	0	9	0	0	0	4
04:30	19	0	11	1	0	1	6
04:45	20	0	11	0	1	1	7
05:00	36	0	24	0	0	6	6
05:15	28	0	23	0	0	3	2
05:30	45	1	26	2	0	6	10
05:45	35	3	15	2	1	8	6
06:00	43	0	23	2	1	8	9
06:15	41	0	30	0	0	7	4
06:30	39	1	24	0	2	7	5
06:45	53	1	40	1	1	5	5
07:00	60	1	37	2	1	12	7
07:15	57	2	37	4	1	10	3
07:30	86	4	58	1	4	7	12
07:45	80	3	55	4	0	10	8
08:00	90	1	67	4	2	6	10
08:15	100	0	70	5	0	15	10
08:30	129	2	92	7	3	14	11
08:45	114	2	92	3	1	11	5
09:00	116	5	74	6	3	13	15
09:15	95	1	55	6	2	18	13
09:30	96	4	53	7	2	19	11
09:45	76	0	49	7	3	10	7
10:00	80	1	49	2	2	13	13

10:15	93	3	49	1	5	20	15
10:30	90	2	55	3	5	9	16
10:45	91	2	52	5	4	15	13
11:00	66	1	38	3	4	9	11
11:15	74	1	42	2	0	14	15
11:30	77	1	40	3	5	16	12
11:45	75	2	46	2	3	11	11
12:00	63	2	36	4	2	11	8
12:15	84	0	49	2	4	18	11
12:30	82	3	48	2	4	15	10
12:45	87	1	55	4	1	18	8
13:00	95	4	61	6	1	11	12
13:15	81	4	42	8	5	12	10
13:30	104	1	64	6	5	12	16
13:45	76	1	43	3	3	16	10
14:00	86	0	42	8	4	11	21
14:15	84	0	51	6	4	16	7
14:30	83	4	46	7	7	11	8
14:45	86	1	50	7	4	12	12
15:00	91	2	58	3	2	17	9
15:15	77	1	53	2	4	10	7
15:30	59	1	45	3	1	5	4
15:45	69	2	35	2	4	17	9
16:00	76	2	48	4	2	14	6
16:15	76	0	53	1	3	14	5
16:30	73	2	56	1	1	12	1
16:45	80	0	71	1	0	7	1
17:00	76	3	55	3	0	10	5
17:15	78	3	55	2	1	10	7
17:30	63	1	55	0	2	5	0
17:45	80	2	63	1	1	5	8
18:00	97	4	78	1	2	9	3
18:15	68	2	58	1	2	3	2
18:30	82	4	65	0	1	6	6
18:45	81	5	65	1	1	6	3
19:00	52	0	39	2	0	7	4
19:15	45	0	35	2	0	5	3
19:30	52	0	40	0	0	8	4
19:45	46	1	34	1	0	2	8
20:00	32	0	24	0	0	4	4
20:15	37	0	30	0	0	1	6
20:30	42	0	30	0	0	7	5
20:45	27	1	18	0	0	3	5
21:00	24	2	17	0	0	4	1
21:15	32	0	27	0	0	2	3
21:30	26	1	18	0	0	4	3
21:45	19	0	16	0	0	1	2
22:00	28	1	19	0	0	6	2
22:15	22	0	13	0	0	3	6
22:30	22	1	16	0	0	2	3

22:45	13	0	5	0	0	3	5
23:00	18	0	5	0	0	5	8
23:15	19	0	11	0	0	4	4
23:30	23	0	15	0	0	5	3
23:45	15	0	9	0	0	1	5
Total							
12H(7-19)	3982	93	2610	166	121	565	427
16H(6-22)	4592	100	3055	174	125	640	498
18H(6-24)	4752	102	3148	174	125	669	534
24H(0-24)	5088	107	3337	179	130	714	621
AM Peak	08:15	08:45	08:15	09:00	10:15	09:30	10:00
	459	12	328	26	18	62	57
PM Peak	12:45	18:00	18:00	14:00	14:00	12:15	13:15
	367	15	266	28	19	62	57

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	11	1	5	0	0	2	3
00:15	16	0	6	0	2	2	6
00:30	14	0	7	0	0	2	5
00:45	4	0	0	0	1	0	3
01:00	9	0	2	0	0	2	5
01:15	7	0	4	0	0	1	2
01:30	10	0	4	0	0	2	4
01:45	6	0	3	1	0	0	2
02:00	6	0	2	0	0	0	4
02:15	6	0	3	0	0	0	3
02:30	8	0	1	2	0	0	5
02:45	5	1	1	0	0	0	3
03:00	3	0	0	0	0	0	3
03:15	4	0	1	0	0	0	3
03:30	8	0	4	0	0	1	3
03:45	9	0	5	0	0	1	3
04:00	11	0	6	1	0	0	4
04:15	16	0	12	0	0	1	3
04:30	15	0	9	0	0	0	6
04:45	22	0	14	0	0	4	4
05:00	23	0	15	0	0	2	6
05:15	27	0	14	0	2	4	7
05:30	42	1	24	1	1	5	10
05:45	37	2	26	1	0	1	7
06:00	42	1	23	1	1	10	6
06:15	52	3	32	1	1	8	7
06:30	50	1	24	1	3	9	12
06:45	56	1	30	1	2	11	11
07:00	57	3	30	1	2	13	8
07:15	83	1	58	4	0	13	7
07:30	70	5	46	2	2	9	6
07:45	64	3	47	0	0	7	7
08:00	87	3	58	1	3	14	8
08:15	69	1	56	2	1	5	4
08:30	81	4	49	2	4	9	13
08:45	105	5	69	7	2	12	10
09:00	110	4	79	5	2	10	10
09:15	111	3	69	5	3	16	15
09:30	102	4	66	2	1	14	15
09:45	90	2	55	2	1	21	9
10:00	97	1	68	5	3	14	6

10:15	77	3	37	3	6	17	11
10:30	57	1	34	4	1	7	10
10:45	65	3	36	0	1	17	8
11:00	75	1	48	3	3	13	7
11:15	80	4	43	4	5	13	11
11:30	83	0	32	6	1	18	26
11:45	72	1	39	5	3	10	14
12:00	89	3	52	0	1	15	18
12:15	94	4	55	4	3	17	11
12:30	75	1	37	3	2	20	12
12:45	87	5	47	6	3	11	15
13:00	85	3	52	3	2	15	10
13:15	84	3	46	6	3	16	10
13:30	81	2	42	5	5	16	11
13:45	60	1	33	1	6	12	7
14:00	74	1	40	4	5	19	5
14:15	77	3	36	4	6	16	12
14:30	94	1	52	7	5	18	11
14:45	83	2	46	2	2	18	13
15:00	84	1	53	4	2	16	8
15:15	90	3	58	1	1	13	14
15:30	90	3	59	2	4	11	11
15:45	69	4	44	0	3	9	9
16:00	67	0	47	2	3	9	6
16:15	79	2	49	0	3	13	12
16:30	66	1	50	3	1	5	6
16:45	73	2	45	2	1	15	8
17:00	83	7	59	2	0	12	3
17:15	61	4	40	3	0	10	4
17:30	80	3	68	0	1	6	2
17:45	89	2	79	0	0	5	3
18:00	96	3	73	3	2	11	4
18:15	73	3	60	1	1	3	5
18:30	97	7	72	0	2	10	6
18:45	66	3	49	1	0	10	3
19:00	64	3	52	0	0	6	3
19:15	62	1	54	0	0	2	5
19:30	58	0	44	0	0	11	3
19:45	54	0	45	0	1	5	3
20:00	36	0	28	0	0	3	5
20:15	29	0	24	0	0	1	4
20:30	44	1	29	0	2	9	3
20:45	20	0	19	0	0	1	0
21:00	33	1	23	1	0	5	3
21:15	33	0	23	0	0	3	7
21:30	26	3	19	0	0	4	0
21:45	27	0	22	0	0	1	4
22:00	21	0	10	0	0	5	6
22:15	21	1	17	0	0	1	2
22:30	20	0	16	0	0	3	1

22:45	18	0	12	0	1	3	2
23:00	13	0	6	0	0	4	3
23:15	17	0	9	0	0	3	5
23:30	17	0	8	0	0	2	7
23:45	16	0	7	0	1	6	2
Total							
12H(7-19)	3881	129	2462	132	111	603	444
16H(6-22)	4567	144	2953	137	121	692	520
18H(6-24)	4710	145	3038	137	123	719	548
24H(0-24)	5029	150	3206	143	129	749	652
AM Peak	08:45	08:45	08:45	08:45	11:00	09:30	11:00
	428	16	283	19	12	66	58
PM Peak	17:45	18:15	17:45	12:45	13:45	14:00	12:00
	355	16	284	20	22	71	56

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	12	0	5	0	0	3	4
00:15	21	0	14	0	1	3	3
00:30	11	0	5	0	0	3	3
00:45	11	0	4	1	1	2	3
01:00	10	0	3	0	0	1	6
01:15	3	0	2	0	0	0	1
01:30	6	0	5	0	0	0	1
01:45	9	0	6	0	0	0	3
02:00	8	0	3	0	1	2	2
02:15	6	0	2	2	0	0	2
02:30	5	0	0	1	0	0	4
02:45	4	0	1	0	1	0	2
03:00	5	0	1	0	0	2	2
03:15	5	0	0	0	1	0	4
03:30	6	0	3	0	0	1	2
03:45	7	0	4	1	0	0	2
04:00	8	0	6	0	0	0	2
04:15	14	0	9	0	0	1	4
04:30	16	1	10	0	0	1	4
04:45	26	0	16	1	0	2	7
05:00	28	1	13	0	1	3	10
05:15	30	0	17	1	0	3	9
05:30	39	2	16	1	0	7	13
05:45	45	0	27	3	1	5	9
06:00	38	2	15	1	1	8	11
06:15	38	3	17	0	2	6	10
06:30	45	0	23	2	5	10	5
06:45	57	3	28	5	0	12	9
07:00	64	1	40	0	2	12	9
07:15	54	0	36	1	1	9	7
07:30	91	2	56	3	4	18	8
07:45	81	4	61	2	0	8	6
08:00	86	1	59	3	1	14	8
08:15	102	4	76	2	4	13	3
08:30	93	4	67	2	2	10	8
08:45	98	1	72	3	0	9	13
09:00	83	1	50	5	3	11	13
09:15	121	4	83	1	4	14	15
09:30	110	4	69	6	3	14	14
09:45	89	0	45	4	2	20	18
10:00	93	3	46	5	3	19	17

10:15	90	2	44	1	8	26	9
10:30	75	0	40	4	4	18	9
10:45	90	1	48	2	5	15	19
11:00	80	3	45	4	3	9	16
11:15	71	4	41	2	2	16	6
11:30	96	2	61	2	2	18	11
11:45	69	1	39	1	6	12	10
12:00	69	3	46	2	1	9	8
12:15	89	0	59	1	2	16	11
12:30	77	0	40	4	4	17	12
12:45	74	1	39	4	4	16	10
13:00	71	2	41	2	1	15	10
13:15	94	1	47	7	6	20	13
13:30	78	1	43	6	2	15	11
13:45	84	1	45	2	4	17	15
14:00	77	3	43	5	5	12	9
14:15	85	0	48	7	7	18	5
14:30	85	1	50	4	2	17	11
14:45	70	1	37	2	2	17	11
15:00	99	1	63	5	5	19	6
15:15	88	6	54	3	4	12	9
15:30	76	1	47	4	1	15	8
15:45	63	1	42	0	2	14	4
16:00	78	3	60	2	0	9	4
16:15	75	1	56	2	3	7	6
16:30	70	1	58	2	1	3	5
16:45	65	2	48	0	0	10	5
17:00	79	3	60	0	1	12	3
17:15	82	1	57	1	3	14	6
17:30	75	6	55	0	0	7	7
17:45	68	2	60	1	1	3	1
18:00	106	4	88	0	3	7	4
18:15	58	3	49	0	0	6	0
18:30	76	1	57	1	0	10	7
18:45	75	3	61	0	2	6	3
19:00	74	2	58	1	0	6	7
19:15	58	0	51	0	1	1	5
19:30	41	1	33	0	0	4	3
19:45	56	0	49	0	2	4	1
20:00	37	0	25	2	0	4	6
20:15	35	0	28	1	1	2	3
20:30	40	1	31	0	0	4	4
20:45	27	0	17	0	2	4	4
21:00	36	0	25	0	0	7	4
21:15	32	0	26	1	0	1	4
21:30	28	0	22	1	0	3	2
21:45	20	1	15	1	0	3	0
22:00	24	0	15	0	0	4	5
22:15	30	0	24	0	0	3	3
22:30	25	0	19	0	0	3	3

22:45	32	0	24	0	0	3	5
23:00	15	0	7	0	0	2	6
23:15	19	0	11	0	0	5	3
23:30	17	0	13	1	0	1	2
23:45	22	2	19	0	0	0	1
Total							
12H(7-19)	3922	95	2531	120	125	628	423
16H(6-22)	4584	108	2994	135	139	707	501
18H(6-24)	4768	110	3126	136	139	728	529
24H(0-24)	5103	114	3298	147	146	767	631
AM Peak	09:15	07:45	08:45	09:30	10:15	09:45	09:15
	413	13	274	16	20	83	64
PM Peak	14:30	17:30	17:15	13:30	13:45	14:15	13:00
	342	15	260	20	18	71	49

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	20	0	16	1	0	1	2
00:15	20	0	10	1	0	2	7
00:30	14	0	10	0	1	1	2
00:45	14	1	5	0	1	1	6
01:00	12	0	7	0	0	1	4
01:15	6	0	2	1	0	1	2
01:30	5	0	4	0	0	0	1
01:45	11	0	2	1	0	2	6
02:00	8	1	5	0	0	0	2
02:15	5	0	2	0	0	0	3
02:30	6	0	1	1	0	0	4
02:45	6	0	0	1	1	0	4
03:00	9	0	1	0	0	3	5
03:15	6	0	3	0	0	0	3
03:30	9	0	5	0	0	0	4
03:45	16	0	9	0	0	2	5
04:00	15	0	10	0	1	0	4
04:15	11	0	8	0	0	0	3
04:30	12	0	6	1	0	0	5
04:45	20	0	11	0	0	4	5
05:00	23	0	14	0	1	2	6
05:15	32	0	18	0	0	6	8
05:30	33	1	22	1	0	5	4
05:45	37	0	20	3	0	3	11
06:00	40	0	18	1	1	9	11
06:15	41	0	27	0	0	7	7
06:30	41	0	25	1	3	7	5
06:45	53	0	34	1	1	12	5
07:00	51	1	30	3	1	11	5
07:15	74	1	45	1	1	11	15
07:30	75	3	41	2	2	13	14
07:45	74	2	44	1	3	9	15
08:00	89	5	56	0	4	8	16
08:15	87	4	57	5	3	10	8
08:30	89	3	54	3	1	11	17
08:45	117	4	84	4	1	12	12
09:00	101	1	60	4	1	21	14
09:15	80	2	46	4	0	14	14
09:30	73	0	53	1	0	11	8
09:45	83	3	58	1	2	8	11
10:00	78	1	44	1	3	16	13

10:15	86	0	50	4	3	18	11
10:30	84	1	47	3	1	20	12
10:45	74	1	48	3	2	9	11
11:00	84	4	53	4	1	12	10
11:15	80	1	45	3	4	19	8
11:30	74	1	44	3	5	13	8
11:45	85	4	50	0	1	18	12
12:00	68	3	33	6	4	15	7
12:15	87	2	45	4	6	19	11
12:30	75	2	51	1	2	12	7
12:45	87	4	51	3	2	22	5
13:00	73	1	47	2	4	7	12
13:15	75	2	45	1	1	13	13
13:30	75	3	34	5	3	15	15
13:45	85	3	44	6	5	12	15
14:00	88	0	57	1	5	15	10
14:15	88	1	49	4	8	15	11
14:30	89	1	49	8	6	18	7
14:45	99	3	64	6	4	12	10
15:00	96	3	54	5	5	15	14
15:15	82	2	50	5	2	14	9
15:30	82	3	52	1	3	12	11
15:45	64	3	42	3	2	6	8
16:00	86	5	64	0	2	11	4
16:15	67	2	51	0	1	7	6
16:30	75	4	52	4	1	7	7
16:45	71	4	55	1	0	9	2
17:00	71	1	57	1	0	9	3
17:15	72	6	50	0	1	9	6
17:30	80	1	70	0	0	5	4
17:45	70	1	62	0	0	7	0
18:00	101	3	85	1	1	4	7
18:15	81	0	62	0	1	10	8
18:30	80	3	62	0	2	10	3
18:45	78	2	65	1	1	7	2
19:00	78	3	62	0	0	7	6
19:15	67	1	58	0	0	2	6
19:30	39	1	29	1	0	4	4
19:45	39	0	32	0	0	5	2
20:00	33	1	26	1	0	3	2
20:15	28	0	23	0	1	2	2
20:30	39	0	29	0	0	5	5
20:45	35	0	30	0	0	2	3
21:00	27	0	19	1	0	5	2
21:15	30	0	24	0	0	5	1
21:30	32	0	22	0	1	6	3
21:45	31	0	23	0	0	3	5
22:00	24	0	17	0	0	4	3
22:15	29	1	24	0	0	3	1
22:30	18	1	12	0	0	3	2

22:45	24	0	18	0	0	2	4
23:00	23	0	18	0	0	3	2
23:15	26	0	19	0	0	3	4
23:30	21	0	16	0	0	2	3
23:45	19	0	14	0	0	2	3
Total							
12H(7-19)	3883	110	2511	119	111	581	451
16H(6-22)	4536	116	2992	125	118	665	520
18H(6-24)	4720	118	3130	125	118	687	542
24H(0-24)	5070	121	3321	136	123	721	648
AM Peak	08:15	08:00	08:15	08:15	10:45	10:00	07:15
	394	16	255	16	12	63	60
PM Peak	14:15	16:30	17:30	14:30	13:45	12:00	13:00
	372	15	279	24	24	68	55

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	22	0	14	0	1	3	4
00:15	21	0	14	0	0	3	4
00:30	19	0	15	0	1	3	0
00:45	6	0	3	0	0	2	1
01:00	6	0	5	0	0	0	1
01:15	9	0	4	0	1	1	3
01:30	4	0	2	0	0	0	2
01:45	8	0	3	0	0	2	3
02:00	3	0	1	0	0	0	2
02:15	7	0	1	0	0	0	6
02:30	3	0	2	0	0	0	1
02:45	5	0	3	1	0	0	1
03:00	12	0	3	1	1	1	6
03:15	9	0	6	0	0	0	3
03:30	7	0	6	0	0	0	1
03:45	9	0	2	1	1	2	3
04:00	9	0	5	0	0	1	3
04:15	7	0	4	0	0	0	3
04:30	7	0	4	0	1	0	2
04:45	15	0	6	0	0	1	8
05:00	14	0	10	0	0	0	4
05:15	16	0	10	0	0	1	5
05:30	18	1	12	1	0	1	3
05:45	32	0	24	0	0	1	7
06:00	20	0	16	0	0	2	2
06:15	18	0	10	0	0	2	6
06:30	22	0	11	1	1	2	7
06:45	33	0	21	1	2	3	6
07:00	26	0	15	1	0	5	5
07:15	22	0	14	0	3	0	5
07:30	26	0	17	0	1	3	5
07:45	33	0	20	4	0	4	5
08:00	42	1	25	1	2	4	9
08:15	48	4	33	0	1	5	5
08:30	48	1	36	1	1	8	1
08:45	44	1	31	0	0	7	5
09:00	42	1	29	1	0	5	6
09:15	50	0	37	2	1	7	3
09:30	48	0	35	1	0	6	6
09:45	48	0	36	0	1	5	6
10:00	39	0	30	0	1	5	3

10:15	49	2	35	1	1	7	3
10:30	54	0	38	1	1	7	7
10:45	48	0	40	1	0	4	3
11:00	65	0	56	0	0	5	4
11:15	77	3	62	2	1	7	2
11:30	60	0	46	2	1	7	4
11:45	66	0	53	0	1	8	4
12:00	57	1	49	1	1	5	0
12:15	60	2	47	0	0	9	2
12:30	78	3	63	1	1	5	5
12:45	55	1	48	0	0	5	1
13:00	60	2	48	0	0	6	4
13:15	75	2	58	0	1	9	5
13:30	62	2	50	1	2	5	2
13:45	60	3	43	3	1	8	2
14:00	52	1	43	0	1	5	2
14:15	57	3	40	2	2	4	6
14:30	51	1	39	2	0	6	3
14:45	44	0	33	1	1	7	2
15:00	127	1	114	1	3	5	3
15:15	169	2	152	3	1	9	2
15:30	181	5	161	4	1	6	4
15:45	183	6	162	4	2	8	1
16:00	169	2	158	4	0	4	1
16:15	122	0	116	1	1	3	1
16:30	156	6	141	3	1	4	1
16:45	111	1	101	2	0	5	2
17:00	58	0	50	2	0	4	2
17:15	59	1	47	2	2	6	1
17:30	54	2	47	0	0	4	1
17:45	54	0	49	0	0	4	1
18:00	43	0	36	0	0	5	2
18:15	58	0	50	0	0	7	1
18:30	51	1	47	1	0	2	0
18:45	48	0	38	1	1	5	3
19:00	47	0	37	1	0	5	4
19:15	32	1	27	0	0	3	1
19:30	29	1	23	1	0	4	0
19:45	38	0	34	0	0	4	0
20:00	31	0	27	0	0	3	1
20:15	31	1	28	0	0	1	1
20:30	32	0	24	0	0	5	3
20:45	31	0	26	1	0	3	1
21:00	17	0	11	0	0	5	1
21:15	27	0	19	1	0	1	6
21:30	28	0	20	1	0	4	3
21:45	20	0	16	0	1	2	1
22:00	22	0	18	0	0	3	1
22:15	23	0	21	0	0	1	1
22:30	14	0	9	0	0	4	1

22:45	11	1	8	0	0	1	1
23:00	27	1	20	0	0	4	2
23:15	13	0	10	0	0	2	1
23:30	19	0	17	0	0	1	1
23:45	17	0	14	0	0	1	2
Total							
12H(7-19)	3289	61	2718	57	38	264	151
16H(6-22)	3745	64	3068	64	42	313	194
18H(6-24)	3891	66	3185	64	42	330	204
24H(0-24)	4159	67	3344	68	48	352	280
AM Peak	11:00	08:15	11:00	07:45	07:15	11:00	07:30
	268	7	217	6	6	27	24
PM Peak	15:15	15:15	15:15	15:15	15:00	15:00	12:30
	702	15	633	15	7	28	15

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	15	0	8	0	1	2	4
00:15	30	0	22	0	1	3	4
00:30	20	0	15	0	0	2	3
00:45	12	0	7	0	0	2	3
01:00	5	0	4	0	0	0	1
01:15	10	0	7	0	0	2	1
01:30	6	0	1	0	0	2	3
01:45	12	0	8	0	0	2	2
02:00	2	0	0	0	0	0	2
02:15	4	0	1	0	0	0	3
02:30	8	0	4	0	0	1	3
02:45	6	0	4	0	0	1	1
03:00	7	0	4	0	0	1	2
03:15	7	0	3	0	0	0	4
03:30	2	0	0	0	0	0	2
03:45	2	0	2	0	0	0	0
04:00	5	0	4	0	0	0	1
04:15	6	0	4	0	0	0	2
04:30	2	0	1	0	0	0	1
04:45	8	0	6	0	0	0	2
05:00	7	0	3	0	0	1	3
05:15	8	0	4	0	0	3	1
05:30	8	0	3	0	0	0	5
05:45	15	1	7	0	0	1	6
06:00	9	0	6	0	0	0	3
06:15	12	0	7	0	0	2	3
06:30	11	0	9	0	0	0	2
06:45	15	0	9	0	0	1	5
07:00	13	0	10	0	0	0	3
07:15	14	0	6	0	0	1	7
07:30	13	0	11	0	0	0	2
07:45	16	0	10	0	0	2	4
08:00	18	0	6	2	0	0	10
08:15	18	0	9	0	1	2	6
08:30	15	0	14	0	0	0	1
08:45	25	0	20	0	1	2	2
09:00	16	0	12	0	0	1	3
09:15	26	0	20	0	0	3	3
09:30	33	0	29	1	0	1	2
09:45	35	0	27	0	0	2	6
10:00	31	0	27	0	0	2	2

10:15	38	0	35	0	0	2	1
10:30	34	0	27	1	0	4	2
10:45	33	1	29	1	0	0	2
11:00	48	1	37	0	0	4	6
11:15	57	0	55	0	0	1	1
11:30	57	2	51	0	0	4	0
11:45	63	1	58	1	0	2	1
12:00	59	0	52	2	0	2	3
12:15	53	2	46	0	0	2	3
12:30	52	1	47	0	0	2	2
12:45	42	1	39	0	0	2	0
13:00	43	0	36	1	0	3	3
13:15	42	0	34	1	0	4	3
13:30	54	1	47	0	1	3	2
13:45	45	0	43	0	0	2	0
14:00	56	1	47	0	0	7	1
14:15	35	1	28	1	0	2	3
14:30	33	0	26	0	0	4	3
14:45	41	2	34	0	0	2	3
15:00	48	2	41	0	0	4	1
15:15	49	2	41	0	0	3	3
15:30	44	2	36	0	0	3	3
15:45	43	0	40	0	0	2	1
16:00	43	1	34	1	0	5	2
16:15	32	0	29	0	0	1	2
16:30	50	0	44	0	1	2	3
16:45	47	2	39	0	0	3	3
17:00	26	0	21	1	0	4	0
17:15	41	0	38	1	0	1	1
17:30	36	0	31	0	0	2	3
17:45	46	2	41	0	0	1	2
18:00	36	1	32	0	0	2	1
18:15	35	1	28	0	1	1	4
18:30	32	0	28	0	0	3	1
18:45	43	1	35	0	1	1	5
19:00	26	0	23	0	0	2	1
19:15	29	0	26	0	1	0	2
19:30	36	1	28	0	2	3	2
19:45	30	0	28	0	0	1	1
20:00	26	0	24	0	0	1	1
20:15	23	0	19	0	0	2	2
20:30	24	0	22	0	0	2	0
20:45	19	1	18	0	0	0	0
21:00	16	0	11	0	0	2	3
21:15	20	0	17	0	0	2	1
21:30	23	0	16	0	0	1	6
21:45	21	0	18	0	0	1	2
22:00	21	0	15	0	0	3	3
22:15	20	0	18	0	0	0	2
22:30	15	1	7	0	0	4	3

22:45	10	0	9	0	0	0	1
23:00	11	1	4	0	0	3	3
23:15	13	0	13	0	0	0	0
23:30	9	0	6	0	0	1	2
23:45	11	0	9	0	0	0	2
Total							
12H(7-19)	1809	28	1530	14	6	106	125
16H(6-22)	2149	30	1811	14	9	126	159
18H(6-24)	2259	32	1892	14	9	137	175
24H(0-24)	2466	33	2014	14	11	160	234
AM Peak	11:00	11:00	11:00	10:30	08:15	11:00	07:15
	225	4	201	2	2	11	23
PM Peak	12:00	14:45	12:00	17:00	18:45	13:15	21:30
	206	8	184	2	4	16	13

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Length Report Channel: Eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	9	0	7	0	0	0	2
00:15	8	0	4	0	0	0	4
00:30	6	0	1	0	0	0	5
00:45	6	0	3	0	0	0	3
01:00	7	0	2	0	0	1	4
01:15	10	0	6	1	0	1	2
01:30	2	0	1	0	0	0	1
01:45	3	0	2	0	0	0	1
02:00	1	0	0	0	0	1	0
02:15	10	1	7	0	0	0	2
02:30	5	0	3	0	0	0	2
02:45	5	0	1	0	0	2	2
03:00	3	0	0	0	0	0	3
03:15	8	0	3	0	0	1	4
03:30	2	0	0	1	0	0	1
03:45	7	0	5	0	0	0	2
04:00	11	0	7	1	1	0	2
04:15	13	0	8	1	0	2	2
04:30	11	0	9	0	0	0	2
04:45	21	0	15	0	0	1	5
05:00	21	0	13	0	0	2	6
05:15	27	0	19	0	0	2	6
05:30	35	1	21	2	1	6	4
05:45	48	0	36	1	1	2	8
06:00	47	1	26	1	0	10	9
06:15	43	2	28	2	1	6	4
06:30	44	0	24	0	0	12	8
06:45	58	1	42	1	0	10	4
07:00	61	2	29	2	4	16	8
07:15	84	2	47	5	3	17	10
07:30	84	4	59	2	1	10	8
07:45	87	6	50	4	4	10	13
08:00	97	6	65	4	2	11	9
08:15	109	6	67	8	2	14	12
08:30	95	0	72	2	1	11	9
08:45	103	4	67	5	2	17	8
09:00	119	2	83	5	4	13	12
09:15	96	3	63	3	6	10	11
09:30	82	3	47	3	5	14	10
09:45	66	0	44	1	7	7	7
10:00	66	2	35	4	4	11	10

10:15	76	3	42	3	3	12	13
10:30	60	0	20	6	6	15	13
10:45	62	2	26	5	4	13	12
11:00	70	0	35	4	2	17	12
11:15	56	1	27	1	3	9	15
11:30	63	4	38	2	3	9	7
11:45	65	0	41	2	0	10	12
12:00	66	2	36	7	0	13	8
12:15	55	1	19	0	2	16	17
12:30	70	1	35	5	2	16	11
12:45	55	0	20	5	4	13	13
13:00	63	1	32	5	4	13	8
13:15	66	1	30	3	4	18	10
13:30	61	2	29	4	1	16	9
13:45	68	2	45	3	1	13	4
14:00	63	0	33	2	4	15	9
14:15	67	2	30	3	2	11	19
14:30	87	1	48	5	1	23	9
14:45	77	1	40	5	6	12	13
15:00	60	2	26	1	1	20	10
15:15	59	4	30	3	4	11	7
15:30	62	5	28	4	2	13	10
15:45	74	3	37	4	1	17	12
16:00	77	4	56	2	2	7	6
16:15	63	0	41	0	1	10	11
16:30	70	2	48	4	3	7	6
16:45	54	1	34	5	1	6	7
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							
Total							
12H(7-19)							
16H(6-22)							
18H(6-24)							
24H(0-24)							
AM Peak	08:15	07:30	08:15	08:15	09:15	10:15	10:30
	426	22	289	20	22	57	52
PM Peak							

Site No. 00423181 Site Ref. ID04231
Site 8_1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
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	83	24	17	6	11	27	15	21
16:30	62	27	20	6	7	8	12	21
16:45	56	27	21	6	2	5	16	18
17:00	72	22	16	5	7	30	18	12
17:15	83	26	20	6	6	11	29	20
17:30	73	25	19	6	10	16	12	25
17:45	74	27	20	7	7	12	18	20
18:00	87	25	19	6	6	16	28	26
18:15	68	28	21	7	5	9	15	21
18:30	85	25	19	6	8	23	14	27
18:45	64	27	21	7	6	10	11	22
19:00	54	28	22	7	1	4	18	16
19:15	44	27	21	5	3	3	12	16
19:30	44	29	24	6	1	2	6	14
19:45	37	28	24	4	0	1	4	20
20:00	27	29	23	6	0	4	5	6
20:15	22	28	21	7	1	5	3	5
20:30	27	28	23	5	0	1	8	10
20:45	29	29	23	5	0	2	5	10
21:00	19	29	26	4	0	0	1	7
21:15	21	30	24	5	0	1	3	7
21:30	22	30	25	5	0	0	5	6
21:45	25	31	27	5	0	1	0	8
22:00	29	30	23	7	1	3	5	12
22:15	18	28	24	4	0	0	2	8
22:30	20	28	24	3	0	0	2	12
22:45	19	29	24	5	0	1	2	7

23:00	17	30	26	11	0	0	4	7
23:15	12	34	29	5	0	0	0	3
23:30	7		24	4	0	0	1	4
23:45	8		28	5	0	0	1	0
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)								
AM Peak PM Peak								

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65

7	1	0	1	0	0	0	0	0
12	2	0	0	0	0	0	0	0
14	0	1	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
16	1	0	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
11	3	3	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0
14	3	0	1	0	0	0	0	0
11	1	1	0	0	0	0	0	0
10	3	2	0	0	0	0	0	0
12	2	0	0	0	0	1	0	0
9	1	0	0	0	0	0	0	0
16	4	1	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
8	2	1	0	0	0	0	0	0
11	3	2	0	0	0	0	0	0
3	4	1	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
8	0	1	0	0	0	0	0	0

3	2	0	0	0	0	0	0	1
4	3	2	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0

Site No. 00423181 Site Ref. ID04231
Site 8_1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	12	28	24	5	0	0	2	6
00:15	12	28	24	5	0	0	3	5
00:30	11	28	23	5	0	0	3	4
00:45	5		22	5	0	1	0	3
01:00	12	29	25	4	0	0	1	5
01:15	9		21	5	0	1	2	5
01:30	5		31	7	0	0	0	1
01:45	8		24	3	0	0	0	6
02:00	11	27	23	6	0	0	3	5
02:15	4		25	6	0	0	1	1
02:30	6		22	4	0	0	3	1
02:45	6		25	6	0	0	2	1
03:00	7		30	5	0	0	0	2
03:15	8		27	6	0	0	1	2
03:30	4		28	4	0	0	0	1
03:45	7		26	4	0	0	0	4
04:00	8		24	6	0	1	1	3
04:15	15	33	28	7	0	0	3	1
04:30	21	32	27	5	0	0	1	7
04:45	22	29	25	4	0	0	2	11
05:00	23	28	22	5	0	2	6	8
05:15	29	29	24	5	1	1	1	14
05:30	36	29	23	6	0	1	10	12
05:45	40	27	20	6	1	8	13	10
06:00	36	28	22	7	2	6	5	12
06:15	51	30	20	7	8	6	17	7
06:30	39	28	22	6	1	6	6	15
06:45	55	28	20	7	5	8	16	12
07:00	62	27	19	7	8	12	12	15
07:15	59	28	21	6	1	11	16	13
07:30	64	25	19	8	13	9	16	17
07:45	83	19	15	5	12	45	16	5
08:00	81	19	14	4	17	33	24	5
08:15	90	17	14	3	10	55	23	1
08:30	108	18	13	4	32	45	25	6
08:45	94	16	13	3	27	50	14	1
09:00	103	18	14	4	28	41	28	3
09:15	86	24	18	6	11	18	26	21
09:30	79	28	19	7	7	17	27	9
09:45	61	25	19	7	11	9	15	16
10:00	84	28	20	7	6	17	20	17
10:15	83	23	17	5	9	19	29	23

10:30	85	24	18	6	11	20	25	18
10:45	84	24	18	6	17	12	20	26
11:00	73	26	19	6	7	15	16	22
11:15	84	27	19	7	9	18	22	18
11:30	83	23	17	7	14	26	19	16
11:45	74	28	21	7	9	8	16	21
12:00	85	25	18	5	7	17	35	12
12:15	72	25	19	6	8	15	21	17
12:30	77	29	20	7	9	12	16	19
12:45	60	28	21	6	5	6	13	20
13:00	71	24	17	6	15	18	11	19
13:15	80	23	17	5	9	26	24	14
13:30	77	25	19	7	11	16	11	27
13:45	95	24	18	6	11	18	37	18
14:00	60	25	20	5	2	11	17	21
14:15	95	26	18	7	13	27	23	15
14:30	97	24	18	6	13	24	25	23
14:45	85	27	19	6	12	16	22	16
15:00	102	20	16	5	16	32	38	11
15:15	99	24	17	6	19	18	32	19
15:30	77	25	19	6	8	15	17	25
15:45	80	24	17	6	10	24	21	17
16:00	93	23	17	6	16	27	26	16
16:15	70	28	21	6	9	3	14	25
16:30	78	23	17	8	12	27	19	13
16:45	72	25	18	6	6	15	24	17
17:00	59	27	19	7	8	15	9	13
17:15	73	25	20	6	1	9	31	22
17:30	74	27	20	7	9	10	16	21
17:45	85	24	19	6	8	15	23	29
18:00	78	25	19	6	3	20	23	19
18:15	64	29	23	5	0	3	16	24
18:30	101	27	20	6	9	17	28	25
18:45	75	28	22	6	3	7	14	27
19:00	76	28	22	5	1	9	16	25
19:15	56	28	23	5	0	1	18	19
19:30	40	27	21	6	3	5	7	15
19:45	38	27	23	4	0	1	7	20
20:00	26	28	23	4	0	2	1	14
20:15	26	29	23	7	2	1	3	9
20:30	33	28	21	6	2	3	13	5
20:45	41	30	23	7	2	4	5	12
21:00	30	29	23	6	1	2	6	8
21:15	21	28	23	4	0	0	5	8
21:30	28	32	25	7	1	2	2	10
21:45	28	30	23	7	2	2	3	9
22:00	19	28	23	5	0	1	5	6
22:15	27	33	27	7	0	0	3	9
22:30	21	28	23	6	0	1	6	7
22:45	23	30	25	10	0	1	6	6

23:00	23	27	23	5	0	1	3	14
23:15	18	30	26	5	0	0	3	3
23:30	11	30	26	4	0	0	0	5
23:45	9		26	3	0	0	0	4
Total								
12H(7-19)	3854	25	18	6	511	943	1015	817
16H(6-22)	4478	26	19	6	541	1001	1145	1017
18H(6-24)	4629	26	19	7	541	1005	1171	1071
24H(0-24)	4950	27	19	7	543	1020	1229	1189
AM Peak	08:15	02:45	03:00	06:45	08:30	08:15	09:00	10:15
	395	33	28	7	98	191	96	89
PM Peak	14:30	21:30	23:00	22:00	14:30	14:15	14:30	18:15
	383	31	25	7	60	99	117	101

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
3	0	1	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
2	1	0	1	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
5	5	0	1	0	0	0	0	0
7	5	0	1	0	0	0	0	0
7	2	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
9	3	0	1	0	0	0	0	0
5	2	1	0	0	0	0	0	0
8	1	2	0	0	0	0	0	0
5	8	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
10	3	0	1	0	0	0	0	0
13	2	0	0	0	0	0	0	0
14	4	0	0	0	0	0	0	0
7	1	0	0	0	0	0	1	0
3	2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
6	2	2	0	0	0	0	0	0
11	7	1	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0
16	7	1	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0

8	3	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
9	8	0	0	0	0	0	0	0
5	2	0	0	1	0	0	0	0
13	6	1	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
11	10	0	0	0	0	0	0	0
13	3	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
7	5	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
11	6	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
18	1	0	0	0	0	0	0	0
2	2	0	1	0	0	0	0	0
8	1	2	0	0	0	0	0	0
11	0	1	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
16	2	1	0	0	0	0	0	0
5	1	0	0	0	0	0	0	1
9	1	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
7	2	0	0	0	0	1	0	0
15	2	0	1	0	0	0	0	0
8	2	0	0	0	0	0	0	0
10	1	2	0	0	0	0	0	0
15	5	1	0	0	0	0	0	0
18	4	0	0	0	0	0	0	0
21	2	1	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0
15	2	1	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
8	2	1	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
12	4	2	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
5	8	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
7	5	1	2	0	0	0	0	0
5	1	1	0	0	0	0	0	0
6	3	0	0	0	0	0	1	0

3	1	1	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
432	116	14	2	1	0	1	1	1
587	160	20	3	1	0	1	1	1
632	176	23	5	1	0	1	2	1
712	214	29	9	1	0	1	2	1
06:30	11:00	09:15	04:15	11:00	11:00	11:00	07:30	11:00
46	19	5	2	1	0	0	1	0
18:30	12:15	18:00	22:15	23:00	23:00	17:15	22:45	16:30
77	18	4	2	0	0	1	1	1

Site No. 00423181 Site Ref. ID04231
Site 8_1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	11	30	25	4	0	0	1	5
00:15	26	27	23	4	0	1	6	11
00:30	16	34	27	6	0	0	1	7
00:45	11	31	25	6	0	1	1	3
01:00	13	31	25	7	0	1	2	4
01:15	2		23	0	0	0	0	2
01:30	8		23	5	0	0	3	2
01:45	9		23	5	0	1	1	4
02:00	10	28	25	4	0	0	1	5
02:15	5		32	2	0	0	0	0
02:30	9		29	4	0	0	0	2
02:45	5		27	4	0	0	0	2
03:00	5		28	5	0	0	0	2
03:15	8		26	5	0	0	1	3
03:30	6		27	3	0	0	0	2
03:45	8		28	6	0	0	0	3
04:00	10	28	24	6	0	1	1	5
04:15	11	32	28	4	0	0	0	4
04:30	26	31	26	5	0	0	6	1
04:45	15	27	24	5	0	0	3	8
05:00	21	32	24	7	1	1	4	6
05:15	30	28	22	5	0	2	10	10
05:30	33	29	23	5	0	2	7	11
05:45	34	27	21	6	4	3	3	15
06:00	27	26	23	4	0	0	7	14
06:15	37	28	22	7	2	6	2	14
06:30	42	24	19	5	1	7	15	14
06:45	60	24	19	5	6	6	18	24
07:00	56	27	20	6	4	10	13	16
07:15	52	28	21	7	5	8	9	15
07:30	70	21	15	5	12	27	18	9
07:45	75	19	15	4	14	25	27	7
08:00	80	20	16	6	15	28	24	6
08:15	93	17	13	3	27	47	13	6
08:30	105	17	13	3	26	56	19	4
08:45	110	22	16	5	11	39	38	14
09:00	85	18	14	4	24	33	23	2
09:15	121	21	16	5	24	40	35	15
09:30	87	23	18	5	7	19	35	22
09:45	82	24	18	6	9	15	26	23
10:00	71	26	20	7	6	14	15	24
10:15	74	25	17	7	12	22	18	11

10:30	83	26	18	7	14	26	14	12
10:45	87	23	18	5	8	14	41	18
11:00	83	27	20	6	6	16	18	26
11:15	97	25	19	5	9	16	35	24
11:30	80	25	18	6	13	19	20	15
11:45	84	25	18	6	14	15	18	23
12:00	88	25	18	6	14	18	24	18
12:15	73	24	19	8	9	16	20	19
12:30	83	24	17	6	13	16	28	18
12:45	93	24	17	6	15	30	20	19
13:00	66	24	18	6	7	17	20	15
13:15	77	24	17	6	14	15	23	16
13:30	79	25	19	6	10	15	17	25
13:45	76	23	17	6	14	18	24	12
14:00	82	24	18	5	10	15	26	21
14:15	64	25	19	8	6	14	19	15
14:30	98	24	17	6	21	22	23	19
14:45	85	24	18	7	12	20	25	17
15:00	82	24	17	5	12	19	25	18
15:15	101	24	17	5	10	30	26	26
15:30	84	24	18	6	14	17	27	15
15:45	76	27	20	7	8	12	21	17
16:00	71	28	21	7	3	12	13	26
16:15	78	26	20	6	3	14	25	22
16:30	84	26	19	7	7	22	21	17
16:45	58	25	19	6	8	10	11	21
17:00	64	27	21	6	2	8	13	24
17:15	66	27	20	9	6	12	15	19
17:30	88	26	19	6	15	8	19	30
17:45	76	25	19	5	4	11	25	26
18:00	96	25	19	7	10	15	27	31
18:15	64	28	21	6	4	8	13	19
18:30	87	25	19	6	8	19	16	31
18:45	86	27	20	7	6	15	22	25
19:00	79	29	23	5	1	5	19	28
19:15	69	29	23	6	3	3	19	16
19:30	62	25	21	5	1	5	14	33
19:45	44	29	24	5	0	0	9	15
20:00	36	29	22	6	0	3	13	9
20:15	34	29	24	6	0	2	6	10
20:30	37	28	22	6	2	3	9	11
20:45	36	30	24	7	3	1	6	10
21:00	26	31	26	5	0	1	2	9
21:15	29	30	25	5	0	0	2	14
21:30	30	32	28	8	0	0	2	8
21:45	23	30	26	5	0	0	0	12
22:00	17	33	30	12	0	0	2	3
22:15	26	33	26	6	0	0	4	7
22:30	27	29	25	4	0	0	3	12
22:45	14	28	25	4	0	0	0	9

23:00	28	25	20	6	2	5	5	12
23:15	19	29	25	4	0	0	2	7
23:30	15	30	24	6	0	2	0	7
23:45	17	30	25	4	0	0	1	9
Total								
12H(7-19)	3900	25	18	6	525	937	1047	873
16H(6-22)	4571	25	19	6	544	979	1190	1114
18H(6-24)	4734	26	19	7	546	986	1207	1180
24H(0-24)	5066	26	19	7	551	999	1258	1297
AM Peak	08:30	02:15	02:15	09:45	08:15	08:15	08:45	11:00
	421	33	29	6	88	175	131	88
PM Peak	14:30	21:30	21:30	21:30	14:30	14:30	14:45	17:45
	366	33	28	8	55	91	103	107

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
3	2	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
3	3	2	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
4	4	1	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
11	1	1	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
10	5	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
7	3	2	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0

14	3	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0
11	6	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	1
6	2	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
11	0	1	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	1
13	0	0	0	0	0	0	0	0
5	5	0	1	0	0	0	0	0
8	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
14	2	2	0	0	0	0	0	0
10	5	1	0	1	0	0	0	0
12	1	0	1	0	0	0	0	0
15	1	0	0	1	0	0	0	0
7	0	1	0	0	0	0	0	0
16	0	1	0	0	0	0	0	0
9	3	1	0	0	0	0	0	1
12	4	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
10	2	0	0	0	0	0	0	1
18	1	0	1	0	0	0	0	0
11	2	0	0	0	0	0	0	0
15	1	1	0	1	0	0	0	0
19	7	0	0	0	0	0	0	0
23	4	1	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
16	4	0	0	0	0	0	0	0
6	4	1	0	0	0	0	0	0
14	1	0	1	0	0	0	0	0
11	1	0	0	0	0	0	0	0
11	3	2	0	0	0	0	0	0
8	6	0	0	0	0	0	0	0
9	3	0	1	0	0	0	0	0
13	5	0	1	0	0	0	0	1
7	3	0	1	0	0	0	0	0
7	3	0	0	0	1	0	0	1
7	7	1	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0

3	0	1	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
415	82	11	3	3	0	0	0	4
585	128	16	7	3	0	0	0	5
631	148	19	7	3	1	0	0	6
721	195	28	7	3	1	0	0	6
11:00	10:15	10:00	11:00	11:00	11:00	11:00	11:00	11:00
48	13	3	0	0	0	0	0	0
18:30	21:30	22:15	21:15	16:00	22:00	23:00	23:00	21:30
68	18	3	3	2	1	0	0	2

Site No. 00423181 Site Ref. ID04231
Site 8_1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	9		21	5	1	0	3	3
00:15	15	30	25	4	0	0	0	10
00:30	16	27	23	4	0	1	1	10
00:45	11	31	26	6	0	0	3	0
01:00	7		28	5	0	0	0	3
01:15	7		30	6	0	0	1	0
01:30	7		25	5	0	0	1	2
01:45	8		24	2	0	0	0	5
02:00	5		27	4	0	0	0	2
02:15	7		24	5	0	0	2	2
02:30	4		23	0	0	0	0	4
02:45	12	28	25	5	0	0	1	6
03:00	5		24	2	0	0	0	4
03:15	12	33	30	11	0	0	0	4
03:30	5		25	6	0	0	2	0
03:45	10	29	26	4	0	0	1	2
04:00	5		29	4	0	0	0	1
04:15	19	29	25	8	0	1	3	7
04:30	21	33	28	4	0	0	0	6
04:45	23	29	24	7	2	1	3	7
05:00	21	32	26	6	0	0	5	3
05:15	31	31	24	7	2	1	5	9
05:30	35	30	24	9	0	5	7	7
05:45	40	29	20	7	4	5	12	8
06:00	36	30	24	10	2	4	5	9
06:15	37	29	23	5	0	2	7	13
06:30	47	25	19	6	4	10	9	18
06:45	69	26	19	7	12	10	22	13
07:00	66	28	19	8	10	16	15	9
07:15	70	24	17	6	9	23	18	11
07:30	75	27	20	6	12	5	22	17
07:45	94	22	16	7	20	30	26	9
08:00	86	18	13	4	28	36	17	4
08:15	96	18	14	4	25	35	32	3
08:30	104	19	14	4	25	43	26	8
08:45	124	20	15	5	24	38	47	10
09:00	111	23	17	6	18	32	32	19
09:15	93	26	19	6	7	21	20	28
09:30	104	24	18	7	18	22	24	29
09:45	89	23	17	6	9	32	18	24
10:00	96	23	17	6	17	24	33	12
10:15	76	27	20	6	3	12	18	27

10:30	65	25	18	6	11	13	15	17
10:45	95	27	19	6	4	23	31	16
11:00	65	25	19	6	3	15	21	15
11:15	65	30	23	7	2	7	9	21
11:30	72	24	18	6	8	20	19	16
11:45	75	28	20	7	4	17	23	11
12:00	70	28	20	7	7	12	15	16
12:15	66	26	20	6	7	8	19	20
12:30	77	25	19	6	7	16	24	17
12:45	88	26	18	7	18	14	25	15
13:00	78	24	18	6	7	20	19	23
13:15	80	28	20	7	9	15	15	18
13:30	68	28	20	7	6	10	20	16
13:45	74	25	19	5	7	9	27	20
14:00	89	25	18	6	8	25	23	21
14:15	114	22	16	6	21	34	31	21
14:30	88	27	20	6	6	12	28	20
14:45	103	22	16	5	17	29	36	16
15:00	115	22	17	5	19	24	43	24
15:15	80	25	19	6	8	13	27	21
15:30	90	25	18	7	12	21	26	16
15:45	73	29	21	7	1	19	17	14
16:00	78	25	18	6	4	22	29	11
16:15	75	27	20	6	8	12	18	17
16:30	72	25	18	6	9	22	15	16
16:45	50	28	23	6	4	2	8	18
17:00	68	25	19	6	7	15	16	19
17:15	64	26	19	7	8	18	7	18
17:30	88	26	21	7	3	15	25	28
17:45	74	26	20	5	3	9	23	24
18:00	92	28	21	6	3	12	24	26
18:15	90	28	21	6	2	11	28	23
18:30	96	28	21	6	7	9	28	29
18:45	72	27	20	7	6	15	18	17
19:00	44	25	21	4	1	2	9	27
19:15	56	29	23	5	0	3	15	16
19:30	35	29	23	7	1	5	2	15
19:45	42	30	25	5	0	1	3	19
20:00	35	28	23	5	0	4	2	20
20:15	41	28	23	5	0	4	6	19
20:30	45	29	24	6	1	1	7	14
20:45	39	29	23	6	0	4	6	11
21:00	29	31	25	7	0	2	5	8
21:15	30	30	25	6	0	1	5	11
21:30	24	29	24	5	0	1	5	7
21:45	27	32	26	5	0	0	5	7
22:00	33	28	24	4	0	0	5	14
22:15	31	29	25	5	0	2	2	13
22:30	28	29	25	5	0	0	3	15
22:45	25	29	25	4	0	1	2	7

23:00	14	27	24	6	0	0	4	6
23:15	24	28	23	5	0	2	3	11
23:30	24	33	28	9	0	0	3	7
23:45	22	30	25	4	0	0	2	8
Total								
12H(7-19)	3993	26	18	6	481	907	1100	850
16H(6-22)	4629	26	19	7	502	961	1213	1077
18H(6-24)	4830	27	19	7	502	966	1237	1158
24H(0-24)	5165	27	20	7	511	980	1287	1263
AM Peak	08:15	00:45	03:15	05:15	08:00	08:00	08:15	09:00
	435	33	28	9	102	152	137	100
PM Peak	14:15	21:00	23:00	16:45	14:15	14:00	14:15	17:45
	420	31	25	7	63	100	138	102

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
2	0	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
1	4	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	1	0
2	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
5	2	0	0	0	1	0	0	0
8	6	1	0	0	0	0	0	0
7	2	0	1	0	0	0	0	0
7	5	1	0	0	0	0	0	0
8	3	3	0	0	0	0	0	0
11	4	0	0	0	0	0	0	1
6	5	0	0	0	0	0	0	0
11	4	0	0	0	0	0	0	1
12	3	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
6	4	2	0	0	0	0	0	0
9	6	0	1	0	0	0	0	0
9	0	0	0	0	0	0	0	0
17	2	0	0	0	0	0	0	0
5	3	0	0	0	0	0	1	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
15	2	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	1
2	2	1	1	0	0	0	0	0
7	2	1	0	0	0	0	0	0
13	3	0	0	0	0	0	0	0

8	0	1	0	0	0	0	0	0
14	7	0	0	0	0	0	0	0
9	1	1	0	0	0	0	0	0
17	7	2	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
14	6	0	0	0	0	0	0	0
17	1	1	0	1	0	0	0	0
10	1	1	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
13	3	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
18	5	0	0	0	0	0	0	0
10	6	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0
20	2	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
10	1	0	0	0	0	0	0	0
12	2	0	1	0	0	0	0	0
15	5	2	0	0	0	0	0	0
11	0	1	0	0	0	0	0	0
19	1	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
15	0	3	0	0	0	0	0	0
8	2	1	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
13	3	0	0	0	0	0	0	1
13	2	0	0	0	0	0	0	0
20	6	1	0	0	0	0	0	0
23	2	1	0	0	0	0	0	0
14	9	0	0	0	0	0	0	0
12	3	1	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
18	4	0	0	0	0	0	0	0
8	2	2	0	0	0	0	0	0
13	6	0	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
18	3	0	1	0	0	0	0	0
15	3	0	0	0	0	0	0	0
8	4	2	0	0	0	0	0	0
8	4	0	1	0	0	0	0	0
8	3	0	0	0	0	0	0	0
8	7	0	0	0	0	0	0	0
13	0	1	0	0	0	0	0	0
10	3	1	0	0	0	0	0	0
7	2	0	1	0	0	0	0	0
14	1	0	0	0	0	0	0	0

3	0	0	1	0	0	0	0	0
6	2	0	0	0	0	0	0	0
7	5	1	0	0	0	0	0	1
9	3	0	0	0	0	0	0	0
515	115	18	3	1	0	0	1	2
675	166	25	5	1	0	0	1	3
744	182	28	7	1	0	0	1	4
839	233	35	8	1	1	0	2	5
11:00	05:00	04:30	09:45	11:00	04:15	11:00	07:45	05:30
49	17	5	1	0	1	0	1	2
17:45	18:00	16:45	22:30	12:00	23:00	23:00	23:00	23:00
70	20	4	2	1	0	0	0	1

Site No. 00423181 Site Ref. ID04231
Site 8_1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	11	30	26	4	0	0	1	3
00:15	18	28	23	6	0	1	4	6
00:30	13	33	28	12	0	0	2	5
00:45	9		25	5	0	0	2	2
01:00	3		28	4	0	0	0	1
01:15	10	27	24	3	0	0	1	6
01:30	13	29	23	6	0	2	2	3
01:45	4		23	4	0	0	1	2
02:00	8		27	7	0	0	1	3
02:15	4		25	6	0	0	1	1
02:30	3		28	0	0	0	0	0
02:45	5		28	4	0	0	0	2
03:00	4		25	3	0	0	0	2
03:15	4		26	4	0	0	0	2
03:30	9		24	3	0	0	1	4
03:45	10	30	24	6	0	0	3	3
04:00	15	36	30	7	0	0	0	4
04:15	11	24	23	4	0	0	3	6
04:30	24	30	25	5	0	1	4	3
04:45	20	32	26	5	0	0	2	7
05:00	25	31	24	7	1	1	5	8
05:15	19	34	28	11	0	1	3	5
05:30	52	29	21	7	3	11	10	12
05:45	27	25	20	5	1	3	12	7
06:00	43	27	22	5	1	2	13	16
06:15	46	27	20	6	2	11	7	16
06:30	45	24	19	6	6	3	18	12
06:45	70	26	19	6	9	14	18	16
07:00	72	27	19	7	10	13	15	18
07:15	65	24	18	5	6	18	18	16
07:30	67	24	18	6	10	14	13	22
07:45	85	17	13	3	24	42	16	3
08:00	98	20	14	5	19	48	17	10
08:15	98	16	13	3	32	47	16	2
08:30	110	18	14	4	24	51	28	5
08:45	111	20	15	7	25	43	25	12
09:00	102	24	17	6	16	32	24	19
09:15	105	25	19	6	13	17	29	31
09:30	65	29	22	7	3	9	15	15
09:45	94	25	19	6	9	13	27	31
10:00	83	26	18	7	15	22	18	12
10:15	84	26	19	6	10	14	19	24

10:30	79	24	17	6	14	24	12	21
10:45	78	25	19	8	6	18	21	21
11:00	62	26	19	6	6	11	14	19
11:15	73	28	20	7	8	14	12	19
11:30	74	22	16	5	14	17	25	14
11:45	72	26	19	7	12	11	16	20
12:00	86	28	19	7	12	20	20	14
12:15	76	25	18	6	7	22	20	16
12:30	96	23	17	5	13	23	33	22
12:45	88	28	20	7	8	15	20	20
13:00	86	25	18	7	14	22	15	21
13:15	85	28	21	6	3	13	18	22
13:30	103	23	17	6	18	28	28	22
13:45	88	26	19	7	4	33	15	20
14:00	86	26	18	7	12	23	17	19
14:15	95	23	16	5	21	24	26	17
14:30	77	26	19	7	11	13	21	18
14:45	76	24	17	6	17	15	19	17
15:00	87	28	19	7	11	21	20	8
15:15	90	26	18	6	10	22	24	19
15:30	68	28	21	7	4	11	15	19
15:45	85	25	18	6	11	21	23	18
16:00	83	24	17	6	14	19	32	7
16:15	77	27	20	6	7	12	19	22
16:30	76	28	21	7	7	12	15	23
16:45	62	27	21	5	5	3	14	26
17:00	71	26	19	6	9	11	21	17
17:15	60	25	20	6	4	4	22	21
17:30	73	25	20	5	2	12	16	31
17:45	75	28	21	6	5	8	17	21
18:00	84	26	20	6	8	9	21	30
18:15	64	26	22	4	0	1	17	35
18:30	100	25	20	5	6	11	37	32
18:45	69	29	23	8	4	7	11	27
19:00	65	27	21	6	1	8	15	24
19:15	61	28	22	6	4	4	15	15
19:30	66	28	22	5	0	3	24	21
19:45	40	30	26	8	1	1	3	13
20:00	51	30	25	4	0	0	6	24
20:15	46	29	25	5	0	1	5	19
20:30	40	29	23	5	1	0	10	12
20:45	34	29	23	6	3	0	5	12
21:00	28	29	24	5	0	0	6	12
21:15	28	29	25	4	0	0	2	13
21:30	39	29	24	5	0	2	7	13
21:45	34	29	24	6	1	1	6	9
22:00	27	29	25	5	0	0	3	11
22:15	22	30	25	4	0	0	2	10
22:30	30	29	24	5	0	2	4	11
22:45	31	29	23	6	0	3	5	9

23:00	28	29	24	4	0	0	2	17
23:15	23	29	25	4	0	0	1	11
23:30	23	29	24	5	0	0	6	8
23:45	24	29	25	5	0	0	4	8
Total								
12H(7-19)	3943	25	18	6	523	913	956	918
16H(6-22)	4679	26	19	7	552	963	1116	1165
18H(6-24)	4887	27	19	7	552	968	1143	1250
24H(0-24)	5208	27	19	7	557	988	1201	1347
AM Peak	08:30	04:30	02:00	00:30	08:00	08:00	08:30	09:00
	428	32	27	8	100	189	106	96
PM Peak	13:30	19:45	19:45	15:00	14:00	13:30	15:15	18:00
	372	29	25	7	61	108	94	124

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
5	2	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0
2	3	0	0	0	0	0	0	1
3	2	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	1	0	1	0	0	0	0	0
1	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
6	2	1	1	1	0	0	0	0
1	1	0	0	0	0	0	0	0
12	4	0	0	0	0	0	0	0
6	5	0	0	0	0	0	0	0
5	3	2	0	0	0	0	0	0
4	3	2	0	0	0	0	1	0
11	4	0	1	0	0	0	0	0
3	1	0	0	0	0	0	0	0
9	1	1	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
11	3	2	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	1
9	2	0	0	0	0	0	0	0
9	6	0	0	0	0	0	0	0
17	5	1	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
13	3	0	0	0	0	0	0	0
16	1	0	0	0	0	0	0	0

6	2	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	1
11	0	1	0	0	0	0	0	0
14	6	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
9	3	1	0	0	0	0	0	0
13	7	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
21	4	0	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
26	3	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
9	5	2	0	0	0	0	0	0
10	4	1	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
11	2	1	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
23	4	0	0	0	0	0	0	0
10	5	0	0	0	0	0	0	0
14	4	1	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
10	1	0	0	0	0	0	0	0
14	3	0	0	0	0	0	0	0
11	8	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
8	0	0	1	0	0	0	0	0
10	2	0	0	0	0	0	0	0
20	4	0	0	0	0	0	0	0
13	2	0	1	0	0	0	0	0
7	4	0	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
11	7	1	0	0	0	0	0	1
15	1	1	0	0	0	0	0	0
20	3	0	0	0	0	0	0	0
11	6	1	0	0	0	0	0	0
16	4	1	0	0	0	0	0	1
14	7	0	0	0	0	0	0	0
16	4	1	0	0	0	0	0	0
14	3	0	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
14	2	1	0	0	0	0	0	0
13	3	1	0	0	0	0	0	0
10	2	1	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0

5	4	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
493	124	11	2	0	0	0	0	3
686	173	18	2	0	0	0	0	4
754	195	19	2	0	0	0	0	4
844	234	25	5	1	0	0	1	5
09:30	09:15	05:00	05:30	04:00	11:00	11:00	05:15	10:45
55	19	4	1	1	0	0	1	1
12:45	19:30	13:45	17:15	23:00	23:00	23:00	23:00	19:45
63	21	4	2	0	0	0	0	1

Site No. 00423181 Site Ref. ID04231
Site 8_1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	11	29	24	4	0	0	2	4
00:15	16	29	25	4	0	0	1	8
00:30	7		26	3	0	0	0	3
00:45	21	29	25	3	0	0	0	10
01:00	2		23	5	0	0	1	0
01:15	8		21	5	0	1	2	4
01:30	8		29	6	0	0	0	2
01:45	4		25	4	0	0	1	0
02:00	5		26	6	0	0	0	4
02:15	7		28	3	0	0	0	1
02:30	5		21	5	0	1	1	2
02:45	5		23	4	0	0	2	1
03:00	4		25	3	0	0	0	2
03:15	7		25	5	0	0	1	3
03:30	6		26	2	0	0	0	2
03:45	4		29	5	0	0	0	1
04:00	10	33	28	5	0	0	1	1
04:15	15	29	24	6	0	2	1	4
04:30	9		26	7	0	0	1	4
04:45	5		30	5	0	0	0	1
05:00	14	31	25	6	0	2	0	5
05:15	14	32	26	5	0	0	0	8
05:30	19	29	25	4	0	0	1	9
05:45	21	32	26	6	0	1	3	4
06:00	18	29	27	11	0	1	1	8
06:15	24	32	26	6	0	1	3	7
06:30	30	29	23	8	2	2	7	8
06:45	27	30	25	6	1	1	2	8
07:00	18	28	25	3	0	0	1	9
07:15	29	32	25	6	0	2	1	16
07:30	32	30	24	6	0	2	5	11
07:45	30	32	23	8	1	5	4	8
08:00	37	30	25	5	0	0	8	12
08:15	47	29	24	5	1	1	4	22
08:30	40	29	24	5	1	1	4	16
08:45	54	30	24	6	1	2	11	20
09:00	44	28	23	5	0	3	7	22
09:15	61	28	22	6	2	5	17	19
09:30	55	26	20	6	4	6	16	17
09:45	65	27	21	6	1	11	14	24
10:00	57	32	24	9	2	4	11	16
10:15	56	28	22	6	2	8	8	21

10:30	63	28	22	5	0	2	21	20
10:45	57	28	24	8	0	3	10	27
11:00	72	29	22	6	1	8	19	20
11:15	51	26	20	6	4	6	16	15
11:30	72	29	24	7	1	3	11	33
11:45	68	30	23	7	0	11	15	13
12:00	55	29	24	6	3	1	11	14
12:15	72	28	22	6	2	8	12	29
12:30	62	30	23	6	0	5	13	18
12:45	70	30	24	6	0	8	8	22
13:00	71	29	21	7	8	11	9	22
13:15	62	29	23	6	1	4	21	11
13:30	84	27	21	6	8	9	21	24
13:45	96	26	20	8	9	17	22	29
14:00	89	27	20	6	10	11	15	31
14:15	103	27	21	6	6	16	18	39
14:30	87	27	21	6	4	13	19	29
14:45	49	29	23	5	0	5	9	17
15:00	42	27	21	5	0	6	11	14
15:15	46	28	20	7	5	10	7	9
15:30	41	29	23	5	0	0	14	14
15:45	66	29	23	5	0	1	15	29
16:00	36	31	24	6	0	3	11	3
16:15	36	26	22	5	0	4	4	21
16:30	40	30	24	6	0	3	8	13
16:45	45	29	23	6	2	2	10	14
17:00	42	28	23	5	0	2	8	16
17:15	36	29	25	8	0	1	4	16
17:30	36	31	24	6	0	1	7	15
17:45	49	28	23	5	1	2	13	14
18:00	40	29	25	5	2	1	2	8
18:15	48	30	25	6	1	1	8	15
18:30	43	28	21	7	4	5	10	13
18:45	32	29	25	6	0	3	3	10
19:00	28	29	22	7	3	3	1	12
19:15	30	28	24	3	0	0	2	16
19:30	28	29	23	5	0	2	6	7
19:45	28	30	24	5	0	0	5	12
20:00	31	29	25	4	0	0	4	12
20:15	31	28	23	6	0	3	4	14
20:30	27	29	24	5	0	1	4	10
20:45	32	30	25	5	0	0	6	8
21:00	18	32	26	5	0	0	2	7
21:15	20	31	24	7	2	0	3	4
21:30	21	32	25	5	0	0	1	13
21:45	19	29	25	5	0	0	4	3
22:00	18	31	27	4	0	0	1	5
22:15	13	33	28	4	0	0	0	5
22:30	26	33	26	8	0	1	4	11
22:45	20	30	25	6	0	1	4	2

23:00	11	35	26	6	0	0	1	6
23:15	18	28	23	4	0	0	4	9
23:30	18	32	28	8	0	0	1	7
23:45	16	29	26	3	0	0	0	7
Total								
12H(7-19)	2586	29	22	6	87	236	516	870
16H(6-22)	2998	29	23	6	95	250	571	1019
18H(6-24)	3138	29	23	6	95	252	586	1071
24H(0-24)	3365	29	23	6	95	259	604	1154
AM Peak	11:00	04:30	01:30	05:45	09:30	09:30	10:30	10:45
	263	33	28	8	9	29	66	95
PM Peak	13:45	22:15	22:00	13:00	13:30	13:45	13:15	13:45
	375	33	26	7	33	57	79	128

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
4	1	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
10	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
3	2	0	1	0	0	0	0	0
3	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
5	2	1	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
2	0	2	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
3	1	2	0	0	0	0	0	0
7	1	1	0	0	0	0	0	0
7	5	1	0	0	0	0	0	0
5	1	0	1	0	0	0	0	1
7	4	2	0	0	0	0	0	0
7	2	1	1	0	0	0	0	0
11	4	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
3	5	2	0	0	0	0	0	0
9	4	1	0	0	0	0	0	0
4	7	1	0	0	0	0	0	0
11	6	0	0	0	0	0	0	0
15	4	0	0	0	0	0	0	0
14	4	0	0	0	0	0	0	0
12	6	2	0	0	0	0	0	0
9	2	0	1	0	0	0	0	0
13	3	2	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
12	2	1	0	0	0	0	0	0
12	9	1	1	0	0	0	0	1
13	3	1	0	0	0	0	0	0

17	3	0	0	0	0	0	0	0
13	2	0	0	0	0	1	0	1
17	6	1	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0
17	6	0	0	0	0	0	0	1
20	8	1	0	0	0	0	0	0
20	6	0	0	0	0	0	0	0
15	5	0	1	0	0	0	0	0
18	7	1	0	0	0	0	0	0
21	11	0	0	0	0	0	0	0
14	4	3	0	0	0	0	0	0
17	6	2	0	0	0	0	0	0
18	4	0	0	0	0	0	0	0
16	2	0	0	0	0	0	0	1
18	4	0	0	0	0	0	0	0
22	1	1	0	0	0	0	0	0
19	3	0	0	0	0	0	0	0
14	4	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0
8	5	0	0	0	0	0	0	0
15	4	1	1	0	0	0	0	0
12	7	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
9	7	0	0	0	0	0	0	0
12	5	0	0	0	0	0	0	0
14	2	0	0	0	0	0	0	0
12	1	1	0	0	0	0	0	1
6	6	1	0	0	0	0	0	0
16	3	0	0	0	0	0	0	0
24	3	0	0	0	0	0	0	0
16	5	1	1	0	0	0	0	0
7	2	2	0	0	0	0	0	0
12	3	0	1	0	0	0	0	0
5	3	1	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
14	3	1	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0
1	6	0	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0
3	5	0	0	0	0	0	0	0
3	4	2	0	1	0	0	0	0
10	2	1	0	0	0	0	0	0

2	0	2	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
6	2	0	1	0	1	0	0	0
7	2	0	0	0	0	0	0	0
638	200	27	6	0	0	1	0	5
765	250	33	8	0	0	1	0	6
807	271	38	9	1	1	1	0	6
890	296	48	10	1	1	1	0	6
11:00	11:00	04:30	06:00	11:00	11:00	10:45	11:00	10:45
61	22	5	2	0	0	1	0	2
13:45	12:00	12:30	18:15	22:30	23:00	23:00	23:00	17:15
75	29	6	2	1	1	0	0	1

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	12	29	27	3	0	0	0	3
00:15	19	29	26	4	0	0	1	6
00:30	9		24	3	0	0	1	5
00:45	12	29	26	4	0	0	1	2
01:00	9		25	5	0	1	0	2
01:15	13	29	27	3	0	0	0	3
01:30	15	32	27	5	0	0	2	2
01:45	6		26	6	0	0	0	4
02:00	7		28	5	0	0	0	2
02:15	5		27	6	0	0	1	1
02:30	2		28	0	0	0	0	0
02:45	4		29	4	0	0	0	1
03:00	9		28	4	0	0	0	3
03:15	4		21	5	0	1	0	2
03:30	3		28	4	0	0	0	1
03:45	4		20	6	0	1	1	1
04:00	4		25	6	0	0	1	1
04:15	4		26	4	0	0	0	2
04:30	6		29	5	0	0	0	1
04:45	9		23	7	0	1	4	0
05:00	2		23	0	0	0	0	2
05:15	9		25	6	0	0	1	5
05:30	12	27	22	5	0	1	3	4
05:45	7		23	5	0	0	2	3
06:00	3		24	6	0	0	1	1
06:15	10	30	25	5	0	0	2	3
06:30	11	29	26	5	0	0	1	5
06:45	14	31	26	5	0	1	1	2
07:00	9		27	6	0	0	2	1
07:15	12	29	25	4	0	0	1	4
07:30	19	29	26	5	0	1	2	3
07:45	14	31	26	5	0	0	2	3
08:00	13	32	26	6	0	1	0	5
08:15	24	32	25	7	1	1	4	6
08:30	22	31	23	7	0	2	8	1
08:45	25	30	24	5	0	1	3	12
09:00								
09:15								
09:30	32	33	27	6	0	0	3	11
09:45	45	29	23	6	3	4	5	14
10:00	41	29	24	6	0	2	8	13
10:15	20	31	26	5	0	0	3	6

10:30	48	28	23	5	0	0	13	20
10:45	46	29	25	5	0	0	5	22
11:00	35	30	24	6	0	2	8	11
11:15	42	30	25	6	0	2	6	11
11:30	41	30	24	5	0	1	5	20
11:45	54	30	26	4	0	0	6	17
12:00	49	31	25	7	2	2	7	15
12:15	40	30	26	4	0	0	1	21
12:30	45	31	25	6	0	4	1	17
12:45	37	32	26	5	0	0	3	14
13:00	39	29	23	6	2	3	5	16
13:15	53	29	23	6	1	2	15	19
13:30	47	30	24	9	0	4	11	12
13:45	46	29	25	6	1	4	3	12
14:00	48	31	26	7	1	2	4	13
14:15	51	33	27	6	0	0	4	17
14:30	37	29	25	5	0	1	5	9
14:45	56	29	22	6	0	6	13	20
15:00	48	30	24	5	1	2	4	21
15:15	36	34	29	5	0	0	0	8
15:30	31	30	24	6	1	2	6	8
15:45	35	28	22	6	0	6	7	7
16:00	38	29	24	5	0	0	11	12
16:15	30	29	24	5	0	0	10	4
16:30	42	29	25	4	0	0	2	18
16:45	33	28	24	3	0	0	3	17
17:00	51	31	24	6	0	4	7	23
17:15	28	28	25	8	0	1	2	15
17:30	29	32	27	5	0	0	4	4
17:45	29	32	26	5	0	0	3	10
18:00	35	32	27	5	0	0	2	11
18:15	28	29	25	4	0	0	3	12
18:30	31	28	24	4	0	1	4	11
18:45	28	32	28	4	0	0	1	7
19:00	38	34	27	6	0	0	7	7
19:15	38	30	26	6	0	0	3	15
19:30	17	30	25	4	0	0	0	10
19:45	23	29	27	5	0	0	1	7
20:00	32	29	24	5	0	2	5	9
20:15	29	29	25	4	0	0	3	12
20:30	27	30	26	4	0	0	0	11
20:45	26	33	28	4	0	0	1	4
21:00	18	33	29	4	0	0	1	1
21:15	18	34	30	10	0	0	0	6
21:30	15	33	26	7	0	0	4	4
21:45	14	30	27	3	0	0	0	4
22:00	12	31	26	5	0	0	2	3
22:15	14	31	25	5	0	0	3	4
22:30	20	29	25	3	0	0	2	6
22:45	14	29	25	4	0	0	1	6

23:00	11	28	24	4	0	0	1	6
23:15	12	33	28	5	0	0	1	3
23:30	13	28	25	6	0	0	1	7
23:45	6		28	3	0	0	0	1
Total								
12H(7-19)								
16H(6-22)								
18H(6-24)								
24H(0-24)								
AM Peak								
PM Peak	13:15	20:45	20:45	13:15	13:00	13:00	15:30	16:30
	194	33	28	7	4	13	34	73

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
7	2	0	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0
7	3	2	0	0	0	0	0	0
6	5	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0
10	5	3	0	0	0	0	0	0
16	3	0	0	0	0	0	0	0
13	2	3	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0

11	4	0	0	0	0	0	0	0
13	5	1	0	0	0	0	0	0
9	4	1	0	0	0	0	0	0
18	3	2	0	0	0	0	0	0
9	5	1	0	0	0	0	0	0
23	8	0	0	0	0	0	0	0
13	8	1	0	1	0	0	0	0
12	5	1	0	0	0	0	0	0
14	9	0	0	0	0	0	0	0
10	9	1	0	0	0	0	0	0
8	4	1	0	0	0	0	0	0
9	4	3	0	0	0	0	0	0
13	5	0	0	1	0	0	0	1
19	4	3	0	0	0	0	0	0
18	8	1	0	1	0	0	0	0
17	9	3	1	0	0	0	0	0
19	3	0	0	0	0	0	0	0
10	7	0	0	0	0	0	0	0
13	7	0	0	0	0	0	0	0
15	9	4	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
11	3	1	0	0	0	0	0	0
13	3	0	0	0	0	0	0	0
19	2	1	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
7	9	1	0	0	0	0	0	0
8	1	0	0	0	0	0	1	0
13	7	1	0	0	0	0	0	0
8	8	0	0	0	0	0	0	0
13	8	1	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
11	9	0	0	0	0	0	0	0
12	8	4	0	0	0	0	0	0
14	4	1	0	1	0	0	0	0
4	3	0	0	0	0	0	0	0
13	0	1	1	0	0	0	0	0
12	4	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
11	5	0	0	0	0	0	0	0
13	7	1	0	0	0	0	0	0
9	7	0	0	0	0	0	0	0
6	4	1	0	0	0	0	0	1
2	4	1	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0

3	1	0	0	0	0	0	0	0
4	3	1	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0
3	2	0	0	0	0	0	0	0
13:45	12:00	13:45	23:00	13:30	23:00	23:00	17:15	21:15
73	31	7	1	2	0	0	1	1

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	8		25	4	0	0	1	2
00:15	8		24	7	0	0	4	0
00:30	4		25	4	0	0	1	0
00:45	3		28	0	0	0	0	0
01:00	7		24	4	0	0	2	1
01:15	5		29	5	0	0	0	1
01:30	7		31	7	0	0	1	1
01:45	5		21	4	0	0	3	1
02:00	11	29	26	5	0	0	1	5
02:15	5		26	2	0	0	0	2
02:30	4		26	5	0	0	1	0
02:45	4		23	4	0	0	1	2
03:00	4		28	4	0	0	0	1
03:15	4		26	4	0	0	0	2
03:30	6		24	6	0	0	2	2
03:45	5		23	0	0	0	0	5
04:00	14	29	26	3	0	0	0	5
04:15	14	34	27	6	0	0	2	3
04:30	15	32	26	7	0	1	2	4
04:45	31	30	25	7	1	1	3	11
05:00	28	30	22	6	0	3	9	8
05:15	30	28	22	6	0	2	10	8
05:30	37	32	25	7	0	3	6	9
05:45	39	28	21	6	2	6	8	13
06:00	33	29	25	11	0	3	7	11
06:15	34	25	21	5	1	3	9	15
06:30	43	29	21	7	7	4	7	9
06:45	63	24	16	6	13	20	12	11
07:00	66	24	18	6	9	19	10	20
07:15	63	24	18	6	11	12	17	17
07:30	70	17	13	4	24	30	11	4
07:45	82	23	18	5	5	14	40	15
08:00	102	20	15	5	25	39	24	10
08:15	90	23	17	6	14	25	30	12
08:30	84	26	18	6	15	21	18	15
08:45	109	18	14	4	29	48	24	5
09:00	66	23	16	6	10	25	15	9
09:15	97	26	18	8	17	20	27	15
09:30	85	27	19	7	10	19	19	19
09:45	106	22	17	7	18	28	37	15
10:00	73	25	17	7	14	21	13	13
10:15	76	23	17	8	15	18	21	15

10:30	66	26	20	6	5	13	13	22
10:45	85	22	16	6	16	23	25	16
11:00	77	25	19	6	9	9	26	20
11:15	65	27	19	6	4	18	16	13
11:30	71	27	20	8	6	14	17	17
11:45	73	27	19	7	14	13	13	18
12:00	79	20	16	7	12	25	29	11
12:15	72	28	20	7	9	13	11	19
12:30	84	24	18	6	12	21	20	20
12:45	75	21	15	5	14	33	15	7
13:00	81	26	19	6	6	13	29	18
13:15	85	25	18	6	13	15	22	22
13:30	72	24	17	6	12	23	14	16
13:45	93	24	17	6	16	22	21	27
14:00	72	27	19	7	9	13	19	17
14:15	63	21	15	5	12	19	21	10
14:30	89	23	16	5	14	28	26	12
14:45	73	24	18	5	10	16	20	22
15:00	102	23	17	5	16	24	34	18
15:15	100	23	16	5	17	34	20	24
15:30	89	23	16	6	19	23	25	15
15:45	81	24	18	5	8	13	32	20
16:00	66	28	19	7	13	7	15	16
16:15	70	24	18	6	9	14	23	16
16:30	63	23	18	6	6	16	23	13
16:45	68	24	18	6	12	14	17	16
17:00	53	26	19	7	7	13	8	15
17:15	68	25	19	6	5	19	13	21
17:30	71	28	21	6	3	13	16	20
17:45	63	27	19	6	7	11	15	17
18:00	93	27	20	6	6	19	15	33
18:15	75	26	20	6	6	15	14	26
18:30	74	25	19	6	6	13	18	26
18:45	78	28	22	7	6	8	15	27
19:00	61	28	22	5	0	8	10	21
19:15	57	31	26	7	1	0	7	20
19:30	54	28	22	5	0	3	18	16
19:45	35	28	23	5	0	2	6	15
20:00	43	28	23	4	0	0	11	16
20:15	28	29	25	4	0	0	3	12
20:30	39	28	23	5	0	1	13	11
20:45	42	28	22	6	2	4	9	8
21:00	30	30	23	6	1	1	9	9
21:15	25	29	25	4	0	0	4	9
21:30	26	31	26	5	0	0	5	5
21:45	32	29	25	7	1	1	7	6
22:00	15	29	25	4	0	0	2	5
22:15	23	31	25	5	0	1	3	6
22:30	24	29	25	4	0	0	3	11
22:45	17	30	26	11	0	1	3	6

23:00	9		24	3	0	0	1	4
23:15	15	28	24	5	0	1	2	4
23:30	17	31	26	4	0	0	0	8
23:45	8		26	5	0	0	0	5
Total								
12H(7-19)	3758	25	18	6	555	926	966	814
16H(6-22)	4403	26	18	7	581	976	1103	1008
18H(6-24)	4531	26	19	7	581	979	1117	1057
24H(0-24)	4829	26	19	7	584	995	1174	1143
AM Peak	08:00	01:15	00:45	06:00	08:00	08:00	07:45	10:15
	385	35	28	8	83	133	112	73
PM Peak	15:00	21:30	22:45	22:45	14:45	14:30	15:00	18:00
	372	31	25	7	62	102	111	112

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
5	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
0	2	3	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
5	2	2	0	0	0	0	0	0
4	3	0	1	0	0	0	0	0
10	3	1	1	0	0	0	0	0
3	5	0	0	0	0	0	0	0
8	1	1	0	0	0	0	0	0
11	5	3	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
7	3	0	0	0	0	0	1	1
5	1	0	0	0	0	0	0	0
11	5	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
4	1	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
14	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
11	6	0	0	0	0	0	0	1
12	6	0	0	0	0	0	0	0
6	1	0	0	0	0	1	0	0
9	3	0	0	0	0	0	0	0
6	0	0	0	0	0	0	1	0

11	2	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
14	2	0	0	0	0	0	0	1
11	4	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
13	7	0	0	0	0	0	0	0
10	1	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
7	4	3	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
9	6	0	0	0	0	0	0	0
6	1	0	1	0	0	0	0	0
3	1	1	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0
9	0	1	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
15	4	0	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
17	3	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
17	3	0	2	0	0	0	0	0
19	3	0	0	0	0	0	0	0
19	6	1	2	0	0	1	0	0
16	1	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
13	3	0	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	0
18	1	0	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
11	5	0	0	0	0	0	0	0
12	2	3	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
8	5	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
4	1	1	0	0	0	0	0	1

4	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
391	90	8	3	0	0	1	1	3
575	135	12	5	0	0	2	2	4
619	150	14	5	0	0	2	2	5
709	181	27	7	0	0	2	2	5
11:00	09:15	04:45	04:30	11:00	11:00	09:45	10:15	11:00
46	16	5	2	0	0	1	1	1
18:45	21:00	21:45	18:45	23:00	23:00	19:15	23:00	22:45
71	15	3	4	0	0	1	0	1

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	18	29	25	5	0	0	4	4
00:15	10	29	25	5	0	0	2	3
00:30	11	28	24	5	0	1	0	6
00:45	8		24	3	0	0	1	3
01:00	11	29	25	4	0	0	1	5
01:15	13	29	24	4	0	0	1	8
01:30	8		26	7	0	0	2	3
01:45	4		30	3	0	0	0	0
02:00	3		21	2	0	0	1	2
02:15	4		28	4	0	0	0	1
02:30	3		26	5	0	0	0	2
02:45	5		22	5	0	1	0	3
03:00	3		34	20	0	0	1	1
03:15	10	30	23	8	1	1	2	2
03:30	10	35	33	12	0	0	1	2
03:45	9		25	5	0	0	1	4
04:00	10	30	28	4	0	0	0	3
04:15	13	33	28	5	0	0	0	4
04:30	19	33	26	6	0	0	4	3
04:45	20	33	28	10	0	1	2	4
05:00	36	29	23	5	0	2	7	19
05:15	28	30	24	6	0	2	4	10
05:30	45	29	24	9	1	4	10	12
05:45	35	24	19	6	3	4	17	7
06:00	43	27	19	7	9	5	8	11
06:15	41	29	22	6	2	6	4	14
06:30	39	27	22	8	2	2	8	17
06:45	53	29	22	7	4	6	13	12
07:00	60	30	23	6	2	4	14	18
07:15	57	27	20	7	10	7	11	16
07:30	86	21	16	7	16	33	20	13
07:45	80	25	18	7	12	15	22	19
08:00	90	18	14	5	22	40	22	0
08:15	100	18	14	3	25	45	26	4
08:30	129	19	14	4	20	58	42	8
08:45	114	18	14	4	31	52	24	6
09:00	116	20	15	5	21	42	39	11
09:15	95	23	16	6	19	27	24	17
09:30	96	25	18	6	12	21	31	18
09:45	76	28	21	7	6	13	13	26
10:00	80	26	19	7	7	17	25	17
10:15	93	27	19	7	17	17	19	18

10:30	90	23	17	5	13	23	30	16
10:45	91	22	17	5	15	17	40	14
11:00	66	25	19	6	5	11	26	14
11:15	74	27	20	8	4	13	22	21
11:30	77	26	18	6	15	12	20	16
11:45	75	24	18	6	9	16	21	20
12:00	63	29	22	7	3	5	13	26
12:15	84	25	19	6	9	11	31	21
12:30	82	30	20	8	15	9	17	17
12:45	87	27	19	7	8	20	26	16
13:00	95	28	20	7	12	14	17	22
13:15	81	24	18	6	12	23	15	24
13:30	104	24	17	6	16	27	27	20
13:45	76	26	19	7	12	18	13	19
14:00	86	23	17	6	11	27	20	23
14:15	84	24	17	5	11	21	24	21
14:30	83	23	17	6	13	26	19	19
14:45	86	25	19	6	8	17	24	26
15:00	91	24	17	6	13	27	22	17
15:15	77	27	20	6	6	14	19	21
15:30	59	26	20	8	5	12	15	15
15:45	69	24	17	6	13	17	16	15
16:00	76	24	17	7	15	21	10	23
16:15	76	27	19	7	9	12	29	11
16:30	73	27	21	8	5	17	11	25
16:45	80	28	22	6	0	9	22	23
17:00	76	23	16	6	14	34	10	10
17:15	78	24	17	6	11	25	18	14
17:30	63	28	21	6	2	6	18	20
17:45	80	24	19	6	10	16	17	28
18:00	97	25	19	6	10	21	25	26
18:15	68	28	21	8	8	10	15	16
18:30	82	27	21	6	3	14	20	27
18:45	81	26	21	5	4	10	17	34
19:00	52	31	25	8	2	1	7	21
19:15	45	29	22	7	2	5	13	11
19:30	52	27	22	6	1	8	7	23
19:45	46	27	22	5	0	4	10	22
20:00	32	31	24	6	0	3	5	12
20:15	37	28	23	5	0	3	5	14
20:30	42	28	25	7	0	0	4	23
20:45	27	29	24	5	1	2	0	10
21:00	24	30	26	5	0	1	3	4
21:15	32	30	25	4	0	0	1	17
21:30	26	31	26	6	0	0	3	9
21:45	19	29	25	4	0	1	0	7
22:00	28	29	24	5	0	1	2	14
22:15	22	30	25	5	0	0	1	14
22:30	22	29	25	5	0	1	0	12
22:45	13	24	21	4	0	0	5	7

23:00	18	27	23	6	0	2	1	11
23:15	19	34	29	10	0	0	0	9
23:30	23	29	24	4	0	0	3	11
23:45	15	30	24	5	0	0	3	7
Total								
12H(7-19)	3982	25	18	7	539	966	1021	871
16H(6-22)	4592	26	19	7	562	1013	1112	1098
18H(6-24)	4752	26	19	7	562	1017	1127	1183
24H(0-24)	5088	27	19	7	567	1033	1188	1294
AM Peak	08:15	02:45	03:30	02:45	08:00	08:15	08:15	09:30
	459	34	29	12	98	197	131	79
PM Peak	12:45	23:00	21:00	15:45	13:00	13:15	12:15	18:00
	367	31	26	7	52	95	91	103

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
8	1	1	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
1	0	2	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0
2	1	1	0	0	0	0	0	0
0	5	1	0	0	0	0	0	1
2	2	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0
4	4	1	0	0	0	0	0	0
7	3	2	0	0	0	0	0	0
7	4	1	0	0	0	0	1	0
3	4	1	0	0	0	0	0	0
7	4	1	0	0	0	0	0	0
12	5	0	0	0	0	0	0	1
1	2	1	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
8	1	0	0	0	0	1	0	0
11	6	1	0	0	0	0	0	0
13	9	0	0	0	0	0	0	0
10	2	0	1	0	0	0	0	0
2	1	0	0	0	0	1	0	0
7	4	1	0	0	0	0	0	0
4	1	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	1	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	0
11	5	2	0	0	0	0	0	0
9	3	2	0	0	0	0	0	0
17	5	0	0	0	0	0	0	0

8	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
8	5	0	0	0	0	0	0	1
13	1	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
8	5	3	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
12	9	3	0	0	0	0	0	0
11	5	1	0	0	0	0	0	0
25	5	0	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
8	5	0	1	0	0	0	0	0
3	2	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
13	4	0	0	0	0	0	0	0
10	1	0	0	0	0	0	0	1
4	4	0	0	0	0	0	0	0
6	0	0	0	1	0	0	0	0
10	3	1	0	1	0	0	0	0
9	4	1	0	0	0	0	0	1
20	5	1	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0
13	4	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
12	1	2	0	0	0	0	0	0
12	4	2	1	0	0	0	0	0
14	3	1	0	0	0	0	0	0
14	2	0	0	0	0	0	0	0
12	6	2	0	0	0	0	0	1
9	3	1	0	1	0	0	0	0
10	1	2	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
6	5	1	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	1
12	2	0	0	0	0	0	0	0
13	2	1	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
9	4	0	1	0	0	0	0	0
9	2	0	0	0	0	0	0	0
8	2	1	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0
7	1	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0

2	1	1	0	0	0	0	0	0
5	2	2	0	0	0	0	0	1
6	3	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
420	132	24	3	2	0	1	0	3
579	181	33	4	3	0	2	0	5
612	197	39	4	3	0	2	0	6
693	242	52	4	3	0	2	2	8
09:30	06:15	04:30	07:15	11:00	11:00	07:30	04:45	11:00
50	20	5	1	0	0	1	1	1
12:15	12:30	12:00	21:30	16:00	23:00	23:00	23:00	23:00
58	21	7	1	2	0	0	0	1

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	11	35	28	6	0	0	1	2
00:15	16	28	24	4	0	0	3	6
00:30	14	29	24	5	0	1	1	8
00:45	4		25	3	0	0	0	2
01:00	9		25	4	0	0	1	3
01:15	7		26	3	0	0	0	3
01:30	10	33	27	5	0	0	0	5
01:45	6		27	6	0	0	0	4
02:00	6		26	6	0	0	1	2
02:15	6		27	3	0	0	0	2
02:30	8		26	2	0	0	0	3
02:45	5		30	4	0	0	0	1
03:00	3		21	2	0	0	1	2
03:15	4		25	4	0	0	0	3
03:30	8		27	5	0	0	1	2
03:45	9		25	2	0	0	0	4
04:00	11	32	26	6	0	0	2	3
04:15	16	32	26	6	0	0	3	4
04:30	15	31	27	5	0	0	2	3
04:45	22	30	24	5	0	0	6	7
05:00	23	32	26	7	0	0	6	4
05:15	27	28	25	9	0	0	6	10
05:30	42	28	23	5	1	2	9	18
05:45	37	30	24	6	0	1	7	14
06:00	42	29	22	7	2	7	6	11
06:15	52	26	20	6	6	5	9	21
06:30	50	25	20	8	2	11	15	14
06:45	56	24	19	6	3	10	20	18
07:00	57	24	17	6	14	10	13	14
07:15	83	23	17	6	10	24	21	24
07:30	70	28	20	7	10	12	12	19
07:45	64	27	19	6	4	17	15	14
08:00	87	23	17	6	14	20	27	18
08:15	69	26	20	6	4	13	16	22
08:30	81	20	15	5	20	24	27	5
08:45	105	19	15	5	27	38	29	6
09:00	110	18	13	4	31	52	20	6
09:15	111	21	16	6	22	37	31	14
09:30	102	23	17	6	13	31	32	17
09:45	90	24	17	6	15	29	21	15
10:00	97	26	19	7	13	16	20	29
10:15	77	23	17	5	12	11	35	12

10:30	57	29	22	7	0	10	11	18
10:45	65	26	20	7	7	10	18	18
11:00	75	25	18	6	8	21	16	18
11:15	80	25	18	6	11	18	16	23
11:30	83	24	17	6	13	21	20	19
11:45	72	22	16	5	12	20	23	13
12:00	89	24	19	6	8	11	33	27
12:15	94	27	19	6	8	21	20	25
12:30	75	26	19	6	8	12	24	18
12:45	87	22	17	8	16	27	26	10
13:00	85	24	17	5	9	28	23	16
13:15	84	24	18	5	10	12	29	24
13:30	81	26	17	7	15	24	17	10
13:45	60	26	20	6	2	14	10	23
14:00	74	28	21	6	4	11	11	30
14:15	77	24	18	6	9	13	28	17
14:30	94	24	17	6	14	31	20	19
14:45	83	24	17	6	7	28	26	12
15:00	84	27	20	7	7	14	22	20
15:15	90	21	16	4	10	28	33	17
15:30	90	24	17	6	16	24	25	14
15:45	69	25	20	5	4	10	15	29
16:00	67	26	18	6	9	15	19	12
16:15	79	24	18	6	7	14	34	13
16:30	66	27	20	6	6	8	17	19
16:45	73	26	18	6	10	17	17	16
17:00	83	25	18	6	9	19	26	17
17:15	61	27	19	6	5	12	16	14
17:30	80	27	20	7	4	22	16	21
17:45	89	26	20	6	8	9	29	27
18:00	96	28	20	7	11	18	23	18
18:15	73	26	20	6	3	18	12	25
18:30	97	24	18	6	12	21	30	22
18:45	66	24	19	8	4	17	20	15
19:00	64	29	22	7	0	9	18	16
19:15	62	27	21	6	3	5	19	19
19:30	58	27	20	6	6	7	10	22
19:45	54	29	24	8	1	6	5	23
20:00	36	30	25	5	0	0	7	13
20:15	29	29	24	4	0	0	5	14
20:30	44	29	22	7	3	7	3	16
20:45	20	33	28	4	0	0	0	4
21:00	33	28	22	5	1	2	5	15
21:15	33	30	25	5	0	1	6	9
21:30	26	31	25	6	0	2	3	8
21:45	27	31	25	5	0	0	4	9
22:00	21	26	22	5	1	1	2	13
22:15	21	29	25	3	0	0	1	8
22:30	20	29	25	6	0	0	4	8
22:45	18	27	24	6	0	0	3	11

23:00	13	29	25	5	0	1	0	5
23:15	17	29	27	7	0	0	1	5
23:30	17	28	23	6	1	1	1	7
23:45	16	27	20	8	3	2	2	5
Total								
12H(7-19)	3881	25	18	6	495	932	1044	854
16H(6-22)	4567	26	19	7	522	1004	1179	1086
18H(6-24)	4710	26	19	7	527	1009	1193	1148
24H(0-24)	5029	27	19	7	528	1013	1243	1263
AM Peak	08:45	01:30	02:00	04:30	08:30	08:45	08:45	10:45
	428	33	27	7	100	158	112	78
PM Peak	17:45	20:00	22:30	23:00	12:45	14:30	14:45	17:45
	355	31	25	7	50	101	106	92

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
5	1	2	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0
5	3	0	1	0	0	0	0	0
7	2	1	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0
7	5	0	1	0	0	0	0	0
10	0	0	0	0	0	0	0	1
9	2	1	0	0	0	0	0	0
9	4	2	0	0	0	0	0	0
13	2	1	0	0	0	0	0	0
10	0	1	0	0	0	0	0	0
6	1	0	0	0	0	1	0	0
4	0	0	1	0	0	0	0	0
5	1	0	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0
12	3	2	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
4	2	0	1	0	0	0	0	0
6	3	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0

10	5	3	0	0	0	0	0	0
7	4	1	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
7	1	2	0	0	0	0	0	0
18	2	0	0	0	0	0	0	0
8	5	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	1
9	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
10	4	1	0	0	0	0	0	0
10	0	1	0	0	0	0	0	0
12	6	0	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0
16	4	0	1	0	0	0	0	0
2	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
10	1	0	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
6	5	0	0	0	0	0	0	0
15	0	1	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
11	5	1	0	0	0	0	0	0
14	1	1	0	0	0	0	0	0
19	6	1	0	0	0	0	0	0
12	2	1	0	0	0	0	0	0
8	3	1	0	0	0	0	0	0
4	5	0	0	0	0	0	1	0
15	5	0	0	1	0	0	0	0
13	2	0	1	0	0	0	0	0
11	2	0	0	0	0	0	0	0
12	4	0	2	0	0	0	1	0
10	5	1	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
9	6	0	0	0	0	0	0	0
9	7	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
12	5	0	0	0	0	0	0	0
8	4	1	0	0	0	0	0	0
9	4	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
6	1	0	1	0	0	0	0	0
2	1	0	1	0	0	0	0	0

5	2	0	0	0	0	0	0	0
9	1	0	0	0	1	0	0	0
6	1	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
417	116	19	2	0	0	0	1	1
574	167	24	6	1	0	1	2	1
619	175	25	8	1	1	1	2	1
714	218	33	10	1	1	1	2	2
07:30	10:30	05:30	04:15	11:00	11:00	06:30	11:00	05:15
42	16	5	2	0	0	1	0	1
17:30	20:00	17:45	19:15	19:00	23:00	23:00	19:45	12:45
56	21	4	3	1	1	0	1	1

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	12	29	25	4	0	0	1	5
00:15	21	30	26	5	0	0	1	8
00:30	11	27	24	5	0	0	1	7
00:45	11	28	22	6	0	1	4	2
01:00	10	28	25	5	0	0	1	5
01:15	3		29	8	0	0	1	0
01:30	6		28	5	0	0	0	2
01:45	9		28	3	0	0	0	2
02:00	8		27	5	0	0	0	4
02:15	6		24	5	0	0	1	3
02:30	5		24	6	0	0	2	1
02:45	4		24	2	0	0	0	3
03:00	5		24	2	0	0	0	4
03:15	5		26	2	0	0	0	2
03:30	6		28	6	0	0	0	3
03:45	7		27	3	0	0	0	2
04:00	8		27	5	0	0	0	3
04:15	14	32	28	4	0	0	0	4
04:30	16	30	24	5	0	0	4	5
04:45	26	35	25	9	1	3	4	5
05:00	28	27	21	5	2	1	7	10
05:15	30	30	23	6	1	1	6	12
05:30	39	28	22	6	2	3	6	14
05:45	45	24	20	6	5	5	11	19
06:00	38	27	20	6	5	3	11	10
06:15	38	25	19	6	4	6	14	8
06:30	45	28	22	5	0	5	10	18
06:45	57	25	19	7	4	17	14	13
07:00	64	26	19	6	10	9	19	13
07:15	54	27	20	7	10	1	17	14
07:30	91	25	18	7	16	22	22	16
07:45	81	24	17	6	15	17	26	14
08:00	86	24	16	8	16	37	15	6
08:15	102	26	18	6	9	32	27	15
08:30	93	24	17	5	6	32	27	17
08:45	98	20	15	5	20	34	28	11
09:00	83	16	13	3	25	42	16	0
09:15	121	24	17	6	21	32	27	26
09:30	110	24	17	6	15	26	34	24
09:45	89	26	19	6	5	18	27	23
10:00	93	22	16	5	14	23	35	17
10:15	90	24	18	6	12	22	18	27

10:30	75	23	18	5	6	17	24	24
10:45	90	25	17	6	15	27	18	17
11:00	80	23	16	6	17	22	20	13
11:15	71	26	19	6	4	15	20	20
11:30	96	24	18	6	9	30	26	21
11:45	69	27	20	6	5	11	23	15
12:00	69	28	20	7	7	12	16	13
12:15	89	24	18	6	12	21	23	23
12:30	77	27	19	7	7	19	23	13
12:45	74	26	20	6	7	12	18	23
13:00	71	25	20	5	3	12	14	30
13:15	94	22	17	5	15	17	39	17
13:30	78	25	19	6	4	22	22	17
13:45	84	28	21	7	6	16	17	24
14:00	77	24	17	6	17	17	16	19
14:15	85	27	19	7	13	15	18	20
14:30	85	26	19	6	11	17	23	18
14:45	70	21	16	5	11	21	25	9
15:00	99	24	18	6	16	19	34	20
15:15	88	26	18	7	16	20	21	16
15:30	76	24	18	6	6	16	27	20
15:45	63	25	19	6	8	15	11	19
16:00	78	24	18	6	12	13	26	17
16:15	75	27	20	6	7	8	26	17
16:30	70	27	21	6	2	8	24	20
16:45	65	27	20	8	6	8	20	18
17:00	79	24	18	6	8	24	19	19
17:15	82	24	18	7	6	25	22	20
17:30	75	25	19	6	7	11	32	14
17:45	68	27	21	8	6	9	15	24
18:00	106	26	18	7	18	27	26	15
18:15	58	27	21	6	4	8	9	25
18:30	76	28	20	7	3	13	26	17
18:45	75	27	21	6	4	9	13	33
19:00	74	26	20	6	6	9	18	26
19:15	58	29	24	4	0	2	6	25
19:30	41	28	23	4	0	0	8	20
19:45	56	30	22	7	4	8	11	16
20:00	37	28	24	4	0	1	6	13
20:15	35	29	23	5	0	0	10	14
20:30	40	29	25	5	1	0	2	16
20:45	27	31	26	5	0	0	3	10
21:00	36	29	25	5	0	1	4	12
21:15	32	31	24	6	0	0	8	14
21:30	28	29	24	5	0	1	4	11
21:45	20	32	26	5	0	0	1	9
22:00	24	29	25	5	0	0	4	8
22:15	30	31	26	6	0	0	5	7
22:30	25	32	27	5	0	0	2	7
22:45	32	30	26	4	0	0	2	11

23:00	15	29	26	3	0	0	0	6
23:15	19	29	24	5	0	0	3	10
23:30	17	29	24	5	1	0	2	6
23:45	22	33	27	6	0	0	0	10
Total								
12H(7-19)	3922	25	18	6	492	903	1074	873
16H(6-22)	4584	26	19	6	516	956	1204	1108
18H(6-24)	4768	26	19	7	517	956	1222	1173
24H(0-24)	5103	27	19	7	528	970	1272	1298
AM Peak	09:15	01:15	01:15	07:15	08:45	08:30	09:15	09:45
	413	33	28	7	81	140	123	91
PM Peak	14:30	21:45	22:15	17:15	14:30	14:30	14:45	18:45
	342	32	26	7	54	77	107	104

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
5	1	0	0	0	0	0	0	0
9	2	0	1	0	0	0	0	0
2	0	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
0	2	1	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
4	5	4	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
5	4	1	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0
8	0	1	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
7	1	0	1	0	0	0	0	0
13	0	0	0	0	0	0	0	0
8	2	2	0	0	0	0	0	0
10	5	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	1
15	4	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
10	6	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
6	4	1	0	0	0	0	0	0

4	0	0	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
7	5	0	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0
19	1	0	0	1	0	0	0	0
7	3	0	0	0	0	0	0	0
9	6	0	0	0	0	0	0	0
10	4	0	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
12	8	1	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
15	3	1	0	0	0	0	0	0
13	2	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0
12	2	1	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0
12	3	1	0	0	0	0	0	0
8	4	0	0	0	0	0	0	1
8	1	0	0	0	0	0	0	0
7	1	0	0	0	0	0	1	0
6	5	0	0	0	0	0	0	0
11	1	1	0	0	0	0	0	1
16	4	0	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
8	8	1	0	0	0	0	0	0
13	3	0	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0
22	2	1	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
9	7	1	0	0	0	0	0	0
16	1	0	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
17	2	1	1	0	0	0	0	0
9	4	1	0	0	0	0	0	0
15	4	0	0	0	0	0	0	0
4	4	2	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0
10	1	1	0	0	0	0	0	0
12	4	2	0	0	0	0	0	0
8	8	0	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0

7	2	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
6	4	1	1	0	0	0	0	0
445	118	12	0	1	0	0	1	3
610	163	20	2	1	0	0	1	3
677	190	25	3	1	0	0	1	3
767	221	38	4	1	0	0	1	3
07:45	07:30	04:45	06:45	11:00	11:00	11:00	11:00	08:00
42	13	5	1	0	0	0	0	1
19:15	22:15	20:30	23:00	12:00	23:00	23:00	17:15	17:45
57	19	4	1	1	0	0	1	1

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	20	29	24	5	1	0	4	3
00:15	20	28	23	4	0	1	5	7
00:30	14	28	25	2	0	0	0	6
00:45	14	28	24	4	0	0	2	6
01:00	12	29	26	6	0	0	2	3
01:15	6		26	5	0	0	1	1
01:30	5		29	6	0	0	0	2
01:45	11	30	26	4	0	0	1	3
02:00	8		26	4	0	0	0	4
02:15	5		24	4	0	0	1	2
02:30	6		26	4	0	0	0	3
02:45	6		23	5	0	0	2	2
03:00	9		23	4	0	0	2	4
03:15	6		30	7	0	0	0	2
03:30	9		27	4	0	0	0	3
03:45	16	29	24	5	0	0	3	6
04:00	15	31	26	6	0	0	3	5
04:15	11	32	28	4	0	0	0	3
04:30	12	28	23	6	0	1	3	3
04:45	20	30	27	10	0	1	2	6
05:00	23	29	23	6	0	2	5	9
05:15	32	26	22	4	0	2	8	15
05:30	33	29	22	7	3	3	7	8
05:45	37	29	23	5	0	0	11	13
06:00	40	26	21	5	1	3	11	17
06:15	41	27	21	5	0	4	12	16
06:30	41	28	23	8	1	2	10	11
06:45	53	26	20	6	5	8	15	14
07:00	51	24	19	5	5	9	14	18
07:15	74	24	18	6	11	13	24	19
07:30	75	20	15	5	16	28	19	8
07:45	74	23	16	6	11	29	19	5
08:00	89	20	15	5	17	31	28	7
08:15	87	17	13	3	24	42	19	1
08:30	89	16	13	3	26	47	15	1
08:45	117	18	14	4	37	39	37	3
09:00	101	20	15	5	22	41	24	11
09:15	80	22	16	7	18	19	27	10
09:30	73	28	20	7	6	16	10	18
09:45	83	25	18	7	12	23	14	20
10:00	78	25	18	6	11	19	15	21
10:15	86	26	18	6	12	17	27	15

10:30	84	27	20	7	10	13	22	20
10:45	74	28	20	7	13	11	10	18
11:00	84	24	17	6	12	26	15	24
11:15	80	23	17	5	11	24	27	10
11:30	74	24	17	6	11	23	19	11
11:45	85	25	19	6	9	20	17	25
12:00	68	26	20	6	8	13	10	23
12:15	87	24	18	5	7	22	24	27
12:30	75	30	21	7	5	11	21	16
12:45	87	25	17	7	14	26	19	16
13:00	73	28	21	6	3	10	16	26
13:15	75	24	19	5	3	13	26	25
13:30	75	24	18	7	10	15	25	16
13:45	85	24	17	6	10	26	23	17
14:00	88	22	17	5	6	25	39	11
14:15	88	25	19	6	10	19	18	29
14:30	89	23	17	5	12	23	25	24
14:45	99	26	18	7	17	24	25	15
15:00	96	24	17	7	16	28	24	18
15:15	82	27	18	7	14	20	18	13
15:30	82	24	18	5	8	15	27	22
15:45	64	27	20	7	4	14	20	10
16:00	86	28	20	7	8	17	19	16
16:15	67	28	21	6	4	10	13	21
16:30	75	25	19	6	5	13	24	22
16:45	71	27	20	6	5	11	17	23
17:00	71	28	22	6	4	7	11	26
17:15	72	28	21	6	4	11	18	21
17:30	80	28	21	7	6	9	22	22
17:45	70	27	22	5	2	2	20	29
18:00	101	27	20	6	6	18	26	31
18:15	81	25	19	7	6	17	25	20
18:30	80	27	20	6	6	16	19	22
18:45	78	27	22	7	2	6	23	28
19:00	78	27	21	6	5	11	20	20
19:15	67	28	22	6	5	7	10	23
19:30	39	32	23	8	2	5	8	8
19:45	39	29	23	6	1	2	9	15
20:00	33	31	27	5	0	0	3	8
20:15	28	30	26	5	0	2	1	8
20:30	39	31	24	6	0	2	7	13
20:45	35	30	26	5	0	0	4	12
21:00	27	30	26	4	0	1	0	10
21:15	30	33	28	8	0	0	4	7
21:30	32	29	22	6	2	3	4	10
21:45	31	32	25	7	1	1	2	14
22:00	24	29	24	6	0	2	4	8
22:15	29	32	27	6	0	0	2	8
22:30	18	27	23	3	0	0	3	9
22:45	24	29	25	4	0	0	3	6

23:00	23	29	25	4	0	0	3	9
23:15	26	29	24	5	0	2	2	11
23:30	21	29	25	4	0	0	0	12
23:45	19	29	26	4	0	0	1	8
Total								
12H(7-19)	3883	25	18	6	499	931	999	854
16H(6-22)	4536	26	19	7	522	982	1119	1060
18H(6-24)	4720	27	19	7	522	986	1137	1131
24H(0-24)	5070	27	19	7	526	996	1199	1250
AM Peak	08:15	03:15	01:15	04:00	08:15	08:15	08:30	10:15
	394	32	27	8	109	169	103	77
PM Peak	14:15	20:30	20:30	21:15	14:30	14:30	13:15	17:15
	372	32	26	7	59	95	113	103

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
11	1	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
1	2	0	1	0	0	0	0	0
4	2	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
4	1	2	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
8	1	1	0	0	0	0	0	1
4	3	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
9	2	1	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	1
9	2	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
3	2	0	0	0	1	0	0	0
18	5	0	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
10	5	0	0	0	0	0	0	0

14	4	1	0	0	0	0	0	0
18	3	0	1	0	0	0	0	0
5	2	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
11	2	1	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
11	7	4	0	0	0	0	0	0
8	2	2	0	0	0	0	0	0
10	8	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
8	0	0	0	0	0	1	0	0
8	1	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
12	6	0	0	0	0	0	0	0
5	3	2	0	0	0	0	0	0
12	5	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
13	1	2	0	0	0	0	0	0
20	6	0	0	0	0	0	0	0
14	4	1	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
9	6	0	0	0	0	0	0	0
17	5	1	0	0	0	0	0	0
13	5	0	0	0	0	0	0	0
14	6	1	0	0	0	0	0	0
15	2	0	0	0	0	0	0	0
13	6	1	0	0	0	0	0	0
11	1	0	0	0	0	0	1	0
15	2	0	0	0	0	0	0	0
15	3	0	0	0	0	0	0	1
20	2	0	0	0	0	0	0	0
19	3	0	0	0	0	0	0	0
8	5	3	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0
16	4	2	0	0	0	0	0	0
12	5	0	0	0	0	0	0	0
8	9	0	0	0	0	0	0	0
14	4	0	1	0	0	0	0	0
11	5	0	0	0	0	0	0	0
8	9	1	0	0	0	0	1	0
11	2	0	0	0	0	0	0	0
6	4	3	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
12	5	0	2	0	0	0	0	0
6	0	0	0	0	0	0	0	0
14	1	0	0	0	0	0	0	0

8	3	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0
8	1	1	0	0	0	0	0	0
453	124	18	1	0	1	1	1	1
633	185	27	2	0	1	1	2	2
702	204	28	4	0	1	1	2	2
815	238	34	5	0	1	1	2	3
10:00	10:15	04:00	10:45	11:00	09:15	11:00	11:00	06:30
53	14	3	1	0	1	0	0	1
18:30	20:30	12:30	22:15	23:00	23:00	13:30	21:15	18:45
69	27	6	2	0	0	1	1	1

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	22	31	26	5	0	0	2	7
00:15	21	33	26	8	1	1	3	4
00:30	19	29	25	4	0	0	2	7
00:45	6		24	2	0	0	0	4
01:00	6		29	2	0	0	0	0
01:15	9		25	6	0	0	3	2
01:30	4		25	4	0	0	1	0
01:45	8		23	6	0	1	2	2
02:00	3		23	4	0	0	1	1
02:15	7		23	6	0	1	0	4
02:30	3		26	5	0	0	0	2
02:45	5		29	4	0	0	0	1
03:00	12	32	24	6	0	0	3	6
03:15	9		25	6	0	0	3	1
03:30	7		28	3	0	0	0	1
03:45	9		24	7	0	1	2	2
04:00	9		21	5	0	1	2	4
04:15	7		26	3	0	0	0	3
04:30	7		29	8	0	0	1	1
04:45	15	27	21	5	0	1	7	3
05:00	14	30	26	4	0	0	1	4
05:15	16	28	24	5	0	0	3	9
05:30	18	29	26	4	0	0	1	6
05:45	32	31	25	7	1	2	4	9
06:00	20	30	24	7	0	2	4	4
06:15	18	29	25	4	0	0	3	6
06:30	22	29	26	4	0	0	2	6
06:45	33	29	23	5	0	1	8	10
07:00	26	31	23	6	0	3	6	8
07:15	22	29	24	5	0	0	5	8
07:30	26	29	22	7	2	1	9	5
07:45	33	29	24	5	0	0	10	10
08:00	42	30	21	7	3	6	12	8
08:15	48	29	22	7	5	4	8	13
08:30	48	28	21	7	3	8	6	19
08:45	44	29	25	8	0	2	7	18
09:00	42	25	20	6	4	2	13	17
09:15	50	29	24	6	0	4	7	19
09:30	48	27	23	4	0	0	8	27
09:45	48	28	23	5	0	2	7	24
10:00	39	28	25	3	0	0	3	18
10:15	49	30	23	9	1	6	9	16

10:30	54	30	22	7	1	8	14	11
10:45	48	31	24	6	0	4	7	15
11:00	65	29	23	6	0	5	15	25
11:15	77	28	21	6	4	11	14	24
11:30	60	28	22	8	3	6	10	24
11:45	66	29	25	8	1	3	7	30
12:00	57	29	23	6	2	5	8	16
12:15	60	29	23	6	1	5	14	17
12:30	78	27	20	6	5	17	15	25
12:45	55	29	22	7	4	6	9	18
13:00	60	28	22	5	1	2	22	14
13:15	75	26	19	8	5	21	15	19
13:30	62	30	24	6	0	1	18	19
13:45	60	29	22	7	3	7	11	22
14:00	52	31	23	7	4	5	8	13
14:15	57	28	21	6	2	9	12	19
14:30	51	27	21	6	1	10	6	22
14:45	44	29	22	6	1	1	16	14
15:00	127	25	20	6	10	15	34	47
15:15	169	23	17	5	17	45	60	41
15:30	181	24	18	6	23	49	47	39
15:45	183	25	19	6	17	32	57	47
16:00	169	24	18	5	21	34	56	43
16:15	122	28	20	6	9	18	31	31
16:30	156	26	20	6	12	26	41	47
16:45	111	26	19	8	9	24	41	17
17:00	58	30	24	6	2	4	6	15
17:15	59	29	23	6	0	3	16	18
17:30	54	32	24	7	0	2	15	16
17:45	54	29	24	5	0	3	10	13
18:00	43	31	24	5	0	1	4	26
18:15	58	29	23	5	1	4	11	15
18:30	51	29	24	5	0	4	8	16
18:45	48	30	25	5	1	1	4	21
19:00	47	30	24	6	2	0	9	17
19:15	32	30	24	6	0	3	4	11
19:30	29	32	26	5	0	1	2	10
19:45	38	29	24	4	0	0	4	19
20:00	31	31	26	5	0	0	3	12
20:15	31	30	26	5	0	0	5	3
20:30	32	29	23	5	1	1	7	11
20:45	31	29	24	4	0	1	3	15
21:00	17	30	26	5	0	0	0	10
21:15	27	31	25	6	0	0	4	11
21:30	28	30	26	5	0	0	4	7
21:45	20	32	28	4	0	0	0	5
22:00	22	32	26	4	0	0	0	11
22:15	23	30	26	5	0	0	4	5
22:30	14	28	25	3	0	0	0	8
22:45	11	32	27	6	0	0	1	4

23:00	27	32	26	6	0	2	0	10
23:15	13	31	26	5	0	0	1	5
23:30	19	32	26	5	0	0	2	5
23:45	17	30	25	7	0	2	1	6
Total								
12H(7-19)	3289	28	21	7	178	429	772	1009
16H(6-22)	3745	29	22	7	181	438	834	1166
18H(6-24)	3891	29	22	7	181	442	843	1220
24H(0-24)	4159	29	22	7	183	450	884	1303
AM Peak	11:00	02:30	00:15	08:00	08:15	10:30	10:30	11:00
	268	32	26	7	12	28	50	103
PM Peak	15:15	22:45	21:30	13:15	15:15	15:15	15:15	15:00
	702	32	26	7	78	160	220	174

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
8	5	0	0	0	0	0	0	0
5	5	2	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
0	2	1	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
3	0	1	1	0	0	0	0	0
3	1	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0
9	1	1	0	0	0	0	0	0
9	6	1	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0
10	2	1	0	0	0	0	0	0
6	7	0	0	0	0	0	0	0
14	3	1	0	0	0	0	0	0
7	4	1	0	0	0	0	0	0
12	3	1	0	0	0	0	1	0
4	1	1	0	0	0	0	0	0
14	5	1	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
17	1	0	0	0	0	0	0	0
10	6	0	0	0	0	0	0	1

12	8	0	0	0	0	0	0	0
13	9	0	0	0	0	0	0	0
13	5	2	0	0	0	0	0	0
21	3	0	0	0	0	0	0	0
11	5	0	0	0	0	0	0	1
17	5	1	1	0	0	0	0	1
22	4	0	0	0	0	0	0	0
19	3	1	0	0	0	0	0	0
12	4	0	0	0	0	0	0	0
11	6	1	0	0	0	0	0	0
18	3	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	1
14	9	1	0	0	0	0	0	0
10	6	0	0	1	0	0	0	0
11	10	1	0	0	0	0	0	0
10	4	1	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0
6	6	0	0	0	0	0	0	0
15	6	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
19	4	0	0	0	0	0	0	0
23	7	0	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0
25	8	0	0	0	0	0	0	0
22	7	1	0	0	0	0	0	0
14	4	1	0	0	0	0	0	1
21	9	1	0	0	0	0	0	0
17	3	2	0	0	0	0	0	0
9	8	3	0	1	0	0	0	0
25	2	1	0	0	0	0	0	0
4	7	1	0	0	0	0	0	0
24	3	0	0	0	0	0	0	0
19	4	0	0	0	0	0	0	0
14	7	0	0	0	0	0	0	0
12	6	0	1	0	0	0	0	0
9	5	0	0	0	0	0	0	0
9	6	1	0	0	0	0	0	0
12	2	1	0	0	0	0	0	0
10	5	1	0	0	0	0	0	0
18	5	0	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
7	3	1	1	0	0	0	0	0
13	3	1	0	0	0	0	0	0
10	4	1	0	0	0	0	0	0
5	6	0	0	0	0	0	0	0
11	2	1	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0

8	6	1	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
7	5	0	0	0	0	0	0	0
5	1	2	0	0	0	0	0	0
643	224	25	1	2	0	0	1	5
803	279	33	3	2	0	0	1	5
851	305	38	3	2	0	0	1	5
936	346	45	4	2	0	0	1	5
11:00	10:15	08:30	11:00	11:00	11:00	11:00	08:45	11:00
62	28	4	1	0	0	0	1	2
15:45	13:30	17:15	21:15	17:30	23:00	23:00	23:00	16:45
83	29	7	1	1	0	0	0	1

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	15	31	26	7	0	0	3	4
00:15	30	30	23	6	0	2	8	9
00:30	20	31	26	5	0	0	2	9
00:45	12	29	25	4	0	0	1	5
01:00	5		28	3	0	0	0	1
01:15	10	33	26	6	0	0	2	3
01:30	6		25	4	0	0	0	4
01:45	12	32	26	5	0	0	1	5
02:00	2		18	5	0	1	0	1
02:15	4		25	3	0	0	0	2
02:30	8		26	3	0	0	0	4
02:45	6		29	5	0	0	0	1
03:00	7		28	7	0	0	1	2
03:15	7		25	5	0	0	1	3
03:30	2		23	0	0	0	0	2
03:45	2		40	3	0	0	0	0
04:00	5		28	8	0	0	1	2
04:15	6		27	3	0	0	0	2
04:30	2		28	5	0	0	0	1
04:45	8		28	6	0	0	1	1
05:00	7		23	4	0	0	2	3
05:15	8		27	3	0	0	0	2
05:30	8		24	3	0	0	1	4
05:45	15	30	25	5	0	0	2	8
06:00	9		28	7	0	0	2	1
06:15	12	29	24	8	0	2	1	4
06:30	11	33	27	6	0	0	2	3
06:45	15	28	24	5	0	1	2	6
07:00	13	28	24	6	0	0	5	3
07:15	14	28	24	6	0	1	2	6
07:30	13	29	24	5	0	0	3	3
07:45	16	29	27	11	1	0	1	6
08:00	18	25	21	5	1	1	4	9
08:15	18	28	25	10	0	1	2	10
08:30	15	35	29	5	0	0	0	4
08:45	25	31	26	4	0	0	1	10
09:00	16	30	26	5	0	0	1	6
09:15	26	29	24	4	0	2	0	11
09:30	33	29	24	5	0	1	6	10
09:45	35	29	23	6	2	0	10	7
10:00	31	30	26	5	1	1	0	9
10:15	38	31	25	6	0	2	4	14

10:30	34	29	25	4	0	0	4	14
10:45	33	29	24	6	2	1	1	13
11:00	48	29	23	6	0	4	11	14
11:15	57	32	25	7	3	0	11	16
11:30	57	28	21	6	3	4	18	15
11:45	63	29	23	6	3	7	10	17
12:00	59	30	24	5	0	4	7	21
12:15	53	29	22	7	4	2	14	15
12:30	52	29	23	6	0	5	12	16
12:45	42	30	24	6	0	2	9	12
13:00	43	29	25	4	0	0	7	15
13:15	42	33	24	9	3	6	4	7
13:30	54	28	21	6	6	4	14	17
13:45	45	29	24	5	0	4	4	13
14:00	56	29	24	7	2	4	7	19
14:15	35	32	26	5	0	0	6	9
14:30	33	28	24	8	0	0	10	10
14:45	41	29	24	5	0	2	9	10
15:00	48	31	25	6	0	4	6	9
15:15	49	29	24	6	2	3	6	15
15:30	44	28	23	5	1	1	8	20
15:45	43	28	24	7	0	0	11	22
16:00	43	30	23	7	1	5	12	4
16:15	32	28	24	4	1	1	1	15
16:30	50	29	23	6	0	5	11	15
16:45	47	28	23	8	0	5	6	23
17:00	26	29	27	8	0	0	1	12
17:15	41	29	24	4	0	0	8	13
17:30	36	28	23	5	0	1	13	9
17:45	46	29	24	4	0	1	6	17
18:00	36	30	25	5	0	2	1	15
18:15	35	29	26	5	0	0	3	14
18:30	32	30	25	6	0	0	7	12
18:45	43	30	25	6	0	1	5	16
19:00	26	29	25	4	0	0	1	12
19:15	29	30	26	4	0	0	2	8
19:30	36	31	25	6	1	3	2	11
19:45	30	31	27	7	0	0	2	9
20:00	26	30	25	4	0	0	2	13
20:15	23	29	25	4	0	0	2	7
20:30	24	29	24	5	0	0	6	7
20:45	19	29	27	3	0	0	0	5
21:00	16	32	25	6	0	0	4	5
21:15	20	34	30	9	0	0	1	3
21:30	23	32	26	6	0	0	4	6
21:45	21	32	25	7	0	2	4	3
22:00	21	32	25	6	0	1	3	7
22:15	20	32	27	5	0	0	2	6
22:30	15	29	23	7	1	1	4	2
22:45	10	33	28	4	0	0	0	3

23:00	11	29	25	6	0	0	3	2
23:15	13	31	26	6	0	0	3	2
23:30	9		23	4	0	0	2	4
23:45	11	29	28	4	0	0	0	2
Total								
12H(7-19)	1809	29	24	6	36	87	302	592
16H(6-22)	2149	30	24	6	37	95	339	695
18H(6-24)	2259	30	24	6	38	97	356	723
24H(0-24)	2466	30	24	6	38	100	382	801
AM Peak	11:00	03:45	03:45	07:45	11:00	11:00	11:00	11:00
	225	37	29	9	9	15	50	62
PM Peak	12:00	21:00	20:45	21:00	13:15	13:15	12:15	15:00
	206	33	27	7	11	18	42	66

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
5	1	1	1	0	0	0	0	0
6	5	0	0	0	0	0	0	0
5	3	1	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0
1	2	1	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0
0	0	2	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
1	4	1	0	0	0	0	0	0
3	1	0	1	0	0	0	0	0
2	3	1	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0
3	0	1	0	0	0	0	1	0
7	1	3	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
14	2	0	0	0	0	0	0	0
13	3	0	0	0	0	0	0	0
16	4	0	0	0	0	0	0	0
11	5	1	1	0	0	0	0	0

14	2	0	0	0	0	0	0	0
13	2	1	0	0	0	0	0	0
16	2	1	0	0	0	0	0	0
15	8	4	0	0	0	0	0	0
15	2	0	0	0	0	0	0	0
19	7	0	0	0	0	0	0	0
18	9	0	0	0	0	0	0	0
11	6	0	1	0	0	0	0	0
15	3	1	0	0	0	0	0	0
13	4	2	0	0	0	0	0	0
18	2	1	0	0	0	0	0	0
12	6	3	0	0	1	0	0	0
8	5	0	0	0	0	0	0	0
20	4	0	0	0	0	0	0	0
17	4	2	1	0	0	0	0	0
12	7	1	0	0	0	0	0	0
11	1	0	0	0	0	0	0	1
15	5	0	0	0	0	0	0	0
20	8	1	0	0	0	0	0	0
17	5	1	0	0	0	0	0	0
10	4	0	0	0	0	0	0	0
5	4	0	0	0	0	0	1	0
15	6	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	0
13	6	0	0	0	0	0	0	0
9	2	1	0	0	0	0	0	1
9	2	1	0	0	0	0	1	0
18	2	0	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
18	4	0	0	0	0	0	0	0
13	5	0	0	0	0	0	0	0
14	2	2	0	0	0	0	0	0
8	3	2	0	0	0	0	0	0
14	5	1	1	0	0	0	0	0
10	3	0	0	0	0	0	0	0
15	4	0	0	0	0	0	0	0
12	7	0	0	0	0	0	0	0
13	5	0	0	0	0	1	0	0
7	4	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	0
8	2	1	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0
7	7	1	0	0	0	0	0	1
7	5	1	0	0	0	0	0	0
7	3	2	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0
6	6	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0

5	0	1	0	0	0	0	0	0
5	2	1	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
8	0	1	0	0	0	0	0	0
581	167	33	4	0	1	0	3	3
705	223	41	5	0	1	1	3	4
744	243	44	5	0	1	1	3	4
803	272	54	7	0	1	1	3	4
11:00	11:00	10:45	10:15	11:00	11:00	11:00	08:15	07:45
65	19	6	1	0	0	0	1	1
14:30	14:45	12:30	18:45	23:00	13:15	19:45	17:00	21:15
63	22	7	1	0	1	1	1	1

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	9		26	5	0	0	1	4
00:15	8		26	7	0	0	1	4
00:30	6		24	4	0	0	0	5
00:45	6		28	7	0	0	0	2
01:00	7		25	6	0	0	1	3
01:15	10	35	28	7	0	0	1	4
01:30	2		33	0	0	0	0	0
01:45	3		24	5	0	0	1	0
02:00	1		28	0	0	0	0	0
02:15	10	30	26	5	0	0	1	4
02:30	5		25	2	0	0	0	3
02:45	5		23	4	0	0	2	1
03:00	3		24	2	0	0	0	2
03:15	8		27	15	0	0	3	2
03:30	2		25	3	0	0	0	1
03:45	7		26	2	0	0	0	2
04:00	11	29	27	6	0	0	0	5
04:15	13	33	28	7	0	0	1	5
04:30	11	33	28	6	0	0	2	1
04:45	21	32	26	6	0	0	3	7
05:00	21	31	25	6	0	1	1	11
05:15	27	30	25	4	0	0	1	13
05:30	35	29	24	5	0	0	7	15
05:45	48	32	25	6	0	1	10	16
06:00	47	27	21	6	5	4	8	18
06:15	43	27	20	6	3	7	8	15
06:30	44	25	18	6	6	7	14	11
06:45	58	24	19	6	8	11	12	20
07:00	61	22	17	5	11	9	26	11
07:15	84	26	18	7	14	20	12	22
07:30	84	19	15	5	22	32	20	6
07:45	87	19	15	4	17	29	33	7
08:00	97	19	15	6	26	40	18	8
08:15	109	18	14	4	32	47	22	4
08:30	95	17	13	3	25	46	22	1
08:45	103	17	13	3	29	48	26	0
09:00	119	18	14	4	22	55	36	5
09:15	96	22	17	5	12	26	32	23
09:30	82	20	15	5	19	23	29	8
09:45	66	20	16	4	8	22	25	10
10:00	66	19	15	4	11	20	32	1
10:15	76	24	18	6	6	20	32	8

10:30	60	19	15	4	8	24	21	5
10:45	62	19	14	4	8	30	20	3
11:00	70	21	17	4	7	15	34	14
11:15	56	20	16	4	6	19	24	6
11:30	63	19	15	4	10	21	27	5
11:45	65	19	15	5	8	29	21	2
12:00	66	20	16	5	6	23	29	4
12:15	55	18	14	3	10	28	15	2
12:30	70	22	17	5	6	20	27	13
12:45	55	19	15	5	7	30	13	4
13:00	63	19	15	4	10	19	29	5
13:15	66	19	15	5	11	26	22	2
13:30	61	19	15	4	12	20	26	2
13:45	68	19	16	4	10	17	36	3
14:00	63	19	15	4	11	22	23	6
14:15	67	20	16	6	7	30	21	3
14:30	87	27	18	6	7	20	34	7
14:45	77	19	16	4	10	18	43	6
15:00	60	20	16	4	9	12	29	9
15:15	59	24	18	6	7	18	14	12
15:30	62	19	14	4	9	32	13	8
15:45	74	20	16	4	10	19	36	7
16:00	77	19	15	4	9	27	33	8
16:15	63	18	14	3	9	32	21	1
16:30	70	19	15	4	11	26	27	4
16:45	54	17	13	3	11	30	10	3
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								
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)								
AM Peak	08:15 426	00:45 35	01:15 28	02:45 10	08:00 112	08:15 196	08:45 123	06:30 64
PM Peak								

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
1	3	0	0	0	0	0	0	0
1	1	0	1	0	0	0	0	0
0	1	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	0
2	0	1	0	0	0	0	0	0
1	2	2	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
4	1	0	1	0	0	0	0	0
2	4	0	1	0	0	0	0	0
3	5	0	0	0	0	0	0	0
6	3	2	0	0	0	0	0	0
4	2	1	1	0	0	0	0	0
9	4	0	0	0	0	0	0	0
9	3	1	0	0	0	0	0	0
10	10	1	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
14	2	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0

2	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
4	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
4	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	2	0	0	1	0	0	0	0
16	3	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
5	3	0	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	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	0	0	0	0	0	0

05:30 38	05:15 19	04:45 4	04:15 2	11:00 0	11:00 0	11:00 0	11:00 0	03:15 1

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
Mon 5 Nov								
Tue 6 Nov	4950	27	19	7	543	1020	1229	1189
Wed 7 Nov	5066	26	19	7	551	999	1258	1297
Thu 8 Nov	5165	27	20	7	511	980	1287	1263
Fri 9 Nov	5208	27	19	7	557	988	1201	1347
Sat 10 Nov	3365	29	23	6	95	259	604	1154
Sun 11 Nov								
5-day Av.	5060	27	19	7	542	1004	1234	1256
7-day Av.	4433	28	20	7	403	765	1011	1174

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
712	214	29	9	1	0	1	2	1
721	195	28	7	3	1	0	0	6
839	233	35	8	1	1	0	2	5
844	234	25	5	1	0	0	1	5
890	296	48	10	1	1	1	0	6
764	215	30	7	1	0	0	1	4
787	242	36	7	2	0	0	1	4

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
Mon 12 Nov	4829	26	19	7	584	995	1174	1143
Tue 13 Nov	5088	27	19	7	567	1033	1188	1294
Wed 14 Nov	5029	27	19	7	528	1013	1243	1263
Thu 15 Nov	5103	27	19	7	528	970	1272	1298
Fri 16 Nov	5070	27	19	7	526	996	1199	1250
Sat 17 Nov	4159	29	22	7	183	450	884	1303
Sun 18 Nov	2466	30	24	6	38	100	382	801
5-day Av.	5024	27	19	7	547	1001	1215	1250
7-day Av.	4535	28	20	7	422	794	1049	1193

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
709	181	27	7	0	0	2	2	5
693	242	52	4	3	0	2	2	8
714	218	33	10	1	1	1	2	2
767	221	38	4	1	0	0	1	3
815	238	34	5	0	1	1	2	3
936	346	45	4	2	0	0	1	5
803	272	54	7	0	1	1	3	4
739	220	37	6	1	0	1	2	4
776	246	40	6	1	0	1	2	4

Site No. 00085479 Site Ref. ID04231
ATC 8-1
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
Mon 19 Nov								
Tue 20 Nov								
Wed 21 Nov								
Thu 22 Nov								
Fri 23 Nov								
Sat 24 Nov								
Sun 25 Nov								
5-day Av.								
7-day Av.								

Channel: Eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65

Intelligent Data Collection Limited
Ebbsfleet

Client:	WSP
Project Number:	ID04231
Site Number:	Site 8-2
Site Name:	A2260 Ebbsfleet Causeway
Date of Survey:	11.11.2018 - 19.11.2018
Survey Type:	Radar ATC

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A	Rev B		
Date	03.12.2018	07.12.2018		
Prepared by	Grant Breddy	Matthew Mills		
Signature				
Checked by	David Brown	Luke Martin		
Signature				
Project Director	Paul O'Neill	Paul O'Neill		
Signature				
Project number	ID04231	ID04231		
File Ref	ID04231 Ebbsfleet - Radar ATC Site 8-2	ID04231 Ebbsfleet - Radar ATC - Site 8-2 Rev B		

Issue Sheet

Issued to	Date			
	05.12.2018			
Charles Edmonds	E-mail			

Contents Page

Location Plan
Volume 05-11-2018
Volume 12-11-2018
Volume 19-11-2018
Length 11 11 2018
Length 12 11 2018
Length 13 11 2018
Length 14 11 2018
Length 15 11 2018
Length 16 11 2018
Length 17 11 2018
Length 18 11 2018
Length 19 11 2018
Speed 11 11 2018
Speed 12 11 2018
Speed 13 11 2018
Speed 14 11 2018
Speed 15 11 2018
Speed 16 11 2018
Speed 17 11 2018
Speed 18 11 2018
Speed 19 11 2018
7 Day Speed 05-11-2018
7 Day Speed 12-11-2018
7 Day Speed 19-11-2018

Intelligent Data Collection Limited

Client:	WSP
Project Number:	ID04231
Site Number:	Site 8-2
Site Name:	A2260 Ebbsfleet Causeway
Date of Survey:	11.11.2018 - 19.11.2018
Survey Type:	Radar ATC

X Coordinate	Y Coordinate	Google Maps Link
51.440358	0.325367	Click Here

Site Layout

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Vehicle Count Report Channel: Nearside (\

	Mon Nov 05	Tue Nov 06	Wed Nov 07	Thu Nov 08	Fri Nov 09	Sat Nov 10	Sun Nov 11	5-Day Av
00:00		6	5	6	2	2	4	5
00:15		2	2	0	1	5	4	1
00:30		3	2	8	5	3	5	5
00:45		4	10	6	2	3	6	6
01:00		0	0	3	4	0	2	2
01:15		3	0	1	0	1	1	1
01:30		3	3	1	5	1	2	3
01:45		0	2	2	3	2	0	2
02:00		3	3	6	1	2	1	3
02:15		2	0	0	2	2	4	1
02:30		4	1	2	3	3	2	3
02:45		1	0	0	3	2	1	1
03:00		2	4	1	3	1	1	3
03:15		0	2	4	6	4	1	3
03:30		5	3	2	5	1	0	4
03:45		2	3	3	2	2	0	3
04:00		7	5	4	7	3	2	6
04:15		9	9	7	7	5	3	8
04:30		12	4	9	7	5	4	8
04:45		17	8	19	9	5	3	13
05:00		15	19	13	19	5	3	17
05:15		23	26	27	33	12	5	27
05:30		47	28	38	51	15	11	41
05:45		53	65	68	43	15	6	57
06:00		78	69	83	55	18	5	71
06:15		93	80	100	90	28	7	91
06:30		146	127	162	97	24	9	133
06:45		137	147	147	132	24	10	141
07:00		144	176	178	130	26	13	157
07:15		156	196	197	145	37	10	174
07:30		171	188	189	131	26	16	170
07:45		147	149	171	119	25	3	147
08:00		127	170	143	106	27	5	137
08:15		128	114	115	120	40	11	119
08:30		91	107	109	109	49	15	104
08:45		84	89	98	80	34		88
09:00		90	101	85	82	44		90
09:15		85	69	63	76	46	28	73
09:30		63	59	72	70	61	41	66
09:45		79	105	85	78	51	30	87
10:00		52	68	78	59	46	36	64

10:15		60	69	54	56	55	46	60
10:30		52	59	72	66	47	37	62
10:45		56	65	71	76	43	40	67
11:00		51	61	70	59	59	37	60
11:15		74	60	83	75	68	39	73
11:30		50	77	56	76	85	62	65
11:45		61	84	74	70	61	50	72
12:00		62	69	74	57	64	52	66
12:15		71	68	77	77	71	46	73
12:30		66	59	66	97	59	39	72
12:45		72	11	83	92	57	45	65
13:00		76	76	80	91	58	53	81
13:15		59	65	75	75	54	46	69
13:30		85	69	73	88	47	49	79
13:45		57	64	73	75	74	36	67
14:00		75	67	61	73	50	30	69
14:15		83	74	74	69	46	35	75
14:30		110	71	80	86	48	39	87
14:45		106	57	99	93	46	44	89
15:00		116	127	123	118	53	29	121
15:15	103	68	90	103	94	60	36	92
15:30	85	98	113	94	104	52	31	99
15:45	91	85	93	112	104	46	49	97
16:00	84	112	127	118	138	33	38	116
16:15	102	104	106	104	106	53	34	104
16:30	105	105	130	86	98	48	30	105
16:45	107	98	112	102	118	53	27	107
17:00	139	160	145	158	114	179	29	143
17:15	89	118	125	122	127	81	25	116
17:30	111	121	122	134	118	62	30	121
17:45	86	99	86	74	106	44	19	90
18:00	95	90	88	98	110	36	20	96
18:15	54	69	62	78	50	34	22	63
18:30	64	68	63	65	65	29	16	65
18:45	38	47	55	40	43	33	26	45
19:00	28	37	45	46	51	18	9	41
19:15	20	29	53	45	48	8	17	39
19:30	25	29	43	33	36	14	14	33
19:45	22	27	22	25	34	20	15	26
20:00	27	24	26	30	21	16	16	26
20:15	18	26	22	33	25	10	6	25
20:30	18	20	18	24	20	21	17	20
20:45	10	11	25	23	16	6	6	17
21:00	12	17	19	22	21	8	10	18
21:15	12	13	13	22	20	9	8	16
21:30	9	10	11	25	14	10	8	14
21:45	17	10	13	14	16	12	3	14
22:00	11	12	16	7	10	9	4	11
22:15	7	17	4	17	13	13	8	12
22:30	11	16	10	9	17	8	3	13

22:45	8	7	11	8	11	8	8	9
23:00	6	9	9	7	11	3	3	8
23:15	0	6	4	12	6	4	4	6
23:30	2	4	5	6	5	2	1	4
23:45	2	5	6	2	6	8	1	4
Total								
12H(7-19)		4301	4460	4589	4369	2500		4403
16H(6-22)		5008	5193	5423	5065	2746		5128
18H(6-24)		5084	5258	5491	5144	2801		5195
24H(0-24)		5307	5462	5721	5367	2900		5415
AM Peak		07:00	07:00	07:00	06:45	11:00		07:00
		618	709	735	538	273		647
PM Peak		17:00	16:30	16:45	16:45	16:45	12:45	16:45
		498	512	516	477	375	193	488

Vehicle Data Analyser Professional R2 3

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Vehicle Count Report Channel: Offside (W

	Mon Nov 05	Tue Nov 06	Wed Nov 07	Thu Nov 08	Fri Nov 09	Sat Nov 10	Sun Nov 11	5-Day Av
00:00		5	5	12	9	18	9	8
00:15		7	11	3	10	19	15	8
00:30		7	11	6	14	11	7	10
00:45		5	4	5	10	12	6	6
01:00		7	7	7	5	5	4	7
01:15		4	3	5	7	1	5	5
01:30		5	4	7	8	3	10	6
01:45		5	10	7	6	2	4	7
02:00		2	4	9	9	8	3	6
02:15		7	6	2	2	6	3	4
02:30		6	6	1	8	3	10	5
02:45		3	3	7	1	5	3	4
03:00		9	6	4	7	2	6	7
03:15		7	10	8	3	8	3	7
03:30		7	4	5	7	5	1	6
03:45		8	14	8	6	2	1	9
04:00		14	10	8	9	7	1	10
04:15		6	13	10	8	4	5	9
04:30		15	10	10	4	6	4	10
04:45		12	19	18	19	10	6	17

05:00		30	21	22	24	9	5	24
05:15		26	29	31	22	11	11	27
05:30		34	41	29	25	16	9	32
05:45		42	44	30	37	14	7	38
06:00		45	59	55	42	18	13	50
06:15		55	70	56	46	21	13	57
06:30		70	62	67	54	21	13	63
06:45		82	97	71	58	22	11	77
07:00		60	84	72	56	18	13	68
07:15		69	67	78	40	24	11	64
07:30		53	75	73	40	25	10	60
07:45		61	72	75	50	20	23	65
08:00		70	73	52	46	37	9	60
08:15		55	57	44	42	21	11	50
08:30		40	57	38	21	28	20	39
08:45		42	59	34	37	28		43
09:00		38	51	35	27	32		38
09:15		37	58	33	32	27	14	40
09:30		27	70	38	31	24	24	42
09:45		37	68	31	41	24	20	44
10:00		39	50	33	29	29	19	38
10:15		40	41	30	38	28	21	37
10:30		36	46	24	26	26	20	33
10:45		38	34	28	20	28	39	30
11:00		40	42	22	26	36	25	33
11:15		30	34	21	31	41	33	29
11:30		42	30	27	26	28	24	31
11:45		41	39	46	37	33	21	41
12:00		35	49	39	31	36	24	39
12:15		39	44	30	23	36	23	34
12:30		33	53	32	34	36	39	38
12:45		37	95	36	39	34	35	52
13:00		28	48	33	31	35	29	35
13:15		29	45	38	33	33	35	36
13:30		31	31	38	30	33	49	33
13:45		37	35	24	46	25	35	36
14:00		52	34	33	31	30	42	38
14:15		27	41	34	45	43	28	37
14:30		45	36	42	42	38	32	41
14:45		26	63	43	35	45	30	42
15:00		37	31	33	38	37	32	35
15:15	38	48	41	31	30	35	27	38
15:30	45	37	33	29	34	36	20	36
15:45	34	37	39	36	31	32	26	35
16:00	49	54	34	49	26	31	33	42
16:15	41	36	40	45	32	29	32	39
16:30	45	44	38	50	39	33	27	43
16:45	51	50	40	43	48	46	29	46
17:00	45	55	39	46	45	60	29	46
17:15	52	40	35	49	47	48	29	45

17:30	46	47	43	28	48	42	23	42
17:45	47	47	42	59	41	41	27	47
18:00	48	47	56	33	42	47	29	45
18:15	50	54	47	45	42	31	20	48
18:30	52	52	51	45	44	35	28	49
18:45	39	53	42	45	47	45	29	45
19:00	47	35	34	42	38	35	21	39
19:15	41	33	39	34	42	24	28	38
19:30	30	31	31	41	27	19	32	32
19:45	33	24	37	32	38	27	18	33
20:00	23	31	30	34	32	31	21	30
20:15	31	21	33	27	26	33	24	28
20:30	19	31	16	35	20	21	16	24
20:45	18	26	28	31	25	13	14	26
21:00	22	21	28	25	18	13	15	23
21:15	21	18	22	26	23	20	22	22
21:30	19	19	17	27	23	17	13	21
21:45	14	29	23	27	21	14	14	23
22:00	20	28	26	25	27	10	16	25
22:15	13	15	14	26	14	16	15	16
22:30	12	16	18	23	20	16	13	18
22:45	13	19	12	30	27	15	11	20
23:00	17	11	13	15	20	21	8	15
23:15	14	15	15	23	24	21	7	18
23:30	5	14	17	15	11	21	11	12
23:45	9	15	9	17	14	13	6	13
Total								
12H(7-19)		2052	2332	1922	1750	1609		2023
16H(6-22)		2623	2958	2552	2283	1958		2608
18H(6-24)		2756	3082	2726	2440	2091		2746
24H(0-24)		3029	3377	2980	2700	2278		3017
AM Peak		06:30	06:45	07:00	06:15	11:00		06:30
		281	323	298	214	138		272
PM Peak		18:00	12:30	16:30	16:45	16:45	13:15	17:45
		206	241	188	188	196	161	189

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Vehicle Count Report Channel: Total Flow

	Mon Nov 05	Tue Nov 06	Wed Nov 07	Thu Nov 08	Fri Nov 09	Sat Nov 10	Sun Nov 11	5-Day Av
00:00		11	10	18	11	20	13	13
00:15		9	13	3	11	24	19	9
00:30		10	13	14	19	14	12	14
00:45		9	14	11	12	15	12	12
01:00		7	7	10	9	5	6	8
01:15		7	3	6	7	2	6	6
01:30		8	7	8	13	4	12	9
01:45		5	12	9	9	4	4	9
02:00		5	7	15	10	10	4	9
02:15		9	6	2	4	8	7	5
02:30		10	7	3	11	6	12	8
02:45		4	3	7	4	7	4	5
03:00		11	10	5	10	3	7	9
03:15		7	12	12	9	12	4	10
03:30		12	7	7	12	6	1	10
03:45		10	17	11	8	4	1	12
04:00		21	15	12	16	10	3	16
04:15		15	22	17	15	9	8	17
04:30		27	14	19	11	11	8	18
04:45		29	27	37	28	15	9	30
05:00		45	40	35	43	14	8	41
05:15		49	55	58	55	23	16	54
05:30		81	69	67	76	31	20	73
05:45		95	109	98	80	29	13	96
06:00		123	128	138	97	36	18	122
06:15		148	150	156	136	49	20	148
06:30		216	189	229	151	45	22	196
06:45		219	244	218	190	46	21	218
07:00		204	260	250	186	44	26	225
07:15		225	263	275	185	61	21	237
07:30		224	263	262	171	51	26	230
07:45		208	221	246	169	45	26	211
08:00		197	243	195	152	64	14	197
08:15		183	171	159	162	61	22	169
08:30		131	164	147	130	77	35	143
08:45		126	148	132	117	62		131
09:00		128	152	120	109	76		127
09:15		122	127	96	108	73	42	113
09:30		90	129	110	101	85	65	108
09:45		116	173	116	119	75	50	131
10:00		91	118	111	88	75	55	102
10:15		100	110	84	94	83	67	97
10:30		88	105	96	92	73	57	95
10:45		94	99	99	96	71	79	97
11:00		91	103	92	85	95	62	93
11:15		104	94	104	106	109	72	102

11:30		92	107	83	102	113	86	96
11:45		102	123	120	107	94	71	113
12:00		97	118	113	88	100	76	104
12:15		110	112	107	100	107	69	107
12:30		99	112	98	131	95	78	110
12:45		109	106	119	131	91	80	116
13:00		104	124	113	122	93	82	116
13:15		88	110	113	108	87	81	105
13:30		116	100	111	118	80	98	111
13:45		94	99	97	121	99	71	103
14:00		127	101	94	104	80	72	107
14:15		110	115	108	114	89	63	112
14:30		155	107	122	128	86	71	128
14:45		132	120	142	128	91	74	131
15:00		153	158	156	156	90	61	156
15:15	141	116	131	134	124	95	63	129
15:30	130	135	146	123	138	88	51	134
15:45	125	122	132	148	135	78	75	132
16:00	133	166	161	167	164	64	71	158
16:15	143	140	146	149	138	82	66	143
16:30	150	149	168	136	137	81	57	148
16:45	158	148	152	145	166	99	56	154
17:00	184	215	184	204	159	239	58	189
17:15	141	158	160	171	174	129	54	161
17:30	157	168	165	162	166	104	53	164
17:45	133	146	128	133	147	85	46	137
18:00	143	137	144	131	152	83	49	141
18:15	104	123	109	123	92	65	42	110
18:30	116	120	114	110	109	64	44	114
18:45	77	100	97	85	90	78	55	90
19:00	75	72	79	88	89	53	30	81
19:15	61	62	92	79	90	32	45	77
19:30	55	60	74	74	63	33	46	65
19:45	55	51	59	57	72	47	33	59
20:00	50	55	56	64	53	47	37	56
20:15	49	47	55	60	51	43	30	52
20:30	37	51	34	59	40	42	33	44
20:45	28	37	53	54	41	19	20	43
21:00	34	38	47	47	39	21	25	41
21:15	33	31	35	48	43	29	30	38
21:30	28	29	28	52	37	27	21	35
21:45	31	39	36	41	37	26	17	37
22:00	31	40	42	32	37	19	20	36
22:15	20	32	18	43	27	29	23	28
22:30	23	32	28	32	37	24	16	30
22:45	21	26	23	38	38	23	19	29
23:00	23	20	22	22	31	24	11	24
23:15	14	21	19	35	30	25	11	24
23:30	7	18	22	21	16	23	12	17
23:45	11	20	15	19	20	21	7	17

Total							
12H(7-19)	6353	6792	6511	6119	4109		6426
16H(6-22)	7631	8151	7975	7348	4704		7736
18H(6-24)	7840	8340	8217	7584	4892		7941
24H(0-24)	8336	8839	8701	8067	5178		8432
AM Peak	06:45	06:45	07:00	06:45	11:00		06:45
	872	1030	1033	732	411		910
PM Peak	16:45	16:30	16:45	16:45	16:45	12:45	16:45
	689	664	682	665	571	341	667

*N*estbound)

7-Day Av
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4303
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07:00
484
16:45
418

30-11-2018

estbound)

7-Day Av
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12
1855
2363
2494
2733
06:30
213
16:45
172

30-11-2018

(Westbound)

7-Day Av
14
13
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5581
6666
6856
7277
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692
16:45
590

30-11-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Vehicle Count Report Channel: Nearside (\

	Mon Nov 12	Tue Nov 13	Wed Nov 14	Thu Nov 15	Fri Nov 16	Sat Nov 17	Sun Nov 18	5-Day Av
00:00	4	3	3	4	6	8	5	4
00:15	4	4	9	2	4	7	5	5
00:30	5	3	8	5	5	5	4	5
00:45	1	6	7	7	4	6	3	5
01:00	1	3	1	2	2	3	6	2
01:15	2	1	7	3	3	0	4	3
01:30	2	0	3	3	2	6	3	2
01:45	0	2	2	1	0	1	1	1
02:00	2	2	1	5	1	1	2	2
02:15	3	1	2	4	2	2	2	2
02:30	2	4	2	3	1	3	5	2
02:45	5	5	1	2	2	1	1	3
03:00	4	3	5	4	2	1	5	4
03:15	3	1	3	5	2	3	0	3
03:30	4	4	3	6	11	3	1	6
03:45	5	6	7	2	1	6	4	4
04:00	7	8	6	7	8	1	3	7
04:15	11	10	9	5	6	2	0	8
04:30	8	7	7	11	10	4	3	9
04:45	9	6	11	16	16	4	7	12
05:00	26	26	23	14	15	4	0	21
05:15	23	41	30	36	28	16	6	32
05:30	44	53	47	50	40	22	11	47
05:45	81	60	59	56	58	11	10	63
06:00	129	76	74	79	66	13	2	85
06:15	201	107	112	108	90	18	6	124
06:30	193	131	129	147	107	30	7	141
06:45	159	146	153	158	133	20	13	150
07:00	172	184	175	182	146	22	13	172
07:15	224	180	144	176	138	29	10	172
07:30	192	150	147	154	153	24	13	159
07:45	158	146	124	141	149	26	18	144
08:00	144	144	128	125	129	45	16	134
08:15	137	130	162	125	126	29	15	136
08:30	103	96	153	92	113	44	27	111
08:45	65	89	143	99	113	28	30	102
09:00	61	88	141	97	82	53	35	94
09:15	72	83	114	71	86	50	39	85
09:30	61	84	106	77	80	41	42	82
09:45	61	53	84	80	72	47	28	70
10:00	73	67	73	78	105	55	33	79

10:15	69	57	70	86	74	54	36	71
10:30	60	75	58	68	78	60	41	68
10:45	69	58	73	73	59	82	51	66
11:00	72	63	77	89	88	76	40	78
11:15	75	60	67	99	100	95	42	80
11:30	70	82	72	70	88	85	54	76
11:45	63	57	70	63	86	63	53	68
12:00	60	70	83	69	86	60	68	74
12:15	67	63	65	71	72	71	54	68
12:30	69	65	83	100	92	69	57	82
12:45	58	52	89	64	89	64	63	70
13:00	70	79	80	95	86	73	51	82
13:15	80	65	71	75	98	67	48	78
13:30	80	55	95	71	75	72	46	75
13:45	61	81	70	83	77	56	57	74
14:00	84	90	78	71	109	62	50	86
14:15	78	74	79	88	96	53	44	83
14:30	74	85	90	98	113	40	40	92
14:45	103	107	126	100	104	52	37	108
15:00	110	120	100	102	123	64	41	111
15:15	93	103	94	99	74	69	35	93
15:30	95	111	116	96	109	53	56	105
15:45	109	101	87	105	95	49	38	99
16:00	106	76	118	97	120	50	51	103
16:15	98	90	92	115	110	57	41	101
16:30	123	123	102	119	116	59	33	117
16:45	97	110	121	92	110	77	34	106
17:00	135	167	133	125	116	47	37	135
17:15	115	140	123	101	124	62	36	121
17:30	114	134	126	131	125	67	29	126
17:45	104	108	95	95	91	63	34	99
18:00	106	84	96	97	76	42	24	92
18:15	62	81	75	69	61	58	27	70
18:30	52	70	90	67	45	34	17	65
18:45	71	57	58	54	53	35	15	59
19:00	33	50	42	39	54	27	18	44
19:15	34	54	52	46	43	29	16	46
19:30	29	30	25	37	23	31	16	29
19:45	23	35	31	33	25	18	18	29
20:00	32	38	18	18	15	20	12	24
20:15	20	24	23	38	23	16	5	26
20:30	19	17	11	27	22	14	10	19
20:45	16	19	10	20	9	15	8	15
21:00	20	18	21	17	16	18	8	18
21:15	12	19	17	19	12	12	6	16
21:30	12	9	12	14	11	11	10	12
21:45	15	19	11	14	11	12	4	14
22:00	9	7	9	17	9	7	6	10
22:15	13	13	5	10	14	8	2	11
22:30	4	9	9	11	9	5	8	8

22:45	16	10	6	17	20	2	5	14
23:00	10	10	7	8	6	12	3	8
23:15	3	5	11	6	11	6	6	7
23:30	3	13	3	5	12	7	2	7
23:45	7	9	4	2	7	11	3	6
Total								
12H(7-19)	4475	4507	4816	4594	4710	2633	1799	4620
16H(6-22)	5422	5299	5557	5408	5370	2937	1958	5411
18H(6-24)	5487	5375	5611	5484	5458	2995	1993	5483
24H(0-24)	5743	5634	5867	5737	5687	3115	2084	5734
AM Peak	06:30	07:00	06:45	06:45	07:00	10:45	11:00	06:45
	748	660	619	670	586	338	189	653
PM Peak	16:30	16:45	16:45	17:00	16:45	12:15	12:00	16:45
	470	551	503	452	475	277	242	488

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Vehicle Count Report Channel: Offside (W

	Mon Nov 12	Tue Nov 13	Wed Nov 14	Thu Nov 15	Fri Nov 16	Sat Nov 17	Sun Nov 18	5-Day Av
00:00	6	8	4	6	15	13	10	8
00:15	8	11	9	10	10	10	15	10
00:30	2	4	4	12	5	16	17	5
00:45	4	12	7	6	11	9	4	8
01:00	0	2	5	2	6	5	8	3
01:15	1	2	1	3	4	3	7	2
01:30	4	7	6	4	7	7	3	6
01:45	3	4	2	2	6	4	7	3
02:00	2	4	4	3	2	9	2	3
02:15	6	3	3	3	6	2	3	4
02:30	3	6	7	5	5	4	1	5
02:45	5	2	4	5	7	6	3	5
03:00	6	1	8	3	5	2	3	5
03:15	7	9	5	10	7	4	1	8
03:30	5	7	4	3	14	5	2	7
03:45	5	9	10	4	6	7	2	7
04:00	8	7	8	6	11	7	3	8
04:15	11	9	14	9	11	4	4	11
04:30	8	8	9	7	7	4	2	8
04:45	14	11	14	16	14	8	5	14

05:00	20	20	17	22	21	13	8	20
05:15	23	29	21	30	26	16	6	26
05:30	35	28	31	43	28	18	9	33
05:45	43	45	36	44	36	15	6	41
06:00	75	42	44	62	54	18	8	55
06:15	83	48	51	51	47	15	10	56
06:30	55	62	77	64	52	21	10	62
06:45	79	76	61	73	54	16	8	69
07:00	69	53	50	56	47	19	10	55
07:15	59	59	66	55	52	20	10	58
07:30	67	61	63	66	42	21	8	60
07:45	74	81	76	73	54	28	12	72
08:00	57	63	63	54	59	23	8	59
08:15	38	53	58	52	41	22	17	48
08:30	38	36	42	42	33	21	17	38
08:45	33	33	61	35	34	29	15	39
09:00	23	28	54	37	24	19	17	33
09:15	22	23	50	29	28	17	14	30
09:30	38	34	41	22	28	33	15	33
09:45	22	32	41	35	23	23	21	31
10:00	34	27	32	40	29	29	16	32
10:15	28	30	31	22	34	32	29	29
10:30	28	31	29	25	23	27	20	27
10:45	42	33	34	23	26	38	26	32
11:00	30	23	42	37	23	32	30	31
11:15	40	33	26	24	31	44	26	31
11:30	33	26	27	28	33	46	38	29
11:45	29	32	32	43	32	29	39	34
12:00	21	51	33	30	42	42	33	35
12:15	30	33	34	31	24	34	41	30
12:30	24	28	26	34	33	48	31	29
12:45	29	36	26	33	29	41	41	31
13:00	40	27	29	30	25	46	31	30
13:15	24	32	35	40	28	29	31	32
13:30	33	24	35	32	25	46	48	30
13:45	31	31	35	29	29	31	36	31
14:00	40	31	50	36	29	51	31	37
14:15	25	34	30	29	21	28	31	28
14:30	42	28	38	27	30	26	42	33
14:45	29	26	28	31	22	37	24	27
15:00	39	44	41	36	33	37	39	39
15:15	34	33	30	23	46	18	26	33
15:30	29	23	30	30	37	30	32	30
15:45	39	33	36	31	32	31	38	34
16:00	45	49	31	32	33	40	33	38
16:15	33	38	32	37	33	39	33	35
16:30	29	39	34	40	37	34	29	36
16:45	51	45	38	45	48	43	35	45
17:00	44	33	38	48	45	34	29	42
17:15	40	28	41	35	46	48	35	38

17:30	41	37	33	36	43	39	29	38
17:45	45	28	45	60	60	38	36	48
18:00	33	41	31	36	48	52	25	38
18:15	50	36	47	41	52	29	25	45
18:30	49	44	40	49	42	49	34	45
18:45	32	35	36	33	44	24	28	36
19:00	37	26	42	44	40	34	18	38
19:15	33	29	33	24	30	29	31	30
19:30	31	36	26	37	42	34	30	34
19:45	24	27	21	31	30	28	23	27
20:00	28	21	48	37	31	23	19	33
20:15	22	26	30	19	30	16	19	25
20:30	17	27	34	15	26	30	14	24
20:45	19	19	23	28	26	18	10	23
21:00	23	18	26	24	33	24	16	25
21:15	15	20	24	14	21	16	14	19
21:30	22	15	22	24	21	28	10	21
21:45	17	18	28	26	19	21	17	22
22:00	26	19	24	22	24	19	21	23
22:15	20	16	20	21	24	14	10	20
22:30	11	12	13	12	23	13	10	14
22:45	13	10	13	17	28	15	13	16
23:00	13	7	19	16	25	16	9	16
23:15	5	10	15	12	22	17	10	13
23:30	7	12	11	18	19	22	11	13
23:45	6	9	10	22	24	15	6	14
Total								
12H(7-19)	1805	1758	1900	1792	1712	1596	1314	1793
16H(6-22)	2385	2268	2490	2365	2268	1967	1571	2355
18H(6-24)	2486	2363	2615	2505	2457	2098	1661	2485
24H(0-24)	2715	2611	2848	2763	2727	2289	1792	2733
AM Peak	06:00	07:15	07:15	07:00	07:15	10:45	11:00	07:15
	292	264	268	250	207	160	133	249
PM Peak	17:45	16:00	18:15	17:45	17:30	17:15	12:45	17:45
	177	171	165	186	203	177	151	175

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Vehicle Count Report Channel: Total Flow

	Mon Nov 12	Tue Nov 13	Wed Nov 14	Thu Nov 15	Fri Nov 16	Sat Nov 17	Sun Nov 18	5-Day Av
00:00	10	11	7	10	21	21	15	12
00:15	12	15	18	12	14	17	20	14
00:30	7	7	12	17	10	21	21	11
00:45	5	18	14	13	15	15	7	13
01:00	1	5	6	4	8	8	14	5
01:15	3	3	8	6	7	3	11	5
01:30	6	7	9	7	9	13	6	8
01:45	3	6	4	3	6	5	8	4
02:00	4	6	5	8	3	10	4	5
02:15	9	4	5	7	8	4	5	7
02:30	5	10	9	8	6	7	6	8
02:45	10	7	5	7	9	7	4	8
03:00	10	4	13	7	7	3	8	8
03:15	10	10	8	15	9	7	1	10
03:30	9	11	7	9	25	8	3	12
03:45	10	15	17	6	7	13	6	11
04:00	15	15	14	13	19	8	6	15
04:15	22	19	23	14	17	6	4	19
04:30	16	15	16	18	17	8	5	16
04:45	23	17	25	32	30	12	12	25
05:00	46	46	40	36	36	17	8	41
05:15	46	70	51	66	54	32	12	57
05:30	79	81	78	93	68	40	20	80
05:45	124	105	95	100	94	26	16	104
06:00	204	118	118	141	120	31	10	140
06:15	284	155	163	159	137	33	16	180
06:30	248	193	206	211	159	51	17	203
06:45	238	222	214	231	187	36	21	218
07:00	241	237	225	238	193	41	23	227
07:15	283	239	210	231	190	49	20	231
07:30	259	211	210	220	195	45	21	219
07:45	232	227	200	214	203	54	30	215
08:00	201	207	191	179	188	68	24	193
08:15	175	183	220	177	167	51	32	184
08:30	141	132	195	134	146	65	44	150
08:45	98	122	204	134	147	57	45	141
09:00	84	116	195	134	106	72	52	127
09:15	94	106	164	100	114	67	53	116
09:30	99	118	147	99	108	74	57	114
09:45	83	85	125	115	95	70	49	101
10:00	107	94	105	118	134	84	49	112
10:15	97	87	101	108	108	86	65	100
10:30	88	106	87	93	101	87	61	95
10:45	111	91	107	96	85	120	77	98
11:00	102	86	119	126	111	108	70	109
11:15	115	93	93	123	131	139	68	111

11:30	103	108	99	98	121	131	92	106
11:45	92	89	102	106	118	92	92	101
12:00	81	121	116	99	128	102	101	109
12:15	97	96	99	102	96	105	95	98
12:30	93	93	109	134	125	117	88	111
12:45	87	88	115	97	118	105	104	101
13:00	110	106	109	125	111	119	82	112
13:15	104	97	106	115	126	96	79	110
13:30	113	79	130	103	100	118	94	105
13:45	92	112	105	112	106	87	93	105
14:00	124	121	128	107	138	113	81	124
14:15	103	108	109	117	117	81	75	111
14:30	116	113	128	125	143	66	82	125
14:45	132	133	154	131	126	89	61	135
15:00	149	164	141	138	156	101	80	150
15:15	127	136	124	122	120	87	61	126
15:30	124	134	146	126	146	83	88	135
15:45	148	134	123	136	127	80	76	134
16:00	151	125	149	129	153	90	84	141
16:15	131	128	124	152	143	96	74	136
16:30	152	162	136	159	153	93	62	152
16:45	148	155	159	137	158	120	69	151
17:00	179	200	171	173	161	81	66	177
17:15	155	168	164	136	170	110	71	159
17:30	155	171	159	167	168	106	58	164
17:45	149	136	140	155	151	101	70	146
18:00	139	125	127	133	124	94	49	130
18:15	112	117	122	110	113	87	52	115
18:30	101	114	130	116	87	83	51	110
18:45	103	92	94	87	97	59	43	95
19:00	70	76	84	83	94	61	36	81
19:15	67	83	85	70	73	58	47	76
19:30	60	66	51	74	65	65	46	63
19:45	47	62	52	64	55	46	41	56
20:00	60	59	66	55	46	43	31	57
20:15	42	50	53	57	53	32	24	51
20:30	36	44	45	42	48	44	24	43
20:45	35	38	33	48	35	33	18	38
21:00	43	36	47	41	49	42	24	43
21:15	27	39	41	33	33	28	20	35
21:30	34	24	34	38	32	39	20	32
21:45	32	37	39	40	30	33	21	36
22:00	35	26	33	39	33	26	27	33
22:15	33	29	25	31	38	22	12	31
22:30	15	21	22	23	32	18	18	23
22:45	29	20	19	34	48	17	18	30
23:00	23	17	26	24	31	28	12	24
23:15	8	15	26	18	33	23	16	20
23:30	10	25	14	23	31	29	13	21
23:45	13	18	14	24	31	26	9	20

Total								
12H(7-19)	6280	6265	6716	6386	6422	4229	3113	6414
16H(6-22)	7807	7567	8047	7773	7638	4904	3529	7766
18H(6-24)	7973	7738	8226	7989	7915	5093	3654	7968
24H(0-24)	8458	8245	8715	8500	8414	5404	3876	8466
AM Peak	06:45	07:00	06:45	06:45	07:00	10:45	11:00	06:45
	1021	914	859	920	781	498	322	895
PM Peak	17:00	16:45	16:45	17:00	16:45	12:15	12:00	16:45
	638	694	653	631	657	446	388	651

*N*estbound)

7-Day Av
5
5
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15
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38
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63
92
106
112
128
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9
8

11
8
7
6
6
3933
4564
4629
4838
06:45
487
16:45
404

30-11-2018

estbound)

7-Day Av
9
10
9
8
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18
13
16
15
13
14
13
1697
2188
2312
2535
07:15
196
17:45
166

30-11-2018

(Westbound)

7-Day Av
14
15
14
12
7
6
8
5
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7
7
9
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11
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106
135
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82
72
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21
19

5630
6752
6941
7373
07:00
677
16:45
562

30-11-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Vehicle Count Report Channel: Nearside (\

	Mon Nov 19	Tue Nov 20	Wed Nov 21	Thu Nov 22	Fri Nov 23	Sat Nov 24	Sun Nov 25	5-Day Av
00:00	1							1
00:15	2							2
00:30	0							0
00:45	2							2
01:00	4							4
01:15	3							3
01:30	1							1
01:45	1							1
02:00	1							1
02:15	1							1
02:30	1							1
02:45	2							2
03:00	3							3
03:15	1							1
03:30	3							3
03:45	2							2
04:00	2							2
04:15	7							7
04:30	9							9
04:45	10							10
05:00	26							26
05:15	19							19
05:30	40							40
05:45	61							61
06:00	83							83
06:15	119							119
06:30	163							163
06:45	130							130
07:00	178							178
07:15	203							203
07:30	155							155
07:45	142							142
08:00	128							128
08:15	135							135
08:30	122							122
08:45	94							94
09:00	71							71
09:15	80							80
09:30	80							80
09:45	50							50
10:00	55							55

10:15	64		64
10:30	73		73
10:45	64		64
11:00	74		74
11:15	66		66
11:30	60		60
11:45	67		67
12:00	71		71
12:15	74		74
12:30	87		87
12:45	73		73
13:00	51		51
13:15	68		68
13:30	58		58
13:45	67		67
14:00	89		89
14:15	84		84
14:30	85		85
14:45	95		95
15:00	96		96
15:15	101		101
15:30	78		78
15:45	92		92
16:00			
16:15			
16:30			
16:45			
17:00			
17:15			
17:30			
17:45			
18:00			
18:15			
18:30			
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19:00			
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21:30			
21:45			
22:00			
22:15			
22:30			

22:45									
23:00									
23:15									
23:30									
23:45									
Total									
12H(7-19)									
16H(6-22)									
18H(6-24)									
24H(0-24)									
AM Peak	07:00								07:00
	678								678
PM Peak									

Vehicle Data Analyser Professional R2 3

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Vehicle Count Report Channel: Offside (W

	Mon Nov 19	Tue Nov 20	Wed Nov 21	Thu Nov 22	Fri Nov 23	Sat Nov 24	Sun Nov 25	5-Day Av
00:00	5							5
00:15	11							11
00:30	1							1
00:45	4							4
01:00	4							4
01:15	1							1
01:30	6							6
01:45	11							11
02:00	7							7
02:15	5							5
02:30	3							3
02:45	6							6
03:00	5							5
03:15	7							7
03:30	6							6
03:45	5							5
04:00	7							7
04:15	9							9
04:30	13							13
04:45	10							10

05:00	21	21
05:15	27	27
05:30	29	29
05:45	38	38
06:00	44	44
06:15	55	55
06:30	62	62
06:45	88	88
07:00	73	73
07:15	65	65
07:30	62	62
07:45	64	64
08:00	60	60
08:15	35	35
08:30	40	40
08:45	32	32
09:00	35	35
09:15	38	38
09:30	33	33
09:45	34	34
10:00	32	32
10:15	29	29
10:30	22	22
10:45	21	21
11:00	17	17
11:15	28	28
11:30	20	20
11:45	21	21
12:00	23	23
12:15	19	19
12:30	28	28
12:45	31	31
13:00	32	32
13:15	28	28
13:30	35	35
13:45	21	21
14:00	26	26
14:15	18	18
14:30	19	19
14:45	19	19
15:00	29	29
15:15	35	35
15:30	24	24
15:45	32	32
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		
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)		
AM Peak	06:45 288	06:45 288
PM Peak		

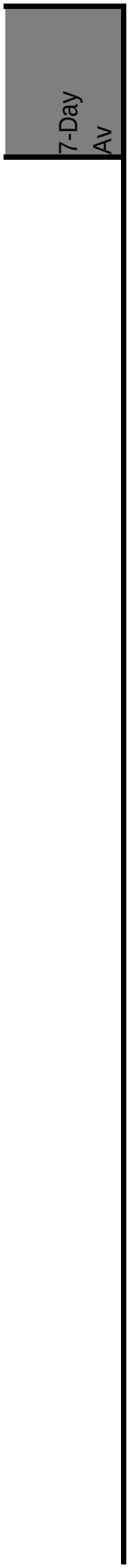
Site No. 00085478 Site Ref. ID04231
ATC 8-2
Vehicle Count Report Channel: Total Flow

	Mon Nov 19	Tue Nov 20	Wed Nov 21	Thu Nov 22	Fri Nov 23	Sat Nov 24	Sun Nov 25	5-Day Av
00:00	6							6
00:15	13							13
00:30	1							1
00:45	6							6
01:00	8							8
01:15	4							4
01:30	7							7
01:45	12							12
02:00	8							8
02:15	6							6
02:30	4							4
02:45	8							8
03:00	8							8
03:15	8							8
03:30	9							9
03:45	7							7
04:00	9							9
04:15	16							16
04:30	22							22
04:45	20							20
05:00	47							47
05:15	46							46
05:30	69							69
05:45	99							99
06:00	127							127
06:15	174							174
06:30	225							225
06:45	218							218
07:00	251							251
07:15	268							268
07:30	217							217
07:45	206							206
08:00	188							188
08:15	170							170
08:30	162							162
08:45	126							126
09:00	106							106
09:15	118							118
09:30	113							113
09:45	84							84
10:00	87							87
10:15	93							93
10:30	95							95
10:45	85							85
11:00	91							91
11:15	94							94

11:30	80		80
11:45	88		88
12:00	94		94
12:15	93		93
12:30	115		115
12:45	104		104
13:00	83		83
13:15	96		96
13:30	93		93
13:45	88		88
14:00	115		115
14:15	102		102
14:30	104		104
14:45	114		114
15:00	125		125
15:15	136		136
15:30	102		102
15:45	124		124
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			

Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)			
AM Peak	06:30 962		06:30 962
PM Peak			

*N*estbound)



30-11-2018
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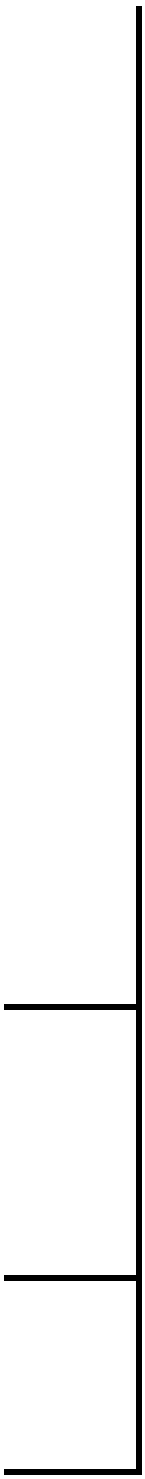
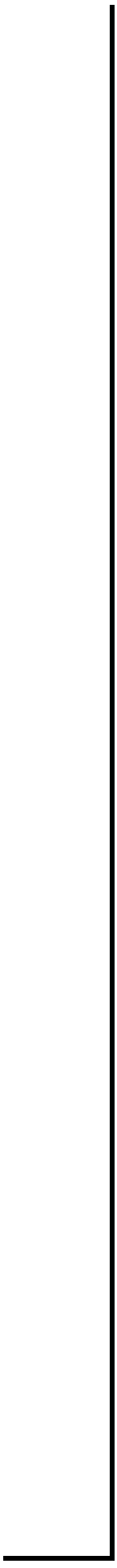
7-Day
Av

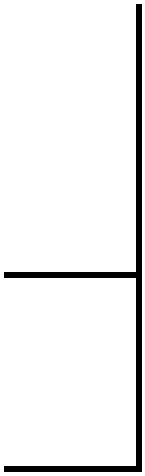


30-11-2018

(Westbound)

7-Day
Av





30-11-2018

Site No. 00423182 Site Ref. ID04231
Site 8_2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
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	103	12	73	4	0	6	8
15:30	85	10	59	1	0	7	8
15:45	91	11	67	2	0	4	7
16:00	84	9	67	2	2	2	2
16:15	102	14	77	3	2	1	5
16:30	105	14	84	0	0	1	6
16:45	107	12	84	2	0	2	7
17:00	139	12	112	3	0	2	10
17:15	89	11	70	1	0	2	5
17:30	111	20	76	2	3	5	5
17:45	86	14	66	1	0	1	4
18:00	95	10	78	3	1	1	2
18:15	54	7	42	1	1	0	3
18:30	64	11	50	1	0	0	2
18:45	38	5	29	3	0	1	0
19:00	28	3	20	0	0	1	4
19:15	20	2	15	0	0	1	2
19:30	25	5	17	0	0	1	2
19:45	22	2	16	0	1	1	2
20:00	27	4	18	0	0	2	3
20:15	18	3	13	0	0	0	2
20:30	18	2	12	0	0	0	4
20:45	10	0	7	0	0	1	2
21:00	12	0	7	0	1	1	3
21:15	12	0	12	0	0	0	0
21:30	9	2	7	0	0	0	0
21:45	17	2	14	0	0	1	0
22:00	11	0	9	0	0	1	1
22:15	7	1	6	0	0	0	0
22:30	11	0	6	0	0	0	5

22:45	8	0	7	0	0	0	1
23:00	6	0	5	0	0	0	1
23:15	0	0	0	0	0	0	0
23:30	2	0	0	0	0	0	2
23:45	2	0	1	0	0	0	1
Total							
12H(7-19)							
16H(6-22)							
18H(6-24)							
24H(0-24)							
AM Peak							
PM Peak							

Vehicle Data Analyser Professional R2 06-12-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
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							
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09:30							
09:45							
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12:30							
12:45							
13:00							
13:15							
13:30							
13:45							
14:00							
14:15							
14:30							
14:45							
15:00							
15:15	38	8	23	2	1	4	0
15:30	45	11	26	2	1	4	1
15:45	34	7	27	0	0	0	0
16:00	49	7	34	2	0	5	1
16:15	41	10	23	0	1	6	1
16:30	45	9	32	1	0	2	1
16:45	51	7	34	3	0	6	1
17:00	45	8	31	2	1	3	0
17:15	52	9	39	0	1	2	1

17:30	46	5	37	0	1	3	0
17:45	47	3	39	0	1	3	1
18:00	48	11	33	1	0	3	0
18:15	50	8	34	1	1	4	2
18:30	52	6	43	0	1	2	0
18:45	39	3	32	0	0	2	2
19:00	47	2	37	3	2	2	1
19:15	41	4	29	1	0	5	2
19:30	30	2	22	1	0	3	2
19:45	33	0	28	0	2	0	3
20:00	23	4	15	1	0	2	1
20:15	31	2	25	1	0	3	0
20:30	19	0	14	1	0	2	2
20:45	18	1	12	1	0	3	1
21:00	22	0	17	1	1	3	0
21:15	21	0	19	0	1	1	0
21:30	19	0	15	0	1	1	2
21:45	14	0	11	0	1	2	0
22:00	20	2	16	0	2	0	0
22:15	13	0	10	0	0	2	1
22:30	12	0	9	0	0	2	1
22:45	13	0	8	0	0	2	3
23:00	17	1	11	0	0	0	5
23:15	14	0	8	0	0	1	5
23:30	5	1	3	0	1	0	0
23:45	9	1	6	0	0	0	2
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)							
AM Peak							
PM Peak							

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
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	141	20	96	6	1	10	8
15:30	130	21	85	3	1	11	9
15:45	125	18	94	2	0	4	7
16:00	133	16	101	4	2	7	3
16:15	143	24	100	3	3	7	6
16:30	150	23	116	1	0	3	7
16:45	158	19	118	5	0	8	8
17:00	184	20	143	5	1	5	10
17:15	141	20	109	1	1	4	6
17:30	157	25	113	2	4	8	5
17:45	133	17	105	1	1	4	5
18:00	143	21	111	4	1	4	2
18:15	104	15	76	2	2	4	5
18:30	116	17	93	1	1	2	2
18:45	77	8	61	3	0	3	2
19:00	75	5	57	3	2	3	5
19:15	61	6	44	1	0	6	4
19:30	55	7	39	1	0	4	4
19:45	55	2	44	0	3	1	5
20:00	50	8	33	1	0	4	4
20:15	49	5	38	1	0	3	2
20:30	37	2	26	1	0	2	6
20:45	28	1	19	1	0	4	3
21:00	34	0	24	1	2	4	3
21:15	33	0	31	0	1	1	0
21:30	28	2	22	0	1	1	2
21:45	31	2	25	0	1	3	0
22:00	31	2	25	0	2	1	1
22:15	20	1	16	0	0	2	1
22:30	23	0	15	0	0	2	6
22:45	21	0	15	0	0	2	4
23:00	23	1	16	0	0	0	6
23:15	14	0	8	0	0	1	5
23:30	7	1	3	0	1	0	2
23:45	11	1	7	0	0	0	3

Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)		
AM Peak PM Peak		

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Site No. 00423182 Site Ref. ID04231
Site 8_2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	6	2	3	0	0	0	1
00:15	2	0	1	0	0	0	1
00:30	3	0	1	0	0	0	2
00:45	4	0	3	0	0	0	1
01:00	0	0	0	0	0	0	0
01:15	3	0	3	0	0	0	0
01:30	3	0	1	0	0	0	2
01:45	0	0	0	0	0	0	0
02:00	3	0	1	0	0	0	2
02:15	2	0	1	0	0	0	1
02:30	4	0	1	0	0	1	2
02:45	1	0	1	0	0	0	0
03:00	2	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0
03:30	5	1	2	0	0	0	2
03:45	2	0	2	0	0	0	0
04:00	7	0	3	0	0	1	3
04:15	9	0	1	0	0	2	6
04:30	12	2	5	0	0	0	5
04:45	17	0	7	0	1	1	8
05:00	15	1	7	1	0	0	6
05:15	23	0	9	1	2	3	8
05:30	47	2	28	2	1	2	12
05:45	53	7	31	0	0	9	6
06:00	78	12	50	3	0	5	8
06:15	93	11	53	4	2	5	18
06:30	146	25	97	0	4	11	9
06:45	137	22	91	3	3	5	13
07:00	144	20	94	4	0	12	14
07:15	156	19	111	5	2	10	9
07:30	171	23	117	10	2	10	9
07:45	147	19	98	2	5	8	15
08:00	127	18	92	4	1	2	10
08:15	128	19	87	2	0	2	18
08:30	91	10	63	2	2	2	12
08:45	84	9	49	6	2	7	11
09:00	90	6	52	7	2	4	19
09:15	85	6	51	3	0	10	15
09:30	63	8	37	2	1	7	8
09:45	79	4	56	1	2	6	10
10:00	52	7	26	2	1	6	10

10:15	60	5	37	0	1	7	10
10:30	52	2	36	1	1	0	12
10:45	56	9	31	3	0	1	12
11:00	51	4	33	3	2	4	5
11:15	74	7	40	4	0	6	17
11:30	50	4	26	3	0	6	11
11:45	61	6	41	0	1	2	11
12:00	62	10	32	2	1	4	13
12:15	71	8	38	5	1	7	12
12:30	66	5	35	2	0	7	17
12:45	72	6	40	2	0	7	17
13:00	76	12	38	2	0	8	16
13:15	59	7	37	1	1	5	8
13:30	85	13	47	2	4	9	10
13:45	57	6	37	4	0	8	2
14:00	75	8	44	2	2	7	12
14:15	83	5	62	2	3	5	6
14:30	110	18	76	3	1	6	6
14:45	106	10	68	7	0	6	15
15:00	116	14	73	3	0	13	13
15:15	68	11	39	5	0	7	6
15:30	98	11	67	6	1	8	5
15:45	85	9	70	1	0	2	3
16:00	112	14	83	4	0	7	4
16:15	104	9	80	3	2	3	7
16:30	105	12	87	1	0	2	3
16:45	98	6	87	0	0	3	2
17:00	160	18	132	6	0	1	3
17:15	118	13	91	2	1	2	9
17:30	121	14	99	1	1	1	5
17:45	99	11	76	0	0	3	9
18:00	90	10	70	3	1	2	4
18:15	69	8	57	1	0	1	2
18:30	68	10	51	1	0	1	5
18:45	47	5	41	0	0	0	1
19:00	37	4	28	0	0	1	4
19:15	29	2	23	0	0	2	2
19:30	29	4	23	0	0	0	2
19:45	27	3	16	0	1	3	4
20:00	24	0	22	0	0	1	1
20:15	26	1	20	0	0	1	4
20:30	20	1	17	0	1	0	1
20:45	11	2	6	0	0	1	2
21:00	17	4	8	0	0	3	2
21:15	13	0	13	0	0	0	0
21:30	10	1	5	0	0	0	4
21:45	10	0	10	0	0	0	0
22:00	12	0	11	0	0	0	1
22:15	17	2	12	1	0	0	2
22:30	16	0	14	0	0	0	2

22:45	7	1	4	0	0	0	2
23:00	9	1	3	0	0	0	5
23:15	6	0	4	0	0	0	2
23:30	4	0	3	0	0	0	1
23:45	5	1	4	0	0	0	0
Total							
12H(7-19)	4301	488	2934	135	44	247	453
16H(6-22)	5008	580	3416	145	55	285	527
18H(6-24)	5084	585	3471	146	55	285	542
24H(0-24)	5307	600	3582	150	59	304	612
AM Peak	07:00	06:30	07:00	06:45	07:15	07:00	08:15
	618	86	420	22	10	40	60
PM Peak	17:00	17:00	16:45	14:45	13:30	14:45	12:15
	498	56	409	21	9	34	62

Vehicle Data Analyser Professional R2 06-12-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	5	0	4	1	0	0	0
00:15	7	0	2	0	0	2	3
00:30	7	0	3	0	1	1	2
00:45	5	0	2	0	0	0	3
01:00	7	0	4	0	0	2	1
01:15	4	0	1	0	0	0	3
01:30	5	1	0	0	0	0	4
01:45	5	0	0	0	0	1	4
02:00	2	1	1	0	0	0	0
02:15	7	0	3	1	0	1	2
02:30	6	0	4	0	0	0	2
02:45	3	0	3	0	0	0	0
03:00	9	1	4	0	0	0	4
03:15	7	0	5	0	0	0	2
03:30	7	0	4	1	0	0	2
03:45	8	0	3	0	1	0	4
04:00	14	1	7	1	0	0	5
04:15	6	3	1	0	0	1	1
04:30	15	3	6	2	0	1	3
04:45	12	2	5	2	1	1	1

05:00	30	2	22	1	0	0	5
05:15	26	4	18	0	0	2	2
05:30	34	5	22	1	1	3	2
05:45	42	4	32	1	0	2	3
06:00	45	4	37	1	1	2	0
06:15	55	10	36	3	1	3	2
06:30	70	9	52	0	0	5	4
06:45	82	11	62	2	3	4	0
07:00	60	6	45	3	0	3	3
07:15	69	19	42	2	3	3	0
07:30	53	12	35	2	2	2	0
07:45	61	11	42	2	2	2	2
08:00	70	13	53	0	1	3	0
08:15	55	11	34	1	0	7	2
08:30	40	4	29	1	0	2	4
08:45	42	5	27	1	2	5	2
09:00	38	9	20	4	2	2	1
09:15	37	4	24	2	0	3	4
09:30	27	3	17	2	0	5	0
09:45	37	5	26	0	1	3	2
10:00	39	3	24	1	1	10	0
10:15	40	11	20	2	2	1	4
10:30	36	1	25	2	0	4	4
10:45	38	8	19	2	1	6	2
11:00	40	3	23	4	1	6	3
11:15	30	8	16	2	0	4	0
11:30	42	5	26	1	1	7	2
11:45	41	9	23	3	3	1	2
12:00	35	6	23	1	1	3	1
12:15	39	7	25	0	0	5	2
12:30	33	9	15	0	1	3	5
12:45	37	5	22	2	0	5	3
13:00	28	5	16	2	0	4	1
13:15	29	4	21	1	0	2	1
13:30	31	5	20	0	1	4	1
13:45	37	6	22	1	2	3	3
14:00	52	13	28	2	1	3	5
14:15	27	7	14	0	1	5	0
14:30	45	7	28	1	4	3	2
14:45	26	6	14	0	2	2	2
15:00	37	7	26	3	0	1	0
15:15	48	10	31	1	0	6	0
15:30	37	3	26	1	1	6	0
15:45	37	11	21	1	1	3	0
16:00	54	20	28	0	1	3	2
16:15	36	1	29	2	2	1	1
16:30	44	8	32	0	2	2	0
16:45	50	5	40	1	1	2	1
17:00	55	12	34	1	2	6	0
17:15	40	11	23	0	1	3	2

17:30	47	6	37	1	1	2	0
17:45	47	7	28	5	2	2	3
18:00	47	6	36	0	3	1	1
18:15	54	7	42	1	2	1	1
18:30	52	4	36	2	0	7	3
18:45	53	11	34	1	0	6	1
19:00	35	2	27	0	0	4	2
19:15	33	0	29	0	0	2	2
19:30	31	4	20	0	1	3	3
19:45	24	4	17	0	1	1	1
20:00	31	2	26	0	0	3	0
20:15	21	2	18	0	0	0	1
20:30	31	0	26	1	2	2	0
20:45	26	3	18	0	0	3	2
21:00	21	0	18	0	0	2	1
21:15	18	2	11	1	0	1	3
21:30	19	1	15	0	0	3	0
21:45	29	0	25	0	0	2	2
22:00	28	1	19	1	0	3	4
22:15	15	0	12	0	0	2	1
22:30	16	2	12	0	0	2	0
22:45	19	0	12	0	0	3	4
23:00	11	0	10	0	0	1	0
23:15	15	1	11	0	1	0	2
23:30	14	1	12	0	1	0	0
23:45	15	4	7	1	0	1	2
Total							
12H(7-19)	2052	359	1321	67	54	173	78
16H(6-22)	2623	413	1758	75	63	213	101
18H(6-24)	2756	422	1853	77	65	225	114
24H(0-24)	3029	449	2009	88	69	242	172
AM Peak	06:30	07:15	06:30	11:00	07:15	10:45	10:15
	281	55	201	10	8	23	13
PM Peak	18:00	15:15	18:00	17:45	17:30	18:30	12:15
	206	44	148	8	8	19	11

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	11	2	7	1	0	0	1
00:15	9	0	3	0	0	2	4
00:30	10	0	4	0	1	1	4
00:45	9	0	5	0	0	0	4
01:00	7	0	4	0	0	2	1
01:15	7	0	4	0	0	0	3
01:30	8	1	1	0	0	0	6
01:45	5	0	0	0	0	1	4
02:00	5	1	2	0	0	0	2
02:15	9	0	4	1	0	1	3
02:30	10	0	5	0	0	1	4
02:45	4	0	4	0	0	0	0
03:00	11	1	4	0	0	0	6
03:15	7	0	5	0	0	0	2
03:30	12	1	6	1	0	0	4
03:45	10	0	5	0	1	0	4
04:00	21	1	10	1	0	1	8
04:15	15	3	2	0	0	3	7
04:30	27	5	11	2	0	1	8
04:45	29	2	12	2	2	2	9
05:00	45	3	29	2	0	0	11
05:15	49	4	27	1	2	5	10
05:30	81	7	50	3	2	5	14
05:45	95	11	63	1	0	11	9
06:00	123	16	87	4	1	7	8
06:15	148	21	89	7	3	8	20
06:30	216	34	149	0	4	16	13
06:45	219	33	153	5	6	9	13
07:00	204	26	139	7	0	15	17
07:15	225	38	153	7	5	13	9
07:30	224	35	152	12	4	12	9
07:45	208	30	140	4	7	10	17
08:00	197	31	145	4	2	5	10
08:15	183	30	121	3	0	9	20
08:30	131	14	92	3	2	4	16
08:45	126	14	76	7	4	12	13
09:00	128	15	72	11	4	6	20
09:15	122	10	75	5	0	13	19
09:30	90	11	54	4	1	12	8
09:45	116	9	82	1	3	9	12
10:00	91	10	50	3	2	16	10
10:15	100	16	57	2	3	8	14
10:30	88	3	61	3	1	4	16
10:45	94	17	50	5	1	7	14
11:00	91	7	56	7	3	10	8
11:15	104	15	56	6	0	10	17

11:30	92	9	52	4	1	13	13
11:45	102	15	64	3	4	3	13
12:00	97	16	55	3	2	7	14
12:15	110	15	63	5	1	12	14
12:30	99	14	50	2	1	10	22
12:45	109	11	62	4	0	12	20
13:00	104	17	54	4	0	12	17
13:15	88	11	58	2	1	7	9
13:30	116	18	67	2	5	13	11
13:45	94	12	59	5	2	11	5
14:00	127	21	72	4	3	10	17
14:15	110	12	76	2	4	10	6
14:30	155	25	104	4	5	9	8
14:45	132	16	82	7	2	8	17
15:00	153	21	99	6	0	14	13
15:15	116	21	70	6	0	13	6
15:30	135	14	93	7	2	14	5
15:45	122	20	91	2	1	5	3
16:00	166	34	111	4	1	10	6
16:15	140	10	109	5	4	4	8
16:30	149	20	119	1	2	4	3
16:45	148	11	127	1	1	5	3
17:00	215	30	166	7	2	7	3
17:15	158	24	114	2	2	5	11
17:30	168	20	136	2	2	3	5
17:45	146	18	104	5	2	5	12
18:00	137	16	106	3	4	3	5
18:15	123	15	99	2	2	2	3
18:30	120	14	87	3	0	8	8
18:45	100	16	75	1	0	6	2
19:00	72	6	55	0	0	5	6
19:15	62	2	52	0	0	4	4
19:30	60	8	43	0	1	3	5
19:45	51	7	33	0	2	4	5
20:00	55	2	48	0	0	4	1
20:15	47	3	38	0	0	1	5
20:30	51	1	43	1	3	2	1
20:45	37	5	24	0	0	4	4
21:00	38	4	26	0	0	5	3
21:15	31	2	24	1	0	1	3
21:30	29	2	20	0	0	3	4
21:45	39	0	35	0	0	2	2
22:00	40	1	30	1	0	3	5
22:15	32	2	24	1	0	2	3
22:30	32	2	26	0	0	2	2
22:45	26	1	16	0	0	3	6
23:00	20	1	13	0	0	1	5
23:15	21	1	15	0	1	0	4
23:30	18	1	15	0	1	0	1
23:45	20	5	11	1	0	1	2

Total							
12H(7-19)	6353	847	4255	202	98	420	531
16H(6-22)	7631	993	5174	220	118	498	628
18H(6-24)	7840	1007	5324	223	120	510	656
24H(0-24)	8336	1049	5591	238	128	546	784
AM Peak	06:45	07:15	06:45	06:45	07:15	06:30	08:15
	872	134	597	31	18	53	69
PM Peak	16:45	17:00	16:45	14:45	14:00	14:45	12:15
	689	92	543	26	14	49	73

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Site No. 00423182 Site Ref. ID04231
Site 8_2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	5	0	4	0	0	0	1
00:15	2	0	2	0	0	0	0
00:30	2	0	1	0	0	0	1
00:45	10	0	4	0	0	1	5
01:00	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0
01:30	3	2	0	0	0	0	1
01:45	2	2	0	0	0	0	0
02:00	3	0	2	0	0	0	1
02:15	0	0	0	0	0	0	0
02:30	1	0	1	0	0	0	0
02:45	0	0	0	0	0	0	0
03:00	4	0	1	0	0	1	2
03:15	2	0	0	1	0	0	1
03:30	3	0	2	0	0	0	1
03:45	3	0	0	0	0	0	3
04:00	5	0	1	0	0	0	4
04:15	9	0	2	0	0	0	7
04:30	4	0	2	0	0	1	1
04:45	8	0	0	0	0	0	8
05:00	19	1	9	2	1	1	5
05:15	26	1	11	0	3	4	7
05:30	28	7	16	0	0	3	2
05:45	65	6	48	1	1	2	7
06:00	69	5	47	2	4	3	8
06:15	80	10	45	6	4	4	11
06:30	127	17	77	7	5	15	6
06:45	147	14	110	6	2	10	5
07:00	176	17	128	5	4	10	12
07:15	196	23	143	8	1	7	14
07:30	188	18	147	5	4	5	9
07:45	149	16	118	2	0	7	6
08:00	170	17	124	2	5	6	16
08:15	114	10	82	5	3	5	9
08:30	107	12	74	5	1	7	8
08:45	89	9	55	3	0	7	15
09:00	101	8	63	3	5	6	16
09:15	69	3	50	2	1	4	9
09:30	59	0	41	1	1	6	10
09:45	105	10	59	7	0	13	16
10:00	68	9	43	4	0	3	9

10:15	69	9	40	3	2	2	13
10:30	59	5	35	2	0	6	11
10:45	65	1	41	2	1	10	10
11:00	61	10	28	8	1	3	11
11:15	60	4	36	5	1	6	8
11:30	77	11	43	2	1	7	13
11:45	84	10	54	3	0	8	9
12:00	69	7	39	5	0	6	12
12:15	68	5	41	1	1	5	15
12:30	59	4	40	2	2	5	6
12:45	11	1	9	0	0	0	1
13:00	76	10	45	3	1	5	12
13:15	65	13	38	0	0	6	8
13:30	69	9	35	3	1	9	12
13:45	64	7	39	3	4	6	5
14:00	67	13	39	3	1	7	4
14:15	74	8	46	1	4	4	11
14:30	71	13	49	1	0	3	5
14:45	57	12	33	0	2	4	6
15:00	127	13	91	2	1	8	12
15:15	90	16	61	1	0	2	10
15:30	113	20	72	2	0	7	12
15:45	93	14	68	2	2	5	2
16:00	127	23	89	4	0	4	7
16:15	106	19	72	3	0	3	9
16:30	130	21	102	2	1	0	4
16:45	112	14	93	1	1	3	0
17:00	145	28	105	2	1	3	6
17:15	125	23	92	1	0	3	6
17:30	122	13	102	1	2	1	3
17:45	86	15	67	0	0	2	2
18:00	88	8	71	0	0	3	6
18:15	62	14	44	0	0	2	2
18:30	63	10	50	2	1	0	0
18:45	55	8	41	0	1	1	4
19:00	45	5	39	0	0	1	0
19:15	53	10	38	0	0	0	5
19:30	43	9	32	0	0	0	2
19:45	22	2	14	1	0	1	4
20:00	26	4	19	0	0	0	3
20:15	22	4	18	0	0	0	0
20:30	18	2	13	0	2	0	1
20:45	25	6	13	0	0	1	5
21:00	19	1	15	0	0	0	3
21:15	13	3	8	1	0	0	1
21:30	11	3	7	0	0	0	1
21:45	13	3	8	0	0	0	2
22:00	16	1	11	1	1	2	0
22:15	4	2	2	0	0	0	0
22:30	10	1	8	0	0	0	1

22:45	11	2	8	0	0	0	1
23:00	9	0	7	0	0	0	2
23:15	4	0	3	0	0	0	1
23:30	5	0	2	1	0	0	2
23:45	6	0	3	0	0	0	3
Total							
12H(7-19)	4460	563	3077	122	57	235	406
16H(6-22)	5193	661	3580	145	74	270	463
18H(6-24)	5258	667	3624	147	75	272	473
24H(0-24)	5462	686	3730	151	80	285	530
AM Peak	07:00	07:15	07:00	06:30	06:15	06:30	09:00
	709	74	536	26	15	42	51
PM Peak	16:30	16:30	16:45	15:45	13:30	13:15	14:45
	512	86	392	11	10	28	40

Vehicle Data Analyser Professional R2 06-12-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	5	0	4	0	0	1	0
00:15	11	0	8	0	0	1	2
00:30	11	0	7	0	0	2	2
00:45	4	1	2	0	0	0	1
01:00	7	0	5	0	0	0	2
01:15	3	1	1	0	0	0	1
01:30	4	1	0	1	0	2	0
01:45	10	1	5	1	0	0	3
02:00	4	0	1	0	0	0	3
02:15	6	0	3	0	0	0	3
02:30	6	0	3	0	0	0	3
02:45	3	0	3	0	0	0	0
03:00	6	1	2	0	0	0	3
03:15	10	1	3	2	1	0	3
03:30	4	1	3	0	0	0	0
03:45	14	1	6	0	1	2	4
04:00	10	0	4	0	0	0	6
04:15	13	4	2	1	0	0	6
04:30	10	0	5	1	0	2	2
04:45	19	3	9	1	1	1	4

05:00	21	1	11	0	0	1	8
05:15	29	3	22	2	0	2	0
05:30	41	7	26	1	1	2	4
05:45	44	9	33	2	0	0	0
06:00	59	4	45	3	2	2	3
06:15	70	15	40	6	3	4	2
06:30	62	13	42	1	1	2	3
06:45	97	23	67	2	1	3	1
07:00	84	21	52	4	0	6	1
07:15	67	20	43	2	0	1	1
07:30	75	15	50	3	2	4	1
07:45	72	12	51	3	2	3	1
08:00	73	20	46	2	3	2	0
08:15	57	15	36	1	0	4	1
08:30	57	10	37	2	0	4	4
08:45	59	13	38	0	2	1	5
09:00	51	8	35	1	2	4	1
09:15	58	6	47	1	1	3	0
09:30	70	6	53	3	1	4	3
09:45	68	13	41	4	1	3	6
10:00	50	4	32	5	0	7	2
10:15	41	8	25	0	2	4	2
10:30	46	6	31	1	0	7	1
10:45	34	5	20	1	2	2	4
11:00	42	7	26	0	1	6	2
11:15	34	9	21	0	2	1	1
11:30	30	3	19	1	0	2	5
11:45	39	7	19	3	2	7	1
12:00	49	14	27	3	2	2	1
12:15	44	10	25	2	1	5	1
12:30	53	4	35	1	0	6	7
12:45	95	7	58	2	4	13	11
13:00	48	12	26	1	2	5	2
13:15	45	7	27	2	0	6	3
13:30	31	6	21	1	1	1	1
13:45	35	0	25	3	1	4	2
14:00	34	5	23	1	1	3	1
14:15	41	6	26	2	2	4	1
14:30	36	9	22	1	1	2	1
14:45	63	2	55	0	3	2	1
15:00	31	5	19	1	1	3	2
15:15	41	13	20	1	2	4	1
15:30	33	7	18	0	0	7	1
15:45	39	4	29	1	2	2	1
16:00	34	5	21	2	2	2	2
16:15	40	5	28	2	2	1	2
16:30	38	7	26	1	1	2	1
16:45	40	3	32	3	0	2	0
17:00	39	8	24	2	0	5	0
17:15	35	5	22	1	0	5	2

17:30	43	7	31	1	0	4	0
17:45	42	7	28	1	3	2	1
18:00	56	3	51	1	0	1	0
18:15	47	5	36	1	1	4	0
18:30	51	6	42	0	0	1	2
18:45	42	2	35	0	0	3	2
19:00	34	2	24	1	0	4	3
19:15	39	2	33	1	0	2	1
19:30	31	3	22	0	2	4	0
19:45	37	4	27	3	1	1	1
20:00	30	3	19	1	0	5	2
20:15	33	2	25	2	1	1	2
20:30	16	3	11	0	0	2	0
20:45	28	0	26	0	0	1	1
21:00	28	1	19	1	1	3	3
21:15	22	2	16	0	1	2	1
21:30	17	1	14	0	1	1	0
21:45	23	1	18	0	0	4	0
22:00	26	5	18	0	0	2	1
22:15	14	0	12	0	0	2	0
22:30	18	1	11	0	0	2	4
22:45	12	1	8	0	0	2	1
23:00	13	0	10	1	0	1	1
23:15	15	0	13	0	0	2	0
23:30	17	1	14	0	0	1	1
23:45	9	1	4	0	0	1	3
Total							
12H(7-19)	2332	382	1554	74	55	176	91
16H(6-22)	2958	461	2002	95	69	217	114
18H(6-24)	3082	470	2092	96	69	230	125
24H(0-24)	3377	505	2260	108	73	246	185
AM Peak	06:45	06:45	06:45	09:15	07:30	09:45	04:15
	323	79	212	13	7	21	20
PM Peak	12:30	12:00	18:00	16:15	15:45	12:30	12:30
	241	35	164	8	7	30	23

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	10	0	8	0	0	1	1
00:15	13	0	10	0	0	1	2
00:30	13	0	8	0	0	2	3
00:45	14	1	6	0	0	1	6
01:00	7	0	5	0	0	0	2
01:15	3	1	1	0	0	0	1
01:30	7	3	0	1	0	2	1
01:45	12	3	5	1	0	0	3
02:00	7	0	3	0	0	0	4
02:15	6	0	3	0	0	0	3
02:30	7	0	4	0	0	0	3
02:45	3	0	3	0	0	0	0
03:00	10	1	3	0	0	1	5
03:15	12	1	3	3	1	0	4
03:30	7	1	5	0	0	0	1
03:45	17	1	6	0	1	2	7
04:00	15	0	5	0	0	0	10
04:15	22	4	4	1	0	0	13
04:30	14	0	7	1	0	3	3
04:45	27	3	9	1	1	1	12
05:00	40	2	20	2	1	2	13
05:15	55	4	33	2	3	6	7
05:30	69	14	42	1	1	5	6
05:45	109	15	81	3	1	2	7
06:00	128	9	92	5	6	5	11
06:15	150	25	85	12	7	8	13
06:30	189	30	119	8	6	17	9
06:45	244	37	177	8	3	13	6
07:00	260	38	180	9	4	16	13
07:15	263	43	186	10	1	8	15
07:30	263	33	197	8	6	9	10
07:45	221	28	169	5	2	10	7
08:00	243	37	170	4	8	8	16
08:15	171	25	118	6	3	9	10
08:30	164	22	111	7	1	11	12
08:45	148	22	93	3	2	8	20
09:00	152	16	98	4	7	10	17
09:15	127	9	97	3	2	7	9
09:30	129	6	94	4	2	10	13
09:45	173	23	100	11	1	16	22
10:00	118	13	75	9	0	10	11
10:15	110	17	65	3	4	6	15
10:30	105	11	66	3	0	13	12
10:45	99	6	61	3	3	12	14
11:00	103	17	54	8	2	9	13
11:15	94	13	57	5	3	7	9

11:30	107	14	62	3	1	9	18
11:45	123	17	73	6	2	15	10
12:00	118	21	66	8	2	8	13
12:15	112	15	66	3	2	10	16
12:30	112	8	75	3	2	11	13
12:45	106	8	67	2	4	13	12
13:00	124	22	71	4	3	10	14
13:15	110	20	65	2	0	12	11
13:30	100	15	56	4	2	10	13
13:45	99	7	64	6	5	10	7
14:00	101	18	62	4	2	10	5
14:15	115	14	72	3	6	8	12
14:30	107	22	71	2	1	5	6
14:45	120	14	88	0	5	6	7
15:00	158	18	110	3	2	11	14
15:15	131	29	81	2	2	6	11
15:30	146	27	90	2	0	14	13
15:45	132	18	97	3	4	7	3
16:00	161	28	110	6	2	6	9
16:15	146	24	100	5	2	4	11
16:30	168	28	128	3	2	2	5
16:45	152	17	125	4	1	5	0
17:00	184	36	129	4	1	8	6
17:15	160	28	114	2	0	8	8
17:30	165	20	133	2	2	5	3
17:45	128	22	95	1	3	4	3
18:00	144	11	122	1	0	4	6
18:15	109	19	80	1	1	6	2
18:30	114	16	92	2	1	1	2
18:45	97	10	76	0	1	4	6
19:00	79	7	63	1	0	5	3
19:15	92	12	71	1	0	2	6
19:30	74	12	54	0	2	4	2
19:45	59	6	41	4	1	2	5
20:00	56	7	38	1	0	5	5
20:15	55	6	43	2	1	1	2
20:30	34	5	24	0	2	2	1
20:45	53	6	39	0	0	2	6
21:00	47	2	34	1	1	3	6
21:15	35	5	24	1	1	2	2
21:30	28	4	21	0	1	1	1
21:45	36	4	26	0	0	4	2
22:00	42	6	29	1	1	4	1
22:15	18	2	14	0	0	2	0
22:30	28	2	19	0	0	2	5
22:45	23	3	16	0	0	2	2
23:00	22	0	17	1	0	1	3
23:15	19	0	16	0	0	2	1
23:30	22	1	16	1	0	1	3
23:45	15	1	7	0	0	1	6

Total							
12H(7-19)	6792	945	4631	196	112	411	497
16H(6-22)	8151	1122	5582	240	143	487	577
18H(6-24)	8340	1137	5716	243	144	502	598
24H(0-24)	8839	1191	5990	259	153	531	715
AM Peak	06:45	06:45	06:45	06:15	06:00	06:30	09:30
	1030	151	740	37	22	54	61
PM Peak	16:30	16:30	16:45	16:00	13:30	12:30	12:15
	664	109	501	18	15	46	55

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Site No. 00423182 Site Ref. ID04231
Site 8_2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	6	0	5	0	0	0	1
00:15	0	0	0	0	0	0	0
00:30	8	2	3	0	0	0	3
00:45	6	0	2	1	1	0	2
01:00	3	0	0	0	0	0	3
01:15	1	0	0	0	0	0	1
01:30	1	0	1	0	0	0	0
01:45	2	0	1	1	0	0	0
02:00	6	0	3	0	1	0	2
02:15	0	0	0	0	0	0	0
02:30	2	0	2	0	0	0	0
02:45	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	1
03:15	4	1	2	0	0	0	1
03:30	2	0	1	0	0	0	1
03:45	3	0	1	0	0	0	2
04:00	4	0	3	0	0	0	1
04:15	7	1	0	0	0	2	4
04:30	9	1	1	0	0	1	6
04:45	19	3	5	0	0	0	11
05:00	13	0	5	1	0	0	7
05:15	27	3	16	0	0	3	5
05:30	38	3	23	3	1	2	6
05:45	68	7	37	3	1	10	10
06:00	83	13	55	1	3	4	7
06:15	100	18	56	3	2	8	13
06:30	162	26	106	3	3	8	16
06:45	147	18	98	4	0	9	18
07:00	178	29	113	4	5	8	19
07:15	197	31	137	6	0	10	13
07:30	189	37	124	6	0	11	11
07:45	171	24	116	7	5	8	11
08:00	143	15	102	6	1	7	12
08:15	115	12	80	4	0	9	10
08:30	109	18	68	2	1	8	12
08:45	98	8	66	5	0	2	17
09:00	85	10	56	1	1	3	14
09:15	63	5	46	1	0	4	7
09:30	72	5	45	4	1	5	12
09:45	85	14	48	4	1	5	13
10:00	78	6	54	2	1	6	9

10:15	54	8	25	3	3	5	10
10:30	72	6	42	4	3	7	10
10:45	71	5	40	5	1	9	11
11:00	70	9	36	5	1	3	16
11:15	83	7	45	4	3	9	15
11:30	56	4	36	4	0	5	7
11:45	74	7	41	3	2	4	17
12:00	74	8	46	5	1	6	8
12:15	77	10	40	2	3	6	16
12:30	66	11	41	2	2	2	8
12:45	83	8	53	1	0	9	12
13:00	80	12	41	0	0	5	22
13:15	75	12	42	0	1	6	14
13:30	73	7	40	3	0	11	12
13:45	73	11	42	1	2	12	5
14:00	61	10	34	1	0	8	8
14:15	74	12	42	4	2	5	9
14:30	80	12	53	1	0	2	12
14:45	99	16	65	2	0	7	9
15:00	123	20	76	5	1	8	13
15:15	103	19	69	2	1	6	6
15:30	94	14	62	0	0	5	13
15:45	112	21	81	3	1	2	4
16:00	118	23	87	3	0	1	4
16:15	104	20	76	1	1	1	5
16:30	86	15	61	3	2	0	5
16:45	102	17	71	4	0	1	9
17:00	158	24	128	2	1	0	3
17:15	122	23	87	3	1	4	4
17:30	134	23	102	2	2	2	3
17:45	74	14	58	0	0	0	2
18:00	98	13	73	2	2	1	7
18:15	78	17	54	3	0	1	3
18:30	65	13	45	2	0	0	5
18:45	40	3	31	1	0	2	3
19:00	46	4	38	1	0	0	3
19:15	45	9	29	1	0	1	5
19:30	33	6	21	0	0	2	4
19:45	25	6	16	0	0	0	3
20:00	30	3	26	0	0	1	0
20:15	33	6	22	0	0	1	4
20:30	24	5	17	2	0	0	0
20:45	23	3	17	0	0	0	3
21:00	22	8	8	0	1	3	2
21:15	22	4	15	0	0	1	2
21:30	25	4	17	0	0	2	2
21:45	14	3	10	0	0	0	1
22:00	7	1	5	0	0	0	1
22:15	17	6	9	0	0	0	2
22:30	9	4	5	0	0	0	0

22:45	8	2	4	0	0	0	2
23:00	7	1	4	0	0	1	1
23:15	12	0	8	0	0	0	4
23:30	6	2	3	0	0	0	1
23:45	2	1	1	0	0	0	0
Total							
12H(7-19)	4589	668	3020	138	52	241	470
16H(6-22)	5423	804	3571	153	61	281	553
18H(6-24)	5491	821	3610	153	61	282	564
24H(0-24)	5721	842	3721	162	65	300	631
AM Peak	07:00	07:00	07:00	07:15	07:00	06:45	06:30
	735	121	490	25	10	38	66
PM Peak	16:45	16:45	16:45	16:30	12:00	13:15	12:45
	516	87	388	12	6	37	60

Vehicle Data Analyser Professional R2 06-12-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	12	0	6	2	0	1	3
00:15	3	0	2	0	0	1	0
00:30	6	1	2	0	0	1	2
00:45	5	0	4	0	0	0	1
01:00	7	2	4	0	0	1	0
01:15	5	1	3	0	1	0	0
01:30	7	1	3	1	0	0	2
01:45	7	0	5	0	0	0	2
02:00	9	1	3	0	0	0	5
02:15	2	0	1	0	0	1	0
02:30	1	0	1	0	0	0	0
02:45	7	0	3	2	0	1	1
03:00	4	0	3	0	0	0	1
03:15	8	1	3	0	0	1	3
03:30	5	0	3	0	0	0	2
03:45	8	1	5	0	0	0	2
04:00	8	0	6	0	0	0	2
04:15	10	0	6	0	0	1	3
04:30	10	3	6	0	0	0	1
04:45	18	3	7	0	1	3	4

05:00	22	2	14	1	0	2	3
05:15	31	4	20	0	1	2	4
05:30	29	2	22	0	2	1	2
05:45	30	6	21	0	0	0	3
06:00	55	10	33	3	2	3	4
06:15	56	6	42	1	1	5	1
06:30	67	12	45	2	2	4	2
06:45	71	17	45	1	0	5	3
07:00	72	16	45	4	3	2	2
07:15	78	17	48	1	0	8	4
07:30	73	19	47	2	4	0	1
07:45	75	18	49	1	2	3	2
08:00	52	10	37	1	0	2	2
08:15	44	6	35	0	1	2	0
08:30	38	7	25	3	0	3	0
08:45	34	5	20	3	1	4	1
09:00	35	6	22	0	1	5	1
09:15	33	0	21	0	1	8	3
09:30	38	2	24	1	0	6	5
09:45	31	3	20	1	0	5	2
10:00	33	7	17	0	2	6	1
10:15	30	4	16	1	2	3	4
10:30	24	4	11	3	1	2	3
10:45	28	7	13	1	1	3	3
11:00	22	3	14	1	0	2	2
11:15	21	6	12	0	1	2	0
11:30	27	3	15	0	3	3	3
11:45	46	9	30	3	1	1	2
12:00	39	3	21	2	2	4	7
12:15	30	1	20	1	1	5	2
12:30	32	7	16	4	0	2	3
12:45	36	8	21	2	2	2	1
13:00	33	4	20	0	0	7	2
13:15	38	8	23	2	1	3	1
13:30	38	9	18	3	2	3	3
13:45	24	4	16	0	1	2	1
14:00	33	3	22	0	0	6	2
14:15	34	7	20	1	0	4	2
14:30	42	4	28	1	1	5	3
14:45	43	8	27	0	2	4	2
15:00	33	4	20	0	0	5	4
15:15	31	6	21	0	0	2	2
15:30	29	3	21	0	0	3	2
15:45	36	6	26	1	0	3	0
16:00	49	10	33	0	0	4	2
16:15	45	8	31	1	1	3	1
16:30	50	10	35	0	1	3	1
16:45	43	10	28	2	1	1	1
17:00	46	10	32	1	0	3	0
17:15	49	10	31	1	2	5	0

17:30	28	4	21	0	2	1	0
17:45	59	3	47	2	1	5	1
18:00	33	5	22	4	0	1	1
18:15	45	5	36	0	0	4	0
18:30	45	3	37	0	0	5	0
18:45	45	1	33	4	1	4	2
19:00	42	4	33	2	0	3	0
19:15	34	3	25	1	1	3	1
19:30	41	7	31	1	1	0	1
19:45	32	1	29	0	0	2	0
20:00	34	2	29	0	0	3	0
20:15	27	0	22	1	0	3	1
20:30	35	3	28	0	0	4	0
20:45	31	0	28	0	0	2	1
21:00	25	1	21	0	0	3	0
21:15	26	2	20	0	0	2	2
21:30	27	4	20	0	0	3	0
21:45	27	1	24	0	0	2	0
22:00	25	3	20	0	0	2	0
22:15	26	1	21	1	0	2	1
22:30	23	1	18	1	1	2	0
22:45	30	0	27	0	1	1	1
23:00	15	0	12	0	0	1	2
23:15	23	2	18	0	0	1	2
23:30	15	0	12	0	0	1	2
23:45	17	1	14	0	0	1	1
Total							
12H(7-19)	1922	316	1247	58	45	169	87
16H(6-22)	2552	389	1722	70	52	216	103
18H(6-24)	2726	397	1864	72	54	227	112
24H(0-24)	2980	425	2017	78	59	243	158
AM Peak	07:00	07:00	07:00	07:00	07:00	09:15	05:15
	298	70	189	8	9	25	13
PM Peak	16:30	16:30	17:45	12:00	17:15	14:00	12:00
	188	40	142	9	5	19	13

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	18	0	11	2	0	1	4
00:15	3	0	2	0	0	1	0
00:30	14	3	5	0	0	1	5
00:45	11	0	6	1	1	0	3
01:00	10	2	4	0	0	1	3
01:15	6	1	3	0	1	0	1
01:30	8	1	4	1	0	0	2
01:45	9	0	6	1	0	0	2
02:00	15	1	6	0	1	0	7
02:15	2	0	1	0	0	1	0
02:30	3	0	3	0	0	0	0
02:45	7	0	3	2	0	1	1
03:00	5	0	3	0	0	0	2
03:15	12	2	5	0	0	1	4
03:30	7	0	4	0	0	0	3
03:45	11	1	6	0	0	0	4
04:00	12	0	9	0	0	0	3
04:15	17	1	6	0	0	3	7
04:30	19	4	7	0	0	1	7
04:45	37	6	12	0	1	3	15
05:00	35	2	19	2	0	2	10
05:15	58	7	36	0	1	5	9
05:30	67	5	45	3	3	3	8
05:45	98	13	58	3	1	10	13
06:00	138	23	88	4	5	7	11
06:15	156	24	98	4	3	13	14
06:30	229	38	151	5	5	12	18
06:45	218	35	143	5	0	14	21
07:00	250	45	158	8	8	10	21
07:15	275	48	185	7	0	18	17
07:30	262	56	171	8	4	11	12
07:45	246	42	165	8	7	11	13
08:00	195	25	139	7	1	9	14
08:15	159	18	115	4	1	11	10
08:30	147	25	93	5	1	11	12
08:45	132	13	86	8	1	6	18
09:00	120	16	78	1	2	8	15
09:15	96	5	67	1	1	12	10
09:30	110	7	69	5	1	11	17
09:45	116	17	68	5	1	10	15
10:00	111	13	71	2	3	12	10
10:15	84	12	41	4	5	8	14
10:30	96	10	53	7	4	9	13
10:45	99	12	53	6	2	12	14
11:00	92	12	50	6	1	5	18
11:15	104	13	57	4	4	11	15

11:30	83	7	51	4	3	8	10
11:45	120	16	71	6	3	5	19
12:00	113	11	67	7	3	10	15
12:15	107	11	60	3	4	11	18
12:30	98	18	57	6	2	4	11
12:45	119	16	74	3	2	11	13
13:00	113	16	61	0	0	12	24
13:15	113	20	65	2	2	9	15
13:30	111	16	58	6	2	14	15
13:45	97	15	58	1	3	14	6
14:00	94	13	56	1	0	14	10
14:15	108	19	62	5	2	9	11
14:30	122	16	81	2	1	7	15
14:45	142	24	92	2	2	11	11
15:00	156	24	96	5	1	13	17
15:15	134	25	90	2	1	8	8
15:30	123	17	83	0	0	8	15
15:45	148	27	107	4	1	5	4
16:00	167	33	120	3	0	5	6
16:15	149	28	107	2	2	4	6
16:30	136	25	96	3	3	3	6
16:45	145	27	99	6	1	2	10
17:00	204	34	160	3	1	3	3
17:15	171	33	118	4	3	9	4
17:30	162	27	123	2	4	3	3
17:45	133	17	105	2	1	5	3
18:00	131	18	95	6	2	2	8
18:15	123	22	90	3	0	5	3
18:30	110	16	82	2	0	5	5
18:45	85	4	64	5	1	6	5
19:00	88	8	71	3	0	3	3
19:15	79	12	54	2	1	4	6
19:30	74	13	52	1	1	2	5
19:45	57	7	45	0	0	2	3
20:00	64	5	55	0	0	4	0
20:15	60	6	44	1	0	4	5
20:30	59	8	45	2	0	4	0
20:45	54	3	45	0	0	2	4
21:00	47	9	29	0	1	6	2
21:15	48	6	35	0	0	3	4
21:30	52	8	37	0	0	5	2
21:45	41	4	34	0	0	2	1
22:00	32	4	25	0	0	2	1
22:15	43	7	30	1	0	2	3
22:30	32	5	23	1	1	2	0
22:45	38	2	31	0	1	1	3
23:00	22	1	16	0	0	2	3
23:15	35	2	26	0	0	1	6
23:30	21	2	15	0	0	1	3
23:45	19	2	15	0	0	1	1

Total							
12H(7-19)	6511	984	4267	196	97	410	557
16H(6-22)	7975	1193	5293	223	113	497	656
18H(6-24)	8217	1218	5474	225	115	509	676
24H(0-24)	8701	1267	5738	240	124	543	789
AM Peak	07:00	07:00	07:00	07:00	07:00	06:30	06:30
	1033	191	679	31	19	54	77
PM Peak	16:45	16:45	17:00	12:00	12:00	13:30	12:45
	682	121	506	19	11	51	67

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Site No. 00423182 Site Ref. ID04231
Site 8_2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	2	0	1	0	0	1	0
00:15	1	0	1	0	0	0	0
00:30	5	0	3	0	0	0	2
00:45	2	0	1	0	0	0	1
01:00	4	0	4	0	0	0	0
01:15	0	0	0	0	0	0	0
01:30	5	1	4	0	0	0	0
01:45	3	0	1	2	0	0	0
02:00	1	0	0	0	0	0	1
02:15	2	0	0	0	0	0	2
02:30	3	1	1	1	0	0	0
02:45	3	0	3	0	0	0	0
03:00	3	0	2	0	0	0	1
03:15	6	1	1	0	0	0	4
03:30	5	2	2	0	0	0	1
03:45	2	0	1	1	0	0	0
04:00	7	1	2	0	0	0	4
04:15	7	0	0	0	0	1	6
04:30	7	2	1	0	0	0	4
04:45	9	0	3	1	0	1	4
05:00	19	1	10	0	0	1	7
05:15	33	3	15	0	1	4	10
05:30	51	7	26	2	0	7	9
05:45	43	4	26	0	0	6	7
06:00	55	4	36	0	0	7	8
06:15	90	14	60	3	2	3	8
06:30	97	22	47	2	2	9	15
06:45	132	21	90	2	1	9	9
07:00	130	20	86	5	2	8	9
07:15	145	27	82	3	1	15	17
07:30	131	19	83	5	2	13	9
07:45	119	18	77	4	0	11	9
08:00	106	19	64	2	1	6	14
08:15	120	11	84	1	0	13	11
08:30	109	19	70	2	1	1	16
08:45	80	18	39	3	1	6	13
09:00	82	14	46	2	0	9	11
09:15	76	9	49	3	2	6	7
09:30	70	9	42	0	1	6	12
09:45	78	13	32	3	1	9	20
10:00	59	6	29	5	0	7	12

10:15	56	7	32	1	0	7	9
10:30	66	4	34	1	2	10	15
10:45	76	6	39	7	1	8	15
11:00	59	6	33	1	0	5	14
11:15	75	14	30	3	2	8	18
11:30	76	10	42	2	1	5	16
11:45	70	5	44	4	2	5	10
12:00	57	5	36	1	3	3	9
12:15	77	13	40	4	1	7	12
12:30	97	11	58	5	0	7	16
12:45	92	12	46	4	3	13	14
13:00	91	13	50	2	3	10	13
13:15	75	8	48	3	1	4	11
13:30	88	17	54	3	0	6	8
13:45	75	8	49	2	2	7	7
14:00	73	9	50	1	1	3	9
14:15	69	11	42	3	1	3	9
14:30	86	13	47	3	5	12	6
14:45	93	23	57	3	0	3	7
15:00	118	14	82	4	1	6	11
15:15	94	16	68	0	1	3	6
15:30	104	12	79	2	0	4	7
15:45	104	16	70	4	1	3	10
16:00	138	19	109	3	0	2	5
16:15	106	13	85	1	0	2	5
16:30	98	18	72	2	0	0	6
16:45	118	26	85	2	0	3	2
17:00	114	24	84	1	2	0	3
17:15	127	21	98	2	1	0	5
17:30	118	21	88	2	0	3	4
17:45	106	20	79	2	0	2	3
18:00	110	12	91	0	0	3	4
18:15	50	5	40	1	0	1	3
18:30	65	15	49	1	0	0	0
18:45	43	7	35	0	0	0	1
19:00	51	8	36	0	0	1	6
19:15	48	8	29	1	1	6	3
19:30	36	8	24	0	0	2	2
19:45	34	6	23	0	1	0	4
20:00	21	4	17	0	0	0	0
20:15	25	2	20	1	0	0	2
20:30	20	2	15	2	0	1	0
20:45	16	2	12	0	0	0	2
21:00	21	5	14	0	0	0	2
21:15	20	0	18	0	0	0	2
21:30	14	1	11	0	0	0	2
21:45	16	1	13	0	0	0	2
22:00	10	2	7	0	0	1	0
22:15	13	1	11	0	0	0	1
22:30	17	3	8	0	0	4	2

22:45	11	1	8	0	0	0	2
23:00	11	2	6	0	0	0	3
23:15	6	1	5	0	0	0	0
23:30	5	1	3	0	0	0	1
23:45	6	0	5	0	0	0	1
Total							
12H(7-19)	4369	656	2828	118	46	268	453
16H(6-22)	5065	764	3293	129	53	306	520
18H(6-24)	5144	775	3346	129	53	311	530
24H(0-24)	5367	798	3454	136	54	332	593
AM Peak	06:45	06:30	06:45	07:00	06:15	07:00	10:45
	538	90	341	17	7	47	63
PM Peak	16:45	16:45	17:15	12:15	13:45	12:15	12:15
	477	92	356	15	9	37	55

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	9	0	7	0	0	0	2
00:15	10	0	9	0	0	1	0
00:30	14	1	10	0	1	1	1
00:45	10	0	8	0	0	0	2
01:00	5	3	1	0	0	1	0
01:15	7	0	5	0	0	0	2
01:30	8	1	4	1	0	1	1
01:45	6	0	3	0	0	1	2
02:00	9	0	3	1	2	0	3
02:15	2	0	1	0	0	0	1
02:30	8	0	5	0	0	0	3
02:45	1	0	1	0	0	0	0
03:00	7	0	2	1	0	0	4
03:15	3	0	2	0	0	0	1
03:30	7	1	5	0	0	1	0
03:45	6	0	1	0	0	0	5
04:00	9	1	1	1	0	0	6
04:15	8	0	0	0	0	0	8
04:30	4	0	4	0	0	0	0
04:45	19	3	10	1	0	3	2

05:00	24	3	16	0	0	0	5
05:15	22	6	10	1	0	3	2
05:30	25	6	14	1	1	1	2
05:45	37	3	27	1	0	3	3
06:00	42	5	26	0	2	4	5
06:15	46	9	32	2	0	1	2
06:30	54	14	31	5	2	2	0
06:45	58	6	44	2	0	4	2
07:00	56	10	41	1	1	1	2
07:15	40	8	29	1	1	1	0
07:30	40	6	27	0	1	2	4
07:45	50	7	36	1	1	5	0
08:00	46	6	37	0	0	2	1
08:15	42	9	27	1	2	3	0
08:30	21	4	11	1	0	4	1
08:45	37	7	18	1	3	5	3
09:00	27	3	19	1	2	2	0
09:15	32	6	20	0	0	6	0
09:30	31	4	19	0	2	5	1
09:45	41	8	18	1	2	8	4
10:00	29	4	18	0	1	5	1
10:15	38	5	26	1	1	3	2
10:30	26	5	10	0	1	5	5
10:45	20	3	10	0	1	4	2
11:00	26	0	17	0	1	6	2
11:15	31	4	16	2	0	5	4
11:30	26	3	15	0	1	5	2
11:45	37	2	30	2	0	2	1
12:00	31	3	19	1	1	6	1
12:15	23	5	14	0	0	3	1
12:30	34	4	23	1	1	3	2
12:45	39	9	26	0	2	2	0
13:00	31	6	16	0	1	5	3
13:15	33	6	20	1	2	2	2
13:30	30	7	15	2	1	2	3
13:45	46	11	23	3	0	8	1
14:00	31	2	21	2	4	2	0
14:15	45	7	29	3	2	2	2
14:30	42	6	26	2	2	3	3
14:45	35	5	28	0	0	2	0
15:00	38	8	21	1	2	5	1
15:15	30	3	21	1	0	4	1
15:30	34	6	20	1	1	6	0
15:45	31	7	21	0	1	1	1
16:00	26	6	15	1	0	4	0
16:15	32	2	25	1	0	4	0
16:30	39	11	23	1	1	1	2
16:45	48	6	34	0	0	6	2
17:00	45	10	31	2	1	1	0
17:15	47	3	36	2	2	3	1

17:30	48	7	34	1	1	5	0
17:45	41	3	31	2	1	4	0
18:00	42	5	34	0	0	3	0
18:15	42	3	34	0	1	3	1
18:30	44	4	37	0	0	3	0
18:45	47	7	34	0	0	5	1
19:00	38	6	21	2	2	3	4
19:15	42	6	30	3	0	1	2
19:30	27	3	21	0	0	3	0
19:45	38	3	32	0	0	2	1
20:00	32	0	28	0	0	4	0
20:15	26	2	22	0	1	1	0
20:30	20	2	14	1	1	1	1
20:45	25	0	22	0	0	2	1
21:00	18	0	13	0	1	3	1
21:15	23	5	15	0	0	1	2
21:30	23	0	21	0	0	2	0
21:45	21	1	17	1	0	2	0
22:00	27	2	23	0	0	2	0
22:15	14	0	13	0	0	1	0
22:30	20	2	12	0	0	5	1
22:45	27	3	19	0	1	2	2
23:00	20	1	15	1	1	2	0
23:15	24	2	20	0	0	1	1
23:30	11	0	9	1	1	0	0
23:45	14	0	12	0	0	1	1
Total							
12H(7-19)	1750	266	1155	41	48	177	63
16H(6-22)	2283	328	1544	57	57	213	84
18H(6-24)	2440	338	1667	59	60	227	89
24H(0-24)	2700	366	1816	67	64	243	144
AM Peak	06:15	06:15	06:15	06:15	08:45	09:15	03:45
	214	39	148	10	7	24	19
PM Peak	16:45	16:30	18:00	13:45	14:00	14:45	13:00
	188	30	139	10	8	17	9

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	11	0	8	0	0	1	2
00:15	11	0	10	0	0	1	0
00:30	19	1	13	0	1	1	3
00:45	12	0	9	0	0	0	3
01:00	9	3	5	0	0	1	0
01:15	7	0	5	0	0	0	2
01:30	13	2	8	1	0	1	1
01:45	9	0	4	2	0	1	2
02:00	10	0	3	1	2	0	4
02:15	4	0	1	0	0	0	3
02:30	11	1	6	1	0	0	3
02:45	4	0	4	0	0	0	0
03:00	10	0	4	1	0	0	5
03:15	9	1	3	0	0	0	5
03:30	12	3	7	0	0	1	1
03:45	8	0	2	1	0	0	5
04:00	16	2	3	1	0	0	10
04:15	15	0	0	0	0	1	14
04:30	11	2	5	0	0	0	4
04:45	28	3	13	2	0	4	6
05:00	43	4	26	0	0	1	12
05:15	55	9	25	1	1	7	12
05:30	76	13	40	3	1	8	11
05:45	80	7	53	1	0	9	10
06:00	97	9	62	0	2	11	13
06:15	136	23	92	5	2	4	10
06:30	151	36	78	7	4	11	15
06:45	190	27	134	4	1	13	11
07:00	186	30	127	6	3	9	11
07:15	185	35	111	4	2	16	17
07:30	171	25	110	5	3	15	13
07:45	169	25	113	5	1	16	9
08:00	152	25	101	2	1	8	15
08:15	162	20	111	2	2	16	11
08:30	130	23	81	3	1	5	17
08:45	117	25	57	4	4	11	16
09:00	109	17	65	3	2	11	11
09:15	108	15	69	3	2	12	7
09:30	101	13	61	0	3	11	13
09:45	119	21	50	4	3	17	24
10:00	88	10	47	5	1	12	13
10:15	94	12	58	2	1	10	11
10:30	92	9	44	1	3	15	20
10:45	96	9	49	7	2	12	17
11:00	85	6	50	1	1	11	16
11:15	106	18	46	5	2	13	22

11:30	102	13	57	2	2	10	18
11:45	107	7	74	6	2	7	11
12:00	88	8	55	2	4	9	10
12:15	100	18	54	4	1	10	13
12:30	131	15	81	6	1	10	18
12:45	131	21	72	4	5	15	14
13:00	122	19	66	2	4	15	16
13:15	108	14	68	4	3	6	13
13:30	118	24	69	5	1	8	11
13:45	121	19	72	5	2	15	8
14:00	104	11	71	3	5	5	9
14:15	114	18	71	6	3	5	11
14:30	128	19	73	5	7	15	9
14:45	128	28	85	3	0	5	7
15:00	156	22	103	5	3	11	12
15:15	124	19	89	1	1	7	7
15:30	138	18	99	3	1	10	7
15:45	135	23	91	4	2	4	11
16:00	164	25	124	4	0	6	5
16:15	138	15	110	2	0	6	5
16:30	137	29	95	3	1	1	8
16:45	166	32	119	2	0	9	4
17:00	159	34	115	3	3	1	3
17:15	174	24	134	4	3	3	6
17:30	166	28	122	3	1	8	4
17:45	147	23	110	4	1	6	3
18:00	152	17	125	0	0	6	4
18:15	92	8	74	1	1	4	4
18:30	109	19	86	1	0	3	0
18:45	90	14	69	0	0	5	2
19:00	89	14	57	2	2	4	10
19:15	90	14	59	4	1	7	5
19:30	63	11	45	0	0	5	2
19:45	72	9	55	0	1	2	5
20:00	53	4	45	0	0	4	0
20:15	51	4	42	1	1	1	2
20:30	40	4	29	3	1	2	1
20:45	41	2	34	0	0	2	3
21:00	39	5	27	0	1	3	3
21:15	43	5	33	0	0	1	4
21:30	37	1	32	0	0	2	2
21:45	37	2	30	1	0	2	2
22:00	37	4	30	0	0	3	0
22:15	27	1	24	0	0	1	1
22:30	37	5	20	0	0	9	3
22:45	38	4	27	0	1	2	4
23:00	31	3	21	1	1	2	3
23:15	30	3	25	0	0	1	1
23:30	16	1	12	1	1	0	1
23:45	20	0	17	0	0	1	2

Total							
12H(7-19)	6119	922	3983	159	94	445	516
16H(6-22)	7348	1092	4837	186	110	519	604
18H(6-24)	7584	1113	5013	188	113	538	619
24H(0-24)	8067	1164	5270	203	118	575	737
AM Peak	06:45	06:30	06:45	06:15	08:45	07:00	10:30
	732	128	482	22	11	56	75
PM Peak	16:45	16:30	17:15	14:15	13:45	12:15	12:30
	665	119	491	19	17	50	61

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Site No. 00423182 Site Ref. ID04231
Site 8_2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	2	0	2	0	0	0	0
00:15	5	2	2	0	0	0	1
00:30	3	1	2	0	0	0	0
00:45	3	0	3	0	0	0	0
01:00	0	0	0	0	0	0	0
01:15	1	0	1	0	0	0	0
01:30	1	0	1	0	0	0	0
01:45	2	0	2	0	0	0	0
02:00	2	0	1	0	0	1	0
02:15	2	0	2	0	0	0	0
02:30	3	0	3	0	0	0	0
02:45	2	0	2	0	0	0	0
03:00	1	0	0	0	0	0	1
03:15	4	0	2	0	0	0	2
03:30	1	1	0	0	0	0	0
03:45	2	1	0	0	0	0	1
04:00	3	0	2	0	0	0	1
04:15	5	1	2	0	0	0	2
04:30	5	0	4	0	0	0	1
04:45	5	1	3	0	0	0	1
05:00	5	0	4	0	0	0	1
05:15	12	4	4	0	0	1	3
05:30	15	2	8	0	0	2	3
05:45	15	1	9	1	0	3	1
06:00	18	5	6	0	2	1	4
06:15	28	1	14	0	2	3	8
06:30	24	6	12	2	0	1	3
06:45	24	3	13	0	0	4	4
07:00	26	3	18	1	0	3	1
07:15	37	5	23	2	1	5	1
07:30	26	4	18	1	1	1	1
07:45	25	0	19	3	0	0	3
08:00	27	1	17	3	1	3	2
08:15	40	6	26	0	0	5	3
08:30	49	4	35	2	0	3	5
08:45	34	1	28	0	0	1	4
09:00	44	7	30	1	0	5	1
09:15	46	10	24	4	3	3	2
09:30	61	12	33	4	0	2	10
09:45	51	10	31	6	0	2	2
10:00	46	6	33	3	0	0	4

10:15	55	13	35	0	0	2	5
10:30	47	9	29	3	0	1	5
10:45	43	9	31	0	0	0	3
11:00	59	5	47	2	0	4	1
11:15	68	13	46	0	0	2	7
11:30	85	17	58	1	1	3	5
11:45	61	6	52	1	0	2	0
12:00	64	15	43	2	0	0	4
12:15	71	10	57	0	0	1	3
12:30	59	7	50	2	0	0	0
12:45	57	9	42	0	0	0	6
13:00	58	5	49	0	0	0	4
13:15	54	10	41	1	0	0	2
13:30	47	12	34	0	0	1	0
13:45	74	18	55	0	0	0	1
14:00	50	11	35	3	0	0	1
14:15	46	10	36	0	0	0	0
14:30	48	5	42	1	0	0	0
14:45	46	8	36	1	0	1	0
15:00	53	7	45	0	0	0	1
15:15	60	9	50	1	0	0	0
15:30	52	10	38	0	0	2	2
15:45	46	15	28	0	0	1	2
16:00	33	6	26	0	0	0	1
16:15	53	6	44	0	0	0	3
16:30	48	12	34	0	0	1	1
16:45	53	6	43	2	0	1	1
17:00	179	28	146	0	1	1	3
17:15	81	14	61	1	0	1	4
17:30	62	9	51	0	1	0	1
17:45	44	11	29	1	0	1	2
18:00	36	7	25	2	0	0	2
18:15	34	5	28	1	0	0	0
18:30	29	8	20	0	0	0	1
18:45	33	3	30	0	0	0	0
19:00	18	3	13	0	0	1	1
19:15	8	1	6	0	0	1	0
19:30	14	2	11	0	0	1	0
19:45	20	3	16	0	0	0	1
20:00	16	1	14	0	0	0	1
20:15	10	1	8	0	0	0	1
20:30	21	1	17	0	0	1	2
20:45	6	1	5	0	0	0	0
21:00	8	1	6	0	0	0	1
21:15	9	2	7	0	0	0	0
21:30	10	3	7	0	0	0	0
21:45	12	3	7	0	0	1	1
22:00	9	2	6	0	0	0	1
22:15	13	1	10	0	0	0	2
22:30	8	0	7	0	0	0	1

22:45	8	2	6	0	0	0	0
23:00	3	0	3	0	0	0	0
23:15	4	0	4	0	0	0	0
23:30	2	0	2	0	0	0	0
23:45	8	2	5	0	0	1	0
Total							
12H(7-19)	2500	417	1851	55	9	58	110
16H(6-22)	2746	454	2013	57	13	72	137
18H(6-24)	2801	461	2056	57	13	73	141
24H(0-24)	2900	475	2115	58	13	80	159
AM Peak	11:00	10:45	11:00	09:15	06:00	08:15	09:30
	273	44	203	17	4	14	21
PM Peak	16:45	17:00	16:45	14:00	17:00	16:30	12:15
	375	62	301	5	2	4	13

Vehicle Data Analyser Professional R2 06-12-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	18	0	17	0	0	0	1
00:15	19	0	15	1	1	0	2
00:30	11	0	5	0	0	1	5
00:45	12	0	10	0	0	0	2
01:00	5	0	3	1	0	1	0
01:15	1	0	0	0	0	0	1
01:30	3	0	3	0	0	0	0
01:45	2	0	1	0	1	0	0
02:00	8	0	5	1	0	0	2
02:15	6	0	6	0	0	0	0
02:30	3	0	2	0	0	0	1
02:45	5	0	3	0	0	0	2
03:00	2	0	1	0	0	0	1
03:15	8	1	5	0	0	0	2
03:30	5	0	3	0	0	0	2
03:45	2	0	1	0	1	0	0
04:00	7	1	3	1	0	0	2
04:15	4	0	3	0	0	0	1
04:30	6	1	1	2	0	1	1
04:45	10	0	9	0	0	0	1

05:00	9	1	8	0	0	0	0
05:15	11	2	7	0	1	1	0
05:30	16	2	8	1	2	2	1
05:45	14	2	8	0	0	2	2
06:00	18	3	10	0	1	1	3
06:15	21	3	9	1	0	1	7
06:30	21	4	12	1	1	3	0
06:45	22	3	14	1	0	1	3
07:00	18	0	16	0	0	2	0
07:15	24	4	14	2	0	3	1
07:30	25	2	15	0	1	4	3
07:45	20	1	13	2	0	1	3
08:00	37	4	28	0	0	3	2
08:15	21	4	12	1	0	4	0
08:30	28	3	20	0	1	3	1
08:45	28	4	20	0	1	3	0
09:00	32	5	26	0	0	1	0
09:15	27	2	19	1	1	3	1
09:30	24	3	18	0	1	2	0
09:45	24	3	17	1	0	2	1
10:00	29	3	19	0	0	5	2
10:15	28	3	19	2	0	2	2
10:30	26	3	17	0	0	4	2
10:45	28	2	20	0	0	6	0
11:00	36	4	24	2	0	5	1
11:15	41	3	29	2	1	2	4
11:30	28	2	20	0	1	4	1
11:45	33	1	24	2	2	4	0
12:00	36	7	25	1	1	0	2
12:15	36	1	31	1	0	3	0
12:30	36	4	24	1	1	6	0
12:45	34	4	28	1	0	1	0
13:00	35	3	25	1	2	3	1
13:15	33	3	25	1	0	4	0
13:30	33	6	23	1	0	2	1
13:45	25	4	17	1	1	2	0
14:00	30	2	17	3	1	7	0
14:15	43	6	36	0	0	1	0
14:30	38	1	34	0	0	3	0
14:45	45	5	37	0	0	3	0
15:00	37	2	31	0	0	4	0
15:15	35	2	28	1	0	3	1
15:30	36	1	31	0	0	4	0
15:45	32	5	23	1	0	3	0
16:00	31	6	21	0	0	3	1
16:15	29	4	22	1	0	2	0
16:30	33	4	26	0	0	3	0
16:45	46	4	38	1	0	2	1
17:00	60	11	45	1	0	3	0
17:15	48	6	38	1	2	1	0

17:30	42	5	31	0	1	5	0
17:45	41	1	35	1	0	3	1
18:00	47	3	36	1	3	2	2
18:15	31	2	27	1	0	1	0
18:30	35	3	27	1	1	2	1
18:45	45	2	37	0	0	6	0
19:00	35	3	25	2	0	4	1
19:15	24	3	15	4	0	2	0
19:30	19	0	15	2	0	2	0
19:45	27	1	23	0	1	1	1
20:00	31	1	26	0	1	3	0
20:15	33	1	28	1	1	1	1
20:30	21	1	16	1	0	3	0
20:45	13	0	10	0	1	1	1
21:00	13	0	10	0	0	2	1
21:15	20	1	17	0	0	2	0
21:30	17	0	15	0	0	2	0
21:45	14	1	10	1	0	2	0
22:00	10	0	8	0	0	2	0
22:15	16	0	12	0	0	2	2
22:30	16	0	14	0	0	2	0
22:45	15	0	12	0	0	1	2
23:00	21	1	17	0	0	2	1
23:15	21	0	18	0	0	1	2
23:30	21	0	19	0	0	1	1
23:45	13	0	12	0	0	0	1
Total							
12H(7-19)	1609	163	1208	36	22	145	35
16H(6-22)	1958	188	1463	50	28	176	53
18H(6-24)	2091	189	1575	50	28	187	62
24H(0-24)	2278	199	1702	57	34	195	91
AM Peak	11:00	08:15	11:00	11:00	11:00	10:45	06:00
	138	16	97	6	4	17	13
PM Peak	16:45	16:45	16:45	19:00	17:15	13:15	22:45
	196	26	152	8	6	15	6

Vehicle Data Analyser Professional R2 30-11-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	20	0	19	0	0	0	1
00:15	24	2	17	1	1	0	3
00:30	14	1	7	0	0	1	5
00:45	15	0	13	0	0	0	2
01:00	5	0	3	1	0	1	0
01:15	2	0	1	0	0	0	1
01:30	4	0	4	0	0	0	0
01:45	4	0	3	0	1	0	0
02:00	10	0	6	1	0	1	2
02:15	8	0	8	0	0	0	0
02:30	6	0	5	0	0	0	1
02:45	7	0	5	0	0	0	2
03:00	3	0	1	0	0	0	2
03:15	12	1	7	0	0	0	4
03:30	6	1	3	0	0	0	2
03:45	4	1	1	0	1	0	1
04:00	10	1	5	1	0	0	3
04:15	9	1	5	0	0	0	3
04:30	11	1	5	2	0	1	2
04:45	15	1	12	0	0	0	2
05:00	14	1	12	0	0	0	1
05:15	23	6	11	0	1	2	3
05:30	31	4	16	1	2	4	4
05:45	29	3	17	1	0	5	3
06:00	36	8	16	0	3	2	7
06:15	49	4	23	1	2	4	15
06:30	45	10	24	3	1	4	3
06:45	46	6	27	1	0	5	7
07:00	44	3	34	1	0	5	1
07:15	61	9	37	4	1	8	2
07:30	51	6	33	1	2	5	4
07:45	45	1	32	5	0	1	6
08:00	64	5	45	3	1	6	4
08:15	61	10	38	1	0	9	3
08:30	77	7	55	2	1	6	6
08:45	62	5	48	0	1	4	4
09:00	76	12	56	1	0	6	1
09:15	73	12	43	5	4	6	3
09:30	85	15	51	4	1	4	10
09:45	75	13	48	7	0	4	3
10:00	75	9	52	3	0	5	6
10:15	83	16	54	2	0	4	7
10:30	73	12	46	3	0	5	7
10:45	71	11	51	0	0	6	3
11:00	95	9	71	4	0	9	2
11:15	109	16	75	2	1	4	11

11:30	113	19	78	1	2	7	6
11:45	94	7	76	3	2	6	0
12:00	100	22	68	3	1	0	6
12:15	107	11	88	1	0	4	3
12:30	95	11	74	3	1	6	0
12:45	91	13	70	1	0	1	6
13:00	93	8	74	1	2	3	5
13:15	87	13	66	2	0	4	2
13:30	80	18	57	1	0	3	1
13:45	99	22	72	1	1	2	1
14:00	80	13	52	6	1	7	1
14:15	89	16	72	0	0	1	0
14:30	86	6	76	1	0	3	0
14:45	91	13	73	1	0	4	0
15:00	90	9	76	0	0	4	1
15:15	95	11	78	2	0	3	1
15:30	88	11	69	0	0	6	2
15:45	78	20	51	1	0	4	2
16:00	64	12	47	0	0	3	2
16:15	82	10	66	1	0	2	3
16:30	81	16	60	0	0	4	1
16:45	99	10	81	3	0	3	2
17:00	239	39	191	1	1	4	3
17:15	129	20	99	2	2	2	4
17:30	104	14	82	0	2	5	1
17:45	85	12	64	2	0	4	3
18:00	83	10	61	3	3	2	4
18:15	65	7	55	2	0	1	0
18:30	64	11	47	1	1	2	2
18:45	78	5	67	0	0	6	0
19:00	53	6	38	2	0	5	2
19:15	32	4	21	4	0	3	0
19:30	33	2	26	2	0	3	0
19:45	47	4	39	0	1	1	2
20:00	47	2	40	0	1	3	1
20:15	43	2	36	1	1	1	2
20:30	42	2	33	1	0	4	2
20:45	19	1	15	0	1	1	1
21:00	21	1	16	0	0	2	2
21:15	29	3	24	0	0	2	0
21:30	27	3	22	0	0	2	0
21:45	26	4	17	1	0	3	1
22:00	19	2	14	0	0	2	1
22:15	29	1	22	0	0	2	4
22:30	24	0	21	0	0	2	1
22:45	23	2	18	0	0	1	2
23:00	24	1	20	0	0	2	1
23:15	25	0	22	0	0	1	2
23:30	23	0	21	0	0	1	1
23:45	21	2	17	0	0	1	1

Total							
12H(7-19)	4109	580	3059	91	31	203	145
16H(6-22)	4704	642	3476	107	41	248	190
18H(6-24)	4892	650	3631	107	41	260	203
24H(0-24)	5178	674	3817	115	47	275	250
AM Peak	11:00	10:45	11:00	09:15	05:30	11:00	06:00
	411	55	300	19	7	26	32
PM Peak	16:45	17:00	16:45	13:15	17:15	18:45	12:00
	571	85	453	10	7	17	15

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	4	2	1	0	0	0	1
00:15	4	0	4	0	0	0	0
00:30	5	0	5	0	0	0	0
00:45	6	2	4	0	0	0	0
01:00	2	1	1	0	0	0	0
01:15	1	0	1	0	0	0	0
01:30	2	0	2	0	0	0	0
01:45	0	0	0	0	0	0	0
02:00	1	1	0	0	0	0	0
02:15	4	1	3	0	0	0	0
02:30	2	0	2	0	0	0	0
02:45	1	0	1	0	0	0	0
03:00	1	1	0	0	0	0	0
03:15	1	0	1	0	0	0	0
03:30	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0
04:00	2	1	1	0	0	0	0
04:15	3	0	3	0	0	0	0
04:30	4	1	3	0	0	0	0
04:45	3	1	1	1	0	0	0
05:00	3	1	2	0	0	0	0
05:15	5	0	3	1	0	1	0
05:30	11	1	9	0	0	0	1
05:45	6	0	3	0	0	0	3
06:00	5	1	2	0	1	0	1
06:15	7	2	4	0	0	0	1
06:30	9	1	7	0	0	0	1
06:45	10	2	7	0	0	0	1
07:00	13	1	9	0	0	1	2
07:15	10	0	7	0	0	0	3
07:30	16	0	14	0	0	0	2
07:45	3	0	2	1	0	0	0
08:00	5	1	4	0	0	0	0
08:15	11	1	10	0	0	0	0
08:30	15	4	11	0	0	0	0
08:45							
09:00							
09:15	28	5	19	1	1	1	1
09:30	41	4	31	1	0	1	4
09:45	30	2	27	0	0	0	1
10:00	36	6	28	0	1	0	1

10:15	46	3	40	0	0	0	3
10:30	37	4	31	0	0	1	1
10:45	40	4	31	0	0	0	5
11:00	37	7	25	1	0	0	4
11:15	39	8	27	0	0	1	3
11:30	62	8	47	4	0	0	3
11:45	50	4	39	0	0	2	5
12:00	52	7	43	0	0	0	2
12:15	46	11	31	0	0	0	4
12:30	39	8	23	1	1	1	5
12:45	45	9	34	0	1	1	0
13:00	53	8	39	1	1	1	3
13:15	46	9	35	0	0	1	1
13:30	49	12	34	0	0	0	3
13:45	36	8	27	0	0	1	0
14:00	30	7	23	0	0	0	0
14:15	35	5	27	1	0	0	2
14:30	39	6	31	1	0	0	1
14:45	44	10	33	0	0	0	1
15:00	29	5	21	1	0	1	1
15:15	36	5	29	0	0	1	1
15:30	31	5	24	0	0	0	2
15:45	49	6	39	1	0	0	3
16:00	38	8	29	0	0	0	1
16:15	34	3	29	0	0	0	2
16:30	30	7	21	0	0	0	2
16:45	27	5	21	0	0	0	1
17:00	29	1	25	0	0	1	2
17:15	25	7	17	0	0	0	1
17:30	30	2	22	0	0	0	6
17:45	19	3	14	0	0	0	2
18:00	20	5	15	0	0	0	0
18:15	22	1	18	0	0	0	3
18:30	16	4	8	0	0	0	4
18:45	26	6	20	0	0	0	0
19:00	9	2	7	0	0	0	0
19:15	17	4	12	0	0	0	1
19:30	14	2	12	0	0	0	0
19:45	15	3	8	0	0	1	3
20:00	16	4	12	0	0	0	0
20:15	6	0	6	0	0	0	0
20:30	17	0	14	1	0	0	2
20:45	6	1	4	0	0	0	1
21:00	10	5	5	0	0	0	0
21:15	8	0	7	0	0	0	1
21:30	8	2	5	1	0	0	0
21:45	3	0	2	0	0	0	1
22:00	4	0	4	0	0	0	0
22:15	8	3	5	0	0	0	0
22:30	3	1	1	0	0	0	1

22:45	8	0	5	0	0	0	3
23:00	3	1	2	0	0	0	0
23:15	4	1	3	0	0	0	0
23:30	1	1	0	0	0	0	0
23:45	1	0	1	0	0	0	0
Total							
12H(7-19)							
16H(6-22)							
18H(6-24)							
24H(0-24)							
AM Peak							
PM Peak	12:45	12:45	12:45	14:15	12:30	12:30	12:15
	193	38	142	3	3	4	12

Vehicle Data Analyser Professional R2 30-11-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	9	0	5	0	0	1	3
00:15	15	0	14	0	0	1	0
00:30	7	0	6	0	0	1	0
00:45	6	1	4	0	0	0	1
01:00	4	0	4	0	0	0	0
01:15	5	0	4	0	0	0	1
01:30	10	1	9	0	0	0	0
01:45	4	0	4	0	0	0	0
02:00	3	0	1	0	0	0	2
02:15	3	0	3	0	0	0	0
02:30	10	1	8	0	0	0	1
02:45	3	0	3	0	0	0	0
03:00	6	0	5	0	0	0	1
03:15	3	0	3	0	0	0	0
03:30	1	0	1	0	0	0	0
03:45	1	0	0	0	0	0	1
04:00	1	0	0	0	0	0	1
04:15	5	0	4	0	0	0	1
04:30	4	0	4	0	0	0	0
04:45	6	0	5	0	0	1	0

05:00	5	1	3	1	0	0	0
05:15	11	1	8	0	2	0	0
05:30	9	0	6	0	0	0	3
05:45	7	2	4	0	0	1	0
06:00	13	1	9	2	0	1	0
06:15	13	1	9	1	0	1	1
06:30	13	0	11	2	0	0	0
06:45	11	0	9	0	1	0	1
07:00	13	0	10	0	1	0	2
07:15	11	0	9	0	0	1	1
07:30	10	0	10	0	0	0	0
07:45	23	0	18	1	0	2	2
08:00	9	1	7	0	0	0	1
08:15	11	0	7	0	0	3	1
08:30	20	1	14	0	0	2	3
08:45							
09:00							
09:15	14	0	10	1	0	2	1
09:30	24	2	17	1	1	3	0
09:45	20	4	12	0	0	2	2
10:00	19	2	15	0	0	1	1
10:15	21	1	15	0	0	3	2
10:30	20	3	16	0	0	1	0
10:45	39	8	25	0	2	3	1
11:00	25	1	22	0	0	1	1
11:15	33	1	29	0	1	2	0
11:30	24	2	19	0	0	3	0
11:45	21	5	14	0	0	1	1
12:00	24	4	17	1	0	2	0
12:15	23	1	21	0	0	1	0
12:30	39	1	34	0	0	1	3
12:45	35	4	27	1	0	2	1
13:00	29	2	23	0	0	4	0
13:15	35	3	25	1	3	0	3
13:30	49	3	41	1	1	0	3
13:45	35	1	31	1	1	0	1
14:00	42	0	39	0	0	2	1
14:15	28	1	22	0	0	3	2
14:30	32	3	25	1	0	3	0
14:45	30	2	27	0	0	1	0
15:00	32	3	25	0	0	2	2
15:15	27	4	22	0	0	1	0
15:30	20	0	17	0	0	3	0
15:45	26	3	22	0	1	0	0
16:00	33	3	26	0	0	2	2
16:15	32	2	27	1	1	0	1
16:30	27	2	22	0	0	3	0
16:45	29	0	27	0	0	1	1
17:00	29	1	21	1	1	2	3
17:15	29	1	25	0	1	2	0

17:30	23	2	19	2	0	0	0
17:45	27	1	23	2	0	1	0
18:00	29	2	21	0	0	3	3
18:15	20	2	16	0	0	1	1
18:30	28	3	23	0	0	2	0
18:45	29	1	26	0	0	1	1
19:00	21	0	18	0	0	0	3
19:15	28	1	21	1	0	1	4
19:30	32	4	27	0	0	1	0
19:45	18	1	17	0	0	0	0
20:00	21	3	17	0	0	1	0
20:15	24	2	19	1	0	1	1
20:30	16	2	13	0	0	1	0
20:45	14	1	10	0	0	2	1
21:00	15	1	13	0	0	0	1
21:15	22	0	20	0	1	1	0
21:30	13	0	13	0	0	0	0
21:45	14	0	11	0	0	2	1
22:00	16	0	15	0	0	0	1
22:15	15	1	12	0	1	1	0
22:30	13	1	11	0	0	0	1
22:45	11	0	10	0	0	1	0
23:00	8	0	8	0	0	0	0
23:15	7	0	6	0	0	0	1
23:30	11	1	6	1	0	1	2
23:45	6	0	4	0	0	0	2
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)							
AM Peak							
PM Peak	13:15 161	14:30 12	13:15 136	17:00 5	13:15 5	14:15 9	18:45 8

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	13	2	6	0	0	1	4
00:15	19	0	18	0	0	1	0
00:30	12	0	11	0	0	1	0
00:45	12	3	8	0	0	0	1
01:00	6	1	5	0	0	0	0
01:15	6	0	5	0	0	0	1
01:30	12	1	11	0	0	0	0
01:45	4	0	4	0	0	0	0
02:00	4	1	1	0	0	0	2
02:15	7	1	6	0	0	0	0
02:30	12	1	10	0	0	0	1
02:45	4	0	4	0	0	0	0
03:00	7	1	5	0	0	0	1
03:15	4	0	4	0	0	0	0
03:30	1	0	1	0	0	0	0
03:45	1	0	0	0	0	0	1
04:00	3	1	1	0	0	0	1
04:15	8	0	7	0	0	0	1
04:30	8	1	7	0	0	0	0
04:45	9	1	6	1	0	1	0
05:00	8	2	5	1	0	0	0
05:15	16	1	11	1	2	1	0
05:30	20	1	15	0	0	0	4
05:45	13	2	7	0	0	1	3
06:00	18	2	11	2	1	1	1
06:15	20	3	13	1	0	1	2
06:30	22	1	18	2	0	0	1
06:45	21	2	16	0	1	0	2
07:00	26	1	19	0	1	1	4
07:15	21	0	16	0	0	1	4
07:30	26	0	24	0	0	0	2
07:45	26	0	20	2	0	2	2
08:00	14	2	11	0	0	0	1
08:15	22	1	17	0	0	3	1
08:30	35	5	25	0	0	2	3
08:45							
09:00							
09:15	42	5	29	2	1	3	2
09:30	65	6	48	2	1	4	4
09:45	50	6	39	0	0	2	3
10:00	55	8	43	0	1	1	2
10:15	67	4	55	0	0	3	5
10:30	57	7	47	0	0	2	1
10:45	79	12	56	0	2	3	6
11:00	62	8	47	1	0	1	5
11:15	72	9	56	0	1	3	3

11:30	86	10	66	4	0	3	3
11:45	71	9	53	0	0	3	6
12:00	76	11	60	1	0	2	2
12:15	69	12	52	0	0	1	4
12:30	78	9	57	1	1	2	8
12:45	80	13	61	1	1	3	1
13:00	82	10	62	1	1	5	3
13:15	81	12	60	1	3	1	4
13:30	98	15	75	1	1	0	6
13:45	71	9	58	1	1	1	1
14:00	72	7	62	0	0	2	1
14:15	63	6	49	1	0	3	4
14:30	71	9	56	2	0	3	1
14:45	74	12	60	0	0	1	1
15:00	61	8	46	1	0	3	3
15:15	63	9	51	0	0	2	1
15:30	51	5	41	0	0	3	2
15:45	75	9	61	1	1	0	3
16:00	71	11	55	0	0	2	3
16:15	66	5	56	1	1	0	3
16:30	57	9	43	0	0	3	2
16:45	56	5	48	0	0	1	2
17:00	58	2	46	1	1	3	5
17:15	54	8	42	0	1	2	1
17:30	53	4	41	2	0	0	6
17:45	46	4	37	2	0	1	2
18:00	49	7	36	0	0	3	3
18:15	42	3	34	0	0	1	4
18:30	44	7	31	0	0	2	4
18:45	55	7	46	0	0	1	1
19:00	30	2	25	0	0	0	3
19:15	45	5	33	1	0	1	5
19:30	46	6	39	0	0	1	0
19:45	33	4	25	0	0	1	3
20:00	37	7	29	0	0	1	0
20:15	30	2	25	1	0	1	1
20:30	33	2	27	1	0	1	2
20:45	20	2	14	0	0	2	2
21:00	25	6	18	0	0	0	1
21:15	30	0	27	0	1	1	1
21:30	21	2	18	1	0	0	0
21:45	17	0	13	0	0	2	2
22:00	20	0	19	0	0	0	1
22:15	23	4	17	0	1	1	0
22:30	16	2	12	0	0	0	2
22:45	19	0	15	0	0	1	3
23:00	11	1	10	0	0	0	0
23:15	11	1	9	0	0	0	1
23:30	12	2	6	1	0	1	2
23:45	7	0	5	0	0	0	2

Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)							
AM Peak							
PM Peak	12:45 341	12:45 50	12:45 258	17:00 5	13:00 6	12:30 11	12:30 16

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	4	0	3	0	0	0	1
00:15	4	0	4	0	0	0	0
00:30	5	0	4	0	0	1	0
00:45	1	0	0	0	0	0	1
01:00	1	0	1	0	0	0	0
01:15	2	1	0	0	0	0	1
01:30	2	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0
02:00	2	0	1	0	0	0	1
02:15	3	0	0	0	0	0	3
02:30	2	0	1	0	0	0	1
02:45	5	0	2	0	0	1	2
03:00	4	1	2	0	0	0	1
03:15	3	0	2	0	0	1	0
03:30	4	0	2	1	0	0	1
03:45	5	0	3	0	0	0	2
04:00	7	0	3	0	0	1	3
04:15	11	1	3	1	0	1	5
04:30	8	3	4	0	0	0	1
04:45	9	2	1	0	0	1	5
05:00	26	2	14	0	0	1	9
05:15	23	1	11	1	0	2	8
05:30	44	5	29	2	1	3	4
05:45	81	12	47	3	1	8	10
06:00	129	12	99	5	0	8	5
06:15	201	28	143	6	2	13	9
06:30	193	33	123	10	6	10	11
06:45	159	14	109	6	0	18	12
07:00	172	19	126	4	1	8	14
07:15	224	34	160	6	5	10	9
07:30	192	29	128	6	2	14	13
07:45	158	10	117	7	0	6	18
08:00	144	17	103	6	2	7	9
08:15	137	18	95	5	0	6	13
08:30	103	12	66	2	1	4	18
08:45	65	6	39	0	1	5	14
09:00	61	10	29	5	2	5	10
09:15	72	7	40	1	3	8	13
09:30	61	5	37	4	1	2	12
09:45	61	7	38	2	1	7	6
10:00	73	9	42	1	0	9	12

10:15	69	8	41	1	1	8	10
10:30	60	8	33	3	2	7	7
10:45	69	13	41	0	0	5	10
11:00	72	10	36	1	3	4	18
11:15	75	4	45	1	0	3	22
11:30	70	10	41	1	1	7	10
11:45	63	6	36	1	1	7	12
12:00	60	10	31	1	6	3	9
12:15	67	7	44	2	2	2	10
12:30	69	4	44	0	1	8	12
12:45	58	4	37	2	1	9	5
13:00	70	12	40	4	2	7	5
13:15	80	9	48	2	1	5	15
13:30	80	14	40	4	2	7	13
13:45	61	8	38	5	0	1	9
14:00	84	12	48	2	2	11	9
14:15	78	7	44	3	1	10	13
14:30	74	12	52	1	0	3	6
14:45	103	20	61	2	2	10	8
15:00	110	15	77	5	0	3	10
15:15	93	15	53	4	3	8	10
15:30	95	10	72	2	1	6	4
15:45	109	19	73	3	0	3	11
16:00	106	9	85	1	0	2	9
16:15	98	12	73	1	0	4	8
16:30	123	6	105	4	0	1	7
16:45	97	10	81	3	0	0	3
17:00	135	10	123	1	0	0	1
17:15	115	22	87	0	0	1	5
17:30	114	13	95	0	0	3	3
17:45	104	10	88	1	1	0	4
18:00	106	16	83	0	1	2	4
18:15	62	11	46	1	0	1	3
18:30	52	13	38	0	0	0	1
18:45	71	7	57	2	1	1	3
19:00	33	10	19	0	0	1	3
19:15	34	6	20	1	0	4	3
19:30	29	4	21	0	1	0	3
19:45	23	2	20	0	0	0	1
20:00	32	3	23	3	0	0	3
20:15	20	4	14	0	0	0	2
20:30	19	2	17	0	0	0	0
20:45	16	4	11	0	0	0	1
21:00	20	3	14	0	1	0	2
21:15	12	0	11	0	0	1	0
21:30	12	3	9	0	0	0	0
21:45	15	2	9	0	0	0	4
22:00	9	1	6	0	0	1	1
22:15	13	1	9	0	0	1	2
22:30	4	1	2	0	0	1	0

22:45	16	2	11	0	1	0	2
23:00	10	1	6	0	0	0	3
23:15	3	0	3	0	0	0	0
23:30	3	0	2	0	0	0	1
23:45	7	0	4	0	0	0	3
Total							
12H(7-19)	4475	559	3056	113	54	243	450
16H(6-22)	5422	689	3718	144	64	298	509
18H(6-24)	5487	695	3761	144	65	301	521
24H(0-24)	5743	723	3898	152	67	321	582
AM Peak	06:30	06:30	07:00	06:00	06:30	06:45	11:00
	748	100	531	27	12	50	62
PM Peak	16:30	14:30	16:30	13:00	12:00	14:00	13:15
	470	62	396	15	10	34	46

Vehicle Data Analyser Professional R2 30-11-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	6	2	2	0	0	1	1
00:15	8	0	6	1	0	0	1
00:30	2	0	2	0	0	0	0
00:45	4	0	4	0	0	0	0
01:00	0	0	0	0	0	0	0
01:15	1	0	1	0	0	0	0
01:30	4	1	1	0	0	0	2
01:45	3	0	2	0	0	0	1
02:00	2	1	1	0	0	0	0
02:15	6	1	3	0	0	0	2
02:30	3	1	0	0	0	1	1
02:45	5	1	2	0	1	0	1
03:00	6	1	2	0	0	0	3
03:15	7	0	3	1	0	0	3
03:30	5	0	3	2	0	0	0
03:45	5	0	4	0	0	0	1
04:00	8	2	4	0	0	0	2
04:15	11	0	7	1	0	0	3
04:30	8	1	3	0	0	1	3
04:45	14	1	6	0	0	3	4

05:00	20	2	15	1	0	0	2
05:15	23	4	14	0	0	4	1
05:30	35	4	26	0	0	3	2
05:45	43	11	27	0	0	4	1
06:00	75	14	54	2	0	2	3
06:15	83	16	62	1	0	2	2
06:30	55	16	33	1	4	0	1
06:45	79	18	49	4	3	3	2
07:00	69	13	52	1	0	3	0
07:15	59	18	36	2	2	1	0
07:30	67	13	50	1	1	1	1
07:45	74	11	54	0	3	6	0
08:00	57	13	41	2	0	1	0
08:15	38	8	23	0	0	6	1
08:30	38	7	24	3	0	3	1
08:45	33	5	21	1	2	3	1
09:00	23	1	14	0	0	7	1
09:15	22	4	13	0	0	3	2
09:30	38	6	25	1	1	5	0
09:45	22	4	10	3	1	4	0
10:00	34	5	20	1	1	4	3
10:15	28	2	19	1	2	2	2
10:30	28	1	20	1	0	5	1
10:45	42	11	19	4	3	2	3
11:00	30	6	15	4	0	3	2
11:15	40	11	17	1	2	5	4
11:30	33	5	20	0	1	5	2
11:45	29	3	16	0	1	4	5
12:00	21	6	11	1	0	1	2
12:15	30	6	17	1	1	3	2
12:30	24	2	11	1	0	7	3
12:45	29	3	15	2	0	6	3
13:00	40	7	22	1	2	4	4
13:15	24	2	13	2	1	5	1
13:30	33	6	18	0	1	3	5
13:45	31	5	18	0	2	4	2
14:00	40	7	22	4	1	2	4
14:15	25	6	12	0	1	4	2
14:30	42	7	30	2	1	2	0
14:45	29	4	19	0	2	4	0
15:00	39	4	26	1	3	3	2
15:15	34	6	14	5	2	6	1
15:30	29	6	19	0	1	3	0
15:45	39	5	28	0	2	1	3
16:00	45	8	31	2	1	2	1
16:15	33	2	26	1	0	4	0
16:30	29	4	21	0	0	4	0
16:45	51	6	43	0	0	2	0
17:00	44	10	27	2	0	5	0
17:15	40	8	29	2	0	1	0

17:30	41	8	25	3	0	4	1
17:45	45	2	34	2	0	6	1
18:00	33	0	31	2	0	0	0
18:15	50	4	42	2	0	2	0
18:30	49	4	40	0	0	3	2
18:45	32	6	21	1	0	3	1
19:00	37	3	30	0	0	4	0
19:15	33	1	27	0	1	2	2
19:30	31	2	26	0	1	1	1
19:45	24	2	17	2	0	2	1
20:00	28	4	20	0	1	1	2
20:15	22	1	18	0	0	2	1
20:30	17	2	12	1	0	2	0
20:45	19	1	14	1	0	2	1
21:00	23	1	18	1	0	2	1
21:15	15	1	12	0	1	1	0
21:30	22	1	19	0	1	1	0
21:45	17	3	8	0	0	4	2
22:00	26	1	21	0	0	1	3
22:15	20	2	12	0	0	3	3
22:30	11	1	8	0	0	1	1
22:45	13	0	11	0	0	2	0
23:00	13	3	8	0	1	0	1
23:15	5	0	3	0	0	1	1
23:30	7	0	5	0	0	1	1
23:45	6	2	3	0	0	1	0
Total							
12H(7-19)	1805	291	1174	63	41	167	69
16H(6-22)	2385	377	1593	76	53	198	88
18H(6-24)	2486	386	1664	76	54	208	98
24H(0-24)	2715	419	1802	82	55	225	132
AM Peak	06:00	06:30	06:00	10:30	06:30	09:00	11:00
	292	65	198	10	9	19	13
PM Peak	17:45	16:45	17:45	17:30	15:00	12:30	13:30
	177	32	147	9	8	22	13

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	10	2	5	0	0	1	2
00:15	12	0	10	1	0	0	1
00:30	7	0	6	0	0	1	0
00:45	5	0	4	0	0	0	1
01:00	1	0	1	0	0	0	0
01:15	3	1	1	0	0	0	1
01:30	6	1	1	0	0	0	4
01:45	3	0	2	0	0	0	1
02:00	4	1	2	0	0	0	1
02:15	9	1	3	0	0	0	5
02:30	5	1	1	0	0	1	2
02:45	10	1	4	0	1	1	3
03:00	10	2	4	0	0	0	4
03:15	10	0	5	1	0	1	3
03:30	9	0	5	3	0	0	1
03:45	10	0	7	0	0	0	3
04:00	15	2	7	0	0	1	5
04:15	22	1	10	2	0	1	8
04:30	16	4	7	0	0	1	4
04:45	23	3	7	0	0	4	9
05:00	46	4	29	1	0	1	11
05:15	46	5	25	1	0	6	9
05:30	79	9	55	2	1	6	6
05:45	124	23	74	3	1	12	11
06:00	204	26	153	7	0	10	8
06:15	284	44	205	7	2	15	11
06:30	248	49	156	11	10	10	12
06:45	238	32	158	10	3	21	14
07:00	241	32	178	5	1	11	14
07:15	283	52	196	8	7	11	9
07:30	259	42	178	7	3	15	14
07:45	232	21	171	7	3	12	18
08:00	201	30	144	8	2	8	9
08:15	175	26	118	5	0	12	14
08:30	141	19	90	5	1	7	19
08:45	98	11	60	1	3	8	15
09:00	84	11	43	5	2	12	11
09:15	94	11	53	1	3	11	15
09:30	99	11	62	5	2	7	12
09:45	83	11	48	5	2	11	6
10:00	107	14	62	2	1	13	15
10:15	97	10	60	2	3	10	12
10:30	88	9	53	4	2	12	8
10:45	111	24	60	4	3	7	13
11:00	102	16	51	5	3	7	20
11:15	115	15	62	2	2	8	26

11:30	103	15	61	1	2	12	12
11:45	92	9	52	1	2	11	17
12:00	81	16	42	2	6	4	11
12:15	97	13	61	3	3	5	12
12:30	93	6	55	1	1	15	15
12:45	87	7	52	4	1	15	8
13:00	110	19	62	5	4	11	9
13:15	104	11	61	4	2	10	16
13:30	113	20	58	4	3	10	18
13:45	92	13	56	5	2	5	11
14:00	124	19	70	6	3	13	13
14:15	103	13	56	3	2	14	15
14:30	116	19	82	3	1	5	6
14:45	132	24	80	2	4	14	8
15:00	149	19	103	6	3	6	12
15:15	127	21	67	9	5	14	11
15:30	124	16	91	2	2	9	4
15:45	148	24	101	3	2	4	14
16:00	151	17	116	3	1	4	10
16:15	131	14	99	2	0	8	8
16:30	152	10	126	4	0	5	7
16:45	148	16	124	3	0	2	3
17:00	179	20	150	3	0	5	1
17:15	155	30	116	2	0	2	5
17:30	155	21	120	3	0	7	4
17:45	149	12	122	3	1	6	5
18:00	139	16	114	2	1	2	4
18:15	112	15	88	3	0	3	3
18:30	101	17	78	0	0	3	3
18:45	103	13	78	3	1	4	4
19:00	70	13	49	0	0	5	3
19:15	67	7	47	1	1	6	5
19:30	60	6	47	0	2	1	4
19:45	47	4	37	2	0	2	2
20:00	60	7	43	3	1	1	5
20:15	42	5	32	0	0	2	3
20:30	36	4	29	1	0	2	0
20:45	35	5	25	1	0	2	2
21:00	43	4	32	1	1	2	3
21:15	27	1	23	0	1	2	0
21:30	34	4	28	0	1	1	0
21:45	32	5	17	0	0	4	6
22:00	35	2	27	0	0	2	4
22:15	33	3	21	0	0	4	5
22:30	15	2	10	0	0	2	1
22:45	29	2	22	0	1	2	2
23:00	23	4	14	0	1	0	4
23:15	8	0	6	0	0	1	1
23:30	10	0	7	0	0	1	2
23:45	13	2	7	0	0	1	3

Total							
12H(7-19)	6280	850	4230	176	95	410	519
16H(6-22)	7807	1066	5311	220	117	496	597
18H(6-24)	7973	1081	5425	220	119	509	619
24H(0-24)	8458	1142	5700	234	122	546	714
AM Peak	06:45	06:30	07:00	06:00	06:30	06:45	11:00
	1021	165	723	35	21	58	75
PM Peak	17:00	16:45	16:30	15:00	14:45	12:30	13:15
	638	87	516	20	14	51	58

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	3	0	3	0	0	0	0
00:15	4	0	3	0	0	0	1
00:30	3	0	2	0	0	0	1
00:45	6	1	3	0	0	0	2
01:00	3	0	1	0	0	0	2
01:15	1	0	1	0	0	0	0
01:30	0	0	0	0	0	0	0
01:45	2	0	1	0	0	0	1
02:00	2	0	1	0	0	0	1
02:15	1	0	1	0	0	0	0
02:30	4	1	2	0	0	1	0
02:45	5	0	3	0	0	0	2
03:00	3	0	1	0	0	0	2
03:15	1	0	0	0	0	0	1
03:30	4	0	4	0	0	0	0
03:45	6	0	2	0	0	0	4
04:00	8	0	6	0	0	0	2
04:15	10	1	3	0	0	1	5
04:30	7	0	4	1	0	0	2
04:45	6	0	1	0	0	1	4
05:00	26	2	15	0	0	2	7
05:15	41	2	20	0	3	2	14
05:30	53	7	32	1	1	6	6
05:45	60	6	35	2	2	7	8
06:00	76	4	56	2	0	5	9
06:15	107	19	65	1	2	7	13
06:30	131	17	76	5	3	10	20
06:45	146	20	93	7	3	12	11
07:00	184	23	145	1	1	6	8
07:15	180	22	123	9	0	12	14
07:30	150	15	116	2	0	9	8
07:45	146	18	102	8	3	6	9
08:00	144	19	98	2	1	7	17
08:15	130	16	84	4	2	5	19
08:30	96	9	65	3	3	8	8
08:45	89	11	48	8	0	7	15
09:00	88	13	47	4	1	11	12
09:15	83	10	47	3	1	7	15
09:30	84	6	55	2	1	5	15
09:45	53	1	37	2	2	6	5
10:00	67	8	39	2	1	9	8

10:15	57	3	37	3	1	4	9
10:30	75	5	41	1	2	6	20
10:45	58	3	34	1	1	6	13
11:00	63	8	34	3	0	6	12
11:15	60	6	33	3	1	8	9
11:30	82	8	51	2	1	6	14
11:45	57	3	32	1	1	4	16
12:00	70	4	42	4	2	4	14
12:15	63	6	39	3	0	6	9
12:30	65	6	31	2	0	5	21
12:45	52	5	28	3	1	5	10
13:00	79	8	43	1	3	9	15
13:15	65	5	43	2	1	7	7
13:30	55	12	29	0	1	4	9
13:45	81	14	50	3	2	6	6
14:00	90	12	54	3	0	9	12
14:15	74	8	51	3	1	3	8
14:30	85	11	52	2	1	9	10
14:45	107	20	68	2	0	11	6
15:00	120	16	82	2	3	6	11
15:15	103	14	74	2	1	7	5
15:30	111	18	76	4	1	2	10
15:45	101	20	62	4	3	5	7
16:00	76	14	53	4	0	2	3
16:15	90	15	65	1	0	3	6
16:30	123	11	109	1	0	1	1
16:45	110	18	84	1	0	6	1
17:00	167	25	131	3	1	0	7
17:15	140	18	111	0	1	2	8
17:30	134	15	102	4	1	4	8
17:45	108	17	85	2	0	1	3
18:00	84	14	66	1	0	0	3
18:15	81	8	68	1	0	1	3
18:30	70	9	55	2	0	1	3
18:45	57	9	46	1	0	0	1
19:00	50	8	36	1	0	2	3
19:15	54	5	41	1	0	3	4
19:30	30	4	25	0	0	1	0
19:45	35	8	23	0	0	1	3
20:00	38	9	24	0	0	0	5
20:15	24	6	16	0	0	0	2
20:30	17	2	9	1	0	2	3
20:45	19	2	11	0	0	2	4
21:00	18	2	12	0	0	0	4
21:15	19	2	13	0	0	1	3
21:30	9	0	6	0	0	0	3
21:45	19	4	10	0	0	2	3
22:00	7	3	3	0	0	1	0
22:15	13	2	9	0	0	0	2
22:30	9	3	4	1	0	0	1

22:45	10	2	5	1	0	0	2
23:00	10	1	7	0	0	0	2
23:15	5	0	4	0	0	0	1
23:30	13	3	6	0	0	1	3
23:45	9	2	5	0	0	1	1
Total							
12H(7-19)	4507	559	3067	125	46	257	453
16H(6-22)	5299	671	3583	143	54	305	543
18H(6-24)	5375	687	3626	145	54	308	555
24H(0-24)	5634	707	3770	149	60	328	620
AM Peak	07:00	06:30	07:00	06:30	07:45	06:30	08:00
	660	82	486	22	9	40	59
PM Peak	16:45	16:45	16:30	15:15	15:00	14:30	12:15
	551	76	435	14	8	33	55

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	8	1	4	0	0	0	3
00:15	11	0	6	2	0	1	2
00:30	4	1	2	0	0	0	1
00:45	12	1	7	0	1	0	3
01:00	2	0	0	0	0	2	0
01:15	2	1	0	1	0	0	0
01:30	7	0	5	0	1	0	1
01:45	4	0	2	1	1	0	0
02:00	4	0	2	1	0	0	1
02:15	3	0	2	0	0	0	1
02:30	6	0	5	0	0	0	1
02:45	2	0	0	0	0	0	2
03:00	1	0	0	0	0	0	1
03:15	9	1	5	0	0	0	3
03:30	7	0	5	0	0	0	2
03:45	9	1	3	0	0	0	5
04:00	7	1	3	0	0	0	3
04:15	9	1	6	0	0	1	1
04:30	8	0	7	0	0	0	1
04:45	11	1	5	0	1	1	3

05:00	20	5	9	1	0	1	4
05:15	29	4	18	1	0	3	3
05:30	28	4	18	2	1	1	2
05:45	45	12	29	1	0	1	2
06:00	42	8	25	1	1	5	2
06:15	48	7	29	4	1	2	5
06:30	62	12	42	2	0	5	1
06:45	76	22	45	2	3	3	1
07:00	53	12	34	2	0	3	2
07:15	59	15	37	3	2	1	1
07:30	61	7	42	2	1	7	2
07:45	81	10	64	1	0	5	1
08:00	63	17	34	4	4	3	1
08:15	53	12	30	0	2	5	4
08:30	36	10	21	1	1	1	2
08:45	33	3	23	2	0	3	2
09:00	28	3	17	1	0	6	1
09:15	23	4	12	0	1	6	0
09:30	34	5	20	1	0	6	2
09:45	32	5	17	1	2	4	3
10:00	27	4	14	0	2	5	2
10:15	30	3	15	2	0	7	3
10:30	31	4	16	0	3	4	4
10:45	33	1	21	2	1	6	2
11:00	23	4	13	1	0	2	3
11:15	33	5	17	3	3	4	1
11:30	26	4	16	0	1	4	1
11:45	32	6	18	1	3	4	0
12:00	51	8	28	1	3	6	5
12:15	33	8	16	1	1	4	3
12:30	28	2	20	1	0	3	2
12:45	36	6	20	2	1	6	1
13:00	27	5	17	1	0	4	0
13:15	32	7	18	2	1	3	1
13:30	24	4	17	0	0	3	0
13:45	31	8	15	1	2	3	2
14:00	31	6	16	2	0	5	2
14:15	34	6	19	2	1	4	2
14:30	28	1	18	1	0	7	1
14:45	26	3	16	3	1	2	1
15:00	44	10	26	3	0	4	1
15:15	33	4	21	3	0	4	1
15:30	23	4	15	1	0	3	0
15:45	33	4	25	0	0	4	0
16:00	49	12	32	2	0	3	0
16:15	38	3	31	1	1	2	0
16:30	39	5	30	0	1	2	1
16:45	45	11	29	0	0	4	1
17:00	33	7	21	3	0	2	0
17:15	28	6	17	3	0	2	0

17:30	37	6	28	0	1	2	0
17:45	28	8	16	1	1	2	0
18:00	41	8	28	0	0	5	0
18:15	36	4	29	1	2	0	0
18:30	44	1	36	1	2	4	0
18:45	35	2	30	1	0	1	1
19:00	26	5	15	1	0	5	0
19:15	29	1	25	1	0	2	0
19:30	36	2	25	0	0	4	5
19:45	27	2	21	2	1	1	0
20:00	21	3	14	2	1	1	0
20:15	26	4	19	1	0	0	2
20:30	27	3	16	1	0	6	1
20:45	19	4	11	0	1	3	0
21:00	18	2	15	0	0	1	0
21:15	20	2	15	1	0	2	0
21:30	15	1	12	0	0	2	0
21:45	18	1	12	0	0	3	2
22:00	19	1	16	0	1	0	1
22:15	16	1	13	0	0	2	0
22:30	12	2	9	0	0	1	0
22:45	10	0	7	0	0	2	1
23:00	7	0	4	1	0	1	1
23:15	10	2	6	0	0	1	1
23:30	12	0	8	1	1	1	1
23:45	9	1	6	0	0	1	1
Total							
12H(7-19)	1758	293	1115	64	44	180	62
16H(6-22)	2268	372	1456	82	52	225	81
18H(6-24)	2363	379	1525	84	54	234	87
24H(0-24)	2611	413	1668	94	59	245	132
AM Peak	07:15	06:30	07:15	07:15	11:00	10:00	03:15
	264	61	177	10	7	22	13
PM Peak	16:00	16:00	18:00	14:45	17:45	13:45	12:00
	171	31	123	10	5	19	11

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	11	1	7	0	0	0	3
00:15	15	0	9	2	0	1	3
00:30	7	1	4	0	0	0	2
00:45	18	2	10	0	1	0	5
01:00	5	0	1	0	0	2	2
01:15	3	1	1	1	0	0	0
01:30	7	0	5	0	1	0	1
01:45	6	0	3	1	1	0	1
02:00	6	0	3	1	0	0	2
02:15	4	0	3	0	0	0	1
02:30	10	1	7	0	0	1	1
02:45	7	0	3	0	0	0	4
03:00	4	0	1	0	0	0	3
03:15	10	1	5	0	0	0	4
03:30	11	0	9	0	0	0	2
03:45	15	1	5	0	0	0	9
04:00	15	1	9	0	0	0	5
04:15	19	2	9	0	0	2	6
04:30	15	0	11	1	0	0	3
04:45	17	1	6	0	1	2	7
05:00	46	7	24	1	0	3	11
05:15	70	6	38	1	3	5	17
05:30	81	11	50	3	2	7	8
05:45	105	18	64	3	2	8	10
06:00	118	12	81	3	1	10	11
06:15	155	26	94	5	3	9	18
06:30	193	29	118	7	3	15	21
06:45	222	42	138	9	6	15	12
07:00	237	35	179	3	1	9	10
07:15	239	37	160	12	2	13	15
07:30	211	22	158	4	1	16	10
07:45	227	28	166	9	3	11	10
08:00	207	36	132	6	5	10	18
08:15	183	28	114	4	4	10	23
08:30	132	19	86	4	4	9	10
08:45	122	14	71	10	0	10	17
09:00	116	16	64	5	1	17	13
09:15	106	14	59	3	2	13	15
09:30	118	11	75	3	1	11	17
09:45	85	6	54	3	4	10	8
10:00	94	12	53	2	3	14	10
10:15	87	6	52	5	1	11	12
10:30	106	9	57	1	5	10	24
10:45	91	4	55	3	2	12	15
11:00	86	12	47	4	0	8	15
11:15	93	11	50	6	4	12	10

11:30	108	12	67	2	2	10	15
11:45	89	9	50	2	4	8	16
12:00	121	12	70	5	5	10	19
12:15	96	14	55	4	1	10	12
12:30	93	8	51	3	0	8	23
12:45	88	11	48	5	2	11	11
13:00	106	13	60	2	3	13	15
13:15	97	12	61	4	2	10	8
13:30	79	16	46	0	1	7	9
13:45	112	22	65	4	4	9	8
14:00	121	18	70	5	0	14	14
14:15	108	14	70	5	2	7	10
14:30	113	12	70	3	1	16	11
14:45	133	23	84	5	1	13	7
15:00	164	26	108	5	3	10	12
15:15	136	18	95	5	1	11	6
15:30	134	22	91	5	1	5	10
15:45	134	24	87	4	3	9	7
16:00	125	26	85	6	0	5	3
16:15	128	18	96	2	1	5	6
16:30	162	16	139	1	1	3	2
16:45	155	29	113	1	0	10	2
17:00	200	32	152	6	1	2	7
17:15	168	24	128	3	1	4	8
17:30	171	21	130	4	2	6	8
17:45	136	25	101	3	1	3	3
18:00	125	22	94	1	0	5	3
18:15	117	12	97	2	2	1	3
18:30	114	10	91	3	2	5	3
18:45	92	11	76	2	0	1	2
19:00	76	13	51	2	0	7	3
19:15	83	6	66	2	0	5	4
19:30	66	6	50	0	0	5	5
19:45	62	10	44	2	1	2	3
20:00	59	12	38	2	1	1	5
20:15	50	10	35	1	0	0	4
20:30	44	5	25	2	0	8	4
20:45	38	6	22	0	1	5	4
21:00	36	4	27	0	0	1	4
21:15	39	4	28	1	0	3	3
21:30	24	1	18	0	0	2	3
21:45	37	5	22	0	0	5	5
22:00	26	4	19	0	1	1	1
22:15	29	3	22	0	0	2	2
22:30	21	5	13	1	0	1	1
22:45	20	2	12	1	0	2	3
23:00	17	1	11	1	0	1	3
23:15	15	2	10	0	0	1	2
23:30	25	3	14	1	1	2	4
23:45	18	3	11	0	0	2	2

Total							
12H(7-19)	6265	852	4182	189	90	437	515
16H(6-22)	7567	1043	5039	225	106	530	624
18H(6-24)	7738	1066	5151	229	108	542	642
24H(0-24)	8245	1120	5438	243	119	573	752
AM Peak	07:00	06:30	07:00	07:15	07:45	06:45	08:00
	914	143	663	31	16	53	68
PM Peak	16:45	16:45	16:30	15:15	13:00	14:30	12:00
	694	106	532	20	10	50	65

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	3	0	3	0	0	0	0
00:15	9	1	2	1	1	1	3
00:30	8	1	2	0	0	0	5
00:45	7	0	4	0	0	0	3
01:00	1	0	0	0	0	0	1
01:15	7	0	2	1	0	1	3
01:30	3	0	2	0	0	0	1
01:45	2	1	0	0	0	0	1
02:00	1	0	0	0	0	0	1
02:15	2	0	1	0	0	0	1
02:30	2	0	1	0	0	0	1
02:45	1	0	0	0	0	0	1
03:00	5	1	2	0	0	0	2
03:15	3	0	2	0	0	0	1
03:30	3	0	2	0	0	0	1
03:45	7	0	3	0	0	0	4
04:00	6	1	1	0	0	1	3
04:15	9	0	3	1	0	1	4
04:30	7	0	3	0	0	0	4
04:45	11	0	3	0	0	0	8
05:00	23	1	7	2	2	2	9
05:15	30	4	13	2	1	2	8
05:30	47	3	29	0	0	7	8
05:45	59	7	40	3	1	2	6
06:00	74	10	58	1	0	2	3
06:15	112	14	75	0	1	7	15
06:30	129	22	70	3	2	14	18
06:45	153	17	102	7	2	13	12
07:00	175	23	117	6	3	10	16
07:15	144	22	91	2	1	8	20
07:30	147	11	112	1	3	8	12
07:45	124	24	85	4	0	4	7
08:00	128	13	93	1	1	10	10
08:15	162	27	107	7	1	7	13
08:30	153	29	96	4	1	5	18
08:45	143	21	101	4	1	9	7
09:00	141	25	86	5	3	9	13
09:15	114	18	78	4	0	4	10
09:30	106	20	58	4	3	4	17
09:45	84	8	58	1	2	6	9
10:00	73	7	49	2	1	4	10

10:15	70	13	40	1	1	6	9
10:30	58	8	36	2	0	2	10
10:45	73	8	36	5	2	10	12
11:00	77	8	34	4	3	7	21
11:15	67	5	47	1	3	3	8
11:30	72	8	45	2	2	4	11
11:45	70	9	42	1	0	8	10
12:00	83	12	45	3	2	8	13
12:15	65	10	38	2	0	5	10
12:30	83	12	47	1	2	6	15
12:45	89	12	46	4	2	14	11
13:00	80	10	45	3	1	6	15
13:15	71	5	44	1	1	10	10
13:30	95	13	51	4	3	7	17
13:45	70	7	40	2	1	7	13
14:00	78	12	44	4	2	4	12
14:15	79	14	41	2	3	8	11
14:30	90	13	54	4	3	8	8
14:45	126	20	82	3	2	7	12
15:00	100	13	66	2	0	8	11
15:15	94	11	58	3	1	9	12
15:30	116	21	80	5	0	4	6
15:45	87	7	68	3	1	3	5
16:00	118	20	83	3	1	2	9
16:15	92	19	67	1	0	2	3
16:30	102	17	77	2	0	0	6
16:45	121	23	91	4	0	1	2
17:00	133	17	109	3	1	0	3
17:15	123	23	88	1	0	2	9
17:30	126	19	95	1	0	2	9
17:45	95	14	73	1	1	2	4
18:00	96	21	67	0	0	2	6
18:15	75	11	56	2	0	1	5
18:30	90	16	73	1	0	0	0
18:45	58	13	42	1	0	0	2
19:00	42	9	28	0	0	1	4
19:15	52	11	33	0	1	3	4
19:30	25	6	16	0	0	0	3
19:45	31	4	22	0	0	0	5
20:00	18	2	15	0	0	1	0
20:15	23	4	15	0	0	1	3
20:30	11	2	5	1	1	0	2
20:45	10	3	4	0	0	0	3
21:00	21	3	14	2	0	2	0
21:15	17	3	13	1	0	0	0
21:30	12	2	8	0	0	0	2
21:45	11	0	8	0	0	2	1
22:00	9	2	3	0	0	1	3
22:15	5	0	5	0	0	0	0
22:30	9	2	3	0	0	1	3

22:45	6	1	4	0	0	0	1
23:00	7	0	6	0	0	0	1
23:15	11	0	8	0	0	0	3
23:30	3	1	2	0	0	0	0
23:45	4	1	2	1	0	0	0
Total							
12H(7-19)	4816	712	3181	127	58	256	482
16H(6-22)	5557	824	3667	142	65	302	557
18H(6-24)	5611	831	3700	143	65	304	568
24H(0-24)	5867	851	3825	153	70	321	647
AM Peak	06:45	08:15	06:45	08:15	10:45	06:30	06:30
	619	102	422	20	10	45	66
PM Peak	16:45	16:45	16:45	15:15	14:00	12:45	13:00
	503	82	383	14	10	37	55

Vehicle Data Analyser Professional R2 30-11-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	4	0	3	0	0	0	1
00:15	9	1	6	0	0	1	1
00:30	4	1	2	0	0	1	0
00:45	7	3	3	0	0	1	0
01:00	5	0	1	0	0	1	3
01:15	1	0	0	0	0	0	1
01:30	6	0	4	0	0	0	2
01:45	2	0	2	0	0	0	0
02:00	4	1	1	0	0	0	2
02:15	3	0	1	1	0	0	1
02:30	7	1	5	0	0	0	1
02:45	4	0	1	0	0	0	3
03:00	8	0	6	0	0	0	2
03:15	5	1	3	0	0	0	1
03:30	4	0	3	0	0	0	1
03:45	10	1	8	0	0	0	1
04:00	8	2	3	1	0	1	1
04:15	14	2	9	1	1	0	1
04:30	9	0	6	0	0	0	3
04:45	14	3	6	1	0	1	3

05:00	17	1	13	2	0	0	1
05:15	21	3	12	1	0	4	1
05:30	31	3	21	1	0	4	2
05:45	36	5	25	1	0	2	3
06:00	44	7	30	2	1	3	1
06:15	51	7	37	1	1	2	3
06:30	77	17	56	2	0	1	1
06:45	61	13	41	0	0	5	2
07:00	50	15	31	2	0	2	0
07:15	66	13	47	0	0	5	1
07:30	63	8	49	1	1	4	0
07:45	76	15	56	1	0	3	1
08:00	63	11	47	2	0	3	0
08:15	58	17	36	0	1	3	1
08:30	42	4	34	0	1	3	0
08:45	61	11	42	3	0	4	1
09:00	54	12	34	2	2	3	1
09:15	50	10	34	1	2	2	1
09:30	41	6	28	2	0	4	1
09:45	41	4	28	1	1	6	1
10:00	32	5	20	0	0	5	2
10:15	31	3	19	1	1	5	2
10:30	29	4	15	1	1	7	1
10:45	34	4	18	3	3	3	3
11:00	42	9	18	2	2	6	5
11:15	26	2	16	1	0	4	3
11:30	27	2	13	3	2	4	3
11:45	32	2	23	1	0	3	3
12:00	33	9	17	1	0	5	1
12:15	34	6	20	1	1	5	1
12:30	26	4	11	1	1	7	2
12:45	26	6	14	1	0	2	3
13:00	29	3	19	2	0	3	2
13:15	35	4	22	4	0	4	1
13:30	35	4	23	1	0	3	4
13:45	35	8	19	0	0	4	4
14:00	50	8	33	1	0	5	3
14:15	30	7	15	3	0	3	2
14:30	38	5	26	0	2	4	1
14:45	28	5	16	1	0	3	3
15:00	41	6	29	1	1	4	0
15:15	30	7	15	2	1	1	4
15:30	30	4	19	2	2	2	1
15:45	36	3	27	0	1	3	2
16:00	31	4	22	0	0	5	0
16:15	32	1	23	1	1	5	1
16:30	34	4	26	1	0	3	0
16:45	38	4	26	2	0	5	1
17:00	38	9	24	1	0	4	0
17:15	41	7	25	3	1	4	1

17:30	33	5	23	1	0	2	2
17:45	45	12	26	2	3	2	0
18:00	31	4	24	0	2	1	0
18:15	47	1	42	2	0	2	0
18:30	40	5	28	1	0	5	1
18:45	36	4	27	1	1	3	0
19:00	42	5	32	1	0	4	0
19:15	33	2	27	0	0	2	2
19:30	26	2	20	0	0	3	1
19:45	21	2	18	0	0	1	0
20:00	48	3	38	2	0	3	2
20:15	30	0	25	0	0	3	2
20:30	34	2	27	3	1	1	0
20:45	23	2	17	0	0	1	3
21:00	26	3	18	1	0	4	0
21:15	24	1	18	0	0	3	2
21:30	22	1	17	0	0	2	2
21:45	28	2	23	1	0	2	0
22:00	24	1	21	0	0	2	0
22:15	20	0	17	0	0	2	1
22:30	13	0	12	0	0	1	0
22:45	13	1	8	0	0	2	2
23:00	19	0	13	1	0	2	3
23:15	15	0	13	0	1	1	0
23:30	11	2	7	1	0	1	0
23:45	10	2	4	0	0	1	3
Total							
12H(7-19)	1900	306	1249	63	34	178	70
16H(6-22)	2490	375	1693	76	37	218	91
18H(6-24)	2615	381	1788	78	38	230	100
24H(0-24)	2848	409	1932	87	39	246	135
AM Peak	07:15	06:30	07:15	10:45	10:45	09:45	11:00
	268	58	199	9	7	23	14
PM Peak	18:15	17:00	18:15	12:45	17:15	12:00	13:30
	165	33	129	8	6	19	13

Vehicle Data Analyser Professional R2 30-11-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	7	0	6	0	0	0	1
00:15	18	2	8	1	1	2	4
00:30	12	2	4	0	0	1	5
00:45	14	3	7	0	0	1	3
01:00	6	0	1	0	0	1	4
01:15	8	0	2	1	0	1	4
01:30	9	0	6	0	0	0	3
01:45	4	1	2	0	0	0	1
02:00	5	1	1	0	0	0	3
02:15	5	0	2	1	0	0	2
02:30	9	1	6	0	0	0	2
02:45	5	0	1	0	0	0	4
03:00	13	1	8	0	0	0	4
03:15	8	1	5	0	0	0	2
03:30	7	0	5	0	0	0	2
03:45	17	1	11	0	0	0	5
04:00	14	3	4	1	0	2	4
04:15	23	2	12	2	1	1	5
04:30	16	0	9	0	0	0	7
04:45	25	3	9	1	0	1	11
05:00	40	2	20	4	2	2	10
05:15	51	7	25	3	1	6	9
05:30	78	6	50	1	0	11	10
05:45	95	12	65	4	1	4	9
06:00	118	17	88	3	1	5	4
06:15	163	21	112	1	2	9	18
06:30	206	39	126	5	2	15	19
06:45	214	30	143	7	2	18	14
07:00	225	38	148	8	3	12	16
07:15	210	35	138	2	1	13	21
07:30	210	19	161	2	4	12	12
07:45	200	39	141	5	0	7	8
08:00	191	24	140	3	1	13	10
08:15	220	44	143	7	2	10	14
08:30	195	33	130	4	2	8	18
08:45	204	32	143	7	1	13	8
09:00	195	37	120	7	5	12	14
09:15	164	28	112	5	2	6	11
09:30	147	26	86	6	3	8	18
09:45	125	12	86	2	3	12	10
10:00	105	12	69	2	1	9	12
10:15	101	16	59	2	2	11	11
10:30	87	12	51	3	1	9	11
10:45	107	12	54	8	5	13	15
11:00	119	17	52	6	5	13	26
11:15	93	7	63	2	3	7	11

11:30	99	10	58	5	4	8	14
11:45	102	11	65	2	0	11	13
12:00	116	21	62	4	2	13	14
12:15	99	16	58	3	1	10	11
12:30	109	16	58	2	3	13	17
12:45	115	18	60	5	2	16	14
13:00	109	13	64	5	1	9	17
13:15	106	9	66	5	1	14	11
13:30	130	17	74	5	3	10	21
13:45	105	15	59	2	1	11	17
14:00	128	20	77	5	2	9	15
14:15	109	21	56	5	3	11	13
14:30	128	18	80	4	5	12	9
14:45	154	25	98	4	2	10	15
15:00	141	19	95	3	1	12	11
15:15	124	18	73	5	2	10	16
15:30	146	25	99	7	2	6	7
15:45	123	10	95	3	2	6	7
16:00	149	24	105	3	1	7	9
16:15	124	20	90	2	1	7	4
16:30	136	21	103	3	0	3	6
16:45	159	27	117	6	0	6	3
17:00	171	26	133	4	1	4	3
17:15	164	30	113	4	1	6	10
17:30	159	24	118	2	0	4	11
17:45	140	26	99	3	4	4	4
18:00	127	25	91	0	2	3	6
18:15	122	12	98	4	0	3	5
18:30	130	21	101	2	0	5	1
18:45	94	17	69	2	1	3	2
19:00	84	14	60	1	0	5	4
19:15	85	13	60	0	1	5	6
19:30	51	8	36	0	0	3	4
19:45	52	6	40	0	0	1	5
20:00	66	5	53	2	0	4	2
20:15	53	4	40	0	0	4	5
20:30	45	4	32	4	2	1	2
20:45	33	5	21	0	0	1	6
21:00	47	6	32	3	0	6	0
21:15	41	4	31	1	0	3	2
21:30	34	3	25	0	0	2	4
21:45	39	2	31	1	0	4	1
22:00	33	3	24	0	0	3	3
22:15	25	0	22	0	0	2	1
22:30	22	2	15	0	0	2	3
22:45	19	2	12	0	0	2	3
23:00	26	0	19	1	0	2	4
23:15	26	0	21	0	1	1	3
23:30	14	3	9	1	0	1	0
23:45	14	3	6	1	0	1	3

Total							
12H(7-19)	6716	1018	4430	190	92	434	552
16H(6-22)	8047	1199	5360	218	102	520	648
18H(6-24)	8226	1212	5488	221	103	534	668
24H(0-24)	8715	1260	5757	240	109	567	782
AM Peak	06:45	08:15	06:45	08:45	10:45	06:30	06:30
	859	146	590	25	17	58	70
PM Peak	16:45	16:45	16:45	12:45	14:00	12:30	13:30
	653	107	481	20	12	52	66

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	4	0	2	0	0	0	2
00:15	2	1	1	0	0	0	0
00:30	5	0	3	0	0	2	0
00:45	7	0	4	0	0	0	3
01:00	2	0	1	0	0	0	1
01:15	3	0	1	0	0	0	2
01:30	3	0	0	0	0	1	2
01:45	1	0	0	0	0	0	1
02:00	5	1	1	0	0	0	3
02:15	4	0	1	1	1	1	0
02:30	3	0	2	0	0	0	1
02:45	2	0	0	0	0	1	1
03:00	4	0	3	0	0	0	1
03:15	5	0	3	0	0	0	2
03:30	6	1	1	1	0	1	2
03:45	2	0	1	0	0	0	1
04:00	7	1	2	0	0	0	4
04:15	5	1	1	0	0	1	2
04:30	11	1	4	0	0	0	6
04:45	16	1	5	0	0	0	10
05:00	14	1	4	0	0	1	8
05:15	36	3	17	2	1	3	10
05:30	50	8	28	1	0	2	11
05:45	56	5	36	4	0	7	4
06:00	79	8	46	3	1	9	12
06:15	108	12	63	3	1	9	20
06:30	147	19	93	4	1	17	13
06:45	158	20	100	5	2	10	21
07:00	182	32	110	3	3	17	17
07:15	176	24	118	3	1	12	18
07:30	154	16	107	3	2	6	20
07:45	141	15	93	7	4	9	13
08:00	125	18	83	4	0	8	12
08:15	125	10	87	3	1	9	15
08:30	92	16	55	2	0	7	12
08:45	99	16	55	2	2	8	16
09:00	97	7	64	2	3	5	16
09:15	71	11	41	4	0	3	12
09:30	77	9	52	2	1	4	9
09:45	80	11	47	4	0	5	13
10:00	78	9	41	4	2	7	15

10:15	86	5	59	2	0	6	14
10:30	68	6	38	3	2	11	8
10:45	73	5	46	2	1	10	9
11:00	89	8	53	4	2	8	14
11:15	99	7	49	5	3	9	26
11:30	70	12	39	2	1	4	12
11:45	63	10	33	4	2	6	8
12:00	69	11	40	2	1	5	10
12:15	71	12	38	5	0	8	8
12:30	100	13	56	2	0	8	21
12:45	64	6	39	3	0	5	11
13:00	95	10	54	4	1	13	13
13:15	75	7	42	1	1	10	14
13:30	71	7	42	3	1	5	13
13:45	83	8	57	1	1	8	8
14:00	71	10	43	1	0	4	13
14:15	88	14	55	1	0	4	14
14:30	98	17	60	2	2	7	10
14:45	100	6	68	6	2	9	9
15:00	102	20	68	3	2	2	7
15:15	99	16	61	2	3	9	8
15:30	96	17	65	2	2	3	7
15:45	105	4	85	3	1	3	9
16:00	97	13	72	2	0	4	6
16:15	115	14	86	4	0	2	9
16:30	119	19	94	1	1	1	3
16:45	92	18	65	3	0	2	4
17:00	125	27	92	2	1	2	1
17:15	101	15	81	0	0	0	5
17:30	131	20	103	4	0	1	3
17:45	95	19	69	2	0	1	4
18:00	97	17	67	2	0	3	8
18:15	69	9	52	0	0	4	4
18:30	67	12	52	1	1	0	1
18:45	54	9	39	2	1	0	3
19:00	39	6	33	0	0	0	0
19:15	46	7	34	0	0	0	5
19:30	37	5	25	0	0	1	6
19:45	33	4	21	0	0	1	7
20:00	18	3	14	0	0	0	1
20:15	38	12	23	0	0	0	3
20:30	27	1	20	2	0	2	2
20:45	20	5	15	0	0	0	0
21:00	17	7	5	1	0	0	4
21:15	19	6	10	0	0	1	2
21:30	14	2	9	0	0	1	2
21:45	14	2	11	0	0	0	1
22:00	17	5	12	0	0	0	0
22:15	10	2	7	0	0	0	1
22:30	11	0	7	0	0	1	3

22:45	17	4	12	0	1	0	0
23:00	8	2	4	0	0	0	2
23:15	6	0	5	0	0	1	0
23:30	5	0	2	0	0	0	3
23:45	2	1	1	0	0	0	0
Total							
12H(7-19)	4594	617	3015	129	51	277	505
16H(6-22)	5408	736	3537	147	56	328	604
18H(6-24)	5484	750	3587	147	57	330	613
24H(0-24)	5737	774	3708	156	59	350	690
AM Peak	06:45	06:30	06:45	07:30	07:00	06:30	06:45
	670	95	435	17	10	56	76
PM Peak	17:00	17:00	17:00	12:15	14:45	13:00	12:30
	452	81	345	14	9	36	59

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	6	0	4	0	1	0	1
00:15	10	0	8	0	1	1	0
00:30	12	1	8	0	0	2	1
00:45	6	1	2	0	0	0	3
01:00	2	0	1	0	0	1	0
01:15	3	0	3	0	0	0	0
01:30	4	0	1	0	1	0	2
01:45	2	0	2	0	0	0	0
02:00	3	0	2	0	0	0	1
02:15	3	2	1	0	0	0	0
02:30	5	1	2	0	0	0	2
02:45	5	1	2	0	0	0	2
03:00	3	0	2	0	0	0	1
03:15	10	2	2	0	1	1	4
03:30	3	0	2	0	0	0	1
03:45	4	0	2	0	0	0	2
04:00	6	0	3	0	0	0	3
04:15	9	0	5	1	1	0	2
04:30	7	1	4	0	0	1	1
04:45	16	3	10	0	0	2	1

05:00	22	2	15	1	0	0	4
05:15	30	2	22	1	0	2	3
05:30	43	8	27	2	1	3	2
05:45	44	8	32	1	0	1	2
06:00	62	11	45	2	1	1	2
06:15	51	10	32	1	1	5	2
06:30	64	6	52	3	0	1	2
06:45	73	9	52	8	1	2	1
07:00	56	15	35	3	0	3	0
07:15	55	9	43	1	0	2	0
07:30	66	16	48	0	1	1	0
07:45	73	5	55	2	2	8	1
08:00	54	9	38	1	0	6	0
08:15	52	12	32	3	2	3	0
08:30	42	6	29	3	2	2	0
08:45	35	6	22	0	0	5	2
09:00	37	11	14	2	2	7	1
09:15	29	7	17	3	0	2	0
09:30	22	1	12	4	1	3	1
09:45	35	6	23	1	0	4	1
10:00	40	4	23	4	1	6	2
10:15	22	7	7	1	2	4	1
10:30	25	4	14	1	1	4	1
10:45	23	8	10	0	0	4	1
11:00	37	5	18	2	1	9	2
11:15	24	4	15	0	1	3	1
11:30	28	7	15	0	0	5	1
11:45	43	8	27	1	2	3	2
12:00	30	2	21	2	1	3	1
12:15	31	5	19	1	1	4	1
12:30	34	2	20	1	1	7	3
12:45	33	4	19	0	1	4	5
13:00	30	6	17	1	0	4	2
13:15	40	3	24	3	1	6	3
13:30	32	5	17	2	0	7	1
13:45	29	4	16	1	0	8	0
14:00	36	6	20	1	1	4	4
14:15	29	5	17	0	1	5	1
14:30	27	3	15	0	1	6	2
14:45	31	7	17	3	0	3	1
15:00	36	5	25	1	1	3	1
15:15	23	4	12	2	1	4	0
15:30	30	6	19	0	0	5	0
15:45	31	4	25	0	0	1	1
16:00	32	1	23	2	0	3	3
16:15	37	4	22	1	1	6	3
16:30	40	5	28	2	1	3	1
16:45	45	8	30	2	0	4	1
17:00	48	6	31	1	1	7	2
17:15	35	6	21	1	1	6	0

17:30	36	5	25	1	1	4	0
17:45	60	11	45	2	1	1	0
18:00	36	8	22	1	2	2	1
18:15	41	3	32	1	1	3	1
18:30	49	3	43	1	0	2	0
18:45	33	0	28	0	0	4	1
19:00	44	5	34	1	1	2	1
19:15	24	2	19	0	1	1	1
19:30	37	4	28	0	1	2	2
19:45	31	3	26	0	0	2	0
20:00	37	3	31	0	1	2	0
20:15	19	1	16	0	0	2	0
20:30	15	1	12	0	0	2	0
20:45	28	0	22	0	0	6	0
21:00	24	2	15	0	1	4	2
21:15	14	1	11	0	0	1	1
21:30	24	0	15	1	1	3	4
21:45	26	3	19	0	1	2	1
22:00	22	0	18	1	1	1	1
22:15	21	2	16	0	0	3	0
22:30	12	0	10	0	0	1	1
22:45	17	1	14	0	0	2	0
23:00	16	1	11	0	0	1	3
23:15	12	0	8	0	0	1	3
23:30	18	0	15	0	0	1	2
23:45	22	1	18	0	0	1	2
Total							
12H(7-19)	1792	281	1150	65	37	203	56
16H(6-22)	2365	342	1579	81	47	241	75
18H(6-24)	2505	347	1689	82	48	252	87
24H(0-24)	2763	379	1851	88	54	266	125
AM Peak	07:00	06:45	07:15	06:30	08:15	10:45	05:00
	250	49	184	15	6	21	11
PM Peak	17:45	17:15	17:45	16:00	17:30	13:15	12:30
	186	30	142	7	5	25	13

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	10	0	6	0	1	0	3
00:15	12	1	9	0	1	1	0
00:30	17	1	11	0	0	4	1
00:45	13	1	6	0	0	0	6
01:00	4	0	2	0	0	1	1
01:15	6	0	4	0	0	0	2
01:30	7	0	1	0	1	1	4
01:45	3	0	2	0	0	0	1
02:00	8	1	3	0	0	0	4
02:15	7	2	2	1	1	1	0
02:30	8	1	4	0	0	0	3
02:45	7	1	2	0	0	1	3
03:00	7	0	5	0	0	0	2
03:15	15	2	5	0	1	1	6
03:30	9	1	3	1	0	1	3
03:45	6	0	3	0	0	0	3
04:00	13	1	5	0	0	0	7
04:15	14	1	6	1	1	1	4
04:30	18	2	8	0	0	1	7
04:45	32	4	15	0	0	2	11
05:00	36	3	19	1	0	1	12
05:15	66	5	39	3	1	5	13
05:30	93	16	55	3	1	5	13
05:45	100	13	68	5	0	8	6
06:00	141	19	91	5	2	10	14
06:15	159	22	95	4	2	14	22
06:30	211	25	145	7	1	18	15
06:45	231	29	152	13	3	12	22
07:00	238	47	145	6	3	20	17
07:15	231	33	161	4	1	14	18
07:30	220	32	155	3	3	7	20
07:45	214	20	148	9	6	17	14
08:00	179	27	121	5	0	14	12
08:15	177	22	119	6	3	12	15
08:30	134	22	84	5	2	9	12
08:45	134	22	77	2	2	13	18
09:00	134	18	78	4	5	12	17
09:15	100	18	58	7	0	5	12
09:30	99	10	64	6	2	7	10
09:45	115	17	70	5	0	9	14
10:00	118	13	64	8	3	13	17
10:15	108	12	66	3	2	10	15
10:30	93	10	52	4	3	15	9
10:45	96	13	56	2	1	14	10
11:00	126	13	71	6	3	17	16
11:15	123	11	64	5	4	12	27

11:30	98	19	54	2	1	9	13
11:45	106	18	60	5	4	9	10
12:00	99	13	61	4	2	8	11
12:15	102	17	57	6	1	12	9
12:30	134	15	76	3	1	15	24
12:45	97	10	58	3	1	9	16
13:00	125	16	71	5	1	17	15
13:15	115	10	66	4	2	16	17
13:30	103	12	59	5	1	12	14
13:45	112	12	73	2	1	16	8
14:00	107	16	63	2	1	8	17
14:15	117	19	72	1	1	9	15
14:30	125	20	75	2	3	13	12
14:45	131	13	85	9	2	12	10
15:00	138	25	93	4	3	5	8
15:15	122	20	73	4	4	13	8
15:30	126	23	84	2	2	8	7
15:45	136	8	110	3	1	4	10
16:00	129	14	95	4	0	7	9
16:15	152	18	108	5	1	8	12
16:30	159	24	122	3	2	4	4
16:45	137	26	95	5	0	6	5
17:00	173	33	123	3	2	9	3
17:15	136	21	102	1	1	6	5
17:30	167	25	128	5	1	5	3
17:45	155	30	114	4	1	2	4
18:00	133	25	89	3	2	5	9
18:15	110	12	84	1	1	7	5
18:30	116	15	95	2	1	2	1
18:45	87	9	67	2	1	4	4
19:00	83	11	67	1	1	2	1
19:15	70	9	53	0	1	1	6
19:30	74	9	53	0	1	3	8
19:45	64	7	47	0	0	3	7
20:00	55	6	45	0	1	2	1
20:15	57	13	39	0	0	2	3
20:30	42	2	32	2	0	4	2
20:45	48	5	37	0	0	6	0
21:00	41	9	20	1	1	4	6
21:15	33	7	21	0	0	2	3
21:30	38	2	24	1	1	4	6
21:45	40	5	30	0	1	2	2
22:00	39	5	30	1	1	1	1
22:15	31	4	23	0	0	3	1
22:30	23	0	17	0	0	2	4
22:45	34	5	26	0	1	2	0
23:00	24	3	15	0	0	1	5
23:15	18	0	13	0	0	2	3
23:30	23	0	17	0	0	1	5
23:45	24	2	19	0	0	1	2

Total							
12H(7-19)	6386	898	4165	194	88	480	561
16H(6-22)	7773	1078	5116	228	103	569	679
18H(6-24)	7989	1097	5276	229	105	582	700
24H(0-24)	8500	1153	5559	244	113	616	815
AM Peak	06:45	06:45	06:45	06:30	07:00	06:30	06:45
	920	141	613	30	13	64	77
PM Peak	17:00	17:00	17:00	14:45	14:30	13:00	12:30
	631	109	467	19	12	61	72

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	6	1	5	0	0	0	0
00:15	4	0	3	0	0	0	1
00:30	5	1	4	0	0	0	0
00:45	4	0	2	0	0	1	1
01:00	2	0	1	1	0	0	0
01:15	3	0	0	0	0	0	3
01:30	2	0	1	0	0	0	1
01:45	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	1
02:15	2	0	1	0	0	0	1
02:30	1	0	1	0	0	0	0
02:45	2	0	2	0	0	0	0
03:00	2	0	0	1	0	0	1
03:15	2	0	1	0	0	0	1
03:30	11	0	4	2	0	0	5
03:45	1	0	1	0	0	0	0
04:00	8	0	3	0	0	1	4
04:15	6	1	1	0	0	1	3
04:30	10	3	2	0	0	1	4
04:45	16	0	7	0	0	0	9
05:00	15	0	7	1	0	2	5
05:15	28	3	14	1	0	3	7
05:30	40	3	29	0	1	0	7
05:45	58	7	36	3	0	4	8
06:00	66	6	48	3	1	3	5
06:15	90	18	47	1	3	8	13
06:30	107	20	57	7	2	9	12
06:45	133	19	77	6	2	11	18
07:00	146	20	98	4	1	8	15
07:15	138	30	87	3	2	7	9
07:30	153	21	101	8	1	7	15
07:45	149	7	113	4	4	9	12
08:00	129	26	80	1	3	9	10
08:15	126	8	98	4	1	4	11
08:30	113	15	69	5	1	6	17
08:45	113	17	67	2	3	11	13
09:00	82	6	51	1	0	9	15
09:15	86	17	51	2	1	3	12
09:30	80	7	57	0	2	5	9
09:45	72	12	44	1	0	9	6
10:00	105	18	53	5	0	7	22

10:15	74	9	49	1	0	6	9
10:30	78	8	42	0	2	10	16
10:45	59	5	28	3	2	8	13
11:00	88	13	46	1	1	9	18
11:15	100	10	60	5	1	6	18
11:30	88	10	56	2	2	5	13
11:45	86	5	61	1	1	7	11
12:00	86	12	52	5	2	4	11
12:15	72	11	43	3	0	3	12
12:30	92	17	46	6	5	6	12
12:45	89	21	38	3	1	9	17
13:00	86	10	47	3	2	7	17
13:15	98	17	46	4	1	16	14
13:30	75	11	46	1	2	7	8
13:45	77	12	51	2	0	9	3
14:00	109	17	63	4	1	9	15
14:15	96	15	62	1	1	7	10
14:30	113	15	65	2	1	17	13
14:45	104	18	69	1	2	7	7
15:00	123	11	83	4	2	10	13
15:15	74	7	55	0	1	9	2
15:30	109	13	80	3	0	8	5
15:45	95	16	65	2	2	3	7
16:00	120	18	86	3	1	4	8
16:15	110	14	84	3	0	1	8
16:30	116	10	97	0	0	3	6
16:45	110	12	93	0	0	1	4
17:00	116	16	91	3	0	2	4
17:15	124	19	96	4	1	1	3
17:30	125	19	98	2	1	1	4
17:45	91	16	70	1	0	1	3
18:00	76	10	58	3	0	1	4
18:15	61	10	45	1	1	2	2
18:30	45	4	37	0	0	1	3
18:45	53	5	45	0	0	2	1
19:00	54	8	41	0	0	1	4
19:15	43	6	30	1	0	3	3
19:30	23	3	18	0	0	1	1
19:45	25	4	16	1	0	1	3
20:00	15	3	9	0	1	0	2
20:15	23	6	16	0	0	0	1
20:30	22	3	15	1	0	0	3
20:45	9	1	6	1	0	1	0
21:00	16	2	13	0	0	0	1
21:15	12	3	8	0	0	0	1
21:30	11	0	10	0	0	0	1
21:45	11	2	5	0	0	1	3
22:00	9	2	6	0	0	0	1
22:15	14	3	11	0	0	0	0
22:30	9	0	7	0	0	1	1

22:45	20	3	13	0	0	2	2
23:00	6	2	3	0	0	0	1
23:15	11	2	7	0	0	0	2
23:30	12	2	7	0	0	0	3
23:45	7	0	6	0	0	0	1
Total							
12H(7-19)	4710	640	3122	117	55	296	480
16H(6-22)	5370	744	3538	138	64	335	551
18H(6-24)	5458	758	3598	138	64	338	562
24H(0-24)	5687	777	3723	147	65	351	624
AM Peak	07:00	06:45	07:00	06:45	07:15	06:15	10:30
	586	90	399	21	10	36	65
PM Peak	16:45	17:00	16:45	12:00	12:30	14:30	12:30
	475	70	378	17	9	43	60

Vehicle Data Analyser Professional R2 30-11-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	15	1	13	1	0	0	0
00:15	10	0	6	0	0	1	3
00:30	5	0	4	0	0	1	0
00:45	11	0	9	0	0	0	2
01:00	6	0	4	0	0	0	2
01:15	4	0	3	0	0	0	1
01:30	7	0	4	0	0	0	3
01:45	6	2	0	0	0	2	2
02:00	2	0	1	0	0	0	1
02:15	6	1	3	0	0	0	2
02:30	5	0	2	0	0	0	3
02:45	7	0	4	0	0	0	3
03:00	5	1	3	0	0	0	1
03:15	7	1	1	0	0	2	3
03:30	14	1	8	0	2	0	3
03:45	6	1	1	2	0	0	2
04:00	11	1	6	0	0	1	3
04:15	11	1	1	0	0	0	9
04:30	7	0	5	0	0	0	2
04:45	14	1	5	0	0	3	5

05:00	21	1	18	0	0	0	2
05:15	26	7	14	0	0	2	3
05:30	28	3	16	2	0	2	5
05:45	36	6	23	0	1	3	3
06:00	54	11	35	3	0	4	1
06:15	47	7	30	0	0	6	4
06:30	52	12	33	1	0	5	1
06:45	54	7	39	3	1	3	1
07:00	47	5	37	1	1	1	2
07:15	52	12	35	3	1	1	0
07:30	42	10	22	2	3	3	2
07:45	54	9	41	1	0	3	0
08:00	59	7	45	3	0	4	0
08:15	41	6	28	0	2	5	0
08:30	33	7	19	1	2	2	2
08:45	34	3	22	1	1	5	2
09:00	24	3	13	0	1	4	3
09:15	28	2	19	0	1	5	1
09:30	28	3	17	3	0	4	1
09:45	23	4	14	1	0	3	1
10:00	29	7	15	1	1	4	1
10:15	34	6	23	1	0	3	1
10:30	23	2	14	0	0	6	1
10:45	26	3	16	0	0	6	1
11:00	23	6	12	0	0	4	1
11:15	31	8	15	0	2	5	1
11:30	33	5	22	0	1	5	0
11:45	32	4	19	3	0	1	5
12:00	42	7	22	0	1	11	1
12:15	24	5	12	0	1	4	2
12:30	33	1	22	1	2	6	1
12:45	29	9	16	0	0	3	1
13:00	25	4	13	1	0	7	0
13:15	28	6	18	0	1	2	1
13:30	25	0	15	2	2	5	1
13:45	29	3	21	0	2	2	1
14:00	29	1	26	0	1	1	0
14:15	21	5	12	0	0	4	0
14:30	30	5	18	1	2	4	0
14:45	22	5	12	0	0	5	0
15:00	33	5	24	0	1	3	0
15:15	46	6	30	4	1	4	1
15:30	37	2	23	1	0	9	2
15:45	32	9	17	0	2	4	0
16:00	33	3	27	1	0	2	0
16:15	33	5	21	1	0	5	1
16:30	37	9	22	1	0	4	1
16:45	48	8	33	1	1	4	1
17:00	45	3	37	1	1	2	1
17:15	46	5	36	1	0	4	0

17:30	43	8	29	1	0	3	2
17:45	60	9	42	1	1	5	2
18:00	48	6	41	0	0	1	0
18:15	52	3	42	0	1	4	2
18:30	42	3	33	1	1	4	0
18:45	44	3	38	0	1	2	0
19:00	40	3	32	0	1	4	0
19:15	30	3	21	0	1	3	2
19:30	42	4	36	0	0	2	0
19:45	30	1	24	1	0	3	1
20:00	31	1	25	0	1	3	1
20:15	30	0	26	1	0	1	2
20:30	26	3	22	0	0	1	0
20:45	26	2	18	2	0	1	3
21:00	33	2	27	0	0	3	1
21:15	21	2	15	0	1	2	1
21:30	21	0	19	0	0	2	0
21:45	19	0	15	0	1	1	2
22:00	24	1	19	0	0	2	2
22:15	24	0	21	0	0	3	0
22:30	23	5	17	0	0	1	0
22:45	28	1	23	0	0	3	1
23:00	25	1	23	0	0	1	0
23:15	22	3	17	0	0	1	1
23:30	19	2	13	1	0	2	1
23:45	24	0	19	2	1	0	2
Total							
12H(7-19)	1712	250	1150	40	38	188	46
16H(6-22)	2268	308	1567	51	44	232	66
18H(6-24)	2457	321	1719	54	45	245	73
24H(0-24)	2727	349	1873	59	48	262	136
AM Peak	07:15	07:15	06:30	07:15	08:15	10:30	04:00
	207	38	144	9	6	21	19
PM Peak	17:30	17:15	17:45	15:15	13:15	12:00	20:15
	203	28	158	6	6	24	6

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	21	2	18	1	0	0	0
00:15	14	0	9	0	0	1	4
00:30	10	1	8	0	0	1	0
00:45	15	0	11	0	0	1	3
01:00	8	0	5	1	0	0	2
01:15	7	0	3	0	0	0	4
01:30	9	0	5	0	0	0	4
01:45	6	2	0	0	0	2	2
02:00	3	0	1	0	0	0	2
02:15	8	1	4	0	0	0	3
02:30	6	0	3	0	0	0	3
02:45	9	0	6	0	0	0	3
03:00	7	1	3	1	0	0	2
03:15	9	1	2	0	0	2	4
03:30	25	1	12	2	2	0	8
03:45	7	1	2	2	0	0	2
04:00	19	1	9	0	0	2	7
04:15	17	2	2	0	0	1	12
04:30	17	3	7	0	0	1	6
04:45	30	1	12	0	0	3	14
05:00	36	1	25	1	0	2	7
05:15	54	10	28	1	0	5	10
05:30	68	6	45	2	1	2	12
05:45	94	13	59	3	1	7	11
06:00	120	17	83	6	1	7	6
06:15	137	25	77	1	3	14	17
06:30	159	32	90	8	2	14	13
06:45	187	26	116	9	3	14	19
07:00	193	25	135	5	2	9	17
07:15	190	42	122	6	3	8	9
07:30	195	31	123	10	4	10	17
07:45	203	16	154	5	4	12	12
08:00	188	33	125	4	3	13	10
08:15	167	14	126	4	3	9	11
08:30	146	22	88	6	3	8	19
08:45	147	20	89	3	4	16	15
09:00	106	9	64	1	1	13	18
09:15	114	19	70	2	2	8	13
09:30	108	10	74	3	2	9	10
09:45	95	16	58	2	0	12	7
10:00	134	25	68	6	1	11	23
10:15	108	15	72	2	0	9	10
10:30	101	10	56	0	2	16	17
10:45	85	8	44	3	2	14	14
11:00	111	19	58	1	1	13	19
11:15	131	18	75	5	3	11	19

11:30	121	15	78	2	3	10	13
11:45	118	9	80	4	1	8	16
12:00	128	19	74	5	3	15	12
12:15	96	16	55	3	1	7	14
12:30	125	18	68	7	7	12	13
12:45	118	30	54	3	1	12	18
13:00	111	14	60	4	2	14	17
13:15	126	23	64	4	2	18	15
13:30	100	11	61	3	4	12	9
13:45	106	15	72	2	2	11	4
14:00	138	18	89	4	2	10	15
14:15	117	20	74	1	1	11	10
14:30	143	20	83	3	3	21	13
14:45	126	23	81	1	2	12	7
15:00	156	16	107	4	3	13	13
15:15	120	13	85	4	2	13	3
15:30	146	15	103	4	0	17	7
15:45	127	25	82	2	4	7	7
16:00	153	21	113	4	1	6	8
16:15	143	19	105	4	0	6	9
16:30	153	19	119	1	0	7	7
16:45	158	20	126	1	1	5	5
17:00	161	19	128	4	1	4	5
17:15	170	24	132	5	1	5	3
17:30	168	27	127	3	1	4	6
17:45	151	25	112	2	1	6	5
18:00	124	16	99	3	0	2	4
18:15	113	13	87	1	2	6	4
18:30	87	7	70	1	1	5	3
18:45	97	8	83	0	1	4	1
19:00	94	11	73	0	1	5	4
19:15	73	9	51	1	1	6	5
19:30	65	7	54	0	0	3	1
19:45	55	5	40	2	0	4	4
20:00	46	4	34	0	2	3	3
20:15	53	6	42	1	0	1	3
20:30	48	6	37	1	0	1	3
20:45	35	3	24	3	0	2	3
21:00	49	4	40	0	0	3	2
21:15	33	5	23	0	1	2	2
21:30	32	0	29	0	0	2	1
21:45	30	2	20	0	1	2	5
22:00	33	3	25	0	0	2	3
22:15	38	3	32	0	0	3	0
22:30	32	5	24	0	0	2	1
22:45	48	4	36	0	0	5	3
23:00	31	3	26	0	0	1	1
23:15	33	5	24	0	0	1	3
23:30	31	4	20	1	0	2	4
23:45	31	0	25	2	1	0	3

Total							
12H(7-19)	6422	890	4272	157	93	484	526
16H(6-22)	7638	1052	5105	189	108	567	617
18H(6-24)	7915	1079	5317	192	109	583	635
24H(0-24)	8414	1126	5596	206	113	613	760
AM Peak	07:00	06:30	07:00	06:45	07:30	10:30	10:30
	781	125	534	30	14	54	69
PM Peak	16:45	17:00	16:45	12:30	12:30	14:30	12:30
	657	95	513	18	12	59	63

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	8	1	4	0	0	1	2
00:15	7	3	2	0	0	0	2
00:30	5	1	3	0	0	0	1
00:45	6	1	4	0	0	0	1
01:00	3	0	0	0	0	1	2
01:15	0	0	0	0	0	0	0
01:30	6	0	6	0	0	0	0
01:45	1	0	0	0	0	0	1
02:00	1	1	0	0	0	0	0
02:15	2	0	2	0	0	0	0
02:30	3	0	2	0	0	0	1
02:45	1	0	0	0	0	0	1
03:00	1	0	1	0	0	0	0
03:15	3	1	1	0	0	0	1
03:30	3	0	3	0	0	0	0
03:45	6	1	5	0	0	0	0
04:00	1	0	1	0	0	0	0
04:15	2	0	1	0	0	1	0
04:30	4	1	2	0	0	0	1
04:45	4	0	2	0	0	1	1
05:00	4	0	3	1	0	0	0
05:15	16	1	7	1	0	1	6
05:30	22	3	11	1	0	3	4
05:45	11	1	7	1	0	1	1
06:00	13	0	11	0	0	0	2
06:15	18	2	8	1	2	2	3
06:30	30	1	19	1	0	4	5
06:45	20	3	13	0	1	0	3
07:00	22	2	15	1	1	1	2
07:15	29	2	21	1	1	0	4
07:30	24	0	18	1	1	1	3
07:45	26	3	17	2	0	3	1
08:00	45	5	27	6	0	2	5
08:15	29	2	22	2	0	2	1
08:30	44	5	29	0	0	1	9
08:45	28	4	21	0	0	1	2
09:00	53	6	36	1	0	5	5
09:15	50	11	34	2	0	2	1
09:30	41	6	31	2	0	1	1
09:45	47	5	33	1	0	3	5
10:00	55	6	44	0	0	1	4

10:15	54	6	36	4	0	1	7
10:30	60	17	34	0	1	5	3
10:45	82	9	66	0	0	1	6
11:00	76	8	61	0	0	2	5
11:15	95	6	81	0	1	1	6
11:30	85	13	60	2	0	1	9
11:45	63	6	55	1	0	1	0
12:00	60	8	48	0	0	0	4
12:15	71	9	58	0	1	1	2
12:30	69	7	55	4	1	1	1
12:45	64	13	47	0	0	2	2
13:00	73	17	53	0	0	1	2
13:15	67	8	55	1	0	2	1
13:30	72	18	49	2	1	0	2
13:45	56	10	44	1	0	0	1
14:00	62	15	46	0	0	0	1
14:15	53	10	41	0	0	1	1
14:30	40	9	29	0	0	0	2
14:45	52	9	41	0	0	0	2
15:00	64	13	44	2	0	3	2
15:15	69	10	56	0	0	0	3
15:30	53	6	42	2	0	0	3
15:45	49	6	39	1	0	2	1
16:00	50	11	35	1	0	1	2
16:15	57	10	42	1	0	1	3
16:30	59	12	42	1	0	0	4
16:45	77	13	59	1	0	0	4
17:00	47	7	36	0	0	1	3
17:15	62	9	51	2	0	0	0
17:30	67	5	58	0	0	0	4
17:45	63	5	51	0	0	0	7
18:00	42	5	34	1	0	1	1
18:15	58	12	43	0	0	2	1
18:30	34	3	29	0	0	1	1
18:45	35	7	28	0	0	0	0
19:00	27	5	20	0	0	0	2
19:15	29	4	21	0	0	1	3
19:30	31	7	22	0	0	1	1
19:45	18	5	10	0	1	0	2
20:00	20	4	14	0	1	1	0
20:15	16	2	13	0	0	1	0
20:30	14	3	11	0	0	0	0
20:45	15	2	13	0	0	0	0
21:00	18	5	12	0	0	0	1
21:15	12	0	12	0	0	0	0
21:30	11	3	8	0	0	0	0
21:45	12	2	6	1	0	2	1
22:00	7	0	4	0	0	1	2
22:15	8	1	6	0	0	0	1
22:30	5	2	2	0	0	0	1

22:45	2	0	2	0	0	0	0
23:00	12	2	10	0	0	0	0
23:15	6	1	4	0	0	0	1
23:30	7	0	4	0	0	1	2
23:45	11	2	7	1	0	0	1
Total							
12H(7-19)	2633	389	1996	46	8	55	139
16H(6-22)	2937	437	2209	49	13	67	162
18H(6-24)	2995	445	2248	50	13	69	170
24H(0-24)	3115	460	2315	54	13	78	195
AM Peak	10:45	10:30	10:45	07:30	06:45	09:00	10:45
	338	40	268	11	4	11	26
PM Peak	12:15	12:45	12:15	15:30	19:45	12:30	17:00
	277	56	213	5	2	6	14

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	13	1	11	0	0	0	1
00:15	10	0	8	0	0	1	1
00:30	16	1	11	1	0	2	1
00:45	9	0	6	0	0	0	3
01:00	5	0	2	0	0	0	3
01:15	3	0	3	0	0	0	0
01:30	7	0	5	1	0	0	1
01:45	4	0	3	0	0	0	1
02:00	9	1	5	0	0	0	3
02:15	2	0	2	0	0	0	0
02:30	4	0	3	0	0	1	0
02:45	6	0	4	0	0	0	2
03:00	2	1	0	0	0	0	1
03:15	4	0	3	0	0	0	1
03:30	5	1	2	1	0	0	1
03:45	7	0	3	1	0	1	2
04:00	7	0	4	0	0	0	3
04:15	4	1	1	1	0	0	1
04:30	4	1	2	0	0	0	1
04:45	8	1	6	0	0	1	0

05:00	13	0	7	0	1	1	4
05:15	16	2	9	0	0	3	2
05:30	18	3	11	0	0	2	2
05:45	15	0	13	0	0	0	2
06:00	18	3	10	1	0	2	2
06:15	15	1	12	0	0	0	2
06:30	21	2	12	0	1	3	3
06:45	16	1	12	0	0	3	0
07:00	19	2	13	0	0	3	1
07:15	20	3	12	0	0	4	1
07:30	21	1	14	2	0	3	1
07:45	28	3	22	0	0	2	1
08:00	23	4	15	0	0	2	2
08:15	22	1	18	0	0	2	1
08:30	21	3	15	0	1	1	1
08:45	29	6	17	0	1	2	3
09:00	19	2	13	0	0	4	0
09:15	17	2	10	1	0	3	1
09:30	33	6	23	0	1	3	0
09:45	23	6	15	0	0	1	1
10:00	29	3	20	1	1	1	3
10:15	32	5	23	0	1	3	0
10:30	27	4	17	1	0	4	1
10:45	38	5	28	1	0	3	1
11:00	32	0	24	2	1	1	4
11:15	44	4	33	3	1	2	1
11:30	46	6	35	2	0	2	1
11:45	29	2	20	4	0	3	0
12:00	42	7	33	0	1	0	1
12:15	34	3	25	1	0	5	0
12:30	48	3	38	3	1	1	2
12:45	41	4	32	1	0	4	0
13:00	46	5	36	0	1	3	1
13:15	29	4	22	2	0	1	0
13:30	46	5	38	1	0	1	1
13:45	31	2	22	1	0	4	2
14:00	51	5	40	2	0	4	0
14:15	28	6	17	0	2	2	1
14:30	26	1	20	1	0	4	0
14:45	37	5	27	1	0	3	1
15:00	37	2	27	4	1	3	0
15:15	18	3	12	0	0	3	0
15:30	30	2	23	0	0	5	0
15:45	31	5	23	0	2	1	0
16:00	40	6	28	0	1	4	1
16:15	39	3	31	2	1	1	1
16:30	34	3	26	0	2	3	0
16:45	43	8	28	1	0	4	2
17:00	34	3	27	0	0	4	0
17:15	48	8	35	0	3	2	0

17:30	39	5	30	1	0	3	0
17:45	38	5	30	0	0	3	0
18:00	52	4	42	1	0	4	1
18:15	29	5	20	0	0	4	0
18:30	49	3	41	0	0	4	1
18:45	24	0	18	0	2	3	1
19:00	34	2	28	0	1	3	0
19:15	29	1	23	1	0	3	1
19:30	34	3	26	1	0	4	0
19:45	28	0	25	1	0	2	0
20:00	23	2	16	0	1	4	0
20:15	16	1	15	0	0	0	0
20:30	30	4	19	0	1	6	0
20:45	18	1	13	1	1	1	1
21:00	24	3	18	0	0	2	1
21:15	16	0	13	0	0	3	0
21:30	28	2	24	0	1	1	0
21:45	21	2	17	0	0	2	0
22:00	19	0	16	0	0	2	1
22:15	14	1	12	0	0	1	0
22:30	13	0	10	0	1	2	0
22:45	15	2	9	0	0	2	2
23:00	16	3	12	0	0	1	0
23:15	17	0	16	0	0	1	0
23:30	22	2	16	0	1	1	2
23:45	15	1	12	0	0	1	1
Total							
12H(7-19)	1596	183	1178	39	24	132	40
16H(6-22)	1967	211	1461	44	30	171	50
18H(6-24)	2098	220	1564	44	32	182	56
24H(0-24)	2289	233	1688	49	33	194	92
AM Peak	10:45	09:30	10:45	11:00	09:30	06:45	05:00
	160	20	120	11	3	13	10
PM Peak	17:15	16:45	17:15	14:30	15:45	18:00	22:45
	177	24	137	6	6	15	4

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	21	2	15	0	0	1	3
00:15	17	3	10	0	0	1	3
00:30	21	2	14	1	0	2	2
00:45	15	1	10	0	0	0	4
01:00	8	0	2	0	0	1	5
01:15	3	0	3	0	0	0	0
01:30	13	0	11	1	0	0	1
01:45	5	0	3	0	0	0	2
02:00	10	2	5	0	0	0	3
02:15	4	0	4	0	0	0	0
02:30	7	0	5	0	0	1	1
02:45	7	0	4	0	0	0	3
03:00	3	1	1	0	0	0	1
03:15	7	1	4	0	0	0	2
03:30	8	1	5	1	0	0	1
03:45	13	1	8	1	0	1	2
04:00	8	0	5	0	0	0	3
04:15	6	1	2	1	0	1	1
04:30	8	2	4	0	0	0	2
04:45	12	1	8	0	0	2	1
05:00	17	0	10	1	1	1	4
05:15	32	3	16	1	0	4	8
05:30	40	6	22	1	0	5	6
05:45	26	1	20	1	0	1	3
06:00	31	3	21	1	0	2	4
06:15	33	3	20	1	2	2	5
06:30	51	3	31	1	1	7	8
06:45	36	4	25	0	1	3	3
07:00	41	4	28	1	1	4	3
07:15	49	5	33	1	1	4	5
07:30	45	1	32	3	1	4	4
07:45	54	6	39	2	0	5	2
08:00	68	9	42	6	0	4	7
08:15	51	3	40	2	0	4	2
08:30	65	8	44	0	1	2	10
08:45	57	10	38	0	1	3	5
09:00	72	8	49	1	0	9	5
09:15	67	13	44	3	0	5	2
09:30	74	12	54	2	1	4	1
09:45	70	11	48	1	0	4	6
10:00	84	9	64	1	1	2	7
10:15	86	11	59	4	1	4	7
10:30	87	21	51	1	1	9	4
10:45	120	14	94	1	0	4	7
11:00	108	8	85	2	1	3	9
11:15	139	10	114	3	2	3	7

11:30	131	19	95	4	0	3	10
11:45	92	8	75	5	0	4	0
12:00	102	15	81	0	1	0	5
12:15	105	12	83	1	1	6	2
12:30	117	10	93	7	2	2	3
12:45	105	17	79	1	0	6	2
13:00	119	22	89	0	1	4	3
13:15	96	12	77	3	0	3	1
13:30	118	23	87	3	1	1	3
13:45	87	12	66	2	0	4	3
14:00	113	20	86	2	0	4	1
14:15	81	16	58	0	2	3	2
14:30	66	10	49	1	0	4	2
14:45	89	14	68	1	0	3	3
15:00	101	15	71	6	1	6	2
15:15	87	13	68	0	0	3	3
15:30	83	8	65	2	0	5	3
15:45	80	11	62	1	2	3	1
16:00	90	17	63	1	1	5	3
16:15	96	13	73	3	1	2	4
16:30	93	15	68	1	2	3	4
16:45	120	21	87	2	0	4	6
17:00	81	10	63	0	0	5	3
17:15	110	17	86	2	3	2	0
17:30	106	10	88	1	0	3	4
17:45	101	10	81	0	0	3	7
18:00	94	9	76	2	0	5	2
18:15	87	17	63	0	0	6	1
18:30	83	6	70	0	0	5	2
18:45	59	7	46	0	2	3	1
19:00	61	7	48	0	1	3	2
19:15	58	5	44	1	0	4	4
19:30	65	10	48	1	0	5	1
19:45	46	5	35	1	1	2	2
20:00	43	6	30	0	2	5	0
20:15	32	3	28	0	0	1	0
20:30	44	7	30	0	1	6	0
20:45	33	3	26	1	1	1	1
21:00	42	8	30	0	0	2	2
21:15	28	0	25	0	0	3	0
21:30	39	5	32	0	1	1	0
21:45	33	4	23	1	0	4	1
22:00	26	0	20	0	0	3	3
22:15	22	2	18	0	0	1	1
22:30	18	2	12	0	1	2	1
22:45	17	2	11	0	0	2	2
23:00	28	5	22	0	0	1	0
23:15	23	1	20	0	0	1	1
23:30	29	2	20	0	1	2	4
23:45	26	3	19	1	0	1	2

Total							
12H(7-19)	4229	572	3174	85	32	187	179
16H(6-22)	4904	648	3670	93	43	238	212
18H(6-24)	5093	665	3812	94	45	251	226
24H(0-24)	5404	693	4003	103	46	272	287
AM Peak	10:45	10:00	10:45	11:00	06:15	09:00	10:45
	498	55	388	14	5	22	33
PM Peak	12:15	12:45	12:15	12:30	15:45	18:00	16:15
	446	74	344	11	6	19	17

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	5	1	3	0	0	0	1
00:15	5	1	3	0	0	0	1
00:30	4	0	3	0	0	0	1
00:45	3	0	2	1	0	0	0
01:00	6	3	3	0	0	0	0
01:15	4	0	2	0	0	1	1
01:30	3	0	3	0	0	0	0
01:45	1	0	1	0	0	0	0
02:00	2	0	2	0	0	0	0
02:15	2	0	2	0	0	0	0
02:30	5	0	5	0	0	0	0
02:45	1	0	1	0	0	0	0
03:00	5	2	2	0	0	1	0
03:15	0	0	0	0	0	0	0
03:30	1	1	0	0	0	0	0
03:45	4	1	2	0	0	0	1
04:00	3	0	2	1	0	0	0
04:15	0	0	0	0	0	0	0
04:30	3	1	1	0	0	0	1
04:45	7	0	4	1	1	0	1
05:00	0	0	0	0	0	0	0
05:15	6	1	5	0	0	0	0
05:30	11	2	6	1	0	0	2
05:45	10	2	7	0	0	1	0
06:00	2	1	1	0	0	0	0
06:15	6	0	4	0	0	0	2
06:30	7	0	7	0	0	0	0
06:45	13	0	12	0	0	1	0
07:00	13	0	9	0	0	1	3
07:15	10	2	6	1	1	0	0
07:30	13	1	11	0	0	0	1
07:45	18	1	13	1	0	0	3
08:00	16	2	9	1	1	0	3
08:15	15	1	11	1	0	0	2
08:30	27	7	17	0	0	0	3
08:45	30	4	21	2	0	0	3
09:00	35	5	29	0	0	0	1
09:15	39	6	26	0	2	2	3
09:30	42	1	39	0	0	0	2
09:45	28	6	20	1	0	0	1
10:00	33	7	25	0	0	0	1

10:15	36	5	24	2	0	0	5
10:30	41	3	35	0	1	0	2
10:45	51	4	44	1	0	0	2
11:00	40	5	34	0	0	0	1
11:15	42	15	23	2	0	0	2
11:30	54	11	40	0	0	1	2
11:45	53	8	36	0	0	1	8
12:00	68	7	59	1	0	1	0
12:15	54	12	39	3	0	0	0
12:30	57	11	37	0	2	0	7
12:45	63	15	44	1	0	1	2
13:00	51	7	42	0	0	0	2
13:15	48	5	39	2	1	0	1
13:30	46	7	38	0	0	0	1
13:45	57	10	45	1	0	0	1
14:00	50	14	30	1	0	0	5
14:15	44	8	35	0	0	0	1
14:30	40	7	31	1	0	0	1
14:45	37	9	22	0	0	2	4
15:00	41	2	37	0	0	1	1
15:15	35	3	30	1	0	0	1
15:30	56	9	44	0	0	0	3
15:45	38	9	25	1	0	0	3
16:00	51	8	41	0	0	0	2
16:15	41	8	31	0	0	0	2
16:30	33	11	21	0	0	0	1
16:45	34	4	29	1	0	0	0
17:00	37	4	28	2	1	1	1
17:15	36	7	25	2	0	0	2
17:30	29	5	22	0	0	0	2
17:45	34	4	24	1	0	2	3
18:00	24	3	18	0	0	0	3
18:15	27	3	23	0	0	1	0
18:30	17	2	12	0	0	0	3
18:45	15	0	14	0	0	0	1
19:00	18	5	11	0	0	0	2
19:15	16	1	15	0	0	0	0
19:30	16	2	11	0	0	2	1
19:45	18	3	9	3	0	1	2
20:00	12	4	8	0	0	0	0
20:15	5	2	3	0	0	0	0
20:30	10	2	6	0	0	1	1
20:45	8	3	5	0	0	0	0
21:00	8	1	6	0	0	0	1
21:15	6	1	5	0	0	0	0
21:30	10	2	7	0	0	0	1
21:45	4	0	3	0	0	1	0
22:00	6	0	5	0	0	0	1
22:15	2	0	2	0	0	0	0
22:30	8	1	2	0	0	0	5

22:45	5	2	3	0	0	0	0
23:00	3	0	3	0	0	0	0
23:15	6	0	4	0	0	0	2
23:30	2	0	1	0	0	0	1
23:45	3	1	1	0	0	0	1
Total							
12H(7-19)	1799	288	1357	30	9	14	101
16H(6-22)	1958	315	1470	33	9	20	111
18H(6-24)	1993	319	1491	33	9	20	121
24H(0-24)	2084	334	1550	37	10	23	130
AM Peak	11:00	11:00	10:45	08:00	09:15	11:00	11:00
	189	39	141	4	2	2	13
PM Peak	12:00	12:15	12:00	17:00	12:30	19:30	12:30
	242	45	179	5	3	3	12

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	10	0	8	0	0	0	2
00:15	15	0	13	1	0	1	0
00:30	17	1	14	0	0	2	0
00:45	4	0	3	0	0	0	1
01:00	8	0	8	0	0	0	0
01:15	7	1	4	0	0	1	1
01:30	3	0	2	0	0	0	1
01:45	7	0	6	0	0	0	1
02:00	2	0	1	0	0	0	1
02:15	3	0	3	0	0	0	0
02:30	1	0	1	0	0	0	0
02:45	3	1	2	0	0	0	0
03:00	3	0	2	0	0	0	1
03:15	1	0	1	0	0	0	0
03:30	2	0	1	0	0	0	1
03:45	2	0	2	0	0	0	0
04:00	3	0	2	0	0	0	1
04:15	4	0	3	0	0	0	1
04:30	2	0	2	0	0	0	0
04:45	5	0	5	0	0	0	0

05:00	8	1	4	0	0	0	3
05:15	6	0	3	0	0	1	2
05:30	9	0	5	1	0	2	1
05:45	6	0	5	0	0	1	0
06:00	8	0	5	0	0	0	3
06:15	10	1	7	0	0	1	1
06:30	10	0	10	0	0	0	0
06:45	8	0	5	0	0	1	2
07:00	10	3	6	1	0	0	0
07:15	10	0	7	0	0	3	0
07:30	8	1	7	0	0	0	0
07:45	12	1	7	0	0	3	1
08:00	8	2	6	0	0	0	0
08:15	17	0	15	0	0	2	0
08:30	17	1	15	0	0	0	1
08:45	15	1	12	0	0	2	0
09:00	17	3	11	1	0	1	1
09:15	14	1	7	1	0	3	2
09:30	15	0	12	0	0	3	0
09:45	21	3	15	0	0	2	1
10:00	16	1	13	0	0	1	1
10:15	29	3	23	1	0	1	1
10:30	20	2	15	0	0	3	0
10:45	26	2	22	0	0	2	0
11:00	30	4	21	0	0	3	2
11:15	26	2	23	0	0	1	0
11:30	38	6	28	1	0	3	0
11:45	39	4	31	1	0	3	0
12:00	33	5	25	0	0	3	0
12:15	41	6	31	0	0	2	2
12:30	31	2	26	1	0	2	0
12:45	41	5	31	0	0	3	2
13:00	31	3	25	0	0	3	0
13:15	31	5	25	0	0	1	0
13:30	48	4	38	1	1	4	0
13:45	36	3	28	1	1	2	1
14:00	31	3	25	2	0	1	0
14:15	31	4	23	0	0	2	2
14:30	42	7	31	0	0	4	0
14:45	24	2	21	0	0	1	0
15:00	39	5	29	1	2	1	1
15:15	26	1	24	1	0	0	0
15:30	32	1	24	1	1	3	2
15:45	38	4	31	1	0	2	0
16:00	33	4	26	0	0	1	2
16:15	33	2	28	0	0	1	2
16:30	29	2	21	0	2	3	1
16:45	35	1	32	0	0	1	1
17:00	29	5	20	1	2	1	0
17:15	35	3	30	1	0	1	0

17:30	29	3	24	0	0	2	0
17:45	36	6	24	0	0	3	3
18:00	25	4	19	1	1	0	0
18:15	25	0	20	2	0	2	1
18:30	34	1	28	1	1	1	2
18:45	28	5	21	0	0	1	1
19:00	18	1	14	0	0	2	1
19:15	31	2	28	0	0	0	1
19:30	30	1	27	0	0	2	0
19:45	23	0	20	0	0	2	1
20:00	19	2	16	0	0	1	0
20:15	19	0	17	0	0	2	0
20:30	14	0	14	0	0	0	0
20:45	10	0	10	0	0	0	0
21:00	16	0	14	0	0	1	1
21:15	14	0	11	0	0	2	1
21:30	10	0	9	0	0	1	0
21:45	17	1	14	1	0	1	0
22:00	21	3	16	0	0	1	1
22:15	10	0	9	0	0	1	0
22:30	10	0	9	0	0	1	0
22:45	13	2	10	0	0	1	0
23:00	9	0	5	0	0	1	3
23:15	10	1	9	0	0	0	0
23:30	11	1	8	0	1	0	1
23:45	6	1	3	0	0	0	2
Total							
12H(7-19)	1314	136	1026	21	11	87	33
16H(6-22)	1571	144	1247	22	11	103	44
18H(6-24)	1661	152	1316	22	12	108	51
24H(0-24)	1792	156	1416	24	12	116	68
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	06:00
	133	16	103	2	0	10	6
PM Peak	12:45	14:15	12:45	18:00	16:30	12:45	23:00
	151	18	119	4	4	11	6

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	15	1	11	0	0	0	3
00:15	20	1	16	1	0	1	1
00:30	21	1	17	0	0	2	1
00:45	7	0	5	1	0	0	1
01:00	14	3	11	0	0	0	0
01:15	11	1	6	0	0	2	2
01:30	6	0	5	0	0	0	1
01:45	8	0	7	0	0	0	1
02:00	4	0	3	0	0	0	1
02:15	5	0	5	0	0	0	0
02:30	6	0	6	0	0	0	0
02:45	4	1	3	0	0	0	0
03:00	8	2	4	0	0	1	1
03:15	1	0	1	0	0	0	0
03:30	3	1	1	0	0	0	1
03:45	6	1	4	0	0	0	1
04:00	6	0	4	1	0	0	1
04:15	4	0	3	0	0	0	1
04:30	5	1	3	0	0	0	1
04:45	12	0	9	1	1	0	1
05:00	8	1	4	0	0	0	3
05:15	12	1	8	0	0	1	2
05:30	20	2	11	2	0	2	3
05:45	16	2	12	0	0	2	0
06:00	10	1	6	0	0	0	3
06:15	16	1	11	0	0	1	3
06:30	17	0	17	0	0	0	0
06:45	21	0	17	0	0	2	2
07:00	23	3	15	1	0	1	3
07:15	20	2	13	1	1	3	0
07:30	21	2	18	0	0	0	1
07:45	30	2	20	1	0	3	4
08:00	24	4	15	1	1	0	3
08:15	32	1	26	1	0	2	2
08:30	44	8	32	0	0	0	4
08:45	45	5	33	2	0	2	3
09:00	52	8	40	1	0	1	2
09:15	53	7	33	1	2	5	5
09:30	57	1	51	0	0	3	2
09:45	49	9	35	1	0	2	2
10:00	49	8	38	0	0	1	2
10:15	65	8	47	3	0	1	6
10:30	61	5	50	0	1	3	2
10:45	77	6	66	1	0	2	2
11:00	70	9	55	0	0	3	3
11:15	68	17	46	2	0	1	2

11:30	92	17	68	1	0	4	2
11:45	92	12	67	1	0	4	8
12:00	101	12	84	1	0	4	0
12:15	95	18	70	3	0	2	2
12:30	88	13	63	1	2	2	7
12:45	104	20	75	1	0	4	4
13:00	82	10	67	0	0	3	2
13:15	79	10	64	2	1	1	1
13:30	94	11	76	1	1	4	1
13:45	93	13	73	2	1	2	2
14:00	81	17	55	3	0	1	5
14:15	75	12	58	0	0	2	3
14:30	82	14	62	1	0	4	1
14:45	61	11	43	0	0	3	4
15:00	80	7	66	1	2	2	2
15:15	61	4	54	2	0	0	1
15:30	88	10	68	1	1	3	5
15:45	76	13	56	2	0	2	3
16:00	84	12	67	0	0	1	4
16:15	74	10	59	0	0	1	4
16:30	62	13	42	0	2	3	2
16:45	69	5	61	1	0	1	1
17:00	66	9	48	3	3	2	1
17:15	71	10	55	3	0	1	2
17:30	58	8	46	0	0	2	2
17:45	70	10	48	1	0	5	6
18:00	49	7	37	1	1	0	3
18:15	52	3	43	2	0	3	1
18:30	51	3	40	1	1	1	5
18:45	43	5	35	0	0	1	2
19:00	36	6	25	0	0	2	3
19:15	47	3	43	0	0	0	1
19:30	46	3	38	0	0	4	1
19:45	41	3	29	3	0	3	3
20:00	31	6	24	0	0	1	0
20:15	24	2	20	0	0	2	0
20:30	24	2	20	0	0	1	1
20:45	18	3	15	0	0	0	0
21:00	24	1	20	0	0	1	2
21:15	20	1	16	0	0	2	1
21:30	20	2	16	0	0	1	1
21:45	21	1	17	1	0	2	0
22:00	27	3	21	0	0	1	2
22:15	12	0	11	0	0	1	0
22:30	18	1	11	0	0	1	5
22:45	18	4	13	0	0	1	0
23:00	12	0	8	0	0	1	3
23:15	16	1	13	0	0	0	2
23:30	13	1	9	0	1	0	2
23:45	9	2	4	0	0	0	3

Total							
12H(7-19)	3113	424	2383	51	20	101	134
16H(6-22)	3529	459	2717	55	20	123	155
18H(6-24)	3654	471	2807	55	21	128	172
24H(0-24)	3876	490	2966	61	22	139	198
AM Peak	11:00	11:00	11:00	11:00	09:15	11:00	11:00
	322	55	236	4	2	12	15
PM Peak	12:00	12:00	12:00	13:15	16:30	12:45	15:30
	388	63	292	8	5	12	16

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Nearside (Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	1	0	0	0	0	0	1
00:15	2	0	2	0	0	0	0
00:30	0	0	0	0	0	0	0
00:45	2	0	1	0	0	0	1
01:00	4	0	1	0	1	1	1
01:15	3	0	2	0	0	0	1
01:30	1	0	0	0	0	0	1
01:45	1	1	0	0	0	0	0
02:00	1	0	0	0	0	0	1
02:15	1	0	1	0	0	0	0
02:30	1	0	1	0	0	0	0
02:45	2	1	0	0	0	0	1
03:00	3	0	0	0	0	0	3
03:15	1	0	0	0	0	0	1
03:30	3	0	1	0	0	0	2
03:45	2	0	1	0	0	0	1
04:00	2	1	0	0	0	0	1
04:15	7	0	3	0	0	1	3
04:30	9	0	5	2	0	0	2
04:45	10	1	3	0	0	0	6
05:00	26	0	8	2	1	1	14
05:15	19	0	6	3	1	2	7
05:30	40	5	25	3	1	5	1
05:45	61	7	39	1	0	7	7
06:00	83	9	62	4	1	3	4
06:15	119	14	77	4	3	10	11
06:30	163	23	106	7	3	12	12
06:45	130	27	78	6	2	5	12
07:00	178	25	134	1	1	3	14
07:15	203	34	139	6	2	9	13
07:30	155	29	94	5	7	8	12
07:45	142	18	96	5	1	11	11
08:00	128	18	90	4	1	7	8
08:15	135	10	96	4	3	10	12
08:30	122	15	69	8	2	9	19
08:45	94	13	55	1	1	10	14
09:00	71	10	41	2	1	6	11
09:15	80	11	44	1	3	8	13
09:30	80	7	44	3	1	11	14
09:45	50	7	30	0	3	4	6
10:00	55	5	32	3	0	5	10

10:15	64	8	43	1	1	4	7
10:30	73	4	48	2	0	3	16
10:45	64	7	44	0	0	5	8
11:00	74	7	51	2	0	5	9
11:15	66	6	45	2	1	3	9
11:30	60	3	39	0	2	1	15
11:45	67	8	43	1	1	4	10
12:00	71	6	43	2	1	5	14
12:15	74	6	48	1	2	7	10
12:30	87	10	52	2	1	14	8
12:45	73	11	42	4	0	6	10
13:00	51	7	22	1	0	9	12
13:15	68	11	36	1	0	5	15
13:30	58	2	36	2	1	10	7
13:45	67	6	35	3	2	9	12
14:00	89	8	56	2	3	8	12
14:15	84	8	56	3	0	6	11
14:30	85	12	58	3	0	7	5
14:45	95	17	60	4	1	9	4
15:00	96	16	57	5	1	6	11
15:15	101	14	67	1	0	10	9
15:30	78	3	58	2	1	8	6
15:45	92	11	67	3	1	4	6
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							
Total							
12H(7-19)							
16H(6-22)							
18H(6-24)							
24H(0-24)							
AM Peak	07:00	06:45	07:00	07:45	07:30	07:45	08:30
	678	115	463	21	12	37	57
PM Peak							

Vehicle Data Analyser Professional R2 30-11-2018

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Offside (Westbound)

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	5	0	4	0	0	0	1
00:15	11	1	6	1	0	1	2
00:30	1	0	0	0	0	1	0
00:45	4	0	2	1	0	1	0
01:00	4	1	2	0	0	0	1
01:15	1	1	0	0	0	0	0
01:30	6	0	2	0	0	1	3
01:45	11	1	6	0	1	1	2
02:00	7	0	2	1	1	0	3
02:15	5	1	1	1	0	1	1
02:30	3	0	2	0	0	0	1
02:45	6	2	2	0	0	0	2
03:00	5	1	3	0	0	1	0
03:15	7	1	1	0	0	0	5
03:30	6	0	4	1	0	0	1
03:45	5	0	2	1	0	0	2
04:00	7	0	5	0	0	0	2
04:15	9	2	4	1	0	0	2
04:30	13	2	7	0	0	0	4
04:45	10	1	2	0	0	2	5

05:00	21	6	13	0	0	0	2
05:15	27	4	17	0	0	2	4
05:30	29	1	22	0	1	3	2
05:45	38	6	24	3	0	4	1
06:00	44	4	33	1	1	5	0
06:15	55	5	40	1	1	4	4
06:30	62	14	45	1	1	1	0
06:45	88	17	61	3	1	6	0
07:00	73	8	58	1	1	3	2
07:15	65	12	44	2	2	5	0
07:30	62	13	45	1	0	2	1
07:45	64	9	50	1	1	3	0
08:00	60	9	44	2	1	4	0
08:15	35	6	25	0	1	2	1
08:30	40	6	28	2	0	3	1
08:45	32	8	20	0	2	2	0
09:00	35	4	24	0	0	6	1
09:15	38	5	21	3	4	5	0
09:30	33	5	17	1	1	6	3
09:45	34	5	21	0	2	4	2
10:00	32	4	18	0	2	4	4
10:15	29	6	16	0	1	4	2
10:30	22	3	9	0	1	6	3
10:45	21	4	9	1	0	4	3
11:00	17	3	8	0	2	4	0
11:15	28	4	16	1	2	3	2
11:30	20	1	10	0	0	6	3
11:45	21	4	9	1	1	4	2
12:00	23	3	11	0	0	7	2
12:15	19	1	12	2	1	2	1
12:30	28	7	12	0	1	3	5
12:45	31	5	14	3	2	5	2
13:00	32	7	16	2	0	3	4
13:15	28	10	10	1	1	6	0
13:30	35	6	18	1	1	6	3
13:45	21	5	10	1	1	2	2
14:00	26	13	8	0	0	5	0
14:15	18	3	9	1	2	3	0
14:30	19	2	10	1	1	3	2
14:45	19	6	9	1	0	2	1
15:00	29	8	11	0	1	8	1
15:15	35	7	21	0	0	6	1
15:30	24	4	18	0	0	2	0
15:45	32	5	18	1	0	7	1
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							
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)							
AM Peak	06:45	06:30	06:45	06:45	09:15	09:00	04:30
	288	51	208	7	9	21	15
PM Peak							

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Length Report Channel: Total Flow (Westboun

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	6	0	4	0	0	0	2
00:15	13	1	8	1	0	1	2
00:30	1	0	0	0	0	1	0
00:45	6	0	3	1	0	1	1
01:00	8	1	3	0	1	1	2
01:15	4	1	2	0	0	0	1
01:30	7	0	2	0	0	1	4
01:45	12	2	6	0	1	1	2
02:00	8	0	2	1	1	0	4
02:15	6	1	2	1	0	1	1
02:30	4	0	3	0	0	0	1
02:45	8	3	2	0	0	0	3
03:00	8	1	3	0	0	1	3
03:15	8	1	1	0	0	0	6
03:30	9	0	5	1	0	0	3
03:45	7	0	3	1	0	0	3
04:00	9	1	5	0	0	0	3
04:15	16	2	7	1	0	1	5
04:30	22	2	12	2	0	0	6
04:45	20	2	5	0	0	2	11
05:00	47	6	21	2	1	1	16
05:15	46	4	23	3	1	4	11
05:30	69	6	47	3	2	8	3
05:45	99	13	63	4	0	11	8
06:00	127	13	95	5	2	8	4
06:15	174	19	117	5	4	14	15
06:30	225	37	151	8	4	13	12
06:45	218	44	139	9	3	11	12
07:00	251	33	192	2	2	6	16
07:15	268	46	183	8	4	14	13
07:30	217	42	139	6	7	10	13
07:45	206	27	146	6	2	14	11
08:00	188	27	134	6	2	11	8
08:15	170	16	121	4	4	12	13
08:30	162	21	97	10	2	12	20
08:45	126	21	75	1	3	12	14
09:00	106	14	65	2	1	12	12
09:15	118	16	65	4	7	13	13
09:30	113	12	61	4	2	17	17
09:45	84	12	51	0	5	8	8
10:00	87	9	50	3	2	9	14
10:15	93	14	59	1	2	8	9
10:30	95	7	57	2	1	9	19
10:45	85	11	53	1	0	9	11
11:00	91	10	59	2	2	9	9
11:15	94	10	61	3	3	6	11

11:30	80	4	49	0	2	7	18
11:45	88	12	52	2	2	8	12
12:00	94	9	54	2	1	12	16
12:15	93	7	60	3	3	9	11
12:30	115	17	64	2	2	17	13
12:45	104	16	56	7	2	11	12
13:00	83	14	38	3	0	12	16
13:15	96	21	46	2	1	11	15
13:30	93	8	54	3	2	16	10
13:45	88	11	45	4	3	11	14
14:00	115	21	64	2	3	13	12
14:15	102	11	65	4	2	9	11
14:30	104	14	68	4	1	10	7
14:45	114	23	69	5	1	11	5
15:00	125	24	68	5	2	14	12
15:15	136	21	88	1	0	16	10
15:30	102	7	76	2	1	10	6
15:45	124	16	85	4	1	11	7
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							

Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)							
AM Peak	06:30 962	06:45 165	06:30 665	06:30 27	09:15 16	08:45 54	08:30 59
PM Peak							

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Site No. 00423182 Site Ref. ID04231
Site 8_2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
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	103	29	21	7	9	17	18	23
15:30	85	29	23	5	0	7	16	36
15:45	91	28	23	6	2	3	21	38
16:00	84	32	24	7	3	7	10	24
16:15	102	29	21	7	9	16	21	28
16:30	105	31	24	6	2	8	13	38
16:45	107	27	19	7	14	24	17	30
17:00	139	29	22	7	6	21	27	36
17:15	89	29	21	7	7	16	19	16
17:30	111	25	17	6	24	26	25	20
17:45	86	30	21	7	5	15	21	21
18:00	95	28	20	7	10	17	21	20
18:15	54	28	23	6	4	3	6	17
18:30	64	28	23	6	1	3	14	22
18:45	38	32	25	6	0	2	7	8
19:00	28	30	24	6	0	2	4	10
19:15	20	30	25	5	0	1	2	8
19:30	25	27	23	4	0	1	5	11
19:45	22	30	26	4	0	0	0	11
20:00	27	30	26	4	0	0	1	10
20:15	18	30	26	6	0	1	2	3
20:30	18	32	26	7	0	1	2	7
20:45	10	30	22	7	0	1	5	1
21:00	12	24	23	3	0	0	2	8
21:15	12	29	26	4	0	0	0	6
21:30	9		26	7	0	0	3	1
21:45	17	29	25	5	0	0	4	2
22:00	11	30	27	3	0	0	0	3
22:15	7		28	5	0	0	0	2
22:30	11	31	25	6	0	1	1	3
22:45	8		28	4	0	0	0	2

23:00	6	24	4	0	0	1	2
23:15	0			0	0	0	0
23:30	2	20	3	0	0	1	1
23:45	2	30	3	0	0	0	0
Total							
12H(7-19)							
16H(6-22)							
18H(6-24)							
24H(0-24)							
AM Peak							
PM Peak							

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
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								
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13:30								
13:45								
14:00								
14:15								
14:30								
14:45								
15:00								
15:15	38	29	24	6	1	3	5	9
15:30	45	32	26	5	0	0	5	21
15:45	34	33	26	6	0	1	5	9
16:00	49	33	27	6	0	0	4	16
16:15	41	31	25	6	0	2	9	11
16:30	45	32	27	5	0	1	1	16
16:45	51	28	22	5	0	5	13	14
17:00	45	30	25	5	0	1	6	17
17:15	52	30	25	5	0	4	4	15
17:30	46	29	22	7	1	12	6	6
17:45	47	29	25	4	0	1	4	18
18:00	48	28	22	6	0	5	13	14

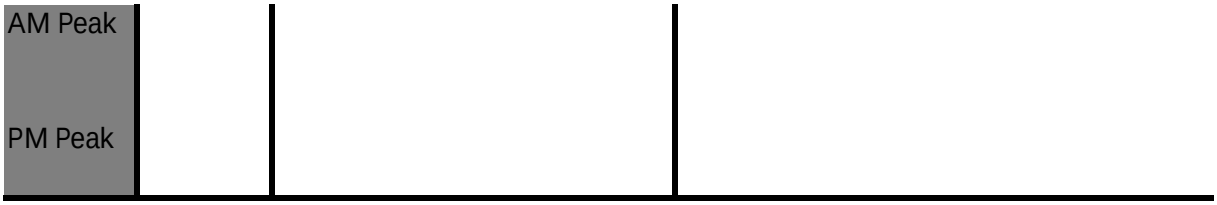
18:15	50	29	25	4	0	1	4	22
18:30	52	30	25	6	1	2	4	15
18:45	39	32	27	6	0	1	3	10
19:00	47	33	26	6	0	0	6	18
19:15	41	29	24	5	0	1	6	19
19:30	30	32	23	7	0	5	5	10
19:45	33	29	24	4	0	0	4	14
20:00	23	33	27	5	0	0	2	6
20:15	31	32	28	4	0	0	0	8
20:30	19	31	26	4	0	0	0	9
20:45	18	30	26	4	0	0	0	11
21:00	22	33	27	7	0	1	2	6
21:15	21	32	28	4	0	0	2	1
21:30	19	32	26	5	0	0	1	8
21:45	14	28	24	3	0	0	2	6
22:00	20	33	27	6	0	0	3	3
22:15	13	31	26	4	0	0	0	8
22:30	12	29	25	4	0	0	1	6
22:45	13	28	23	4	0	0	3	5
23:00	17	30	25	5	0	0	2	7
23:15	14	31	25	6	0	0	3	4
23:30	5		26	4	0	0	0	3
23:45	9		26	5	0	0	1	4
Total								
12H(7-19)								
16H(6-22)								
18H(6-24)								
24H(0-24)								
AM Peak								
PM Peak								

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
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	141	29	22	7	10	20	23	32
15:30	130	30	24	6	0	7	21	57
15:45	125	30	24	6	2	4	26	47
16:00	133	33	25	7	3	7	14	40
16:15	143	29	22	7	9	18	30	39
16:30	150	31	25	6	2	9	14	54
16:45	158	28	20	7	14	29	30	44
17:00	184	29	23	6	6	22	33	53
17:15	141	29	22	7	7	20	23	31
17:30	157	27	18	7	25	38	31	26
17:45	133	30	22	7	5	16	25	39
18:00	143	28	21	7	10	22	34	34
18:15	104	29	24	5	4	4	10	39
18:30	116	29	24	6	2	5	18	37
18:45	77	32	26	6	0	3	10	18
19:00	75	32	26	6	0	2	10	28
19:15	61	29	24	5	0	2	8	27
19:30	55	30	23	6	0	6	10	21
19:45	55	29	25	4	0	0	4	25
20:00	50	32	27	5	0	0	3	16
20:15	49	32	27	5	0	1	2	11
20:30	37	32	26	6	0	1	2	16
20:45	28	30	24	6	0	1	5	12
21:00	34	31	25	6	0	1	4	14
21:15	33	31	27	4	0	0	2	7
21:30	28	33	26	6	0	0	4	9
21:45	31	29	25	5	0	0	6	8
22:00	31	31	27	5	0	0	3	6
22:15	20	31	26	4	0	0	0	10
22:30	23	31	25	5	0	1	2	9
22:45	21	29	25	4	0	0	3	7
23:00	23	29	25	4	0	0	3	9
23:15	14	31	25	6	0	0	3	4
23:30	7		24	4	0	0	1	4
23:45	11	32	27	5	0	0	1	4
Total								
12H(7-19)								
16H(6-22)								
18H(6-24)								
24H(0-24)								


AM Peak
PM Peak

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65

23	12	1	0	0	0	0	0	0
17	8	1	0	0	0	0	0	0
19	5	3	0	0	0	0	0	0
19	18	2	1	0	0	0	0	0
17	11	0	0	0	0	0	0	0
26	16	2	0	0	0	0	0	0
15	7	0	0	0	0	0	0	0
33	14	2	0	0	0	0	0	0
23	5	2	1	0	0	0	0	0
14	2	0	0	0	0	0	0	0
10	13	1	0	0	0	0	0	0
19	7	1	0	0	0	0	0	0
23	1	0	0	0	0	0	0	0
20	3	0	1	0	0	0	0	0
11	8	2	0	0	0	0	0	0
8	2	2	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
12	4	0	0	0	0	0	0	0
9	2	1	0	0	0	0	0	0
4	2	1	1	0	0	0	0	0
1	2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0
10	0	1	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0

3	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0

Vehicle Data Analyser Professional R2 06-12-2018

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65

16	3	1	0	0	0	0	0	0
7	10	2	0	0	0	0	0	0
10	6	3	0	0	0	0	0	0
15	11	2	0	1	0	0	0	0
11	5	3	0	0	0	0	0	0
17	7	3	0	0	0	0	0	0
16	3	0	0	0	0	0	0	0
15	6	0	0	0	0	0	0	0
23	5	1	0	0	0	0	0	0
18	1	2	0	0	0	0	0	0
20	4	0	0	0	0	0	0	0
13	2	1	0	0	0	0	0	0

18	4	1	0	0	0	0	0	0
23	4	3	0	0	0	0	0	0
16	7	1	1	0	0	0	0	0
9	11	2	1	0	0	0	0	0
10	5	0	0	0	0	0	0	0
2	8	0	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0
8	5	2	0	0	0	0	0	0
13	10	0	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
7	4	1	1	0	0	0	0	0
12	6	0	0	0	0	0	0	0
5	4	1	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
10	1	3	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65

39	15	2	0	0	0	0	0	0
24	18	3	0	0	0	0	0	0
29	11	6	0	0	0	0	0	0
34	29	4	1	1	0	0	0	0
28	16	3	0	0	0	0	0	0
43	23	5	0	0	0	0	0	0
31	10	0	0	0	0	0	0	0
48	20	2	0	0	0	0	0	0
46	10	3	1	0	0	0	0	0
32	3	2	0	0	0	0	0	0
30	17	1	0	0	0	0	0	0
32	9	2	0	0	0	0	0	0
41	5	1	0	0	0	0	0	0
43	7	3	1	0	0	0	0	0
27	15	3	1	0	0	0	0	0
17	13	4	1	0	0	0	0	0
16	8	0	0	0	0	0	0	0
10	8	0	0	0	0	0	0	0
20	5	1	0	0	0	0	0	0
20	9	2	0	0	0	0	0	0
22	12	1	0	0	0	0	0	0
10	5	2	1	0	0	0	0	0
5	4	1	0	0	0	0	0	0
9	4	1	1	0	0	0	0	0
17	6	1	0	0	0	0	0	0
6	8	1	0	0	0	0	0	0
16	0	1	0	0	0	0	0	0
16	3	3	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0
6	5	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0

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Site No. 00423182 Site Ref. ID04231
Site 8_2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	6		28	4	0	0	0	2
00:15	2		25	3	0	0	0	1
00:30	3		23	4	0	0	1	1
00:45	4		29	4	0	0	0	1
01:00	0				0	0	0	0
01:15	3		29	2	0	0	0	0
01:30	3		26	8	0	0	1	1
01:45	0				0	0	0	0
02:00	3		23	4	0	0	1	1
02:15	2		28	5	0	0	0	1
02:30	4		24	2	0	0	0	3
02:45	1		33	0	0	0	0	0
03:00	2		20	3	0	0	1	1
03:15	0				0	0	0	0
03:30	5		24	8	0	1	1	1
03:45	2		33	0	0	0	0	0
04:00	7		25	5	0	0	1	3
04:15	9		23	5	0	0	2	6
04:30	12	32	25	6	0	0	3	3
04:45	17	27	23	4	0	0	5	7
05:00	15	28	23	5	0	1	4	4
05:15	23	25	22	5	1	1	5	12
05:30	47	30	23	6	0	5	12	13
05:45	53	29	24	5	0	1	7	24
06:00	78	30	25	4	0	1	7	29
06:15	93	29	23	6	6	7	10	31
06:30	146	28	22	5	0	10	43	50
06:45	137	24	19	6	12	23	48	37
07:00	144	27	20	6	4	28	35	44
07:15	156	28	22	6	5	10	39	57
07:30	171	27	21	6	11	18	54	46
07:45	147	26	19	6	9	39	37	36
08:00	127	29	22	6	3	21	18	29
08:15	128	29	22	6	3	17	27	32
08:30	91	28	23	5	1	7	10	40
08:45	84	28	22	6	6	6	20	22
09:00	90	27	21	5	2	6	31	31
09:15	85	27	22	5	1	4	27	34
09:30	63	27	21	6	4	7	16	22
09:45	79	28	21	6	5	8	23	24
10:00	52	29	21	7	1	11	11	15
10:15	60	27	21	6	2	6	16	22

10:30	52	28	21	6	3	8	13	13
10:45	56	27	22	4	0	0	17	26
11:00	51	30	24	6	2	3	9	14
11:15	74	28	22	6	1	7	14	31
11:30	50	26	22	4	0	4	10	26
11:45	61	29	24	6	2	3	9	20
12:00	62	28	22	6	0	5	21	21
12:15	71	28	21	6	7	5	15	24
12:30	66	28	21	6	1	8	23	15
12:45	72	27	21	6	4	6	23	24
13:00	76	28	21	6	2	10	18	24
13:15	59	28	20	7	8	9	13	10
13:30	85	29	22	7	4	17	10	21
13:45	57	27	21	5	0	8	14	22
14:00	75	28	21	6	4	12	21	18
14:15	83	30	23	7	7	5	14	23
14:30	110	25	18	6	10	31	26	25
14:45	106	28	22	6	2	15	27	27
15:00	116	28	21	6	6	11	33	35
15:15	68	29	24	6	3	5	4	27
15:30	98	28	22	5	2	9	20	41
15:45	85	30	22	7	9	11	13	21
16:00	112	29	24	5	2	5	20	37
16:15	104	26	20	6	5	19	28	33
16:30	105	29	22	6	4	9	30	31
16:45	98	29	23	6	3	9	18	28
17:00	160	28	21	6	8	21	42	44
17:15	118	24	17	6	18	31	29	30
17:30	121	27	20	6	5	22	31	33
17:45	99	25	18	6	13	26	21	25
18:00	90	27	20	6	8	12	21	28
18:15	69	30	23	7	4	9	9	22
18:30	68	28	22	6	1	9	18	20
18:45	47	29	21	7	2	8	11	12
19:00	37	30	26	7	0	0	8	10
19:15	29	31	25	6	0	1	5	8
19:30	29	34	26	8	0	2	4	10
19:45	27	31	21	8	5	1	6	7
20:00	24	29	25	5	0	0	4	7
20:15	26	29	24	5	0	1	5	10
20:30	20	31	26	5	0	0	3	5
20:45	11	28	23	7	0	2	1	4
21:00	17	27	24	4	0	0	2	10
21:15	13	34	29	5	0	0	1	2
21:30	10	32	27	5	0	0	1	3
21:45	10	29	28	0	0	0	0	0
22:00	12	34	28	5	0	0	0	5
22:15	17	29	25	6	0	2	1	3
22:30	16	34	28	5	0	0	1	4
22:45	7		28	5	0	0	0	2

23:00	9		20	5	0	1	5	1
23:15	6		26	5	0	0	1	1
23:30	4		24	2	0	0	0	3
23:45	5		30	5	0	0	0	1
Total								
12H(7-19)	4301	28	21	6	207	560	1009	1305
16H(6-22)	5008	28	21	6	230	608	1157	1528
18H(6-24)	5084	28	22	6	230	611	1165	1548
24H(0-24)	5307	28	22	6	231	620	1209	1633
AM Peak	07:00	00:45	00:45	03:00	06:45	07:30	06:45	06:30
	618	33	28	7	32	95	176	188
PM Peak	17:00	22:00	21:15	19:00	17:15	17:00	17:00	16:15
	498	33	28	7	44	100	123	136

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	5		29	2	0	0	0	0
00:15	7		23	5	0	0	2	4
00:30	7		28	5	0	0	0	3
00:45	5		27	5	0	0	0	3
01:00	7		29	2	0	0	0	0
01:15	4		25	4	0	0	0	3
01:30	5		24	2	0	0	0	4
01:45	5		24	2	0	0	0	4
02:00	2		28	5	0	0	0	1
02:15	7		22	2	0	0	1	6
02:30	6		27	3	0	0	0	2
02:45	3		28	4	0	0	0	1
03:00	9		25	4	0	0	2	1
03:15	7		26	5	0	0	1	2
03:30	7		28	5	0	0	0	3
03:45	8		27	4	0	0	0	3
04:00	14	31	25	6	0	0	2	6
04:15	6		23	3	0	0	1	3
04:30	15	28	24	4	0	0	2	8
04:45	12	31	26	5	0	0	1	4
05:00	30	32	25	6	0	1	7	6
05:15	26	32	26	5	0	0	2	12
05:30	34	33	26	7	0	0	6	12

05:45	42	34	28	5	0	0	2	11
06:00	45	32	27	5	0	0	3	12
06:15	55	32	25	6	1	3	6	18
06:30	70	31	25	5	0	0	10	29
06:45	82	28	22	7	6	6	17	31
07:00	60	29	23	6	1	1	18	19
07:15	69	30	25	6	0	4	10	21
07:30	53	28	22	6	1	5	14	14
07:45	61	28	21	6	2	10	11	22
08:00	70	32	25	6	1	1	10	23
08:15	55	29	24	6	1	1	11	16
08:30	40	29	24	5	0	1	7	14
08:45	42	30	26	5	0	1	3	15
09:00	38	29	24	5	0	1	4	18
09:15	37	29	24	4	0	0	5	17
09:30	27	28	25	3	0	0	0	17
09:45	37	29	24	4	0	1	6	10
10:00	39	32	26	6	1	1	3	13
10:15	40	29	24	5	1	1	6	13
10:30	36	29	24	6	0	2	6	13
10:45	38	29	24	4	0	0	7	12
11:00	40	31	24	5	1	0	5	19
11:15	30	30	25	5	0	0	7	10
11:30	42	29	25	5	0	1	7	10
11:45	41	30	26	5	1	0	3	13
12:00	35	30	25	5	0	1	4	12
12:15	39	31	23	7	3	1	9	8
12:30	33	31	24	6	0	1	5	17
12:45	37	29	23	6	0	3	7	13
13:00	28	28	22	6	3	2	2	12
13:15	29	33	26	7	1	2	2	8
13:30	31	31	23	6	2	1	3	15
13:45	37	32	25	7	0	2	8	8
14:00	52	30	24	6	2	1	7	17
14:15	27	30	23	7	3	2	2	5
14:30	45	29	23	6	0	5	9	11
14:45	26	29	23	5	0	1	5	10
15:00	37	32	27	5	0	0	4	8
15:15	48	31	26	6	0	1	4	19
15:30	37	32	25	6	0	2	2	15
15:45	37	30	25	5	1	1	3	11
16:00	54	30	24	5	1	2	8	18
16:15	36	30	23	7	2	4	5	7
16:30	44	30	24	6	1	4	4	13
16:45	50	31	26	5	0	1	6	15
17:00	55	31	25	6	1	3	7	14
17:15	40	28	22	6	0	5	10	13
17:30	47	29	23	6	0	4	7	17
17:45	47	26	20	6	1	9	11	17
18:00	47	29	23	6	1	2	11	17

18:15	54	30	25	5	1	0	6	20
18:30	52	29	24	6	0	2	13	17
18:45	53	28	22	5	0	5	11	20
19:00	35	28	24	4	0	0	4	19
19:15	33	28	26	8	0	0	4	16
19:30	31	29	24	5	0	0	7	13
19:45	24	32	26	6	1	0	3	6
20:00	31	33	28	5	0	0	1	7
20:15	21	29	25	4	0	0	2	7
20:30	31	32	27	4	0	0	2	8
20:45	26	29	25	6	1	0	3	11
21:00	21	31	27	4	0	0	0	8
21:15	18	29	26	4	0	0	1	6
21:30	19	29	26	3	0	0	0	7
21:45	29	31	28	4	0	0	1	5
22:00	28	32	26	5	0	0	4	7
22:15	15	33	28	5	0	0	1	4
22:30	16	33	28	4	0	0	0	6
22:45	19	32	26	5	0	0	3	6
23:00	11	29	25	6	0	0	3	2
23:15	15	29	26	4	0	0	1	5
23:30	14	34	27	7	1	0	1	3
23:45	15	30	27	4	0	0	1	4
Total								
12H(7-19)	2052	30	24	6	33	98	318	686
16H(6-22)	2623	30	24	6	42	107	382	889
18H(6-24)	2756	30	24	6	43	107	396	926
24H(0-24)	3029	30	25	6	43	108	425	1028
AM Peak	06:30	05:00	00:30	07:15	06:45	07:15	06:45	06:30
	281	33	27	6	8	20	59	100
PM Peak	18:00	22:15	21:45	13:00	13:30	17:00	18:00	18:15
	206	33	27	7	7	21	41	76

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	11	32	28	4	0	0	0	2
00:15	9		23	4	0	0	2	5
00:30	10	32	26	5	0	0	1	4

00:45	9		28	5	0	0	0	4
01:00	7		29	2	0	0	0	0
01:15	7		27	4	0	0	0	3
01:30	8		24	6	0	0	1	5
01:45	5		24	2	0	0	0	4
02:00	5		25	5	0	0	1	2
02:15	9		23	4	0	0	1	7
02:30	10	29	26	3	0	0	0	5
02:45	4		29	4	0	0	0	1
03:00	11	28	24	4	0	0	3	2
03:15	7		26	5	0	0	1	2
03:30	12	33	26	7	0	1	1	4
03:45	10	33	28	4	0	0	0	3
04:00	21	31	25	5	0	0	3	9
04:15	15	26	23	5	0	0	3	9
04:30	27	30	25	5	0	0	5	11
04:45	29	29	24	5	0	0	6	11
05:00	45	31	24	6	0	2	11	10
05:15	49	30	24	5	1	1	7	24
05:30	81	32	24	7	0	5	18	25
05:45	95	32	26	5	0	1	9	35
06:00	123	31	26	5	0	1	10	41
06:15	148	30	24	6	7	10	16	49
06:30	216	29	23	5	0	10	53	79
06:45	219	26	20	6	18	29	65	68
07:00	204	28	21	6	5	29	53	63
07:15	225	29	23	6	5	14	49	78
07:30	224	28	21	6	12	23	68	60
07:45	208	27	20	6	11	49	48	58
08:00	197	29	23	6	4	22	28	52
08:15	183	29	23	6	4	18	38	48
08:30	131	29	23	5	1	8	17	54
08:45	126	29	23	6	6	7	23	37
09:00	128	28	22	5	2	7	35	49
09:15	122	28	22	5	1	4	32	51
09:30	90	28	22	6	4	7	16	39
09:45	116	28	22	6	5	9	29	34
10:00	91	31	23	7	2	12	14	28
10:15	100	29	22	6	3	7	22	35
10:30	88	28	22	6	3	10	19	26
10:45	94	28	23	4	0	0	24	38
11:00	91	31	24	6	3	3	14	33
11:15	104	29	23	6	1	7	21	41
11:30	92	28	23	5	0	5	17	36
11:45	102	30	24	6	3	3	12	33
12:00	97	29	23	6	0	6	25	33
12:15	110	29	22	7	10	6	24	32
12:30	99	29	22	6	1	9	28	32
12:45	109	28	22	6	4	9	30	37
13:00	104	28	22	6	5	12	20	36

13:15	88	29	22	8	9	11	15	18
13:30	116	29	22	7	6	18	13	36
13:45	94	29	23	6	0	10	22	30
14:00	127	29	22	6	6	13	28	35
14:15	110	30	23	7	10	7	16	28
14:30	155	28	20	7	10	36	35	36
14:45	132	28	22	6	2	16	32	37
15:00	153	29	23	6	6	11	37	43
15:15	116	30	25	6	3	6	8	46
15:30	135	29	23	6	2	11	22	56
15:45	122	30	23	7	10	12	16	32
16:00	166	29	24	5	3	7	28	55
16:15	140	28	21	6	7	23	33	40
16:30	149	29	23	6	5	13	34	44
16:45	148	29	24	6	3	10	24	43
17:00	215	29	22	7	9	24	49	58
17:15	158	25	18	6	18	36	39	43
17:30	168	28	21	6	5	26	38	50
17:45	146	25	19	6	14	35	32	42
18:00	137	28	21	6	9	14	32	45
18:15	123	30	24	6	5	9	15	42
18:30	120	29	23	6	1	11	31	37
18:45	100	28	22	6	2	13	22	32
19:00	72	29	25	6	0	0	12	29
19:15	62	31	25	7	0	1	9	24
19:30	60	32	25	7	0	2	11	23
19:45	51	32	23	8	6	1	9	13
20:00	55	32	27	5	0	0	5	14
20:15	47	29	24	5	0	1	7	17
20:30	51	32	27	5	0	0	5	13
20:45	37	29	24	6	1	2	4	15
21:00	38	30	25	4	0	0	2	18
21:15	31	32	27	5	0	0	2	8
21:30	29	31	26	4	0	0	1	10
21:45	39	30	28	4	0	0	1	5
22:00	40	32	27	5	0	0	4	12
22:15	32	32	26	5	0	2	2	7
22:30	32	33	28	5	0	0	1	10
22:45	26	32	26	5	0	0	3	8
23:00	20	29	23	6	0	1	8	3
23:15	21	30	26	4	0	0	2	6
23:30	18	33	26	7	1	0	1	6
23:45	20	32	27	5	0	0	1	5
Total								
12H(7-19)	6353	29	22	6	240	658	1327	1991
16H(6-22)	7631	29	22	6	272	715	1539	2417
18H(6-24)	7840	29	23	6	273	718	1561	2474
24H(0-24)	8336	29	23	6	274	728	1634	2661

AM Peak	06:45	00:30	00:30	07:30	06:45	07:00	06:45	06:30
	872	33	27	6	40	115	235	288
PM Peak	16:45	22:00	21:45	19:00	17:15	17:00	17:00	16:45
	689	33	27	7	46	121	158	194

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
1	3	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
2	1	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
1	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	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	0
0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
9	7	1	0	0	0	0	0	0
15	5	1	0	0	0	0	0	0
29	12	0	0	0	0	0	0	0
30	9	0	0	0	0	0	0	0
37	6	0	0	0	0	0	0	0
13	4	0	0	0	0	0	0	0
27	6	0	0	0	0	0	0	0
34	10	1	0	0	0	0	0	0
35	6	1	0	0	0	0	0	0
21	4	1	0	0	0	0	0	0
49	7	0	0	0	0	0	0	0
39	10	0	0	0	0	0	0	0
28	5	0	0	0	0	0	0	0
26	4	0	0	0	0	0	0	0
16	3	1	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0
10	3	1	0	0	0	0	0	0
13	6	0	0	0	0	0	0	0
7	6	1	0	0	0	0	0	0
10	3	1	0	0	0	0	0	0

13	2	0	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
15	8	0	0	0	0	0	0	0
15	5	0	1	0	0	0	0	0
9	1	0	0	0	0	0	0	0
21	5	1	0	0	0	0	0	0
9	5	1	0	0	0	0	0	0
15	5	0	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0
10	5	0	0	0	0	0	0	0
18	4	0	0	0	0	0	0	0
16	2	0	1	0	0	0	0	0
28	5	0	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0
14	6	0	0	0	0	0	0	0
23	9	2	0	0	0	0	0	0
13	5	0	0	0	0	0	0	0
28	7	0	0	0	0	0	0	0
24	6	1	0	0	0	0	0	0
22	6	1	0	0	0	0	0	0
21	5	0	0	0	0	0	0	0
19	12	0	0	0	0	0	0	0
40	7	0	1	0	0	0	0	0
16	3	0	0	0	0	0	0	0
19	12	0	0	0	0	0	0	0
34	5	1	0	0	0	0	0	0
34	8	2	1	0	0	0	0	0
9	1	0	0	0	0	0	0	0
23	6	1	0	0	0	0	0	0
10	4	0	0	0	0	0	0	0
15	6	0	0	0	0	0	0	0
15	7	3	0	0	0	0	0	0
14	5	1	0	0	0	0	0	0
9	4	1	0	0	0	0	0	0
13	4	1	0	0	0	1	0	0
9	6	0	0	0	0	0	0	0
2	8	2	1	0	0	0	0	0
3	4	1	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
8	1	1	0	0	0	0	0	0
8	3	1	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
4	5	1	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
4	1	2	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
6	3	2	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0

2	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0
933	261	22	4	0	0	0	0	0
1119	330	30	5	0	0	1	0	0
1149	339	36	5	0	0	1	0	0
1197	371	40	5	0	0	1	0	0
07:30	05:30	09:30	11:00	11:00	11:00	11:00	11:00	11:00
144	33	3	1	0	0	0	0	0
16:00	15:45	18:15	19:30	23:00	23:00	19:00	23:00	23:00
109	34	6	1	0	0	1	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
4	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	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	0
3	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
8	7	1	0	0	0	0	0	0
5	7	0	0	0	0	0	0	0
5	8	2	1	0	0	0	0	0

12	13	4	0	0	0	0	0	0
18	11	0	1	0	0	0	0	0
15	10	1	1	0	0	0	0	0
18	12	1	0	0	0	0	0	0
15	4	2	1	0	0	0	0	0
13	7	1	0	0	0	0	0	0
23	9	2	0	0	0	0	0	0
16	2	0	1	0	0	0	0	0
11	5	0	0	0	0	0	0	0
20	9	6	0	0	0	0	0	0
24	1	0	0	1	0	0	0	0
13	5	0	0	0	0	0	0	0
16	5	2	0	0	0	0	0	0
12	1	2	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0
9	0	1	0	0	0	0	0	0
19	1	0	0	0	0	0	0	0
12	8	1	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0
12	2	0	1	0	0	0	0	0
16	3	0	0	0	0	0	0	0
7	8	0	0	0	0	0	0	0
8	4	1	0	0	0	0	0	0
21	2	0	1	0	0	0	0	0
17	6	1	0	0	0	0	0	0
12	5	1	0	0	0	0	0	0
10	8	0	0	0	0	0	0	0
4	4	2	0	0	0	0	0	0
10	3	1	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
8	5	3	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0
11	5	3	0	0	0	0	0	0
17	7	1	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
15	4	1	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
14	10	1	0	0	0	0	0	0
15	5	2	1	1	0	0	0	0
10	6	2	0	0	0	0	0	0
16	5	0	0	0	0	0	0	0
17	8	0	0	0	0	0	0	0
12	6	0	0	0	0	0	0	0
15	5	2	0	0	0	0	0	0
18	10	0	0	0	0	0	0	0
20	9	1	0	0	0	0	0	0
9	2	1	0	0	0	0	0	0
15	3	1	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
12	3	1	0	0	0	0	0	0

18	8	1	0	0	0	0	0	0
14	4	1	0	1	0	0	0	0
16	1	0	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
8	1	2	1	0	0	1	0	0
8	2	0	1	0	0	0	0	0
7	6	1	0	0	0	0	0	0
14	6	2	1	0	0	0	0	0
10	2	0	0	0	0	0	0	0
12	9	0	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
8	5	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
17	5	0	1	0	0	0	0	0
10	7	0	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0
4	1	1	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
4	3	2	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
640	228	42	4	3	0	0	0	0
825	311	52	11	3	0	1	0	0
870	344	55	11	3	0	1	0	0
942	403	64	12	3	0	1	0	0
08:00	05:45	08:00	06:00	08:15	11:00	11:00	11:00	11:00
73	46	8	3	1	0	0	0	0
16:15	16:15	13:15	19:15	18:30	23:00	19:15	23:00	23:00
65	30	7	3	1	0	1	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
5	4	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0

1	4	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
2	3	1	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0
5	3	1	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
6	5	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0
13	8	1	0	0	0	0	0	0
8	8	0	0	0	0	0	0	0
14	15	3	1	0	0	0	0	0
27	18	5	0	0	0	0	0	0
47	23	0	1	0	0	0	0	0
45	19	1	1	0	0	0	0	0
55	18	1	0	0	0	0	0	0
28	8	2	1	0	0	0	0	0
40	13	1	0	0	0	0	0	0
57	19	3	0	0	0	0	0	0
51	8	1	1	0	0	0	0	0
32	9	1	0	0	0	0	0	0
69	16	6	0	0	0	0	0	0
63	11	0	0	1	0	0	0	0
41	10	0	0	0	0	0	0	0
42	9	2	0	0	0	0	0	0
28	4	3	0	0	0	0	0	0
26	8	0	0	0	0	0	0	0
19	3	2	0	0	0	0	0	0
32	7	0	0	0	0	0	0	0
19	14	2	0	0	0	0	0	0
24	8	1	0	0	0	0	0	0
25	4	0	1	0	0	0	0	0
26	6	0	0	0	0	0	0	0
22	16	0	0	0	0	0	0	0
23	9	1	1	0	0	0	0	0
30	3	0	1	0	0	0	0	0
38	11	2	0	0	0	0	0	0
21	10	2	0	0	0	0	0	0
25	13	0	0	0	0	0	0	0
18	9	2	0	0	0	0	0	0
20	8	1	0	0	0	0	0	0
25	6	0	0	0	0	0	0	0

24	7	3	1	0	0	0	0	0
32	11	0	0	0	0	0	0	0
20	9	3	0	0	0	0	0	0
31	13	1	0	0	0	0	0	0
34	13	2	0	0	0	0	0	0
28	9	1	0	0	0	0	0	0
36	9	0	0	0	0	0	0	0
38	16	2	0	0	0	0	0	0
37	11	3	1	1	0	0	0	0
31	11	2	0	0	0	0	0	0
35	17	0	0	0	0	0	0	0
57	15	0	1	0	0	0	0	0
28	9	0	0	0	0	0	0	0
34	17	2	0	0	0	0	0	0
52	15	1	0	0	0	0	0	0
54	17	3	1	0	0	0	0	0
18	3	1	0	0	0	0	0	0
38	9	2	0	0	0	0	0	0
17	6	0	0	0	0	0	0	0
27	9	1	0	0	0	0	0	0
33	15	4	0	0	0	0	0	0
28	9	2	0	1	0	0	0	0
25	5	1	0	0	0	0	0	0
23	6	1	0	0	0	1	0	0
17	7	2	1	0	0	1	0	0
10	10	2	2	0	0	0	0	0
10	10	2	0	0	0	0	0	0
24	9	2	1	0	0	0	0	0
18	3	1	0	0	0	0	0	0
20	12	1	0	0	0	0	0	0
10	3	2	0	0	0	0	0	0
12	6	0	0	0	0	0	0	0
13	7	1	0	0	0	0	0	0
12	6	0	0	0	0	0	0	0
27	5	0	1	0	0	0	0	0
14	8	2	0	0	0	0	0	0
13	8	0	0	0	0	0	0	0
10	9	2	0	0	0	0	0	0
8	6	1	0	0	0	0	0	0
6	1	1	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
5	3	2	0	0	0	0	0	0
9	4	1	0	0	0	0	0	0
1573	489	64	8	3	0	0	0	0
1944	641	82	16	3	0	2	0	0
2019	683	91	16	3	0	2	0	0
2139	774	104	17	3	0	2	0	0

08:00	05:45	07:15	06:00	08:15	11:00	11:00	11:00	11:00
215	78	11	3	1	0	0	0	0
16:00	16:15	19:15	19:15	18:30	23:00	19:00	23:00	23:00
171	58	8	4	1	0	2	0	0

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Site No. 00423182 Site Ref. ID04231
Site 8_2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	5		28	3	0	0	0	1
00:15	2		30	3	0	0	0	0
00:30	2		25	3	0	0	0	1
00:45	10	33	26	6	0	0	2	4
01:00	0				0	0	0	0
01:15	0				0	0	0	0
01:30	3		23	0	0	0	0	3
01:45	2		30	3	0	0	0	0
02:00	3		23	4	0	0	1	1
02:15	0				0	0	0	0
02:30	1		33	0	0	0	0	0
02:45	0				0	0	0	0
03:00	4		25	6	0	0	1	1
03:15	2		20	3	0	0	1	1
03:30	3		28	7	0	0	1	0
03:45	3		21	2	0	0	1	2
04:00	5		23	3	0	0	1	3
04:15	9		21	3	0	0	4	4
04:30	4		23	4	0	0	1	2
04:45	8		21	2	0	0	3	5
05:00	19	32	24	6	1	0	4	7
05:15	26	27	23	3	0	0	5	14
05:30	28	27	22	5	1	3	1	15
05:45	65	32	26	6	0	2	9	17
06:00	69	28	23	5	0	5	15	23
06:15	80	26	19	7	11	17	11	26
06:30	127	20	15	5	22	49	39	12
06:45	147	28	21	7	16	27	19	43
07:00	176	24	19	6	19	29	58	53
07:15	196	23	18	5	19	40	79	41
07:30	188	26	19	6	20	37	47	49
07:45	149	26	18	6	19	35	43	25
08:00	170	25	18	6	17	46	34	52
08:15	114	28	21	6	6	13	28	31
08:30	107	27	21	6	3	18	25	37
08:45	89	26	20	6	4	15	21	32
09:00	101	29	22	6	6	9	25	29
09:15	69	31	24	6	1	5	15	13
09:30	59	31	24	6	1	1	16	12
09:45	105	28	23	5	0	13	10	44
10:00	68	29	22	7	7	7	13	17
10:15	69	29	22	6	2	3	21	20

10:30	59	28	21	6	3	5	21	14
10:45	65	28	21	6	1	13	13	19
11:00	61	28	23	6	4	3	5	30
11:15	60	28	24	4	0	0	11	28
11:30	77	29	22	6	5	6	13	30
11:45	84	26	19	6	14	12	20	23
12:00	69	29	23	6	1	6	13	26
12:15	68	29	23	5	0	5	16	25
12:30	59	28	22	6	3	4	14	15
12:45	11	28	21	7	1	1	4	1
13:00	76	25	19	6	11	9	18	26
13:15	65	28	22	5	4	2	11	30
13:30	69	24	17	6	10	20	15	18
13:45	64	29	24	5	0	4	8	23
14:00	67	27	22	5	3	1	16	30
14:15	74	29	23	6	0	4	19	25
14:30	71	26	21	6	3	7	22	25
14:45	57	29	23	6	4	4	7	19
15:00	127	28	21	7	11	17	33	27
15:15	90	29	23	6	5	6	12	30
15:30	113	29	23	6	0	10	32	29
15:45	93	29	22	7	5	15	19	20
16:00	127	25	19	6	11	21	33	43
16:15	106	28	21	6	8	13	18	35
16:30	130	27	21	6	9	12	34	43
16:45	112	30	21	7	6	23	23	27
17:00	145	28	21	6	8	26	27	38
17:15	125	26	20	6	9	17	41	34
17:30	122	24	18	6	15	32	33	28
17:45	86	28	22	6	6	9	16	25
18:00	88	27	20	6	9	10	23	21
18:15	62	25	21	6	2	10	12	28
18:30	63	29	23	6	3	6	7	18
18:45	55	28	21	6	3	8	13	15
19:00	45	30	24	6	1	1	10	14
19:15	53	28	22	6	0	5	16	16
19:30	43	29	23	6	0	3	11	11
19:45	22	31	24	6	0	0	8	4
20:00	26	29	24	5	0	1	4	8
20:15	22	31	26	5	0	0	2	7
20:30	18	31	24	5	0	0	4	9
20:45	25	30	23	6	0	2	7	7
21:00	19	32	27	5	0	0	3	2
21:15	13	33	26	6	0	0	3	2
21:30	11	33	28	5	0	0	2	0
21:45	13	28	24	7	0	0	5	3
22:00	16	29	25	4	0	0	1	8
22:15	4		26	4	0	0	0	2
22:30	10	30	27	4	0	0	1	1
22:45	11	35	28	6	0	0	0	5

23:00	9		26	4	0	0	1	1
23:15	4		25	3	0	0	0	2
23:30	5		26	5	0	0	1	1
23:45	6		21	6	0	0	4	1
Total								
12H(7-19)	4460	28	21	6	301	612	1057	1323
16H(6-22)	5193	28	21	6	351	722	1216	1510
18H(6-24)	5258	28	21	6	351	722	1224	1531
24H(0-24)	5462	28	21	6	353	727	1259	1612
AM Peak	07:00	00:15	01:45	05:45	07:00	07:15	07:00	06:45
	709	32	27	7	77	158	227	186
PM Peak	16:30	21:00	22:15	15:00	17:15	16:45	16:30	16:00
	512	32	27	6	39	98	125	148

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	5		28	5	0	0	1	0
00:15	11	32	26	5	0	0	0	7
00:30	11	26	23	3	0	0	2	6
00:45	4		26	4	0	0	0	2
01:00	7		29	3	0	0	0	1
01:15	3		31	6	0	0	0	1
01:30	4		25	3	0	0	0	2
01:45	10	35	30	6	0	0	1	2
02:00	4		21	2	0	0	1	3
02:15	6		26	7	0	0	1	3
02:30	6		28	6	0	0	0	3
02:45	3		28	11	0	0	1	1
03:00	6		26	4	0	0	0	3
03:15	10	30	26	4	0	0	0	5
03:30	4		30	4	0	0	0	1
03:45	14	34	28	6	0	0	0	6
04:00	10	30	26	5	0	0	1	4
04:15	13	23	23	4	0	1	1	9
04:30	10	25	24	5	0	0	1	7
04:45	19	29	25	5	0	0	4	5
05:00	21	31	26	5	0	0	3	7
05:15	29	29	25	4	0	0	2	12
05:30	41	33	27	6	0	1	3	13

05:45	44	33	27	5	0	1	2	10
06:00	59	30	26	5	0	0	6	19
06:15	70	32	24	7	4	5	8	23
06:30	62	26	19	6	4	17	13	16
06:45	97	30	23	6	4	5	19	29
07:00	84	26	20	6	5	11	24	29
07:15	67	26	21	5	2	4	23	26
07:30	75	32	24	7	1	9	11	21
07:45	72	29	22	6	3	6	18	18
08:00	73	27	21	6	1	12	18	24
08:15	57	32	25	7	0	3	7	21
08:30	57	32	25	6	0	2	8	18
08:45	59	29	24	5	0	2	13	16
09:00	51	28	23	4	0	2	8	22
09:15	58	31	27	5	0	0	6	13
09:30	70	30	26	5	0	2	4	23
09:45	68	30	25	5	0	0	11	24
10:00	50	33	25	6	1	1	5	21
10:15	41	28	23	5	0	1	9	18
10:30	46	30	25	5	1	1	5	12
10:45	34	30	26	6	0	2	3	6
11:00	42	33	26	6	0	1	2	18
11:15	34	29	26	4	0	0	2	11
11:30	30	33	26	6	0	1	2	12
11:45	39	29	23	7	1	3	12	10
12:00	49	30	25	5	0	4	0	17
12:15	44	29	25	5	1	1	4	13
12:30	53	30	24	7	2	5	5	17
12:45	95	25	20	5	3	14	28	35
13:00	48	29	24	5	2	1	4	20
13:15	45	29	24	4	0	0	6	20
13:30	31	28	22	6	1	4	4	13
13:45	35	30	25	5	0	1	4	10
14:00	34	26	23	4	0	0	7	20
14:15	41	29	25	5	0	2	2	16
14:30	36	28	23	5	0	2	7	16
14:45	63	30	25	5	0	2	6	24
15:00	31	28	24	4	0	0	6	13
15:15	41	29	23	5	1	3	4	17
15:30	33	28	23	5	0	1	7	13
15:45	39	30	25	6	0	2	4	11
16:00	34	29	24	6	1	0	5	15
16:15	40	28	22	6	1	4	6	19
16:30	38	30	25	5	0	2	5	9
16:45	40	29	24	5	0	1	5	17
17:00	39	29	24	5	0	2	8	12
17:15	35	28	23	4	0	1	6	17
17:30	43	26	21	5	1	6	9	18
17:45	42	29	24	5	0	1	9	12
18:00	56	30	24	6	0	3	12	13

18:15	47	27	23	4	0	3	2	28
18:30	51	30	24	6	1	2	7	20
18:45	42	28	22	5	1	3	12	14
19:00	34	31	25	6	0	1	7	7
19:15	39	30	24	5	0	2	5	16
19:30	31	28	24	4	0	1	3	17
19:45	37	28	25	3	0	0	2	18
20:00	30	30	26	5	0	0	3	10
20:15	33	31	26	5	0	0	3	15
20:30	16	32	28	4	0	0	0	3
20:45	28	30	25	5	0	0	7	5
21:00	28	29	26	4	0	0	2	8
21:15	22	31	27	4	0	0	0	8
21:30	17	29	24	4	0	0	3	6
21:45	23	30	27	4	0	0	2	4
22:00	26	29	26	4	0	0	1	10
22:15	14	32	27	5	0	0	0	6
22:30	18	29	24	4	0	0	4	4
22:45	12	29	26	3	0	0	0	4
23:00	13	31	25	5	0	0	2	5
23:15	15	33	28	5	0	0	0	6
23:30	17	32	27	5	0	0	1	7
23:45	9		26	5	0	0	1	4
Total								
12H(7-19)	2332	29	24	6	30	133	375	832
16H(6-22)	2958	30	24	6	42	164	458	1036
18H(6-24)	3082	30	24	6	42	164	467	1082
24H(0-24)	3377	30	24	6	42	167	491	1195
AM Peak	06:45	01:45	01:00	02:00	06:15	06:15	06:30	06:45
	323	35	29	7	17	38	79	105
PM Peak	12:30	23:00	22:45	15:45	12:15	12:00	12:30	12:30
	241	33	26	6	8	24	43	92

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	10	32	28	4	0	0	1	1
00:15	13	33	27	5	0	0	0	7
00:30	13	27	23	3	0	0	2	7

00:45	14	32	26	6	0	0	2	6
01:00	7		29	3	0	0	0	1
01:15	3		31	6	0	0	0	1
01:30	7		24	2	0	0	0	5
01:45	12	34	30	6	0	0	1	2
02:00	7		22	3	0	0	2	4
02:15	6		26	7	0	0	1	3
02:30	7		28	6	0	0	0	3
02:45	3		28	11	0	0	1	1
03:00	10	30	26	5	0	0	1	4
03:15	12	29	25	4	0	0	1	6
03:30	7		29	6	0	0	1	1
03:45	17	32	27	6	0	0	1	8
04:00	15	29	25	4	0	0	2	7
04:15	22	25	22	4	0	1	5	13
04:30	14	26	24	5	0	0	2	9
04:45	27	28	24	5	0	0	7	10
05:00	40	32	25	6	1	0	7	14
05:15	55	28	24	4	0	0	7	26
05:30	69	31	25	6	1	4	4	28
05:45	109	32	26	5	0	3	11	27
06:00	128	29	24	5	0	5	21	42
06:15	150	29	21	7	15	22	19	49
06:30	189	23	16	6	26	66	52	28
06:45	244	29	22	7	20	32	38	72
07:00	260	25	19	6	24	40	82	82
07:15	263	24	19	5	21	44	102	67
07:30	263	28	20	7	21	46	58	70
07:45	221	28	20	7	22	41	61	43
08:00	243	25	19	6	18	58	52	76
08:15	171	29	23	7	6	16	35	52
08:30	164	29	22	6	3	20	33	55
08:45	148	28	22	6	4	17	34	48
09:00	152	28	22	6	6	11	33	51
09:15	127	31	25	6	1	5	21	26
09:30	129	31	25	5	1	3	20	35
09:45	173	29	24	5	0	13	21	68
10:00	118	31	23	7	8	8	18	38
10:15	110	29	23	5	2	4	30	38
10:30	105	29	23	6	4	6	26	26
10:45	99	29	23	6	1	15	16	25
11:00	103	31	24	6	4	4	7	48
11:15	94	29	24	4	0	0	13	39
11:30	107	30	23	7	5	7	15	42
11:45	123	27	20	7	15	15	32	33
12:00	118	29	24	6	1	10	13	43
12:15	112	29	24	5	1	6	20	38
12:30	112	29	23	6	5	9	19	32
12:45	106	26	20	5	4	15	32	36
13:00	124	28	21	6	13	10	22	46

13:15	110	28	23	5	4	2	17	50
13:30	100	25	19	6	11	24	19	31
13:45	99	29	24	5	0	5	12	33
14:00	101	27	22	4	3	1	23	50
14:15	115	29	24	6	0	6	21	41
14:30	107	27	21	5	3	9	29	41
14:45	120	29	24	6	4	6	13	43
15:00	158	28	21	6	11	17	39	40
15:15	131	29	23	6	6	9	16	47
15:30	146	29	23	6	0	11	39	42
15:45	132	29	23	7	5	17	23	31
16:00	161	26	20	6	12	21	38	58
16:15	146	28	22	6	9	17	24	54
16:30	168	28	22	6	9	14	39	52
16:45	152	29	22	7	6	24	28	44
17:00	184	28	21	6	8	28	35	50
17:15	160	27	20	6	9	18	47	51
17:30	165	25	18	6	16	38	42	46
17:45	128	29	22	6	6	10	25	37
18:00	144	29	22	6	9	13	35	34
18:15	109	27	22	5	2	13	14	56
18:30	114	29	24	6	4	8	14	38
18:45	97	28	21	6	4	11	25	29
19:00	79	31	24	6	1	2	17	21
19:15	92	29	23	6	0	7	21	32
19:30	74	29	23	5	0	4	14	28
19:45	59	29	24	4	0	0	10	22
20:00	56	30	25	5	0	1	7	18
20:15	55	31	26	5	0	0	5	22
20:30	34	32	26	5	0	0	4	12
20:45	53	30	24	6	0	2	14	12
21:00	47	30	26	5	0	0	5	10
21:15	35	32	27	5	0	0	3	10
21:30	28	31	26	5	0	0	5	6
21:45	36	29	26	6	0	0	7	7
22:00	42	30	26	4	0	0	2	18
22:15	18	32	27	5	0	0	0	8
22:30	28	29	25	5	0	0	5	5
22:45	23	30	27	4	0	0	0	9
23:00	22	30	26	5	0	0	3	6
23:15	19	32	27	5	0	0	0	8
23:30	22	32	26	5	0	0	2	8
23:45	15	32	24	6	0	0	5	5
Total								
12H(7-19)	6792	28	22	6	331	745	1432	2155
16H(6-22)	8151	29	22	6	393	886	1674	2546
18H(6-24)	8340	29	22	6	393	886	1691	2613
24H(0-24)	8839	29	22	6	395	894	1750	2807

AM Peak	06:45	01:45	01:00	05:45	06:30	07:15	07:00	06:45
	1030	34	28	7	91	189	303	291
PM Peak	16:30	23:00	22:45	16:15	17:15	16:45	16:45	16:00
	664	32	26	6	40	108	152	208

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
3	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	2	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	0	0	0
1	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	2	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
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
2	5	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
20	17	0	0	0	0	0	0	0
23	2	0	1	0	0	0	0	0
11	3	1	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
31	9	2	0	0	0	0	0	0
9	7	1	0	0	0	0	0	0
12	5	0	0	0	0	0	0	0
29	6	0	0	0	0	0	0	0
22	4	0	1	0	0	0	0	0
20	1	0	0	0	0	0	0	0
28	6	2	0	0	0	0	0	0
19	5	0	0	0	0	0	0	0
12	5	0	0	0	0	0	0	0
22	10	0	0	0	0	0	0	0
23	11	1	0	0	0	0	0	0
18	11	0	0	0	0	0	0	0
34	4	0	0	0	0	0	0	0
15	8	1	0	0	0	0	0	0
17	5	1	0	0	0	0	0	0

13	3	0	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0
15	4	0	0	0	0	0	0	0
17	3	1	0	0	0	0	0	0
14	8	1	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0
15	8	0	0	0	0	0	0	0
15	7	0	0	0	0	0	0	0
21	2	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
14	4	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
27	2	0	0	0	0	0	0	0
15	2	0	0	0	0	0	0	0
20	3	3	0	0	0	0	0	0
11	2	1	0	0	0	0	0	0
18	5	0	0	0	0	0	0	0
33	5	0	1	0	0	0	0	0
29	7	1	0	0	0	0	0	0
33	7	2	0	0	0	0	0	0
24	10	0	0	0	0	0	0	0
18	1	0	0	0	0	0	0	0
27	5	0	0	0	0	0	0	0
25	6	1	0	0	0	0	0	0
16	16	1	0	0	0	0	0	0
43	3	0	0	0	0	0	0	0
21	3	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	0
24	6	0	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0
24	5	0	0	0	0	0	0	0
14	2	0	0	0	0	0	0	0
12	7	0	0	0	0	0	0	0
11	2	2	1	0	0	0	0	0
13	5	0	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0
11	1	1	0	0	0	0	0	0
8	5	0	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
3	5	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0
5	2	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
3	1	2	0	0	0	0	0	0

6	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
913	234	18	2	0	0	0	0	0
1066	299	24	5	0	0	0	0	0
1091	308	26	5	0	0	0	0	0
1139	340	27	5	0	0	0	0	0
07:30	08:45	06:15	07:45	11:00	11:00	11:00	11:00	11:00
99	37	4	1	0	0	0	0	0
15:00	16:15	14:15	21:45	23:00	23:00	23:00	23:00	23:00
119	30	4	1	0	0	0	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
2	2	0	0	0	0	0	0	0
0	4	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
0	5	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0
2	1	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0
4	2	1	1	0	0	0	0	0
3	2	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
8	1	1	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
14	0	1	0	0	0	0	0	0
12	8	3	1	0	0	0	0	0

19	9	3	0	0	0	0	0	0
24	7	3	0	0	0	0	0	0
15	12	3	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
27	10	3	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
11	0	0	1	0	0	0	0	0
16	15	1	1	0	0	0	0	0
18	8	1	0	0	0	0	0	0
15	2	0	1	0	0	0	0	0
14	7	2	2	1	0	0	0	0
17	8	4	0	0	0	0	0	0
22	5	1	0	0	0	0	0	0
18	1	0	0	0	0	0	0	0
27	11	0	1	0	0	0	0	0
29	12	0	0	0	0	0	0	0
22	10	0	1	0	0	0	0	0
8	12	1	1	0	0	0	0	0
10	3	0	0	0	0	0	0	0
19	8	0	0	0	0	0	0	0
17	5	1	0	0	0	0	0	0
7	12	2	0	0	0	0	0	0
18	3	0	0	0	0	0	0	0
7	5	3	0	0	0	0	0	0
9	1	1	2	0	0	0	0	0
22	6	0	0	0	0	0	0	0
21	4	0	0	0	0	0	0	0
15	8	1	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0
15	6	0	0	0	0	0	0	0
15	4	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
15	5	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
16	3	2	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
22	7	2	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
12	4	0	0	0	0	0	0	0
11	0	1	0	0	0	0	0	0
16	4	1	1	0	0	0	0	0
10	2	0	1	0	0	0	0	0
6	2	2	0	0	0	0	0	0
17	4	1	0	0	0	0	0	0
14	2	1	0	0	0	0	0	0
13	4	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
16	4	0	0	0	0	0	0	0
20	6	2	0	0	0	0	0	0

13	1	0	0	0	0	0	0	0
14	6	1	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
12	7	0	0	0	0	0	0	0
10	6	0	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0
12	2	3	0	0	0	0	0	0
8	6	1	0	0	0	0	0	0
9	3	1	0	0	0	0	0	0
12	3	1	0	0	0	0	0	0
15	2	1	0	0	0	0	0	0
10	2	2	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
14	2	1	0	0	0	0	0	0
11	3	1	0	0	0	0	0	0
4	3	1	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
4	4	1	0	0	0	0	0	0
4	4	1	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
688	230	31	12	1	0	0	0	0
899	296	50	12	1	0	0	0	0
942	318	54	12	1	0	0	0	0
1028	368	70	15	1	0	0	0	0
09:00	09:15	05:30	07:30	08:15	11:00	11:00	11:00	11:00
96	45	12	4	1	0	0	0	0
12:00	18:30	20:00	15:45	23:00	23:00	23:00	23:00	23:00
70	22	6	2	0	0	0	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
5	3	0	0	0	0	0	0	0
1	5	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0

2	3	1	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	6	2	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0
1	2	1	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0
3	2	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
0	5	0	0	0	0	0	0	0
4	2	1	1	0	0	0	0	0
4	2	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
8	1	1	0	0	0	0	0	0
9	8	1	0	0	0	0	0	0
21	0	1	0	0	0	0	0	0
19	9	3	1	0	0	0	0	0
39	26	3	0	0	0	0	0	0
47	9	3	1	0	0	0	0	0
26	15	4	0	0	0	0	0	0
13	4	0	0	0	0	0	0	0
58	19	5	0	0	0	0	0	0
20	11	1	0	0	0	0	0	0
23	5	0	1	0	0	0	0	0
45	21	1	1	0	0	0	0	0
40	12	1	1	0	0	0	0	0
35	3	0	1	0	0	0	0	0
42	13	4	2	1	0	0	0	0
36	13	4	0	0	0	0	0	0
34	10	1	0	0	0	0	0	0
40	11	0	0	0	0	0	0	0
50	22	1	1	0	0	0	0	0
47	23	0	0	0	0	0	0	0
56	14	0	1	0	0	0	0	0
23	20	2	1	0	0	0	0	0
27	8	1	0	0	0	0	0	0
32	11	0	0	0	0	0	0	0
31	10	1	0	0	0	0	0	0
22	16	2	0	0	0	0	0	0
35	6	1	0	0	0	0	0	0
21	13	4	0	0	0	0	0	0
22	3	1	2	0	0	0	0	0
37	14	0	0	0	0	0	0	0
36	11	0	0	0	0	0	0	0
36	10	1	0	0	0	0	0	0
15	4	0	0	0	0	0	0	0
26	7	0	0	0	0	0	0	0

29	8	0	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
42	7	0	0	0	0	0	0	0
21	3	0	0	0	0	0	0	0
36	6	5	0	0	0	0	0	0
19	5	1	0	0	0	0	0	0
40	12	2	0	0	0	0	0	0
43	7	0	1	0	0	0	0	0
41	11	1	0	0	0	0	0	0
44	7	3	0	0	0	0	0	0
40	14	1	1	0	0	0	0	0
28	3	0	1	0	0	0	0	0
33	7	2	0	0	0	0	0	0
42	10	2	0	0	0	0	0	0
30	18	2	0	0	0	0	0	0
56	7	0	0	0	0	0	0	0
30	5	0	0	0	0	0	0	0
22	1	0	0	0	0	0	0	0
40	10	0	0	0	0	0	0	0
43	8	2	0	0	0	0	0	0
19	4	1	0	0	0	0	0	0
38	11	1	0	0	0	0	0	0
23	5	0	0	0	0	0	0	0
24	14	0	0	0	0	0	0	0
21	8	2	1	0	0	0	0	0
21	7	0	0	0	0	0	0	0
22	5	0	0	0	0	0	0	0
23	3	4	0	0	0	0	0	0
16	11	1	0	0	0	0	0	0
10	7	1	0	0	0	0	0	0
17	7	1	0	0	0	0	0	0
24	7	1	0	0	0	0	0	0
13	7	2	0	0	0	0	0	0
11	6	0	0	0	0	0	0	0
18	2	1	1	0	0	0	0	0
16	5	1	0	0	0	0	0	0
5	4	1	0	0	0	0	0	0
15	3	0	0	0	0	0	0	0
10	2	2	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0
6	4	1	0	0	0	0	0	0
6	5	1	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0
1601	464	49	14	1	0	0	0	0
1965	595	74	17	1	0	0	0	0
2033	626	80	17	1	0	0	0	0
2167	708	97	20	1	0	0	0	0

09:00	09:15	05:30	07:30	08:15	11:00	11:00	11:00	11:00
193	79	13	5	1	0	0	0	0
15:00	16:15	14:15	15:45	23:00	23:00	23:00	23:00	23:00
168	42	8	2	0	0	0	0	0

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Site No. 00423182 Site Ref. ID04231
Site 8_2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	6		18	6	0	3	0	2
00:15	0				0	0	0	0
00:30	8		24	2	0	0	0	6
00:45	6		24	5	0	0	1	3
01:00	3		21	2	0	0	1	2
01:15	1		23	0	0	0	0	1
01:30	1		33	0	0	0	0	0
01:45	2		28	0	0	0	0	0
02:00	6		23	3	0	0	1	4
02:15	0				0	0	0	0
02:30	2		28	0	0	0	0	0
02:45	0				0	0	0	0
03:00	1		23	0	0	0	0	1
03:15	4		26	4	0	0	0	2
03:30	2		25	3	0	0	0	1
03:45	3		26	6	0	0	1	0
04:00	4		26	4	0	0	0	2
04:15	7		23	5	0	0	2	4
04:30	9		20	3	0	0	6	2
04:45	19	28	22	5	0	0	9	5
05:00	13	31	22	7	1	0	4	5
05:15	27	28	23	5	0	1	7	10
05:30	38	30	25	5	0	0	9	8
05:45	68	28	23	5	1	2	11	28
06:00	83	30	24	6	0	6	15	27
06:15	100	29	21	6	4	11	27	34
06:30	162	29	23	6	4	12	32	47
06:45	147	27	22	5	1	12	44	56
07:00	178	24	17	6	25	43	52	42
07:15	197	25	18	6	23	51	48	49
07:30	189	26	20	6	17	24	56	54
07:45	171	25	19	6	15	33	55	40
08:00	143	27	20	6	7	32	22	47
08:15	115	28	22	6	3	15	21	45
08:30	109	29	23	6	4	4	20	35
08:45	98	28	23	5	0	4	26	32
09:00	85	28	22	6	2	7	16	33
09:15	63	29	24	5	0	1	14	23
09:30	72	29	23	5	0	1	20	27
09:45	85	27	21	6	3	9	17	35
10:00	78	30	23	7	7	5	12	24
10:15	54	27	21	6	3	7	12	18

10:30	72	29	23	6	2	2	15	31
10:45	71	27	21	6	2	11	16	25
11:00	70	28	21	6	4	7	19	19
11:15	83	28	22	6	0	10	18	29
11:30	56	29	24	5	0	1	11	21
11:45	74	28	22	6	4	4	18	22
12:00	74	27	22	6	3	8	6	42
12:15	77	28	22	5	2	4	24	23
12:30	66	29	20	7	7	13	15	12
12:45	83	28	21	6	5	11	23	22
13:00	80	27	22	4	1	2	22	35
13:15	75	29	21	7	7	9	16	21
13:30	73	28	22	6	1	6	24	23
13:45	73	29	23	5	0	7	12	24
14:00	61	29	24	5	0	2	10	25
14:15	74	27	22	5	3	4	16	35
14:30	80	28	22	6	3	10	13	31
14:45	99	29	23	6	3	3	19	40
15:00	123	27	20	6	13	16	22	40
15:15	103	26	20	6	11	16	22	35
15:30	94	29	21	7	5	19	22	15
15:45	112	29	22	7	8	7	21	40
16:00	118	28	20	7	9	32	21	21
16:15	104	28	20	7	13	11	26	25
16:30	86	27	20	6	6	9	34	15
16:45	102	26	19	6	10	26	23	25
17:00	158	27	20	6	3	35	42	46
17:15	122	28	20	7	8	27	37	19
17:30	134	23	17	6	23	43	31	26
17:45	74	28	22	5	0	6	18	29
18:00	98	26	19	6	9	19	23	27
18:15	78	29	21	7	5	9	24	14
18:30	65	28	21	6	4	6	20	18
18:45	40	31	23	7	0	5	12	8
19:00	46	29	24	5	0	0	8	18
19:15	45	28	22	6	0	6	9	14
19:30	33	30	25	4	0	1	1	16
19:45	25	30	24	6	0	2	6	4
20:00	30	32	28	5	0	0	1	6
20:15	33	28	23	5	0	0	7	16
20:30	24	31	27	4	0	0	1	8
20:45	23	32	27	5	0	0	2	5
21:00	22	30	24	6	0	4	0	7
21:15	22	33	27	5	0	0	2	6
21:30	25	33	27	5	0	0	2	9
21:45	14	31	26	4	0	0	0	7
22:00	7		24	3	0	0	1	3
22:15	17	31	25	6	0	1	2	5
22:30	9		25	5	0	0	2	2
22:45	8		25	4	0	0	1	3

23:00	7		23	5	0	0	2	3
23:15	12	29	25	4	0	0	1	5
23:30	6		25	10	1	0	1	1
23:45	2		25	3	0	0	0	1
Total								
12H(7-19)	4589	28	21	6	283	636	1086	1387
16H(6-22)	5423	28	21	6	292	690	1243	1667
18H(6-24)	5491	28	21	6	293	691	1253	1690
24H(0-24)	5721	28	21	6	295	697	1305	1776
AM Peak	07:00	03:15	02:30	10:00	07:00	07:00	07:00	06:45
	735	31	26	6	80	151	211	201
PM Peak	16:45	20:45	21:15	15:30	16:45	16:45	16:30	14:30
	516	33	26	7	44	131	136	146

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	12	28	23	5	0	0	5	3
00:15	3		28	4	0	0	0	1
00:30	6		25	5	0	0	1	2
00:45	5		28	3	0	0	0	1
01:00	7		20	4	0	0	5	1
01:15	5		25	2	0	0	0	3
01:30	7		22	2	0	0	1	6
01:45	7		27	5	0	0	1	1
02:00	9		24	2	0	0	0	6
02:15	2		28	5	0	0	0	1
02:30	1		33	0	0	0	0	0
02:45	7		23	3	0	0	1	4
03:00	4		29	5	0	0	0	1
03:15	8		23	3	0	0	1	6
03:30	5		26	2	0	0	0	2
03:45	8		26	2	0	0	0	3
04:00	8		27	4	0	0	0	3
04:15	10	30	26	5	0	0	1	4
04:30	10	30	24	5	0	0	1	7
04:45	18	30	24	5	0	0	4	9
05:00	22	34	26	7	0	0	5	5
05:15	31	33	27	6	0	1	2	11
05:30	29	30	26	6	0	0	5	9

05:45	30	31	26	5	0	1	3	7
06:00	55	32	25	7	0	2	12	10
06:15	56	33	26	7	1	4	7	11
06:30	67	32	27	6	1	0	3	18
06:45	71	29	23	5	0	5	16	21
07:00	72	27	21	6	6	3	25	19
07:15	78	29	24	5	0	3	15	23
07:30	73	29	23	6	0	6	16	18
07:45	75	28	21	7	2	14	16	22
08:00	52	31	26	6	1	0	3	19
08:15	44	29	24	5	0	1	10	13
08:30	38	32	26	6	0	0	9	8
08:45	34	29	26	5	0	1	1	12
09:00	35	29	25	5	0	2	3	11
09:15	33	31	25	5	0	0	5	15
09:30	38	30	26	5	0	0	3	12
09:45	31	31	26	5	0	0	2	12
10:00	33	29	24	5	0	1	7	10
10:15	30	27	22	5	0	1	9	13
10:30	24	32	24	8	1	1	6	6
10:45	28	28	23	5	0	2	8	5
11:00	22	29	24	6	1	1	4	7
11:15	21	33	27	6	0	0	2	7
11:30	27	31	25	5	0	0	3	13
11:45	46	31	25	5	0	1	5	18
12:00	39	26	23	3	0	0	3	27
12:15	30	30	25	6	1	2	2	9
12:30	32	29	24	6	1	3	1	13
12:45	36	33	27	6	0	0	4	12
13:00	33	30	24	5	0	0	6	13
13:15	38	29	24	5	0	0	8	17
13:30	38	26	22	4	0	3	5	23
13:45	24	29	24	5	0	1	4	7
14:00	33	30	26	4	0	0	2	12
14:15	34	28	23	5	0	2	8	12
14:30	42	29	25	5	1	1	2	16
14:45	43	31	25	5	0	1	5	16
15:00	33	28	24	4	0	1	5	12
15:15	31	29	24	6	2	2	2	8
15:30	29	30	25	5	0	0	6	9
15:45	36	33	27	5	0	0	4	6
16:00	49	31	24	7	2	1	13	11
16:15	45	29	24	5	1	2	4	16
16:30	50	30	24	6	2	2	6	16
16:45	43	29	24	6	0	3	5	18
17:00	46	27	22	4	0	1	11	24
17:15	49	29	22	6	2	6	7	16
17:30	28	31	25	6	0	2	4	6
17:45	59	31	26	6	0	0	9	19
18:00	33	29	22	6	1	2	11	9

18:15	45	30	24	7	2	3	5	17
18:30	45	32	26	6	0	1	5	14
18:45	45	31	25	6	0	2	5	13
19:00	42	30	24	5	0	0	8	19
19:15	34	30	25	5	0	1	2	13
19:30	41	31	27	5	0	0	2	9
19:45	32	32	27	6	0	1	0	10
20:00	34	33	28	5	0	0	2	7
20:15	27	29	26	3	0	0	1	8
20:30	35	33	28	4	0	0	0	8
20:45	31	32	27	5	0	0	3	7
21:00	25	31	27	4	0	0	2	6
21:15	26	34	28	5	0	0	2	7
21:30	27	33	28	7	0	0	2	6
21:45	27	33	28	5	0	0	1	7
22:00	25	30	27	4	0	0	1	7
22:15	26	30	26	4	0	1	0	11
22:30	23	32	26	6	0	0	4	5
22:45	30	32	27	5	0	1	3	4
23:00	15	30	27	3	0	0	0	4
23:15	23	33	27	5	0	0	1	8
23:30	15	32	26	5	0	0	3	4
23:45	17	30	26	5	0	0	3	3
Total								
12H(7-19)	1922	30	24	6	26	78	304	654
16H(6-22)	2552	30	25	6	28	91	367	821
18H(6-24)	2726	30	25	6	28	93	382	867
24H(0-24)	2980	30	25	6	28	95	418	963
AM Peak	07:00	04:45	05:00	10:30	07:00	07:00	07:00	07:15
	298	33	26	7	8	26	72	82
PM Peak	16:30	21:00	21:15	16:00	16:00	16:45	17:15	16:30
	188	33	28	6	5	12	31	74

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	18	27	21	6	0	3	5	5
00:15	3		28	4	0	0	0	1
00:30	14	28	24	4	0	0	1	8

00:45	11	30	26	4	0	0	1	4
01:00	10	23	20	3	0	0	6	3
01:15	6		24	2	0	0	0	4
01:30	8		23	4	0	0	1	6
01:45	9		27	4	0	0	1	1
02:00	15	27	24	3	0	0	1	10
02:15	2		28	5	0	0	0	1
02:30	3		29	2	0	0	0	0
02:45	7		23	3	0	0	1	4
03:00	5		28	5	0	0	0	2
03:15	12	27	24	4	0	0	1	8
03:30	7		25	2	0	0	0	3
03:45	11	29	26	4	0	0	1	3
04:00	12	31	27	4	0	0	0	5
04:15	17	30	24	5	0	0	3	8
04:30	19	23	22	5	0	0	7	9
04:45	37	29	23	5	0	0	13	14
05:00	35	33	25	7	1	0	9	10
05:15	58	31	25	6	0	2	9	21
05:30	67	30	25	5	0	0	14	17
05:45	98	29	24	5	1	3	14	35
06:00	138	31	24	6	0	8	27	37
06:15	156	31	23	7	5	15	34	45
06:30	229	30	24	6	5	12	35	65
06:45	218	28	22	5	1	17	60	77
07:00	250	25	18	6	31	46	77	61
07:15	275	27	20	6	23	54	63	72
07:30	262	28	21	6	17	30	72	72
07:45	246	26	20	6	17	47	71	62
08:00	195	28	22	7	8	32	25	66
08:15	159	28	22	6	3	16	31	58
08:30	147	30	24	6	4	4	29	43
08:45	132	29	24	5	0	5	27	44
09:00	120	29	23	5	2	9	19	44
09:15	96	30	24	5	0	1	19	38
09:30	110	29	24	5	0	1	23	39
09:45	116	28	23	6	3	9	19	47
10:00	111	29	23	6	7	6	19	34
10:15	84	27	22	6	3	8	21	31
10:30	96	29	23	7	3	3	21	37
10:45	99	28	21	6	2	13	24	30
11:00	92	29	22	6	5	8	23	26
11:15	104	29	23	6	0	10	20	36
11:30	83	30	24	5	0	1	14	34
11:45	120	29	23	6	4	5	23	40
12:00	113	27	22	5	3	8	9	69
12:15	107	29	23	6	3	6	26	32
12:30	98	29	21	7	8	16	16	25
12:45	119	29	22	7	5	11	27	34
13:00	113	28	23	5	1	2	28	48

13:15	113	29	22	6	7	9	24	38
13:30	111	27	22	5	1	9	29	46
13:45	97	29	23	5	0	8	16	31
14:00	94	29	24	5	0	2	12	37
14:15	108	27	22	5	3	6	24	47
14:30	122	29	23	6	4	11	15	47
14:45	142	30	24	6	3	4	24	56
15:00	156	28	21	6	13	17	27	52
15:15	134	27	21	7	13	18	24	43
15:30	123	29	22	7	5	19	28	24
15:45	148	30	24	7	8	7	25	46
16:00	167	29	21	8	11	33	34	32
16:15	149	29	22	7	14	13	30	41
16:30	136	28	22	6	8	11	40	31
16:45	145	27	20	7	10	29	28	43
17:00	204	27	21	6	3	36	53	70
17:15	171	28	20	7	10	33	44	35
17:30	162	26	18	7	23	45	35	32
17:45	133	29	24	6	0	6	27	48
18:00	131	27	20	6	10	21	34	36
18:15	123	29	22	7	7	12	29	31
18:30	110	29	23	6	4	7	25	32
18:45	85	31	24	7	0	7	17	21
19:00	88	29	24	5	0	0	16	37
19:15	79	29	24	5	0	7	11	27
19:30	74	31	26	5	0	1	3	25
19:45	57	31	26	6	0	3	6	14
20:00	64	33	28	5	0	0	3	13
20:15	60	29	25	4	0	0	8	24
20:30	59	32	28	4	0	0	1	16
20:45	54	32	27	5	0	0	5	12
21:00	47	31	25	6	0	4	2	13
21:15	48	34	28	5	0	0	4	13
21:30	52	33	28	6	0	0	4	15
21:45	41	32	27	5	0	0	1	14
22:00	32	30	26	4	0	0	2	10
22:15	43	31	25	5	0	2	2	16
22:30	32	32	26	6	0	0	6	7
22:45	38	32	26	5	0	1	4	7
23:00	22	30	26	4	0	0	2	7
23:15	35	32	27	5	0	0	2	13
23:30	21	32	25	7	1	0	4	5
23:45	19	29	26	5	0	0	3	4
Total								
12H(7-19)	6511	29	22	6	309	714	1390	2041
16H(6-22)	7975	29	22	6	320	781	1610	2488
18H(6-24)	8217	29	22	6	321	784	1635	2557
24H(0-24)	8701	29	23	6	323	792	1723	2739

AM Peak	07:00	04:45	02:15	06:15	07:00	07:00	07:00	06:45
	1033	31	26	6	88	177	283	282
PM Peak	16:45	21:15	21:15	15:15	16:45	16:45	16:30	14:15
	682	33	27	7	46	143	165	202

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
15	6	0	0	0	0	0	0	0
22	3	1	0	0	0	0	0	0
23	10	2	0	0	0	0	0	0
11	12	1	0	0	0	0	0	0
54	13	0	0	0	0	0	0	0
28	4	2	0	0	0	0	0	0
12	4	0	0	0	0	0	0	0
20	6	0	0	0	0	0	0	0
31	7	0	0	0	0	0	0	0
24	4	0	0	0	0	0	0	0
30	5	0	0	0	0	0	0	0
23	7	1	0	0	0	0	0	0
37	8	1	0	0	0	0	0	0
33	3	0	0	0	0	0	0	0
20	7	0	0	0	0	0	0	0
18	5	2	0	0	0	0	0	0
18	5	1	0	0	0	0	0	0
18	2	1	0	0	0	0	0	0
18	11	1	0	0	0	0	0	0
11	2	0	1	0	0	0	0	0

15	6	0	0	0	1	0	0	0
15	2	0	0	0	0	0	0	0
15	5	1	0	0	0	0	0	0
21	4	1	0	0	0	0	0	0
17	6	0	0	0	0	0	0	0
24	2	0	0	0	0	0	0	0
10	4	1	0	0	0	0	0	0
20	4	0	0	0	0	0	0	0
12	6	1	0	0	0	0	0	0
18	4	0	0	0	0	0	0	0
18	2	0	0	0	0	0	0	0
13	8	1	0	0	0	0	0	0
13	5	0	1	0	0	0	0	0
24	6	0	0	0	0	0	0	0
19	5	0	0	0	0	0	0	0
13	3	0	0	0	0	0	0	0
19	4	0	0	0	0	0	0	0
22	11	1	0	0	0	0	0	0
29	3	0	0	0	0	0	0	0
16	1	1	1	0	0	0	0	0
22	9	2	0	0	0	0	0	0
25	9	1	0	1	0	0	0	0
25	8	1	1	0	0	0	0	0
20	9	0	0	0	0	0	0	0
20	2	0	0	0	0	0	0	0
15	3	0	0	0	0	0	0	0
22	8	1	1	0	0	0	0	0
20	10	1	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
16	3	2	0	0	0	0	0	0
17	2	1	0	0	0	0	0	0
18	8	0	0	0	0	0	0	0
13	4	0	0	0	0	0	0	0
8	4	2	1	0	0	0	0	0
15	4	1	0	0	0	0	0	0
13	3	0	0	0	0	0	0	0
10	5	0	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0
17	3	3	0	0	0	0	0	0
8	1	1	0	0	0	0	0	0
10	4	1	0	0	0	0	0	0
10	5	1	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0
8	4	2	0	0	0	0	0	0
5	8	1	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0

1	1	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	0
1	0	0	0	0	0	0	0	0
914	249	26	6	1	1	0	0	0
1146	336	41	6	1	1	0	0	0
1169	345	41	7	1	1	0	0	0
1230	367	42	7	1	1	0	0	0
08:00	06:00	09:15	10:15	11:00	10:30	11:00	11:00	11:00
123	39	5	1	0	1	0	0	0
15:30	15:30	20:00	15:15	15:45	23:00	23:00	23:00	23:00
92	35	6	2	1	0	0	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
3	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0
4	6	2	0	0	0	0	0	0
7	8	2	0	0	0	0	0	0
10	2	3	0	0	0	0	0	0

13	5	1	0	0	0	0	0	0
19	8	3	1	0	0	0	0	0
16	15	2	0	0	0	0	0	0
31	9	4	0	1	0	0	0	0
23	6	0	0	0	0	0	0	0
16	1	2	0	0	0	0	0	0
29	8	0	0	0	0	0	0	0
26	6	1	0	0	0	0	0	0
15	4	1	1	0	0	0	0	0
20	6	2	0	1	0	0	0	0
17	3	0	0	0	0	0	0	0
12	8	0	1	0	0	0	0	0
17	0	2	1	0	0	0	0	0
16	3	0	0	0	0	0	0	0
7	5	1	0	0	0	0	0	0
17	4	1	1	0	0	0	0	0
11	5	1	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
5	2	2	0	1	0	0	0	0
12	1	0	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0
5	5	2	0	0	0	0	0	0
5	6	0	0	0	0	0	0	0
12	9	1	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
12	3	1	0	0	0	0	0	0
12	1	1	0	0	0	0	0	0
10	7	3	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
9	3	1	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
15	4	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
17	4	1	0	0	0	0	0	0
12	9	0	0	0	0	0	0	0
14	1	0	0	0	0	0	0	0
15	1	1	0	0	0	0	0	0
10	4	0	0	0	0	0	0	0
16	8	2	0	0	0	0	0	0
12	8	0	2	0	0	0	0	0
19	3	0	0	0	0	0	0	0
17	4	3	0	0	0	0	0	0
14	1	0	1	1	0	0	0	0
8	2	0	0	0	0	0	0	0
13	5	0	0	0	0	0	0	0
10	6	0	0	0	0	0	0	0
20	8	2	1	0	0	0	0	0
5	4	1	0	0	0	0	0	0

11	5	2	0	0	0	0	0	0
15	7	3	0	0	0	0	0	0
16	8	1	0	0	0	0	0	0
9	5	1	0	0	0	0	0	0
13	5	0	0	0	0	0	0	0
21	8	0	0	1	0	0	0	0
14	4	2	1	0	0	0	0	0
14	10	1	0	0	0	0	0	0
15	3	0	0	0	0	0	0	0
17	8	2	0	0	0	0	0	0
14	6	1	0	0	0	0	0	0
12	5	0	0	0	0	0	0	0
4	12	1	0	0	0	0	0	0
8	10	0	0	0	1	0	0	0
11	6	2	0	0	0	0	0	0
13	4	0	0	0	0	0	0	0
10	4	0	0	0	0	0	0	0
8	5	1	0	0	0	0	0	0
14	8	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
5	9	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
615	195	39	8	3	0	0	0	0
856	315	58	10	5	1	0	0	0
926	355	59	10	5	1	0	0	0
999	392	69	10	5	1	0	0	0
06:30	06:00	05:45	08:45	10:30	11:00	11:00	11:00	11:00
99	38	10	2	1	0	0	0	0
19:30	21:00	17:45	16:00	19:30	21:30	23:00	23:00	23:00
64	33	8	3	1	1	0	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
4	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0

4	2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
5	4	1	0	0	0	0	0	0
4	9	2	0	0	0	0	0	0
14	10	2	0	0	0	0	0	0
25	8	3	0	0	0	0	0	0
35	8	2	0	0	0	0	0	0
42	18	5	1	0	0	0	0	0
27	27	3	0	0	0	0	0	0
85	22	4	0	1	0	0	0	0
51	10	2	0	0	0	0	0	0
28	5	2	0	0	0	0	0	0
49	14	0	0	0	0	0	0	0
57	13	1	0	0	0	0	0	0
39	8	1	1	0	0	0	0	0
50	11	2	0	1	0	0	0	0
40	10	1	0	0	0	0	0	0
49	16	1	1	0	0	0	0	0
50	3	2	1	0	0	0	0	0
36	10	0	0	0	0	0	0	0
25	10	3	0	0	0	0	0	0
35	9	2	1	0	0	0	0	0
29	7	2	0	0	0	0	0	0
31	13	1	0	0	0	0	0	0
16	4	0	1	0	0	0	0	0
20	8	2	0	1	1	0	0	0
27	3	0	0	0	0	0	0	0
21	7	2	0	0	0	0	0	0
26	9	3	0	0	0	0	0	0
22	12	0	0	0	0	0	0	0
36	11	1	0	0	0	0	0	0
19	4	1	0	0	0	0	0	0
32	7	1	0	0	0	0	0	0
24	7	2	0	0	0	0	0	0
28	11	3	0	0	0	0	0	0
27	7	0	0	0	0	0	0	0

22	11	2	0	0	0	0	0	0
20	5	0	1	0	0	0	0	0
35	7	0	0	0	0	0	0	0
34	9	0	0	0	0	0	0	0
24	4	0	0	0	0	0	0	0
36	8	1	0	0	0	0	0	0
34	20	1	0	0	0	0	0	0
43	4	0	0	0	0	0	0	0
31	2	2	1	0	0	0	0	0
32	13	2	0	0	0	0	0	0
41	17	3	0	1	0	0	0	0
37	16	1	3	0	0	0	0	0
39	12	0	0	0	0	0	0	0
37	6	3	0	0	0	0	0	0
29	4	0	1	1	0	0	0	0
30	10	1	1	0	0	0	0	0
33	15	1	0	0	0	0	0	0
17	9	1	0	0	0	0	0	0
36	11	4	1	0	0	0	0	0
22	6	2	0	0	0	0	0	0
29	13	2	0	0	0	0	0	0
28	11	3	0	0	0	0	0	0
24	12	3	1	0	0	0	0	0
24	9	2	0	0	0	0	0	0
26	8	0	0	0	0	0	0	0
31	13	0	0	1	0	0	0	0
23	8	2	1	0	0	0	0	0
31	13	4	0	0	0	0	0	0
23	4	1	0	0	0	0	0	0
27	12	3	0	0	0	0	0	0
24	11	2	0	0	0	0	0	0
19	9	0	0	0	0	0	0	0
12	16	3	0	0	0	0	0	0
13	18	1	0	0	1	0	0	0
15	9	2	0	0	0	0	0	0
16	4	0	0	0	0	0	0	0
15	8	0	0	0	0	0	0	0
11	7	1	0	0	0	0	0	0
17	9	0	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0
10	10	0	0	0	0	0	0	0
6	4	0	1	0	0	0	0	0
9	3	0	0	0	0	0	0	0
1529	444	65	14	4	1	0	0	0
2002	651	99	16	6	2	0	0	0
2095	700	100	17	6	2	0	0	0
2229	759	111	17	6	2	0	0	0

06:30	06:00	06:00	09:30	10:30	10:30	11:00	11:00	11:00
213	77	14	2	1	1	0	0	0
15:45	15:30	17:45	16:00	19:30	21:30	23:00	23:00	23:00
154	58	11	4	1	1	0	0	0

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Site No. 00423182 Site Ref. ID04231
Site 8_2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	2		30	3	0	0	0	0
00:15	1		28	0	0	0	0	0
00:30	5		23	4	0	0	2	1
00:45	2		25	3	0	0	0	1
01:00	4		29	4	0	0	0	1
01:15	0				0	0	0	0
01:30	5		23	6	0	0	3	0
01:45	3		24	2	0	0	0	2
02:00	1		23	0	0	0	0	1
02:15	2		18	0	0	0	2	0
02:30	3		28	0	0	0	0	0
02:45	3		31	2	0	0	0	0
03:00	3		28	4	0	0	0	1
03:15	6		24	6	0	0	2	1
03:30	5		27	5	0	0	1	0
03:45	2		33	10	0	0	0	1
04:00	7		25	4	0	0	1	2
04:15	7		20	2	0	0	3	4
04:30	7		22	6	0	0	4	1
04:45	9		21	4	0	0	4	3
05:00	19	29	23	6	0	1	5	8
05:15	33	32	23	7	0	4	9	9
05:30	51	29	24	5	0	1	7	23
05:45	43	28	23	4	0	0	8	22
06:00	55	29	23	7	2	7	8	19
06:15	90	28	23	5	3	1	24	27
06:30	97	28	22	6	2	7	23	36
06:45	132	28	22	5	0	14	33	48
07:00	130	28	21	6	3	17	34	38
07:15	145	26	20	6	15	22	25	55
07:30	131	25	19	6	12	21	38	40
07:45	119	28	21	6	8	15	37	24
08:00	106	29	23	6	2	10	19	33
08:15	120	28	21	6	8	16	26	40
08:30	109	26	20	6	8	17	30	34
08:45	80	27	20	6	7	15	22	16
09:00	82	29	23	5	2	1	17	35
09:15	76	28	22	6	3	11	12	26
09:30	70	29	24	5	0	1	13	29
09:45	78	27	22	4	0	1	25	34
10:00	59	28	23	6	0	1	19	22
10:15	56	29	23	6	1	3	10	22

10:30	66	27	20	6	10	7	14	19
10:45	76	29	22	6	2	4	23	24
11:00	59	30	23	6	2	6	11	14
11:15	75	25	20	5	0	8	33	24
11:30	76	27	21	5	1	7	24	25
11:45	70	28	24	4	0	0	12	31
12:00	57	29	22	6	0	9	18	13
12:15	77	29	23	6	0	9	12	27
12:30	97	28	21	6	8	5	30	23
12:45	92	26	20	6	4	16	28	26
13:00	91	28	20	7	10	9	25	26
13:15	75	29	23	6	0	8	19	22
13:30	88	27	20	7	9	16	19	24
13:45	75	28	22	6	4	6	16	28
14:00	73	30	23	7	2	12	9	18
14:15	69	30	23	5	0	2	20	23
14:30	86	28	22	6	4	7	20	30
14:45	93	28	20	6	6	17	28	13
15:00	118	28	21	6	10	13	26	38
15:15	94	30	22	7	7	14	15	17
15:30	104	30	22	7	6	19	14	26
15:45	104	29	22	7	6	11	29	26
16:00	138	28	21	6	5	19	41	37
16:15	106	29	23	6	4	9	13	35
16:30	98	29	21	7	6	18	16	26
16:45	118	29	22	6	3	18	19	32
17:00	114	30	23	7	5	9	25	32
17:15	127	26	20	6	6	23	37	37
17:30	118	25	18	7	16	35	27	21
17:45	106	28	22	6	7	11	23	30
18:00	110	28	20	7	14	16	26	25
18:15	50	30	23	7	1	9	7	8
18:30	65	30	25	5	0	3	7	23
18:45	43	30	25	5	0	1	6	10
19:00	51	28	23	5	0	2	12	23
19:15	48	27	19	6	5	11	14	7
19:30	36	32	26	6	0	0	6	13
19:45	34	29	25	5	0	0	5	10
20:00	21	31	27	4	0	0	1	4
20:15	25	31	26	5	0	0	4	7
20:30	20	30	26	4	0	0	1	8
20:45	16	33	28	6	0	0	2	2
21:00	21	29	25	3	0	0	1	8
21:15	20	30	25	5	0	0	4	6
21:30	14	34	28	7	0	0	1	5
21:45	16	29	24	6	0	0	5	5
22:00	10	33	27	6	0	0	1	3
22:15	13	33	29	4	0	0	0	3
22:30	17	28	23	5	0	0	7	3
22:45	11	30	26	5	0	0	2	2

23:00	11	29	24	5	0	0	3	3
23:15	6		29	5	0	0	0	1
23:30	5		27	5	0	0	1	0
23:45	6		29	4	0	0	0	1
Total								
12H(7-19)	4369	28	21	6	227	527	1019	1281
16H(6-22)	5065	29	22	6	239	569	1163	1509
18H(6-24)	5144	29	22	6	239	569	1177	1525
24H(0-24)	5367	29	22	6	239	575	1228	1606
AM Peak	06:45	02:45	02:30	03:00	07:00	07:00	07:00	06:45
	538	32	27	6	38	75	134	181
PM Peak	16:45	21:30	21:30	17:30	17:15	17:15	17:15	16:00
	477	33	27	7	43	85	113	130

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	9		29	8	0	0	2	1
00:15	10	34	31	3	0	0	0	0
00:30	14	32	27	5	0	0	0	7
00:45	10	30	27	4	0	0	1	2
01:00	5		27	6	0	0	0	3
01:15	7		25	6	0	0	2	2
01:30	8		26	3	0	0	1	1
01:45	6		25	6	0	0	2	0
02:00	9		25	2	0	0	0	4
02:15	2		25	3	0	0	0	1
02:30	8		24	5	0	0	2	2
02:45	1		33	0	0	0	0	0
03:00	7		26	3	0	0	0	3
03:15	3		28	7	0	0	1	0
03:30	7		28	4	0	0	0	2
03:45	6		23	7	0	0	2	3
04:00	9		23	3	0	0	2	5
04:15	8		21	3	0	0	3	4
04:30	4		30	3	0	0	0	0
04:45	19	28	24	4	0	0	3	9
05:00	24	29	24	4	0	0	5	9
05:15	22	32	25	7	0	1	4	9
05:30	25	30	24	5	0	1	3	11

05:45	37	31	26	5	0	0	4	13
06:00	42	33	26	7	0	1	7	10
06:15	46	30	26	5	0	0	7	10
06:30	54	29	24	5	2	0	9	20
06:45	58	29	24	5	0	2	10	23
07:00	56	30	25	5	0	2	5	16
07:15	40	29	25	5	0	0	5	16
07:30	40	30	24	6	1	3	5	10
07:45	50	28	22	5	0	4	15	13
08:00	46	28	23	6	1	4	2	23
08:15	42	30	23	7	2	3	5	18
08:30	21	29	22	7	2	1	4	5
08:45	37	29	24	5	1	1	8	10
09:00	27	30	25	4	0	0	1	15
09:15	32	30	25	5	0	1	4	8
09:30	31	29	24	5	0	1	6	11
09:45	41	29	23	5	0	0	14	12
10:00	29	33	28	5	0	0	2	8
10:15	38	32	27	5	0	0	2	12
10:30	26	27	21	6	2	2	7	9
10:45	20	30	26	5	0	0	2	9
11:00	26	32	27	4	0	0	1	8
11:15	31	29	23	6	1	2	4	11
11:30	26	28	25	6	0	0	4	10
11:45	37	31	26	5	0	2	1	14
12:00	31	30	23	6	0	4	4	11
12:15	23	28	23	5	0	2	4	9
12:30	34	28	23	5	1	0	7	13
12:45	39	31	25	5	1	0	5	15
13:00	31	33	26	6	0	2	2	9
13:15	33	29	24	4	0	1	4	12
13:30	30	28	22	5	1	2	5	13
13:45	46	28	23	4	0	1	11	19
14:00	31	32	25	5	0	1	0	18
14:15	45	31	26	4	0	0	3	15
14:30	42	29	24	5	1	2	5	11
14:45	35	31	26	6	0	3	3	6
15:00	38	28	23	6	1	2	6	14
15:15	30	29	23	7	1	4	4	9
15:30	34	31	25	6	0	2	2	13
15:45	31	36	28	7	0	0	4	5
16:00	26	28	23	5	1	0	4	11
16:15	32	30	25	5	0	0	4	15
16:30	39	28	22	6	2	3	6	16
16:45	48	29	24	5	0	3	6	18
17:00	45	30	25	5	0	1	6	16
17:15	47	30	24	6	0	1	9	19
17:30	48	29	23	6	1	4	10	14
17:45	41	30	24	6	0	0	8	18
18:00	42	27	22	5	1	2	6	24

18:15	42	30	26	7	0	0	6	15
18:30	44	30	25	5	0	1	4	17
18:45	47	28	24	4	1	0	5	25
19:00	38	29	24	5	0	0	10	12
19:15	42	29	24	5	0	1	4	20
19:30	27	30	26	4	0	0	0	13
19:45	38	32	27	5	0	0	4	9
20:00	32	33	27	5	0	0	1	12
20:15	26	30	27	3	0	0	1	5
20:30	20	32	26	5	0	0	2	7
20:45	25	31	27	4	0	0	0	11
21:00	18	31	25	6	0	0	5	4
21:15	23	33	28	4	0	0	0	8
21:30	23	30	27	4	0	0	0	7
21:45	21	34	28	5	0	0	1	4
22:00	27	30	26	4	0	0	3	7
22:15	14	30	26	4	0	0	0	6
22:30	20	28	24	4	0	1	3	7
22:45	27	29	25	4	0	1	1	7
23:00	20	31	27	4	0	0	1	4
23:15	24	31	25	7	0	2	3	5
23:30	11	32	28	4	0	0	1	1
23:45	14	29	25	5	0	0	2	5
Total								
12H(7-19)	1750	30	24	6	22	67	240	638
16H(6-22)	2283	30	25	6	24	71	301	813
18H(6-24)	2440	30	25	6	24	75	315	855
24H(0-24)	2700	30	25	5	24	77	352	946
AM Peak	06:15	00:00	00:00	08:00	08:00	07:30	06:00	06:30
	214	34	28	6	6	14	33	75
PM Peak	16:45	21:00	21:15	15:00	16:00	14:45	17:15	18:00
	188	33	27	7	3	11	33	81

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	11	37	29	8	0	0	2	1
00:15	11	34	30	3	0	0	0	0
00:30	19	32	26	5	0	0	2	8

00:45	12	29	26	4	0	0	1	3
01:00	9		28	5	0	0	0	4
01:15	7		25	6	0	0	2	2
01:30	13	29	24	5	0	0	4	1
01:45	9		25	5	0	0	2	2
02:00	10	28	25	3	0	0	0	5
02:15	4		21	4	0	0	2	1
02:30	11	29	25	4	0	0	2	2
02:45	4		31	2	0	0	0	0
03:00	10	30	27	4	0	0	0	4
03:15	9		25	6	0	0	3	1
03:30	12	31	27	4	0	0	1	2
03:45	8		26	9	0	0	2	4
04:00	16	28	23	4	0	0	3	7
04:15	15	24	21	3	0	0	6	8
04:30	11	31	25	6	0	0	4	1
04:45	28	28	23	4	0	0	7	12
05:00	43	29	24	5	0	1	10	17
05:15	55	32	24	7	0	5	13	18
05:30	76	30	24	5	0	2	10	34
05:45	80	29	25	5	0	0	12	35
06:00	97	31	24	7	2	8	15	29
06:15	136	29	24	5	3	1	31	37
06:30	151	29	23	5	4	7	32	56
06:45	190	28	22	5	0	16	43	71
07:00	186	29	23	6	3	19	39	54
07:15	185	27	21	6	15	22	30	71
07:30	171	27	20	6	13	24	43	50
07:45	169	28	21	6	8	19	52	37
08:00	152	29	23	6	3	14	21	56
08:15	162	28	21	6	10	19	31	58
08:30	130	27	20	6	10	18	34	39
08:45	117	28	21	6	8	16	30	26
09:00	109	29	24	5	2	1	18	50
09:15	108	29	23	6	3	12	16	34
09:30	101	29	24	5	0	2	19	40
09:45	119	28	22	5	0	1	39	46
10:00	88	31	24	6	0	1	21	30
10:15	94	31	25	6	1	3	12	34
10:30	92	27	20	6	12	9	21	28
10:45	96	29	23	6	2	4	25	33
11:00	85	31	24	6	2	6	12	22
11:15	106	27	21	5	1	10	37	35
11:30	102	28	22	6	1	7	28	35
11:45	107	29	25	5	0	2	13	45
12:00	88	30	22	6	0	13	22	24
12:15	100	29	23	6	0	11	16	36
12:30	131	28	22	6	9	5	37	36
12:45	131	28	21	6	5	16	33	41
13:00	122	31	22	7	10	11	27	35

13:15	108	29	23	6	0	9	23	34
13:30	118	27	20	6	10	18	24	37
13:45	121	28	22	5	4	7	27	47
14:00	104	31	24	7	2	13	9	36
14:15	114	31	24	5	0	2	23	38
14:30	128	29	23	6	5	9	25	41
14:45	128	29	22	7	6	20	31	19
15:00	156	28	21	6	11	15	32	52
15:15	124	30	22	7	8	18	19	26
15:30	138	30	23	7	6	21	16	39
15:45	135	31	23	7	6	11	33	31
16:00	164	28	21	6	6	19	45	48
16:15	138	29	24	6	4	9	17	50
16:30	137	29	22	7	8	21	22	42
16:45	166	29	23	6	3	21	25	50
17:00	159	30	23	6	5	10	31	48
17:15	174	27	21	6	6	24	46	56
17:30	166	27	19	7	17	39	37	35
17:45	147	29	22	6	7	11	31	48
18:00	152	28	21	6	15	18	32	49
18:15	92	30	24	7	1	9	13	23
18:30	109	30	25	5	0	4	11	40
18:45	90	29	24	4	1	1	11	35
19:00	89	29	23	5	0	2	22	35
19:15	90	28	21	6	5	12	18	27
19:30	63	31	26	5	0	0	6	26
19:45	72	30	26	5	0	0	9	19
20:00	53	32	27	5	0	0	2	16
20:15	51	30	26	4	0	0	5	12
20:30	40	31	26	5	0	0	3	15
20:45	41	33	27	5	0	0	2	13
21:00	39	30	25	5	0	0	6	12
21:15	43	32	26	5	0	0	4	14
21:30	37	32	28	5	0	0	1	12
21:45	37	33	26	6	0	0	6	9
22:00	37	31	26	5	0	0	4	10
22:15	27	32	28	4	0	0	0	9
22:30	37	28	23	5	0	1	10	10
22:45	38	29	25	4	0	1	3	9
23:00	31	30	26	4	0	0	4	7
23:15	30	32	26	7	0	2	3	6
23:30	16	32	28	5	0	0	2	1
23:45	20	32	26	5	0	0	2	6
Total								
12H(7-19)	6119	29	22	6	249	594	1259	1919
16H(6-22)	7348	29	23	6	263	640	1464	2322
18H(6-24)	7584	29	23	6	263	644	1492	2380
24H(0-24)	8067	29	23	6	263	652	1580	2552

AM Peak	06:45	00:00	00:00	10:15	07:15	07:00	07:00	06:30
	732	33	27	6	39	84	164	252
PM Peak	16:45	21:30	21:30	15:00	17:15	16:45	17:15	16:30
	665	33	27	7	45	94	146	196

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
1	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0
4	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0
3	7	1	0	0	0	0	0	0
14	6	0	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
13	2	3	1	0	0	0	0	0
31	3	1	0	0	0	0	0	0
21	7	1	0	0	0	0	0	0
32	4	1	0	0	0	0	0	0
30	8	0	0	0	0	0	0	0
24	4	0	0	0	0	0	0	0
15	4	1	0	0	0	0	0	0
28	6	1	0	0	0	0	0	0
33	9	0	0	0	0	0	0	0
23	7	0	0	0	0	0	0	0
19	1	0	0	0	0	0	0	0
16	4	0	0	0	0	0	0	0
19	6	2	0	0	0	0	0	0
21	1	2	0	0	0	0	0	0
20	7	0	0	0	0	0	0	0
16	1	1	0	0	0	0	0	0
11	3	3	0	0	0	0	0	0
13	6	1	0	0	0	0	0	0

14	2	0	0	0	0	0	0	0
15	8	0	0	0	0	0	0	0
18	8	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
16	3	0	0	0	0	0	0	0
23	4	0	0	0	0	0	0	0
10	6	1	0	0	0	0	0	0
20	8	1	0	0	0	0	0	0
27	4	0	0	0	0	0	0	0
15	3	0	0	0	0	0	0	0
10	11	0	0	0	0	0	0	0
17	8	1	0	0	0	0	0	0
15	5	0	0	0	0	0	0	0
16	5	0	0	0	0	0	0	0
21	7	4	0	0	0	0	0	0
13	11	0	0	0	0	0	0	0
21	4	0	0	0	0	0	0	0
26	3	0	0	0	0	0	0	0
25	6	0	0	0	0	0	0	0
28	13	0	0	0	0	0	0	0
25	12	2	0	0	0	0	0	0
20	10	1	1	0	0	0	0	0
22	13	1	0	0	0	0	0	0
33	12	0	0	0	0	0	0	0
22	10	0	0	0	0	0	0	0
37	9	0	0	0	0	0	0	0
24	18	0	1	0	0	0	0	0
21	3	0	0	0	0	0	0	0
11	6	2	0	0	0	0	0	0
27	8	0	0	0	0	0	0	0
22	6	1	0	0	0	0	0	0
18	6	1	0	0	0	0	0	0
21	9	2	0	0	0	0	0	0
21	5	0	0	0	0	0	0	0
10	3	1	0	0	0	0	0	0
10	1	0	0	0	0	0	0	0
9	6	1	1	0	0	0	0	0
16	2	1	0	0	0	0	0	0
11	5	0	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
5	6	1	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0
3	3	0	2	0	0	0	0	0
4	1	1	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0

4	1	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
969	316	28	2	0	0	0	0	0
1169	370	40	6	0	0	0	0	0
1199	387	42	6	0	0	0	0	0
1254	414	44	7	0	0	0	0	0
06:15	07:30	09:15	06:00	11:00	11:00	11:00	11:00	11:00
114	26	6	1	0	0	0	0	0
16:15	16:15	13:15	21:30	23:00	23:00	23:00	23:00	23:00
116	49	5	2	0	0	0	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
3	0	2	1	0	0	0	0	0
5	4	1	0	0	0	0	0	0
2	5	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
3	4	0	1	0	0	0	0	0
6	4	0	0	0	0	0	0	0

13	5	2	0	0	0	0	0	0
14	5	4	1	0	0	0	0	0
22	5	1	1	0	0	0	0	0
19	4	0	0	0	0	0	0	0
17	6	0	0	0	0	0	0	0
26	6	1	0	0	0	0	0	0
15	3	0	1	0	0	0	0	0
15	6	0	0	0	0	0	0	0
16	2	0	0	0	0	0	0	0
14	1	0	1	0	0	0	0	0
8	4	0	2	0	0	0	0	0
7	2	0	0	0	0	0	0	0
14	3	0	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
15	4	0	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
9	8	2	0	0	0	0	0	0
15	6	2	1	0	0	0	0	0
5	1	0	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
9	8	0	0	0	0	0	0	0
11	1	1	0	0	0	0	0	0
8	1	3	0	0	0	0	0	0
13	5	2	0	0	0	0	0	0
7	5	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
10	8	0	0	0	0	0	0	0
7	10	1	0	0	0	0	0	0
15	1	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
14	1	0	0	0	0	0	0	0
5	6	1	0	0	0	0	0	0
18	8	1	0	0	0	0	0	0
19	4	0	0	0	0	0	0	0
16	7	0	0	0	0	0	0	0
13	0	2	0	0	0	0	0	0
9	2	1	0	0	0	0	0	0
10	5	2	0	0	0	0	0	0
11	5	5	1	0	0	0	0	0
9	1	0	0	0	0	0	0	0
8	4	1	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
16	5	0	0	0	0	0	0	0
15	6	0	1	0	0	0	0	0
11	6	0	1	0	0	0	0	0
15	4	0	0	0	0	0	0	0
9	4	1	1	0	0	0	0	0
7	2	0	0	0	0	0	0	0

14	4	0	1	2	0	0	0	0
16	4	1	1	0	0	0	0	0
14	2	0	0	0	0	0	0	0
11	5	0	0	0	0	0	0	0
14	1	2	0	0	0	0	0	0
10	4	0	0	0	0	0	0	0
17	6	1	1	0	0	0	0	0
12	3	4	0	0	0	0	0	0
16	4	0	0	0	0	0	0	0
5	6	0	0	0	0	0	0	0
9	4	1	0	0	0	0	0	0
5	3	1	0	0	0	0	0	0
7	8	0	0	0	0	0	0	0
12	3	1	0	0	0	0	0	0
9	4	3	0	0	0	0	0	0
12	5	0	0	0	0	0	0	0
6	1	1	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
9	4	0	1	0	0	0	0	0
5	4	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
557	183	30	11	2	0	0	0	0
756	254	48	14	2	0	0	0	0
831	274	49	15	2	0	0	0	0
913	313	56	17	2	0	0	0	0
06:15	09:30	05:45	08:00	11:00	11:00	11:00	11:00	11:00
84	21	7	3	0	0	0	0	0
14:15	14:00	15:00	17:45	18:15	23:00	23:00	23:00	23:00
66	25	10	3	2	0	0	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
4	1	2	1	0	0	0	0	0
6	4	1	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0

6	2	0	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0
6	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
10	4	1	0	0	0	0	0	0
6	11	1	1	0	0	0	0	0
20	10	0	0	0	0	0	0	0
24	7	2	0	0	0	0	0	0
27	7	7	2	0	0	0	0	0
53	8	2	1	0	0	0	0	0
40	11	1	0	0	0	0	0	0
49	10	1	0	0	0	0	0	0
56	14	1	0	0	0	0	0	0
39	7	0	1	0	0	0	0	0
30	10	1	0	0	0	0	0	0
44	8	1	0	0	0	0	0	0
47	10	0	1	0	0	0	0	0
31	11	0	2	0	0	0	0	0
26	3	0	0	0	0	0	0	0
30	7	0	0	0	0	0	0	0
26	9	3	0	0	0	0	0	0
36	5	2	0	0	0	0	0	0
30	10	0	0	0	0	0	0	0
27	5	1	0	0	0	0	0	0
20	11	5	0	0	0	0	0	0
28	12	3	1	0	0	0	0	0
19	3	0	0	0	0	0	0	0
21	9	2	0	0	0	0	0	0
27	16	0	0	0	0	0	0	0
18	4	1	0	0	0	0	0	0
24	4	3	0	0	0	0	0	0
36	9	2	0	0	0	0	0	0
17	11	1	0	0	0	0	0	0
28	8	1	0	0	0	0	0	0
38	6	0	0	0	0	0	0	0
25	11	0	0	0	0	0	0	0
17	21	1	0	0	0	0	0	0

32	9	1	0	0	0	0	0	0
22	7	0	0	0	0	0	0	0
30	6	0	0	0	0	0	0	0
26	13	5	0	0	0	0	0	0
31	19	1	0	0	0	0	0	0
40	8	0	0	0	0	0	0	0
42	10	0	0	0	0	0	0	0
38	6	2	0	0	0	0	0	0
37	15	1	0	0	0	0	0	0
35	17	4	0	0	0	0	0	0
31	15	6	2	0	0	0	0	0
31	14	1	0	0	0	0	0	0
41	16	1	0	0	0	0	0	0
31	13	0	0	0	0	0	0	0
53	14	0	0	0	0	0	0	0
39	24	0	2	0	0	0	0	0
32	9	0	1	0	0	0	0	0
26	10	2	0	0	0	0	0	0
36	12	1	1	0	0	0	0	0
29	8	1	0	0	0	0	0	0
32	10	1	1	2	0	0	0	0
37	13	3	1	0	0	0	0	0
35	7	0	0	0	0	0	0	0
21	8	1	0	0	0	0	0	0
24	2	2	0	0	0	0	0	0
19	10	1	1	0	0	0	0	0
33	8	2	1	0	0	0	0	0
23	8	4	0	0	0	0	0	0
25	9	0	0	0	0	0	0	0
13	9	0	0	0	0	0	0	0
14	10	2	0	0	0	0	0	0
16	4	1	0	0	0	0	0	0
14	10	1	0	0	0	0	0	0
15	6	1	2	0	0	0	0	0
13	5	4	0	0	0	0	0	0
15	7	1	0	0	0	0	0	0
10	7	1	0	0	0	0	0	0
15	1	0	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0
15	5	0	0	0	0	0	0	0
12	5	1	1	0	0	0	0	0
8	5	0	0	0	0	0	0	0
7	5	0	0	0	0	0	0	0
1526	499	58	13	2	0	0	0	0
1925	624	88	20	2	0	0	0	0
2030	661	91	21	2	0	0	0	0
2167	727	100	24	2	0	0	0	0

06:15	06:15	05:45	08:00	11:00	11:00	11:00	11:00	11:00
198	43	12	3	0	0	0	0	0
16:15	16:15	15:00	17:00	18:15	23:00	23:00	23:00	23:00
164	67	13	4	2	0	0	0	0

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Site No. 00423182 Site Ref. ID04231
Site 8_2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	2		25	3	0	0	0	1
00:15	5		26	4	0	0	0	3
00:30	3		29	2	0	0	0	0
00:45	3		29	5	0	0	0	1
01:00	0				0	0	0	0
01:15	1		28	0	0	0	0	0
01:30	1		33	0	0	0	0	0
01:45	2		33	5	0	0	0	0
02:00	2		28	5	0	0	0	1
02:15	2		30	3	0	0	0	0
02:30	3		28	4	0	0	0	1
02:45	2		33	5	0	0	0	0
03:00	1		23	0	0	0	0	1
03:15	4		24	6	0	0	2	0
03:30	1		18	0	0	0	1	0
03:45	2		25	3	0	0	0	1
04:00	3		24	2	0	0	0	2
04:15	5		28	4	0	0	0	2
04:30	5		25	4	0	0	1	1
04:45	5		28	4	0	0	0	2
05:00	5		27	5	0	0	1	0
05:15	12	29	25	5	0	0	2	5
05:30	15	30	26	4	0	0	1	4
05:45	15	30	26	4	0	0	0	7
06:00	18	28	23	5	0	0	6	6
06:15	28	28	24	5	0	0	6	12
06:30	24	28	24	5	0	0	5	10
06:45	24	29	24	5	0	0	8	6
07:00	26	32	26	6	0	2	1	5
07:15	37	30	24	6	0	5	2	13
07:30	26	30	26	4	0	0	1	10
07:45	25	31	26	5	0	1	2	5
08:00	27	29	23	6	0	1	10	2
08:15	40	29	23	6	0	3	10	10
08:30	49	31	26	5	0	2	3	12
08:45	34	32	25	6	0	2	5	9
09:00	44	30	26	5	0	0	3	18
09:15	46	29	24	5	0	3	6	18
09:30	61	31	23	6	0	7	12	16
09:45	51	31	27	4	0	0	4	12
10:00	46	31	26	5	0	0	6	11
10:15	55	32	25	7	1	5	8	13

10:30	47	32	26	6	0	4	4	11
10:45	43	33	27	5	0	0	4	13
11:00	59	32	27	4	0	0	5	11
11:15	68	29	25	4	0	0	10	24
11:30	85	31	25	6	2	2	9	21
11:45	61	31	26	5	0	3	5	15
12:00	64	29	26	4	0	0	3	24
12:15	71	30	25	5	0	0	8	30
12:30	59	32	27	4	0	0	1	22
12:45	57	30	25	5	0	2	7	13
13:00	58	32	25	6	0	3	6	22
13:15	54	30	26	5	0	0	6	15
13:30	47	29	25	5	1	1	6	14
13:45	74	32	26	5	2	1	4	20
14:00	50	32	27	4	0	0	3	12
14:15	46	30	25	5	0	2	6	11
14:30	48	32	28	4	0	0	2	8
14:45	46	32	25	6	0	1	7	14
15:00	53	32	25	6	2	3	5	17
15:15	60	29	24	6	3	3	5	19
15:30	52	31	25	6	0	4	5	13
15:45	46	30	25	5	0	0	8	16
16:00	33	33	27	5	0	0	5	6
16:15	53	30	25	5	0	0	5	24
16:30	48	31	26	5	0	0	7	12
16:45	53	30	25	5	0	1	6	17
17:00	179	28	22	6	5	20	44	47
17:15	81	29	22	7	8	8	12	20
17:30	62	31	26	5	0	0	6	18
17:45	44	29	22	6	1	4	13	9
18:00	36	28	24	4	0	0	8	13
18:15	34	30	26	3	0	0	1	10
18:30	29	32	26	6	0	1	3	8
18:45	33	29	25	4	0	0	2	17
19:00	18	29	24	5	0	1	1	10
19:15	8		26	3	0	0	1	1
19:30	14	29	26	3	0	0	0	5
19:45	20	29	24	5	0	0	7	4
20:00	16	30	25	5	0	0	2	8
20:15	10	28	24	5	0	1	1	4
20:30	21	28	22	6	0	3	5	6
20:45	6		31	4	0	0	0	0
21:00	8		27	5	0	0	1	1
21:15	9		26	2	0	0	0	3
21:30	10	32	28	4	0	0	0	3
21:45	12	31	25	5	0	0	2	4
22:00	9		28	3	0	0	0	1
22:15	13	31	27	6	0	0	1	4
22:30	8		27	3	0	0	0	2
22:45	8		24	5	0	0	2	2

23:00	3		31	2	0	0	0	0
23:15	4		24	2	0	0	0	3
23:30	2		28	0	0	0	0	0
23:45	8		28	3	0	0	0	1
Total								
12H(7-19)	2500	31	25	5	25	94	304	720
16H(6-22)	2746	30	25	5	25	99	349	803
18H(6-24)	2801	30	25	5	25	99	352	816
24H(0-24)	2900	30	25	5	25	99	360	848
AM Peak	11:00	02:30	01:00	02:45	11:00	09:30	09:30	11:00
	273	33	31	7	2	12	30	71
PM Peak	16:45	21:30	23:00	20:15	17:00	17:00	17:00	16:45
	375	32	28	6	14	32	75	102

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	18	29	26	3	0	0	0	7
00:15	19	33	26	6	0	0	3	8
00:30	11	28	25	3	0	0	0	7
00:45	12	31	26	5	0	0	1	5
01:00	5		25	6	0	0	2	0
01:15	1		23	0	0	0	0	1
01:30	3		24	2	0	0	0	2
01:45	2		23	0	0	0	0	2
02:00	8		23	6	0	0	3	3
02:15	6		23	4	0	0	2	2
02:30	3		28	0	0	0	0	0
02:45	5		28	5	0	0	0	2
03:00	2		25	8	0	0	1	0
03:15	8		29	5	0	0	1	0
03:30	5		26	6	0	0	1	2
03:45	2		18	0	0	0	2	0
04:00	7		25	2	0	0	0	4
04:15	4		28	6	0	0	0	2
04:30	6		23	3	0	0	1	3
04:45	10	34	29	8	0	0	2	2
05:00	9		31	5	0	0	0	0
05:15	11	31	25	5	0	0	2	4
05:30	16	29	26	3	0	0	1	5

05:45	14	33	29	5	0	0	0	4
06:00	18	30	25	6	1	0	2	7
06:15	21	29	25	6	0	0	3	9
06:30	21	28	25	2	0	0	0	11
06:45	22	32	27	6	0	0	3	6
07:00	18	30	27	4	0	0	0	7
07:15	24	29	26	6	0	0	5	5
07:30	25	29	24	5	0	0	5	9
07:45	20	32	27	4	0	0	0	7
08:00	37	29	24	5	0	2	7	8
08:15	21	30	25	5	0	0	5	5
08:30	28	33	28	4	0	0	1	6
08:45	28	33	28	4	0	0	0	8
09:00	32	34	28	6	0	0	4	6
09:15	27	30	26	5	0	0	4	5
09:30	24	29	26	4	0	0	0	8
09:45	24	32	26	5	0	1	0	8
10:00	29	30	26	5	0	0	3	8
10:15	28	30	26	5	0	0	3	9
10:30	26	34	28	5	0	0	0	10
10:45	28	32	26	6	0	0	4	8
11:00	36	33	27	5	0	0	4	8
11:15	41	29	25	4	0	0	4	17
11:30	28	33	27	5	0	0	0	11
11:45	33	31	26	5	0	0	5	5
12:00	36	32	27	4	0	0	0	12
12:15	36	34	29	5	0	0	1	9
12:30	36	31	27	4	0	0	2	7
12:45	34	34	27	6	0	1	5	6
13:00	35	30	26	5	0	0	5	8
13:15	33	32	27	4	0	0	0	10
13:30	33	32	27	5	0	0	2	11
13:45	25	32	27	5	0	0	2	7
14:00	30	30	24	6	1	1	5	8
14:15	43	32	27	5	0	0	5	5
14:30	38	31	27	4	0	0	1	14
14:45	45	33	28	4	0	0	1	7
15:00	37	30	26	4	1	0	0	10
15:15	35	29	25	5	1	0	2	13
15:30	36	32	28	5	0	0	0	7
15:45	32	31	26	4	0	0	3	11
16:00	31	32	28	4	0	0	1	7
16:15	29	32	28	5	0	0	0	9
16:30	33	31	28	4	0	0	0	7
16:45	46	31	26	5	0	0	7	12
17:00	60	29	24	5	0	3	6	29
17:15	48	30	25	5	0	2	2	16
17:30	42	32	26	5	0	1	4	13
17:45	41	31	25	5	0	0	6	16
18:00	47	30	26	4	0	0	1	17

18:15	31	29	27	4	0	0	2	6
18:30	35	32	27	4	0	0	3	5
18:45	45	29	26	3	0	0	0	13
19:00	35	30	26	4	0	1	2	10
19:15	24	28	24	3	0	0	2	12
19:30	19	29	26	3	0	0	0	6
19:45	27	31	26	5	0	0	5	5
20:00	31	33	28	5	0	0	2	7
20:15	33	29	25	5	0	0	6	8
20:30	21	30	26	3	0	0	0	8
20:45	13	32	28	4	0	0	1	2
21:00	13	31	27	5	0	0	0	5
21:15	20	34	28	6	0	0	1	5
21:30	17	33	27	6	0	0	3	4
21:45	14	28	24	4	0	0	3	4
22:00	10	35	30	6	0	0	0	3
22:15	16	30	27	5	0	0	0	5
22:30	16	33	28	6	0	0	0	5
22:45	15	32	27	5	0	0	1	5
23:00	21	29	26	4	0	0	2	6
23:15	21	29	26	6	0	0	2	10
23:30	21	31	27	5	0	0	2	5
23:45	13	32	27	5	0	0	1	3
Total								
12H(7-19)	1609	32	26	5	3	11	120	453
16H(6-22)	1958	32	26	5	4	12	153	562
18H(6-24)	2091	32	26	5	4	12	161	604
24H(0-24)	2278	32	26	5	4	12	183	669
AM Peak	11:00	04:15	04:15	04:15	06:00	08:00	07:30	10:45
	138	34	28	7	1	2	17	44
PM Peak	16:45	21:15	22:00	21:15	15:00	17:00	16:45	17:00
	196	34	28	6	2	6	19	74

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	20	29	26	3	0	0	0	8
00:15	24	33	26	6	0	0	3	11
00:30	14	29	26	4	0	0	0	7

00:45	15	32	27	5	0	0	1	6
01:00	5		25	6	0	0	2	0
01:15	2		25	3	0	0	0	1
01:30	4		26	4	0	0	0	2
01:45	4		28	6	0	0	0	2
02:00	10	30	24	6	0	0	3	4
02:15	8		24	5	0	0	2	2
02:30	6		28	3	0	0	0	1
02:45	7		29	6	0	0	0	2
03:00	3		24	6	0	0	1	1
03:15	12	33	27	6	0	0	3	0
03:30	6		24	6	0	0	2	2
03:45	4		21	4	0	0	2	1
04:00	10	28	25	2	0	0	0	6
04:15	9		28	5	0	0	0	4
04:30	11	28	24	4	0	0	2	4
04:45	15	34	28	7	0	0	2	4
05:00	14	34	30	6	0	0	1	0
05:15	23	31	25	5	0	0	4	9
05:30	31	29	26	4	0	0	2	9
05:45	29	32	27	5	0	0	0	11
06:00	36	29	24	5	1	0	8	13
06:15	49	29	24	5	0	0	9	21
06:30	45	28	24	4	0	0	5	21
06:45	46	31	25	6	0	0	11	12
07:00	44	31	26	5	0	2	1	12
07:15	61	30	25	6	0	5	7	18
07:30	51	30	25	4	0	0	6	19
07:45	45	32	27	5	0	1	2	12
08:00	64	29	24	6	0	3	17	10
08:15	61	29	24	6	0	3	15	15
08:30	77	32	27	5	0	2	4	18
08:45	62	32	26	5	0	2	5	17
09:00	76	32	27	6	0	0	7	24
09:15	73	30	25	5	0	3	10	23
09:30	85	30	24	6	0	7	12	24
09:45	75	31	27	5	0	1	4	20
10:00	75	31	26	5	0	0	9	19
10:15	83	32	25	6	1	5	11	22
10:30	73	33	26	6	0	4	4	21
10:45	71	33	27	6	0	0	8	21
11:00	95	32	27	5	0	0	9	19
11:15	109	29	25	4	0	0	14	41
11:30	113	31	26	5	2	2	9	32
11:45	94	31	26	5	0	3	10	20
12:00	100	30	26	4	0	0	3	36
12:15	107	32	26	5	0	0	9	39
12:30	95	32	27	4	0	0	3	29
12:45	91	32	26	6	0	3	12	19
13:00	93	31	26	6	0	3	11	30

13:15	87	31	26	4	0	0	6	25
13:30	80	30	26	5	1	1	8	25
13:45	99	32	26	5	2	1	6	27
14:00	80	32	26	5	1	1	8	20
14:15	89	32	26	5	0	2	11	16
14:30	86	32	27	4	0	0	3	22
14:45	91	32	27	5	0	1	8	21
15:00	90	31	25	6	3	3	5	27
15:15	95	30	24	5	4	3	7	32
15:30	88	31	26	6	0	4	5	20
15:45	78	30	25	5	0	0	11	27
16:00	64	32	27	5	0	0	6	13
16:15	82	31	26	5	0	0	5	33
16:30	81	31	27	5	0	0	7	19
16:45	99	31	25	5	0	1	13	29
17:00	239	28	22	6	5	23	50	76
17:15	129	29	23	6	8	10	14	36
17:30	104	31	26	5	0	1	10	31
17:45	85	30	24	6	1	4	19	25
18:00	83	29	25	4	0	0	9	30
18:15	65	30	27	4	0	0	3	16
18:30	64	32	27	5	0	1	6	13
18:45	78	29	26	3	0	0	2	30
19:00	53	30	25	5	0	2	3	20
19:15	32	28	25	3	0	0	3	13
19:30	33	29	26	3	0	0	0	11
19:45	47	30	25	5	0	0	12	9
20:00	47	32	27	5	0	0	4	15
20:15	43	30	25	5	0	1	7	12
20:30	42	29	24	5	0	3	5	14
20:45	19	33	29	4	0	0	1	2
21:00	21	32	27	5	0	0	1	6
21:15	29	33	28	5	0	0	1	8
21:30	27	33	27	5	0	0	3	7
21:45	26	29	25	5	0	0	5	8
22:00	19	34	29	5	0	0	0	4
22:15	29	30	27	5	0	0	1	9
22:30	24	32	28	6	0	0	0	7
22:45	23	31	26	5	0	0	3	7
23:00	24	30	26	4	0	0	2	6
23:15	25	29	25	6	0	0	2	13
23:30	23	30	27	5	0	0	2	5
23:45	21	32	28	4	0	0	1	4
Total								
12H(7-19)	4109	31	26	5	28	105	424	1173
16H(6-22)	4704	31	26	5	29	111	502	1365
18H(6-24)	4892	31	26	5	29	111	513	1420
24H(0-24)	5178	31	26	5	29	111	543	1517

AM Peak	11:00	04:15	04:15	02:45	11:00	09:30	11:00	10:45
	411	33	28	6	2	13	42	113
PM Peak	16:45	20:45	20:45	17:00	17:00	17:00	17:00	16:45
	571	33	27	6	14	38	93	172

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
0	2	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
0	1	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	0	1	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	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
8	0	2	0	0	0	0	0	0
8	0	1	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
12	5	1	0	0	0	0	0	0
11	6	0	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
11	6	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
13	3	1	0	0	0	0	0	0
22	10	0	0	0	0	0	0	0
10	7	1	0	0	0	0	0	0
16	6	0	0	1	0	0	0	0
14	5	0	0	0	0	0	0	0
14	12	0	0	0	0	0	0	0
25	9	1	0	0	0	0	0	0
20	8	1	0	0	0	0	0	0
15	9	4	0	0	0	0	0	0

17	9	2	0	0	0	0	0	0
15	7	4	0	0	0	0	0	0
28	15	0	0	0	0	0	0	0
28	5	1	0	0	0	0	0	0
36	14	1	0	0	0	0	0	0
26	11	1	0	0	0	0	0	0
31	6	0	0	0	0	0	0	0
22	9	2	0	0	0	0	0	0
22	14	0	0	0	0	0	0	0
27	8	0	0	0	0	0	0	0
15	8	4	0	0	0	0	0	0
25	6	2	0	0	0	0	0	0
20	4	1	0	0	0	0	0	0
29	17	1	0	0	0	0	0	0
21	14	0	0	0	0	0	0	0
20	6	1	0	0	0	0	0	0
25	12	1	0	0	0	0	0	0
13	10	1	0	0	0	0	0	0
14	11	1	0	0	0	0	0	0
23	7	0	0	0	0	0	0	0
20	9	1	0	0	0	0	0	0
15	7	0	0	0	0	0	0	0
12	9	1	0	0	0	0	0	0
15	7	2	0	0	0	0	0	0
20	9	0	0	0	0	0	0	0
22	7	0	0	0	0	0	0	0
59	4	0	0	0	0	0	0	0
26	7	0	0	0	0	0	0	0
26	11	1	0	0	0	0	0	0
14	3	0	0	0	0	0	0	0
14	0	1	0	0	0	0	0	0
19	4	0	0	0	0	0	0	0
8	9	0	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
5	2	0	1	0	0	0	0	0
5	1	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0

1	2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
944	374	38	0	1	0	0	0	0
1029	398	42	0	1	0	0	0	0
1057	408	42	1	1	0	0	0	0
1093	429	44	1	1	0	0	0	0
11:00	11:00	10:00	11:00	09:00	11:00	11:00	11:00	11:00
118	45	11	0	1	0	0	0	0
16:45	13:45	13:00	22:15	23:00	23:00	23:00	23:00	23:00
133	49	8	1	0	0	0	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
9	2	0	0	0	0	0	0	0
1	6	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
2	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
0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
0	5	0	1	0	0	0	0	0
5	2	1	1	0	0	0	0	0
2	3	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0

5	4	0	1	0	0	0	0	0
5	2	1	0	0	0	0	0	0
6	2	0	1	0	0	0	0	0
10	0	0	0	0	0	0	0	0
8	3	1	1	0	0	0	0	0
8	2	1	0	0	0	0	0	0
10	1	3	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
8	5	0	0	0	0	0	0	0
17	2	1	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
12	8	1	0	0	0	0	0	0
11	8	1	0	0	0	0	0	0
12	6	2	2	0	0	0	0	0
14	4	0	0	0	0	0	0	0
14	1	1	0	0	0	0	0	0
9	6	0	0	0	0	0	0	0
14	3	1	0	0	0	0	0	0
12	3	1	0	0	0	0	0	0
8	5	3	0	0	0	0	0	0
9	5	2	0	0	0	0	0	0
12	10	2	0	0	0	0	0	0
15	5	0	0	0	0	0	0	0
8	8	1	0	0	0	0	0	0
16	6	1	0	0	0	0	0	0
14	9	1	0	0	0	0	0	0
9	15	1	1	0	0	0	0	0
20	6	1	0	0	0	0	0	0
10	9	3	0	0	0	0	0	0
16	4	2	0	0	0	0	0	0
15	7	1	0	0	0	0	0	0
12	7	0	1	0	0	0	0	0
9	6	1	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
21	11	1	0	0	0	0	0	0
16	5	2	0	0	0	0	0	0
22	14	1	0	0	0	0	0	0
20	6	0	0	0	0	0	0	0
15	4	0	0	0	0	0	0	0
21	6	1	0	1	0	0	0	0
12	6	0	0	0	0	0	0	0
15	7	1	0	0	0	0	0	0
14	3	3	0	0	0	0	0	0
19	6	0	1	0	0	0	0	0
17	9	1	0	0	0	0	0	0
17	4	1	0	0	0	0	0	0
22	6	0	0	0	0	0	0	0
14	9	1	0	0	0	0	0	0
11	7	1	0	0	0	0	0	0
22	7	0	0	0	0	0	0	0

20	2	0	1	0	0	0	0	0
19	7	1	0	0	0	0	0	0
30	2	0	0	0	0	0	0	0
17	5	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
11	5	1	0	0	0	0	0	0
12	9	1	0	0	0	0	0	0
14	4	1	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0
5	2	1	0	0	0	0	0	0
7	4	3	0	0	0	0	0	0
5	3	2	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
1	4	2	0	0	0	0	0	0
9	1	0	1	0	0	0	0	0
7	2	1	0	1	0	0	0	0
5	3	1	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
6	2	0	0	1	0	0	0	0
10	3	1	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0
688	282	45	6	1	0	0	0	0
833	329	56	8	1	0	0	0	0
887	350	61	9	3	0	0	0	0
944	385	66	12	3	0	0	0	0
11:00	11:00	10:15	09:00	11:00	11:00	11:00	11:00	11:00
51	29	8	2	0	0	0	0	0
18:00	12:00	21:15	22:15	22:30	23:00	23:00	23:00	23:00
91	39	7	1	2	0	0	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
10	2	0	0	0	0	0	0	0
2	7	1	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0

3	5	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
1	7	0	1	0	0	0	0	0
8	3	1	1	0	0	0	0	0
5	5	0	0	0	0	0	0	0
17	3	0	0	0	0	0	0	0
10	7	0	1	0	0	0	0	0
10	3	1	0	0	0	0	0	0
14	2	2	1	0	0	0	0	0
18	0	1	0	0	0	0	0	0
15	6	1	1	0	0	0	0	0
20	7	2	0	0	0	0	0	0
21	7	3	0	0	0	0	0	0
19	7	0	0	0	0	0	0	0
19	11	0	0	0	0	0	0	0
29	4	1	0	0	0	0	0	0
21	6	1	0	0	0	0	0	0
34	18	1	0	0	0	0	0	0
21	15	2	0	0	0	0	0	0
28	12	2	2	1	0	0	0	0
28	9	0	0	0	0	0	0	0
28	13	1	0	0	0	0	0	0
34	15	1	0	0	0	0	0	0
34	11	2	0	0	0	0	0	0
27	12	5	0	0	0	0	0	0
25	14	5	0	0	0	0	0	0
24	12	6	0	0	0	0	0	0
40	25	2	0	0	0	0	0	0
43	10	1	0	0	0	0	0	0
44	22	2	0	0	0	0	0	0
42	17	2	0	0	0	0	0	0
45	15	1	0	0	0	0	0	0
31	24	3	1	0	0	0	0	0
42	20	1	0	0	0	0	0	0
37	17	3	0	0	0	0	0	0
31	12	6	0	0	0	0	0	0

40	13	3	0	0	0	0	0	0
32	11	1	1	0	0	0	0	0
38	23	2	0	0	0	0	0	0
32	18	0	0	0	0	0	0	0
41	17	2	0	0	0	0	0	0
41	17	3	0	0	0	0	0	0
35	24	2	0	0	0	0	0	0
34	17	1	0	0	0	0	0	0
38	11	0	0	0	0	0	0	0
41	15	2	0	1	0	0	0	0
27	13	0	0	0	0	0	0	0
27	16	2	0	0	0	0	0	0
29	10	5	0	0	0	0	0	0
39	15	0	1	0	0	0	0	0
39	16	1	0	0	0	0	0	0
76	8	1	0	0	0	0	0	0
48	13	0	0	0	0	0	0	0
40	20	2	0	0	0	0	0	0
25	10	1	0	0	0	0	0	0
36	7	1	0	0	0	0	0	0
39	6	0	1	0	0	0	0	0
27	16	1	0	0	0	0	0	0
41	5	0	0	0	0	0	0	0
21	7	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0
20	2	0	0	0	0	0	0	0
18	7	1	0	0	0	0	0	0
15	12	1	0	0	0	0	0	0
17	5	1	0	0	0	0	0	0
16	4	0	0	0	0	0	0	0
9	6	1	0	0	0	0	0	0
9	4	1	0	0	0	0	0	0
13	4	3	0	0	0	0	0	0
9	6	2	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
7	6	2	0	0	0	0	0	0
14	3	0	2	0	0	0	0	0
12	3	1	0	1	0	0	0	0
8	4	1	0	0	0	0	0	0
12	4	0	0	0	0	0	0	0
7	2	0	0	1	0	0	0	0
12	3	1	0	0	0	0	0	0
10	6	0	0	0	0	0	0	0

1632	656	83	6	2	0	0	0	0
1862	727	98	8	2	0	0	0	0
1944	758	103	10	4	0	0	0	0
2037	814	110	13	4	0	0	0	0

11:00	11:00	10:15	09:00	09:00	11:00	11:00	11:00	11:00
169	74	18	2	1	0	0	0	0
16:45	14:00	12:45	22:15	22:30	23:00	23:00	23:00	23:00
203	76	13	2	2	0	0	0	0

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	4		26	4	0	0	0	2
00:15	4		28	4	0	0	0	1
00:30	5		25	7	0	0	2	1
00:45	6		29	2	0	0	0	0
01:00	2		30	3	0	0	0	0
01:15	1		33	0	0	0	0	0
01:30	2		25	3	0	0	0	1
01:45	0				0	0	0	0
02:00	1		33	0	0	0	0	0
02:15	4		30	4	0	0	0	0
02:30	2		33	5	0	0	0	0
02:45	1		28	0	0	0	0	0
03:00	1		28	0	0	0	0	0
03:15	1		33	0	0	0	0	0
03:30	0				0	0	0	0
03:45	0				0	0	0	0
04:00	2		28	0	0	0	0	0
04:15	3		28	0	0	0	0	0
04:30	4		29	2	0	0	0	0
04:45	3		28	4	0	0	0	1
05:00	3		38	4	0	0	0	0
05:15	5		24	4	0	0	1	2
05:30	11	33	27	6	0	0	1	5
05:45	6		26	7	0	1	0	2
06:00	5		24	4	0	0	1	2
06:15	7		30	7	0	0	1	1
06:30	9		28	5	0	0	1	1
06:45	10	29	23	7	0	2	2	1
07:00	13	29	28	2	0	0	0	1
07:15	10	32	29	3	0	0	0	1
07:30	16	30	28	3	0	0	1	0
07:45	3		28	4	0	0	0	1
08:00	5		31	7	0	0	0	1
08:15	11	29	28	4	0	0	0	2
08:30	15	33	28	8	0	0	2	3
08:45								
09:00								
09:15	28	32	26	4	0	0	1	11
09:30	41	32	27	4	0	0	3	9
09:45	30	33	26	6	0	2	0	14
10:00	36	32	27	4	0	0	1	12
10:15	46	33	26	5	0	0	5	15

10:30	37	29	26	5	0	1	2	9
10:45	40	29	25	4	0	0	8	9
11:00	37	30	26	4	0	0	0	14
11:15	39	33	27	5	0	0	1	15
11:30	62	30	26	5	0	0	9	15
11:45	50	32	25	7	1	1	10	10
12:00	52	30	26	6	0	5	3	6
12:15	46	30	26	4	0	1	0	17
12:30	39	32	25	6	0	3	7	10
12:45	45	29	22	6	2	4	6	18
13:00	53	30	25	6	0	2	7	16
13:15	46	32	27	4	0	0	1	13
13:30	49	30	25	5	0	3	4	20
13:45	36	29	26	3	0	0	1	9
14:00	30	32	27	4	0	0	0	9
14:15	35	32	27	5	0	0	5	7
14:30	39	30	27	4	0	0	2	10
14:45	44	32	26	7	0	2	6	12
15:00	29	30	25	7	2	2	3	5
15:15	36	30	26	4	0	1	0	13
15:30	31	29	25	5	0	0	5	11
15:45	49	32	27	5	0	1	5	9
16:00	38	31	25	6	0	4	2	14
16:15	34	30	24	6	0	3	6	9
16:30	30	31	26	5	0	0	3	12
16:45	27	32	26	5	0	0	3	9
17:00	29	31	24	7	1	1	7	5
17:15	25	29	24	6	0	3	3	8
17:30	30	28	23	5	0	0	12	8
17:45	19	29	23	5	0	1	5	6
18:00	20	31	26	4	0	0	1	8
18:15	22	29	25	5	0	2	2	4
18:30	16	30	25	6	0	2	2	2
18:45	26	30	26	3	0	0	1	7
19:00	9		26	5	0	0	2	0
19:15	17	33	29	4	0	0	1	2
19:30	14	33	29	4	0	0	0	2
19:45	15	29	23	5	0	0	7	1
20:00	16	34	29	5	0	0	0	3
20:15	6		26	2	0	0	0	2
20:30	17	32	26	5	0	0	3	4
20:45	6		27	4	0	0	1	0
21:00	10	32	28	4	0	0	0	2
21:15	8		24	3	0	0	1	3
21:30	8		29	4	0	0	0	1
21:45	3		23	4	0	0	1	1
22:00	4		31	7	0	0	0	1
22:15	8		28	3	0	0	0	1
22:30	3		26	5	0	0	0	2
22:45	8		24	9	0	2	2	0

23:00	3		28	0	0	0	0	0
23:15	4		28	4	0	0	0	1
23:30	1		33	0	0	0	0	0
23:45	1		33	0	0	0	0	0
Total								
12H(7-19)								
16H(6-22)								
18H(6-24)								
24H(0-24)								
AM Peak								
PM Peak	12:45	22:00	23:00	22:00	15:00	12:00	17:00	12:45
	193	33	29	7	2	13	27	67

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	9		24	3	0	0	1	4
00:15	15	32	29	4	0	0	0	2
00:30	7		25	5	0	0	1	2
00:45	6		27	2	0	0	0	1
01:00	4		26	5	0	0	1	0
01:15	5		27	6	0	0	1	1
01:30	10	33	29	4	0	0	0	1
01:45	4		28	5	0	0	0	2
02:00	3		24	2	0	0	0	2
02:15	3		26	2	0	0	0	1
02:30	10	35	30	7	0	0	0	3
02:45	3		29	5	0	0	0	1
03:00	6		31	5	0	0	0	1
03:15	3		31	2	0	0	0	0
03:30	1		38	0	0	0	0	0
03:45	1		23	0	0	0	0	1
04:00	1		18	0	0	0	1	0
04:15	5		29	2	0	0	0	0
04:30	4		28	4	0	0	0	1
04:45	6		28	6	0	0	0	3
05:00	5		21	6	0	0	4	0
05:15	11	30	25	5	0	0	3	2

05:30	9		24	6	0	0	2	5
05:45	7		27	5	0	0	1	1
06:00	13	36	30	6	0	0	0	3
06:15	13	31	26	5	0	0	2	2
06:30	13	28	27	4	0	0	0	4
06:45	11	30	26	6	0	1	1	0
07:00	13	29	24	4	0	0	2	8
07:15	11	30	27	3	0	0	0	3
07:30	10	29	27	3	0	0	0	2
07:45	23	30	25	5	0	0	3	9
08:00	9		28	5	0	0	0	3
08:15	11	29	26	4	0	0	1	3
08:30	20	31	26	5	0	0	2	7
08:45								
09:00								
09:15	14	31	26	4	0	0	1	4
09:30	24	32	27	4	0	0	1	8
09:45	20	34	28	6	0	0	1	6
10:00	19	29	27	3	0	0	0	4
10:15	21	31	25	5	0	0	2	11
10:30	20	31	28	5	0	0	0	6
10:45	39	31	26	5	0	0	4	13
11:00	25	33	28	5	0	0	0	7
11:15	33	33	28	4	0	0	0	6
11:30	24	31	26	6	0	0	5	4
11:45	21	33	26	6	0	0	3	8
12:00	24	31	27	4	0	0	1	6
12:15	23	30	27	3	0	0	0	7
12:30	39	31	26	5	0	0	5	8
12:45	35	32	28	4	0	0	1	4
13:00	29	30	26	4	0	0	3	7
13:15	35	29	26	4	0	0	3	11
13:30	49	30	26	5	0	1	6	10
13:45	35	32	28	5	0	0	1	8
14:00	42	33	29	5	0	0	0	8
14:15	28	34	28	5	0	0	0	11
14:30	32	30	27	4	0	0	1	10
14:45	30	30	27	4	0	0	2	5
15:00	32	32	26	6	0	0	1	16
15:15	27	32	28	3	0	0	0	2
15:30	20	31	27	4	0	0	0	7
15:45	26	33	28	5	0	0	2	2
16:00	33	29	26	5	0	1	3	9
16:15	32	33	28	5	0	0	0	10
16:30	27	32	27	6	0	0	5	3
16:45	29	33	27	5	0	0	3	9
17:00	29	31	26	5	0	1	1	10
17:15	29	31	27	4	0	0	0	12
17:30	23	31	24	6	0	1	5	9
17:45	27	32	27	5	0	0	2	5

18:00	29	31	26	6	0	0	4	9
18:15	20	33	29	4	0	0	1	2
18:30	28	30	27	8	0	0	3	8
18:45	29	33	29	6	0	0	2	3
19:00	21	34	29	5	0	0	0	5
19:15	28	30	25	4	0	0	3	11
19:30	32	34	28	6	0	0	2	10
19:45	18	30	26	4	0	0	2	3
20:00	21	31	26	5	0	0	1	9
20:15	24	31	27	4	0	0	0	7
20:30	16	34	28	6	0	0	0	8
20:45	14	31	26	5	0	0	3	1
21:00	15	36	30	8	0	0	2	2
21:15	22	30	27	4	0	0	0	8
21:30	13	33	30	2	0	0	0	0
21:45	14	31	27	5	0	0	1	4
22:00	16	34	29	5	0	0	0	5
22:15	15	30	27	4	0	0	0	6
22:30	13	34	29	6	0	0	1	3
22:45	11	29	26	3	0	0	0	4
23:00	8		29	5	0	0	0	2
23:15	7		28	3	0	0	0	1
23:30	11	30	26	4	0	0	0	6
23:45	6		29	7	0	0	0	3
Total								
12H(7-19)								
16H(6-22)								
18H(6-24)								
24H(0-24)								
AM Peak								
PM Peak	13:15	21:45	18:15	18:00	23:00	17:00	13:00	14:15
	161	34	28	6	0	2	13	42

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	13	29	25	4	0	0	1	6
00:15	19	32	28	4	0	0	0	3

00:30	12	29	25	6	0	0	3	3
00:45	12	29	28	2	0	0	0	1
01:00	6		28	5	0	0	1	0
01:15	6		28	6	0	0	1	1
01:30	12	32	28	4	0	0	0	2
01:45	4		28	5	0	0	0	2
02:00	4		26	4	0	0	0	2
02:15	7		28	4	0	0	0	1
02:30	12	37	30	7	0	0	0	3
02:45	4		29	4	0	0	0	1
03:00	7		30	5	0	0	0	1
03:15	4		31	2	0	0	0	0
03:30	1		38	0	0	0	0	0
03:45	1		23	0	0	0	0	1
04:00	3		24	5	0	0	1	0
04:15	8		28	2	0	0	0	0
04:30	8		28	3	0	0	0	1
04:45	9		28	5	0	0	0	4
05:00	8		27	10	0	0	4	0
05:15	16	29	24	5	0	0	4	4
05:30	20	33	25	6	0	0	3	10
05:45	13	33	26	6	0	1	1	3
06:00	18	35	28	6	0	0	1	5
06:15	20	34	28	6	0	0	3	3
06:30	22	32	27	4	0	0	1	5
06:45	21	30	24	6	0	3	3	1
07:00	26	30	26	4	0	0	2	9
07:15	21	31	28	3	0	0	0	4
07:30	26	30	28	3	0	0	1	2
07:45	26	31	26	5	0	0	3	10
08:00	14	34	29	6	0	0	0	4
08:15	22	30	27	4	0	0	1	5
08:30	35	32	27	7	0	0	4	10
08:45								
09:00								
09:15	42	32	26	4	0	0	2	15
09:30	65	32	27	4	0	0	4	17
09:45	50	33	27	6	0	2	1	20
10:00	55	31	27	4	0	0	1	16
10:15	67	32	26	5	0	0	7	26
10:30	57	30	27	5	0	1	2	15
10:45	79	30	25	5	0	0	12	22
11:00	62	31	27	4	0	0	0	21
11:15	72	33	28	5	0	0	1	21
11:30	86	30	26	5	0	0	14	19
11:45	71	33	26	6	1	1	13	18
12:00	76	31	26	5	0	5	4	12
12:15	69	30	26	4	0	1	0	24
12:30	78	32	25	6	0	3	12	18
12:45	80	30	25	6	2	4	7	22

13:00	82	31	25	5	0	2	10	23
13:15	81	31	27	4	0	0	4	24
13:30	98	30	25	5	0	4	10	30
13:45	71	30	27	4	0	0	2	17
14:00	72	33	28	4	0	0	0	17
14:15	63	33	27	5	0	0	5	18
14:30	71	30	27	4	0	0	3	20
14:45	74	31	26	6	0	2	8	17
15:00	61	31	26	7	2	2	4	21
15:15	63	31	27	4	0	1	0	15
15:30	51	30	26	5	0	0	5	18
15:45	75	33	27	5	0	1	7	11
16:00	71	31	25	6	0	5	5	23
16:15	66	32	26	6	0	3	6	19
16:30	57	32	26	5	0	0	8	15
16:45	56	33	27	5	0	0	6	18
17:00	58	31	25	6	1	2	8	15
17:15	54	30	25	5	0	3	3	20
17:30	53	29	23	5	0	1	17	17
17:45	46	31	26	5	0	1	7	11
18:00	49	31	26	6	0	0	5	17
18:15	42	31	27	5	0	2	3	6
18:30	44	30	26	7	0	2	5	10
18:45	55	31	28	5	0	0	3	10
19:00	30	33	28	5	0	0	2	5
19:15	45	32	27	5	0	0	4	13
19:30	46	34	28	5	0	0	2	12
19:45	33	30	25	5	0	0	9	4
20:00	37	33	27	5	0	0	1	12
20:15	30	30	27	4	0	0	0	9
20:30	33	33	27	6	0	0	3	12
20:45	20	31	26	5	0	0	4	1
21:00	25	34	29	7	0	0	2	4
21:15	30	30	26	4	0	0	1	11
21:30	21	33	30	3	0	0	0	1
21:45	17	30	26	5	0	0	2	5
22:00	20	35	30	6	0	0	0	6
22:15	23	31	27	4	0	0	0	7
22:30	16	34	28	6	0	0	1	5
22:45	19	31	25	7	0	2	2	4
23:00	11	32	28	4	0	0	0	2
23:15	11	31	28	3	0	0	0	2
23:30	12	31	26	4	0	0	0	6
23:45	7		30	7	0	0	0	3
Total								
12H(7-19)								
16H(6-22)								
18H(6-24)								
24H(0-24)								

AM Peak								
PM Peak	12:45	22:00	21:30	17:45	15:00	12:00	17:00	12:45
	341	33	28	6	2	13	35	99

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
1	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	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	0
0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	1	1	1	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	1	3	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	1	0	1	0	0	0	0	0
7	1	1	0	0	0	0	0	0
5	4	0	0	0	1	0	0	0
9	7	0	0	0	0	0	0	0
18	11	0	0	0	0	0	0	0
5	8	1	0	0	0	0	0	0
14	9	0	0	0	0	0	0	0
12	13	1	0	0	0	0	0	0

22	2	0	1	0	0	0	0	0
20	3	0	0	0	0	0	0	0
17	6	0	0	0	0	0	0	0
11	10	2	0	0	0	0	0	0
29	9	0	0	0	0	0	0	0
17	7	4	0	0	0	0	0	0
29	8	1	0	0	0	0	0	0
22	5	1	0	0	0	0	0	0
10	8	1	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
19	7	2	0	0	0	0	0	0
20	10	2	0	0	0	0	0	0
14	7	1	0	0	0	0	0	0
23	3	0	0	0	0	0	0	0
13	8	0	0	0	0	0	0	0
14	8	1	0	0	0	0	0	0
20	7	0	0	0	0	0	0	0
14	8	1	0	0	1	0	0	0
12	4	0	1	0	0	0	0	0
16	6	0	0	0	0	0	0	0
11	3	1	0	0	0	0	0	0
19	15	0	0	0	0	0	0	0
10	7	1	0	0	0	0	0	0
10	6	0	0	0	0	0	0	0
8	7	0	0	0	0	0	0	0
9	4	2	0	0	0	0	0	0
9	5	1	0	0	0	0	0	0
8	2	1	0	0	0	0	0	0
8	1	1	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
15	3	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
6	8	0	0	0	0	0	0	0
6	5	1	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
7	4	2	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	1	0	0	0	0	0
5	2	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	2	1	0	0	0	0	0	0

3	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
13:00	15:45	16:45	22:00	23:00	14:45	23:00	23:00	23:00
76	35	5	1	0	1	0	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
4	0	0	0	0	0	0	0	0
9	3	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
4	1	1	0	1	0	0	0	0
0	2	0	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0
1	2	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
0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0

1	0	1	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
4	3	2	1	0	0	0	0	0
6	3	0	0	0	0	0	0	0
7	1	1	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
4	1	1	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0
9	6	0	0	0	0	0	0	0
6	4	2	1	0	0	0	0	0
13	2	0	0	0	0	0	0	0
3	5	0	0	0	0	0	0	0
10	3	0	1	0	0	0	0	0
14	7	1	0	0	0	0	0	0
12	3	3	0	0	0	0	0	0
18	7	1	1	0	0	0	0	0
10	4	1	0	0	0	0	0	0
3	6	1	0	0	0	0	0	0
12	4	1	0	0	0	0	0	0
13	3	0	0	0	0	0	0	0
18	7	1	0	0	0	0	0	0
22	5	3	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0
17	3	1	0	0	0	0	0	0
24	7	1	0	0	0	0	0	0
17	8	0	0	1	0	0	0	0
21	11	0	2	0	0	0	0	0
8	6	2	1	0	0	0	0	0
16	3	2	0	0	0	0	0	0
18	5	0	0	0	0	0	0	0
8	5	1	0	1	0	0	0	0
18	7	0	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0
16	3	3	0	0	0	0	0	0
15	4	1	0	0	0	0	0	0
10	10	1	1	0	0	0	0	0
11	7	1	0	0	0	0	0	0
7	9	1	0	0	0	0	0	0
11	6	0	0	0	0	0	0	0
11	5	1	0	0	0	0	0	0
3	5	0	0	0	0	0	0	0
13	6	1	0	0	0	0	0	0

10	4	1	0	1	0	0	0	0
10	6	1	0	0	0	0	0	0
13	1	2	0	0	0	1	0	0
17	4	1	1	1	0	0	0	0
7	7	2	0	0	0	0	0	0
10	4	0	0	0	0	0	0	0
10	6	3	1	0	0	0	0	0
10	3	0	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
12	4	1	0	0	0	0	0	0
2	4	2	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
4	4	1	1	1	0	0	0	0
10	4	0	0	0	0	0	0	0
7	6	0	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0
3	6	2	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0
3	4	2	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
0	2	0	1	0	0	0	0	0
13:15	16:15	18:45	14:00	18:00	23:00	18:30	23:00	23:00
79	32	6	3	2	0	1	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
5	1	0	0	0	0	0	0	0
11	4	1	0	0	0	0	0	0

4	1	1	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0
5	1	2	0	1	0	0	0	0
1	2	0	0	0	0	0	0	0
2	3	1	0	0	0	0	0	0
1	3	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
2	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0
0	2	1	1	0	0	0	0	0
6	2	0	0	0	0	0	0	0
2	3	2	0	0	0	0	0	0
3	5	0	0	0	0	0	0	0
6	3	2	1	0	0	0	0	0
7	4	3	0	0	0	0	0	0
11	4	1	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
12	5	0	0	0	0	0	0	0
19	4	0	0	0	0	0	0	0
8	4	1	0	0	0	0	0	0
6	2	1	1	0	0	0	0	0
13	2	1	0	0	0	0	0	0
12	7	1	0	0	1	0	0	0
15	10	0	0	0	0	0	0	0
27	17	0	0	0	0	0	0	0
11	12	3	1	0	0	0	0	0
27	11	0	0	0	0	0	0	0
15	18	1	0	0	0	0	0	0
32	5	0	2	0	0	0	0	0
34	10	1	0	0	0	0	0	0
29	9	3	0	0	0	0	0	0
29	17	3	1	0	0	0	0	0
39	13	1	0	0	0	0	0	0
20	13	5	0	0	0	0	0	0
41	12	2	0	0	0	0	0	0
35	8	1	0	0	0	0	0	0
28	15	2	0	0	0	0	0	0
33	9	3	0	0	0	0	0	0

33	12	2	0	0	0	0	0	0
37	13	3	0	0	0	0	0	0
38	14	2	0	0	0	0	0	0
40	11	0	0	1	0	0	0	0
34	19	0	2	0	0	0	0	0
22	14	3	1	0	0	0	0	0
36	10	2	0	0	0	0	0	0
32	13	1	0	0	1	0	0	0
20	9	1	1	1	0	0	0	0
34	13	0	0	0	0	0	0	0
20	7	1	0	0	0	0	0	0
35	18	3	0	0	0	0	0	0
25	11	2	0	0	0	0	0	0
20	16	1	1	0	0	0	0	0
19	14	1	0	0	0	0	0	0
16	13	3	0	0	0	0	0	0
20	11	1	0	0	0	0	0	0
19	7	2	0	0	0	0	0	0
11	6	1	0	0	0	0	0	0
18	8	1	0	0	0	0	0	0
17	8	1	0	1	0	0	0	0
22	8	1	0	0	0	0	0	0
20	4	2	0	0	0	1	0	0
32	7	1	1	1	0	0	0	0
13	8	2	0	0	0	0	0	0
16	12	0	0	0	0	0	0	0
16	11	4	1	0	0	0	0	0
16	4	0	0	0	0	0	0	0
14	7	3	0	0	0	0	0	0
16	4	1	0	0	0	0	0	0
7	9	2	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
9	7	1	1	1	0	0	0	0
14	4	0	0	0	0	0	0	0
11	8	1	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0
4	7	2	1	0	0	0	0	0
11	5	0	0	0	0	0	0	0
3	5	2	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
0	3	0	1	0	0	0	0	0

13:15	15:45	12:45	14:00	18:00	14:45	18:30	23:00	23:00
149	59	10	3	2	1	1	0	0

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	4		30	4	0	0	0	1
00:15	4		28	0	0	0	0	0
00:30	5		28	0	0	0	0	0
00:45	1		23	0	0	0	0	1
01:00	1		28	0	0	0	0	0
01:15	2		28	5	0	0	0	1
01:30	2		23	5	0	0	1	0
01:45	0				0	0	0	0
02:00	2		23	5	0	0	1	0
02:15	3		21	2	0	0	1	2
02:30	2		25	3	0	0	0	1
02:45	5		27	6	0	0	1	1
03:00	4		28	4	0	0	0	1
03:15	3		26	2	0	0	0	1
03:30	4		26	2	0	0	0	1
03:45	5		27	5	0	0	1	0
04:00	7		23	3	0	0	1	4
04:15	11	24	22	4	0	0	4	5
04:30	8		28	5	0	0	1	0
04:45	9		20	5	0	1	5	1
05:00	26	29	24	5	0	0	6	10
05:15	23	29	23	6	0	2	6	8
05:30	44	32	26	5	0	0	6	15
05:45	81	29	24	5	2	2	13	31
06:00	129	29	23	6	1	13	24	47
06:15	201	27	19	6	20	43	53	36
06:30	193	23	17	5	28	50	64	38
06:45	159	27	20	6	12	29	34	48
07:00	172	24	17	6	21	54	45	31
07:15	224	22	17	5	32	50	88	41
07:30	192	26	18	6	21	42	66	30
07:45	158	26	19	6	12	32	55	33
08:00	144	28	22	6	1	18	34	42
08:15	137	28	22	6	9	11	29	44
08:30	103	28	22	6	3	9	21	34
08:45	65	29	24	5	1	1	11	22
09:00	61	26	19	6	8	7	23	10
09:15	72	29	22	6	5	4	20	17
09:30	61	29	23	6	1	7	9	19
09:45	61	27	20	6	9	7	9	19
10:00	73	28	21	6	5	9	18	19
10:15	69	28	22	6	0	6	20	19

10:30	60	28	22	6	0	9	14	22
10:45	69	28	21	6	0	12	17	19
11:00	72	25	19	6	4	12	29	16
11:15	75	28	22	5	0	7	18	25
11:30	70	28	22	5	0	6	20	25
11:45	63	26	20	6	2	13	13	22
12:00	60	26	19	7	7	14	18	10
12:15	67	26	21	5	2	6	24	23
12:30	69	29	22	6	2	3	19	24
12:45	58	28	20	8	9	10	8	13
13:00	70	27	20	6	7	8	16	25
13:15	80	27	20	6	3	13	26	20
13:30	80	28	21	6	2	11	22	26
13:45	61	30	23	6	1	3	18	22
14:00	84	28	21	6	2	13	21	22
14:15	78	23	15	6	28	15	14	17
14:30	74	28	22	7	9	3	10	26
14:45	103	26	21	5	4	6	34	38
15:00	110	28	22	6	2	9	27	40
15:15	93	27	21	6	5	9	32	29
15:30	95	29	23	6	3	9	16	26
15:45	109	29	22	6	2	8	37	31
16:00	106	29	23	5	0	7	14	45
16:15	98	26	20	6	3	18	26	32
16:30	123	27	19	7	10	27	33	28
16:45	97	30	24	6	1	3	25	27
17:00	135	28	22	6	3	17	35	37
17:15	115	26	21	5	5	9	30	50
17:30	114	27	20	6	13	16	22	34
17:45	104	29	23	5	0	10	16	30
18:00	106	27	19	6	10	20	29	23
18:15	62	29	24	6	3	3	9	17
18:30	52	29	25	4	0	0	5	24
18:45	71	28	20	7	6	13	20	14
19:00	33	29	25	4	0	0	2	16
19:15	34	26	20	6	5	2	8	12
19:30	29	29	24	5	0	1	5	11
19:45	23	33	28	5	0	0	3	2
20:00	32	29	24	5	0	2	4	12
20:15	20	29	26	4	0	0	1	9
20:30	19	32	28	4	0	0	0	5
20:45	16	30	27	4	0	0	1	3
21:00	20	29	25	5	0	1	3	4
21:15	12	33	28	5	0	0	1	2
21:30	12	33	28	4	0	0	0	3
21:45	15	32	25	7	0	0	6	2
22:00	9		24	8	1	0	2	1
22:15	13	28	24	4	0	0	3	5
22:30	4		24	4	0	0	1	1
22:45	16	29	24	6	0	0	5	3

23:00	10	33	27	6	0	0	2	2
23:15	3		19	2	0	0	2	1
23:30	3		28	4	0	0	0	1
23:45	7		24	4	0	0	1	4
Total								
12H(7-19)	4475	28	21	6	276	599	1165	1262
16H(6-22)	5422	28	21	6	342	740	1374	1512
18H(6-24)	5487	28	21	6	343	740	1390	1530
24H(0-24)	5743	28	21	6	345	745	1437	1614
AM Peak	06:30	02:30	00:00	09:00	06:30	06:30	07:00	06:00
	748	31	28	6	93	183	254	169
PM Peak	16:30	21:15	20:30	13:45	14:15	16:15	16:30	17:00
	470	33	27	7	43	65	123	151

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	6		26	5	0	0	1	1
00:15	8		27	3	0	0	0	2
00:30	2		30	3	0	0	0	0
00:45	4		30	3	0	0	0	0
01:00	0				0	0	0	0
01:15	1		28	0	0	0	0	0
01:30	4		23	5	0	0	2	0
01:45	3		29	5	0	0	0	1
02:00	2		25	3	0	0	0	1
02:15	6		23	2	0	0	0	5
02:30	3		24	2	0	0	0	2
02:45	5		22	4	0	0	2	2
03:00	6		24	4	0	0	1	2
03:15	7		24	2	0	0	0	5
03:30	5		21	4	0	0	3	1
03:45	5		22	4	0	0	2	2
04:00	8		25	5	0	0	1	4
04:15	11	30	24	5	0	0	3	4
04:30	8		25	3	0	0	0	4
04:45	14	28	24	5	0	1	2	5
05:00	20	29	24	6	0	1	4	5
05:15	23	32	25	5	0	0	2	13

05:30	35	31	26	5	0	1	1	13
05:45	43	29	25	4	0	0	5	20
06:00	75	31	26	5	0	0	6	28
06:15	83	28	23	5	1	4	16	36
06:30	55	28	22	6	1	9	11	18
06:45	79	29	23	6	2	6	18	25
07:00	69	26	21	6	1	16	11	27
07:15	59	26	20	6	0	9	23	16
07:30	67	29	22	6	3	5	17	17
07:45	74	29	23	6	2	3	14	29
08:00	57	29	24	6	1	3	11	19
08:15	38	30	25	5	0	1	4	16
08:30	38	31	26	5	0	1	4	12
08:45	33	32	26	6	0	0	7	9
09:00	23	29	25	6	0	0	4	10
09:15	22	27	22	6	0	3	5	9
09:30	38	32	26	5	0	1	2	15
09:45	22	33	26	6	0	0	3	9
10:00	34	29	24	9	0	4	8	11
10:15	28	29	24	6	0	2	6	6
10:30	28	29	23	5	0	0	9	7
10:45	42	29	24	5	0	2	10	9
11:00	30	28	23	6	0	2	8	11
11:15	40	29	25	6	0	3	2	19
11:30	33	31	25	6	0	0	6	13
11:45	29	27	22	5	0	3	5	13
12:00	21	27	22	4	0	1	7	7
12:15	30	28	24	3	0	0	2	16
12:30	24	28	24	3	0	0	1	16
12:45	29	28	23	6	1	2	5	10
13:00	40	29	23	6	2	3	7	12
13:15	24	28	24	4	0	0	3	11
13:30	33	28	23	5	0	1	9	12
13:45	31	29	23	5	0	0	8	13
14:00	40	30	24	5	0	3	5	12
14:15	25	25	18	7	6	4	6	5
14:30	42	29	24	5	1	1	7	15
14:45	29	30	23	6	1	1	6	11
15:00	39	29	25	4	0	0	4	14
15:15	34	29	23	5	0	2	6	12
15:30	29	30	26	5	0	0	2	11
15:45	39	30	25	5	0	0	10	10
16:00	45	31	25	6	0	2	9	14
16:15	33	28	23	5	0	3	5	11
16:30	29	28	24	4	0	1	5	10
16:45	51	31	25	5	1	0	7	15
17:00	44	29	23	6	3	3	5	14
17:15	40	30	25	6	0	2	6	9
17:30	41	28	23	5	1	3	5	15
17:45	45	30	25	6	0	3	7	10

18:00	33	29	23	5	0	1	6	18
18:15	50	29	24	5	0	2	9	16
18:30	49	29	24	4	0	2	5	21
18:45	32	26	22	4	0	1	10	14
19:00	37	30	25	5	1	0	5	12
19:15	33	30	25	5	0	1	3	10
19:30	31	31	27	4	0	0	3	5
19:45	24	30	26	6	0	0	2	10
20:00	28	29	26	4	0	0	3	8
20:15	22	31	28	7	0	0	1	6
20:30	17	35	28	6	0	0	2	4
20:45	19	29	25	5	0	0	2	9
21:00	23	29	24	4	0	0	3	9
21:15	15	26	24	3	0	0	1	11
21:30	22	29	27	3	0	0	0	6
21:45	17	29	25	5	0	0	4	4
22:00	26	30	26	4	0	0	3	6
22:15	20	30	25	4	0	0	2	10
22:30	11	29	25	3	0	0	0	6
22:45	13	33	28	5	0	0	1	3
23:00	13	29	26	4	0	0	1	4
23:15	5		26	4	0	0	0	3
23:30	7		25	2	0	0	0	4
23:45	6		26	4	0	0	0	3
Total								
12H(7-19)	1805	29	24	6	23	99	326	631
16H(6-22)	2385	29	24	6	28	119	406	832
18H(6-24)	2486	29	24	6	28	119	413	871
24H(0-24)	2715	29	24	6	28	122	442	963
AM Peak	06:00	00:15	00:30	09:15	07:30	06:30	06:45	06:00
	292	32	30	7	6	40	69	107
PM Peak	17:45	19:45	19:45	14:00	14:15	17:00	18:00	18:00
	177	31	27	6	8	11	30	69

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	10	33	28	5	0	0	1	2
00:15	12	29	27	2	0	0	0	2

00:30	7		28	2	0	0	0	0
00:45	5		29	4	0	0	0	1
01:00	1		28	0	0	0	0	0
01:15	3		28	4	0	0	0	1
01:30	6		23	5	0	0	3	0
01:45	3		29	5	0	0	0	1
02:00	4		24	4	0	0	1	1
02:15	9		23	2	0	0	1	7
02:30	5		25	2	0	0	0	3
02:45	10	30	24	6	0	0	3	3
03:00	10	29	26	4	0	0	1	3
03:15	10	28	25	2	0	0	0	6
03:30	9		23	4	0	0	3	2
03:45	10	29	24	5	0	0	3	2
04:00	15	29	24	4	0	0	2	8
04:15	22	29	23	5	0	0	7	9
04:30	16	30	27	4	0	0	1	4
04:45	23	28	22	5	0	2	7	6
05:00	46	30	24	6	0	1	10	15
05:15	46	31	24	6	0	2	8	21
05:30	79	31	26	5	0	1	7	28
05:45	124	29	24	5	2	2	18	51
06:00	204	30	24	6	1	13	30	75
06:15	284	27	20	6	21	47	69	72
06:30	248	24	18	6	29	59	75	56
06:45	238	28	21	6	14	35	52	73
07:00	241	25	18	6	22	70	56	58
07:15	283	23	18	5	32	59	111	57
07:30	259	27	19	6	24	47	83	47
07:45	232	27	20	6	14	35	69	62
08:00	201	29	22	6	2	21	45	61
08:15	175	28	22	6	9	12	33	60
08:30	141	29	23	6	3	10	25	46
08:45	98	30	25	5	1	1	18	31
09:00	84	27	21	7	8	7	27	20
09:15	94	29	22	6	5	7	25	26
09:30	99	30	24	6	1	8	11	34
09:45	83	29	22	7	9	7	12	28
10:00	107	28	22	8	5	13	26	30
10:15	97	29	23	6	0	8	26	25
10:30	88	28	22	5	0	9	23	29
10:45	111	29	22	6	0	14	27	28
11:00	102	27	20	6	4	14	37	27
11:15	115	29	23	6	0	10	20	44
11:30	103	29	23	6	0	6	26	38
11:45	92	27	21	6	2	16	18	35
12:00	81	27	19	6	7	15	25	17
12:15	97	27	22	5	2	6	26	39
12:30	93	29	23	5	2	3	20	40
12:45	87	28	21	8	10	12	13	23

13:00	110	29	21	6	9	11	23	37
13:15	104	28	21	6	3	13	29	31
13:30	113	28	22	6	2	12	31	38
13:45	92	30	23	6	1	3	26	35
14:00	124	28	22	6	2	16	26	34
14:15	103	23	16	6	34	19	20	22
14:30	116	29	23	6	10	4	17	41
14:45	132	27	21	5	5	7	40	49
15:00	149	29	23	5	2	9	31	54
15:15	127	28	21	6	5	11	38	41
15:30	124	29	24	6	3	9	18	37
15:45	148	29	23	6	2	8	47	41
16:00	151	29	24	5	0	9	23	59
16:15	131	27	21	6	3	21	31	43
16:30	152	28	20	6	10	28	38	38
16:45	148	30	24	6	2	3	32	42
17:00	179	29	22	6	6	20	40	51
17:15	155	28	22	6	5	11	36	59
17:30	155	28	21	6	14	19	27	49
17:45	149	29	24	6	0	13	23	40
18:00	139	27	20	6	10	21	35	41
18:15	112	29	24	6	3	5	18	33
18:30	101	29	24	4	0	2	10	45
18:45	103	27	21	6	6	14	30	28
19:00	70	29	25	4	1	0	7	28
19:15	67	29	23	6	5	3	11	22
19:30	60	30	25	5	0	1	8	16
19:45	47	32	27	5	0	0	5	12
20:00	60	29	25	5	0	2	7	20
20:15	42	30	27	6	0	0	2	15
20:30	36	33	28	5	0	0	2	9
20:45	35	30	26	5	0	0	3	12
21:00	43	29	24	4	0	1	6	13
21:15	27	31	25	5	0	0	2	13
21:30	34	31	27	4	0	0	0	9
21:45	32	31	25	6	0	0	10	6
22:00	35	30	25	5	1	0	5	7
22:15	33	29	24	4	0	0	5	15
22:30	15	29	25	4	0	0	1	7
22:45	29	30	26	6	0	0	6	6
23:00	23	31	26	5	0	0	3	6
23:15	8		23	5	0	0	2	4
23:30	10	29	26	3	0	0	0	5
23:45	13	29	25	4	0	0	1	7
Total								
12H(7-19)	6280	28	22	6	299	698	1491	1893
16H(6-22)	7807	28	22	6	370	859	1780	2344
18H(6-24)	7973	29	22	6	371	859	1803	2401
24H(0-24)	8458	29	22	6	373	867	1879	2577

AM Peak	06:45	00:00	00:30	09:15	06:30	06:30	07:00	06:00
	1021	32	28	7	97	223	319	276
PM Peak	17:00	21:15	19:45	13:45	14:15	16:15	16:30	16:45
	638	31	26	7	51	72	146	201

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
0	3	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	0	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
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	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
1	2	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
13	9	1	0	0	0	0	0	0
25	7	1	0	0	0	0	0	0
30	14	0	0	0	0	0	0	0
44	5	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
29	7	0	0	0	0	0	0	0
16	3	2	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
28	2	3	0	0	0	0	0	0
16	10	0	0	0	0	0	0	0
43	5	1	0	0	0	0	0	0
37	7	0	0	0	0	0	0	0
29	7	0	0	0	0	0	0	0
24	6	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
20	6	0	0	0	0	0	0	0
18	7	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0
18	4	0	0	0	0	0	0	0
19	4	1	0	0	0	0	0	0

10	5	0	0	0	0	0	0	0
15	6	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
21	3	1	0	0	0	0	0	0
13	6	0	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
6	4	1	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
14	7	0	0	0	0	0	0	0
17	0	0	0	0	0	1	0	0
7	7	0	0	0	0	0	0	0
13	5	0	0	0	0	0	0	0
12	7	0	0	0	0	0	0	0
8	6	3	0	0	0	0	0	0
24	2	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
21	2	3	0	0	0	0	0	0
18	3	0	0	0	0	0	0	0
24	7	1	0	0	0	0	0	0
10	7	1	0	0	0	0	0	0
32	9	0	0	0	0	0	0	0
20	10	1	0	0	0	0	0	0
31	9	0	0	0	0	0	0	0
16	3	0	0	0	0	0	0	0
17	7	1	0	0	0	0	0	0
28	13	0	0	0	0	0	0	0
32	6	5	0	0	0	0	0	0
17	4	0	0	0	0	0	0	0
24	5	0	0	0	0	0	0	0
40	8	0	0	0	0	0	0	0
20	4	0	0	0	0	0	0	0
23	5	1	1	0	0	0	0	0
17	6	0	0	0	0	0	0	0
13	4	0	1	0	0	0	0	0
12	3	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
10	8	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
8	1	1	0	0	0	0	0	0
9	4	1	0	0	0	0	0	0
9	2	1	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
7	0	1	0	0	0	0	0	0

3	2	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
903	242	25	2	0	0	1	0	0
1117	305	29	2	0	0	1	0	0
1137	313	31	2	0	0	1	0	0
1218	346	35	2	0	0	1	0	0
08:00	05:30	07:00	11:00	11:00	11:00	11:00	11:00	11:00
133	35	5	0	0	0	0	0	0
17:00	15:15	16:30	18:15	23:00	23:00	12:45	23:00	23:00
113	35	6	2	0	0	1	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
3	1	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	2	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
2	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
8	1	1	0	0	0	0	0	0
2	6	0	0	0	0	0	0	0

13	7	0	0	0	0	0	0	0
13	5	0	0	0	0	0	0	0
26	12	3	0	0	0	0	0	0
22	4	0	0	0	0	0	0	0
11	5	0	0	0	0	0	0	0
19	5	4	0	0	0	0	0	0
11	2	1	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
20	4	1	0	0	0	0	0	0
18	5	3	0	0	0	0	0	0
16	5	2	0	0	0	0	0	0
12	4	1	0	0	0	0	0	0
13	8	0	0	0	0	0	0	0
10	4	3	0	0	0	0	0	0
6	1	1	1	0	0	0	0	0
3	2	0	0	0	0	0	0	0
12	6	2	0	0	0	0	0	0
3	5	2	0	0	0	0	0	0
7	0	2	0	1	0	1	0	0
12	0	2	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
16	5	0	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0
11	2	3	0	0	0	0	0	0
8	5	0	1	0	0	0	0	0
7	1	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
11	5	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
10	1	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0
15	5	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
14	3	1	0	0	0	0	0	0
5	5	0	0	0	0	0	0	0
19	2	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
12	2	1	1	0	0	0	0	0
12	7	0	0	0	0	0	0	0
11	7	2	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
18	9	1	0	0	0	0	0	0
15	3	1	0	0	0	0	0	0
18	4	0	0	1	0	0	0	0
15	2	0	0	0	0	0	0	0
19	6	0	0	0	0	0	0	0

3	4	1	0	0	0	0	0	0
17	5	1	0	0	0	0	0	0
18	3	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0
17	6	0	0	0	0	0	0	0
8	2	1	1	0	0	0	0	0
14	2	1	0	0	0	0	0	0
11	2	1	0	0	1	0	0	0
6	2	3	0	0	0	0	0	0
6	1	0	1	0	0	0	0	0
10	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
14	1	1	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
14	3	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
5	3	1	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
533	154	33	3	2	0	1	0	0
734	210	47	5	2	1	1	0	0
774	224	48	5	2	1	1	0	0
847	255	49	5	2	1	1	0	0
06:00	05:15	09:30	11:00	10:00	11:00	10:00	11:00	11:00
78	30	8	1	1	0	1	0	0
17:00	19:00	19:45	20:45	17:15	20:15	23:00	23:00	23:00
67	18	6	1	1	1	0	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
3	4	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0

6	1	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
14	4	2	0	0	0	0	0	0
6	8	1	0	0	0	0	0	0
26	16	1	0	0	0	0	0	0
38	12	1	0	0	0	0	0	0
56	26	3	0	0	0	0	0	0
66	9	0	0	0	0	0	0	0
23	6	0	0	0	0	0	0	0
48	12	4	0	0	0	0	0	0
27	5	3	0	0	0	0	0	0
19	4	1	0	0	0	0	0	0
48	6	4	0	0	0	0	0	0
34	15	3	0	0	0	0	0	0
59	10	3	0	0	0	0	0	0
49	11	1	0	0	0	0	0	0
42	15	0	0	0	0	0	0	0
34	10	3	0	0	0	0	0	0
18	2	1	1	0	0	0	0	0
23	8	0	0	0	0	0	0	0
30	13	2	0	0	0	0	0	0
20	5	2	0	0	0	0	0	0
25	4	2	0	1	0	1	0	0
31	4	3	0	0	0	0	0	0
20	7	0	0	0	0	0	0	0
31	11	0	0	0	0	0	0	0
14	5	1	0	0	0	0	0	0
32	5	4	0	0	0	0	0	0
21	11	0	1	0	0	0	0	0
18	3	0	0	0	0	0	0	0
12	4	1	0	0	0	0	0	0
20	4	0	0	0	0	0	0	0
19	9	0	0	0	0	0	0	0
26	2	0	0	0	0	1	0	0

18	12	0	0	0	0	0	0	0
22	6	0	0	0	0	0	0	0
22	8	0	0	0	0	0	0	0
14	10	3	0	0	0	0	0	0
39	7	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
35	5	4	0	0	0	0	0	0
23	8	0	0	0	0	0	0	0
43	9	1	0	0	0	0	0	0
22	9	1	0	0	0	0	0	0
44	11	1	1	0	0	0	0	0
32	17	1	0	0	0	0	0	0
42	16	2	0	0	0	0	0	0
30	3	0	0	0	0	0	0	0
29	8	1	0	0	0	0	0	0
46	22	1	0	0	0	0	0	0
47	9	6	0	0	0	0	0	0
35	8	0	0	1	0	0	0	0
39	7	0	0	0	0	0	0	0
59	14	0	0	0	0	0	0	0
23	8	1	0	0	0	0	0	0
40	10	2	1	0	0	0	0	0
35	9	0	0	0	0	0	0	0
19	5	0	1	0	0	0	0	0
26	8	0	0	0	0	0	0	0
21	5	0	0	0	0	0	0	0
27	8	0	0	0	0	0	0	0
18	10	1	1	0	0	0	0	0
26	4	1	0	0	0	0	0	0
19	3	2	0	0	1	0	0	0
15	6	4	0	0	0	0	0	0
15	3	1	1	0	0	0	0	0
21	2	0	0	0	0	0	0	0
6	6	0	0	0	0	0	0	0
18	6	1	0	0	0	0	0	0
10	5	1	0	0	0	0	0	0
16	6	0	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
12	3	2	0	0	0	0	0	0
9	4	1	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
1436	396	58	5	2	0	2	0	0
1851	515	76	7	2	1	2	0	0
1911	537	79	7	2	1	2	0	0
2065	601	84	7	2	1	2	0	0

06:00	05:30	06:45	11:00	10:00	11:00	10:00	11:00	11:00
193	63	12	1	1	0	1	0	0
17:00	15:15	20:00	18:15	17:15	20:15	12:45	23:00	23:00
180	53	8	2	1	1	1	0	0

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	3		38	4	0	0	0	0
00:15	4		25	6	0	0	1	1
00:30	3		26	6	0	0	1	0
00:45	6		29	6	0	0	0	2
01:00	3		24	2	0	0	0	2
01:15	1		33	0	0	0	0	0
01:30	0				0	0	0	0
01:45	2		23	0	0	0	0	2
02:00	2		28	5	0	0	0	1
02:15	1		28	0	0	0	0	0
02:30	4		26	2	0	0	0	1
02:45	5		27	6	0	0	1	1
03:00	3		24	6	0	0	1	1
03:15	1		18	0	0	0	1	0
03:30	4		28	0	0	0	0	0
03:45	6		18	3	0	1	3	2
04:00	8		26	4	0	0	1	1
04:15	10	24	21	3	0	0	4	5
04:30	7		27	5	0	0	0	3
04:45	6		20	3	0	0	3	3
05:00	26	28	27	5	0	0	3	6
05:15	41	28	23	5	0	0	15	13
05:30	53	29	22	6	2	5	13	15
05:45	60	29	22	6	3	5	15	14
06:00	76	27	21	5	0	7	29	24
06:15	107	28	23	5	3	6	23	38
06:30	131	25	20	6	10	16	42	45
06:45	146	28	21	6	6	16	40	47
07:00	184	24	18	5	20	32	67	47
07:15	180	25	17	6	25	56	44	29
07:30	150	28	23	5	3	9	27	64
07:45	146	29	22	6	3	28	26	31
08:00	144	27	20	6	6	26	44	35
08:15	130	28	21	6	7	18	24	41
08:30	96	28	20	6	5	18	32	14
08:45	89	27	22	4	1	3	22	41
09:00	88	28	22	6	6	6	20	31
09:15	83	28	22	6	3	6	23	30
09:30	84	28	21	6	4	12	27	16
09:45	53	29	23	5	0	2	17	18
10:00	67	29	24	5	0	2	16	23
10:15	57	28	22	5	0	4	20	16

10:30	75	28	21	7	4	16	15	16
10:45	58	27	22	5	1	5	11	26
11:00	63	29	24	5	0	1	14	25
11:15	60	27	20	6	4	12	14	16
11:30	82	27	21	6	2	14	16	33
11:45	57	29	23	6	1	4	14	17
12:00	70	28	22	6	3	7	13	24
12:15	63	28	22	6	4	4	13	21
12:30	65	27	22	5	2	5	16	24
12:45	52	30	22	7	4	4	13	14
13:00	79	24	17	7	21	18	17	13
13:15	65	29	23	5	0	3	19	21
13:30	55	29	23	6	5	0	9	19
13:45	81	29	20	7	13	8	15	24
14:00	90	28	20	7	6	18	19	26
14:15	74	30	24	6	2	8	5	29
14:30	85	26	20	6	7	15	16	31
14:45	107	27	20	6	15	6	24	38
15:00	120	29	23	5	1	8	24	43
15:15	103	28	23	5	0	5	27	28
15:30	111	28	22	6	4	9	31	32
15:45	101	29	22	7	3	15	15	37
16:00	76	30	24	6	1	3	14	27
16:15	90	30	22	6	6	4	21	28
16:30	123	28	22	6	3	9	30	40
16:45	110	26	20	6	7	22	26	35
17:00	167	28	21	7	16	19	33	50
17:15	140	28	20	7	14	22	39	30
17:30	134	26	18	6	20	28	35	24
17:45	108	28	21	6	7	15	25	29
18:00	84	27	20	6	5	18	25	16
18:15	81	29	23	6	2	7	18	19
18:30	70	29	21	7	9	11	9	16
18:45	57	29	25	3	0	0	2	23
19:00	50	30	25	6	0	3	6	16
19:15	54	29	23	6	0	4	14	18
19:30	30	30	25	6	2	0	3	7
19:45	35	30	26	5	0	0	1	17
20:00	38	29	25	6	0	1	4	12
20:15	24	32	27	6	0	1	1	7
20:30	17	29	23	5	0	0	5	6
20:45	19	29	23	6	0	2	4	8
21:00	18	30	24	6	0	2	2	6
21:15	19	29	22	8	3	2	2	4
21:30	9		23	5	0	0	3	3
21:45	19	32	24	7	0	2	5	2
22:00	7		24	5	0	0	2	2
22:15	13	28	26	7	0	0	2	4
22:30	9		25	6	0	0	3	2
22:45	10	33	28	6	0	0	2	0

23:00	10	33	27	5	0	0	1	4
23:15	5		23	3	0	0	1	3
23:30	13	29	25	5	0	0	2	5
23:45	9		28	5	0	0	1	2
Total								
12H(7-19)	4507	28	21	6	275	565	1046	1330
16H(6-22)	5299	28	21	6	299	627	1230	1590
18H(6-24)	5375	28	21	6	299	627	1244	1612
24H(0-24)	5634	28	21	6	304	638	1306	1685
AM Peak	07:00	00:00	00:00	00:00	06:30	07:00	06:30	06:45
	660	35	29	7	61	125	193	187
PM Peak	16:45	22:15	22:15	21:45	17:00	16:45	16:45	16:30
	551	33	26	7	57	91	133	155

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	8		27	6	0	0	2	0
00:15	11	24	23	3	0	0	1	9
00:30	4		25	6	0	0	1	1
00:45	12	29	26	6	0	0	1	6
01:00	2		18	5	0	1	0	1
01:15	2		33	0	0	0	0	0
01:30	7		26	6	0	0	2	1
01:45	4		21	4	0	0	2	1
02:00	4		28	4	0	0	0	1
02:15	3		26	2	0	0	0	1
02:30	6		27	7	0	0	0	4
02:45	2		20	3	0	0	1	1
03:00	1		18	0	0	0	1	0
03:15	9		25	6	0	0	2	4
03:30	7		28	4	0	0	0	2
03:45	9		23	3	0	0	1	6
04:00	7		27	5	0	0	1	1
04:15	9		25	4	0	0	2	1
04:30	8		27	5	0	0	1	1
04:45	11	30	24	5	0	0	3	3
05:00	20	30	26	6	0	0	3	5
05:15	29	28	23	4	0	0	7	12

05:30	28	33	27	6	0	2	1	6
05:45	45	32	27	6	0	1	3	12
06:00	42	33	24	7	0	4	9	11
06:15	48	30	24	6	2	2	8	16
06:30	62	29	24	5	0	2	12	24
06:45	76	31	25	6	0	2	9	31
07:00	53	29	23	6	0	5	9	18
07:15	59	28	21	6	1	12	14	17
07:30	61	30	23	7	0	6	14	23
07:45	81	31	25	5	0	1	11	28
08:00	63	29	23	6	4	1	10	27
08:15	53	30	25	6	1	2	7	15
08:30	36	29	23	6	0	1	11	13
08:45	33	31	26	6	0	0	3	16
09:00	28	29	23	6	1	0	6	13
09:15	23	29	25	4	0	0	3	8
09:30	34	32	25	5	0	1	5	11
09:45	32	29	25	4	0	0	4	14
10:00	27	29	25	5	0	1	3	10
10:15	30	28	24	4	0	1	3	17
10:30	31	29	23	5	0	3	6	9
10:45	33	29	24	5	0	1	4	13
11:00	23	29	25	5	0	1	1	10
11:15	33	29	25	7	1	1	4	11
11:30	26	28	22	5	1	1	5	11
11:45	32	31	25	4	0	0	1	17
12:00	51	29	24	4	0	0	7	23
12:15	33	28	23	6	1	3	6	9
12:30	28	30	25	4	0	0	0	17
12:45	36	29	23	5	1	2	3	17
13:00	27	26	20	6	3	4	4	11
13:15	32	29	24	6	0	2	7	8
13:30	24	32	26	6	0	0	2	11
13:45	31	28	24	7	0	3	4	12
14:00	31	28	23	5	0	2	5	14
14:15	34	29	24	6	1	3	0	12
14:30	28	30	25	5	0	1	0	16
14:45	26	29	23	7	0	4	3	9
15:00	44	28	24	4	0	1	9	14
15:15	33	32	27	5	0	1	2	8
15:30	23	29	24	5	0	1	2	10
15:45	33	30	25	6	0	3	2	7
16:00	49	30	26	4	0	0	5	17
16:15	38	32	27	6	0	0	5	10
16:30	39	29	24	5	0	1	8	12
16:45	45	30	24	6	1	2	8	17
17:00	33	29	25	7	0	0	8	11
17:15	28	28	22	5	0	2	8	7
17:30	37	28	23	6	0	4	9	10
17:45	28	30	24	6	0	2	5	10

18:00	41	25	22	5	1	2	8	23
18:15	36	32	26	6	0	1	6	4
18:30	44	31	24	6	1	4	4	18
18:45	35	32	26	5	0	0	4	13
19:00	26	29	25	5	0	0	3	13
19:15	29	29	24	5	0	2	5	10
19:30	36	29	24	5	0	1	6	12
19:45	27	30	28	3	0	0	0	4
20:00	21	31	26	5	0	0	2	7
20:15	26	31	26	5	0	1	2	8
20:30	27	29	25	5	0	2	1	10
20:45	19	29	24	5	0	0	4	8
21:00	18	31	27	4	0	0	0	7
21:15	20	31	26	6	0	1	0	8
21:30	15	28	26	2	0	0	0	6
21:45	18	33	28	6	0	0	0	8
22:00	19	29	25	5	0	0	3	6
22:15	16	32	25	7	0	1	2	7
22:30	12	32	25	7	0	1	1	5
22:45	10	40	30	8	0	0	0	4
23:00	7		22	6	0	1	2	1
23:15	10	29	26	3	0	0	0	5
23:30	12	29	25	5	0	0	3	3
23:45	9		28	3	0	0	0	2
Total								
12H(7-19)	1758	30	24	6	18	86	258	651
16H(6-22)	2268	30	24	6	20	103	319	834
18H(6-24)	2363	30	24	6	20	106	330	867
24H(0-24)	2611	30	24	6	20	110	365	946
AM Peak	07:15	00:45	01:15	01:00	08:00	06:45	07:15	07:15
	264	33	26	7	5	25	49	95
PM Peak	16:00	22:15	21:00	22:15	12:15	17:15	16:45	12:00
	171	33	27	8	5	10	33	66

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	11	34	30	7	0	0	2	0
00:15	15	26	24	4	0	0	2	10

00:30	7		25	6	0	0	2	1
00:45	18	33	27	6	0	0	1	8
01:00	5		22	5	0	1	0	3
01:15	3		33	0	0	0	0	0
01:30	7		26	6	0	0	2	1
01:45	6		22	3	0	0	2	3
02:00	6		28	4	0	0	0	2
02:15	4		26	2	0	0	0	1
02:30	10	29	27	6	0	0	0	5
02:45	7		25	6	0	0	2	2
03:00	4		23	6	0	0	2	1
03:15	10	30	24	6	0	0	3	4
03:30	11	31	28	3	0	0	0	2
03:45	15	25	21	4	0	1	4	8
04:00	15	30	27	5	0	0	2	2
04:15	19	28	23	4	0	0	6	6
04:30	15	31	27	5	0	0	1	4
04:45	17	28	23	5	0	0	6	6
05:00	46	29	26	6	0	0	6	11
05:15	70	28	23	4	0	0	22	25
05:30	81	31	24	7	2	7	14	21
05:45	105	31	24	7	3	6	18	26
06:00	118	30	22	6	0	11	38	35
06:15	155	29	23	6	5	8	31	54
06:30	193	27	21	6	10	18	54	69
06:45	222	29	22	6	6	18	49	78
07:00	237	25	19	6	20	37	76	65
07:15	239	26	18	6	26	68	58	46
07:30	211	28	23	6	3	15	41	87
07:45	227	29	23	6	3	29	37	59
08:00	207	28	21	6	10	27	54	62
08:15	183	29	22	6	8	20	31	56
08:30	132	28	21	6	5	19	43	27
08:45	122	28	23	5	1	3	25	57
09:00	116	29	22	6	7	6	26	44
09:15	106	28	22	6	3	6	26	38
09:30	118	29	22	6	4	13	32	27
09:45	85	29	23	5	0	2	21	32
10:00	94	29	24	5	0	3	19	33
10:15	87	28	22	5	0	5	23	33
10:30	106	28	21	6	4	19	21	25
10:45	91	28	23	5	1	6	15	39
11:00	86	29	24	5	0	2	15	35
11:15	93	29	22	7	5	13	18	27
11:30	108	27	21	5	3	15	21	44
11:45	89	29	24	5	1	4	15	34
12:00	121	29	23	5	3	7	20	47
12:15	96	28	22	6	5	7	19	30
12:30	93	28	23	5	2	5	16	41
12:45	88	29	23	6	5	6	16	31

13:00	106	25	17	7	24	22	21	24
13:15	97	29	23	5	0	5	26	29
13:30	79	29	24	6	5	0	11	30
13:45	112	29	21	7	13	11	19	36
14:00	121	28	21	6	6	20	24	40
14:15	108	30	24	6	3	11	5	41
14:30	113	27	21	6	7	16	16	47
14:45	133	28	21	7	15	10	27	47
15:00	164	29	23	5	1	9	33	57
15:15	136	29	24	5	0	6	29	36
15:30	134	29	22	6	4	10	33	42
15:45	134	29	23	6	3	18	17	44
16:00	125	30	25	5	1	3	19	44
16:15	128	30	24	7	6	4	26	38
16:30	162	29	23	6	3	10	38	52
16:45	155	28	21	6	8	24	34	52
17:00	200	29	22	7	16	19	41	61
17:15	168	28	20	7	14	24	47	37
17:30	171	27	19	7	20	32	44	34
17:45	136	29	22	7	7	17	30	39
18:00	125	27	20	6	6	20	33	39
18:15	117	30	24	6	2	8	24	23
18:30	114	30	22	7	10	15	13	34
18:45	92	29	26	4	0	0	6	36
19:00	76	30	25	5	0	3	9	29
19:15	83	29	23	5	0	6	19	28
19:30	66	30	25	6	2	1	9	19
19:45	62	30	27	4	0	0	1	21
20:00	59	29	26	6	0	1	6	19
20:15	50	32	26	6	0	2	3	15
20:30	44	29	24	5	0	2	6	16
20:45	38	29	23	5	0	2	8	16
21:00	36	31	25	5	0	2	2	13
21:15	39	30	24	7	3	3	2	12
21:30	24	29	25	4	0	0	3	9
21:45	37	33	26	7	0	2	5	10
22:00	26	30	25	5	0	0	5	8
22:15	29	31	26	7	0	1	4	11
22:30	21	32	25	7	0	1	4	7
22:45	20	35	29	7	0	0	2	4
23:00	17	31	25	6	0	1	3	5
23:15	15	28	25	4	0	0	1	8
23:30	25	30	25	5	0	0	5	8
23:45	18	32	28	4	0	0	1	4
Total								
12H(7-19)	6265	29	22	6	293	651	1304	1981
16H(6-22)	7567	29	22	6	319	730	1549	2424
18H(6-24)	7738	29	22	6	319	733	1574	2479
24H(0-24)	8245	29	22	6	324	748	1671	2631

AM Peak	07:00	00:00	00:45	07:15	06:30	07:00	06:30	06:45
	914	33	26	7	62	149	237	276
PM Peak	16:45	22:15	22:15	22:15	16:45	16:45	16:45	16:15
	694	33	26	7	58	99	166	203

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
0	1	1	1	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	2	1	0	0	0	0	0	0
1	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	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
13	1	3	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
11	7	0	0	0	0	0	0	0
16	7	0	0	0	0	0	0	0
10	5	1	0	0	0	0	0	0
31	6	0	0	0	0	0	0	0
11	6	1	0	0	0	0	0	0
29	8	0	0	0	0	0	0	0
17	1	0	0	0	0	0	0	0
20	6	0	0	0	0	0	0	0
38	9	0	0	0	0	0	0	0
50	7	1	0	0	0	0	0	0
23	9	0	0	1	0	0	0	0
34	5	0	0	1	0	0	0	0
23	3	1	0	0	0	0	0	0
20	2	0	0	0	0	0	0	0
17	8	0	0	0	0	0	0	0
14	5	2	0	0	0	0	0	0
18	7	0	0	0	0	0	0	0
10	5	1	0	0	0	0	0	0
19	6	1	0	0	0	0	0	0
14	3	0	0	0	0	0	0	0

20	4	0	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0
17	6	0	0	0	0	0	0	0
10	4	0	0	0	0	0	0	0
14	3	0	0	0	0	0	0	0
17	3	1	0	0	0	0	0	0
19	4	0	0	0	0	0	0	0
16	5	0	0	0	0	0	0	0
16	1	1	0	0	0	0	0	0
9	7	1	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
16	6	0	0	0	0	0	0	0
18	2	2	0	0	0	0	0	0
11	10	0	0	0	0	0	0	0
12	8	1	0	0	0	0	0	0
20	9	1	0	0	0	0	0	0
14	2	0	0	0	0	0	0	0
21	1	2	0	0	0	0	0	0
35	8	1	0	0	0	0	0	0
40	2	1	0	0	0	0	0	0
26	8	1	0	0	0	0	0	0
18	11	2	0	0	0	0	0	0
19	12	0	0	0	0	0	0	0
18	13	0	0	0	0	0	0	0
33	5	3	0	0	0	0	0	0
12	7	1	0	0	0	0	0	0
34	11	4	0	0	0	0	0	0
27	5	3	0	0	0	0	0	0
25	1	1	0	0	0	0	0	0
23	9	0	0	0	0	0	0	0
15	5	0	0	0	0	0	0	0
25	9	1	0	0	0	0	0	0
18	7	0	0	0	0	0	0	0
30	1	1	0	0	0	0	0	0
17	7	1	0	0	0	0	0	0
12	6	0	0	0	0	0	0	0
14	3	0	1	0	0	0	0	0
11	5	0	1	0	0	0	0	0
20	0	0	0	0	1	0	0	0
8	6	0	1	0	0	0	0	0
4	2	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
6	2	2	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
5	1	0	0	1	0	0	0	0
1	3	0	0	0	0	0	0	0
3	5	0	0	0	0	0	0	0

1	4	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0
985	270	34	0	2	0	0	0	0
1173	335	39	3	2	1	0	0	0
1192	355	39	3	3	1	0	0	0
1264	384	45	4	3	1	0	0	0
07:30	07:15	09:15	00:00	08:00	11:00	11:00	11:00	11:00
145	31	4	1	2	0	0	0	0
14:45	15:30	16:30	19:30	22:15	20:00	23:00	23:00	23:00
122	44	11	3	1	1	0	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
3	3	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
3	1	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	0	0	0	0	0	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	0	0	0
1	1	1	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
9	2	0	1	0	0	0	0	0
9	1	0	0	0	0	0	0	0

9	8	2	0	0	0	0	0	0
18	9	0	1	1	0	0	0	0
7	8	3	0	0	0	0	0	0
13	5	2	0	0	0	0	0	0
17	6	0	1	0	0	0	0	0
19	11	4	0	0	0	0	0	0
17	3	0	1	0	0	0	0	0
11	3	1	0	0	0	0	0	0
9	5	3	1	0	0	0	0	0
25	15	1	0	0	0	0	0	0
13	7	1	0	0	0	0	0	0
20	5	3	0	0	0	0	0	0
6	4	1	0	0	0	0	0	0
8	3	2	1	0	0	0	0	0
4	2	2	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
9	8	0	0	0	0	0	0	0
10	4	0	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
11	2	2	1	0	0	0	0	0
7	1	0	0	0	0	0	0	0
8	6	0	0	0	0	0	0	0
17	4	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
6	3	1	1	0	0	0	0	0
11	0	0	0	0	1	0	0	0
9	1	0	0	0	0	0	0	0
14	4	0	0	0	0	0	0	0
6	5	0	0	0	0	0	0	0
6	2	2	0	0	0	0	0	0
19	1	0	0	0	0	0	0	0
13	8	1	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
17	3	1	0	0	0	0	0	0
20	6	1	0	0	0	0	0	0
15	4	3	1	0	0	0	0	0
14	4	0	0	0	0	0	0	0
10	6	1	0	0	0	0	0	0
10	2	1	0	0	1	0	0	0
11	0	0	0	0	0	0	0	0
12	0	2	0	0	0	0	0	0
7	3	0	1	0	0	0	0	0

5	2	0	0	0	0	0	0	0
16	8	1	0	0	0	0	0	0
9	7	1	0	0	0	0	0	0
11	4	3	0	0	0	0	0	0
6	2	2	0	0	0	0	0	0
9	3	0	0	0	0	0	0	0
13	4	0	0	0	0	0	0	0
19	4	0	0	0	0	0	0	0
8	2	2	0	0	0	0	0	0
9	6	0	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
7	3	0	1	0	0	0	0	0
9	0	0	0	0	0	0	0	0
5	3	0	2	0	0	0	0	0
7	3	0	0	0	0	0	0	0
2	3	0	1	0	0	0	0	0
2	2	0	1	0	0	0	0	0
3	0	1	2	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
525	177	34	7	0	2	0	0	0
689	242	48	11	0	2	0	0	0
719	255	49	15	0	2	0	0	0
799	297	52	19	1	2	0	0	0
07:30	07:30	06:00	07:00	05:45	11:00	11:00	11:00	11:00
67	32	9	2	1	0	0	0	0
15:45	18:15	18:15	22:15	23:00	17:00	23:00	23:00	23:00
66	21	7	4	0	1	0	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
3	4	1	1	0	0	0	0	0
1	2	0	0	0	0	0	0	0

2	2	0	0	0	0	0	0	0
4	3	1	1	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0
1	2	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
22	3	3	1	0	0	0	0	0
19	4	0	0	0	0	0	0	0
20	15	2	0	0	0	0	0	0
34	16	0	1	1	0	0	0	0
17	13	4	0	0	0	0	0	0
44	11	2	0	0	0	0	0	0
28	12	1	1	0	0	0	0	0
48	19	4	0	0	0	0	0	0
34	4	0	1	0	0	0	0	0
31	9	1	0	0	0	0	0	0
47	14	3	1	0	0	0	0	0
75	22	2	0	0	0	0	0	0
36	16	1	0	1	0	0	0	0
54	10	3	0	1	0	0	0	0
29	7	2	0	0	0	0	0	0
28	5	2	1	0	0	0	0	0
21	10	2	0	0	0	0	0	0
24	7	2	0	0	0	0	0	0
27	15	0	0	0	0	0	0	0
20	9	1	0	0	0	0	0	0
29	9	1	0	0	0	0	0	0
20	6	0	0	0	0	0	0	0
31	6	0	0	0	0	0	0	0
25	5	0	0	0	0	0	0	0
25	9	0	0	0	0	0	0	0
21	6	2	1	0	0	0	0	0
21	4	0	0	0	0	0	0	0
25	9	1	0	0	0	0	0	0
36	8	0	0	0	0	0	0	0
29	6	0	0	0	0	0	0	0
23	5	1	0	0	0	0	0	0
19	10	1	0	0	0	0	0	0

11	4	0	0	0	0	0	0	0
27	10	0	0	0	0	0	0	0
24	5	3	1	0	0	0	0	0
22	10	0	0	0	1	0	0	0
21	9	1	0	0	0	0	0	0
34	13	1	0	0	0	0	0	0
20	7	0	0	0	0	0	0	0
27	3	4	0	0	0	0	0	0
54	9	1	0	0	0	0	0	0
53	10	2	0	0	0	0	0	0
33	11	1	0	0	0	0	0	0
35	14	3	0	0	0	0	0	0
39	18	1	0	0	0	0	0	0
33	17	3	1	0	0	0	0	0
47	9	3	0	0	0	0	0	0
22	13	2	0	0	0	0	0	0
44	13	5	0	0	1	0	0	0
38	5	3	0	0	0	0	0	0
37	1	3	0	0	0	0	0	0
30	12	0	1	0	0	0	0	0
20	7	0	0	0	0	0	0	0
41	17	2	0	0	0	0	0	0
27	14	1	0	0	0	0	0	0
41	5	4	0	0	0	0	0	0
23	9	3	0	0	0	0	0	0
21	9	0	0	0	0	0	0	0
27	7	0	1	0	0	0	0	0
30	9	0	1	0	0	0	0	0
28	2	2	0	0	1	0	0	0
17	12	0	1	0	0	0	0	0
15	5	0	0	0	0	0	0	0
7	5	0	0	0	0	0	0	0
12	6	1	0	0	0	0	0	0
13	5	0	1	0	0	0	0	0
11	1	0	0	0	0	0	0	0
11	5	2	2	0	0	0	0	0
9	4	0	0	0	0	0	0	0
7	4	0	1	1	0	0	0	0
3	5	0	1	0	0	0	0	0
6	5	1	2	0	0	0	0	0
4	4	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0
7	6	0	0	0	0	0	0	0
1510	447	68	7	2	2	0	0	0
1862	577	87	14	2	3	0	0	0
1911	610	88	18	3	3	0	0	0
2063	681	97	23	4	3	0	0	0

07:30	07:30	06:00	07:00	08:00	11:00	11:00	11:00	11:00
212	62	11	2	2	0	0	0	0
15:00	15:30	16:45	22:15	22:15	20:00	23:00	23:00	23:00
175	60	13	4	1	1	0	0	0

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	3		28	4	0	0	0	1
00:15	9		24	5	0	0	1	6
00:30	8		23	5	0	0	2	4
00:45	7		25	4	0	0	1	2
01:00	1		23	0	0	0	0	1
01:15	7		25	4	0	0	1	2
01:30	3		26	6	0	0	1	0
01:45	2		28	5	0	0	0	1
02:00	1		23	0	0	0	0	1
02:15	2		23	10	0	1	0	0
02:30	2		28	5	0	0	0	1
02:45	1		23	0	0	0	0	1
03:00	5		27	7	0	0	2	0
03:15	3		23	4	0	0	1	1
03:30	3		28	8	0	0	1	0
03:45	7		24	6	0	0	3	1
04:00	6		23	4	0	0	2	1
04:15	9		26	6	0	0	2	2
04:30	7		24	5	0	0	2	2
04:45	11	20	18	3	0	1	8	2
05:00	23	27	22	5	0	1	7	9
05:15	30	29	25	5	0	0	5	12
05:30	47	31	23	6	1	3	13	12
05:45	59	30	24	5	0	0	13	19
06:00	74	31	25	6	2	0	9	26
06:15	112	28	22	6	6	8	24	44
06:30	129	28	22	5	0	10	35	47
06:45	153	25	19	5	14	15	50	55
07:00	175	23	17	5	18	46	63	34
07:15	144	28	21	7	16	13	24	52
07:30	147	29	21	7	13	25	29	35
07:45	124	28	22	5	8	7	24	51
08:00	128	28	20	7	15	21	29	25
08:15	162	28	20	6	10	26	47	35
08:30	153	28	20	7	14	24	45	24
08:45	143	30	24	6	3	11	24	41
09:00	141	28	21	6	7	14	35	46
09:15	114	29	23	5	0	5	30	35
09:30	106	29	23	5	1	7	11	46
09:45	84	28	22	6	5	6	19	29
10:00	73	29	23	5	0	3	16	27
10:15	70	27	21	5	3	7	22	20

10:30	58	31	25	5	0	0	10	25
10:45	73	26	21	5	5	5	22	28
11:00	77	27	22	5	0	2	28	29
11:15	67	30	25	5	0	1	7	22
11:30	72	29	23	5	2	1	19	26
11:45	70	26	21	6	7	6	10	34
12:00	83	28	21	7	10	8	19	21
12:15	65	28	21	6	2	10	18	17
12:30	83	26	20	6	10	9	20	28
12:45	89	26	19	7	15	17	19	21
13:00	80	26	20	5	1	14	25	25
13:15	71	30	23	7	2	7	20	16
13:30	95	28	22	5	1	5	30	28
13:45	70	26	21	5	3	6	21	27
14:00	78	29	22	6	5	6	17	24
14:15	79	28	22	6	4	9	14	24
14:30	90	27	20	6	12	6	19	33
14:45	126	29	21	6	1	17	39	32
15:00	100	27	20	6	6	15	27	30
15:15	94	27	21	6	5	9	20	37
15:30	116	29	22	7	9	9	27	31
15:45	87	29	22	6	6	6	20	31
16:00	118	28	20	7	11	23	24	26
16:15	92	30	24	7	4	7	17	21
16:30	102	29	23	6	4	12	10	29
16:45	121	27	19	7	21	20	28	27
17:00	133	27	20	6	8	25	40	29
17:15	123	24	18	5	10	30	37	31
17:30	126	26	18	7	19	33	29	24
17:45	95	29	22	7	12	6	20	25
18:00	96	26	21	5	2	9	28	39
18:15	75	29	23	6	1	4	18	21
18:30	90	28	22	6	3	12	14	34
18:45	58	29	23	6	2	5	8	21
19:00	42	30	25	5	0	0	8	14
19:15	52	29	22	6	0	4	16	17
19:30	25	30	25	6	0	1	6	4
19:45	31	29	25	5	0	1	3	12
20:00	18	31	26	5	0	0	2	5
20:15	23	28	24	4	0	1	2	10
20:30	11	30	25	5	0	0	2	3
20:45	10	28	25	4	0	0	1	5
21:00	21	33	28	5	0	0	0	8
21:15	17	32	27	4	0	0	1	4
21:30	12	31	21	8	1	2	2	4
21:45	11	33	28	6	0	1	0	2
22:00	9		26	3	0	0	0	3
22:15	5		30	2	0	0	0	0
22:30	9		24	5	0	0	1	6
22:45	6		31	7	0	0	0	2

23:00	7		28	3	0	0	0	1
23:15	11	29	25	4	0	0	1	4
23:30	3		28	0	0	0	0	0
23:45	4		29	6	0	0	1	0
Total								
12H(7-19)	4816	28	21	6	316	569	1142	1416
16H(6-22)	5557	28	21	6	339	612	1303	1676
18H(6-24)	5611	28	21	6	339	612	1306	1692
24H(0-24)	5867	28	21	6	340	618	1371	1773
AM Peak	06:45	02:15	02:15	02:15	06:45	06:45	06:30	06:30
	619	33	26	7	61	99	172	188
PM Peak	16:45	22:15	22:15	16:00	16:45	16:45	16:45	14:30
	503	33	28	7	58	108	134	132

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	4		30	3	0	0	0	0
00:15	9		30	5	0	0	0	2
00:30	4		21	7	0	1	1	1
00:45	7		23	2	0	0	0	6
01:00	5		26	4	0	0	0	3
01:15	1		18	0	0	0	1	0
01:30	6		30	5	0	0	0	1
01:45	2		28	0	0	0	0	0
02:00	4		25	3	0	0	0	2
02:15	3		28	4	0	0	0	1
02:30	7		28	5	0	0	0	2
02:45	4		25	3	0	0	0	2
03:00	8		26	6	0	0	2	1
03:15	5		23	3	0	0	1	3
03:30	4		24	6	0	0	2	0
03:45	10	33	27	7	0	0	2	2
04:00	8		26	4	0	0	1	2
04:15	14	31	26	4	0	0	0	8
04:30	9		25	4	0	0	1	4
04:45	14	26	21	4	0	0	6	5
05:00	17	33	28	5	0	0	2	1
05:15	21	29	25	4	0	0	3	7

05:30	31	33	27	6	0	0	7	4
05:45	36	33	27	6	0	0	4	11
06:00	44	30	25	6	0	2	4	17
06:15	51	30	25	4	0	1	2	24
06:30	77	29	24	6	1	4	13	25
06:45	61	27	22	6	0	9	13	23
07:00	50	30	23	7	1	4	12	17
07:15	66	30	24	6	1	2	14	23
07:30	63	29	24	6	0	4	10	26
07:45	76	30	24	6	0	6	10	27
08:00	63	31	24	7	5	2	6	19
08:15	58	32	25	8	3	5	7	11
08:30	42	30	25	7	2	1	8	12
08:45	61	32	26	5	0	0	6	22
09:00	54	29	23	5	0	2	12	22
09:15	50	32	24	7	0	5	9	14
09:30	41	31	27	5	0	1	1	13
09:45	41	30	23	6	1	2	6	18
10:00	32	32	25	6	1	2	2	11
10:15	31	30	25	6	0	2	4	8
10:30	29	30	26	5	0	0	3	11
10:45	34	32	25	5	0	1	5	12
11:00	42	28	23	4	0	1	10	17
11:15	26	32	27	5	0	0	1	8
11:30	27	29	24	5	0	0	5	11
11:45	32	31	25	6	0	2	4	8
12:00	33	30	25	5	0	0	5	14
12:15	34	29	25	6	0	2	2	14
12:30	26	28	23	5	0	2	2	12
12:45	26	29	25	6	1	2	0	10
13:00	29	30	24	6	0	2	4	11
13:15	35	32	26	6	0	2	4	10
13:30	35	28	23	4	0	1	6	17
13:45	35	28	24	4	0	0	6	15
14:00	50	29	24	5	1	1	6	17
14:15	30	30	25	5	0	1	4	11
14:30	38	29	24	5	0	2	5	14
14:45	28	31	25	5	0	0	4	12
15:00	41	28	23	5	1	1	9	17
15:15	30	28	24	5	0	1	2	20
15:30	30	31	23	7	1	3	6	8
15:45	36	30	25	4	0	0	3	18
16:00	31	31	25	7	0	1	5	12
16:15	32	30	25	5	0	0	4	12
16:30	34	31	26	6	0	2	4	7
16:45	38	27	22	5	1	2	8	17
17:00	38	30	24	7	3	3	1	13
17:15	41	28	22	6	0	6	7	13
17:30	33	28	22	6	1	3	9	11
17:45	45	29	24	6	3	4	1	13

18:00	31	28	23	5	1	1	5	12
18:15	47	30	25	5	0	1	5	20
18:30	40	29	24	6	0	2	7	15
18:45	36	30	26	7	0	0	7	11
19:00	42	33	27	5	0	0	4	11
19:15	33	29	24	4	0	0	5	16
19:30	26	31	26	5	0	0	1	14
19:45	21	34	27	6	0	0	3	5
20:00	48	32	27	5	0	0	2	15
20:15	30	31	26	5	0	1	2	10
20:30	34	33	28	5	0	0	2	4
20:45	23	32	26	5	0	0	3	8
21:00	26	31	27	7	0	0	2	8
21:15	24	34	28	6	0	0	2	7
21:30	22	29	24	4	0	0	3	12
21:45	28	33	29	4	0	0	0	3
22:00	24	33	29	5	0	0	0	5
22:15	20	33	27	5	0	0	1	7
22:30	13	29	28	3	0	0	0	2
22:45	13	29	25	5	0	1	0	6
23:00	19	29	27	4	0	0	0	5
23:15	15	29	25	5	0	0	4	3
23:30	11	29	26	4	0	0	0	5
23:45	10	29	26	3	0	0	1	1
Total								
12H(7-19)	1900	30	24	6	27	87	266	686
16H(6-22)	2490	30	25	6	28	104	327	888
18H(6-24)	2615	30	25	6	28	105	333	922
24H(0-24)	2848	30	25	6	28	106	366	990
AM Peak	07:15	00:00	01:30	07:45	08:00	06:45	06:30	07:15
	268	33	28	7	10	19	52	95
PM Peak	18:15	21:15	21:45	17:00	17:00	17:00	16:45	15:00
	165	33	28	6	7	16	25	63

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	7		29	3	0	0	0	1
00:15	18	34	27	6	0	0	1	8

00:30	12	29	23	6	0	1	3	5
00:45	14	27	24	3	0	0	1	8
01:00	6		25	4	0	0	0	4
01:15	8		24	4	0	0	2	2
01:30	9		29	6	0	0	1	1
01:45	4		28	4	0	0	0	1
02:00	5		25	2	0	0	0	3
02:15	5		26	7	0	1	0	1
02:30	9		28	5	0	0	0	3
02:45	5		25	2	0	0	0	3
03:00	13	33	26	6	0	0	4	1
03:15	8		23	4	0	0	2	4
03:30	7		25	7	0	0	3	0
03:45	17	33	26	7	0	0	5	3
04:00	14	29	25	5	0	0	3	3
04:15	23	32	26	5	0	0	2	10
04:30	16	29	24	5	0	0	3	6
04:45	25	24	20	4	0	1	14	7
05:00	40	31	25	6	0	1	9	10
05:15	51	29	25	5	0	0	8	19
05:30	78	32	25	7	1	3	20	16
05:45	95	32	25	5	0	0	17	30
06:00	118	31	25	6	2	2	13	43
06:15	163	29	23	6	6	9	26	68
06:30	206	28	23	5	1	14	48	72
06:45	214	25	20	5	14	24	63	78
07:00	225	25	19	6	19	50	75	51
07:15	210	29	22	6	17	15	38	75
07:30	210	29	22	7	13	29	39	61
07:45	200	29	23	6	8	13	34	78
08:00	191	29	22	7	20	23	35	44
08:15	220	29	21	7	13	31	54	46
08:30	195	29	21	7	16	25	53	36
08:45	204	31	24	6	3	11	30	63
09:00	195	28	22	6	7	16	47	68
09:15	164	30	24	6	0	10	39	49
09:30	147	29	24	5	1	8	12	59
09:45	125	29	22	6	6	8	25	47
10:00	105	30	24	5	1	5	18	38
10:15	101	28	22	6	3	9	26	28
10:30	87	31	25	5	0	0	13	36
10:45	107	28	22	6	5	6	27	40
11:00	119	28	22	5	0	3	38	46
11:15	93	31	26	5	0	1	8	30
11:30	99	29	23	5	2	1	24	37
11:45	102	29	22	6	7	8	14	42
12:00	116	29	22	6	10	8	24	35
12:15	99	29	22	7	2	12	20	31
12:30	109	27	21	6	10	11	22	40
12:45	115	28	20	7	16	19	19	31

13:00	109	27	21	6	1	16	29	36
13:15	106	31	24	7	2	9	24	26
13:30	130	28	22	5	1	6	36	45
13:45	105	27	22	5	3	6	27	42
14:00	128	29	23	6	6	7	23	41
14:15	109	29	23	6	4	10	18	35
14:30	128	28	21	6	12	8	24	47
14:45	154	29	22	6	1	17	43	44
15:00	141	27	21	6	7	16	36	47
15:15	124	27	22	5	5	10	22	57
15:30	146	29	22	7	10	12	33	39
15:45	123	29	23	6	6	6	23	49
16:00	149	28	21	7	11	24	29	38
16:15	124	30	24	7	4	7	21	33
16:30	136	29	24	6	4	14	14	36
16:45	159	27	20	6	22	22	36	44
17:00	171	28	21	7	11	28	41	42
17:15	164	26	19	6	10	36	44	44
17:30	159	26	19	7	20	36	38	35
17:45	140	29	22	7	15	10	21	38
18:00	127	27	22	5	3	10	33	51
18:15	122	30	24	5	1	5	23	41
18:30	130	28	22	6	3	14	21	49
18:45	94	29	24	6	2	5	15	32
19:00	84	32	26	5	0	0	12	25
19:15	85	29	23	5	0	4	21	33
19:30	51	31	25	5	0	1	7	18
19:45	52	31	26	5	0	1	6	17
20:00	66	32	27	5	0	0	4	20
20:15	53	30	25	5	0	2	4	20
20:30	45	32	28	5	0	0	4	7
20:45	33	31	25	5	0	0	4	13
21:00	47	33	27	6	0	0	2	16
21:15	41	33	28	5	0	0	3	11
21:30	34	30	23	6	1	2	5	16
21:45	39	34	29	5	0	1	0	5
22:00	33	33	28	5	0	0	0	8
22:15	25	33	28	5	0	0	1	7
22:30	22	30	26	4	0	0	1	8
22:45	19	33	27	7	0	1	0	8
23:00	26	29	27	4	0	0	0	6
23:15	26	29	25	5	0	0	5	7
23:30	14	29	26	4	0	0	0	5
23:45	14	31	27	5	0	0	2	1
Total								
12H(7-19)	6716	29	22	6	343	656	1408	2102
16H(6-22)	8047	29	22	6	367	716	1630	2564
18H(6-24)	8226	29	22	6	367	717	1639	2614
24H(0-24)	8715	29	23	6	368	724	1737	2763

AM Peak	06:45	03:00	01:30	08:00	06:45	06:45	06:30	06:30
	859	33	27	7	63	118	224	276
PM Peak	16:45	21:45	21:45	16:00	16:45	16:45	16:45	14:30
	653	33	28	7	63	122	159	195

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
1	1	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0
10	1	2	0	0	0	0	0	0
8	10	0	0	0	0	0	0	0
18	9	0	0	0	0	0	0	0
21	15	1	0	0	0	0	0	0
22	8	0	0	0	0	0	0	0
30	7	0	0	0	0	0	0	0
17	2	0	0	0	0	0	0	0
10	4	0	0	0	0	0	0	0
27	12	0	0	0	0	0	0	0
30	15	0	0	0	0	0	0	0
29	5	0	0	0	0	0	0	0
28	9	1	0	0	0	0	0	0
36	7	1	0	0	0	0	0	0
35	11	0	0	0	0	0	0	0
42	19	3	0	0	0	0	0	0
34	5	0	0	0	0	0	0	0
31	13	0	0	0	0	0	0	0
35	5	1	0	0	0	0	0	0
20	5	0	0	0	0	0	0	0
20	7	0	0	0	0	0	0	0
17	1	0	0	0	0	0	0	0

12	8	3	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
13	4	1	0	0	0	0	0	0
26	10	1	0	0	0	0	0	0
18	6	0	0	0	0	0	0	0
8	5	0	0	0	0	0	0	0
20	5	0	0	0	0	0	0	0
13	4	1	0	0	0	0	0	0
14	1	1	0	0	0	0	0	0
11	4	2	0	0	0	0	0	0
14	1	0	0	0	0	0	0	0
15	8	3	0	0	0	0	0	0
27	4	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
19	7	0	0	0	0	0	0	0
24	3	1	0	0	0	0	0	0
17	3	0	0	0	0	0	0	0
25	11	1	0	0	0	0	0	0
16	5	1	0	0	0	0	0	0
20	3	0	0	0	0	0	0	0
27	12	0	0	1	0	0	0	0
14	9	1	0	0	0	0	0	0
28	5	1	0	0	0	0	0	0
29	10	2	2	0	0	0	0	0
41	6	0	0	0	0	0	0	0
20	5	0	0	0	0	0	0	0
27	3	0	1	0	0	0	0	0
14	1	0	0	0	0	0	0	0
13	6	2	0	0	0	0	0	0
21	10	1	0	0	0	0	0	0
12	6	0	0	0	0	0	0	0
22	8	1	0	0	0	0	0	0
24	2	1	0	0	0	0	0	0
18	4	0	0	0	0	0	0	0
14	6	0	0	0	0	0	0	0
8	7	0	0	0	0	0	0	0
10	4	0	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
4	8	1	0	0	0	0	0	0
7	5	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0
4	3	1	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
1	1	1	1	0	0	0	0	0

4	2	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0
1038	301	30	3	1	0	0	0	0
1210	379	34	3	1	0	0	0	0
1232	389	36	4	1	0	0	0	0
1295	424	41	4	1	0	0	0	0
08:15	08:30	10:30	11:00	11:00	11:00	11:00	11:00	11:00
147	48	5	0	0	0	0	0	0
16:00	15:30	12:30	16:15	15:30	23:00	23:00	23:00	23:00
118	36	6	3	1	0	0	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
2	2	0	0	0	0	0	0	0
2	4	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	3	1	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
8	5	1	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0

10	8	2	0	0	0	0	0	0
9	10	2	0	0	0	0	0	0
14	5	1	1	0	0	0	0	0
17	7	0	0	0	0	0	0	0
28	4	1	1	0	0	0	0	0
13	2	1	0	0	0	0	0	0
8	7	0	0	0	1	0	0	0
16	8	2	0	0	0	0	0	0
15	6	2	0	0	0	0	0	0
22	10	1	0	0	0	0	0	0
18	11	2	0	0	0	0	0	0
19	10	2	0	1	0	0	0	0
12	3	3	0	1	0	0	0	0
18	13	2	0	0	0	0	0	0
12	6	0	0	0	0	0	0	0
11	9	2	0	0	0	0	0	0
19	3	4	0	0	0	0	0	0
8	6	0	0	0	0	0	0	0
8	8	0	0	0	0	0	0	0
13	2	2	0	0	0	0	0	0
10	4	0	1	0	0	0	0	0
8	8	0	0	0	0	0	0	0
13	1	0	0	0	0	0	0	0
10	6	1	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
12	6	0	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
12	1	2	1	0	0	0	0	0
9	1	0	0	0	0	0	0	0
9	2	2	0	0	0	0	0	0
7	4	1	0	0	0	0	0	0
11	6	2	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0
10	3	1	0	0	0	0	0	0
14	3	0	0	0	0	0	0	0
6	6	0	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
6	5	0	1	0	0	0	0	0
9	6	0	0	0	0	0	0	0
7	5	0	0	0	1	0	0	0
11	3	2	0	0	0	0	0	0
14	6	0	1	0	0	0	0	0
8	2	0	0	0	0	0	0	0
12	5	1	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0
21	3	0	0	0	0	0	0	0

10	2	0	0	0	0	0	0	0
14	7	0	0	0	0	0	0	0
12	3	0	0	1	0	0	0	0
12	4	1	0	0	1	0	0	0
15	9	3	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0
6	4	0	1	0	0	0	0	0
6	4	3	0	0	0	0	0	0
19	9	3	0	0	0	0	0	0
11	5	1	0	0	0	0	0	0
19	6	1	2	0	0	0	0	0
6	6	0	0	0	0	0	0	0
11	4	0	0	0	1	0	0	0
5	7	3	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
17	5	2	1	0	0	0	0	0
11	6	1	1	0	0	0	0	0
6	4	2	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
12	1	1	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
561	227	36	4	3	3	0	0	0
760	311	55	10	3	4	0	0	0
821	328	60	11	3	4	0	0	0
896	375	69	11	3	4	0	0	0
07:30	08:00	08:00	06:00	08:15	07:00	11:00	11:00	11:00
74	37	9	2	2	1	0	0	0
13:45	20:00	19:45	21:45	18:30	21:00	23:00	23:00	23:00
59	26	8	2	1	1	0	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
3	3	0	0	0	0	0	0	0
3	4	2	0	0	0	0	0	0

1	2	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
4	1	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	5	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0
3	5	1	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
5	6	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
13	5	2	0	0	0	0	0	0
19	3	2	0	0	0	0	0	0
18	18	2	0	0	0	0	0	0
27	19	2	0	0	0	0	0	0
35	20	2	1	0	0	0	0	0
39	15	0	0	0	0	0	0	0
58	11	1	1	0	0	0	0	0
30	4	1	0	0	0	0	0	0
18	11	0	0	0	1	0	0	0
43	20	2	0	0	0	0	0	0
45	21	2	0	0	0	0	0	0
51	15	1	0	0	0	0	0	0
46	20	3	0	0	0	0	0	0
55	17	3	0	1	0	0	0	0
47	14	3	0	1	0	0	0	0
60	32	5	0	0	0	0	0	0
46	11	0	0	0	0	0	0	0
42	22	2	0	0	0	0	0	0
54	8	5	0	0	0	0	0	0
28	11	0	0	0	0	0	0	0
28	15	0	0	0	0	0	0	0
30	3	2	0	0	0	0	0	0
22	12	3	1	0	0	0	0	0
18	11	0	0	0	0	0	0	0
26	5	1	0	0	0	0	0	0
36	16	2	0	0	0	0	0	0
26	9	0	0	0	0	0	0	0
20	11	0	0	0	0	0	0	0
29	10	0	0	0	0	0	0	0
25	5	3	1	0	0	0	0	0
23	2	1	0	0	0	0	0	0
20	6	4	0	0	0	0	0	0

21	5	1	0	0	0	0	0	0
26	14	5	0	0	0	0	0	0
36	6	0	0	0	0	0	0	0
24	3	0	0	0	0	0	0	0
42	9	0	0	0	0	0	0	0
34	6	2	0	0	0	0	0	0
31	6	0	0	0	0	0	0	0
31	17	1	0	0	0	0	0	0
27	7	1	0	0	0	0	0	0
24	5	1	0	0	0	0	0	0
33	17	0	1	1	0	0	0	0
23	15	1	0	0	0	0	0	0
35	10	1	0	0	1	0	0	0
40	13	4	2	0	0	0	0	0
55	12	0	1	0	0	0	0	0
28	7	0	0	0	0	0	0	0
39	8	1	1	0	0	0	0	0
27	3	0	0	0	0	0	0	0
19	9	2	0	0	0	0	0	0
42	13	1	0	0	0	0	0	0
22	8	0	0	0	0	0	0	0
36	15	1	0	0	0	0	0	0
36	5	1	0	1	0	0	0	0
30	8	1	0	0	1	0	0	0
29	15	3	0	0	0	0	0	0
16	11	0	0	0	0	0	0	0
16	8	0	1	0	0	0	0	0
18	7	3	0	0	0	0	0	0
26	12	4	0	0	0	0	0	0
20	6	1	0	0	0	0	0	0
23	8	1	2	0	0	0	0	0
9	7	0	0	0	0	0	0	0
15	12	1	0	0	1	0	0	0
12	12	3	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0
21	8	3	1	0	0	0	0	0
16	7	1	1	0	0	0	0	0
9	6	2	0	0	0	0	0	0
10	2	1	0	0	0	0	0	0
5	3	1	1	0	0	0	0	0
16	3	1	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
8	0	1	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0

1599	528	66	7	4	3	0	0	0
1970	690	89	13	4	4	0	0	0
2053	717	96	15	4	4	0	0	0
2191	799	110	15	4	4	0	0	0

08:15	08:00	08:00	06:00	08:15	07:00	11:00	11:00	11:00
208	83	14	2	2	1	0	0	0
16:15	15:30	12:30	16:15	18:30	21:00	23:00	23:00	23:00
162	55	11	4	1	1	0	0	0

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	4		23	4	0	0	1	2
00:15	2		33	0	0	0	0	0
00:30	5		29	5	0	0	0	1
00:45	7		26	2	0	0	0	2
01:00	2		25	3	0	0	0	1
01:15	3		23	0	0	0	0	3
01:30	3		21	2	0	0	1	2
01:45	1		28	0	0	0	0	0
02:00	5		26	10	0	0	3	0
02:15	4		24	2	0	0	0	3
02:30	3		24	8	0	1	0	0
02:45	2		20	3	0	0	1	1
03:00	4		25	4	0	0	1	0
03:15	5		22	5	0	0	3	0
03:30	6		18	7	0	2	3	0
03:45	2		25	3	0	0	0	1
04:00	7		25	2	0	0	0	3
04:15	5		26	5	0	0	1	1
04:30	11	31	24	6	0	0	3	4
04:45	16	23	19	3	0	0	11	4
05:00	14	31	22	9	1	2	4	2
05:15	36	28	23	5	0	1	9	12
05:30	50	31	23	6	0	2	12	21
05:45	56	30	26	4	0	0	2	17
06:00	79	29	23	6	0	5	18	34
06:15	108	28	22	6	2	10	20	42
06:30	147	28	22	6	8	15	23	57
06:45	158	28	21	6	7	20	42	49
07:00	182	23	17	6	27	46	53	42
07:15	176	26	20	6	8	22	52	60
07:30	154	27	21	5	3	18	46	56
07:45	141	27	19	7	19	30	25	34
08:00	125	28	21	6	7	9	32	44
08:15	125	27	20	6	8	20	28	41
08:30	92	28	22	5	2	6	21	33
08:45	99	29	22	7	7	11	17	26
09:00	97	28	21	6	5	11	24	28
09:15	71	30	25	5	0	0	18	18
09:30	77	28	22	6	7	8	8	34
09:45	80	30	23	7	7	4	11	31
10:00	78	29	22	6	4	9	11	25
10:15	86	28	21	6	4	8	26	17

10:30	68	27	21	6	7	4	21	20
10:45	73	30	23	6	1	3	19	25
11:00	89	28	21	6	3	9	28	24
11:15	99	25	20	5	1	10	39	36
11:30	70	29	23	6	0	5	21	17
11:45	63	28	22	5	2	3	19	15
12:00	69	28	23	5	0	4	15	26
12:15	71	28	22	6	5	5	17	23
12:30	100	27	20	6	5	11	34	27
12:45	64	29	23	6	1	5	11	24
13:00	95	29	21	8	9	16	18	24
13:15	75	29	23	5	0	3	21	25
13:30	71	28	21	6	6	8	16	22
13:45	83	31	24	6	0	5	18	20
14:00	71	27	22	5	0	8	19	26
14:15	88	28	23	5	0	3	19	35
14:30	98	27	21	6	5	15	21	32
14:45	100	28	23	6	7	7	8	44
15:00	102	29	23	6	5	6	28	18
15:15	99	28	21	7	8	19	13	24
15:30	96	30	22	7	6	8	25	20
15:45	105	28	20	7	16	11	31	17
16:00	97	26	18	6	13	19	28	20
16:15	115	29	22	6	7	8	19	42
16:30	119	28	20	7	8	27	28	20
16:45	92	29	22	7	13	5	14	25
17:00	125	28	21	7	8	22	22	43
17:15	101	30	24	6	0	7	21	29
17:30	131	27	19	7	15	31	27	31
17:45	95	28	20	7	10	14	26	21
18:00	97	23	16	6	21	32	20	17
18:15	69	29	22	6	4	5	14	23
18:30	67	29	23	6	2	6	14	12
18:45	54	29	23	6	1	2	14	13
19:00	39	30	26	5	0	1	4	11
19:15	46	29	24	4	0	0	8	17
19:30	37	30	24	6	1	2	4	15
19:45	33	31	24	7	0	2	9	9
20:00	18	33	28	5	0	0	1	3
20:15	38	31	26	5	0	2	4	6
20:30	27	28	22	5	0	4	5	9
20:45	20	32	27	4	0	0	1	5
21:00	17	32	25	7	0	1	3	4
21:15	19	32	25	8	1	3	0	4
21:30	14	33	26	7	0	2	0	5
21:45	14	32	26	6	0	0	3	3
22:00	17	34	30	6	0	0	0	3
22:15	10	33	25	7	0	0	4	1
22:30	11	28	25	4	0	0	2	2
22:45	17	30	25	4	0	0	1	8

23:00	8		28	7	0	0	2	0
23:15	6		29	7	0	0	1	1
23:30	5		18	5	0	2	2	0
23:45	2		30	3	0	0	0	0
Total								
12H(7-19)	4594	28	21	6	297	548	1080	1329
16H(6-22)	5408	28	21	6	316	615	1225	1602
18H(6-24)	5484	29	22	6	316	617	1237	1617
24H(0-24)	5737	29	22	6	317	625	1292	1697
AM Peak	06:45	01:15	00:15	01:45	07:00	07:00	06:45	06:30
	670	34	28	7	57	116	193	208
PM Peak	17:00	23:00	21:30	23:00	17:30	17:15	15:45	14:00
	452	34	27	8	50	84	106	137

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	6		29	6	0	0	0	2
00:15	10	29	26	4	0	0	1	2
00:30	12	31	25	6	0	0	3	3
00:45	6		21	5	0	1	1	3
01:00	2		28	5	0	0	0	1
01:15	3		28	4	0	0	0	1
01:30	4		23	0	0	0	0	4
01:45	2		28	5	0	0	0	1
02:00	3		23	4	0	0	1	1
02:15	3		28	4	0	0	0	1
02:30	5		21	5	0	1	1	2
02:45	5		23	3	0	0	1	3
03:00	3		28	4	0	0	0	1
03:15	10	28	25	3	0	0	0	5
03:30	3		29	5	0	0	0	1
03:45	4		26	4	0	0	0	2
04:00	6		26	5	0	0	1	1
04:15	9		26	3	0	0	0	4
04:30	7		25	4	0	0	1	2
04:45	16	31	25	5	0	0	3	6
05:00	22	29	26	5	0	0	1	11
05:15	30	31	26	5	0	0	3	11

05:30	43	31	26	4	0	0	1	20
05:45	44	32	28	4	0	0	1	8
06:00	62	34	27	6	0	0	7	14
06:15	51	31	25	5	0	2	7	17
06:30	64	30	24	5	0	0	11	27
06:45	73	30	24	5	0	1	15	30
07:00	56	24	19	6	2	15	13	20
07:15	55	31	25	6	1	2	4	19
07:30	66	29	24	5	0	5	7	27
07:45	73	28	22	5	2	4	17	28
08:00	54	28	23	5	1	1	11	27
08:15	52	29	23	6	0	6	7	17
08:30	42	29	24	6	0	2	7	19
08:45	35	30	25	6	0	1	3	17
09:00	37	28	23	6	0	5	6	13
09:15	29	29	24	6	0	0	6	13
09:30	22	30	24	6	0	2	1	11
09:45	35	30	26	5	1	0	0	14
10:00	40	30	26	5	0	0	4	12
10:15	22	32	25	7	0	2	5	3
10:30	25	30	24	5	0	1	3	11
10:45	23	29	24	5	0	1	3	10
11:00	37	29	23	5	0	3	4	16
11:15	24	27	23	4	0	0	7	10
11:30	28	29	23	6	0	2	7	9
11:45	43	31	26	5	0	0	3	15
12:00	30	30	26	6	0	1	4	7
12:15	31	30	25	6	0	3	0	10
12:30	34	30	24	6	1	1	7	10
12:45	33	29	24	5	0	0	7	14
13:00	30	31	26	5	0	1	2	11
13:15	40	30	25	6	1	0	6	11
13:30	32	29	24	6	1	2	5	8
13:45	29	29	25	4	0	0	4	9
14:00	36	32	26	5	0	0	1	20
14:15	29	29	26	3	0	0	1	9
14:30	27	28	23	4	0	1	5	11
14:45	31	33	28	5	0	0	0	10
15:00	36	30	25	5	0	1	6	10
15:15	23	32	25	7	0	1	6	6
15:30	30	31	25	5	0	1	3	13
15:45	31	30	25	5	0	2	4	7
16:00	32	31	24	6	0	1	11	6
16:15	37	28	24	5	1	1	2	20
16:30	40	29	24	5	1	2	6	11
16:45	45	30	26	4	0	1	2	12
17:00	48	30	24	6	1	0	13	14
17:15	35	25	21	4	0	3	10	17
17:30	36	28	23	4	0	2	5	16
17:45	60	30	24	5	1	3	4	28

18:00	36	28	23	5	1	3	6	12
18:15	41	28	24	3	0	0	2	24
18:30	49	29	24	6	0	3	11	14
18:45	33	29	25	4	0	0	3	13
19:00	44	31	26	5	0	0	5	14
19:15	24	32	27	6	0	0	3	4
19:30	37	29	26	3	0	0	2	11
19:45	31	30	23	5	0	1	7	14
20:00	37	30	25	7	0	4	3	13
20:15	19	28	25	2	0	0	0	9
20:30	15	32	27	4	0	0	0	6
20:45	28	29	25	5	0	1	3	8
21:00	24	29	25	4	0	0	3	9
21:15	14	29	26	3	0	0	0	6
21:30	24	28	25	6	0	1	1	13
21:45	26	29	26	5	0	0	4	7
22:00	22	30	26	4	0	0	1	7
22:15	21	31	26	5	0	0	2	6
22:30	12	32	28	6	0	0	0	4
22:45	17	29	25	3	0	0	0	9
23:00	16	27	23	3	0	0	2	9
23:15	12	32	26	6	0	0	1	6
23:30	18	31	27	5	0	0	2	3
23:45	22	30	27	4	0	0	1	6
Total								
12H(7-19)	1792	30	24	6	15	85	254	664
16H(6-22)	2365	30	24	6	15	95	325	866
18H(6-24)	2505	30	24	6	15	95	334	916
24H(0-24)	2763	30	25	5	15	97	353	1012
AM Peak	07:00	05:15	05:15	07:00	07:00	07:00	06:15	07:15
	250	32	27	6	5	26	46	101
PM Peak	17:45	14:45	21:45	15:15	16:15	17:15	17:00	17:30
	186	32	26	6	3	11	32	80

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	10	33	27	6	0	0	1	4
00:15	12	31	27	4	0	0	1	2

00:30	17	32	26	6	0	0	3	4
00:45	13	28	24	4	0	1	1	5
01:00	4		26	4	0	0	0	2
01:15	6		25	4	0	0	0	4
01:30	7		22	2	0	0	1	6
01:45	3		28	4	0	0	0	1
02:00	8		24	8	0	0	4	1
02:15	7		25	4	0	0	0	4
02:30	8		22	7	0	2	1	2
02:45	7		22	3	0	0	2	4
03:00	7		26	4	0	0	1	1
03:15	15	28	24	4	0	0	3	5
03:30	9		22	8	0	2	3	1
03:45	6		26	4	0	0	0	3
04:00	13	29	26	4	0	0	1	4
04:15	14	30	26	4	0	0	1	5
04:30	18	30	24	5	0	0	4	6
04:45	32	28	22	5	0	0	14	10
05:00	36	30	24	7	1	2	5	13
05:15	66	29	24	5	0	1	12	23
05:30	93	31	25	5	0	2	13	41
05:45	100	31	27	4	0	0	3	25
06:00	141	32	25	6	0	5	25	48
06:15	159	29	23	6	2	12	27	59
06:30	211	29	23	6	8	15	34	84
06:45	231	28	22	6	7	21	57	79
07:00	238	24	18	6	29	61	66	62
07:15	231	28	22	6	9	24	56	79
07:30	220	28	22	5	3	23	53	83
07:45	214	27	20	6	21	34	42	62
08:00	179	28	22	6	8	10	43	71
08:15	177	28	21	6	8	26	35	58
08:30	134	28	23	5	2	8	28	52
08:45	134	29	23	7	7	12	20	43
09:00	134	28	22	6	5	16	30	41
09:15	100	30	25	5	0	0	24	31
09:30	99	29	22	6	7	10	9	45
09:45	115	30	24	6	8	4	11	45
10:00	118	30	24	6	4	9	15	37
10:15	108	29	22	6	4	10	31	20
10:30	93	28	22	6	7	5	24	31
10:45	96	30	23	6	1	4	22	35
11:00	126	29	22	6	3	12	32	40
11:15	123	25	21	5	1	10	46	46
11:30	98	29	23	6	0	7	28	26
11:45	106	29	24	6	2	3	22	30
12:00	99	29	24	5	0	5	19	33
12:15	102	29	23	6	5	8	17	33
12:30	134	28	21	6	6	12	41	37
12:45	97	29	23	5	1	5	18	38

13:00	125	30	22	7	9	17	20	35
13:15	115	29	24	6	1	3	27	36
13:30	103	28	22	6	7	10	21	30
13:45	112	30	24	6	0	5	22	29
14:00	107	29	23	6	0	8	20	46
14:15	117	29	24	5	0	3	20	44
14:30	125	28	21	6	5	16	26	43
14:45	131	29	24	6	7	7	8	54
15:00	138	29	23	6	5	7	34	28
15:15	122	29	22	7	8	20	19	30
15:30	126	30	23	7	6	9	28	33
15:45	136	29	21	7	16	13	35	24
16:00	129	27	20	6	13	20	39	26
16:15	152	29	23	6	8	9	21	62
16:30	159	29	21	7	9	29	34	31
16:45	137	29	23	7	13	6	16	37
17:00	173	29	22	7	9	22	35	57
17:15	136	29	23	6	0	10	31	46
17:30	167	27	20	6	15	33	32	47
17:45	155	29	22	6	11	17	30	49
18:00	133	25	18	7	22	35	26	29
18:15	110	29	23	6	4	5	16	47
18:30	116	30	23	6	2	9	25	26
18:45	87	29	24	5	1	2	17	26
19:00	83	31	26	5	0	1	9	25
19:15	70	30	25	5	0	0	11	21
19:30	74	30	25	5	1	2	6	26
19:45	64	31	24	6	0	3	16	23
20:00	55	32	26	6	0	4	4	16
20:15	57	30	26	5	0	2	4	15
20:30	42	29	24	6	0	4	5	15
20:45	48	30	26	5	0	1	4	13
21:00	41	30	25	5	0	1	6	13
21:15	33	31	25	6	1	3	0	10
21:30	38	31	25	6	0	3	1	18
21:45	40	31	26	5	0	0	7	10
22:00	39	32	28	5	0	0	1	10
22:15	31	32	26	6	0	0	6	7
22:30	23	30	26	5	0	0	2	6
22:45	34	29	25	4	0	0	1	17
23:00	24	30	25	5	0	0	4	9
23:15	18	35	27	6	0	0	2	7
23:30	23	30	25	6	0	2	4	3
23:45	24	31	27	4	0	0	1	6
Total								
12H(7-19)	6386	29	22	6	312	633	1334	1993
16H(6-22)	7773	29	22	6	331	710	1550	2468
18H(6-24)	7989	29	22	6	331	712	1571	2533
24H(0-24)	8500	29	23	6	332	722	1645	2709

AM Peak	06:45	05:15	00:00	01:45	07:00	07:00	06:45	06:30
	920	31	26	7	62	142	232	304
PM Peak	17:00	23:00	21:45	15:15	17:30	17:15	15:45	17:00
	631	32	26	7	52	95	129	199

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
1	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	2	0	1	0	0	0	0	0
13	1	0	0	0	0	0	0	0
6	9	0	0	0	0	0	0	0
28	9	0	0	0	0	0	0	0
11	8	3	0	0	0	0	0	0
29	4	0	1	0	0	0	0	0
36	7	0	1	0	0	0	0	0
30	9	1	0	0	0	0	0	0
11	1	2	0	0	0	0	0	0
24	10	0	0	0	0	0	0	0
22	9	0	0	0	0	0	0	0
28	5	0	0	0	0	0	0	0
26	7	0	0	0	0	0	0	0
21	7	0	0	0	0	0	0	0
28	2	0	0	0	0	0	0	0
28	9	1	0	0	0	0	0	0
24	4	1	0	0	0	0	0	0
23	11	1	0	0	0	0	0	0
14	5	1	0	0	0	0	0	0
16	10	1	0	0	0	0	0	0
20	9	0	0	0	0	0	0	0
29	1	1	0	0	0	0	0	0

12	4	0	0	0	0	0	0	0
14	11	0	0	0	0	0	0	0
16	9	0	0	0	0	0	0	0
11	2	0	0	0	0	0	0	0
21	4	2	0	0	0	0	0	0
22	2	0	0	0	0	0	0	0
19	5	0	0	0	0	0	0	0
15	4	2	0	0	0	0	0	0
18	5	0	0	0	0	0	0	0
17	6	0	0	0	0	0	0	0
16	9	2	1	0	0	0	0	0
20	6	0	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0
24	14	2	0	0	0	0	0	0
14	4	0	0	0	0	0	0	0
25	6	0	0	0	0	0	0	0
21	4	0	0	0	0	0	0	0
29	4	1	0	0	0	0	0	0
34	10	1	0	0	0	0	0	0
29	6	0	0	0	0	0	0	0
24	10	3	0	0	0	0	0	0
21	8	1	0	0	0	0	0	0
16	1	0	0	0	0	0	0	0
30	9	0	0	0	0	0	0	0
27	7	2	0	0	0	0	0	0
29	4	2	0	0	0	0	0	0
16	11	3	0	0	0	0	0	0
30	12	2	0	0	0	0	0	0
20	7	0	0	0	0	0	0	0
18	6	0	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
16	6	0	1	0	0	0	0	0
25	7	1	0	0	0	0	0	0
18	5	1	0	0	0	0	0	0
17	5	0	1	0	0	0	0	0
16	5	0	0	0	0	0	0	0
9	4	2	0	0	0	0	0	0
6	6	0	0	1	0	0	0	0
8	5	1	0	0	0	0	0	0
19	7	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
5	2	2	0	0	0	0	0	0
6	4	1	0	0	0	0	0	0
0	7	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0
8	4	1	0	1	0	0	0	0
1	4	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0

2	3	1	0	0	0	0	0	0
1	1	2	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
999	305	34	2	0	0	0	0	0
1212	388	44	5	1	0	0	0	0
1238	404	48	5	2	0	0	0	0
1314	433	51	6	2	0	0	0	0
06:15	09:15	09:00	06:15	11:00	11:00	11:00	11:00	11:00
106	35	4	2	0	0	0	0	0
14:45	17:00	16:30	18:15	22:00	23:00	23:00	23:00	23:00
116	36	9	2	1	0	0	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
1	2	1	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0
7	1	2	0	0	0	0	0	0
9	7	0	0	0	0	0	0	0

14	6	2	0	0	0	0	0	0
24	10	1	0	0	0	0	0	0
22	13	6	0	0	0	0	0	0
16	8	1	0	0	0	0	0	0
16	10	0	0	0	0	0	0	0
17	8	2	0	0	0	0	0	0
3	2	0	1	0	0	0	0	0
18	9	1	1	0	0	0	0	0
22	4	1	0	0	0	0	0	0
17	5	0	0	0	0	0	0	0
9	4	0	1	0	0	0	0	0
16	6	0	0	0	0	0	0	0
10	2	1	1	0	0	0	0	0
8	3	2	1	0	0	0	0	0
10	3	0	0	0	0	0	0	0
6	3	0	1	0	0	0	0	0
4	3	1	0	0	0	0	0	0
15	3	1	1	0	0	0	0	0
18	5	1	0	0	0	0	0	0
7	4	0	1	0	0	0	0	0
6	4	0	0	0	0	0	0	0
7	1	1	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0
16	8	0	1	0	0	0	0	0
13	4	0	1	0	0	0	0	0
14	3	0	1	0	0	0	0	0
10	3	2	0	0	0	0	0	0
7	4	1	0	0	0	0	0	0
10	5	1	0	0	0	0	0	0
16	4	1	1	0	0	0	0	0
14	1	0	1	0	0	0	0	0
14	2	0	0	0	0	0	0	0
5	9	0	1	0	0	0	0	0
18	1	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	7	2	1	0	0	0	0	0
14	4	1	0	0	0	0	0	0
5	3	1	1	0	0	0	0	0
7	5	1	0	0	0	0	0	0
14	4	0	0	0	0	0	0	0
8	6	0	0	0	0	0	0	0
11	1	1	0	0	0	0	0	0
17	3	0	0	0	0	0	0	0
22	8	0	0	0	0	0	0	0
13	6	1	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
16	8	0	0	0	0	0	0	0

13	1	0	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0
15	4	2	0	0	0	0	0	0
14	2	1	0	0	0	0	0	0
17	5	3	0	0	0	0	0	0
11	5	0	0	1	0	0	0	0
21	3	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0
11	4	1	1	0	0	0	0	0
10	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0
14	1	1	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
8	0	0	0	1	0	0	0	0
11	2	2	0	0	0	0	0	0
11	2	1	0	0	0	0	0	0
9	3	1	0	0	0	0	0	0
5	2	0	1	0	0	0	0	0
7	1	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0
9	3	1	0	0	0	0	0	0
11	3	1	0	0	0	0	0	0
555	178	25	16	0	0	0	0	0
755	249	41	17	2	0	0	0	0
814	265	46	18	2	0	0	0	0
905	309	52	18	2	0	0	0	0
05:45	05:45	05:30	08:30	11:00	11:00	11:00	11:00	11:00
78	41	10	3	0	0	0	0	0
18:45	14:45	18:30	13:15	21:30	23:00	23:00	23:00	23:00
63	19	6	3	1	0	0	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
2	2	1	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0

6	3	1	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	0	2	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0
9	3	2	1	0	0	0	0	0
22	8	0	0	0	0	0	0	0
20	15	2	0	0	0	0	0	0
52	19	1	0	0	0	0	0	0
33	21	9	0	0	0	0	0	0
45	12	1	1	0	0	0	0	0
52	17	0	1	0	0	0	0	0
47	17	3	0	0	0	0	0	0
14	3	2	1	0	0	0	0	0
42	19	1	1	0	0	0	0	0
44	13	1	0	0	0	0	0	0
45	10	0	0	0	0	0	0	0
35	11	0	1	0	0	0	0	0
37	13	0	0	0	0	0	0	0
38	4	1	1	0	0	0	0	0
36	12	3	1	0	0	0	0	0
34	7	1	0	0	0	0	0	0
29	14	1	1	0	0	0	0	0
18	8	2	0	0	0	0	0	0
31	13	2	1	0	0	0	0	0
38	14	1	0	0	0	0	0	0
36	5	1	1	0	0	0	0	0
18	8	0	0	0	0	0	0	0
21	12	1	0	0	0	0	0	0
27	12	0	0	0	0	0	0	0
17	3	0	0	0	0	0	0	0
27	7	3	0	0	0	0	0	0
38	10	0	1	0	0	0	0	0
32	9	0	1	0	0	0	0	0
29	7	2	1	0	0	0	0	0
28	8	2	0	0	0	0	0	0
24	10	1	0	0	0	0	0	0

26	14	3	1	0	0	0	0	0
36	10	1	1	0	0	0	0	0
28	6	0	1	0	0	0	0	0
38	16	2	0	0	0	0	0	0
19	13	0	1	0	0	0	0	0
43	7	0	0	0	0	0	0	0
31	4	0	0	0	0	0	0	0
40	11	3	1	0	0	0	0	0
48	14	2	0	0	0	0	0	0
34	9	1	1	0	0	0	0	0
31	15	4	0	0	0	0	0	0
35	12	1	0	0	0	0	0	0
24	7	0	0	0	0	0	0	0
41	10	1	0	0	0	0	0	0
44	10	2	0	0	0	0	0	0
51	12	2	0	0	0	0	0	0
29	17	4	0	0	0	0	0	0
34	13	2	0	0	0	0	0	0
32	8	0	0	0	0	0	0	0
34	14	0	0	0	0	0	0	0
17	3	1	0	0	0	0	0	0
29	8	0	1	0	0	0	0	0
40	11	3	0	0	0	0	0	0
32	7	2	0	0	0	0	0	0
34	10	3	1	0	0	0	0	0
27	10	0	0	1	0	0	0	0
30	7	2	0	0	0	0	0	0
10	11	0	0	1	0	0	0	0
19	9	2	1	0	0	0	0	0
29	7	0	0	0	0	0	0	0
13	5	0	0	0	0	0	0	0
23	6	1	0	0	0	0	0	0
15	4	2	0	0	0	0	0	0
13	5	1	0	0	0	0	0	0
8	7	0	0	1	0	0	0	0
15	6	2	0	0	0	0	0	0
19	6	2	0	1	0	0	0	0
10	7	1	0	0	0	0	0	0
12	2	0	1	0	0	0	0	0
12	4	0	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
3	3	3	0	0	0	0	0	0
10	3	1	0	0	0	0	0	0
12	4	1	0	0	0	0	0	0
1554	483	59	18	0	0	0	0	0
1967	637	85	22	3	0	0	0	0
2052	669	94	23	4	0	0	0	0
2219	742	103	24	4	0	0	0	0

05:45	05:45	06:00	08:30	11:00	11:00	11:00	11:00	11:00
182	69	13	3	0	0	0	0	0
16:15	17:00	16:30	13:15	21:30	23:00	23:00	23:00	23:00
165	52	10	3	2	0	0	0	0

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	6		28	5	0	0	1	0
00:15	4		25	4	0	0	1	0
00:30	5		31	2	0	0	0	0
00:45	4		28	4	0	0	0	1
01:00	2		20	3	0	0	1	1
01:15	3		19	2	0	0	2	1
01:30	2		23	5	0	0	1	0
01:45	0				0	0	0	0
02:00	1		18	0	0	0	1	0
02:15	2		28	5	0	0	0	1
02:30	1		33	0	0	0	0	0
02:45	2		25	3	0	0	0	1
03:00	2		20	8	0	1	0	0
03:15	2		25	3	0	0	0	1
03:30	11	28	23	5	0	0	4	3
03:45	1		33	0	0	0	0	0
04:00	8		24	6	0	0	3	1
04:15	6		25	6	0	0	2	1
04:30	10	25	20	6	0	2	5	1
04:45	16	25	22	3	0	0	5	8
05:00	15	32	25	6	0	0	4	5
05:15	28	29	25	4	0	0	4	9
05:30	40	31	25	6	1	2	6	9
05:45	58	31	24	6	1	1	11	21
06:00	66	31	26	5	0	0	10	16
06:15	90	28	22	5	0	12	14	34
06:30	107	28	21	7	4	20	26	23
06:45	133	26	19	6	8	32	40	26
07:00	146	27	20	6	15	20	32	43
07:15	138	28	22	5	3	13	35	50
07:30	153	27	20	7	20	24	36	39
07:45	149	25	20	5	6	25	47	47
08:00	129	28	21	6	2	15	41	36
08:15	126	29	23	6	4	9	26	36
08:30	113	29	22	6	8	13	20	32
08:45	113	28	22	6	5	12	31	24
09:00	82	27	19	7	8	16	25	17
09:15	86	28	22	6	2	4	32	18
09:30	80	28	23	5	0	6	19	29
09:45	72	30	22	7	4	10	12	17
10:00	105	28	21	6	3	10	33	29
10:15	74	28	23	6	0	2	20	28

10:30	78	26	20	5	3	7	27	26
10:45	59	28	22	6	3	5	13	22
11:00	88	26	21	5	2	6	31	33
11:15	100	28	21	7	10	6	27	30
11:30	88	29	22	6	1	9	24	19
11:45	86	28	22	6	5	4	28	26
12:00	86	29	22	6	3	10	14	29
12:15	72	30	25	5	0	3	11	21
12:30	92	28	22	5	3	4	23	35
12:45	89	27	20	6	5	12	26	27
13:00	86	28	21	6	10	6	24	24
13:15	98	28	22	6	4	9	22	35
13:30	75	29	23	6	3	7	11	30
13:45	77	29	24	4	0	0	13	36
14:00	109	29	22	5	0	5	40	28
14:15	96	30	23	6	4	9	16	30
14:30	113	28	22	6	0	12	31	36
14:45	104	27	20	6	3	23	24	30
15:00	123	29	23	6	5	10	19	43
15:15	74	30	25	5	0	2	9	25
15:30	109	28	22	6	6	8	16	43
15:45	95	28	21	6	1	12	28	29
16:00	120	27	21	5	0	14	33	45
16:15	110	29	22	7	6	13	30	18
16:30	116	26	20	6	6	19	32	37
16:45	110	29	23	5	1	3	29	38
17:00	116	28	20	7	14	20	20	31
17:15	124	29	21	7	10	22	19	31
17:30	125	25	19	6	15	24	34	34
17:45	91	28	22	6	2	12	16	36
18:00	76	29	23	6	5	5	11	24
18:15	61	30	25	6	0	4	6	21
18:30	45	29	24	5	0	3	5	18
18:45	53	28	23	5	0	2	12	17
19:00	54	31	23	8	4	3	11	16
19:15	43	30	23	7	2	4	5	15
19:30	23	33	26	7	0	2	4	4
19:45	25	29	24	5	0	0	8	6
20:00	15	33	27	6	0	0	3	3
20:15	23	33	29	4	0	0	1	2
20:30	22	30	25	5	0	0	3	9
20:45	9		25	6	0	1	1	0
21:00	16	30	26	5	0	0	2	4
21:15	12	34	29	6	0	0	1	2
21:30	11	32	27	6	0	0	2	2
21:45	11	30	24	6	0	1	2	2
22:00	9		28	5	0	0	1	1
22:15	14	34	30	5	0	0	0	1
22:30	9		25	4	0	0	1	3
22:45	20	31	23	8	0	5	3	4

23:00	6		31	5	0	0	0	1
23:15	11	29	24	4	0	0	2	4
23:30	12	34	26	7	0	1	0	6
23:45	7		25	7	0	1	1	1
Total								
12H(7-19)	4710	28	22	6	210	489	1133	1452
16H(6-22)	5370	29	22	6	228	564	1266	1616
18H(6-24)	5458	29	22	6	228	571	1274	1637
24H(0-24)	5687	29	22	6	230	577	1325	1701
AM Peak	07:00	00:00	00:00	03:45	06:45	06:45	07:15	07:00
	586	33	28	7	46	89	159	179
PM Peak	16:45	22:15	21:30	22:15	17:00	17:00	16:00	15:15
	475	33	27	7	41	78	124	142

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	15	34	30	6	0	0	0	4
00:15	10	29	27	3	0	0	0	3
00:30	5		25	2	0	0	0	3
00:45	11	28	25	5	0	0	1	6
01:00	6		26	5	0	0	1	1
01:15	4		30	4	0	0	0	1
01:30	7		27	6	0	0	1	2
01:45	6		23	2	0	0	0	5
02:00	2		25	3	0	0	0	1
02:15	6		26	6	0	0	1	2
02:30	5		25	5	0	0	1	2
02:45	7		24	5	0	0	2	2
03:00	5		23	4	0	0	2	1
03:15	7		25	4	0	0	1	2
03:30	14	32	26	5	0	0	0	9
03:45	6		22	4	0	0	3	1
04:00	11	29	26	5	0	0	1	4
04:15	11	24	23	4	0	0	2	8
04:30	7		27	3	0	0	0	2
04:45	14	27	24	5	0	0	2	9
05:00	21	34	28	5	0	0	0	6
05:15	26	31	26	5	0	0	1	12

05:30	28	30	25	6	0	1	6	7
05:45	36	30	25	5	0	0	4	14
06:00	54	33	28	5	0	0	2	15
06:15	47	32	27	5	0	0	3	17
06:30	52	29	25	5	1	1	9	13
06:45	54	28	22	6	1	4	14	19
07:00	47	31	26	7	0	2	5	12
07:15	52	29	25	4	0	0	4	23
07:30	42	29	24	8	1	2	11	10
07:45	54	29	23	6	1	1	17	11
08:00	59	29	24	5	0	3	9	22
08:15	41	29	25	4	0	1	1	18
08:30	33	35	26	7	1	0	5	11
08:45	34	29	25	4	0	1	1	16
09:00	24	27	22	4	0	1	7	10
09:15	28	29	25	5	1	0	3	9
09:30	28	30	25	5	0	1	2	12
09:45	23	34	28	7	1	0	1	6
10:00	29	29	23	5	0	0	10	9
10:15	34	30	24	6	0	0	10	9
10:30	23	28	24	4	0	2	1	9
10:45	26	29	25	6	1	1	0	11
11:00	23	29	24	4	0	0	3	11
11:15	31	28	23	4	0	0	8	14
11:30	33	29	24	6	0	2	6	11
11:45	32	28	23	5	0	2	3	17
12:00	42	29	25	3	0	0	0	21
12:15	24	29	24	5	0	0	4	11
12:30	33	32	25	6	0	0	7	12
12:45	29	25	22	4	0	0	11	14
13:00	25	31	25	5	0	0	5	9
13:15	28	32	27	4	0	0	2	8
13:30	25	29	25	3	0	0	1	14
13:45	29	33	28	5	0	0	2	7
14:00	29	29	25	5	0	1	3	11
14:15	21	29	24	5	0	0	5	7
14:30	30	31	26	5	0	1	2	10
14:45	22	28	23	6	1	2	2	7
15:00	33	33	27	6	0	0	5	9
15:15	46	32	26	6	0	1	8	11
15:30	37	30	25	6	0	0	7	11
15:45	32	30	23	7	0	4	6	10
16:00	33	32	26	5	0	0	4	13
16:15	33	30	25	5	0	1	4	13
16:30	37	28	23	4	0	0	7	20
16:45	48	32	26	5	1	0	5	16
17:00	45	32	26	7	1	4	3	9
17:15	46	30	24	6	2	3	4	13
17:30	43	26	21	5	1	3	14	17
17:45	60	31	24	6	2	1	10	25

18:00	48	28	24	4	0	0	6	22
18:15	52	30	24	5	0	2	8	23
18:30	42	29	24	5	1	2	2	20
18:45	44	29	25	4	0	1	2	20
19:00	40	30	26	4	0	0	5	11
19:15	30	32	25	7	1	2	1	12
19:30	42	29	25	4	0	1	4	10
19:45	30	30	26	5	0	0	2	13
20:00	31	32	27	5	0	0	3	9
20:15	30	33	28	7	0	2	0	6
20:30	26	32	27	7	0	0	3	5
20:45	26	29	25	4	0	0	2	12
21:00	33	32	27	5	0	0	2	7
21:15	21	29	25	5	0	1	1	7
21:30	21	33	28	5	0	0	0	7
21:45	19	31	26	4	0	0	2	4
22:00	24	29	26	3	0	0	1	9
22:15	24	31	27	4	0	0	0	7
22:30	23	30	26	4	0	0	2	9
22:45	28	31	26	5	0	1	2	8
23:00	25	31	28	3	0	0	0	6
23:15	22	32	26	6	0	0	2	8
23:30	19	29	25	5	0	0	3	7
23:45	24	30	26	5	0	1	2	2
Total								
12H(7-19)	1712	30	25	6	15	45	246	634
16H(6-22)	2268	30	25	6	18	56	299	801
18H(6-24)	2457	30	25	5	18	58	311	857
24H(0-24)	2727	30	25	5	18	59	340	964
AM Peak	07:15	00:45	00:00	07:00	09:15	06:45	07:15	08:00
	207	32	27	6	2	8	41	67
PM Peak	17:30	19:45	20:15	17:00	17:00	17:00	17:30	17:45
	203	32	27	6	6	11	38	90

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	21	34	29	6	0	0	1	4
00:15	14	29	26	3	0	0	1	3

00:30	10	32	28	4	0	0	0	3
00:45	15	29	26	5	0	0	1	7
01:00	8		24	5	0	0	2	2
01:15	7		25	6	0	0	2	2
01:30	9		26	6	0	0	2	2
01:45	6		23	2	0	0	0	5
02:00	3		23	4	0	0	1	1
02:15	8		26	6	0	0	1	3
02:30	6		26	6	0	0	1	2
02:45	9		24	5	0	0	2	3
03:00	7		22	6	0	1	2	1
03:15	9		25	3	0	0	1	3
03:30	25	31	25	5	0	0	4	12
03:45	7		23	6	0	0	3	1
04:00	19	31	25	6	0	0	4	5
04:15	17	30	23	5	0	0	4	9
04:30	17	29	23	6	0	2	5	3
04:45	30	26	23	4	0	0	7	17
05:00	36	33	27	6	0	0	4	11
05:15	54	30	25	4	0	0	5	21
05:30	68	31	25	6	1	3	12	16
05:45	94	31	25	5	1	1	15	35
06:00	120	32	27	5	0	0	12	31
06:15	137	30	24	6	0	12	17	51
06:30	159	29	22	6	5	21	35	36
06:45	187	27	20	6	9	36	54	45
07:00	193	29	22	7	15	22	37	55
07:15	190	28	23	5	3	13	39	73
07:30	195	28	21	7	21	26	47	49
07:45	203	27	21	6	7	26	64	58
08:00	188	28	22	6	2	18	50	58
08:15	167	29	24	6	4	10	27	54
08:30	146	29	23	7	9	13	25	43
08:45	147	29	22	6	5	13	32	40
09:00	106	27	20	6	8	17	32	27
09:15	114	29	23	6	3	4	35	27
09:30	108	29	23	5	0	7	21	41
09:45	95	32	24	7	5	10	13	23
10:00	134	28	22	6	3	10	43	38
10:15	108	29	24	6	0	2	30	37
10:30	101	27	21	5	3	9	28	35
10:45	85	29	23	6	4	6	13	33
11:00	111	27	22	5	2	6	34	44
11:15	131	28	22	6	10	6	35	44
11:30	121	29	23	6	1	11	30	30
11:45	118	28	22	6	5	6	31	43
12:00	128	29	23	6	3	10	14	50
12:15	96	30	25	5	0	3	15	32
12:30	125	29	23	6	3	4	30	47
12:45	118	27	21	6	5	12	37	41

13:00	111	28	21	6	10	6	29	33
13:15	126	29	23	6	4	9	24	43
13:30	100	29	23	6	3	7	12	44
13:45	106	30	25	5	0	0	15	43
14:00	138	29	23	5	0	6	43	39
14:15	117	30	23	6	4	9	21	37
14:30	143	29	23	6	0	13	33	46
14:45	126	28	21	6	4	25	26	37
15:00	156	30	24	6	5	10	24	52
15:15	120	31	25	5	0	3	17	36
15:30	146	29	23	6	6	8	23	54
15:45	127	28	22	6	1	16	34	39
16:00	153	28	22	5	0	14	37	58
16:15	143	30	23	7	6	14	34	31
16:30	153	27	21	6	6	19	39	57
16:45	158	30	24	5	2	3	34	54
17:00	161	30	22	7	15	24	23	40
17:15	170	29	22	7	12	25	23	44
17:30	168	25	19	6	16	27	48	51
17:45	151	29	23	6	4	13	26	61
18:00	124	29	23	5	5	5	17	46
18:15	113	30	24	5	0	6	14	44
18:30	87	29	24	5	1	5	7	38
18:45	97	29	24	4	0	3	14	37
19:00	94	31	24	7	4	3	16	27
19:15	73	31	24	7	3	6	6	27
19:30	65	30	26	6	0	3	8	14
19:45	55	30	25	5	0	0	10	19
20:00	46	33	27	5	0	0	6	12
20:15	53	33	28	6	0	2	1	8
20:30	48	31	26	6	0	0	6	14
20:45	35	29	25	5	0	1	3	12
21:00	49	32	27	5	0	0	4	11
21:15	33	32	26	5	0	1	2	9
21:30	32	33	28	5	0	0	2	9
21:45	30	31	26	5	0	1	4	6
22:00	33	30	26	4	0	0	2	10
22:15	38	33	28	4	0	0	0	8
22:30	32	30	25	4	0	0	3	12
22:45	48	31	25	7	0	6	5	12
23:00	31	33	28	4	0	0	0	7
23:15	33	31	26	5	0	0	4	12
23:30	31	30	25	6	0	1	3	13
23:45	31	30	26	5	0	2	3	3
Total								
12H(7-19)	6422	29	22	6	225	534	1379	2086
16H(6-22)	7638	29	23	6	246	620	1565	2417
18H(6-24)	7915	29	23	6	246	629	1585	2494
24H(0-24)	8414	29	23	6	248	636	1665	2665

AM Peak	07:00	00:00	00:00	06:45	06:45	06:45	07:15	07:15
	781	32	27	7	48	97	200	238
PM Peak	16:45	21:00	21:30	17:00	17:00	17:00	16:00	17:30
	657	32	27	7	47	89	144	202

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
2	3	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
2	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
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	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0
13	2	0	0	0	0	0	0	0
14	8	0	0	0	0	0	0	0
12	11	1	0	0	0	0	0	0
28	10	1	1	0	0	0	0	0
25	5	0	0	0	0	0	0	0
27	6	1	0	0	0	0	0	0
23	4	0	0	0	0	0	0	0
29	6	1	0	0	0	0	0	0
29	8	0	0	0	0	0	0	0
22	11	1	0	0	0	0	0	0
22	2	0	0	0	0	0	0	0
27	5	3	0	0	0	0	0	0
36	15	0	0	0	0	0	0	0
32	8	0	0	0	0	0	0	0
35	6	0	0	0	0	0	0	0
9	7	0	0	0	0	0	0	0
25	4	1	0	0	0	0	0	0
21	4	1	0	0	0	0	0	0
19	9	1	0	0	0	0	0	0
22	8	0	0	0	0	0	0	0
18	4	0	2	0	0	0	0	0

13	2	0	0	0	0	0	0	0
12	3	0	1	0	0	0	0	0
14	1	1	0	0	0	0	0	0
19	6	1	1	0	0	0	0	0
26	9	0	0	0	0	0	0	0
15	7	1	0	0	0	0	0	0
22	8	0	0	0	0	0	0	0
25	11	1	0	0	0	0	0	0
24	2	1	0	0	0	0	0	0
12	6	1	0	0	0	0	0	0
17	4	1	0	0	0	0	0	0
24	2	1	1	0	0	0	0	0
15	8	1	0	0	0	0	0	0
22	6	0	0	0	0	0	0	0
27	9	0	0	0	0	0	0	0
22	15	0	0	0	0	0	0	0
27	6	1	0	0	0	0	0	0
17	7	0	0	0	0	0	0	0
34	11	0	1	0	0	0	0	0
27	11	0	0	0	0	0	0	0
32	3	1	0	0	0	0	0	0
18	6	0	1	0	0	0	0	0
24	4	0	0	0	0	0	0	0
29	13	1	0	0	0	0	0	0
15	6	1	0	0	0	0	0	0
28	11	0	0	0	0	0	0	0
20	11	0	0	0	0	0	0	0
29	13	0	0	0	0	0	0	0
16	1	1	0	0	0	0	0	0
20	4	1	0	0	0	0	0	0
23	8	0	0	0	0	0	0	0
20	9	1	0	0	0	0	0	0
14	4	1	0	0	0	0	0	0
21	1	0	0	0	0	0	0	0
10	6	3	1	0	0	0	0	0
11	5	0	1	0	0	0	0	0
6	5	2	0	0	0	0	0	0
9	1	1	0	0	0	0	0	0
4	4	1	0	0	0	0	0	0
12	7	1	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
4	3	2	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
7	4	1	1	0	0	0	0	0
4	1	0	0	0	0	0	0	0
4	3	1	0	0	0	0	0	0

1	3	1	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
2	1	2	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
1069	325	25	7	0	0	0	0	0
1254	394	38	10	0	0	0	0	0
1282	412	43	11	0	0	0	0	0
1346	453	44	11	0	0	0	0	0
08:00	08:15	07:30	10:15	11:00	11:00	11:00	11:00	11:00
130	36	4	3	0	0	0	0	0
15:00	16:30	19:00	19:00	23:00	23:00	23:00	23:00	23:00
111	41	6	2	0	0	0	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
5	4	0	2	0	0	0	0	0
6	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
4	1	1	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
8	4	3	0	0	0	0	0	0
8	4	1	0	0	0	0	0	0

9	4	1	0	0	0	0	0	0
12	5	1	0	0	0	0	0	0
22	11	3	1	0	0	0	0	0
14	11	2	0	0	0	0	0	0
22	5	1	0	0	0	0	0	0
11	5	0	0	0	0	0	0	0
20	4	1	2	1	0	0	0	0
20	5	0	0	0	0	0	0	0
14	1	1	0	2	0	0	0	0
18	4	2	0	0	0	0	0	0
19	5	0	1	0	0	0	0	0
16	4	1	0	0	0	0	0	0
6	5	5	0	0	0	0	0	0
14	1	1	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0
4	10	0	1	0	0	0	0	0
7	3	0	0	0	0	0	0	0
9	5	1	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
10	2	1	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
10	3	0	1	0	0	0	0	0
9	0	1	0	0	0	0	0	0
17	4	0	0	0	0	0	0	0
7	1	1	0	0	0	0	0	0
6	6	1	1	0	0	0	0	0
2	2	0	0	0	0	0	0	0
6	5	0	0	0	0	0	0	0
11	7	0	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
10	9	1	0	0	0	0	0	0
12	1	1	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
11	6	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
8	9	2	0	0	0	0	0	0
16	8	1	1	0	0	0	0	0
13	4	1	1	0	0	0	0	0
7	3	2	0	0	0	0	0	0
7	8	1	0	0	0	0	0	0
10	5	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0
14	11	1	0	0	0	0	0	0
17	9	0	2	0	0	0	0	0
16	8	0	0	0	0	0	0	0
6	1	1	0	0	0	0	0	0
11	7	4	0	0	0	0	0	0

18	2	0	0	0	0	0	0	0
11	8	0	0	0	0	0	0	0
13	3	1	0	0	0	0	0	0
18	3	0	0	0	0	0	0	0
18	6	0	0	0	0	0	0	0
7	6	0	0	1	0	0	0	0
23	4	0	0	0	0	0	0	0
10	4	1	0	0	0	0	0	0
12	5	2	0	0	0	0	0	0
13	8	0	0	0	1	0	0	0
12	5	0	0	0	1	0	0	0
9	2	1	0	0	0	0	0	0
15	8	1	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
7	5	2	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
12	5	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0
12	3	2	0	0	0	0	0	0
13	6	0	0	0	0	0	0	0
7	4	0	1	0	0	0	0	0
7	1	1	0	0	0	0	0	0
16	3	0	0	0	0	0	0	0
525	202	32	10	3	0	0	0	0
739	293	45	11	4	2	0	0	0
826	321	48	12	4	2	0	0	0
909	357	60	14	4	2	0	0	0
06:30	06:00	07:45	07:00	07:00	11:00	11:00	11:00	11:00
73	32	8	2	3	0	0	0	0
18:45	16:30	15:00	17:00	19:15	20:15	23:00	23:00	23:00
66	32	6	2	1	2	0	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
7	7	0	2	0	0	0	0	0
9	1	0	0	0	0	0	0	0

4	3	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
4	4	1	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
4	1	1	0	0	0	0	0	0
10	8	3	0	0	0	0	0	0
21	6	1	0	0	0	0	0	0
23	12	1	0	0	0	0	0	0
24	16	2	0	0	0	0	0	0
50	21	4	2	0	0	0	0	0
39	16	2	0	0	0	0	0	0
49	11	2	0	0	0	0	0	0
34	9	0	0	0	0	0	0	0
49	10	2	2	1	0	0	0	0
49	13	0	0	0	0	0	0	0
36	12	2	0	2	0	0	0	0
40	6	2	0	0	0	0	0	0
46	10	3	1	0	0	0	0	0
52	19	1	0	0	0	0	0	0
38	13	5	0	0	0	0	0	0
49	7	1	0	0	0	0	0	0
15	7	0	0	0	0	0	0	0
37	7	1	0	0	0	0	0	0
30	8	1	0	0	0	0	0	0
23	19	1	1	0	0	0	0	0
29	11	0	0	0	0	0	0	0
27	9	1	2	0	0	0	0	0
24	2	0	0	0	0	0	0	0
22	5	1	1	0	0	0	0	0
21	3	1	0	0	0	0	0	0
26	8	1	1	0	0	0	0	0
36	12	0	1	0	0	0	0	0
24	7	2	0	0	0	0	0	0
39	12	0	0	0	0	0	0	0
32	12	2	0	0	0	0	0	0
30	8	2	1	0	0	0	0	0
14	8	1	0	0	0	0	0	0

23	9	1	0	0	0	0	0	0
35	9	1	1	0	0	0	0	0
23	10	1	0	0	0	0	0	0
32	15	1	0	0	0	0	0	0
39	10	1	0	0	0	0	0	0
29	17	0	0	0	0	0	0	0
38	12	1	0	0	0	0	0	0
26	8	0	0	0	0	0	0	0
42	20	2	1	0	0	0	0	0
43	19	1	1	0	0	0	0	0
45	7	2	1	0	0	0	0	0
25	9	2	1	0	0	0	0	0
31	12	1	0	0	0	0	0	0
39	18	1	0	0	0	0	0	0
21	10	1	0	0	0	0	0	0
42	22	1	0	0	0	0	0	0
37	20	0	2	0	0	0	0	0
45	21	0	0	0	0	0	0	0
22	2	2	0	0	0	0	0	0
31	11	5	0	0	0	0	0	0
41	10	0	0	0	0	0	0	0
31	17	1	0	0	0	0	0	0
27	7	2	0	0	0	0	0	0
39	4	0	0	0	0	0	0	0
28	12	3	1	0	0	0	0	0
18	11	0	1	1	0	0	0	0
29	9	2	0	0	0	0	0	0
19	5	2	0	0	0	0	0	0
16	9	3	0	0	0	0	0	0
25	15	1	0	0	1	0	0	0
18	8	1	0	0	1	0	0	0
15	3	1	0	0	0	0	0	0
22	11	1	0	0	0	0	0	0
14	5	2	0	0	0	0	0	0
10	9	2	0	0	0	0	0	0
13	6	0	0	0	0	0	0	0
16	5	0	0	0	0	0	0	0
19	9	1	1	0	0	0	0	0
12	5	0	0	0	0	0	0	0
16	6	3	0	0	0	0	0	0
14	9	1	0	0	0	0	0	0
11	5	0	1	0	0	0	0	0
9	2	3	0	0	0	0	0	0
18	5	0	0	0	0	0	0	0
1594	527	57	17	3	0	0	0	0
1993	687	83	21	4	2	0	0	0
2108	733	91	23	4	2	0	0	0
2255	810	104	25	4	2	0	0	0

08:00	05:30	07:45	10:45	07:00	11:00	11:00	11:00	11:00
185	65	11	3	3	0	0	0	0
14:45	16:30	19:30	15:00	19:15	20:15	23:00	23:00	23:00
156	73	8	4	1	2	0	0	0

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	8		24	4	0	0	2	1
00:15	7		25	4	0	0	1	1
00:30	5		23	3	0	0	1	3
00:45	6		28	3	0	0	0	1
01:00	3		23	4	0	0	1	1
01:15	0				0	0	0	0
01:30	6		30	4	0	0	0	1
01:45	1		18	0	0	0	1	0
02:00	1		33	0	0	0	0	0
02:15	2		30	3	0	0	0	0
02:30	3		28	4	0	0	0	1
02:45	1		23	0	0	0	0	1
03:00	1		28	0	0	0	0	0
03:15	3		24	6	0	0	1	1
03:30	3		33	0	0	0	0	0
03:45	6		28	3	0	0	0	1
04:00	1		28	0	0	0	0	0
04:15	2		28	5	0	0	0	1
04:30	4		28	4	0	0	0	1
04:45	4		24	4	0	0	1	1
05:00	4		30	3	0	0	0	0
05:15	16	30	25	5	0	0	2	7
05:30	22	28	23	4	0	0	6	9
05:45	11	31	27	4	0	0	1	2
06:00	13	36	28	6	0	0	0	5
06:15	18	28	24	4	0	0	2	9
06:30	30	28	24	6	0	2	4	15
06:45	20	30	24	6	0	2	4	5
07:00	22	32	25	6	0	1	4	7
07:15	29	33	28	6	0	0	3	6
07:30	24	32	26	5	0	1	2	5
07:45	26	33	27	6	0	0	3	5
08:00	45	30	25	6	0	0	13	9
08:15	29	34	28	6	0	1	3	4
08:30	44	31	26	5	0	1	4	15
08:45	28	29	26	4	0	0	3	6
09:00	53	32	26	5	0	1	7	16
09:15	50	33	27	5	0	0	2	14
09:30	41	31	26	6	0	1	3	14
09:45	47	33	25	8	0	6	9	9
10:00	55	30	25	5	0	1	7	20
10:15	54	29	25	5	0	1	6	19

10:30	60	30	25	5	0	3	6	23
10:45	82	30	25	6	1	4	11	18
11:00	76	30	24	5	2	2	7	30
11:15	95	30	25	5	0	4	17	25
11:30	85	30	24	5	0	4	11	33
11:45	63	32	25	6	0	0	15	14
12:00	60	31	25	6	1	2	8	19
12:15	71	30	24	6	2	3	10	29
12:30	69	32	24	7	0	9	11	21
12:45	64	32	27	5	1	1	2	11
13:00	73	29	25	5	0	2	7	23
13:15	67	30	25	5	1	3	8	16
13:30	72	29	25	5	0	1	8	27
13:45	56	32	27	6	1	0	7	11
14:00	62	30	26	5	0	2	7	15
14:15	53	32	27	5	0	0	7	7
14:30	40	33	28	5	0	0	2	8
14:45	52	31	27	4	0	0	1	14
15:00	64	30	25	4	0	1	6	26
15:15	69	29	25	4	0	1	6	20
15:30	53	30	26	4	0	0	3	17
15:45	49	32	26	5	0	1	1	20
16:00	50	32	27	5	0	0	2	14
16:15	57	32	25	6	0	0	13	15
16:30	59	29	23	6	2	4	10	17
16:45	77	29	24	5	0	5	8	26
17:00	47	31	26	5	0	1	5	13
17:15	62	32	26	4	0	0	4	25
17:30	67	29	23	6	1	4	16	14
17:45	63	29	23	7	2	8	14	13
18:00	42	31	24	5	0	0	10	14
18:15	58	30	25	6	1	5	5	19
18:30	34	30	25	6	0	0	7	12
18:45	35	30	27	3	0	0	0	12
19:00	27	32	27	5	0	0	2	9
19:15	29	33	26	6	0	1	5	4
19:30	31	31	25	6	1	0	4	11
19:45	18	35	28	7	0	0	0	7
20:00	20	32	27	4	0	0	0	6
20:15	16	31	27	5	0	0	0	7
20:30	14	31	27	4	0	0	1	2
20:45	15	32	29	4	0	0	0	2
21:00	18	29	26	6	0	0	3	6
21:15	12	29	28	3	0	0	0	2
21:30	11	29	26	3	0	0	0	4
21:45	12	32	28	4	0	0	0	4
22:00	7		25	5	0	0	1	3
22:15	8		28	4	0	0	0	2
22:30	5		28	3	0	0	0	1
22:45	2		30	8	0	0	0	1

23:00	12	33	28	4	0	0	0	3
23:15	6		27	5	0	0	1	1
23:30	7		28	4	0	0	0	2
23:45	11	29	27	6	0	0	2	1
Total								
12H(7-19)	2633	31	25	6	15	84	324	770
16H(6-22)	2937	31	25	6	16	89	349	868
18H(6-24)	2995	31	25	6	16	89	353	882
24H(0-24)	3115	31	25	5	16	89	370	915
AM Peak	10:45	01:30	03:30	06:30	10:45	10:45	11:00	10:45
	338	33	29	6	3	14	50	106
PM Peak	12:15	22:45	22:15	17:45	17:30	17:30	17:30	12:15
	277	33	28	6	4	17	45	84

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	13	33	29	4	0	0	0	3
00:15	10	30	26	7	0	0	1	5
00:30	16	29	25	5	0	0	3	5
00:45	9		26	6	0	0	1	4
01:00	5		29	6	0	0	0	2
01:15	3		29	9	0	0	0	2
01:30	7		24	6	0	0	2	3
01:45	4		30	6	0	0	0	1
02:00	9		28	8	0	0	1	3
02:15	2		28	5	0	0	0	1
02:30	4		26	4	0	0	0	2
02:45	6		26	4	0	0	0	3
03:00	2		28	5	0	0	0	1
03:15	4		24	4	0	0	1	1
03:30	5		28	8	0	1	0	0
03:45	7		27	3	0	0	0	2
04:00	7		23	3	0	0	1	4
04:15	4		26	2	0	0	0	1
04:30	4		24	4	0	0	1	1
04:45	8		24	4	0	0	1	4
05:00	13	34	29	6	0	0	1	2
05:15	16	30	27	4	0	0	1	2

05:30	18	33	26	6	0	0	2	8
05:45	15	29	25	7	0	0	4	3
06:00	18	29	26	4	0	0	1	7
06:15	15	33	27	6	0	0	2	5
06:30	21	30	26	4	0	0	1	9
06:45	16	33	27	6	0	0	2	4
07:00	19	29	26	5	0	0	1	8
07:15	20	31	27	7	0	0	2	7
07:30	21	28	25	3	0	0	0	13
07:45	28	29	25	4	0	0	3	8
08:00	23	31	26	5	0	0	4	6
08:15	22	32	28	4	0	0	0	6
08:30	21	32	27	5	0	0	1	7
08:45	29	32	26	5	0	0	2	13
09:00	19	29	25	4	0	0	2	9
09:15	17	33	29	4	0	0	0	3
09:30	33	29	25	6	0	1	6	10
09:45	23	30	26	5	0	1	2	6
10:00	29	33	28	5	0	0	1	7
10:15	32	30	26	4	0	0	4	8
10:30	27	30	26	3	0	0	1	7
10:45	38	33	26	8	0	3	7	8
11:00	32	33	28	5	0	1	0	8
11:15	44	32	27	6	0	1	4	9
11:30	46	31	26	6	0	0	4	17
11:45	29	32	27	6	0	0	3	9
12:00	42	33	28	6	0	1	5	4
12:15	34	32	28	5	0	0	0	10
12:30	48	32	28	4	0	0	1	12
12:45	41	34	28	6	0	0	2	14
13:00	46	32	27	4	0	0	2	11
13:15	29	33	26	6	0	2	1	8
13:30	46	31	27	5	0	1	0	15
13:45	31	32	27	5	0	0	2	8
14:00	51	31	26	5	1	0	3	19
14:15	28	32	25	5	0	0	5	10
14:30	26	31	27	4	0	0	0	7
14:45	37	31	27	4	0	0	2	6
15:00	37	34	28	5	0	0	1	13
15:15	18	30	25	4	0	0	1	9
15:30	30	31	27	4	0	0	2	9
15:45	31	29	25	4	0	0	1	15
16:00	40	32	27	5	0	0	2	11
16:15	39	31	26	5	0	0	3	15
16:30	34	31	26	5	0	0	2	16
16:45	43	32	26	6	0	0	6	14
17:00	34	29	26	4	0	0	2	10
17:15	48	33	27	5	0	0	4	15
17:30	39	29	25	4	0	0	3	17
17:45	38	32	27	5	0	0	4	11

18:00	52	32	27	4	0	0	3	15
18:15	29	30	26	4	0	0	3	8
18:30	49	30	25	5	0	0	8	18
18:45	24	29	26	3	0	0	1	9
19:00	34	32	27	5	0	0	2	12
19:15	29	32	27	5	0	0	3	6
19:30	34	32	27	6	0	1	3	7
19:45	28	32	29	8	0	0	1	7
20:00	23	33	29	5	0	0	0	5
20:15	16	33	28	4	0	0	0	3
20:30	30	29	25	4	0	0	2	15
20:45	18	29	26	3	0	0	2	3
21:00	24	36	28	6	0	0	3	4
21:15	16	33	29	4	0	0	0	3
21:30	28	29	26	5	0	0	2	9
21:45	21	32	28	4	0	0	1	4
22:00	19	29	25	3	0	0	1	7
22:15	14	31	28	4	0	0	0	3
22:30	13	33	28	8	0	0	0	7
22:45	15	33	29	6	0	0	0	5
23:00	16	35	29	8	0	0	1	4
23:15	17	31	28	3	0	0	0	2
23:30	22	30	26	4	0	0	1	9
23:45	15	29	24	5	0	0	3	6
Total								
12H(7-19)	1596	32	26	5	1	11	116	498
16H(6-22)	1967	32	27	5	1	12	141	601
18H(6-24)	2098	32	27	5	1	12	147	644
24H(0-24)	2289	32	27	5	1	13	167	707
AM Peak	10:45	01:15	01:45	01:15	11:00	10:45	10:45	11:00
	160	35	28	8	0	5	15	43
PM Peak	17:15	22:15	22:30	22:15	14:00	13:15	17:45	17:15
	177	34	28	7	1	3	18	58

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	21	32	27	5	0	0	2	4
00:15	17	29	26	6	0	0	2	6

00:30	21	29	24	5	0	0	4	8
00:45	15	33	27	5	0	0	1	5
01:00	8		26	6	0	0	1	3
01:15	3		29	9	0	0	0	2
01:30	13	33	27	6	0	0	2	4
01:45	5		28	7	0	0	1	1
02:00	10	40	29	8	0	0	1	3
02:15	4		29	4	0	0	0	1
02:30	7		27	4	0	0	0	3
02:45	7		25	4	0	0	0	4
03:00	3		28	4	0	0	0	1
03:15	7		24	5	0	0	2	2
03:30	8		29	7	0	1	0	0
03:45	13	31	28	3	0	0	0	3
04:00	8		24	3	0	0	1	4
04:15	6		27	3	0	0	0	2
04:30	8		26	4	0	0	1	2
04:45	12	28	24	4	0	0	2	5
05:00	17	34	29	5	0	0	1	2
05:15	32	30	26	5	0	0	3	9
05:30	40	30	24	5	0	0	8	17
05:45	26	31	26	6	0	0	5	5
06:00	31	30	27	5	0	0	1	12
06:15	33	31	25	5	0	0	4	14
06:30	51	29	24	5	0	2	5	24
06:45	36	32	25	6	0	2	6	9
07:00	41	31	25	5	0	1	5	15
07:15	49	33	27	6	0	0	5	13
07:30	45	30	26	4	0	1	2	18
07:45	54	31	26	5	0	0	6	13
08:00	68	31	25	5	0	0	17	15
08:15	51	34	28	5	0	1	3	10
08:30	65	32	26	5	0	1	5	22
08:45	57	30	26	4	0	0	5	19
09:00	72	31	25	5	0	1	9	25
09:15	67	33	28	4	0	0	2	17
09:30	74	31	26	6	0	2	9	24
09:45	70	33	25	7	0	7	11	15
10:00	84	31	26	5	0	1	8	27
10:15	86	30	25	5	0	1	10	27
10:30	87	30	25	5	0	3	7	30
10:45	120	31	25	6	1	7	18	26
11:00	108	31	25	5	2	3	7	38
11:15	139	30	25	6	0	5	21	34
11:30	131	30	25	5	0	4	15	50
11:45	92	32	26	6	0	0	18	23
12:00	102	32	26	6	1	3	13	23
12:15	105	31	25	6	2	3	10	39
12:30	117	32	25	6	0	9	12	33
12:45	105	32	27	5	1	1	4	25

13:00	119	30	26	5	0	2	9	34
13:15	96	31	25	6	1	5	9	24
13:30	118	30	26	5	0	2	8	42
13:45	87	32	27	6	1	0	9	19
14:00	113	30	26	5	1	2	10	34
14:15	81	32	26	5	0	0	12	17
14:30	66	32	28	4	0	0	2	15
14:45	89	31	27	4	0	0	3	20
15:00	101	31	26	5	0	1	7	39
15:15	87	30	25	4	0	1	7	29
15:30	83	31	26	4	0	0	5	26
15:45	80	31	26	5	0	1	2	35
16:00	90	32	27	5	0	0	4	25
16:15	96	32	26	6	0	0	16	30
16:30	93	29	24	6	2	4	12	33
16:45	120	30	25	6	0	5	14	40
17:00	81	30	26	5	0	1	7	23
17:15	110	32	26	5	0	0	8	40
17:30	106	29	24	5	1	4	19	31
17:45	101	31	24	7	2	8	18	24
18:00	94	31	26	5	0	0	13	29
18:15	87	30	25	6	1	5	8	27
18:30	83	30	25	5	0	0	15	30
18:45	59	30	26	4	0	0	1	21
19:00	61	32	27	5	0	0	4	21
19:15	58	33	27	6	0	1	8	10
19:30	65	32	26	6	1	1	7	18
19:45	46	33	28	7	0	0	1	14
20:00	43	33	28	4	0	0	0	11
20:15	32	33	28	4	0	0	0	10
20:30	44	30	26	4	0	0	3	17
20:45	33	30	27	4	0	0	2	5
21:00	42	35	27	6	0	0	6	10
21:15	28	32	28	3	0	0	0	5
21:30	39	29	26	4	0	0	2	13
21:45	33	33	28	4	0	0	1	8
22:00	26	29	25	4	0	0	2	10
22:15	22	32	28	4	0	0	0	5
22:30	18	29	28	7	0	0	0	8
22:45	17	34	29	6	0	0	0	6
23:00	28	34	29	7	0	0	1	7
23:15	23	32	28	4	0	0	1	3
23:30	29	30	26	4	0	0	1	11
23:45	26	29	25	5	0	0	5	7
Total								
12H(7-19)	4229	31	26	5	16	95	440	1268
16H(6-22)	4904	31	26	5	17	101	490	1469
18H(6-24)	5093	31	26	5	17	101	500	1526
24H(0-24)	5404	31	26	5	17	102	537	1622

AM Peak	10:45	01:15	01:45	01:15	10:45	10:45	11:00	10:45
	498	34	28	7	3	19	61	148
PM Peak	12:15	22:15	22:15	19:15	17:30	17:30	17:30	16:30
	446	34	28	6	4	17	58	136

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
5	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	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
0	1	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0
5	0	2	1	0	0	0	0	0
6	1	0	0	0	0	0	0	0
6	2	0	1	0	0	0	0	0
6	3	0	0	0	0	0	0	0
4	6	0	0	0	0	0	0	0
8	11	0	1	0	0	0	0	0
10	6	0	0	0	0	0	0	0
10	7	0	1	0	0	0	0	0
16	6	1	0	0	0	0	0	0
9	9	3	0	0	0	0	0	0
16	7	1	0	0	0	0	0	0
17	2	0	0	0	0	0	0	0
16	13	0	0	0	0	0	0	0
20	12	2	0	0	0	0	0	0
15	6	1	1	0	0	0	0	0
10	9	3	1	0	0	0	0	0
19	8	0	0	0	0	0	0	0
23	4	0	0	1	0	0	0	0

18	9	1	0	0	0	0	0	0
38	8	2	0	0	0	0	0	0
25	9	1	0	0	0	0	0	0
37	10	2	0	0	0	0	0	0
26	10	1	0	0	0	0	0	0
20	13	0	1	0	0	0	0	0
19	10	1	0	0	0	0	0	0
16	10	1	0	0	0	0	0	0
13	10	5	0	0	0	0	0	0
35	13	1	0	0	0	0	0	0
34	6	0	1	0	0	0	0	0
29	10	0	0	0	0	0	0	0
28	7	1	0	0	0	0	0	0
25	7	4	1	0	0	0	0	0
28	9	0	1	0	0	0	0	0
26	12	0	1	0	0	0	0	0
18	11	0	1	0	0	0	0	0
27	9	1	0	0	0	0	0	0
23	8	0	0	0	0	0	0	0
35	7	0	0	0	0	0	0	0
25	6	2	0	0	0	0	0	0
13	13	1	0	0	0	0	0	0
21	11	2	0	0	0	0	0	0
16	11	1	1	0	0	0	0	0
21	5	0	0	0	0	0	0	0
30	7	1	0	0	0	0	0	0
19	9	0	0	0	0	0	0	0
19	14	0	0	0	0	0	0	0
26	5	1	0	0	0	0	0	0
18	5	2	1	0	0	0	0	0
10	8	0	0	0	0	0	0	0
19	5	4	0	0	0	0	0	0
10	2	3	0	0	0	0	0	0
17	6	0	0	0	0	0	0	0
9	6	1	0	0	0	0	0	0
11	5	3	0	0	0	0	0	0
8	7	0	0	0	0	0	0	0
6	2	2	0	1	0	0	0	0
9	5	0	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
9	3	1	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0

4	5	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
6	1	1	0	0	0	0	0	0
977	401	49	12	1	0	0	0	0
1090	447	62	14	2	0	0	0	0
1112	463	64	14	2	0	0	0	0
1156	489	64	14	2	0	0	0	0
10:45	11:00	10:45	09:30	10:15	11:00	11:00	11:00	11:00
126	42	6	2	1	0	0	0	0
12:45	12:00	17:45	13:45	19:45	23:00	23:00	23:00	23:00
126	43	9	4	1	0	0	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
4	6	0	0	0	0	0	0	0
2	1	0	1	0	0	0	0	0
6	1	1	0	0	0	0	0	0
1	2	1	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0
0	2	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
3	0	0	2	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
5	3	2	0	0	0	0	0	0
11	1	1	0	0	0	0	0	0

3	3	2	0	0	0	0	0	0
6	1	0	1	0	0	0	0	0
9	0	1	0	0	0	0	0	0
2	5	1	0	0	0	0	0	0
8	2	1	0	0	0	0	0	0
5	4	1	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0
7	3	0	0	0	1	0	0	0
7	1	0	0	0	0	0	0	0
15	2	0	0	0	0	0	0	0
8	5	0	0	0	0	0	0	0
10	5	1	0	0	0	0	0	0
7	5	1	0	0	0	0	0	0
7	6	1	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
8	5	1	0	0	0	0	0	0
11	2	2	1	0	0	0	0	0
10	3	1	0	0	0	0	0	0
14	4	3	0	0	0	0	0	0
15	5	0	0	0	0	0	0	0
16	3	0	0	0	0	0	0	0
8	11	0	0	0	1	0	0	0
13	9	1	0	0	0	0	0	0
19	8	2	1	0	0	0	0	0
16	7	1	0	1	0	0	0	0
10	5	1	1	0	0	0	0	0
17	13	2	0	0	0	0	0	0
16	6	1	1	0	0	0	0	0
20	15	0	0	0	0	0	0	0
14	5	5	1	0	0	0	0	0
21	10	2	0	0	0	0	0	0
10	6	2	0	0	0	0	0	0
21	7	2	0	0	0	0	0	0
13	7	1	0	0	0	0	0	0
19	8	1	0	0	0	0	0	0
5	8	0	0	0	0	0	0	0
13	6	0	0	0	0	0	0	0
21	7	1	0	0	0	0	0	0
12	7	4	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0
12	7	0	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0
17	8	2	0	0	0	0	0	0
13	6	1	1	0	0	0	0	0
10	4	1	1	0	0	0	0	0
14	5	3	1	0	0	0	0	0
19	2	1	0	0	0	0	0	0
14	13	2	0	0	0	0	0	0
15	3	1	0	0	0	0	0	0
13	9	0	1	0	0	0	0	0

22	11	1	0	0	0	0	0	0
13	5	0	0	0	0	0	0	0
16	6	1	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
10	9	1	0	0	0	0	0	0
13	6	1	0	0	0	0	0	0
14	7	1	0	1	0	0	0	0
13	5	0	0	1	0	1	0	0
10	6	1	1	0	0	0	0	0
7	6	0	0	0	0	0	0	0
10	2	1	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
8	4	5	0	0	0	0	0	0
6	7	0	0	0	0	0	0	0
14	1	2	0	0	0	0	0	0
9	7	0	0	0	0	0	0	0
10	1	0	0	0	0	0	0	0
8	2	1	0	0	0	0	0	0
4	0	1	0	0	1	0	0	0
4	5	0	1	0	0	0	0	0
5	3	2	0	0	1	0	0	0
11	4	0	0	0	0	0	0	0
9	2	1	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
623	285	50	9	1	2	0	0	0
774	356	66	10	3	2	1	0	0
829	375	71	11	3	4	1	0	0
892	404	81	16	3	4	1	0	0
11:00	10:45	09:15	01:15	11:00	10:45	11:00	11:00	11:00
58	35	7	3	1	1	0	0	0
12:15	12:00	12:45	16:15	19:30	22:30	19:45	23:00	23:00
71	39	11	3	2	2	1	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
9	6	0	0	0	0	0	0	0
7	1	0	1	0	0	0	0	0

7	1	1	0	0	0	0	0	0
4	4	1	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0
1	6	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
3	1	0	2	0	0	0	0	0
1	2	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	4	1	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
7	5	2	0	0	0	0	0	0
15	4	1	0	0	0	0	0	0
9	4	2	0	0	0	0	0	0
11	4	0	1	0	0	0	0	0
14	0	3	1	0	0	0	0	0
8	6	1	0	0	0	0	0	0
14	4	1	1	0	0	0	0	0
11	7	1	0	0	0	0	0	0
11	8	1	0	0	0	0	0	0
15	14	0	1	0	1	0	0	0
17	7	0	0	0	0	0	0	0
25	9	0	1	0	0	0	0	0
24	11	1	0	0	0	0	0	0
19	14	4	0	0	0	0	0	0
23	12	2	0	0	0	0	0	0
24	8	1	0	0	0	0	0	0
22	15	0	0	0	0	0	0	0
28	17	3	0	0	0	0	0	0
26	8	3	2	0	0	0	0	0
20	12	4	1	0	0	0	0	0
33	12	3	0	0	0	0	0	0
38	9	0	0	1	0	0	0	0
34	12	1	0	0	0	0	0	0
46	19	2	0	0	1	0	0	0
38	18	2	0	0	0	0	0	0
56	18	4	1	0	0	0	0	0
42	17	2	0	1	0	0	0	0
30	18	1	2	0	0	0	0	0
36	23	3	0	0	0	0	0	0
32	16	2	1	0	0	0	0	0
33	25	5	0	0	0	0	0	0
49	18	6	1	0	0	0	0	0

55	16	2	1	0	0	0	0	0
39	16	2	0	0	0	0	0	0
49	14	3	0	0	0	0	0	0
38	14	5	1	0	0	0	0	0
47	17	1	1	0	0	0	0	0
31	20	0	1	0	0	0	0	0
31	17	0	1	0	0	0	0	0
48	16	2	0	0	0	0	0	0
35	15	4	0	0	0	0	0	0
40	10	0	0	0	0	0	0	0
37	13	2	0	0	0	0	0	0
25	16	1	0	0	0	0	0	0
38	19	4	0	0	0	0	0	0
29	17	2	2	0	0	0	0	0
31	9	1	1	0	0	0	0	0
44	12	4	1	0	0	0	0	0
38	11	1	0	0	0	0	0	0
33	27	2	0	0	0	0	0	0
41	8	2	0	0	0	0	0	0
31	14	2	2	0	0	0	0	0
32	19	1	0	0	0	0	0	0
32	10	4	0	0	0	0	0	0
26	8	4	0	0	0	0	0	0
29	8	0	0	0	0	0	0	0
19	15	2	0	0	0	0	0	0
24	11	4	0	0	0	0	0	0
22	14	1	0	1	0	0	0	0
19	7	2	0	2	0	1	0	0
19	11	1	1	0	0	0	0	0
13	7	2	0	0	0	0	0	0
18	5	1	0	0	0	0	0	0
22	3	1	0	0	0	0	0	0
14	5	7	0	0	0	0	0	0
14	9	0	0	0	0	0	0	0
20	2	2	0	0	0	0	0	0
13	11	0	0	0	0	0	0	0
11	3	0	0	0	0	0	0	0
11	5	1	0	0	0	0	0	0
7	1	1	0	0	1	0	0	0
4	5	1	1	0	0	0	0	0
9	8	2	0	0	1	0	0	0
13	6	0	0	0	0	0	0	0
12	4	1	0	0	0	0	0	0
10	3	1	0	0	0	0	0	0
1600	686	99	21	2	2	0	0	0
1864	803	128	24	5	2	1	0	0
1941	838	135	25	5	4	1	0	0
2048	893	145	30	5	4	1	0	0

10:45	10:45	09:15	11:00	11:00	10:45	11:00	11:00	11:00
182	72	13	3	1	1	0	0	0
12:45	12:00	12:00	16:15	19:30	22:30	19:45	23:00	23:00
192	82	16	4	3	2	1	0	0

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	5		29	4	0	0	0	1
00:15	5		27	4	0	0	0	2
00:30	4		26	4	0	0	0	2
00:45	3		29	5	0	0	0	1
01:00	6		28	2	0	0	0	0
01:15	4		26	4	0	0	0	2
01:30	3		31	5	0	0	0	0
01:45	1		28	0	0	0	0	0
02:00	2		28	0	0	0	0	0
02:15	2		33	0	0	0	0	0
02:30	5		30	4	0	0	0	1
02:45	1		38	0	0	0	0	0
03:00	5		28	5	0	0	1	0
03:15	0				0	0	0	0
03:30	1		33	0	0	0	0	0
03:45	4		31	2	0	0	0	0
04:00	3		28	11	0	0	1	1
04:15	0				0	0	0	0
04:30	3		26	6	0	0	1	0
04:45	7		26	3	0	0	0	3
05:00	0				0	0	0	0
05:15	6		27	3	0	0	0	2
05:30	11	30	24	6	0	1	1	4
05:45	10	30	27	4	0	0	0	3
06:00	2		28	0	0	0	0	0
06:15	6		27	10	0	1	1	0
06:30	7		30	5	0	0	0	1
06:45	13	32	28	4	0	0	0	3
07:00	13	28	26	5	0	0	2	4
07:15	10	33	29	4	0	0	0	2
07:30	13	31	28	6	0	0	0	4
07:45	18	29	25	5	0	0	4	3
08:00	16	30	27	5	0	0	1	4
08:15	15	33	27	7	0	0	2	5
08:30	27	33	27	5	0	0	1	9
08:45	30	31	27	4	0	0	1	10
09:00	35	32	26	7	3	2	1	6
09:15	39	32	27	5	0	1	5	5
09:30	42	32	26	6	0	0	8	5
09:45	28	31	27	4	0	0	2	7
10:00	33	31	27	4	0	0	3	5
10:15	36	30	25	6	1	3	4	6

10:30	41	31	26	5	0	0	4	16
10:45	51	32	27	6	1	4	0	9
11:00	40	33	27	6	0	0	7	4
11:15	42	30	26	4	0	0	1	14
11:30	54	31	26	5	0	0	3	19
11:45	53	33	25	7	0	3	12	11
12:00	68	33	28	5	0	0	9	6
12:15	54	32	28	4	0	0	1	9
12:30	57	27	21	6	1	6	16	20
12:45	63	30	24	6	1	3	9	22
13:00	51	32	26	7	2	2	3	15
13:15	48	33	27	5	0	1	3	13
13:30	46	31	27	4	0	0	2	13
13:45	57	33	28	4	0	0	2	10
14:00	50	29	23	6	0	8	10	10
14:15	44	30	27	4	0	0	0	15
14:30	40	33	28	5	0	0	2	9
14:45	37	30	24	6	2	1	6	9
15:00	41	31	26	5	0	0	5	12
15:15	35	33	28	6	0	0	3	9
15:30	56	31	25	6	1	0	11	12
15:45	38	30	25	6	0	1	9	6
16:00	51	30	25	6	1	3	4	14
16:15	41	31	25	6	0	4	5	6
16:30	33	32	27	4	0	0	2	5
16:45	34	31	27	5	0	0	1	12
17:00	37	30	25	6	0	0	10	9
17:15	36	32	26	5	0	0	6	9
17:30	29	28	23	6	0	2	5	14
17:45	34	30	24	5	0	2	6	13
18:00	24	31	25	6	0	1	5	4
18:15	27	30	25	5	0	0	3	10
18:30	17	28	24	4	0	1	1	8
18:45	15	32	27	5	0	0	2	3
19:00	18	32	27	5	0	0	2	4
19:15	16	32	27	5	0	0	1	4
19:30	16	29	26	4	0	0	1	5
19:45	18	31	26	6	0	0	3	5
20:00	12	29	28	2	0	0	0	1
20:15	5		29	2	0	0	0	0
20:30	10	32	26	6	0	0	2	2
20:45	8		29	3	0	0	0	0
21:00	8		29	5	0	0	1	0
21:15	6		31	4	0	0	0	0
21:30	10	30	28	3	0	0	0	2
21:45	4		25	6	0	0	1	1
22:00	6		31	5	0	0	0	1
22:15	2		23	0	0	0	0	2
22:30	8		22	5	0	0	4	1
22:45	5		31	2	0	0	0	0

23:00	3		29	2	0	0	0	0
23:15	6		22	4	0	0	3	1
23:30	2		23	5	0	0	1	0
23:45	3		24	5	0	0	1	0
Total								
12H(7-19)	1799	32	26	6	13	48	202	445
16H(6-22)	1958	32	26	6	13	49	214	473
18H(6-24)	1993	32	26	6	13	49	223	478
24H(0-24)	2084	32	26	6	13	50	227	500
AM Peak	11:00	02:00	02:00	03:45	09:00	10:15	11:00	11:00
	189	34	31	7	3	7	23	48
PM Peak	12:00	20:30	20:45	12:30	12:30	12:30	12:00	12:30
	242	34	29	6	4	12	35	70

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	10	32	27	4	0	0	0	4
00:15	15	29	25	4	0	0	1	6
00:30	17	30	28	5	0	0	0	4
00:45	4		28	4	0	0	0	1
01:00	8		30	3	0	0	0	0
01:15	7		25	5	0	0	1	2
01:30	3		29	5	0	0	0	1
01:45	7		30	5	0	0	0	1
02:00	2		25	3	0	0	0	1
02:15	3		26	5	0	0	0	2
02:30	1		28	0	0	0	0	0
02:45	3		28	4	0	0	0	1
03:00	3		29	5	0	0	0	1
03:15	1		28	0	0	0	0	0
03:30	2		33	5	0	0	0	0
03:45	2		25	3	0	0	0	1
04:00	3		26	5	0	0	0	2
04:15	4		26	7	0	0	1	1
04:30	2		30	3	0	0	0	0
04:45	5		26	4	0	0	0	3
05:00	8		26	5	0	0	1	3
05:15	6		26	4	0	0	0	3

05:30	9		26	5	0	0	0	5
05:45	6		29	6	0	0	1	0
06:00	8		27	5	0	0	0	3
06:15	10	29	26	3	0	0	0	4
06:30	10	33	30	2	0	0	0	0
06:45	8		28	5	0	0	0	3
07:00	10	33	29	3	0	0	0	1
07:15	10	29	27	4	0	0	0	3
07:30	8		29	4	0	0	0	1
07:45	12	34	29	5	0	0	1	1
08:00	8		27	4	0	0	0	3
08:15	17	32	28	5	0	0	1	4
08:30	17	33	29	4	0	0	0	2
08:45	15	30	27	3	0	0	0	4
09:00	17	30	25	7	0	2	2	1
09:15	14	31	26	5	0	0	1	6
09:30	15	31	28	5	0	0	0	4
09:45	21	34	29	6	0	0	1	6
10:00	16	34	30	5	0	0	0	3
10:15	29	30	26	4	0	0	0	13
10:30	20	32	28	3	0	0	0	3
10:45	26	32	27	4	0	0	0	9
11:00	30	32	26	6	0	0	5	8
11:15	26	33	28	3	0	0	0	4
11:30	38	31	27	6	0	1	2	10
11:45	39	34	29	6	0	1	1	5
12:00	33	33	27	5	0	0	2	9
12:15	41	30	27	3	0	0	1	10
12:30	31	32	27	5	0	0	6	3
12:45	41	32	26	6	0	0	8	10
13:00	31	34	28	5	0	1	1	3
13:15	31	34	28	5	0	1	1	4
13:30	48	31	26	5	0	0	4	13
13:45	36	30	27	5	0	0	1	11
14:00	31	32	28	4	0	0	1	6
14:15	31	31	27	4	0	0	0	11
14:30	42	33	28	5	0	0	0	12
14:45	24	32	28	4	0	0	0	6
15:00	39	32	27	5	0	0	4	6
15:15	26	30	27	3	0	0	0	8
15:30	32	30	26	5	0	0	3	12
15:45	38	31	25	6	0	2	8	7
16:00	33	32	26	5	0	0	2	15
16:15	33	30	25	6	0	3	2	7
16:30	29	29	26	3	0	0	1	10
16:45	35	32	28	4	0	0	1	5
17:00	29	32	26	6	0	1	3	9
17:15	35	31	27	4	0	1	0	10
17:30	29	31	27	4	0	0	1	6
17:45	36	30	23	7	0	2	12	8

18:00	25	30	26	5	0	0	5	5
18:15	25	29	25	4	0	0	3	10
18:30	34	30	26	4	0	0	1	13
18:45	28	32	28	4	0	0	0	7
19:00	18	29	25	4	0	0	1	8
19:15	31	33	28	5	0	0	1	6
19:30	30	34	28	6	0	0	4	6
19:45	23	31	26	5	0	0	3	6
20:00	19	31	27	4	0	0	0	7
20:15	19	39	30	7	0	0	0	5
20:30	14	34	31	4	0	0	0	0
20:45	10	30	27	4	0	0	0	3
21:00	16	34	29	7	0	0	1	3
21:15	14	32	27	6	0	0	0	8
21:30	10	33	29	4	0	0	0	3
21:45	17	33	28	5	0	0	2	3
22:00	21	37	29	7	0	0	0	7
22:15	10	34	30	4	0	0	0	1
22:30	10	33	29	5	0	0	1	0
22:45	13	33	26	6	0	0	2	4
23:00	9		29	7	0	0	0	4
23:15	10	35	29	6	0	0	0	3
23:30	11	32	27	5	0	0	1	4
23:45	6		28	3	0	0	0	1
Total								
12H(7-19)	1314	32	27	5	0	15	85	327
16H(6-22)	1571	32	27	5	0	15	97	395
18H(6-24)	1661	33	27	5	0	15	101	419
24H(0-24)	1792	33	27	5	0	15	106	461
AM Peak	11:00	03:30	02:45	03:30	11:00	11:00	11:00	10:15
	133	35	29	6	0	2	8	33
PM Peak	12:45	22:30	20:15	22:45	23:00	15:45	17:45	15:15
	151	35	29	6	0	5	21	42

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	15	32	28	4	0	0	0	5
00:15	20	29	26	4	0	0	1	8

00:30	21	31	28	5	0	0	0	6
00:45	7		28	4	0	0	0	2
01:00	14	32	29	2	0	0	0	0
01:15	11	30	26	4	0	0	1	4
01:30	6		30	5	0	0	0	1
01:45	8		29	4	0	0	0	1
02:00	4		26	2	0	0	0	1
02:15	5		29	5	0	0	0	2
02:30	6		29	4	0	0	0	1
02:45	4		30	6	0	0	0	1
03:00	8		28	5	0	0	1	1
03:15	1		28	0	0	0	0	0
03:30	3		33	4	0	0	0	0
03:45	6		29	4	0	0	0	1
04:00	6		27	8	0	0	1	3
04:15	4		26	7	0	0	1	1
04:30	5		28	5	0	0	1	0
04:45	12	29	26	4	0	0	0	6
05:00	8		26	5	0	0	1	3
05:15	12	29	26	4	0	0	0	5
05:30	20	32	25	5	0	1	1	9
05:45	16	33	28	5	0	0	1	3
06:00	10	29	27	4	0	0	0	3
06:15	16	30	26	6	0	1	1	4
06:30	17	34	30	4	0	0	0	1
06:45	21	33	28	4	0	0	0	6
07:00	23	32	27	5	0	0	2	5
07:15	20	31	28	4	0	0	0	5
07:30	21	33	29	6	0	0	0	5
07:45	30	32	27	5	0	0	5	4
08:00	24	31	27	4	0	0	1	7
08:15	32	33	27	6	0	0	3	9
08:30	44	33	28	5	0	0	1	11
08:45	45	31	27	4	0	0	1	14
09:00	52	32	26	7	3	4	3	7
09:15	53	32	26	5	0	1	6	11
09:30	57	32	27	6	0	0	8	9
09:45	49	33	28	5	0	0	3	13
10:00	49	33	28	5	0	0	3	8
10:15	65	30	25	6	1	3	4	19
10:30	61	31	26	4	0	0	4	19
10:45	77	32	27	6	1	4	0	18
11:00	70	33	27	6	0	0	12	12
11:15	68	31	27	4	0	0	1	18
11:30	92	31	27	5	0	1	5	29
11:45	92	33	27	7	0	4	13	16
12:00	101	33	28	5	0	0	11	15
12:15	95	31	27	4	0	0	2	19
12:30	88	30	23	6	1	6	22	23
12:45	104	31	25	6	1	3	17	32

13:00	82	33	27	6	2	3	4	18
13:15	79	34	28	6	0	2	4	17
13:30	94	31	27	4	0	0	6	26
13:45	93	33	28	4	0	0	3	21
14:00	81	31	25	6	0	8	11	16
14:15	75	31	27	4	0	0	0	26
14:30	82	33	28	5	0	0	2	21
14:45	61	31	25	6	2	1	6	15
15:00	80	32	27	5	0	0	9	18
15:15	61	32	27	5	0	0	3	17
15:30	88	31	25	5	1	0	14	24
15:45	76	31	25	6	0	3	17	13
16:00	84	31	25	5	1	3	6	29
16:15	74	31	25	6	0	7	7	13
16:30	62	31	27	4	0	0	3	15
16:45	69	32	27	4	0	0	2	17
17:00	66	32	25	6	0	1	13	18
17:15	71	31	26	5	0	1	6	19
17:30	58	30	25	6	0	2	6	20
17:45	70	30	24	6	0	4	18	21
18:00	49	31	25	6	0	1	10	9
18:15	52	30	25	5	0	0	6	20
18:30	51	29	25	5	0	1	2	21
18:45	43	32	27	4	0	0	2	10
19:00	36	30	26	5	0	0	3	12
19:15	47	33	28	5	0	0	2	10
19:30	46	33	27	6	0	0	5	11
19:45	41	31	26	5	0	0	6	11
20:00	31	31	27	4	0	0	0	8
20:15	24	34	29	6	0	0	0	5
20:30	24	33	29	5	0	0	2	2
20:45	18	31	28	4	0	0	0	3
21:00	24	34	29	6	0	0	2	3
21:15	20	34	28	6	0	0	0	8
21:30	20	33	28	4	0	0	0	5
21:45	21	33	27	5	0	0	3	4
22:00	27	36	29	6	0	0	0	8
22:15	12	33	29	5	0	0	0	3
22:30	18	31	26	6	0	0	5	1
22:45	18	33	28	6	0	0	2	4
23:00	12	34	29	6	0	0	0	4
23:15	16	33	26	6	0	0	3	4
23:30	13	32	26	5	0	0	2	4
23:45	9		27	4	0	0	1	1
Total								
12H(7-19)	3113	32	26	5	13	63	287	772
16H(6-22)	3529	32	26	5	13	64	311	868
18H(6-24)	3654	32	26	5	13	64	324	897
24H(0-24)	3876	32	27	5	13	65	333	961

AM Peak	11:00	02:45	02:45	03:30	09:00	10:15	11:00	10:45
	322	34	29	7	3	7	31	77
PM Peak	12:00	22:00	20:15	12:30	12:30	12:30	12:00	12:45
	388	34	29	6	4	14	52	93

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
2	2	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	3	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
1	1	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	1	0	1	0	0	0	0	0
3	1	2	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0
5	2	1	0	0	0	0	0	0
6	2	0	0	1	0	0	0	0
9	2	0	0	0	0	0	0	0
8	2	1	0	0	0	0	0	0
4	2	1	1	0	0	0	0	0
10	4	3	0	0	0	0	0	0
13	6	0	0	0	0	0	0	0
14	8	0	1	0	0	0	0	0
18	9	1	0	0	0	0	0	0
20	7	1	1	0	0	0	0	0
13	6	0	0	0	0	0	0	0
18	6	1	0	0	0	0	0	0
17	4	1	0	0	0	0	0	0

13	7	1	0	0	0	0	0	0
22	14	1	0	0	0	0	0	0
17	11	0	1	0	0	0	0	0
22	4	1	0	0	0	0	0	0
22	8	1	1	0	0	0	0	0
11	14	1	1	0	0	0	0	0
26	26	0	1	0	0	0	0	0
29	14	1	0	0	0	0	0	0
10	4	0	0	0	0	0	0	0
18	8	2	0	0	0	0	0	0
16	11	1	1	0	0	0	0	0
13	16	2	0	0	0	0	0	0
21	10	0	0	0	0	0	0	0
23	22	0	0	0	0	0	0	0
17	4	1	0	0	0	0	0	0
22	6	1	0	0	0	0	0	0
16	11	2	0	0	0	0	0	0
14	5	0	0	0	0	0	0	0
16	7	1	0	0	0	0	0	0
12	8	2	1	0	0	0	0	0
20	11	1	0	0	0	0	0	0
16	4	2	0	0	0	0	0	0
21	7	1	0	0	0	0	0	0
17	9	0	0	0	0	0	0	0
18	8	0	0	0	0	0	0	0
14	5	2	0	0	0	0	0	0
12	4	2	0	0	0	0	0	0
13	7	1	0	0	0	0	0	0
5	1	1	1	0	0	0	0	0
8	5	0	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0
7	5	0	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0
6	1	1	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0

2	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
694	346	40	10	1	0	0	0	0
771	379	47	11	1	0	0	0	0
784	386	48	11	1	0	0	0	0
819	412	50	12	1	0	0	0	0
10:45	11:00	08:00	11:00	07:30	11:00	11:00	11:00	11:00
83	37	5	3	1	0	0	0	0
13:30	13:00	16:45	17:30	23:00	23:00	23:00	23:00	23:00
83	59	6	1	0	0	0	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
3	3	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0
10	2	0	1	0	0	0	0	0
2	1	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0

1	3	0	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
4	5	1	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
8	2	2	0	0	0	0	0	0
8	6	1	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0
9	2	1	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
8	1	1	1	0	0	0	0	0
2	10	2	0	0	0	0	0	0
5	6	2	0	0	0	0	0	0
12	3	0	1	0	0	0	0	0
12	5	0	0	0	0	0	0	0
11	4	2	0	0	0	0	0	0
9	7	1	0	0	0	0	0	0
13	9	0	0	0	0	0	0	0
18	4	2	1	0	0	0	0	0
18	10	3	0	1	0	0	0	0
11	10	1	0	0	0	0	0	0
25	5	0	0	0	0	0	0	0
14	7	1	0	0	0	0	0	0
14	7	2	0	0	0	0	0	0
15	8	3	0	0	0	0	0	0
13	9	3	0	0	0	0	0	0
22	8	0	1	0	0	0	0	0
19	2	2	1	0	0	0	0	0
15	9	0	0	0	0	0	0	0
14	4	2	0	0	0	0	0	0
17	10	1	2	0	0	0	0	0
12	5	1	0	0	0	0	0	0
18	11	0	0	0	0	0	0	0
15	3	0	0	0	0	0	0	0
12	4	0	1	0	0	0	0	0
14	7	0	0	0	0	0	0	0
8	7	1	0	0	0	0	0	0
15	6	0	0	0	0	0	0	0
15	3	0	0	0	0	0	0	0
19	9	1	0	0	0	0	0	0
8	7	1	0	0	0	0	0	0
17	6	1	0	0	0	0	0	0
16	5	1	0	0	0	0	0	0
8	4	2	0	0	0	0	0	0

11	3	1	0	0	0	0	0	0
10	1	1	0	0	0	0	0	0
16	3	0	1	0	0	0	0	0
14	7	0	0	0	0	0	0	0
8	0	1	0	0	0	0	0	0
16	5	3	0	0	0	0	0	0
10	6	3	1	0	0	0	0	0
9	5	0	0	0	0	0	0	0
8	3	1	0	0	0	0	0	0
7	4	0	3	0	0	0	0	0
7	6	0	1	0	0	0	0	0
5	2	0	0	0	0	0	0	0
5	5	0	2	0	0	0	0	0
2	3	0	1	0	0	0	0	0
2	5	0	0	0	0	0	0	0
4	8	0	0	0	0	0	0	0
8	2	1	3	0	0	0	0	0
4	4	1	0	0	0	0	0	0
5	3	1	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0
2	1	1	1	0	0	0	0	0
3	2	2	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0
574	257	46	9	1	0	0	0	0
674	316	56	17	1	0	0	0	0
704	337	63	21	1	0	0	0	0
751	369	67	22	1	0	0	0	0
11:00	11:00	11:00	09:30	11:00	11:00	11:00	11:00	11:00
58	30	6	2	1	0	0	0	0
13:30	12:45	12:30	20:15	23:00	23:00	23:00	23:00	23:00
70	32	9	6	0	0	0	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
5	5	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0

11	3	0	1	0	0	0	0	0
2	3	0	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0
0	1	0	1	0	0	0	0	0
1	0	1	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
1	3	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
4	5	0	0	0	0	0	0	0
7	4	1	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0
7	2	0	1	0	0	0	0	0
9	5	2	0	0	0	0	0	0
8	6	1	0	0	0	0	0	0
10	5	1	0	0	0	0	0	0
11	2	2	0	0	0	0	0	0
10	4	1	0	1	0	0	0	0
13	7	1	0	0	0	0	0	0
11	4	1	0	0	0	0	0	0
12	4	3	1	0	0	0	0	0
18	10	4	0	0	0	0	0	0
21	9	0	0	0	0	0	0	0
23	10	1	1	0	0	0	0	0
22	11	2	0	0	0	0	0	0
28	8	2	2	0	0	0	0	0
15	16	2	0	0	0	0	0	0
23	12	3	0	0	0	0	0	0
29	7	1	1	0	0	0	0	0
25	12	1	0	0	0	0	0	0
33	18	3	0	0	0	0	0	0
26	18	1	1	0	0	0	0	0
35	13	1	0	0	0	0	0	0
40	12	3	2	0	0	0	0	0
29	24	4	1	1	0	0	0	0
37	36	1	1	0	0	0	0	0
54	19	1	0	0	0	0	0	0
24	11	1	0	0	0	0	0	0
32	15	4	0	0	0	0	0	0

31	19	4	1	0	0	0	0	0
26	25	5	0	0	0	0	0	0
43	18	0	1	0	0	0	0	0
42	24	2	1	0	0	0	0	0
32	13	1	0	0	0	0	0	0
36	10	3	0	0	0	0	0	0
33	21	3	2	0	0	0	0	0
26	10	1	0	0	0	0	0	0
34	18	1	0	0	0	0	0	0
27	11	2	1	0	0	0	0	0
32	15	1	1	0	0	0	0	0
30	11	2	0	0	0	0	0	0
29	14	2	0	0	0	0	0	0
32	15	0	0	0	0	0	0	0
33	11	0	0	0	0	0	0	0
33	14	3	0	0	0	0	0	0
20	11	3	0	0	0	0	0	0
30	13	2	0	0	0	0	0	0
21	6	2	1	0	0	0	0	0
16	9	2	0	0	0	0	0	0
20	8	1	0	0	0	0	0	0
19	6	1	0	0	0	0	0	0
22	4	0	1	0	0	0	0	0
20	10	1	0	0	0	0	0	0
15	5	1	0	0	0	0	0	0
23	8	4	0	0	0	0	0	0
18	8	3	1	0	0	0	0	0
15	8	1	0	0	0	0	0	0
17	5	1	0	0	0	0	0	0
11	5	0	3	0	0	0	0	0
10	9	0	1	0	0	0	0	0
11	3	1	0	0	0	0	0	0
9	7	1	2	0	0	0	0	0
5	5	1	1	0	0	0	0	0
8	7	0	0	0	0	0	0	0
5	9	0	0	0	0	0	0	0
9	5	2	3	0	0	0	0	0
4	4	1	0	0	0	0	0	0
8	3	1	0	0	0	0	0	0
5	6	1	0	0	0	0	0	0
4	2	1	1	0	0	0	0	0
5	2	2	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
1268	603	86	19	2	0	0	0	0
1445	695	103	28	2	0	0	0	0
1488	723	111	32	2	0	0	0	0
1570	781	117	34	2	0	0	0	0

10:45	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
134	67	9	4	1	0	0	0	0
13:30	13:00	12:30	20:15	23:00	23:00	23:00	23:00	23:00
153	86	14	6	0	0	0	0	0

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	1		23	0	0	0	0	1
00:15	2		30	3	0	0	0	0
00:30	0				0	0	0	0
00:45	2		28	5	0	0	0	1
01:00	4		20	4	0	0	3	0
01:15	3		24	2	0	0	0	2
01:30	1		18	0	0	0	1	0
01:45	1		18	0	0	0	1	0
02:00	1		18	0	0	0	1	0
02:15	1		28	0	0	0	0	0
02:30	1		28	0	0	0	0	0
02:45	2		28	5	0	0	0	1
03:00	3		23	4	0	0	1	1
03:15	1		18	0	0	0	1	0
03:30	3		26	5	0	0	0	2
03:45	2		25	3	0	0	0	1
04:00	2		25	3	0	0	0	1
04:15	7		25	6	0	0	2	2
04:30	9		26	4	0	0	1	2
04:45	10	20	19	3	0	0	8	1
05:00	26	27	22	5	0	0	13	7
05:15	19	29	23	5	0	1	6	5
05:30	40	33	27	5	0	0	5	10
05:45	61	31	25	6	0	1	10	16
06:00	83	31	27	4	0	0	2	26
06:15	119	29	23	6	1	10	21	38
06:30	163	27	21	6	6	23	44	46
06:45	130	26	20	6	5	25	38	39
07:00	178	28	21	6	9	23	43	45
07:15	203	23	17	5	30	41	69	48
07:30	155	27	20	6	8	22	42	45
07:45	142	27	19	7	15	26	34	39
08:00	128	28	20	7	12	26	21	33
08:15	135	28	22	6	5	12	27	48
08:30	122	26	19	6	7	28	35	31
08:45	94	29	22	6	4	10	22	26
09:00	71	29	24	5	0	2	12	28
09:15	80	28	22	5	1	4	23	27
09:30	80	28	22	6	2	11	15	33
09:45	50	29	23	7	3	4	9	11
10:00	55	25	19	6	3	12	16	15
10:15	64	29	23	6	1	6	15	17

10:30	73	27	21	6	4	5	25	20
10:45	64	29	22	6	4	4	15	18
11:00	74	28	21	7	7	10	14	19
11:15	66	28	23	5	0	3	14	30
11:30	60	29	23	5	2	1	11	26
11:45	67	24	20	5	3	9	19	30
12:00	71	26	19	7	11	15	7	25
12:15	74	25	19	6	11	12	11	31
12:30	87	26	19	6	14	10	16	32
12:45	73	28	21	6	5	12	9	23
13:00	51	24	19	6	4	11	11	19
13:15	68	28	23	5	1	2	12	32
13:30	58	28	24	3	0	0	8	30
13:45	67	29	22	6	2	7	11	22
14:00	89	28	22	5	2	3	27	34
14:15	84	28	22	6	4	6	16	33
14:30	85	30	23	6	4	6	12	27
14:45	95	27	20	6	7	18	30	13
15:00	96	28	20	6	11	8	28	22
15:15	101	30	24	6	3	7	11	35
15:30	78	29	22	6	5	6	12	27
15:45	92	29	22	6	5	7	14	38
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							
Total							
12H(7-19)							
16H(6-22)							
18H(6-24)							
24H(0-24)							
AM Peak	07:00		00:00	07:45	07:15	07:15	06:30	06:30
	678		28	6	65	115	194	178
PM Peak								

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	5		29	4	0	0	0	1
00:15	11	32	26	6	0	0	1	5
00:30	1		23	0	0	0	0	1
00:45	4		24	2	0	0	0	3
01:00	4		29	8	0	0	0	2
01:15	1		43	0	0	0	0	0
01:30	6		23	3	0	0	1	4
01:45	11	30	23	6	0	0	5	3
02:00	7		25	5	0	0	1	3
02:15	5		24	5	0	0	1	3
02:30	3		28	4	0	0	0	1
02:45	6		23	3	0	0	1	3
03:00	5		24	4	0	0	1	2
03:15	7		25	4	0	0	0	4
03:30	6		29	6	0	0	0	2
03:45	5		24	4	0	0	1	2
04:00	7		25	2	0	0	0	4
04:15	9		25	2	0	0	0	4
04:30	13	32	27	5	0	0	1	4
04:45	10	28	23	5	0	0	4	3
05:00	21	32	27	8	0	1	2	5
05:15	27	31	25	7	1	0	2	13

05:30	29	31	25	6	0	0	5	12
05:45	38	34	28	6	0	1	3	5
06:00	44	32	27	4	0	0	1	12
06:15	55	31	27	5	0	0	3	19
06:30	62	28	23	5	1	4	9	25
06:45	88	29	22	6	2	6	25	32
07:00	73	28	23	5	1	4	14	32
07:15	65	28	21	6	2	10	16	19
07:30	62	29	25	5	1	1	9	19
07:45	64	27	21	6	3	8	10	30
08:00	60	31	24	6	0	4	16	12
08:15	35	33	28	5	0	0	2	9
08:30	40	29	24	4	0	2	2	18
08:45	32	29	25	3	0	0	1	17
09:00	35	30	25	4	0	0	3	16
09:15	38	28	24	4	0	1	4	20
09:30	33	28	23	5	0	1	9	10
09:45	34	29	24	6	0	2	7	10
10:00	32	28	24	5	1	0	4	16
10:15	29	28	24	4	1	0	2	15
10:30	22	27	22	5	1	1	6	8
10:45	21	29	24	5	0	2	2	7
11:00	17	30	25	5	0	0	3	6
11:15	28	28	24	4	0	0	4	14
11:30	20	29	23	6	1	0	4	8
11:45	21	29	24	6	0	2	2	8
12:00	23	27	21	6	1	4	2	10
12:15	19	26	22	5	0	2	2	11
12:30	28	25	22	4	0	3	2	19
12:45	31	29	25	4	0	1	1	12
13:00	32	28	23	7	1	3	4	14
13:15	28	30	26	4	0	0	1	9
13:30	35	28	24	4	0	0	4	19
13:45	21	32	25	6	1	0	2	9
14:00	26	28	22	6	2	1	5	10
14:15	18	29	25	5	0	0	2	9
14:30	19	31	26	5	0	0	1	7
14:45	19	29	23	6	1	0	7	4
15:00	29	27	22	6	1	4	4	13
15:15	35	29	25	5	0	1	3	14
15:30	24	29	24	6	1	0	4	10
15:45	32	28	23	5	0	2	6	9
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								
Total								
12H(7-19)								
16H(6-22)								
18H(6-24)								
24H(0-24)								
AM Peak	06:45	00:30	00:30	00:30	07:00	06:30	06:45	06:30
	288	40	28	8	7	24	64	108
PM Peak								

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	6		28	4	0	0	0	2
00:15	13	33	27	5	0	0	1	5

00:30	1		23	0	0	0	0	1
00:45	6		25	4	0	0	0	4
01:00	8		24	8	0	0	3	2
01:15	4		29	8	0	0	0	2
01:30	7		22	3	0	0	2	4
01:45	12	29	22	6	0	0	6	3
02:00	8		24	5	0	0	2	3
02:15	6		24	5	0	0	1	3
02:30	4		28	4	0	0	0	1
02:45	8		24	4	0	0	1	4
03:00	8		23	4	0	0	2	3
03:15	8		24	4	0	0	1	4
03:30	9		28	5	0	0	0	4
03:45	7		24	3	0	0	1	3
04:00	9		25	2	0	0	0	5
04:15	16	29	25	4	0	0	2	6
04:30	22	31	26	5	0	0	2	6
04:45	20	26	21	5	0	0	12	4
05:00	47	30	24	7	0	1	15	12
05:15	46	30	24	6	1	1	8	18
05:30	69	32	26	6	0	0	10	22
05:45	99	32	26	6	0	2	13	21
06:00	127	31	27	4	0	0	3	38
06:15	174	29	24	6	1	10	24	57
06:30	225	28	21	6	7	27	53	71
06:45	218	27	21	6	7	31	63	71
07:00	251	28	22	6	10	27	57	77
07:15	268	24	18	6	32	51	85	67
07:30	217	28	22	6	9	23	51	64
07:45	206	27	20	6	18	34	44	69
08:00	188	29	21	7	12	30	37	45
08:15	170	29	23	6	5	12	29	57
08:30	162	27	20	6	7	30	37	49
08:45	126	29	23	6	4	10	23	43
09:00	106	30	24	5	0	2	15	44
09:15	118	28	23	5	1	5	27	47
09:30	113	28	22	6	2	12	24	43
09:45	84	29	23	6	3	6	16	21
10:00	87	27	21	6	4	12	20	31
10:15	93	29	23	5	2	6	17	32
10:30	95	27	21	6	5	6	31	28
10:45	85	29	22	6	4	6	17	25
11:00	91	29	22	7	7	10	17	25
11:15	94	28	23	4	0	3	18	44
11:30	80	29	23	5	3	1	15	34
11:45	88	26	21	5	3	11	21	38
12:00	94	26	20	7	12	19	9	35
12:15	93	25	20	6	11	14	13	42
12:30	115	25	20	6	14	13	18	51
12:45	104	28	22	6	5	13	10	35

13:00	83	26	21	7	5	14	15	33
13:15	96	29	24	5	1	2	13	41
13:30	93	28	24	4	0	0	12	49
13:45	88	29	23	6	3	7	13	31
14:00	115	28	22	5	4	4	32	44
14:15	102	28	22	6	4	6	18	42
14:30	104	30	24	6	4	6	13	34
14:45	114	28	20	6	8	18	37	17
15:00	125	28	21	6	12	12	32	35
15:15	136	30	24	6	3	8	14	49
15:30	102	29	23	6	6	6	16	37
15:45	124	29	23	6	5	9	20	47
16:00								
16:15								
16:30								
16:45								
17:00								
17:15								
17:30								
17:45								
18:00								
18:15								
18:30								
18:45								
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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								
Total								
12H(7-19)								
16H(6-22)								
18H(6-24)								
24H(0-24)								

AM Peak	06:30	00:00	00:00	00:30	07:15	07:15	06:30	06:30
	962	32	26	7	71	138	258	286
PM Peak								

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	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
1	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
13	10	2	0	0	0	0	0	0
22	11	0	1	0	0	0	0	0
40	14	1	0	0	0	0	0	0
41	4	3	1	0	0	0	0	0
40	4	0	0	0	0	0	0	0
15	8	0	0	0	0	0	0	0
49	8	1	0	0	0	0	0	0
11	4	0	0	0	0	0	0	0
37	0	1	0	0	0	0	0	0
19	8	1	0	0	0	0	0	0
26	9	1	0	0	0	0	0	0
35	6	2	0	0	0	0	0	0
20	0	1	0	0	0	0	0	0
24	6	2	0	0	0	0	0	0
20	8	1	0	0	0	0	0	0
22	3	0	0	0	0	0	0	0
11	7	1	0	0	0	0	0	0
18	4	1	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0
21	3	1	0	0	0	0	0	0

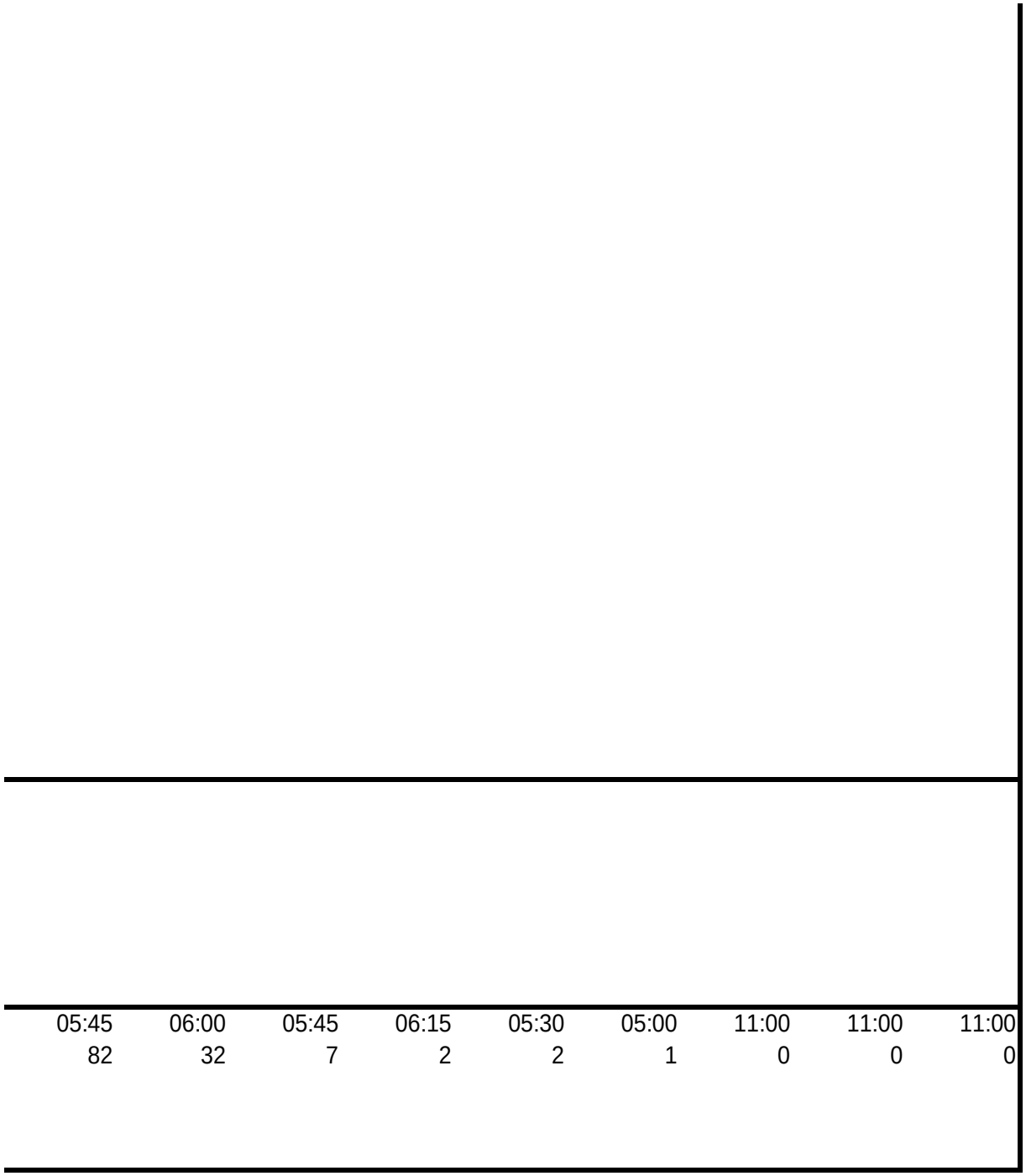
16	3	0	0	0	0	0	0	0
18	5	0	0	0	0	0	0	0
19	5	0	0	0	0	0	0	0
15	4	0	0	0	0	0	0	0
13	7	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
10	3	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
14	1	0	0	0	0	0	0	0
21	3	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0
17	4	0	0	0	0	0	0	0
19	1	0	0	0	0	0	0	0
20	5	0	0	0	0	0	0	0
18	5	0	0	0	0	0	0	0
20	5	0	0	0	0	0	0	0
25	11	0	0	0	0	0	0	0
26	1	0	0	0	0	0	0	0
24	3	0	0	0	0	0	0	0
28	15	2	0	0	0	0	0	0
21	6	1	0	0	0	0	0	0
18	10	0	0	0	0	0	0	0

06:15	05:30	08:15	05:45	11:00	11:00	11:00	11:00	11:00
145	39	6	2	0	0	0	0	0

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
2	2	0	0	0	0	0	0	0
2	2	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	0
0	0	0	1	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	2	1	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
7	5	0	0	0	1	0	0	0
6	3	0	2	0	0	0	0	0

6	5	0	0	1	0	0	0	0
20	4	5	0	0	0	0	0	0
21	8	2	0	0	0	0	0	0
22	9	0	1	1	0	0	0	0
19	4	0	0	0	0	0	0	0
11	11	0	1	0	0	0	0	0
17	5	0	0	0	0	0	0	0
15	3	0	0	0	0	0	0	0
25	5	2	0	0	0	0	0	0
8	4	1	0	0	0	0	0	0
17	11	0	0	0	0	0	0	0
14	7	3	0	0	0	0	0	0
15	3	0	0	0	0	0	0	0
12	2	0	0	0	0	0	0	0
11	5	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
11	3	1	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0
5	2	1	0	0	0	0	0	0
8	2	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0
7	1	0	1	0	0	0	0	0
5	1	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
15	2	0	0	0	0	0	0	0
7	1	1	0	1	0	0	0	0
14	4	0	0	0	0	0	0	0
10	2	0	0	0	0	0	0	0
4	4	1	0	0	0	0	0	0
7	0	1	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0
7	3	1	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0
13	4	0	0	0	0	0	0	0
7	1	0	1	0	0	0	0	0
14	1	0	0	0	0	0	0	0



05:45	06:00	05:45	06:15	05:30	05:00	11:00	11:00	11:00
82	32	7	2	2	1	0	0	0

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
2	2	0	0	0	0	0	0	0
3	3	1	0	0	0	0	0	0

0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	0
1	0	0	1	0	0	0	0	0
1	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0
1	3	1	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0
9	5	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0
12	5	1	0	0	1	0	0	0
11	5	0	2	0	0	0	0	0
19	15	2	0	1	0	0	0	0
42	15	5	1	0	0	0	0	0
61	22	3	0	0	0	0	0	0
63	13	3	2	1	0	0	0	0
59	8	0	0	0	0	0	0	0
26	19	0	1	0	0	0	0	0
66	13	1	0	0	0	0	0	0
26	7	0	0	0	0	0	0	0
62	5	3	0	0	0	0	0	0
27	12	2	0	0	0	0	0	0
43	20	1	0	0	0	0	0	0
49	13	5	0	0	0	0	0	0
35	3	1	0	0	0	0	0	0
36	8	2	0	0	0	0	0	0
31	13	1	0	0	0	0	0	0
34	4	0	0	0	0	0	0	0
23	8	1	0	0	0	0	0	0
29	7	2	0	0	0	0	0	0
16	4	0	0	0	0	0	0	0
30	5	1	0	0	0	0	0	0
21	4	0	0	0	0	0	0	0
27	6	0	0	0	0	0	0	0
24	7	1	0	0	0	0	0	0
23	6	0	0	0	0	0	0	0
17	10	0	0	0	0	0	0	0
13	1	0	1	0	0	0	0	0
15	4	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0
18	1	0	0	0	0	0	0	0
36	5	0	0	0	0	0	0	0

12	1	2	0	1	0	0	0	0
31	8	0	0	0	0	0	0	0
29	3	0	0	0	0	0	0	0
24	9	1	0	0	0	0	0	0
25	5	1	0	0	0	0	0	0
25	6	1	0	0	0	0	0	0
32	14	1	0	0	0	0	0	0
31	2	1	0	0	0	0	0	0
29	5	0	0	0	0	0	0	0
41	19	2	0	0	0	0	0	0
28	7	1	1	0	0	0	0	0
32	11	0	0	0	0	0	0	0

05:45	05:30	05:30	06:15	05:30	05:00	11:00	11:00	11:00
225	65	13	3	2	1	0	0	0

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
Mon 5 Nov								
Tue 6 Nov	5307	28	22	6	231	620	1209	1633
Wed 7 Nov	5462	28	21	6	353	727	1259	1612
Thu 8 Nov	5721	28	21	6	295	697	1305	1776
Fri 9 Nov	5367	29	22	6	239	575	1228	1606
Sat 10 Nov	2900	30	25	5	25	99	360	848
Sun 11 Nov								
5-day Av.	5415	28	21	6	279	645	1229	1647
7-day Av.	4544	29	22	6	204	482	955	1368

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
Mon 5 Nov								
Tue 6 Nov	3029	30	25	6	43	108	425	1028
Wed 7 Nov	3377	30	24	6	42	167	491	1195
Thu 8 Nov	2980	30	25	6	28	95	418	963
Fri 9 Nov	2700	30	25	5	24	77	352	946
Sat 10 Nov	2278	32	26	5	4	12	183	669
Sun 11 Nov								
5-day Av.	3017	30	25	6	33	114	419	1031
7-day Av.	2733	31	25	6	24	84	342	900

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25

Mon 5 Nov								
Tue 6 Nov	8336	29	23	6	274	728	1634	2661
Wed 7 Nov	8839	29	22	6	395	894	1750	2807
Thu 8 Nov	8701	29	23	6	323	792	1723	2739
Fri 9 Nov	8067	29	23	6	263	652	1580	2552
Sat 10 Nov	5178	31	26	5	29	111	543	1517
Sun 11 Nov								
5-day Av.	8432	29	23	6	312	759	1648	2677
7-day Av.	7277	29	23	6	228	566	1297	2268

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
1197	371	40	5	0	0	1	0	0
1139	340	27	5	0	0	0	0	0
1230	367	42	7	1	1	0	0	0
1254	414	44	7	0	0	0	0	0
1093	429	44	1	1	0	0	0	0
1194	375	39	6	0	0	0	0	0
1113	376	40	5	0	0	0	0	0

Vehicle Data Analyser Professional R2 30-11-2018

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
942	403	64	12	3	0	1	0	0
1028	368	70	15	1	0	0	0	0
999	392	69	10	5	1	0	0	0
913	313	56	17	2	0	0	0	0
944	385	66	12	3	0	0	0	0
966	370	67	13	3	0	0	0	0
931	368	67	13	3	0	0	0	0

Vehicle Data Analyser Professional R2 30-11-2018

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65

2139	774	104	17	3	0	2	0	0
2167	708	97	20	1	0	0	0	0
2229	759	111	17	6	2	0	0	0
2167	727	100	24	2	0	0	0	0
2037	814	110	13	4	0	0	0	0
2160	746	106	19	3	0	0	0	0
2044	744	107	18	4	1	0	0	0

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
Mon 12 Nov	5743	28	21	6	345	745	1437	1614
Tue 13 Nov	5634	28	21	6	304	638	1306	1685
Wed 14 Nov	5867	28	21	6	340	618	1371	1773
Thu 15 Nov	5737	29	22	6	317	625	1292	1697
Fri 16 Nov	5687	29	22	6	230	577	1325	1701
Sat 17 Nov	3115	31	25	5	16	89	370	915
Sun 18 Nov	2084	32	26	6	13	50	227	500
5-day Av.	5734	28	21	6	307	641	1346	1694
7-day Av.	4838	29	22	6	224	477	1047	1412

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
Mon 12 Nov	2715	29	24	6	28	122	442	963
Tue 13 Nov	2611	30	24	6	20	110	365	946
Wed 14 Nov	2848	30	25	6	28	106	366	990
Thu 15 Nov	2763	30	25	5	15	97	353	1012
Fri 16 Nov	2727	30	25	5	18	59	340	964
Sat 17 Nov	2289	32	27	5	1	13	167	707
Sun 18 Nov	1792	33	27	5	0	15	106	461
5-day Av.	2733	30	25	6	22	99	373	975
7-day Av.	2535	31	25	6	16	75	306	863

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25

Mon 12 Nov	8458	29	22	6	373	867	1879	2577
Tue 13 Nov	8245	29	22	6	324	748	1671	2631
Wed 14 Nov	8715	29	23	6	368	724	1737	2763
Thu 15 Nov	8500	29	23	6	332	722	1645	2709
Fri 16 Nov	8414	29	23	6	248	636	1665	2665
Sat 17 Nov	5404	31	26	5	17	102	537	1622
Sun 18 Nov	3876	32	27	5	13	65	333	961
5-day Av.	8466	29	22	6	329	739	1719	2669
7-day Av.	7373	29	23	6	239	552	1352	2275

Channel: Nearside (Westbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
1218	346	35	2	0	0	1	0	0
1264	384	45	4	3	1	0	0	0
1295	424	41	4	1	0	0	0	0
1314	433	51	6	2	0	0	0	0
1346	453	44	11	0	0	0	0	0
1156	489	64	14	2	0	0	0	0
819	412	50	12	1	0	0	0	0
1287	408	43	5	1	0	0	0	0
1202	420	47	8	1	0	0	0	0

Vehicle Data Analyser Professional R2 30-11-2018

Channel: Offside (Westbound)

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
847	255	49	5	2	1	1	0	0
799	297	52	19	1	2	0	0	0
896	375	69	11	3	4	0	0	0
905	309	52	18	2	0	0	0	0
909	357	60	14	4	2	0	0	0
892	404	81	16	3	4	1	0	0
751	369	67	22	1	0	0	0	0
871	319	56	13	2	2	0	0	0
857	338	61	15	2	2	0	0	0

Vehicle Data Analyser Professional R2 30-11-2018

Channel: Total Flow (Westboun

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65

2065	601	84	7	2	1	2	0	0
2063	681	97	23	4	3	0	0	0
2191	799	110	15	4	4	0	0	0
2219	742	103	24	4	0	0	0	0
2255	810	104	25	4	2	0	0	0
2048	893	145	30	5	4	1	0	0
1570	781	117	34	2	0	0	0	0
2159	726	100	19	4	2	0	0	0
2059	758	109	23	4	2	0	0	0

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Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
Mon 19 Nov								
Tue 20 Nov								
Wed 21 Nov								
Thu 22 Nov								
Fri 23 Nov								
Sat 24 Nov								
Sun 25 Nov								
5-day Av.								
7-day Av.								

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

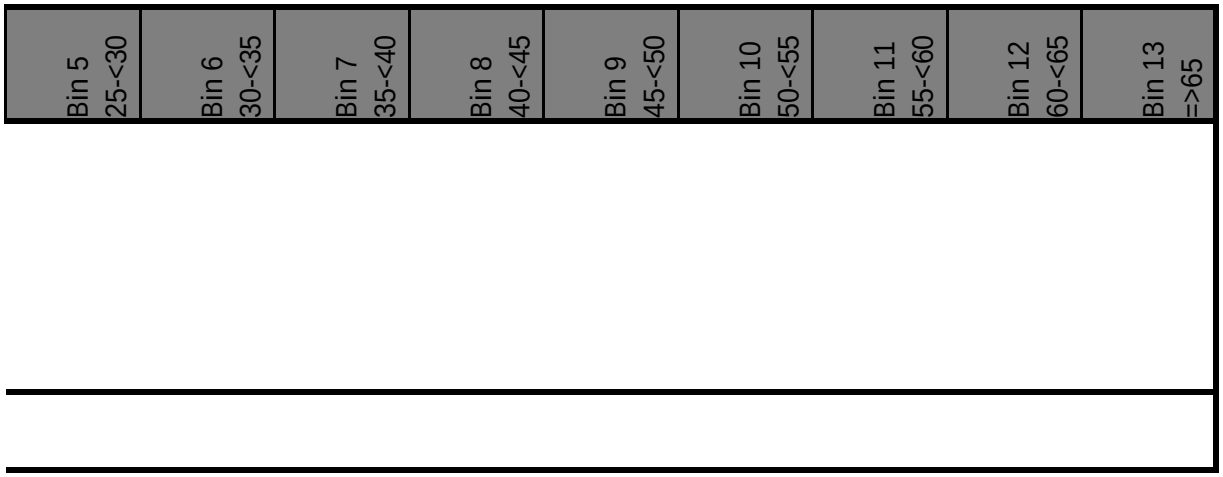
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
Mon 19 Nov								
Tue 20 Nov								
Wed 21 Nov								
Thu 22 Nov								
Fri 23 Nov								
Sat 24 Nov								
Sun 25 Nov								
5-day Av.								
7-day Av.								

Site No. 00085478 Site Ref. ID04231
ATC 8-2
Speed Report (Speed Limit 40 Mph)

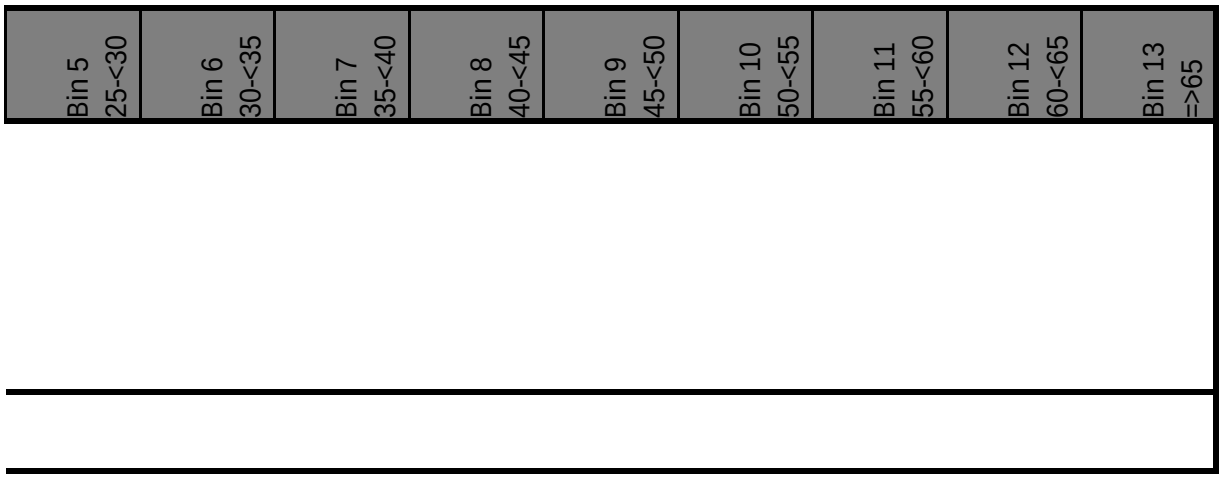
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25

Mon 19 Nov			
Tue 20 Nov			
Wed 21 Nov			
Thu 22 Nov			
Fri 23 Nov			
Sat 24 Nov			
Sun 25 Nov			
5-day Av.			
7-day Av.			

Channel: Nearside (Westbound



Channel: Offside (Westbound)



Channel: Total Flow (Westboun

Vehicle Data Analyser Professional R2 30-11-2018

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Intelligent Data Collection Limited
Radar Speed Ebbsfleet Surveys

Client:	WSP
Project Number:	ID04231
Site Number:	Site 3A
Site Name:	A2260 Ebbsfleet Gateway
Date of Survey:	05.11.2018 - 19.11.2018
Survey Type:	Radar ATC

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A	Rev A		
Date	03.12.2018	07.12.2018		
Prepared by	Conor Lenehan	Matthew Mills		
Signature				
Checked by	Luke Martin	Luke Martin		
Signature				
Project Director	Paul O'Neill	Paul O'Neill		
Signature				
Project number	ID04231	ID04231		
File Ref	ID04231 Ebbsfleet - Radar ATC - Site 3A	ID04231 Ebbsfleet - Radar ATC - Site 3A Rev B		

Issue Sheet

Issued to	Date			
	05.12.2018			
Charles Edmonds	E-mail			

Contents Page

Location Plan
Volume 05-11-2018
Volume 12-11-2018
Volume 19-11-2018
Length 05 11 2018
Length 06 11 2018
Length 07 11 2018
Length 08 11 2018
Length 09 11 2018
Length 10 11 2018
Length 11 11 2018
Length 12 11 2018
Length 13 11 2018
Length 14 11 2018
Length 15 11 2018
Length 16 11 2018
Length 17 11 2018
Length 18 11 2018
Length 19 11 2018
Speed 05 11 2018
Speed 06 11 2018
Speed 07 11 2018
Speed 08 11 2018
Speed 09 11 2018
Speed 10 11 2018
Speed 11 11 2018
Speed 12 11 2018
Speed 13 11 2018
Speed 14 11 2018
Speed 15 11 2018
Speed 16 11 2018
Speed 17 11 2018
Speed 18 11 2018
Speed 19 11 2018
7 Day Speed 05-11-2018
7 Day Speed 12-11-2018
7 Day Speed 19-11-2018

Intelligent Data Collection Limited

Client:	WSP
Project Number:	ID04231
Site Number:	Site 3A
Site Name:	A2260 Ebbsfleet Gateway
Date of Survey:	05.11.2018 - 19.11.2018
Survey Type:	Radar ATC

X Coordinate	Y Coordinate	Google Maps Link
51.43957	0.324724	Click Here

Site Layout

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Site No. 00042313 Site Ref. ID04231
Site 3A
Vehicle Count Report Week Begin: 05 November 2018 Channel: South-wes

	Mon Nov 05	Tue Nov 06	Wed Nov 07	Thu Nov 08	Fri Nov 09	Sat Nov 10	Sun Nov 11	5-Day Av
00:00		15	10	33	18	22	18	19
00:15		8	17	22	16	35	33	16
00:30		12	16	18	27	18	9	18
00:45		10	13	13	11	24	16	12
01:00		6	11	8	8	6	11	8
01:15		9	5	6	11	2	3	8
01:30		6	5	6	11	2	12	7
01:45		5	13	8	8	5	6	9
02:00		4	6	14	10	10	3	9
02:15		8	6	2	4	7	8	5
02:30		12	6	3	8	6	9	7
02:45		3	3	4	5	7	6	4
03:00		11	11	5	8	3	9	9
03:15		7	10	11	9	12	4	9
03:30		15	6	6	11	5	1	10
03:45		10	14	7	9	3	1	10
04:00		19	15	11	12	10	3	14
04:15		13	19	18	16	8	8	17
04:30		24	10	14	11	10	8	15
04:45		26	23	32	24	12	13	26
05:00		35	41	33	39	16	5	37
05:15		54	55	71	57	19	9	59
05:30		83	67	67	77	27	18	74
05:45		95	102	98	80	38	11	94
06:00		110	113	121	89	36	16	108
06:15		146	133	152	131	46	23	141
06:30		186	216	198	127	40	17	182
06:45		210	207	188	171	48	24	194
07:00		223	246	263	189	45	22	230
07:15		214	272	257	189	55	22	233
07:30		246	269	267	187	53	32	242
07:45		226	229	222	190	50	21	217
08:00		197	250	213	169	60	20	207
08:15		186	185	173	176	73	30	180
08:30		157	168	161	162	88	33	162
08:45		136	149	148	122	72	42	139
09:00		134	154	128	119	84	34	134
09:15		128	116	112	128	81		121
09:30		118	122	111	98	96		112
09:45		135	164	119	122	101	65	135
10:00		92	115	122	97	76	56	107

10:15		118	120	91	126	89	78	114
10:30		102	112	136	110	86	81	115
10:45		102	116	117	120	84	81	114
11:00		101	107	105	99	89	71	103
11:15		114	94	130	120	114	76	115
11:30		103	131	94	117	111	96	111
11:45		105	137	137	111	111	93	123
12:00		113	118	129	110	113	88	118
12:15		140	126	130	114	117	82	128
12:30		123	127	112	154	103	107	129
12:45		118	138	135	137	102	97	132
13:00		119	143	126	132	111	104	130
13:15		119	132	142	135	91	83	132
13:30		154	141	122	145	98	124	141
13:45		108	121	137	149	101	88	129
14:00		153	119	117	138	91	66	132
14:15		153	147	150	167	123	92	154
14:30		178	175	179	176	103	98	177
14:45		178	151	176	165	113	93	168
15:00		176	185	172	179	109	77	178
15:15		140	169	200	164	117	99	168
15:30		173	166	161	169	102	73	167
15:45		198	171	200	207	93	107	194
16:00	168	208	200	219	210	80	96	201
16:15	216	204	208	218	207	110	99	211
16:30	199	225	232	209	193	108	76	212
16:45	211	220	223	202	222	105	69	216
17:00	240	272	290	265	224	254	83	258
17:15	199	273	241	267	279	158	73	252
17:30	235	242	275	301	291	129	91	269
17:45	193	258	206	203	202	110	104	212
18:00	257	286	245	282	281	106	65	270
18:15	162	178	182	196	155	90	60	175
18:30	194	214	176	212	210	93	80	201
18:45	137	204	219	198	171	90	92	186
19:00	135	142	137	165	160	66	62	148
19:15	102	151	126	181	191	48	110	150
19:30	113	97	186	119	92	55	77	121
19:45	98	85	104	98	112	56	131	99
20:00	80	59	92	77	69	48	69	75
20:15	84	112	95	119	94	69	47	101
20:30	58	79	69	81	56	52	51	69
20:45	52	50	102	101	51	43	37	71
21:00	44	36	67	53	71	30	42	54
21:15	42	72	80	63	66	37	28	65
21:30	37	44	44	98	49	34	30	54
21:45	44	55	63	60	63	40	28	57
22:00	39	42	46	83	41	29	20	50
22:15	40	38	31	76	45	38	25	46
22:30	39	73	61	74	49	41	44	59

22:45	29	45	32	77	38	35	28	44
23:00	23	59	31	54	39	22	17	41
23:15	25	64	34	88	40	28	17	50
23:30	9	38	37	39	45	33	19	34
23:45	12	24	22	28	31	32	13	23
Total								
12H(7-19)		8064	8282	8266	7837	4738		8050
16H(6-22)		9698	10116	10140	9429	5486		9739
18H(6-24)		10081	10410	10659	9757	5744		10087
24H(0-24)		10571	10894	11169	10247	6051		10581
AM Peak		07:00	07:15	07:00	07:00	11:00		07:00
		909	1020	1009	755	425		922
PM Peak		17:15	16:45	17:15	17:15	17:00	12:45	17:15
		1059	1029	1053	1053	651	408	1003

tbound

7-Day Av
19
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8679
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)6-12-2018

Site No. 00042313 Site Ref. ID04231
Site 3A
Vehicle Count Report Week Begin: 12 November 2018 Channel: South-wes

	Mon Nov 12	Tue Nov 13	Wed Nov 14	Thu Nov 15	Fri Nov 16	Sat Nov 17	Sun Nov 18	5-Day Av
00:00	10	14	7	22		428	22	13
00:15	11	13	28	29		0	36	20
00:30	7	12	17	18		0	30	14
00:45	7	18	10	20		0	9	14
01:00	1	9	6	8		0	14	6
01:15	2	2	9	5		0	12	5
01:30	5	6	6	6		0	6	6
01:45	2	6	6	1		0	11	4
02:00	3	7	6	10		0	5	7
02:15	7	2	7	4		0	5	5
02:30	5	7	8	7		0	5	7
02:45	8	8	6	5		0	4	7
03:00	8	3	14	8		0	6	8
03:15	9	9	6	10		0	2	9
03:30	7	11	8	14		0	3	10
03:45	10	14	15	9		0	6	12
04:00	12	13	11	12		0	7	12
04:15	18	18	22	14		0	6	18
04:30	20	15	17	13		0	6	16
04:45	19	17	24	25		0	8	21
05:00	46	39	38	39		0	10	41
05:15	51	68	55	66		0	11	60
05:30	69	84	79	82		0	18	79
05:45	97	100	86	97		0	19	95
06:00	200	117	126	147		0	13	148
06:15	289	141	160	139		0	19	182
06:30	254	180	169	186		0	17	197
06:45	235	191	212	236		0	20	219
07:00	258	235	241	257		0	24	248
07:15	308	279	209	240		0	22	259
07:30	270	223	216	196		0	23	226
07:45	247	204	189	215		0	36	214
08:00	213	212	194	197		0	28	204
08:15	188	202	213	203		0	31	202
08:30	143	160	208	142		0	44	163
08:45	117	118	199	155		0	65	147
09:00	83	138	194	128		0	53	136
09:15	122	126	185	100		0	56	133
09:30	105	137	144	132		0	80	130
09:45	103	84	128	117		0	68	108
10:00	116	110	116	124		0	59	117

10:15	94	85	113	120	0	66	103
10:30	121	118	95	122	0	79	114
10:45	125	108	116	107	0	99	114
11:00	104	95	106	131	0	78	109
11:15	128	97	112	139	0	70	119
11:30	102	131	98	122	0	117	113
11:45	121	101	131	110	0	94	116
12:00	97	123	137	108	0	111	116
12:15	116	100	111	110	0	116	109
12:30	117	104	127	161	0	100	127
12:45	110	65	133	105	0	121	103
13:00	121	113	132	146	0	110	128
13:15	136	124	132	130	0	99	131
13:30	132	99	166	131	0	112	132
13:45	130	127	134	121	0	97	128
14:00	137	171	140	129	0	102	144
14:15	144	152	134	149	0	94	145
14:30	177	143	162	175	0	108	164
14:45	167	166	205	165	0	89	176
15:00	160	192	176	169	0	85	174
15:15	140	172	157	159	0	88	157
15:30	159	169	194	167	0	122	172
15:45	178	171	191	186	0	127	182
16:00	172	160	231	214	0	119	194
16:15	193	200	185	222	0	104	200
16:30	204	234	213	244	0	85	224
16:45	203	219	215	211	0	99	212
17:00	250	262	233	228	0	87	243
17:15	232	245	243	267	0	102	247
17:30	260	281	305	294	0	109	285
17:45	146	230	197	223	0	116	199
18:00	329	248	224	288	0	82	272
18:15	191	185	185	168	0	86	182
18:30	136	207	274	178	0	87	199
18:45	203	170	196	245	0	81	204
19:00	105	120	137	145	0	60	127
19:15	143	179	147	151	0	73	155
19:30	103	121	141	119	0	91	121
19:45	105	95	123	107	0	63	108
20:00	92	78	99	70	0	55	85
20:15	62	96	144	123	0	40	106
20:30	50	59	84	96	0	42	72
20:45	53	56	57	64	0	34	58
21:00	83	52	64	57	0	31	64
21:15	43	72	58	58	0	23	58
21:30	46	41	56	67	0	26	53
21:45	43	47	54	61	0	26	51
22:00	39	27	40	41	0	30	37
22:15	43	54	51	43	0	26	48
22:30	36	31	45	68	0	24	45

22:45	41	40	34	56	0	22	43
23:00	24	23	27	46	0	14	30
23:15	24	33	43	48	0	15	37
23:30	21	36	31	49	0	16	34
23:45	23	28	29	45	0	8	31
Total							
12H(7-19)	7808	7795	8339	8150	0	4030	8023
16H(6-22)	9714	9440	10170	9976	0	4663	9825
18H(6-24)	9965	9712	10470	10372	0	4818	10130
24H(0-24)	10399	10207	10961	10896	428	5079	10616
AM Peak	07:00	07:00	06:45	06:45	00:00	10:45	06:45
	1083	941	878	929	428	364	952
PM Peak	17:15	17:00	16:45	17:15	23:00	15:30	17:15
	967	1018	996	1072	0	472	1003

tbound

7-Day Av
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	6306
	7684
	7924
	8369
	06:45
	692
	17:15
	775

)6-12-2018

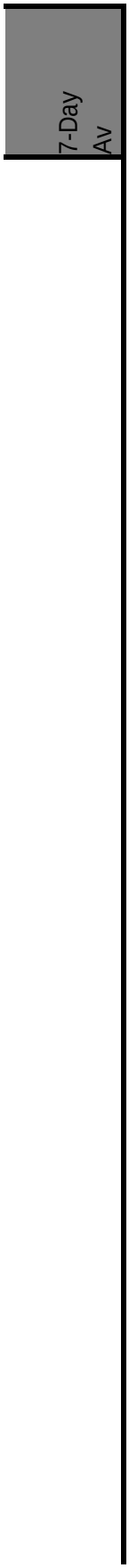
Site No. 00042313 Site Ref. ID04231
Site 3A
Vehicle Count Report Week Begin: 19 November 2018 Channel: South-wes

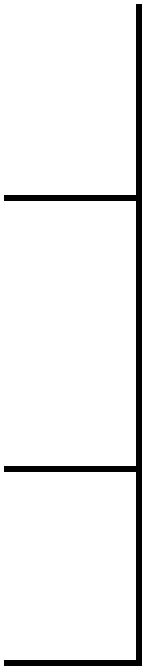
	Mon Nov 19	Tue Nov 20	Wed Nov 21	Thu Nov 22	Fri Nov 23	Sat Nov 24	Sun Nov 25	5-Day Av
00:00	10							10
00:15	8							8
00:30	0							0
00:45	6							6
01:00	5							5
01:15	5							5
01:30	5							5
01:45	8							8
02:00	6							6
02:15	5							5
02:30	4							4
02:45	5							5
03:00	7							7
03:15	8							8
03:30	9							9
03:45	11							11
04:00	8							8
04:15	14							14
04:30	16							16
04:45	21							21
05:00	49							49
05:15	52							52
05:30	70							70
05:45	91							91
06:00	129							129
06:15	160							160
06:30	203							203
06:45	205							205
07:00	238							238
07:15	285							285
07:30	222							222
07:45	212							212
08:00	218							218
08:15	192							192
08:30	166							166
08:45	146							146
09:00	107							107
09:15	131							131
09:30	128							128
09:45	106							106
10:00	101							101

10:15	100		100
10:30	112		112
10:45	90		90
11:00	117		117
11:15	120		120
11:30	110		110
11:45	113		113
12:00	116		116
12:15	146		146
12:30	136		136
12:45	118		118
13:00	105		105
13:15	130		130
13:30	116		116
13:45	127		127
14:00	139		139
14:15	157		157
14:30	148		148
14:45	160		160
15:00	163		163
15:15	149		149
15:30	162		162
15:45	172		172
16:00	197		197
16:15			
16:30			
16:45	191		191
17:00	217		217
17:15	234		234
17:30	253		253
17:45	196		196
18:00	255		255
18:15	156		156
18:30	199		199
18:45	143		143
19:00	142		142
19:15	119		119
19:30	118		118
19:45	83		83
20:00	80		80
20:15	87		87
20:30	52		52
20:45	63		63
21:00	33		33
21:15	47		47
21:30	39		39
21:45	37		37
22:00	60		60
22:15	31		31
22:30	54		54

22:45	38		38
23:00	26		26
23:15	31		31
23:30	23		23
23:45	21		21
Total			
12H(7-19)			
16H(6-22)			
18H(6-24)			
24H(0-24)			
AM Peak	07:00		07:00
	957		957
PM Peak			

tbound





)6-12-2018

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00							
00:15							
00:30							
00:45							
01:00							
01:15							
01:30							
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14:00							
14:15							
14:30							
14:45							
15:00							
15:15							
15:30							
15:45							
16:00	168	14	139	7	1	3	4
16:15	216	19	177	3	1	5	11
16:30	199	25	165	1	0	1	7
16:45	211	11	181	6	0	1	12
17:00	240	29	190	5	3	3	10
17:15	199	18	170	2	1	2	6
17:30	235	12	209	3	1	1	9
17:45	193	24	154	5	1	2	7
18:00	257	14	232	3	0	3	5
18:15	162	14	131	4	1	4	8
18:30	194	18	169	1	0	1	5
18:45	137	10	120	4	0	1	2
19:00	135	12	111	2	0	0	10
19:15	102	3	86	0	2	5	6
19:30	113	10	89	3	0	3	8
19:45	98	5	84	3	0	2	4
20:00	80	7	64	1	0	2	6
20:15	84	5	74	0	0	2	3
20:30	58	2	46	3	0	0	7
20:45	52	3	43	0	0	1	5
21:00	44	0	33	1	0	3	7
21:15	42	2	38	1	0	0	1
21:30	37	0	32	0	0	0	5
21:45	44	5	36	0	0	2	1
22:00	39	0	35	0	0	1	3
22:15	40	2	35	1	0	0	2
22:30	39	4	27	0	1	1	6

22:45	29	1	23	0	0	0	5
23:00	23	0	17	0	0	1	5
23:15	25	0	19	1	0	1	4
23:30	9	0	7	0	0	0	2
23:45	12	0	9	0	0	0	3
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)							
AM Peak PM Peak							

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	15	1	12	1	1	0	0
00:15	8	0	4	0	0	0	4
00:30	12	0	7	0	1	0	4
00:45	10	0	5	0	0	0	5
01:00	6	0	3	0	0	1	2
01:15	9	0	6	0	0	0	3
01:30	6	0	1	0	0	0	5
01:45	5	0	2	0	0	0	3
02:00	4	0	2	0	0	0	2
02:15	8	0	2	0	0	0	6
02:30	12	2	7	0	0	0	3
02:45	3	0	2	0	0	0	1
03:00	11	0	5	0	0	0	6
03:15	7	0	5	0	0	0	2
03:30	15	0	9	2	0	0	4
03:45	10	0	5	0	1	1	3
04:00	19	1	8	0	0	0	10
04:15	13	0	2	0	0	2	9
04:30	24	0	11	3	0	1	9
04:45	26	1	15	0	0	1	9
05:00	35	1	20	1	0	0	13
05:15	54	0	29	3	1	7	14
05:30	83	5	54	5	0	3	16
05:45	95	7	63	5	0	8	12
06:00	110	4	85	9	0	3	9
06:15	146	14	96	5	2	9	20
06:30	186	16	136	5	3	14	12
06:45	210	19	151	4	0	21	15
07:00	223	21	165	4	0	13	20
07:15	214	19	164	5	3	14	9
07:30	246	24	187	7	2	14	12
07:45	226	20	165	5	2	13	21
08:00	197	13	154	9	1	7	13
08:15	186	19	140	4	2	6	15
08:30	157	14	113	7	2	7	14
08:45	136	13	92	7	4	4	16
09:00	134	13	81	6	3	11	20
09:15	128	12	80	7	1	11	17
09:30	118	17	71	7	3	7	13
09:45	135	11	92	10	0	12	10
10:00	92	12	52	5	1	11	11

10:15	118	13	78	2	3	11	11
10:30	102	10	67	3	0	5	17
10:45	102	12	62	6	4	5	13
11:00	101	11	65	5	1	8	11
11:15	114	8	69	4	5	7	21
11:30	103	8	64	4	2	7	18
11:45	105	7	75	3	0	6	14
12:00	113	19	68	4	1	8	13
12:15	140	15	92	6	1	7	19
12:30	123	12	75	3	3	9	21
12:45	118	8	69	9	2	13	17
13:00	119	13	65	4	1	11	25
13:15	119	12	82	3	2	8	12
13:30	154	16	106	7	0	14	11
13:45	108	15	70	3	1	9	10
14:00	153	19	95	2	1	15	21
14:15	153	14	115	6	1	11	6
14:30	178	24	126	5	0	8	15
14:45	178	17	128	7	0	6	20
15:00	176	12	129	5	1	13	16
15:15	140	12	102	6	2	11	7
15:30	173	11	137	8	2	10	5
15:45	198	11	172	7	0	2	6
16:00	208	20	168	5	0	8	7
16:15	204	16	164	9	0	6	9
16:30	225	15	194	8	0	3	5
16:45	220	18	192	2	0	2	6
17:00	272	26	232	6	1	0	7
17:15	273	29	220	4	1	4	15
17:30	242	13	217	4	0	2	6
17:45	258	33	205	2	1	4	13
18:00	286	38	239	1	1	0	7
18:15	178	16	153	1	0	1	7
18:30	214	34	167	3	1	2	7
18:45	204	21	173	1	1	3	5
19:00	142	11	121	1	0	3	6
19:15	151	11	128	2	0	1	9
19:30	97	3	81	2	0	3	8
19:45	85	13	62	2	0	0	8
20:00	59	2	53	0	0	1	3
20:15	112	16	89	1	0	0	6
20:30	79	3	69	1	0	1	5
20:45	50	2	40	0	0	2	6
21:00	36	2	24	0	1	2	7
21:15	72	3	64	1	0	0	4
21:30	44	2	36	1	0	0	5
21:45	55	0	49	0	1	2	3
22:00	42	0	35	2	0	0	5
22:15	38	1	31	1	0	0	5
22:30	73	4	64	1	0	0	4

22:45	45	5	33	2	0	0	5
23:00	59	4	49	1	1	0	4
23:15	64	5	56	0	0	0	3
23:30	38	1	35	0	0	0	2
23:45	24	2	19	0	0	0	3
Total							
12H(7-19)	8064	786	5991	241	63	369	614
16H(6-22)	9698	907	7275	275	70	431	740
18H(6-24)	10081	929	7597	282	71	431	771
24H(0-24)	10571	947	7876	302	75	455	916
AM Peak	07:00	07:00	07:00	09:00	10:45	06:45	08:30
	909	84	681	30	12	62	67
PM Peak	17:15	17:45	17:15	15:45	12:30	13:30	12:15
	1059	121	881	29	8	49	82

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	10	0	9	0	0	0	1
00:15	17	0	15	0	0	0	2
00:30	16	1	10	0	0	0	5
00:45	13	0	7	0	0	0	6
01:00	11	0	9	0	0	0	2
01:15	5	0	4	0	0	0	1
01:30	5	1	2	0	0	0	2
01:45	13	0	8	2	0	0	3
02:00	6	0	2	0	0	0	4
02:15	6	0	3	0	0	0	3
02:30	6	0	3	0	0	0	3
02:45	3	0	2	0	0	0	1
03:00	11	1	4	0	1	1	4
03:15	10	1	4	0	0	0	5
03:30	6	0	5	0	0	0	1
03:45	14	0	5	1	0	0	8
04:00	15	0	5	0	0	0	10
04:15	19	0	5	0	0	1	13
04:30	10	0	4	0	0	2	4
04:45	23	0	11	0	0	1	11
05:00	41	2	19	1	2	3	14
05:15	55	1	36	1	0	7	10
05:30	67	5	50	4	0	2	6
05:45	102	3	84	3	0	3	9
06:00	113	5	84	6	3	5	10
06:15	133	10	87	9	3	10	14
06:30	216	15	161	3	2	13	22
06:45	207	20	157	9	2	12	7
07:00	246	25	186	4	2	13	16
07:15	272	26	216	5	3	11	11
07:30	269	30	206	4	2	17	10
07:45	229	19	178	9	4	12	7
08:00	250	22	189	10	3	11	15
08:15	185	25	132	3	5	12	8
08:30	168	9	131	5	2	11	10
08:45	149	10	107	5	1	9	17
09:00	154	14	101	8	2	12	17
09:15	116	8	91	5	0	5	7
09:30	122	10	80	5	3	9	15
09:45	164	15	105	5	3	14	22
10:00	115	9	82	5	1	2	16

10:15	120	15	75	8	2	6	14
10:30	112	10	75	4	2	9	12
10:45	116	5	81	3	1	11	15
11:00	107	9	67	2	1	11	17
11:15	94	14	58	4	1	8	9
11:30	131	12	82	7	1	8	21
11:45	137	14	88	2	1	15	17
12:00	118	13	74	6	2	9	14
12:15	126	8	86	5	1	10	16
12:30	127	12	86	3	4	8	14
12:45	138	18	91	5	4	7	13
13:00	143	13	88	9	1	14	18
13:15	132	14	84	3	0	16	15
13:30	141	23	89	2	1	12	14
13:45	121	13	79	7	2	13	7
14:00	119	8	87	4	3	8	9
14:15	147	20	98	4	5	7	13
14:30	175	21	136	3	1	6	8
14:45	151	13	119	2	0	10	7
15:00	185	17	135	5	0	7	21
15:15	169	20	119	5	1	8	16
15:30	166	15	122	5	2	7	15
15:45	171	18	136	4	0	4	9
16:00	200	18	165	7	1	4	5
16:15	208	14	170	11	1	2	10
16:30	232	31	192	2	1	2	4
16:45	223	21	189	7	2	1	3
17:00	290	39	235	2	3	3	8
17:15	241	19	208	1	0	2	11
17:30	275	40	216	7	2	2	8
17:45	206	24	172	2	0	3	5
18:00	245	15	220	2	1	1	6
18:15	182	8	167	0	0	2	5
18:30	176	16	152	1	0	2	5
18:45	219	26	184	2	0	2	5
19:00	137	13	117	0	0	3	4
19:15	126	4	112	2	0	1	7
19:30	186	16	157	2	1	5	5
19:45	104	3	92	3	0	2	4
20:00	92	5	78	3	0	3	3
20:15	95	5	85	0	1	2	2
20:30	69	7	57	0	0	2	3
20:45	102	8	87	0	0	3	4
21:00	67	1	52	3	0	3	8
21:15	80	7	69	1	0	1	2
21:30	44	1	40	0	0	1	2
21:45	63	3	53	1	0	2	4
22:00	46	0	39	2	0	3	2
22:15	31	0	29	0	0	2	0
22:30	61	3	51	0	0	1	6

22:45	32	1	28	1	0	1	1
23:00	31	1	24	1	0	0	5
23:15	34	0	32	0	0	0	2
23:30	37	0	32	2	0	0	3
23:45	22	1	17	0	0	0	4
Total							
12H(7-19)	8282	818	6229	219	78	378	560
16H(6-22)	10116	941	7717	261	90	446	661
18H(6-24)	10410	947	7969	267	90	453	684
24H(0-24)	10894	962	8275	279	93	473	812
AM Peak	07:15	06:45	07:15	07:15	07:45	07:00	09:30
	1020	101	789	28	14	53	67
PM Peak	16:45	17:00	16:45	16:00	13:45	13:00	15:00
	1029	122	848	27	11	55	61

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	33	7	19	1	0	0	6
00:15	22	3	19	0	0	0	0
00:30	18	1	11	0	0	0	6
00:45	13	0	8	0	0	0	5
01:00	8	1	2	0	0	2	3
01:15	6	1	4	0	0	0	1
01:30	6	0	2	1	0	0	3
01:45	8	0	5	1	0	0	2
02:00	14	0	6	1	0	0	7
02:15	2	0	1	0	0	1	0
02:30	3	0	3	0	0	0	0
02:45	4	0	1	0	0	1	2
03:00	5	0	3	0	0	0	2
03:15	11	0	3	0	0	1	7
03:30	6	0	3	0	0	0	3
03:45	7	0	3	0	0	0	4
04:00	11	0	8	0	0	0	3
04:15	18	0	7	0	0	2	9
04:30	14	0	5	0	0	1	8
04:45	32	3	13	0	1	0	15
05:00	33	2	21	2	0	1	7
05:15	71	4	46	4	0	2	15
05:30	67	1	49	4	2	2	9
05:45	98	9	55	5	1	13	15
06:00	121	4	92	3	3	8	11
06:15	152	2	104	10	3	13	20
06:30	198	15	146	8	2	14	13
06:45	188	19	130	8	2	11	18
07:00	263	23	197	7	2	11	23
07:15	257	26	180	8	2	18	23
07:30	267	22	207	10	2	11	15
07:45	222	21	164	7	4	14	12
08:00	213	23	161	4	0	13	12
08:15	173	14	133	6	3	10	7
08:30	161	25	105	6	0	10	15
08:45	148	24	97	6	1	2	18
09:00	128	17	83	7	1	9	11
09:15	112	13	80	3	2	5	9
09:30	111	11	66	6	1	9	18
09:45	119	13	80	5	0	6	15
10:00	122	9	77	7	0	17	12

10:15	91	6	57	3	1	8	16
10:30	136	11	90	8	2	8	17
10:45	117	14	72	8	2	8	13
11:00	105	8	62	3	3	7	22
11:15	130	12	88	2	5	13	10
11:30	94	7	65	4	0	8	10
11:45	137	17	85	3	3	5	24
12:00	129	10	81	4	1	12	21
12:15	130	14	89	2	2	7	16
12:30	112	9	79	3	0	6	15
12:45	135	13	88	5	0	13	16
13:00	126	16	79	2	2	10	17
13:15	142	10	100	3	3	9	17
13:30	122	12	77	8	0	6	19
13:45	137	16	96	2	0	14	9
14:00	117	12	79	3	1	9	13
14:15	150	12	108	5	3	7	15
14:30	179	26	124	6	2	8	13
14:45	176	15	134	4	2	6	15
15:00	172	10	122	7	4	8	21
15:15	200	23	151	3	1	13	9
15:30	161	16	116	4	1	9	15
15:45	200	13	170	4	4	3	6
16:00	219	21	172	7	3	6	10
16:15	218	20	185	2	0	4	7
16:30	209	21	170	8	0	3	7
16:45	202	18	163	7	1	0	13
17:00	265	20	234	4	0	1	6
17:15	267	34	217	1	0	7	8
17:30	301	26	254	11	1	2	7
17:45	203	16	179	2	0	2	4
18:00	282	46	217	3	2	4	10
18:15	196	22	163	5	1	1	4
18:30	212	32	166	6	0	1	7
18:45	198	23	164	0	3	1	7
19:00	165	15	139	4	0	1	6
19:15	181	13	150	7	1	3	7
19:30	119	8	98	2	0	2	9
19:45	98	7	84	3	1	0	3
20:00	77	2	71	0	0	3	1
20:15	119	8	100	2	1	2	6
20:30	81	6	70	1	1	0	3
20:45	101	10	82	1	0	1	7
21:00	53	8	38	0	1	1	5
21:15	63	4	51	2	0	1	5
21:30	98	5	85	2	0	2	4
21:45	60	1	55	0	1	2	1
22:00	83	3	76	1	0	0	3
22:15	76	3	69	0	0	0	4
22:30	74	8	62	2	0	0	2

22:45	77	0	74	2	0	0	1
23:00	54	1	48	1	0	0	4
23:15	88	8	74	0	0	0	6
23:30	39	2	33	0	0	0	4
23:45	28	0	26	0	0	0	2
Total							
12H(7-19)	8266	842	6126	234	71	364	629
16H(6-22)	10140	969	7621	287	87	428	748
18H(6-24)	10659	994	8083	293	87	428	774
24H(0-24)	11169	1026	8380	312	91	454	906
AM Peak	07:00	07:15	07:00	06:45	10:30	07:15	06:45
	1009	92	748	33	12	56	79
PM Peak	17:15	18:00	17:00	16:00	14:15	13:00	12:45
	1053	123	884	24	11	39	69

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	18	1	14	1	0	0	2
00:15	16	0	16	0	0	0	0
00:30	27	0	22	0	0	0	5
00:45	11	0	8	0	0	0	3
01:00	8	0	6	0	0	0	2
01:15	11	2	7	1	0	0	1
01:30	11	0	8	0	0	1	2
01:45	8	1	2	0	1	1	3
02:00	10	0	3	2	0	0	5
02:15	4	0	1	0	0	0	3
02:30	8	0	4	1	0	0	3
02:45	5	0	5	0	0	0	0
03:00	8	0	2	2	0	0	4
03:15	9	1	3	0	0	0	5
03:30	11	0	8	0	0	1	2
03:45	9	0	2	1	0	0	6
04:00	12	0	4	0	0	0	8
04:15	16	0	1	0	1	1	13
04:30	11	0	7	0	0	0	4
04:45	24	0	13	0	0	2	9
05:00	39	1	20	3	1	1	13
05:15	57	5	37	0	1	2	12
05:30	77	5	46	4	2	4	16
05:45	80	6	53	3	0	8	10
06:00	89	13	48	5	2	7	14
06:15	131	12	91	11	2	6	9
06:30	127	14	78	1	3	19	12
06:45	171	13	134	6	2	7	9
07:00	189	23	137	3	1	11	14
07:15	189	14	140	3	1	11	20
07:30	187	24	127	7	2	15	12
07:45	190	29	132	6	4	8	11
08:00	169	17	127	6	2	7	10
08:15	176	11	120	13	4	15	13
08:30	162	17	114	10	2	9	10
08:45	122	19	76	4	1	5	17
09:00	119	10	82	3	1	12	11
09:15	128	13	86	8	1	12	8
09:30	98	8	63	3	3	9	12
09:45	122	6	67	6	3	13	27
10:00	97	9	55	8	2	11	12

10:15	126	15	85	6	1	9	10
10:30	110	6	62	4	3	14	21
10:45	120	12	78	3	1	10	16
11:00	99	8	65	2	1	8	15
11:15	120	9	69	9	1	13	19
11:30	117	8	77	6	0	8	18
11:45	111	10	75	5	2	5	14
12:00	110	8	74	3	3	10	12
12:15	114	7	81	4	1	8	13
12:30	154	10	103	9	2	12	18
12:45	137	9	91	3	4	14	16
13:00	132	13	85	3	0	18	13
13:15	135	13	95	7	3	5	12
13:30	145	15	105	3	0	11	11
13:45	149	13	103	9	3	8	13
14:00	138	21	96	3	1	13	4
14:15	167	18	124	3	2	11	9
14:30	176	22	118	7	1	18	10
14:45	165	13	132	6	0	6	8
15:00	179	10	139	5	1	8	16
15:15	164	11	126	7	0	9	11
15:30	169	10	138	3	1	9	8
15:45	207	23	159	7	2	5	11
16:00	210	28	170	5	1	2	4
16:15	207	21	169	4	1	3	9
16:30	193	14	169	4	1	1	4
16:45	222	14	193	7	2	1	5
17:00	224	27	189	3	3	2	0
17:15	279	32	230	2	2	3	10
17:30	291	20	258	3	2	1	7
17:45	202	16	175	2	1	2	6
18:00	281	37	222	3	2	6	11
18:15	155	17	129	3	0	1	5
18:30	210	38	167	2	1	0	2
18:45	171	18	145	2	0	3	3
19:00	160	14	128	4	1	2	11
19:15	191	18	155	3	1	2	12
19:30	92	10	75	1	0	3	3
19:45	112	11	94	2	0	1	4
20:00	69	3	63	0	0	3	0
20:15	94	3	87	1	0	0	3
20:30	56	1	51	1	0	1	2
20:45	51	2	43	1	0	1	4
21:00	71	2	63	0	0	2	4
21:15	66	0	61	0	0	1	4
21:30	49	2	44	0	0	0	3
21:45	63	4	54	1	0	2	2
22:00	41	0	39	0	0	1	1
22:15	45	1	43	0	0	0	1
22:30	49	1	41	0	1	1	5

22:45	38	1	32	2	0	1	2
23:00	39	2	31	0	1	2	3
23:15	40	0	40	0	0	0	0
23:30	45	2	41	0	0	0	2
23:45	31	1	28	0	0	0	2
Total							
12H(7-19)	7837	766	5822	237	76	395	541
16H(6-22)	9429	888	7091	274	87	452	637
18H(6-24)	9757	896	7386	276	89	457	653
24H(0-24)	10247	918	7678	294	95	478	784
AM Peak	07:00	07:00	06:45	07:45	07:45	06:30	10:30
	755	90	538	35	12	48	71
PM Peak	17:15	18:00	17:15	14:30	12:00	12:15	12:15
	1053	110	885	25	10	52	60

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	22	0	21	0	0	0	1
00:15	35	3	29	1	0	0	2
00:30	18	0	13	0	0	0	5
00:45	24	0	23	0	0	0	1
01:00	6	0	6	0	0	0	0
01:15	2	0	1	0	0	0	1
01:30	2	0	2	0	0	0	0
01:45	5	0	4	0	0	0	1
02:00	10	0	5	0	0	1	4
02:15	7	1	6	0	0	0	0
02:30	6	0	5	0	0	0	1
02:45	7	0	5	0	0	0	2
03:00	3	0	1	0	0	0	2
03:15	12	0	8	0	0	0	4
03:30	5	0	3	0	0	0	2
03:45	3	0	1	0	0	0	2
04:00	10	0	6	1	0	0	3
04:15	8	0	5	0	0	0	3
04:30	10	0	5	1	0	0	4
04:45	12	0	8	0	1	0	3
05:00	16	1	14	0	0	0	1
05:15	19	0	11	1	0	1	6
05:30	27	1	18	1	1	3	3
05:45	38	1	27	2	0	3	5
06:00	36	3	26	0	0	3	4
06:15	46	3	23	1	1	6	12
06:30	40	4	24	2	1	4	5
06:45	48	2	33	0	1	6	6
07:00	45	2	34	3	0	3	3
07:15	55	5	34	1	2	8	5
07:30	53	4	37	2	1	3	6
07:45	50	7	33	3	0	0	7
08:00	60	1	47	2	0	5	5
08:15	73	6	54	1	1	5	6
08:30	88	8	69	3	0	4	4
08:45	72	3	63	0	0	1	5
09:00	84	6	65	2	0	6	5
09:15	81	5	62	4	0	5	5
09:30	96	8	72	2	1	5	8
09:45	101	13	73	6	3	3	3
10:00	76	3	62	4	2	2	3

10:15	89	7	71	2	1	1	7
10:30	86	5	67	6	0	2	6
10:45	84	5	73	2	0	0	4
11:00	89	1	76	5	1	4	2
11:15	114	7	90	2	1	2	12
11:30	111	5	95	0	0	4	7
11:45	111	4	98	3	0	4	2
12:00	113	7	97	3	0	0	6
12:15	117	7	102	2	0	2	4
12:30	103	3	94	3	1	1	1
12:45	102	7	90	2	0	0	3
13:00	111	8	95	1	0	1	6
13:15	91	5	80	3	0	0	3
13:30	98	7	85	0	0	2	4
13:45	101	9	90	0	0	0	2
14:00	91	4	80	3	1	1	2
14:15	123	10	110	1	0	0	2
14:30	103	6	89	3	1	2	2
14:45	113	9	98	1	0	4	1
15:00	109	5	101	1	0	1	1
15:15	117	5	107	1	2	0	2
15:30	102	4	91	1	1	4	1
15:45	93	6	81	1	0	2	3
16:00	80	3	73	0	0	1	3
16:15	110	7	96	2	0	0	5
16:30	108	6	100	0	0	2	0
16:45	105	7	92	3	0	1	2
17:00	254	13	233	3	0	1	4
17:15	158	5	141	2	1	2	7
17:30	129	9	117	1	0	1	1
17:45	110	9	91	4	0	1	5
18:00	106	8	88	3	0	2	5
18:15	90	5	82	1	0	1	1
18:30	93	3	84	1	1	2	2
18:45	90	1	88	0	0	1	0
19:00	66	2	58	2	0	2	2
19:15	48	0	45	0	0	1	2
19:30	55	2	50	0	0	3	0
19:45	56	2	52	0	0	1	1
20:00	48	3	42	0	0	3	0
20:15	69	6	61	0	0	1	1
20:30	52	4	42	1	0	4	1
20:45	43	0	41	1	0	1	0
21:00	30	0	27	0	0	2	1
21:15	37	0	36	0	0	1	0
21:30	34	0	32	0	0	2	0
21:45	40	0	34	1	0	4	1
22:00	29	0	26	0	0	1	2
22:15	38	0	34	0	0	1	3
22:30	41	1	37	0	0	2	1

22:45	35	3	28	1	0	1	2
23:00	22	2	18	0	0	1	1
23:15	28	1	27	0	0	0	0
23:30	33	4	29	0	0	0	0
23:45	32	1	30	0	0	0	1
Total							
12H(7-19)	4738	283	4050	99	21	102	183
16H(6-22)	5486	314	4676	107	24	146	219
18H(6-24)	5744	326	4905	108	24	152	229
24H(0-24)	6051	333	5132	115	26	160	285
AM Peak	11:00	09:00	11:00	09:45	09:30	06:30	06:00
	425	32	359	18	7	21	27
PM Peak	17:00	17:00	16:45	17:15	15:15	21:00	17:15
	651	36	583	10	3	9	18

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	18	1	14	0	0	0	3
00:15	33	2	29	2	0	0	0
00:30	9	1	7	0	0	0	1
00:45	16	0	15	0	0	0	1
01:00	11	0	10	1	0	0	0
01:15	3	0	3	0	0	0	0
01:30	12	0	12	0	0	0	0
01:45	6	0	6	0	0	0	0
02:00	3	0	2	0	0	0	1
02:15	8	0	7	1	0	0	0
02:30	9	0	7	0	0	0	2
02:45	6	0	6	0	0	0	0
03:00	9	0	8	0	0	0	1
03:15	4	0	4	0	0	0	0
03:30	1	0	1	0	0	0	0
03:45	1	0	0	0	0	0	1
04:00	3	0	2	0	0	0	1
04:15	8	0	7	0	0	0	1
04:30	8	1	6	0	0	1	0
04:45	13	1	11	1	0	0	0
05:00	5	1	3	0	0	0	1
05:15	9	0	7	0	0	0	2
05:30	18	4	11	0	0	1	2
05:45	11	0	8	0	0	0	3
06:00	16	1	10	1	1	2	1
06:15	23	2	20	0	0	0	1
06:30	17	0	14	2	1	0	0
06:45	24	0	22	1	0	0	1
07:00	22	3	13	0	1	1	4
07:15	22	3	15	1	0	0	3
07:30	32	1	29	0	0	0	2
07:45	21	1	18	1	0	0	1
08:00	20	0	18	1	0	0	1
08:15	30	0	27	1	0	0	2
08:30	33	2	27	0	0	1	3
08:45	42	1	38	0	0	1	2
09:00	34	1	27	1	1	0	4
09:15							
09:30							
09:45	65	8	52	2	0	0	3
10:00	56	2	51	1	1	0	1

10:15	78	6	66	1	0	0	5
10:30	81	6	71	2	0	0	2
10:45	81	4	70	0	1	1	5
11:00	71	3	61	1	0	1	5
11:15	76	4	68	0	0	1	3
11:30	96	4	86	2	0	2	2
11:45	93	4	85	0	0	2	2
12:00	88	5	79	0	0	1	3
12:15	82	2	73	1	0	1	5
12:30	107	8	88	5	0	1	5
12:45	97	6	85	1	1	1	3
13:00	104	6	93	2	1	1	1
13:15	83	3	74	2	0	1	3
13:30	124	10	105	1	0	2	6
13:45	88	6	80	0	0	1	1
14:00	66	2	62	0	0	1	1
14:15	92	2	81	2	1	0	6
14:30	98	6	85	3	0	1	3
14:45	93	4	85	1	0	2	1
15:00	77	3	66	1	1	2	4
15:15	99	4	92	1	0	0	2
15:30	73	2	66	1	0	1	3
15:45	107	11	92	1	2	0	1
16:00	96	4	89	1	0	0	2
16:15	99	4	87	1	0	5	2
16:30	76	3	68	1	0	1	3
16:45	69	3	62	1	1	0	2
17:00	83	1	72	1	1	3	5
17:15	73	4	69	0	0	0	0
17:30	91	4	78	2	0	1	6
17:45	104	7	92	2	0	1	2
18:00	65	1	60	0	0	0	4
18:15	60	1	56	0	0	0	3
18:30	80	4	72	0	0	0	4
18:45	92	2	86	2	0	0	2
19:00	62	1	58	0	0	0	3
19:15	110	7	98	1	0	1	3
19:30	77	0	75	0	0	0	2
19:45	131	2	124	3	0	0	2
20:00	69	3	64	0	0	0	2
20:15	47	0	44	0	0	1	2
20:30	51	1	44	4	0	0	2
20:45	37	0	35	0	1	0	1
21:00	42	2	37	2	0	0	1
21:15	28	1	26	0	1	0	0
21:30	30	0	29	1	0	0	0
21:45	28	1	25	0	0	0	2
22:00	20	0	19	0	0	0	1
22:15	25	2	23	0	0	0	0
22:30	44	2	40	0	0	0	2

22:45	28	0	25	0	0	1	2
23:00	17	0	15	1	0	0	1
23:15	17	1	15	0	0	0	1
23:30	19	0	14	2	0	0	3
23:45	13	0	10	0	1	0	2
Total							
12H(7-19)							
16H(6-22)							
18H(6-24)							
24H(0-24)							
AM Peak							
PM Peak	12:45	13:00	19:15	12:30	15:00	16:15	12:00
	408	25	361	10	3	9	16

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	10	0	7	0	0	0	3
00:15	11	0	6	4	0	0	1
00:30	7	0	6	0	0	1	0
00:45	7	0	6	0	0	0	1
01:00	1	0	1	0	0	0	0
01:15	2	0	1	0	0	0	1
01:30	5	1	2	0	0	0	2
01:45	2	0	1	0	0	0	1
02:00	3	0	1	1	0	0	1
02:15	7	0	2	0	0	0	5
02:30	5	1	1	0	0	0	3
02:45	8	0	2	0	0	2	4
03:00	8	0	5	0	0	0	3
03:15	9	1	3	0	0	0	5
03:30	7	0	2	1	2	0	2
03:45	10	0	5	0	0	0	5
04:00	12	0	4	1	0	1	6
04:15	18	0	6	1	0	1	10
04:30	20	2	13	0	0	1	4
04:45	19	1	6	1	0	1	10
05:00	46	2	22	4	1	3	14
05:15	51	7	29	3	0	4	8
05:30	69	3	51	4	0	2	9
05:45	97	4	58	8	2	10	15
06:00	200	10	153	18	2	8	9
06:15	289	17	223	13	4	10	22
06:30	254	11	190	15	3	19	16
06:45	235	13	174	8	7	14	19
07:00	258	23	196	10	1	7	21
07:15	308	30	247	10	4	11	6
07:30	270	28	197	8	3	17	17
07:45	247	31	183	7	4	7	15
08:00	213	25	163	4	1	9	11
08:15	188	12	144	11	2	6	13
08:30	143	10	97	6	3	8	19
08:45	117	11	79	4	2	8	13
09:00	83	4	53	3	3	9	11
09:15	122	9	74	10	2	11	16
09:30	105	10	64	7	2	6	16
09:45	103	7	68	4	2	13	9
10:00	116	8	70	6	1	14	17

10:15	94	9	62	2	1	5	15
10:30	121	11	80	6	2	12	10
10:45	125	8	85	8	1	10	13
11:00	104	6	64	3	4	7	20
11:15	128	11	77	8	2	8	22
11:30	102	5	71	4	0	7	15
11:45	121	6	80	4	1	6	24
12:00	97	8	60	2	1	11	15
12:15	116	15	80	2	1	6	12
12:30	117	13	77	2	1	11	13
12:45	110	8	66	9	2	12	13
13:00	121	5	77	7	3	17	12
13:15	136	13	94	6	1	5	17
13:30	132	12	85	4	2	11	18
13:45	130	16	86	7	1	5	15
14:00	137	9	89	6	4	12	17
14:15	144	23	81	6	3	15	16
14:30	177	27	124	3	4	7	12
14:45	167	22	115	3	2	15	10
15:00	160	22	112	6	0	9	11
15:15	140	12	91	8	2	9	18
15:30	159	11	123	9	2	8	6
15:45	178	14	135	6	3	7	13
16:00	172	7	142	6	1	4	12
16:15	193	8	165	4	4	4	8
16:30	204	21	166	5	0	6	6
16:45	203	11	182	4	2	1	3
17:00	250	33	210	4	0	2	1
17:15	232	21	195	4	0	0	12
17:30	260	28	214	6	0	2	10
17:45	146	3	129	3	0	2	9
18:00	329	43	274	2	1	2	7
18:15	191	25	152	6	0	1	7
18:30	136	7	123	1	1	2	2
18:45	203	18	173	4	1	3	4
19:00	105	4	90	2	1	2	6
19:15	143	9	124	2	0	1	7
19:30	103	4	89	4	0	3	3
19:45	105	10	89	2	1	2	1
20:00	92	3	80	1	1	1	6
20:15	62	0	57	1	0	0	4
20:30	50	4	42	1	0	0	3
20:45	53	2	47	0	0	1	3
21:00	83	3	71	2	0	0	7
21:15	43	0	40	1	0	1	1
21:30	46	2	38	4	0	0	2
21:45	43	3	31	3	0	2	4
22:00	39	1	29	2	0	1	6
22:15	43	1	34	1	0	1	6
22:30	36	2	30	1	0	1	2

22:45	41	4	31	0	0	0	6
23:00	24	0	20	0	0	0	4
23:15	24	0	20	2	0	0	2
23:30	21	0	19	0	0	0	2
23:45	23	0	18	2	0	1	2
Total							
12H(7-19)	7808	719	5774	260	83	370	602
16H(6-22)	9714	814	7312	337	102	434	715
18H(6-24)	9965	822	7513	345	102	438	745
24H(0-24)	10399	844	7753	373	107	464	858
AM Peak	07:00	07:15	07:00	06:00	06:00	06:30	11:00
	1083	114	823	54	16	51	81
PM Peak	17:15	17:30	17:15	15:15	14:00	14:00	13:15
	967	99	812	29	13	49	67

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	14	0	11	0	0	0	3
00:15	13	0	10	0	0	0	3
00:30	12	0	10	0	0	0	2
00:45	18	1	12	0	0	0	5
01:00	9	1	5	0	0	1	2
01:15	2	0	1	1	0	0	0
01:30	6	0	3	0	0	1	2
01:45	6	0	3	1	0	0	2
02:00	7	0	4	0	1	0	2
02:15	2	0	2	0	0	0	0
02:30	7	0	4	0	0	0	3
02:45	8	0	3	1	0	1	3
03:00	3	1	0	0	0	0	2
03:15	9	0	4	0	0	0	5
03:30	11	0	9	0	0	0	2
03:45	14	1	4	0	0	0	9
04:00	13	1	8	0	0	0	4
04:15	18	0	10	0	0	1	7
04:30	15	0	11	0	1	0	3
04:45	17	0	8	0	0	0	9
05:00	39	1	22	3	0	6	7
05:15	68	1	38	3	2	6	18
05:30	84	3	60	2	0	10	9
05:45	100	13	64	6	1	4	12
06:00	117	15	80	5	2	6	9
06:15	141	8	97	4	3	9	20
06:30	180	10	119	10	1	17	23
06:45	191	11	135	6	1	20	18
07:00	235	18	189	7	0	8	13
07:15	279	16	222	5	4	17	15
07:30	223	25	165	6	0	12	15
07:45	204	15	150	11	2	17	9
08:00	212	17	155	11	2	14	13
08:15	202	23	137	9	1	8	24
08:30	160	22	100	8	4	13	13
08:45	118	12	70	8	1	12	15
09:00	138	19	83	7	5	10	14
09:15	126	20	70	11	3	13	9
09:30	137	16	87	5	1	11	17
09:45	84	5	54	7	0	10	8
10:00	110	7	67	8	2	14	12

10:15	85	9	54	3	2	7	10
10:30	118	8	69	6	3	7	25
10:45	108	15	62	5	0	9	17
11:00	95	9	52	6	0	11	17
11:15	97	5	62	5	1	5	19
11:30	131	13	92	1	3	6	16
11:45	101	8	64	2	1	9	17
12:00	123	7	76	7	3	9	21
12:15	100	9	66	4	2	10	9
12:30	104	12	59	6	2	12	13
12:45	65	6	38	1	3	9	8
13:00	113	15	62	7	4	11	14
13:15	124	19	76	8	6	7	8
13:30	99	13	64	5	0	5	12
13:45	127	9	89	6	0	12	11
14:00	171	23	108	4	1	14	21
14:15	152	12	114	10	0	5	11
14:30	143	18	89	4	2	13	17
14:45	166	20	114	4	1	13	14
15:00	192	19	138	8	1	12	14
15:15	172	19	127	11	2	7	6
15:30	169	6	137	9	0	4	13
15:45	171	16	136	7	0	4	8
16:00	160	9	136	7	3	1	4
16:15	200	28	158	4	1	2	7
16:30	234	16	211	3	0	2	2
16:45	219	8	198	5	0	3	5
17:00	262	17	229	6	1	1	8
17:15	245	21	202	4	2	7	9
17:30	281	12	243	13	0	1	12
17:45	230	23	196	4	2	3	2
18:00	248	28	205	6	1	2	6
18:15	185	15	162	4	1	2	1
18:30	207	18	177	3	0	2	7
18:45	170	17	148	3	0	0	2
19:00	120	8	101	2	0	3	6
19:15	179	11	152	3	1	3	9
19:30	121	15	97	1	0	1	7
19:45	95	7	80	4	0	1	3
20:00	78	5	66	1	1	0	5
20:15	96	10	77	2	0	2	5
20:30	59	3	46	1	1	0	8
20:45	56	2	42	2	0	3	7
21:00	52	2	44	0	0	2	4
21:15	72	1	65	0	0	1	5
21:30	41	3	33	0	0	0	5
21:45	47	3	35	2	0	2	5
22:00	27	1	20	2	0	1	3
22:15	54	5	44	2	0	0	3
22:30	31	0	26	0	0	1	4

22:45	40	2	34	0	0	0	4
23:00	23	2	17	0	0	0	4
23:15	33	1	29	0	0	0	3
23:30	36	1	29	0	0	1	5
23:45	28	1	26	0	0	1	0
Total							
12H(7-19)	7795	717	5762	294	73	386	563
16H(6-22)	9440	831	7031	337	83	456	702
18H(6-24)	9712	844	7256	341	83	460	728
24H(0-24)	10207	867	7562	358	88	490	842
AM Peak	07:00	07:30	07:00	07:45	08:30	06:30	10:30
	941	80	726	39	13	62	78
PM Peak	17:00	17:45	16:45	15:00	12:30	14:30	14:00
	1018	84	872	35	15	45	63

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	7	0	5	0	0	0	2
00:15	28	4	16	1	0	2	5
00:30	17	1	13	0	0	0	3
00:45	10	0	4	1	0	0	5
01:00	6	0	1	0	0	1	4
01:15	9	1	3	1	0	0	4
01:30	6	0	4	0	0	0	2
01:45	6	0	4	1	0	0	1
02:00	6	0	3	0	0	0	3
02:15	7	0	3	2	0	0	2
02:30	8	0	5	0	0	0	3
02:45	6	0	2	0	0	0	4
03:00	14	2	8	0	0	0	4
03:15	6	0	2	0	0	0	4
03:30	8	0	5	0	0	0	3
03:45	15	0	9	0	0	0	6
04:00	11	0	4	0	0	2	5
04:15	22	0	11	2	0	2	7
04:30	17	3	9	0	0	0	5
04:45	24	2	9	0	0	0	13
05:00	38	1	20	2	0	4	11
05:15	55	1	36	4	1	4	9
05:30	79	4	50	5	0	8	12
05:45	86	6	58	9	0	3	10
06:00	126	14	95	3	2	8	4
06:15	160	8	113	7	1	8	23
06:30	169	13	118	5	4	12	17
06:45	212	16	152	7	3	11	23
07:00	241	28	180	6	2	12	13
07:15	209	18	144	5	4	13	25
07:30	216	21	163	4	3	11	14
07:45	189	16	150	4	2	7	10
08:00	194	7	157	5	1	14	10
08:15	213	18	162	11	6	5	11
08:30	208	19	153	6	4	9	17
08:45	199	29	144	6	1	10	9
09:00	194	11	140	9	1	14	19
09:15	185	23	128	11	1	10	12
09:30	144	15	96	7	2	13	11
09:45	128	8	93	4	2	7	14
10:00	116	8	76	8	1	11	12

10:15	113	11	78	6	0	7	11
10:30	95	6	61	4	0	9	15
10:45	116	7	70	3	3	13	20
11:00	106	5	53	3	2	20	23
11:15	112	11	75	4	2	7	13
11:30	98	4	69	2	1	11	11
11:45	131	6	93	5	1	10	16
12:00	137	12	95	3	1	12	14
12:15	111	11	76	3	2	8	11
12:30	127	10	82	4	2	12	17
12:45	133	8	85	3	4	15	18
13:00	132	18	80	5	3	9	17
13:15	132	16	86	6	1	9	14
13:30	166	14	114	4	1	12	21
13:45	134	11	91	3	0	10	19
14:00	140	15	95	5	2	10	13
14:15	134	6	96	6	3	11	12
14:30	162	21	106	3	1	14	17
14:45	205	27	136	9	1	15	17
15:00	176	13	135	6	0	8	14
15:15	157	17	107	5	3	9	16
15:30	194	28	129	11	0	12	14
15:45	191	24	145	9	0	4	9
16:00	231	26	180	9	1	5	10
16:15	185	10	156	6	1	4	8
16:30	213	30	174	3	0	2	4
16:45	215	26	173	5	2	4	5
17:00	233	9	213	3	0	3	5
17:15	243	14	213	4	0	2	10
17:30	305	37	247	4	1	5	11
17:45	197	18	167	2	1	5	4
18:00	224	22	193	2	1	1	5
18:15	185	22	153	4	1	2	3
18:30	274	44	220	5	0	3	2
18:45	196	25	163	5	0	0	3
19:00	137	5	120	3	0	3	6
19:15	147	12	124	2	2	2	5
19:30	141	17	116	1	0	3	4
19:45	123	13	99	4	0	0	7
20:00	99	7	86	1	0	0	5
20:15	144	12	123	0	0	0	9
20:30	84	2	72	3	0	2	5
20:45	57	1	46	1	0	2	7
21:00	64	9	48	3	0	1	3
21:15	58	3	50	2	0	1	2
21:30	56	0	48	2	0	0	6
21:45	54	4	43	1	1	1	4
22:00	40	6	29	0	0	1	4
22:15	51	0	49	0	0	0	2
22:30	45	1	38	1	0	0	5

22:45	34	0	30	0	0	0	4
23:00	27	0	21	0	0	1	5
23:15	43	3	34	1	0	0	5
23:30	31	2	28	0	0	0	1
23:45	29	1	25	0	0	0	3
Total							
12H(7-19)	8339	805	6195	250	71	419	599
16H(6-22)	10170	941	7648	295	84	473	729
18H(6-24)	10470	954	7902	297	84	475	758
24H(0-24)	10961	979	8186	325	85	501	885
AM Peak	06:45	07:00	06:45	08:45	07:45	10:45	06:30
	878	83	639	33	13	51	78
PM Peak	16:45	18:00	16:45	15:30	12:15	14:00	13:00
	996	113	846	35	11	50	71

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	22	0	17	1	0	1	3
00:15	29	0	28	0	1	0	0
00:30	18	1	15	0	0	1	1
00:45	20	2	13	1	0	0	4
01:00	8	0	4	2	0	1	1
01:15	5	0	3	0	0	0	2
01:30	6	0	0	0	0	0	6
01:45	1	0	0	0	0	0	1
02:00	10	0	6	0	0	0	4
02:15	4	0	2	0	0	0	2
02:30	7	0	5	0	0	0	2
02:45	5	0	1	0	0	1	3
03:00	8	0	5	0	0	0	3
03:15	10	0	2	0	0	0	8
03:30	14	2	7	0	1	2	2
03:45	9	0	5	0	0	0	4
04:00	12	0	5	0	0	0	7
04:15	14	2	4	0	0	2	6
04:30	13	0	5	0	0	0	8
04:45	25	0	12	0	0	1	12
05:00	39	1	21	1	0	1	15
05:15	66	1	43	1	2	6	13
05:30	82	4	55	4	0	3	16
05:45	97	7	70	5	1	6	8
06:00	147	23	93	9	1	8	13
06:15	139	6	92	3	1	15	22
06:30	186	14	121	13	5	16	17
06:45	236	26	167	5	5	12	21
07:00	257	18	182	9	6	22	20
07:15	240	31	174	2	6	10	17
07:30	196	16	147	3	0	12	18
07:45	215	18	150	11	4	15	17
08:00	197	20	136	7	1	17	16
08:15	203	20	148	5	2	11	17
08:30	142	11	104	3	2	9	13
08:45	155	17	107	4	1	9	17
09:00	128	11	79	5	1	12	20
09:15	100	7	65	5	1	7	15
09:30	132	15	88	4	3	8	14
09:45	117	8	78	10	2	7	12
10:00	124	9	75	7	4	11	18

10:15	120	11	71	10	1	10	17
10:30	122	17	69	4	4	15	13
10:45	107	8	68	3	2	10	16
11:00	131	19	70	6	2	17	17
11:15	139	10	81	5	2	10	31
11:30	122	12	78	7	1	10	14
11:45	110	10	73	4	2	9	12
12:00	108	10	74	6	2	5	11
12:15	110	11	75	7	1	8	8
12:30	161	19	103	5	2	8	24
12:45	105	11	65	8	2	6	13
13:00	146	16	90	7	1	15	17
13:15	130	14	80	6	2	10	18
13:30	131	13	85	3	2	8	20
13:45	121	12	82	4	1	15	7
14:00	129	11	88	3	3	7	17
14:15	149	6	113	3	2	7	18
14:30	175	27	118	5	4	8	13
14:45	165	16	120	7	0	10	12
15:00	169	18	126	6	1	10	8
15:15	159	12	112	8	3	12	12
15:30	167	16	129	5	2	8	7
15:45	186	19	145	5	0	5	12
16:00	214	31	168	4	2	3	6
16:15	222	24	173	3	3	3	16
16:30	244	21	204	4	0	4	11
16:45	211	22	174	4	2	1	8
17:00	228	21	193	4	2	4	4
17:15	267	39	213	6	1	1	7
17:30	294	35	249	3	0	4	3
17:45	223	18	189	4	2	2	8
18:00	288	45	215	7	3	5	13
18:15	168	12	144	5	1	2	4
18:30	178	16	149	4	0	3	6
18:45	245	31	206	2	0	3	3
19:00	145	13	123	2	2	2	3
19:15	151	8	132	3	0	0	8
19:30	119	3	103	1	0	1	11
19:45	107	4	90	2	0	3	8
20:00	70	3	63	0	0	1	3
20:15	123	11	106	0	1	1	4
20:30	96	9	78	1	1	3	4
20:45	64	6	53	0	0	4	1
21:00	57	2	42	3	0	3	7
21:15	58	2	49	1	1	0	5
21:30	67	1	55	0	1	3	7
21:45	61	2	55	1	0	1	2
22:00	41	1	38	0	0	1	1
22:15	43	1	35	1	0	3	3
22:30	68	1	59	2	0	1	5

22:45	56	1	53	0	0	1	1
23:00	46	3	37	1	0	0	5
23:15	48	2	42	0	0	0	4
23:30	49	0	42	1	0	0	6
23:45	45	2	40	0	1	0	2
Total							
12H(7-19)	8150	834	5925	252	91	408	640
16H(6-22)	9976	967	7347	296	109	481	776
18H(6-24)	10372	978	7693	301	110	487	803
24H(0-24)	10896	998	8021	316	115	512	934
AM Peak	06:45	06:45	06:45	09:45	06:30	06:15	06:15
	929	91	670	31	22	65	80
PM Peak	17:15	17:15	17:15	12:15	13:45	13:00	12:30
	1072	137	866	27	10	48	72

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
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			
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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		
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)		
AM Peak PM Peak		

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	428	212	50	16	8	11	131
00:15	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0

10:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0

22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0
Total							
12H(7-19)	0	0	0	0	0	0	0
16H(6-22)	0	0	0	0	0	0	0
18H(6-24)	0	0	0	0	0	0	0
24H(0-24)	428	212	50	16	8	11	131
AM Peak	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	428	212	50	16	8	11	131
PM Peak	23:00	23:00	23:00	23:00	23:00	23:00	23:00
	0	0	0	0	0	0	0

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	22	4	16	0	0	0	2
00:15	36	2	31	0	0	1	2
00:30	30	1	27	1	0	1	0
00:45	9	1	6	1	0	0	1
01:00	14	0	14	0	0	0	0
01:15	12	0	8	0	0	2	2
01:30	6	0	4	1	0	0	1
01:45	11	0	10	0	0	0	1
02:00	5	0	4	0	0	0	1
02:15	5	0	5	0	0	0	0
02:30	5	0	5	0	0	0	0
02:45	4	0	4	0	0	0	0
03:00	6	0	5	0	0	0	1
03:15	2	0	2	0	0	0	0
03:30	3	0	2	0	0	0	1
03:45	6	0	5	0	0	0	1
04:00	7	0	5	2	0	0	0
04:15	6	2	3	0	0	1	0
04:30	6	0	4	0	1	0	1
04:45	8	0	7	0	0	0	1
05:00	10	2	6	0	0	0	2
05:15	11	0	9	0	0	0	2
05:30	18	1	10	0	1	0	6
05:45	19	1	17	0	0	0	1
06:00	13	0	10	0	0	0	3
06:15	19	0	15	1	0	0	3
06:30	17	0	16	1	0	0	0
06:45	20	2	15	0	0	0	3
07:00	24	1	18	1	0	1	3
07:15	22	1	17	2	0	1	1
07:30	23	2	20	0	0	0	1
07:45	36	2	31	0	1	0	2
08:00	28	3	21	0	1	0	3
08:15	31	1	25	2	0	1	2
08:30	44	1	39	1	0	0	3
08:45	65	2	59	2	0	0	2
09:00	53	1	47	1	0	1	3
09:15	56	5	44	1	0	2	4
09:30	80	4	68	2	0	3	3
09:45	68	2	61	1	1	0	3
10:00	59	2	53	0	0	0	4

10:15	66	0	58	3	1	0	4
10:30	79	5	70	0	0	2	2
10:45	99	4	90	2	0	0	3
11:00	78	5	67	1	0	0	5
11:15	70	2	64	2	0	0	2
11:30	117	10	100	2	0	3	2
11:45	94	8	76	0	1	3	6
12:00	111	9	98	1	0	2	1
12:15	116	8	101	1	1	0	5
12:30	100	7	82	1	0	2	8
12:45	121	3	111	1	0	0	6
13:00	110	6	99	2	0	0	3
13:15	99	7	90	0	0	1	1
13:30	112	5	101	2	0	2	2
13:45	97	3	88	3	0	0	3
14:00	102	2	94	0	1	0	5
14:15	94	3	88	1	0	0	2
14:30	108	5	96	4	0	1	2
14:45	89	8	75	0	0	1	5
15:00	85	3	77	1	0	0	4
15:15	88	4	83	0	0	0	1
15:30	122	8	103	2	1	2	6
15:45	127	8	114	0	1	1	3
16:00	119	9	107	1	0	0	2
16:15	104	5	97	0	0	0	2
16:30	85	3	76	1	0	2	3
16:45	99	5	93	0	0	0	1
17:00	87	2	77	1	1	1	5
17:15	102	3	92	3	0	1	3
17:30	109	7	97	2	0	1	2
17:45	116	7	97	1	0	0	11
18:00	82	6	72	0	0	1	3
18:15	86	5	79	0	0	1	1
18:30	87	1	80	0	1	1	4
18:45	81	7	73	0	0	0	1
19:00	60	0	57	0	0	0	3
19:15	73	1	71	1	0	0	0
19:30	91	5	83	1	0	2	0
19:45	63	3	54	1	0	3	2
20:00	55	2	52	1	0	0	0
20:15	40	1	39	0	0	0	0
20:30	42	3	38	0	0	1	0
20:45	34	1	32	1	0	0	0
21:00	31	1	28	0	0	0	2
21:15	23	0	22	0	0	0	1
21:30	26	1	23	1	0	0	1
21:45	26	2	24	0	0	0	0
22:00	30	0	26	1	0	0	3
22:15	26	0	26	0	0	0	0
22:30	24	0	20	0	0	0	4

22:45	22	0	21	0	0	0	1
23:00	14	0	11	0	0	1	2
23:15	15	3	11	0	0	0	1
23:30	16	1	13	0	0	0	2
23:45	8	0	5	0	0	0	3
Total							
12H(7-19)	4030	210	3568	51	11	37	153
16H(6-22)	4663	232	4147	59	11	43	171
18H(6-24)	4818	236	4280	60	11	44	187
24H(0-24)	5079	250	4489	65	13	49	213
AM Peak	10:45	11:00	10:45	10:45	09:45	11:00	11:00
	364	25	321	7	2	6	15
PM Peak	15:30	15:30	15:30	13:45	15:30	19:30	12:15
	472	30	421	8	2	5	22

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Channel: South-Westbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	10	0	8	0	0	0	2
00:15	8	0	4	0	0	0	4
00:30	0	0	0	0	0	0	0
00:45	6	0	2	0	0	1	3
01:00	5	0	3	0	0	0	2
01:15	5	0	3	0	0	0	2
01:30	5	0	1	0	0	0	4
01:45	8	0	3	0	0	1	4
02:00	6	0	2	1	0	0	3
02:15	5	0	2	0	0	1	2
02:30	4	0	3	0	0	0	1
02:45	5	0	1	0	0	0	4
03:00	7	0	4	0	0	0	3
03:15	8	0	2	0	0	0	6
03:30	9	0	5	1	0	0	3
03:45	11	0	8	1	0	0	2
04:00	8	0	4	0	0	0	4
04:15	14	0	6	1	0	2	5
04:30	16	0	7	4	0	0	5
04:45	21	2	7	0	0	0	12
05:00	49	2	28	0	4	2	13
05:15	52	3	30	3	1	5	10
05:30	70	2	52	5	1	5	5
05:45	91	6	58	7	0	4	16
06:00	129	15	97	7	1	2	7
06:15	160	10	106	11	3	11	19
06:30	203	15	137	13	6	18	14
06:45	205	22	137	7	1	17	21
07:00	238	18	181	13	3	8	15
07:15	285	37	215	7	1	12	13
07:30	222	15	171	6	1	16	13
07:45	212	24	154	7	3	11	13
08:00	218	30	149	12	2	13	12
08:15	192	15	141	7	4	14	11
08:30	166	8	118	6	1	10	23
08:45	146	21	96	5	0	11	13
09:00	107	7	70	8	1	10	11
09:15	131	21	77	7	2	9	15
09:30	128	11	78	4	3	13	19
09:45	106	10	71	8	2	9	6
10:00	101	6	64	7	3	9	12

10:15	100	12	68	2	0	7	11
10:30	112	12	74	5	1	5	15
10:45	90	4	64	3	4	8	7
11:00	117	18	66	8	1	9	15
11:15	120	19	79	3	0	6	13
11:30	110	12	74	2	2	6	14
11:45	113	8	79	4	1	10	11
12:00	116	12	70	5	1	8	20
12:15	146	24	89	5	1	11	16
12:30	136	19	81	4	3	13	16
12:45	118	11	80	6	4	4	13
13:00	105	13	54	4	1	13	20
13:15	130	17	76	6	4	11	16
13:30	116	16	63	8	1	15	13
13:45	127	12	84	5	4	9	13
14:00	139	18	90	4	3	10	14
14:15	157	17	107	5	5	9	14
14:30	148	16	107	5	1	14	5
14:45	160	18	119	3	5	6	9
15:00	163	11	112	7	2	13	18
15:15	149	13	106	7	0	13	10
15:30	162	22	111	8	0	12	9
15:45	172	23	128	6	1	4	10
16:00	197	32	150	6	0	4	5
16:15							
16:30							
16:45	191	17	161	3	0	3	7
17:00	217	16	192	5	1	1	2
17:15	234	11	207	6	0	3	7
17:30	253	12	228	5	0	0	8
17:45	196	11	172	2	2	3	6
18:00	255	17	228	5	1	1	3
18:15	156	12	139	3	0	1	1
18:30	199	13	170	2	0	6	8
18:45	143	5	132	2	0	1	3
19:00	142	8	123	1	0	3	7
19:15	119	5	101	2	0	1	10
19:30	118	4	103	1	0	2	8
19:45	83	7	75	0	0	0	1
20:00	80	3	63	2	0	2	10
20:15	87	3	77	1	0	1	5
20:30	52	2	46	2	0	1	1
20:45	63	0	54	1	0	2	6
21:00	33	1	27	0	0	0	5
21:15	47	2	41	0	0	1	3
21:30	39	0	36	0	0	1	2
21:45	37	1	31	0	0	2	3
22:00	60	2	52	0	0	2	4
22:15	31	0	27	0	0	0	4
22:30	54	0	48	3	0	0	3

22:45	38	0	32	1	0	0	5
23:00	26	1	16	0	0	0	9
23:15	31	0	30	0	0	0	1
23:30	23	0	21	0	0	0	2
23:45	21	0	18	0	0	0	3
Total							
12H(7-19)							
16H(6-22)							
18H(6-24)							
24H(0-24)							
AM Peak	07:00	07:15	07:00	06:15	06:15	06:30	06:15
	957	106	721	44	13	55	69
PM Peak							

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
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	168	38	29	8	0	0	6	11
16:15	216	32	27	5	0	0	3	7
16:30	199	34	28	5	0	0	1	4
16:45	211	30	26	4	0	0	0	10
17:00	240	33	27	6	0	0	6	11
17:15	199	32	27	6	0	0	1	11
17:30	235	29	25	4	0	0	1	21
17:45	193	32	26	5	0	0	2	8
18:00	257	30	25	5	0	2	3	22
18:15	162	31	27	4	0	0	0	0
18:30	194	32	26	5	0	0	2	8
18:45	137	33	27	6	0	0	0	4
19:00	135	32	26	6	0	0	0	7
19:15	102	32	26	6	0	0	4	11
19:30	113	31	26	6	0	0	1	13
19:45	98	32	27	5	0	0	0	1
20:00	80	34	28	6	0	0	0	0
20:15	84	35	27	8	0	0	5	5
20:30	58	32	26	6	0	0	0	5
20:45	52	33	26	6	0	0	2	4
21:00	44	34	28	8	0	0	1	2
21:15	42	35	27	7	0	0	0	4
21:30	37	40	30	8	0	0	2	0
21:45	44	37	29	7	0	0	0	0
22:00	39	42	33	9	0	0	0	2
22:15	40	31	26	6	0	0	0	5
22:30	39	33	26	6	0	0	1	3
22:45	29	33	28	6	0	0	0	3
23:00	23	34	29	5	0	0	0	0

23:15	25	32	28	7	0	0	0	2
23:30	9		25	7	0	0	0	2
23:45	12	39	33	6	0	0	0	0
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)								
AM Peak PM Peak								

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60

38	40	30	33	8	1	0	0	1
78	84	29	13	0	2	0	0	0
41	99	31	19	3	1	0	0	0
88	87	16	8	2	0	0	0	0
75	82	48	15	3	0	0	0	0
71	80	18	13	4	0	0	0	1
84	107	15	6	1	0	0	0	0
77	62	32	10	2	0	0	0	0
107	89	28	4	2	0	0	0	0
47	84	23	6	2	0	0	0	0
75	68	32	8	1	0	0	0	0
55	46	21	6	2	3	0	0	0
60	44	10	9	4	0	1	0	0
30	35	14	5	3	0	0	0	0
48	33	5	11	2	0	0	0	0
41	38	8	9	0	1	0	0	0
26	28	18	6	1	0	1	0	0
27	24	11	7	3	1	0	1	0
24	17	6	4	1	0	1	0	0
19	14	8	3	2	0	0	0	0
13	14	8	4	0	0	1	1	0
17	7	8	4	1	1	0	0	0
6	13	7	3	3	3	0	0	0
13	16	4	8	2	1	0	0	0
5	7	13	4	4	2	2	0	0
14	14	3	3	1	0	0	0	0
18	8	5	3	1	0	0	0	0
7	10	6	1	2	0	0	0	0
5	6	10	2	0	0	0	0	0

6	12	2	1	1	1	0	0	0
4	1	1	0	1	0	0	0	0
2	3	1	5	1	0	0	0	0

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	15	39	32	9	0	0	0	2
00:15	8		30	5	0	0	0	0
00:30	12	29	26	6	0	0	0	0
00:45	10	45	36	9	0	0	0	0
01:00	6		35	6	0	0	0	0
01:15	9		31	6	0	0	0	0
01:30	6		30	6	0	0	0	0
01:45	5		28	4	0	0	0	0
02:00	4		33	5	0	0	0	0
02:15	8		33	5	0	0	0	0
02:30	12	37	34	6	0	0	0	0
02:45	3		36	6	0	0	0	0
03:00	11	34	30	5	0	0	0	0
03:15	7		33	6	0	0	0	0
03:30	15	38	30	9	0	0	0	2
03:45	10	42	34	8	0	0	0	0
04:00	19	38	31	6	0	0	0	0
04:15	13	33	30	7	0	0	0	0
04:30	24	38	31	7	0	0	0	1
04:45	26	34	29	6	0	0	0	3
05:00	35	37	29	7	0	1	0	0
05:15	54	32	28	6	0	0	1	0
05:30	83	40	30	9	0	0	0	9
05:45	95	38	30	8	0	0	4	6
06:00	110	38	31	7	0	0	0	6
06:15	146	33	26	7	0	0	8	18
06:30	186	32	26	5	0	0	0	12
06:45	210	29	24	5	0	0	3	43
07:00	223	29	25	5	0	0	1	26
07:15	214	32	26	6	0	1	2	30
07:30	246	29	24	5	0	0	4	44
07:45	226	29	24	5	0	0	7	37
08:00	197	33	26	7	0	2	18	21
08:15	186	33	25	7	0	1	14	31
08:30	157	32	25	6	0	0	12	13
08:45	136	32	26	6	0	1	4	12
09:00	134	30	23	7	0	5	12	24
09:15	128	33	26	6	0	0	0	19
09:30	118	30	24	6	0	0	6	14
09:45	135	32	25	6	0	0	3	27
10:00	92	34	26	7	0	0	0	19
10:15	118	32	26	6	0	0	1	11
10:30	102	32	25	7	0	0	2	24

10:45	102	34	26	7	0	0	1	21
11:00	101	36	27	7	0	0	1	22
11:15	114	33	26	6	0	0	1	21
11:30	103	32	26	6	0	0	0	14
11:45	105	34	28	6	0	0	0	15
12:00	113	32	26	6	0	0	2	16
12:15	140	33	25	6	0	0	1	31
12:30	123	31	25	6	0	0	5	8
12:45	118	32	25	6	0	0	2	22
13:00	119	31	25	6	0	0	6	17
13:15	119	32	24	8	0	2	12	31
13:30	154	33	26	6	0	0	4	28
13:45	108	32	26	7	0	0	0	18
14:00	153	33	25	7	0	0	6	34
14:15	153	33	26	6	0	0	2	23
14:30	178	32	25	7	0	0	3	44
14:45	178	32	25	6	0	0	10	24
15:00	176	36	28	7	0	0	0	12
15:15	140	36	29	7	0	0	0	7
15:30	173	32	26	5	0	0	0	19
15:45	198	32	25	6	0	0	3	44
16:00	208	34	27	6	0	0	0	33
16:15	204	32	26	5	0	0	0	17
16:30	225	34	27	6	0	0	0	8
16:45	220	33	27	6	0	0	0	15
17:00	272	33	27	5	0	0	0	9
17:15	273	30	25	5	0	0	3	23
17:30	242	32	27	5	0	0	0	13
17:45	258	30	25	4	0	0	0	21
18:00	286	30	26	4	0	0	0	2
18:15	178	32	27	5	0	0	0	8
18:30	214	30	25	6	0	0	9	26
18:45	204	29	25	4	0	0	0	9
19:00	142	30	26	6	0	0	1	8
19:15	151	30	26	5	0	0	0	10
19:30	97	32	27	6	0	0	0	8
19:45	85	34	28	6	0	0	0	1
20:00	59	38	31	7	0	0	0	1
20:15	112	30	25	5	0	0	3	4
20:30	79	34	27	7	0	0	0	8
20:45	50	34	27	8	0	0	1	5
21:00	36	34	29	6	0	0	0	0
21:15	72	33	28	6	0	0	0	3
21:30	44	34	27	7	0	0	0	4
21:45	55	35	29	7	0	0	0	6
22:00	42	38	30	7	0	0	0	3
22:15	38	39	31	8	0	0	0	2
22:30	73	33	27	7	0	0	0	0
22:45	45	36	30	6	0	0	0	1
23:00	59	29	25	5	0	0	2	1

23:15	64	30	26	4	0	0	0	1
23:30	38	33	28	6	0	0	0	2
23:45	24	37	29	8	0	0	0	4
Total								
12H(7-19)	8064	32	26	6	0	12	157	1007
16H(6-22)	9698	32	26	6	0	12	173	1144
18H(6-24)	10081	32	26	6	0	12	175	1158
24H(0-24)	10571	33	26	6	0	13	180	1181
AM Peak	07:00	00:45	02:00	00:00	11:00	08:15	07:45	06:45
	909	42	34	8	0	7	51	143
PM Peak	17:15	22:00	21:30	21:30	23:00	13:15	12:30	14:00
	1059	38	29	7	0	2	25	125

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
2	2	2	5	1	1	0	0	0
1	4	1	2	0	0	0	0	0
7	3	1	0	1	0	0	0	0
1	3	1	1	2	2	0	0	0
0	1	3	0	2	0	0	0	0
2	1	3	3	0	0	0	0	0
0	5	0	0	1	0	0	0	0
2	1	2	0	0	0	0	0	0
0	2	0	2	0	0	0	0	0
1	0	5	1	1	0	0	0	0
0	3	6	2	0	0	1	0	0
0	1	0	1	1	0	0	0	0
1	6	2	1	1	0	0	0	0
1	1	2	2	1	0	0	0	0
4	3	2	2	0	2	0	0	0
2	2	1	2	3	0	0	0	0
3	8	3	3	2	0	0	0	0
3	5	3	1	0	1	0	0	0
4	5	8	3	2	1	0	0	0
4	6	9	3	1	0	0	0	0
10	9	6	7	2	0	0	0	0
17	25	5	3	3	0	0	0	0
22	15	12	13	8	2	1	0	1
15	29	12	21	7	1	0	0	0
21	19	36	18	8	1	1	0	0
32	47	27	8	6	0	0	0	0
73	57	34	6	3	1	0	0	0
75	66	17	6	0	0	0	0	0
96	74	19	2	3	1	0	0	1
63	72	31	13	1	0	0	1	0
90	79	26	3	0	0	0	0	0
97	62	19	4	0	0	0	0	0
48	54	37	15	1	1	0	0	0
56	43	25	13	2	0	0	0	1
43	56	25	7	1	0	0	0	0
42	44	25	6	2	0	0	0	0
42	29	16	4	2	0	0	0	0
37	38	24	10	0	0	0	0	0
51	31	11	3	2	0	0	0	0
47	27	22	7	2	0	0	0	0
29	21	11	8	4	0	0	0	0
42	36	21	3	3	1	0	0	0
34	17	19	2	2	1	1	0	0

25	28	15	9	3	0	0	0	0
20	24	15	15	4	0	0	0	0
23	42	14	12	0	1	0	0	0
29	36	19	4	0	0	1	0	0
19	32	28	9	2	0	0	0	0
37	35	14	8	1	0	0	0	0
39	34	24	10	1	0	0	0	0
59	30	16	2	3	0	0	0	0
37	33	18	3	2	1	0	0	0
31	43	14	6	1	1	0	0	0
26	22	17	5	4	0	0	0	0
36	44	33	8	1	0	0	0	0
40	28	14	3	4	0	1	0	0
54	26	17	11	4	1	0	0	0
43	45	28	8	3	1	0	0	0
44	47	29	7	1	3	0	0	0
65	41	28	9	1	0	0	0	0
48	49	37	23	4	3	0	0	0
33	55	22	15	5	1	2	0	0
62	57	20	14	1	0	0	0	0
50	61	27	10	3	0	0	0	0
52	58	44	18	3	0	0	0	0
77	67	33	8	1	1	0	0	0
87	71	30	25	4	0	0	0	0
84	62	38	17	4	0	0	0	0
76	116	52	17	2	0	0	0	0
122	92	26	4	1	1	1	0	0
85	90	37	15	0	2	0	0	0
114	92	26	4	1	0	0	0	0
131	118	25	9	0	1	0	0	0
66	66	31	4	2	1	0	0	0
83	69	16	10	0	0	1	0	0
109	63	14	8	0	1	0	0	0
60	53	8	9	2	0	0	0	1
73	45	16	5	1	0	0	0	1
39	31	9	5	2	3	0	0	0
31	28	15	5	5	0	0	0	0
13	15	12	13	4	0	0	1	0
55	34	10	3	3	0	0	0	0
23	28	9	6	3	2	0	0	0
19	13	5	2	2	2	1	0	0
10	14	7	3	2	0	0	0	0
22	29	11	3	3	1	0	0	0
16	12	6	3	3	0	0	0	0
9	14	17	8	0	1	0	0	0
6	15	5	10	1	2	0	0	0
11	4	9	7	4	1	0	0	0
38	21	4	4	4	2	0	0	0
10	16	10	4	4	0	0	0	0
31	18	4	1	2	0	0	0	0

26	29	4	4	0	0	0	0	0
12	14	6	1	2	1	0	0	0
2	9	3	4	1	1	0	0	0
2723	2459	1152	430	91	23	7	1	2
3294	2964	1391	533	138	34	9	2	4
3430	3090	1436	568	156	41	9	2	4
3532	3230	1525	646	195	51	11	2	5
07:00	06:45	06:00	05:30	05:30	05:30	05:30	07:15	08:15
346	291	114	60	29	4	2	1	1
17:15	17:15	16:45	16:00	19:45	14:30	15:15	20:00	19:00
452	392	153	68	15	7	2	1	2

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	10	37	31	6	0	0	0	0
00:15	17	37	29	7	0	0	0	0
00:30	16	30	26	5	0	0	0	2
00:45	13	39	33	6	0	0	0	0
01:00	11	41	32	7	0	0	0	0
01:15	5		32	8	0	0	0	0
01:30	5		30	2	0	0	0	0
01:45	13	43	33	9	0	0	0	1
02:00	6		27	7	0	0	0	1
02:15	6		28	6	0	0	0	1
02:30	6		33	7	0	0	0	0
02:45	3		31	8	0	0	0	0
03:00	11	34	29	6	0	0	0	0
03:15	10	38	31	6	0	0	0	0
03:30	6		38	8	0	0	0	0
03:45	14	39	32	7	0	0	0	0
04:00	15	35	30	5	0	0	0	0
04:15	19	29	26	4	0	0	0	0
04:30	10	35	32	4	0	0	0	0
04:45	23	36	28	7	0	0	1	1
05:00	41	34	27	7	0	0	1	4
05:15	55	33	28	6	0	0	0	5
05:30	67	36	28	7	0	0	0	10
05:45	102	40	32	7	0	0	0	3
06:00	113	35	28	7	0	0	0	7
06:15	133	34	25	8	0	0	12	29
06:30	216	26	22	4	0	0	8	61
06:45	207	31	25	6	0	0	10	24
07:00	246	29	24	5	0	1	13	35
07:15	272	29	25	4	0	0	0	25
07:30	269	28	23	5	0	0	10	86
07:45	229	29	22	6	0	0	31	63
08:00	250	29	23	5	0	4	4	56
08:15	185	32	26	6	0	0	1	28
08:30	168	31	24	7	0	2	8	36
08:45	149	31	25	6	0	0	2	37
09:00	154	29	23	7	0	5	9	26
09:15	116	36	27	7	0	0	0	22
09:30	122	36	28	7	0	0	4	10
09:45	164	33	27	5	0	0	0	10
10:00	115	30	24	7	0	0	11	19
10:15	120	33	26	6	0	0	2	13
10:30	112	31	25	6	0	0	1	20

10:45	116	32	26	6	0	0	0	9
11:00	107	33	27	6	0	0	0	14
11:15	94	33	27	6	0	0	0	10
11:30	131	33	26	7	0	0	2	22
11:45	137	28	21	8	0	16	21	22
12:00	118	34	28	7	0	0	4	4
12:15	126	31	25	6	0	0	1	18
12:30	127	33	24	8	0	10	13	10
12:45	138	33	25	7	0	0	1	34
13:00	143	29	23	6	0	0	8	31
13:15	132	31	26	5	0	0	2	9
13:30	141	29	22	6	0	0	12	42
13:45	121	34	27	6	0	0	0	7
14:00	119	29	24	5	0	0	1	20
14:15	147	34	27	7	0	0	2	16
14:30	175	29	25	6	0	0	0	18
14:45	151	33	28	6	0	0	0	3
15:00	185	30	26	6	0	0	2	27
15:15	169	31	25	6	0	0	2	26
15:30	166	34	27	6	0	0	0	8
15:45	171	35	26	7	0	0	0	23
16:00	200	30	25	5	0	0	1	21
16:15	208	30	26	5	0	0	2	12
16:30	232	31	26	5	0	0	0	13
16:45	223	30	26	5	0	0	0	6
17:00	290	30	26	4	0	0	0	21
17:15	241	29	24	4	0	0	1	31
17:30	275	29	24	5	0	0	4	41
17:45	206	31	26	5	0	0	0	11
18:00	245	29	25	4	0	0	0	15
18:15	182	29	26	4	0	0	0	4
18:30	176	32	27	6	0	0	0	16
18:45	219	28	23	4	0	1	2	37
19:00	137	32	27	5	0	0	0	5
19:15	126	32	27	6	0	0	0	11
19:30	186	29	24	5	0	0	4	34
19:45	104	30	26	6	0	0	0	9
20:00	92	33	27	6	0	0	0	3
20:15	95	32	26	6	0	0	0	8
20:30	69	37	28	7	0	0	0	2
20:45	102	31	25	7	0	0	3	15
21:00	67	36	29	7	0	0	0	3
21:15	80	32	27	6	0	0	0	4
21:30	44	34	27	6	0	0	0	2
21:45	63	30	25	7	0	0	1	10
22:00	46	34	29	5	0	0	0	0
22:15	31	34	27	7	0	0	0	4
22:30	61	33	26	6	0	0	3	4
22:45	32	34	30	7	0	0	0	1
23:00	31	34	28	6	0	0	0	2

23:15	34	31	27	5	0	0	0	1
23:30	37	32	26	7	0	0	1	4
23:45	22	31	27	7	0	0	0	4
Total								
12H(7-19)	8282	31	25	6	0	39	177	1087
16H(6-22)	10116	31	25	6	0	39	215	1314
18H(6-24)	10410	31	25	6	0	39	219	1334
24H(0-24)	10894	31	25	6	0	39	221	1362
AM Peak	07:15	01:00	01:00	01:45	11:00	11:00	07:00	07:30
	1020	42	32	8	0	16	54	233
PM Peak	16:45	22:00	22:00	12:00	23:00	12:30	12:30	12:45
	1029	34	28	7	0	10	24	116

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
2	2	3	3	0	0	0	0	0
7	4	2	2	2	0	0	0	0
5	6	3	0	0	0	0	0	0
1	4	4	2	2	0	0	0	0
2	3	3	0	3	0	0	0	0
0	4	0	0	0	1	0	0	0
0	3	2	0	0	0	0	0	0
2	2	2	2	3	1	0	0	0
2	1	1	1	0	0	0	0	0
0	3	1	1	0	0	0	0	0
1	1	2	0	2	0	0	0	0
1	1	0	0	1	0	0	0	0
4	2	3	1	1	0	0	0	0
2	3	2	2	1	0	0	0	0
0	1	1	2	1	0	1	0	0
2	4	4	2	1	1	0	0	0
2	7	3	3	0	0	0	0	0
8	8	2	1	0	0	0	0	0
1	1	6	2	0	0	0	0	0
9	3	4	4	1	0	0	0	0
13	11	6	5	1	0	0	0	0
8	28	9	3	1	1	0	0	0
17	13	15	7	5	0	0	0	0
18	19	18	29	14	1	0	0	0
32	36	22	11	3	1	1	0	0
33	24	17	13	2	2	1	0	0
110	33	4	0	0	0	0	0	0
63	74	31	4	1	0	0	0	0
97	75	19	5	1	0	0	0	0
123	108	15	1	0	0	0	0	0
93	59	16	3	1	1	0	0	0
68	41	21	5	0	0	0	0	0
91	71	19	4	1	0	0	0	0
43	68	35	7	2	1	0	0	0
48	45	20	6	3	0	0	0	0
40	41	23	5	0	1	0	0	0
56	39	12	5	1	0	1	0	0
29	30	15	17	3	0	0	0	0
29	35	20	19	4	1	0	0	0
50	60	30	12	2	0	0	0	0
42	27	8	5	2	1	0	0	0
50	29	14	10	2	0	0	0	0
35	34	16	4	2	0	0	0	0

54	29	14	6	2	2	0	0	0
27	36	20	7	2	0	1	0	0
22	38	14	7	1	2	0	0	0
35	44	13	10	4	1	0	0	0
40	26	8	2	1	0	0	1	0
32	40	26	10	1	0	0	0	1
51	32	16	7	1	0	0	0	0
31	29	26	5	3	0	0	0	0
50	23	17	11	1	1	0	0	0
53	34	11	6	0	0	0	0	0
51	48	16	4	2	0	0	0	0
44	30	8	2	2	1	0	0	0
42	35	23	12	2	0	0	0	0
50	34	10	3	0	1	0	0	0
44	32	35	14	2	1	1	0	0
81	58	9	5	2	1	0	1	0
47	66	19	10	4	1	0	1	0
56	71	17	11	0	0	1	0	0
54	56	23	6	1	1	0	0	0
70	38	35	13	2	0	0	0	0
69	40	13	21	2	2	0	0	1
79	72	20	6	0	0	1	0	0
79	83	24	8	0	0	0	0	0
89	89	22	17	0	2	0	0	0
109	73	20	13	2	0	0	0	0
114	115	30	10	0	0	0	0	0
126	63	16	3	1	0	0	0	0
107	104	15	4	0	0	0	0	0
73	87	25	10	0	0	0	0	0
108	99	10	13	0	0	0	0	0
94	63	14	4	2	1	0	0	0
51	70	28	9	1	0	0	1	0
107	59	11	2	0	0	0	0	0
61	43	16	8	4	0	0	0	0
41	50	15	6	2	0	0	1	0
82	53	7	3	3	0	0	0	0
44	35	7	7	1	0	0	1	0
31	36	14	5	1	2	0	0	0
35	32	12	7	0	1	0	0	0
28	24	2	7	5	1	0	0	0
43	23	10	6	1	0	0	0	1
19	23	10	7	4	0	1	0	0
35	27	4	6	4	0	0	0	0
19	12	5	4	2	0	0	0	0
24	19	3	3	2	1	0	0	0
11	16	13	6	0	0	0	0	0
11	7	5	3	0	1	0	0	0
20	17	13	2	2	0	0	0	0
9	7	10	2	2	0	1	0	0
8	10	7	4	0	0	0	0	0

14	13	3	2	1	0	0	0	0
14	10	4	1	3	0	0	0	0
4	10	1	2	0	1	0	0	0
3033	2578	891	379	65	22	5	4	2
3733	3122	1070	476	100	30	8	6	3
3824	3212	1126	498	108	32	9	6	3
3931	3346	1222	570	147	37	10	6	3
06:30	06:45	08:00	05:30	05:30	10:45	06:00	11:00	11:00
393	316	97	60	24	5	2	1	0
16:45	17:00	16:15	15:45	20:30	20:00	14:15	19:15	20:45
456	369	96	52	14	4	2	2	1

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	33	29	25	5	0	0	0	6
00:15	22	32	27	5	0	0	0	0
00:30	18	30	26	4	0	0	0	0
00:45	13	38	31	6	0	0	0	0
01:00	8		24	5	0	0	0	1
01:15	6		30	4	0	0	0	0
01:30	6		30	6	0	0	0	0
01:45	8		33	4	0	0	0	0
02:00	14	31	28	4	0	0	0	0
02:15	2		38	5	0	0	0	0
02:30	3		36	2	0	0	0	0
02:45	4		33	5	0	0	0	0
03:00	5		34	7	0	0	0	0
03:15	11	40	31	6	0	0	0	0
03:30	6		33	4	0	0	0	0
03:45	7		33	5	0	0	0	0
04:00	11	41	34	6	0	0	0	0
04:15	18	38	30	7	0	0	0	1
04:30	14	29	26	5	0	0	0	0
04:45	32	36	28	7	0	0	0	2
05:00	33	38	29	8	0	0	1	1
05:15	71	37	28	8	0	0	5	4
05:30	67	39	30	7	0	0	0	3
05:45	98	37	30	6	0	0	0	3
06:00	121	38	30	7	0	0	0	4
06:15	152	34	27	6	0	0	0	20
06:30	198	33	27	5	0	0	1	14
06:45	188	30	25	6	0	0	0	28
07:00	263	29	25	5	0	0	3	27
07:15	257	29	24	5	0	0	2	47
07:30	267	29	25	5	0	0	9	34
07:45	222	29	23	6	0	5	21	28
08:00	213	31	25	7	0	3	15	22
08:15	173	32	25	7	0	1	11	29
08:30	161	32	26	6	0	0	0	13
08:45	148	33	26	6	0	0	3	15
09:00	128	33	27	7	0	0	3	14
09:15	112	32	26	6	0	0	2	11
09:30	111	34	26	7	0	0	2	17
09:45	119	32	26	5	0	0	0	12
10:00	122	35	27	7	0	0	1	13
10:15	91	33	25	6	0	0	2	20
10:30	136	31	25	7	0	0	5	32

10:45	117	32	24	6	0	0	0	31
11:00	105	31	24	8	0	6	8	12
11:15	130	34	26	6	0	0	2	16
11:30	94	34	28	7	0	0	2	9
11:45	137	33	26	7	0	0	0	23
12:00	129	31	24	7	0	0	12	23
12:15	130	33	27	6	0	0	3	11
12:30	112	31	24	7	0	0	10	26
12:45	135	32	26	6	0	0	0	25
13:00	126	32	26	6	0	0	1	19
13:15	142	30	24	6	0	0	3	43
13:30	122	29	24	6	0	2	1	21
13:45	137	30	25	6	0	1	5	19
14:00	117	35	28	7	0	0	0	14
14:15	150	32	26	6	0	0	2	23
14:30	179	32	25	7	0	6	3	22
14:45	176	33	27	6	0	0	0	12
15:00	172	32	26	6	0	0	1	30
15:15	200	29	21	7	0	22	23	23
15:30	161	32	24	8	0	9	16	25
15:45	200	34	28	6	0	0	0	5
16:00	219	31	25	8	0	7	10	23
16:15	218	31	26	5	0	0	0	19
16:30	209	30	25	6	0	0	8	19
16:45	202	30	26	5	0	0	0	15
17:00	265	31	27	4	0	0	0	0
17:15	267	29	25	5	0	0	0	18
17:30	301	29	22	7	0	26	16	26
17:45	203	33	27	5	0	0	0	10
18:00	282	29	25	4	0	0	0	18
18:15	196	31	26	6	0	0	0	19
18:30	212	30	25	6	0	0	1	37
18:45	198	29	25	5	0	0	0	18
19:00	165	31	25	6	0	0	6	15
19:15	181	29	25	5	0	0	0	17
19:30	119	33	28	6	0	0	0	3
19:45	98	34	28	6	0	0	0	6
20:00	77	38	30	8	0	0	0	2
20:15	119	30	26	5	0	0	0	3
20:30	81	34	28	6	0	0	0	4
20:45	101	34	27	6	0	0	0	8
21:00	53	37	28	8	0	0	4	4
21:15	63	38	30	7	0	0	0	0
21:30	98	34	27	7	0	0	0	11
21:45	60	34	28	6	0	0	0	3
22:00	83	31	26	5	0	0	1	4
22:15	76	36	28	7	0	0	0	4
22:30	74	30	26	6	0	0	0	8
22:45	77	34	26	7	0	0	1	6
23:00	54	30	27	6	0	0	0	4

23:15	88	31	26	6	0	0	0	5
23:30	39	32	27	6	0	0	0	3
23:45	28	32	27	5	0	0	0	1
Total								
12H(7-19)	8266	31	25	6	0	88	206	988
16H(6-22)	10140	32	26	6	0	88	217	1130
18H(6-24)	10659	32	26	6	0	88	219	1165
24H(0-24)	11169	32	26	6	0	88	225	1186
AM Peak	07:00	03:15	02:15	04:45	11:00	07:45	07:30	07:00
	1009	39	34	8	0	9	56	136
PM Peak	17:15	21:00	21:00	15:15	23:00	15:15	15:15	12:30
	1053	36	28	8	0	38	49	113

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
12	12	1	2	0	0	0	0	0
10	7	3	1	1	0	0	0	0
9	6	2	1	0	0	0	0	0
3	3	2	5	0	0	0	0	0
5	0	2	0	0	0	0	0	0
0	4	1	1	0	0	0	0	0
1	3	1	0	1	0	0	0	0
0	2	3	3	0	0	0	0	0
4	7	2	1	0	0	0	0	0
0	0	1	0	1	0	0	0	0
0	0	1	2	0	0	0	0	0
0	2	0	2	0	0	0	0	0
1	0	2	1	1	0	0	0	0
1	5	3	0	2	0	0	0	0
0	2	2	2	0	0	0	0	0
1	1	2	3	0	0	0	0	0
0	5	1	2	3	0	0	0	0
4	6	2	3	2	0	0	0	0
7	5	0	2	0	0	0	0	0
13	7	4	4	2	0	0	0	0
10	8	6	3	4	0	0	0	0
20	18	8	11	5	0	0	0	0
15	17	15	8	9	0	0	0	0
18	38	18	15	4	1	1	0	0
29	31	26	21	8	0	2	0	0
45	44	25	13	4	1	0	0	0
50	85	28	17	3	0	0	0	0
69	62	17	8	2	2	0	0	0
104	111	8	6	4	0	0	0	0
97	82	23	5	0	1	0	0	0
92	110	14	6	2	0	0	0	0
82	68	13	4	1	0	0	0	0
78	56	26	8	5	0	0	0	0
55	43	21	11	2	0	0	0	0
66	48	21	10	2	0	0	1	0
58	32	26	13	1	0	0	0	0
30	42	29	4	5	0	1	0	0
33	45	12	7	2	0	0	0	0
39	22	19	4	8	0	0	0	0
43	34	24	5	1	0	0	0	0
42	28	20	13	5	0	0	0	0
27	20	14	8	0	0	0	0	0
35	40	11	10	3	0	0	0	0

43	19	14	10	0	0	0	0	0
39	20	14	4	2	0	0	0	0
44	34	20	12	1	1	0	0	0
24	27	21	7	3	1	0	0	0
52	34	10	14	3	1	0	0	0
46	24	15	5	3	1	0	0	0
36	48	24	7	1	0	0	0	0
25	31	9	8	2	1	0	0	0
42	38	20	10	0	0	0	0	0
42	40	14	5	5	0	0	0	0
35	43	9	7	2	0	0	0	0
51	36	4	5	1	1	0	0	0
51	43	10	8	0	0	0	0	0
31	30	24	14	2	0	2	0	0
47	41	30	3	1	2	1	0	0
53	57	26	10	2	0	0	0	0
50	67	30	13	4	0	0	0	0
53	48	31	8	1	0	0	0	0
62	56	10	3	1	0	0	0	0
37	43	17	11	3	0	0	0	0
60	69	44	16	3	1	1	1	0
78	63	18	11	5	3	0	0	1
86	73	31	6	2	0	1	0	0
77	72	22	5	3	3	0	0	0
68	88	22	5	2	0	2	0	0
92	122	41	8	2	0	0	0	0
127	92	19	9	2	0	0	0	0
131	79	19	4	0	0	0	0	0
62	77	36	15	3	0	0	0	0
148	90	20	3	1	1	1	0	0
83	62	16	14	1	0	0	1	0
91	52	17	10	4	0	0	0	0
109	46	14	9	1	0	1	0	0
67	49	21	5	2	0	0	0	0
81	65	11	3	4	0	0	0	0
40	47	17	5	5	1	0	1	0
28	40	12	7	2	3	0	0	0
26	14	13	15	5	1	1	0	0
53	46	12	3	2	0	0	0	0
24	31	13	5	3	1	0	0	0
40	27	13	12	1	0	0	0	0
6	22	5	10	2	0	0	0	0
20	19	6	14	4	0	0	0	0
35	30	8	7	5	1	0	0	1
20	21	9	4	3	0	0	0	0
32	31	8	5	2	0	0	0	0
28	27	4	7	5	1	0	0	0
29	25	7	1	3	1	0	0	0
40	13	7	5	3	2	0	0	0
15	26	5	3	0	0	1	0	0

49	19	5	8	2	0	0	0	0
14	14	5	2	0	0	1	0	0
10	11	4	2	0	0	0	0	0
2956	2545	952	393	107	17	10	3	1
3589	3178	1188	542	162	27	13	4	2
3806	3344	1233	575	177	31	15	4	2
3940	3502	1315	647	212	32	16	4	2
07:00	07:00	08:15	05:45	05:15	11:00	05:45	08:30	11:00
375	371	97	66	26	3	3	1	0
17:15	16:45	14:15	15:30	19:15	15:45	16:15	19:30	21:30
468	381	117	44	16	7	3	1	1

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	18	39	32	9	0	0	0	0
00:15	16	40	30	8	0	0	0	1
00:30	27	36	26	7	0	0	1	1
00:45	11	37	31	7	0	0	0	0
01:00	8		33	7	0	0	0	0
01:15	11	29	26	5	0	0	0	1
01:30	11	35	32	4	0	0	0	0
01:45	8		31	4	0	0	0	0
02:00	10	38	31	6	0	0	0	0
02:15	4		29	5	0	0	0	0
02:30	8		33	8	0	0	0	0
02:45	5		38	3	0	0	0	0
03:00	8		36	6	0	0	0	0
03:15	9		31	7	0	0	0	0
03:30	11	39	34	8	0	0	0	1
03:45	9		33	12	0	0	0	1
04:00	12	34	29	6	0	0	0	0
04:15	16	29	26	4	0	0	0	1
04:30	11	34	29	7	0	0	0	0
04:45	24	33	27	5	0	0	0	2
05:00	39	38	28	8	0	0	1	2
05:15	57	37	28	8	0	0	0	7
05:30	77	39	29	7	0	0	1	4
05:45	80	37	30	6	0	0	0	5
06:00	89	38	28	9	0	0	0	16
06:15	131	35	28	6	0	0	1	8
06:30	127	33	26	7	0	0	4	11
06:45	171	31	26	5	0	0	0	12
07:00	189	30	25	6	0	0	0	24
07:15	189	30	25	6	0	0	6	26
07:30	187	28	23	6	0	5	12	25
07:45	190	31	24	7	0	2	13	42
08:00	169	32	26	5	0	0	0	13
08:15	176	30	22	8	0	16	22	28
08:30	162	28	21	8	0	14	24	32
08:45	122	31	23	6	0	0	4	40
09:00	119	34	27	6	0	0	0	15
09:15	128	33	26	6	0	0	2	12
09:30	98	33	26	7	0	0	7	6
09:45	122	30	26	6	0	0	0	12
10:00	97	33	27	6	0	0	0	13
10:15	126	36	28	7	0	0	0	16
10:30	110	31	22	8	0	13	6	30

10:45	120	33	26	7	0	0	1	26
11:00	99	36	27	8	0	0	3	17
11:15	120	32	24	7	0	0	2	34
11:30	117	33	26	7	0	0	1	23
11:45	111	34	29	6	0	0	2	5
12:00	110	31	24	7	0	0	0	34
12:15	114	32	27	6	0	0	1	12
12:30	154	30	25	6	0	0	3	23
12:45	137	31	24	7	0	3	3	36
13:00	132	32	25	8	0	0	10	31
13:15	135	32	26	6	0	0	1	28
13:30	145	30	24	7	0	2	9	30
13:45	149	30	24	6	0	0	4	32
14:00	138	35	26	7	0	0	0	29
14:15	167	32	26	6	0	0	0	26
14:30	176	30	25	5	0	0	0	14
14:45	165	31	25	6	0	0	0	39
15:00	179	30	26	5	0	0	2	12
15:15	164	32	23	8	0	12	9	33
15:30	169	32	25	7	0	5	11	29
15:45	207	32	26	6	0	0	1	22
16:00	210	31	26	5	0	0	0	21
16:15	207	32	26	6	0	0	7	17
16:30	193	32	27	5	0	0	0	13
16:45	222	33	27	5	0	0	0	4
17:00	224	33	27	5	0	0	0	7
17:15	279	30	25	5	0	0	0	23
17:30	291	29	25	4	0	0	0	36
17:45	202	31	26	5	0	0	0	13
18:00	281	29	24	7	0	13	12	19
18:15	155	34	27	6	0	0	0	9
18:30	210	32	27	5	0	0	0	6
18:45	171	30	26	5	0	0	0	8
19:00	160	31	27	5	0	0	0	9
19:15	191	29	25	5	0	0	5	15
19:30	92	35	28	7	0	0	0	4
19:45	112	34	28	7	0	0	0	12
20:00	69	37	29	7	0	0	0	2
20:15	94	32	26	6	0	0	0	6
20:30	56	36	29	6	0	0	0	2
20:45	51	36	27	8	0	0	4	3
21:00	71	33	26	7	0	0	1	5
21:15	66	35	29	7	0	0	0	4
21:30	49	37	29	7	0	0	0	2
21:45	63	34	26	7	0	0	2	8
22:00	41	36	29	7	0	0	0	4
22:15	45	33	27	6	0	0	0	3
22:30	49	31	25	6	0	0	2	5
22:45	38	34	27	6	0	0	0	2
23:00	39	33	27	6	0	0	0	5

23:15	40	33	27	6	0	0	0	3
23:30	45	35	28	6	0	0	0	1
23:45	31	34	27	8	0	0	0	4
Total								
12H(7-19)	7837	32	25	6	0	85	178	1045
16H(6-22)	9429	32	26	6	0	85	195	1164
18H(6-24)	9757	32	26	6	0	85	197	1191
24H(0-24)	10247	32	26	6	0	85	200	1217
AM Peak	07:00	03:00	02:45	03:00	11:00	07:45	07:45	07:00
	755	42	34	9	0	32	59	117
PM Peak	17:15	21:15	21:15	20:45	23:00	15:15	13:00	12:45
	1053	36	28	7	0	17	24	125

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
3	6	5	1	1	1	0	0	1
5	3	2	2	3	0	0	0	0
12	8	0	4	1	0	0	0	0
3	3	2	2	0	1	0	0	0
2	0	2	3	1	0	0	0	0
4	4	1	1	0	0	0	0	0
1	2	6	2	0	0	0	0	0
0	4	2	2	0	0	0	0	0
2	4	0	4	0	0	0	0	0
1	2	0	1	0	0	0	0	0
2	1	2	2	0	1	0	0	0
0	0	1	3	1	0	0	0	0
1	0	2	3	2	0	0	0	0
1	5	0	1	2	0	0	0	0
1	0	4	3	1	1	0	0	0
1	3	2	0	0	0	2	0	0
3	5	2	1	1	0	0	0	0
6	7	2	0	0	0	0	0	0
5	1	3	1	1	0	0	0	0
8	7	5	2	0	0	0	0	0
15	7	4	7	2	1	0	0	0
15	17	8	3	5	2	0	0	0
18	26	8	11	8	1	0	0	0
8	31	19	11	6	0	0	0	0
19	21	15	8	6	1	3	0	0
35	45	22	14	5	1	0	0	0
57	25	15	8	5	2	0	0	0
58	69	20	11	0	1	0	0	0
93	46	12	10	2	2	0	0	0
75	56	16	7	2	0	0	1	0
84	51	3	7	0	0	0	0	0
68	33	18	12	2	0	0	0	0
66	57	21	11	1	0	0	0	0
48	35	19	6	2	0	0	0	0
50	26	10	4	1	1	0	0	0
34	21	18	5	0	0	0	0	0
28	39	22	12	2	1	0	0	0
49	35	18	11	0	1	0	0	0
36	25	14	8	1	1	0	0	0
45	48	12	2	2	0	0	0	1
32	25	18	5	4	0	0	0	0
33	42	11	20	1	2	1	0	0
19	23	15	4	0	0	0	0	0

32	36	12	8	5	0	0	0	0
23	24	14	12	5	1	0	0	0
40	21	13	8	1	1	0	0	0
37	30	14	10	1	1	0	0	0
19	38	34	11	1	0	1	0	0
33	23	11	6	2	0	1	0	0
33	46	12	5	4	1	0	0	0
45	58	15	9	1	0	0	0	0
33	39	14	9	0	0	0	0	0
27	36	17	5	5	1	0	0	0
33	41	23	8	1	0	0	0	0
48	33	15	5	2	1	0	0	0
60	30	16	7	0	0	0	0	0
36	38	15	17	2	1	0	0	0
53	55	21	11	1	0	0	0	0
78	59	19	6	0	0	0	0	0
50	48	13	11	4	0	0	0	0
70	68	19	7	1	0	0	0	0
46	32	19	6	6	1	0	0	0
36	55	18	12	3	0	0	0	0
89	56	18	14	7	0	0	0	0
77	75	24	10	3	0	0	0	0
70	73	24	11	3	2	0	0	0
64	74	30	8	2	2	0	0	0
77	91	32	13	4	1	0	0	0
68	96	35	14	2	2	0	0	0
124	89	30	13	0	0	0	0	0
122	106	22	5	0	0	0	0	0
76	79	17	13	3	1	0	0	0
118	91	18	5	1	4	0	0	0
61	50	16	14	5	0	0	0	0
79	80	30	13	1	1	0	0	0
70	66	15	8	2	1	1	0	0
59	65	14	7	6	0	0	0	0
85	64	18	2	2	0	0	0	0
36	26	13	7	3	1	1	0	1
23	42	22	8	4	0	0	1	0
19	22	13	6	5	2	0	0	0
47	20	13	6	1	1	0	0	0
17	15	11	8	3	0	0	0	0
18	13	4	6	2	1	0	0	0
34	15	9	6	0	0	0	0	1
21	13	19	6	1	1	1	0	0
14	16	5	9	1	2	0	0	0
21	16	8	4	3	1	0	0	0
10	10	9	6	2	0	0	0	0
17	13	7	3	1	1	0	0	0
19	13	8	2	0	0	0	0	0
16	10	5	3	2	0	0	0	0
9	16	4	4	1	0	0	0	0

14	13	6	3	1	0	0	0	0
17	16	4	4	2	1	0	0	0
16	4	2	1	3	0	1	0	0
2687	2398	872	438	98	30	4	1	1
3250	2885	1093	554	145	44	9	2	3
3368	2980	1138	580	157	46	10	2	3
3485	3126	1220	650	192	54	12	2	4
07:00	06:45	11:00	10:15	05:30	06:15	06:00	07:15	09:45
320	222	75	44	25	6	3	1	1
17:15	16:45	16:30	16:30	15:15	16:15	18:45	19:45	21:00
440	382	127	48	19	7	2	1	1

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	22	34	28	6	0	0	0	1
00:15	35	32	26	5	0	0	0	1
00:30	18	35	27	7	0	0	1	1
00:45	24	34	27	6	0	0	0	2
01:00	6		31	5	0	0	0	0
01:15	2		33	5	0	0	0	0
01:30	2		40	3	0	0	0	0
01:45	5		32	6	0	0	0	0
02:00	10	35	30	9	0	0	0	0
02:15	7		33	7	0	0	0	0
02:30	6		35	6	0	0	0	0
02:45	7		33	7	0	0	0	0
03:00	3		29	6	0	0	0	0
03:15	12	39	33	6	0	0	0	0
03:30	5		31	7	0	0	0	0
03:45	3		29	6	0	0	0	0
04:00	10	37	33	4	0	0	0	0
04:15	8		33	9	0	0	0	0
04:30	10	40	33	8	0	0	0	1
04:45	12	49	34	11	0	0	0	1
05:00	16	42	36	9	0	0	0	1
05:15	19	38	31	7	0	0	0	1
05:30	27	40	31	8	0	0	1	0
05:45	38	36	30	7	0	0	0	1
06:00	36	36	28	8	0	0	0	7
06:15	46	37	30	8	0	0	0	3
06:30	40	33	27	7	0	0	0	5
06:45	48	38	30	7	0	0	0	4
07:00	45	39	32	7	0	0	0	4
07:15	55	38	30	8	0	0	0	6
07:30	53	38	31	7	0	0	1	2
07:45	50	38	31	6	0	0	0	1
08:00	60	35	27	8	0	0	0	7
08:15	73	35	27	8	0	0	5	6
08:30	88	37	29	7	0	0	2	7
08:45	72	37	30	7	0	0	0	5
09:00	84	39	31	8	0	0	1	1
09:15	81	36	28	7	0	0	6	1
09:30	96	34	26	6	0	0	1	10
09:45	101	35	29	6	0	0	0	8
10:00	76	38	31	7	0	0	0	1
10:15	89	37	28	8	0	0	6	8
10:30	86	38	29	8	0	0	1	7

10:45	84	38	30	8	0	0	0	5
11:00	89	38	32	6	0	0	0	0
11:15	114	34	28	5	0	0	0	3
11:30	111	37	28	7	0	0	0	8
11:45	111	35	29	6	0	0	2	5
12:00	113	38	30	7	0	0	2	10
12:15	117	37	30	7	0	0	0	5
12:30	103	37	30	6	0	0	0	0
12:45	102	38	30	7	0	0	0	4
13:00	111	38	31	7	0	0	0	0
13:15	91	38	30	7	0	0	0	1
13:30	98	35	28	7	0	0	0	6
13:45	101	38	31	6	0	0	0	0
14:00	91	39	30	8	0	0	0	3
14:15	123	35	28	6	0	0	0	4
14:30	103	38	31	7	0	0	0	3
14:45	113	39	30	8	0	0	0	13
15:00	109	36	29	6	0	0	0	2
15:15	117	35	28	6	0	0	0	3
15:30	102	37	29	7	0	0	0	4
15:45	93	38	29	7	0	0	0	3
16:00	80	39	31	7	0	0	0	0
16:15	110	36	29	6	0	0	0	2
16:30	108	34	28	5	0	0	0	1
16:45	105	35	29	6	0	0	0	1
17:00	254	33	28	5	0	0	0	3
17:15	158	34	27	6	0	0	1	18
17:30	129	36	29	6	0	0	0	1
17:45	110	34	28	6	0	0	0	4
18:00	106	34	28	6	0	0	0	3
18:15	90	34	28	5	0	0	0	2
18:30	93	34	28	6	0	0	0	1
18:45	90	35	29	5	0	0	0	3
19:00	66	34	28	6	0	0	0	6
19:15	48	32	27	4	0	0	0	2
19:30	55	34	27	5	0	0	0	1
19:45	56	33	27	5	0	0	0	3
20:00	48	37	29	7	0	0	0	1
20:15	69	32	26	6	0	0	1	9
20:30	52	33	26	6	0	0	0	7
20:45	43	34	27	6	0	0	0	2
21:00	30	35	29	8	0	0	0	0
21:15	37	41	31	8	0	0	0	1
21:30	34	35	28	7	0	0	0	1
21:45	40	33	27	6	0	0	0	2
22:00	29	38	30	7	0	0	0	1
22:15	38	37	29	9	0	0	0	5
22:30	41	37	29	9	0	0	0	3
22:45	35	32	26	6	0	0	0	2
23:00	22	37	29	8	0	0	0	1

23:15	28	35	28	6	0	0	0	1
23:30	33	37	27	7	0	0	0	4
23:45	32	36	28	7	0	0	0	4
Total								
12H(7-19)	4738	37	29	7	0	0	28	195
16H(6-22)	5486	36	29	7	0	0	29	249
18H(6-24)	5744	36	29	7	0	0	29	270
24H(0-24)	6051	37	29	7	0	0	31	280
AM Peak	11:00	04:15	04:15	04:15	11:00	11:00	08:30	09:30
	425	43	34	9	0	0	9	27
PM Peak	17:00	14:00	12:30	22:15	23:00	23:00	12:00	17:15
	651	38	30	8	0	0	2	26

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
6	7	5	2	1	0	0	0	0
18	9	4	2	1	0	0	0	0
7	2	4	3	0	0	0	0	0
10	5	4	3	0	0	0	0	0
0	4	0	2	0	0	0	0	0
0	1	0	1	0	0	0	0	0
0	0	0	1	1	0	0	0	0
0	3	1	0	1	0	0	0	0
5	1	2	1	0	0	1	0	0
2	0	2	2	1	0	0	0	0
1	0	1	3	1	0	0	0	0
0	4	0	2	0	1	0	0	0
1	1	0	1	0	0	0	0	0
2	1	4	3	2	0	0	0	0
1	2	1	0	1	0	0	0	0
1	1	0	1	0	0	0	0	0
0	3	4	3	0	0	0	0	0
2	2	0	2	1	1	0	0	0
1	1	2	3	2	0	0	0	0
2	3	1	1	2	0	2	0	0
1	0	5	5	3	0	0	0	1
4	1	7	4	2	0	0	0	0
6	5	6	4	5	0	0	0	0
7	11	12	5	1	0	1	0	0
7	8	7	6	0	0	1	0	0
12	9	13	5	1	2	0	0	1
12	10	11	1	0	0	1	0	0
10	11	10	9	4	0	0	0	0
4	9	12	11	4	1	0	0	0
13	8	13	10	4	0	1	0	0
6	17	14	9	3	1	0	0	0
5	23	8	9	3	1	0	0	0
24	9	11	5	2	1	0	1	0
22	12	16	8	2	2	0	0	0
20	19	18	17	4	1	0	0	0
14	23	15	8	5	2	0	0	0
22	20	16	13	6	3	2	0	0
21	26	13	10	4	0	0	0	0
37	23	14	9	2	0	0	0	0
15	37	25	11	3	2	0	0	0
7	35	13	13	4	2	1	0	0
20	23	13	13	5	0	1	0	0
15	29	14	13	4	2	1	0	0

19	19	19	14	2	5	1	0	0
14	26	22	19	6	1	1	0	0
34	45	18	11	3	0	0	0	0
39	18	22	19	4	1	0	0	0
18	37	32	11	5	1	0	0	0
11	30	28	26	5	1	0	0	0
30	32	18	29	1	1	0	0	1
22	35	24	14	7	1	0	0	0
31	15	23	25	2	2	0	0	0
14	50	23	13	5	4	2	0	0
22	32	15	12	2	7	0	0	0
30	36	12	8	4	1	1	0	0
16	37	22	19	5	2	0	0	0
24	26	9	19	9	0	0	0	1
47	32	22	10	7	1	0	0	0
17	32	23	20	5	2	0	0	1
16	27	26	16	12	2	1	0	0
27	39	21	11	8	1	0	0	0
40	36	20	12	3	3	0	0	0
30	32	14	16	4	2	0	0	0
32	19	15	16	7	1	0	0	0
17	30	12	10	9	1	1	0	0
40	29	18	14	7	0	0	0	0
40	31	23	11	2	0	0	0	0
27	40	21	11	5	0	0	0	0
61	112	59	18	1	0	0	0	0
48	50	24	10	7	0	0	0	0
35	44	26	18	5	0	0	0	0
33	50	8	10	5	0	0	0	0
36	37	19	8	1	0	1	0	1
30	31	18	8	1	0	0	0	0
37	26	17	8	3	0	0	1	0
24	26	24	13	0	0	0	0	0
16	23	13	6	2	0	0	0	0
15	20	10	1	0	0	0	0	0
24	15	8	7	0	0	0	0	0
17	21	10	4	1	0	0	0	0
13	15	9	6	3	1	0	0	0
29	14	12	2	1	1	0	0	0
16	17	7	5	0	0	0	0	0
20	10	5	4	2	0	0	0	0
12	8	5	3	0	1	1	0	0
9	7	8	5	6	1	0	0	0
14	6	8	3	1	1	0	0	0
18	8	8	3	0	1	0	0	0
11	3	4	9	0	1	0	0	0
10	6	9	6	1	0	0	0	1
11	12	5	7	1	0	1	1	0
20	5	5	1	2	0	0	0	0
8	4	4	3	1	1	0	0	0

9	11	2	4	1	0	0	0	0
11	10	1	5	2	0	0	0	0
9	6	7	4	2	0	0	0	0
1206	1474	912	638	207	58	14	2	4
1450	1676	1056	708	228	66	17	2	5
1539	1733	1093	747	238	68	18	3	6
1616	1800	1158	801	263	70	22	3	7
10:45	11:00	11:00	10:45	08:30	10:00	10:15	08:00	06:15
106	126	94	63	19	9	4	1	1
17:00	17:00	16:45	12:00	14:00	13:00	13:00	22:30	14:00
177	256	130	94	33	14	3	1	2

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	18	33	28	4	0	0	0	0
00:15	33	34	27	7	0	0	0	1
00:30	9		30	5	0	0	0	0
00:45	16	38	29	8	0	0	0	1
01:00	11	35	27	6	0	0	0	0
01:15	3		33	8	0	0	0	0
01:30	12	39	36	5	0	0	0	0
01:45	6		31	8	0	0	0	0
02:00	3		34	2	0	0	0	0
02:15	8		35	7	0	0	0	0
02:30	9		37	11	0	0	0	0
02:45	6		37	5	0	0	0	0
03:00	9		38	9	0	0	0	0
03:15	4		39	2	0	0	0	0
03:30	1		48	0	0	0	0	0
03:45	1		28	0	0	0	0	0
04:00	3		28	4	0	0	0	0
04:15	8		33	6	0	0	0	0
04:30	8		33	6	0	0	0	0
04:45	13	36	31	8	0	0	0	0
05:00	5		44	11	0	0	0	0
05:15	9		32	6	0	0	0	0
05:30	18	37	31	6	0	0	0	0
05:45	11	39	33	6	0	0	0	0
06:00	16	40	35	7	0	0	0	0
06:15	23	43	34	9	0	0	0	1
06:30	17	38	32	7	0	0	0	0
06:45	24	41	32	7	0	0	0	0
07:00	22	39	33	7	0	0	0	0
07:15	22	40	32	8	0	0	1	0
07:30	32	38	30	7	0	0	0	1
07:45	21	34	28	6	0	0	0	1
08:00	20	36	31	9	0	0	0	1
08:15	30	37	30	7	0	0	0	2
08:30	33	39	29	8	0	0	0	5
08:45	42	35	29	6	0	0	0	1
09:00	34	38	32	7	0	0	0	0
09:15								
09:30								
09:45	65	39	31	8	0	0	0	1
10:00	56	38	32	5	0	0	0	1
10:15	78	38	30	7	0	0	0	2
10:30	81	35	29	6	0	0	0	4

10:45	81	37	30	6	0	0	0	1
11:00	71	40	31	8	0	0	0	5
11:15	76	38	32	6	0	0	0	0
11:30	96	36	29	6	0	0	0	4
11:45	93	38	29	7	0	1	0	1
12:00	88	37	29	8	0	1	3	7
12:15	82	37	30	7	0	0	0	7
12:30	107	34	28	6	0	0	0	9
12:45	97	38	29	7	0	0	0	7
13:00	104	34	28	6	0	0	0	2
13:15	83	38	31	6	0	0	0	0
13:30	124	34	27	6	0	0	0	10
13:45	88	35	29	5	0	0	0	2
14:00	66	40	32	7	0	0	0	1
14:15	92	34	28	6	0	0	0	7
14:30	98	34	28	6	0	0	0	6
14:45	93	36	28	6	0	0	0	3
15:00	77	35	29	7	0	0	2	1
15:15	99	34	27	6	0	0	1	4
15:30	73	34	28	7	0	0	0	2
15:45	107	36	28	7	0	0	0	12
16:00	96	35	28	7	0	0	0	8
16:15	99	37	28	8	0	0	1	10
16:30	76	37	29	7	0	0	2	3
16:45	69	38	30	6	0	0	0	0
17:00	83	37	28	7	0	0	0	10
17:15	73	33	27	6	0	0	0	2
17:30	91	31	26	6	0	0	0	16
17:45	104	30	26	5	0	0	0	3
18:00	65	36	29	7	0	0	0	4
18:15	60	37	30	7	0	0	0	5
18:30	80	33	27	7	0	0	0	7
18:45	92	34	28	5	0	0	0	3
19:00	62	35	28	6	0	0	0	3
19:15	110	34	27	6	0	0	0	3
19:30	77	36	28	7	0	0	0	3
19:45	131	30	25	5	0	0	0	10
20:00	69	36	27	7	0	0	0	4
20:15	47	32	28	5	0	0	0	1
20:30	51	34	28	5	0	0	0	1
20:45	37	34	26	7	0	0	1	2
21:00	42	39	31	9	0	0	0	0
21:15	28	36	30	6	0	0	0	1
21:30	30	42	34	8	0	0	0	1
21:45	28	36	30	7	0	0	0	1
22:00	20	43	33	9	0	0	0	0
22:15	25	40	32	7	0	0	0	1
22:30	44	29	25	6	0	0	0	4
22:45	28	32	25	7	0	0	2	3
23:00	17	39	32	8	0	0	0	1

23:15	17	35	28	6	0	0	0	0
23:30	19	36	29	5	0	0	0	0
23:45	13	38	31	9	0	0	0	0
Total								
12H(7-19)								
16H(6-22)								
18H(6-24)								
24H(0-24)								
AM Peak								
PM Peak	12:45	21:30	21:30	20:45	23:00	12:00	16:15	15:45
	408	41	32	8	0	1	3	33

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
4	8	5	1	0	0	0	0	0
19	4	5	2	1	1	0	0	0
2	2	3	2	0	0	0	0	0
7	1	2	4	0	1	0	0	0
6	2	1	2	0	0	0	0	0
1	0	1	0	1	0	0	0	0
0	0	7	3	1	1	0	0	0
2	2	0	0	2	0	0	0	0
0	0	2	1	0	0	0	0	0
0	3	1	2	1	1	0	0	0
0	2	4	1	0	0	1	0	1
0	1	1	2	2	0	0	0	0
0	3	0	3	2	0	0	1	0
0	0	0	3	1	0	0	0	0
0	0	0	0	0	1	0	0	0
0	1	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0
1	1	3	2	1	0	0	0	0
1	2	1	4	0	0	0	0	0
4	2	4	2	0	0	1	0	0
0	1	0	1	1	0	1	1	0
2	1	2	4	0	0	0	0	0
2	9	3	2	1	1	0	0	0
2	2	2	4	1	0	0	0	0
0	5	3	5	2	0	1	0	0
2	6	4	5	2	2	1	0	0
2	6	4	3	1	0	1	0	0
8	0	9	2	5	0	0	0	0
2	6	6	5	1	2	0	0	0
2	6	5	4	4	0	0	0	0
9	5	6	9	2	0	0	0	0
9	3	5	2	1	0	0	0	0
3	7	5	3	0	0	0	0	1
7	7	8	3	3	0	0	0	0
8	5	6	5	4	0	0	0	0
12	15	8	3	2	1	0	0	0
5	8	10	8	2	0	1	0	0
16	19	13	8	4	2	1	1	0
2	17	18	15	3	0	0	0	0
19	21	14	16	5	0	0	1	0
14	31	20	6	4	2	0	0	0

18	23	21	16	1	1	0	0	0
12	19	7	18	7	2	1	0	0
11	24	19	16	4	1	1	0	0
17	36	21	13	4	1	0	0	0
27	28	16	11	5	4	0	0	0
18	22	18	12	5	1	1	0	0
10	26	19	16	3	0	0	1	0
24	41	19	11	3	0	0	0	0
19	39	8	17	5	1	1	0	0
36	33	22	6	5	0	0	0	0
19	23	18	17	6	0	0	0	0
37	43	20	9	4	1	0	0	0
15	36	21	12	1	1	0	0	0
15	15	10	16	7	2	0	0	0
23	39	12	6	5	0	0	0	0
35	27	17	9	3	1	0	0	0
31	26	15	15	2	1	0	0	0
25	17	19	10	0	1	2	0	0
35	28	21	9	1	0	0	0	0
21	31	9	5	1	4	0	0	0
26	31	19	14	5	0	0	0	0
27	34	12	8	6	1	0	0	0
33	25	10	10	8	0	2	0	0
21	21	11	13	4	1	0	0	0
17	24	12	10	6	0	0	0	0
21	26	10	10	3	3	0	0	0
32	23	7	7	2	0	0	0	0
27	30	14	2	0	1	1	0	0
43	42	10	3	3	0	0	0	0
16	23	11	5	5	0	0	1	0
10	19	10	14	2	0	0	0	0
33	23	9	3	3	1	0	0	1
28	35	15	10	1	0	0	0	0
24	16	9	8	2	0	0	0	0
49	27	16	11	4	0	0	0	0
31	22	7	9	4	0	1	0	0
55	49	13	3	1	0	0	0	0
28	19	6	9	1	2	0	0	0
12	24	6	3	1	0	0	0	0
15	20	8	6	1	0	0	0	0
19	5	5	4	1	0	0	0	0
11	16	4	5	4	0	0	1	1
5	8	8	5	0	1	0	0	0
2	8	5	7	5	2	0	0	0
6	9	7	2	2	1	0	0	0
5	5	3	2	3	1	1	0	0
3	6	7	4	4	0	0	0	0
27	8	2	2	0	1	0	0	0
10	7	3	2	1	0	0	0	0
2	5	3	4	1	1	0	0	0

5	8	1	2	1	0	0	0	0
3	11	1	3	1	0	0	0	0
4	5	0	2	1	0	1	0	0

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	10	40	34	6	0	0	0	0
00:15	11	40	35	4	0	0	0	0
00:30	7		37	3	0	0	0	0
00:45	7		31	7	0	0	0	1
01:00	1		33	0	0	0	0	0
01:15	2		35	3	0	0	0	0
01:30	5		29	4	0	0	0	0
01:45	2		35	8	0	0	0	0
02:00	3		28	4	0	0	0	0
02:15	7		30	2	0	0	0	0
02:30	5		29	5	0	0	0	0
02:45	8		31	6	0	0	0	0
03:00	8		34	5	0	0	0	0
03:15	9		33	4	0	0	0	0
03:30	7		30	6	0	0	0	0
03:45	10	38	32	7	0	0	0	0
04:00	12	39	30	7	0	0	0	0
04:15	18	39	31	8	0	0	0	1
04:30	20	38	33	6	0	0	0	0
04:45	19	33	29	8	0	0	0	1
05:00	46	36	29	8	0	0	0	4
05:15	51	34	28	8	0	0	0	7
05:30	69	39	31	7	0	0	1	2
05:45	97	35	29	7	0	0	0	10
06:00	200	36	28	7	0	0	0	18
06:15	289	30	24	6	0	1	13	49
06:30	254	29	24	5	0	0	10	42
06:45	235	30	25	6	0	2	5	35
07:00	258	29	24	5	0	0	8	46
07:15	308	28	24	4	0	0	0	22
07:30	270	28	22	6	0	1	38	52
07:45	247	29	24	5	0	0	0	50
08:00	213	32	26	6	0	0	5	21
08:15	188	32	26	5	0	0	2	10
08:30	143	31	25	6	0	0	8	21
08:45	117	34	28	6	0	0	0	15
09:00	83	28	22	8	0	8	9	11
09:15	122	32	25	6	0	0	4	20
09:30	105	31	24	7	0	3	3	24
09:45	103	29	22	8	0	14	9	10
10:00	116	30	22	8	0	4	6	44
10:15	94	32	26	6	0	0	0	17
10:30	121	29	23	6	0	0	5	29

10:45	125	32	25	7	0	0	4	27
11:00	104	29	24	5	0	0	1	21
11:15	128	31	24	7	0	1	11	27
11:30	102	32	26	6	0	0	0	18
11:45	121	30	24	7	0	6	4	21
12:00	97	30	23	7	0	5	7	16
12:15	116	29	25	6	0	0	2	20
12:30	117	29	23	7	0	7	2	15
12:45	110	30	21	9	0	18	5	22
13:00	121	32	25	7	0	4	4	16
13:15	136	29	23	6	0	2	6	31
13:30	132	29	23	6	0	1	4	33
13:45	130	33	25	7	0	0	5	15
14:00	137	29	22	7	0	3	20	27
14:15	144	22	15	6	0	32	39	38
14:30	177	32	23	9	0	26	13	21
14:45	167	31	25	6	0	2	4	29
15:00	160	34	25	8	0	0	22	20
15:15	140	32	25	7	0	0	2	31
15:30	159	33	26	7	0	0	11	17
15:45	178	32	26	5	0	0	2	17
16:00	172	35	29	6	0	0	0	6
16:15	193	29	26	4	0	0	0	6
16:30	204	30	25	6	0	1	14	13
16:45	203	34	28	6	0	0	0	5
17:00	250	33	27	5	0	0	0	2
17:15	232	33	27	5	0	0	2	4
17:30	260	29	25	4	0	0	3	16
17:45	146	33	27	6	0	0	0	17
18:00	329	29	25	4	0	0	0	32
18:15	191	31	26	6	0	0	8	12
18:30	136	32	27	5	0	0	2	7
18:45	203	30	26	4	0	0	0	8
19:00	105	31	25	6	0	0	3	12
19:15	143	29	24	4	0	0	1	11
19:30	103	30	25	6	0	0	5	10
19:45	105	30	26	5	0	0	0	8
20:00	92	33	27	5	0	0	0	5
20:15	62	34	28	7	0	0	0	6
20:30	50	35	29	7	0	0	0	3
20:45	53	34	28	8	0	0	0	7
21:00	83	32	26	6	0	0	1	7
21:15	43	36	28	8	0	0	0	6
21:30	46	36	30	6	0	0	0	2
21:45	43	34	27	6	0	0	0	3
22:00	39	36	29	6	0	0	0	3
22:15	43	35	27	7	0	0	0	2
22:30	36	34	27	6	0	0	0	3
22:45	41	36	29	7	0	0	0	2
23:00	24	38	31	7	0	0	0	1

23:15	24	30	27	4	0	0	0	0
23:30	21	29	25	4	0	0	0	1
23:45	23	33	28	8	0	0	0	2
Total								
12H(7-19)	7808	31	25	6	0	138	294	1002
16H(6-22)	9714	31	25	6	0	141	332	1226
18H(6-24)	9965	31	25	6	0	141	332	1240
24H(0-24)	10399	32	25	6	0	141	333	1266
AM Peak	07:00	00:00	00:15	04:45	11:00	09:00	06:45	06:15
	1083	40	34	8	0	25	51	172
PM Peak	17:15	22:15	21:15	14:15	23:00	14:00	14:15	14:00
	967	36	28	8	0	63	78	115

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
1	2	2	3	2	0	0	0	0
0	1	6	2	2	0	0	0	0
0	0	2	4	1	0	0	0	0
0	2	1	3	0	0	0	0	0
0	0	1	0	0	0	0	0	0
0	0	1	1	0	0	0	0	0
1	2	2	0	0	0	0	0	0
0	1	0	0	1	0	0	0	0
1	1	1	0	0	0	0	0	0
0	4	3	0	0	0	0	0	0
1	3	0	1	0	0	0	0	0
2	2	1	3	0	0	0	0	0
0	3	1	3	1	0	0	0	0
0	3	2	4	0	0	0	0	0
2	1	2	2	0	0	0	0	0
2	3	2	2	0	1	0	0	0
3	3	4	0	2	0	0	0	0
5	3	3	4	1	1	0	0	0
3	3	6	7	1	0	0	0	0
7	4	4	1	1	1	0	0	0
14	10	10	3	3	2	0	0	0
14	14	10	1	2	1	2	0	0
14	17	13	13	9	0	0	0	0
18	30	25	11	1	1	0	1	0
52	62	30	28	8	2	0	0	0
114	68	33	10	1	0	0	0	0
102	85	13	2	0	0	0	0	0
83	75	27	6	2	0	0	0	0
105	83	9	6	1	0	0	0	0
163	110	11	1	0	0	1	0	0
100	63	8	6	1	0	1	0	0
114	51	21	9	2	0	0	0	0
74	67	37	7	1	1	0	0	0
67	70	27	9	3	0	0	0	0
41	45	21	6	0	1	0	0	0
22	44	23	10	2	1	0	0	0
36	9	6	3	0	0	0	0	1
38	33	18	7	2	0	0	0	0
36	21	12	5	1	0	0	0	0
31	29	6	4	0	0	0	0	0
28	17	12	3	1	0	0	0	1
26	31	15	3	2	0	0	0	0
49	24	8	5	0	1	0	0	0

41	29	11	9	4	0	0	0	0
49	22	4	6	1	0	0	0	0
30	37	17	4	1	0	0	0	0
28	35	12	8	0	0	1	0	0
43	27	14	5	0	1	0	0	0
32	24	8	2	3	0	0	0	0
42	39	10	2	0	0	1	0	0
59	18	5	10	1	0	0	0	0
35	14	9	4	1	1	1	0	0
44	30	11	8	3	1	0	0	0
43	40	10	2	2	0	0	0	0
48	30	11	3	2	0	0	0	0
54	32	8	13	3	0	0	0	0
39	32	7	8	1	0	0	0	0
32	3	0	0	0	0	0	0	0
35	44	27	4	7	0	0	0	0
58	44	23	7	0	0	0	0	0
26	44	33	13	2	0	0	0	0
39	42	13	10	2	0	0	1	0
52	39	23	16	1	0	0	0	0
54	71	22	10	2	0	0	0	0
35	75	31	12	10	3	0	0	0
85	82	18	2	0	0	0	0	0
76	75	11	10	4	0	0	0	0
63	70	44	14	6	1	0	0	0
97	93	39	14	5	0	0	0	0
74	91	51	7	1	2	0	0	0
98	123	11	7	2	0	0	0	0
36	55	23	12	3	0	0	0	0
150	122	18	7	0	0	0	0	0
62	78	11	13	7	0	0	0	0
50	46	21	8	2	0	0	0	0
93	73	24	4	1	0	0	0	0
39	30	17	2	1	1	0	0	0
84	34	11	1	0	1	0	0	0
45	28	5	10	0	0	0	0	0
37	43	10	6	1	0	0	0	0
33	33	13	8	0	0	0	0	0
18	14	17	4	0	2	1	0	0
12	17	10	5	2	1	0	0	0
16	14	9	3	3	0	0	0	1
32	25	11	6	1	0	0	0	0
12	8	9	4	3	1	0	0	0
8	17	11	5	2	1	0	0	0
18	12	4	3	3	0	0	0	0
6	13	10	5	2	0	0	0	0
19	11	4	5	0	2	0	0	0
15	6	7	5	0	0	0	0	0
12	11	8	6	1	0	1	0	0
3	8	5	5	1	1	0	0	0

10	10	2	2	0	0	0	0	0
12	6	2	0	0	0	0	0	0
9	6	3	0	2	1	0	0	0
2732	2376	814	338	93	13	5	1	2
3437	2941	1044	441	120	22	6	1	3
3523	3012	1085	469	126	26	7	1	3
3611	3124	1187	537	153	33	9	2	3
07:00	06:30	08:00	05:30	05:15	05:15	07:15	05:45	10:00
482	353	108	62	20	4	2	1	1
17:15	17:15	16:45	15:00	16:00	16:00	12:15	15:15	20:45
358	391	145	49	20	4	2	1	1

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	14	42	33	9	0	0	0	1
00:15	13	33	28	7	0	0	0	1
00:30	12	34	27	8	0	0	0	2
00:45	18	43	33	10	0	0	0	0
01:00	9		28	6	0	0	0	1
01:15	2		43	10	0	0	0	0
01:30	6		37	10	0	0	0	0
01:45	6		31	2	0	0	0	0
02:00	7		35	8	0	0	0	0
02:15	2		38	0	0	0	0	0
02:30	7		38	9	0	0	0	0
02:45	8		31	7	0	0	0	1
03:00	3		31	2	0	0	0	0
03:15	9		30	7	0	0	0	0
03:30	11	39	35	6	0	0	0	0
03:45	14	32	27	5	0	0	0	0
04:00	13	38	32	5	0	0	0	0
04:15	18	36	31	5	0	0	0	0
04:30	15	38	33	5	0	0	0	0
04:45	17	40	29	8	0	0	0	0
05:00	39	39	31	9	0	0	0	4
05:15	68	33	27	6	0	0	0	5
05:30	84	38	28	9	0	0	1	16
05:45	100	37	28	8	0	0	5	8
06:00	117	33	26	7	0	0	2	18
06:15	141	33	25	7	0	0	3	30
06:30	180	30	24	6	0	0	11	36
06:45	191	33	26	6	0	0	0	13
07:00	235	30	24	6	0	0	7	44
07:15	279	29	24	5	0	0	12	38
07:30	223	30	27	5	0	0	1	6
07:45	204	32	26	6	0	0	1	26
08:00	212	31	24	7	0	7	10	32
08:15	202	31	25	6	0	0	0	34
08:30	160	30	24	6	0	1	6	28
08:45	118	33	26	7	0	0	6	22
09:00	138	31	25	5	0	0	1	18
09:15	126	32	25	7	0	0	7	17
09:30	137	31	24	7	0	2	9	37
09:45	84	32	26	7	0	0	3	14
10:00	110	33	27	6	0	0	0	15
10:15	85	34	26	7	0	0	1	18
10:30	118	33	26	6	0	0	2	13

10:45	108	34	26	7	0	0	5	17
11:00	95	34	26	7	0	0	3	18
11:15	97	34	26	6	0	0	2	9
11:30	131	29	24	5	0	0	2	26
11:45	101	32	25	7	0	0	5	20
12:00	123	30	22	8	0	16	7	20
12:15	100	14	10	4	0	72	15	10
12:30	104	19	13	6	0	50	20	21
12:45	65	31	20	10	0	20	7	5
13:00	113	22	13	7	0	62	13	17
13:15	124	30	20	10	0	25	16	23
13:30	99	34	28	7	0	0	0	6
13:45	127	33	26	7	0	0	3	21
14:00	171	33	25	7	0	0	4	33
14:15	152	32	24	7	0	7	2	28
14:30	143	30	24	6	0	0	2	33
14:45	166	33	26	6	0	0	6	19
15:00	192	34	27	6	0	0	0	26
15:15	172	33	27	6	0	0	1	13
15:30	169	33	27	6	0	0	2	13
15:45	171	36	27	7	0	0	0	20
16:00	160	35	28	6	0	0	1	9
16:15	200	32	26	6	0	0	5	24
16:30	234	32	27	5	0	0	2	3
16:45	219	29	25	5	0	0	6	12
17:00	262	31	26	5	0	1	4	9
17:15	245	29	24	5	0	0	3	30
17:30	281	29	26	4	0	0	0	5
17:45	230	31	26	5	0	0	0	21
18:00	248	30	26	4	0	0	0	5
18:15	185	34	28	5	0	0	0	3
18:30	207	30	26	5	0	0	0	10
18:45	170	33	27	6	0	0	1	6
19:00	120	33	27	6	0	0	0	4
19:15	179	30	25	5	0	0	0	18
19:30	121	32	27	6	0	0	0	8
19:45	95	33	27	5	0	0	0	2
20:00	78	32	27	6	0	0	0	3
20:15	96	35	27	6	0	0	0	2
20:30	59	31	26	6	0	0	0	9
20:45	56	34	26	7	0	0	2	8
21:00	52	36	27	7	0	0	3	4
21:15	72	32	27	6	0	0	0	6
21:30	41	30	26	4	0	0	0	1
21:45	47	34	27	8	0	0	0	7
22:00	27	36	28	8	0	0	0	1
22:15	54	32	26	8	0	0	2	3
22:30	31	37	28	8	0	0	0	3
22:45	40	39	30	8	0	0	0	0
23:00	23	35	29	6	0	0	0	0

23:15	33	32	26	5	0	0	0	1
23:30	36	33	28	6	0	0	0	3
23:45	28	39	31	7	0	0	0	1
Total								
12H(7-19)	7795	31	25	7	0	263	203	897
16H(6-22)	9440	32	25	7	0	263	224	1066
18H(6-24)	9712	32	25	7	0	263	226	1078
24H(0-24)	10207	32	25	7	0	263	232	1117
AM Peak	07:00	01:15	01:15	00:45	11:00	08:00	06:30	06:30
	941	43	35	10	0	8	30	131
PM Peak	17:00	22:30	22:30	12:45	23:00	12:15	12:30	13:45
	1018	37	28	10	0	204	56	115

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
2	2	3	2	3	1	0	0	0
5	2	4	0	1	0	0	0	0
4	3	1	1	0	1	0	0	0
4	5	3	1	3	1	0	1	0
2	3	2	1	0	0	0	0	0
0	0	1	0	0	0	1	0	0
1	1	1	0	2	0	1	0	0
0	2	4	0	0	0	0	0	0
0	3	1	2	0	0	1	0	0
0	0	0	2	0	0	0	0	0
0	0	5	0	1	0	0	1	0
0	3	1	2	1	0	0	0	0
0	1	2	0	0	0	0	0	0
2	4	1	0	2	0	0	0	0
1	0	5	3	1	1	0	0	0
6	4	3	1	0	0	0	0	0
2	3	3	5	0	0	0	0	0
3	4	7	3	1	0	0	0	0
2	2	6	4	1	0	0	0	0
9	2	2	1	3	0	0	0	0
5	11	4	10	2	1	2	0	0
21	23	12	4	3	0	0	0	0
21	11	15	12	4	4	0	0	0
19	33	15	11	8	0	0	1	0
36	33	15	8	4	1	0	0	0
47	26	21	9	4	1	0	0	0
66	39	15	12	1	0	0	0	0
95	30	38	9	5	0	0	1	0
76	80	18	6	4	0	0	0	0
125	84	13	3	4	0	0	0	0
76	104	24	8	1	2	1	0	0
82	53	25	13	3	0	0	1	0
83	45	26	6	3	0	0	0	0
68	61	32	5	1	0	0	1	0
73	29	17	5	1	0	0	0	0
22	40	16	9	1	1	0	1	0
47	45	24	3	0	0	0	0	0
41	38	10	10	2	1	0	0	0
26	38	15	10	0	0	0	0	0
21	29	10	4	3	0	0	0	0
33	33	20	4	5	0	0	0	0
19	25	10	8	3	1	0	0	0
41	33	18	8	3	0	0	0	0

28	32	13	9	3	1	0	0	0
17	26	20	11	0	0	0	0	0
39	19	17	9	2	0	0	0	0
51	42	6	2	2	0	0	0	0
23	31	13	5	4	0	0	0	0
39	24	12	5	0	0	0	0	0
2	1	0	0	0	0	0	0	0
5	8	0	0	0	0	0	0	0
12	9	7	3	2	0	0	0	0
9	11	1	0	0	0	0	0	0
14	26	15	1	3	1	0	0	0
35	27	21	4	3	2	1	0	0
29	45	14	12	1	1	0	1	0
64	35	15	15	5	0	0	0	0
48	37	18	9	3	0	0	0	0
60	25	15	3	4	1	0	0	0
49	56	19	13	3	1	0	0	0
55	59	32	18	2	0	0	0	0
44	64	36	10	3	1	0	0	0
55	59	24	13	1	2	0	0	0
54	51	17	18	8	2	0	1	0
45	52	31	16	5	1	0	0	0
72	61	17	17	2	1	1	0	0
83	91	41	12	2	0	0	0	0
91	92	7	9	1	1	0	0	0
95	106	38	7	2	0	0	0	0
118	66	21	5	1	1	0	0	0
112	136	25	3	0	0	0	0	0
88	79	29	9	4	0	0	0	0
115	97	25	4	2	0	0	0	0
62	72	27	16	5	0	0	0	0
87	79	17	11	1	1	0	1	0
61	65	19	15	1	2	0	0	0
44	42	17	7	5	1	0	0	0
76	58	18	7	2	0	0	0	0
44	47	10	9	2	0	0	1	0
36	36	11	6	4	0	0	0	0
25	33	12	4	0	0	0	1	0
39	30	11	11	3	0	0	0	0
19	20	6	3	1	1	0	0	0
18	16	4	6	2	0	0	0	0
19	9	7	10	0	0	0	0	0
28	20	15	1	1	0	0	1	0
16	17	5	2	0	0	0	0	0
14	13	7	3	1	1	0	1	0
12	5	4	4	0	0	0	1	0
23	15	5	4	0	1	0	0	1
9	10	2	5	0	1	1	0	0
14	13	3	4	4	2	0	0	0
6	10	3	2	2	0	0	0	0

15	10	4	3	0	0	0	0	0
9	15	5	2	2	0	0	0	0
5	9	4	6	3	0	0	0	0
2594	2420	890	386	109	24	3	6	0
3216	2889	1102	493	144	29	3	11	0
3309	2976	1132	523	155	33	4	12	1
3418	3098	1233	588	191	42	9	15	1
06:45	07:00	07:30	05:45	05:30	05:30	01:15	08:15	11:00
372	321	107	40	20	6	3	2	0
17:15	16:45	17:00	15:30	15:45	15:30	22:30	21:15	22:15
433	400	113	64	17	6	1	3	1

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	7		33	5	0	0	0	0
00:15	28	38	31	8	0	0	0	1
00:30	17	32	28	6	0	0	0	1
00:45	10	34	31	3	0	0	0	0
01:00	6		29	5	0	0	0	0
01:15	9		30	7	0	0	0	1
01:30	6		32	10	0	0	0	1
01:45	6		34	6	0	0	0	0
02:00	6		28	3	0	0	0	0
02:15	7		30	10	0	0	0	1
02:30	8		34	7	0	0	0	0
02:45	6		28	5	0	0	0	0
03:00	14	46	34	11	0	0	0	2
03:15	6		28	3	0	0	0	0
03:30	8		32	7	0	0	0	0
03:45	15	41	33	8	0	0	0	0
04:00	11	37	31	6	0	0	0	0
04:15	22	39	33	6	0	0	0	0
04:30	17	33	29	4	0	0	0	0
04:45	24	29	25	5	0	0	0	0
05:00	38	38	30	7	0	0	0	2
05:15	55	36	30	6	0	0	0	2
05:30	79	40	31	8	0	0	0	3
05:45	86	39	31	7	0	0	0	3
06:00	126	37	29	7	0	0	0	6
06:15	160	35	28	7	0	0	1	22
06:30	169	32	26	6	0	0	6	5
06:45	212	29	24	6	0	0	5	27
07:00	241	29	24	5	0	0	5	35
07:15	209	30	24	6	0	1	11	20
07:30	216	32	26	6	0	0	0	34
07:45	189	34	27	6	0	0	1	22
08:00	194	31	25	6	0	0	1	23
08:15	213	31	25	6	0	0	6	30
08:30	208	29	23	7	0	1	26	49
08:45	199	36	29	7	0	0	2	20
09:00	194	29	24	5	0	0	8	27
09:15	185	32	25	7	0	0	5	34
09:30	144	35	27	7	0	0	10	9
09:45	128	29	24	6	0	2	2	22
10:00	116	34	26	7	0	0	4	19
10:15	113	30	23	7	0	0	10	27
10:30	95	35	28	7	0	0	0	9

10:45	116	34	26	7	0	0	4	15
11:00	106	31	24	7	0	5	5	9
11:15	112	35	29	7	0	0	0	8
11:30	98	35	28	6	0	0	0	4
11:45	131	30	24	6	0	2	2	30
12:00	137	32	25	7	0	0	3	32
12:15	111	33	27	8	0	0	2	6
12:30	127	30	25	6	0	0	7	18
12:45	133	30	24	6	0	0	9	24
13:00	132	30	23	8	0	11	10	16
13:15	132	36	27	9	0	7	1	14
13:30	166	33	26	6	0	0	1	22
13:45	134	31	26	6	0	0	2	18
14:00	140	33	27	6	0	3	2	6
14:15	134	36	28	7	0	0	1	11
14:30	162	31	25	6	0	0	2	23
14:45	205	32	26	6	0	0	1	30
15:00	176	31	27	5	0	0	0	12
15:15	157	30	23	7	0	4	11	32
15:30	194	31	24	8	0	13	19	18
15:45	191	34	27	7	0	0	0	9
16:00	231	32	26	6	0	0	8	22
16:15	185	32	26	7	0	0	6	9
16:30	213	33	27	5	0	0	0	10
16:45	215	30	26	5	0	0	1	15
17:00	233	30	26	5	0	0	1	14
17:15	243	30	26	5	0	0	1	8
17:30	305	29	22	6	0	8	39	48
17:45	197	32	26	6	0	0	9	12
18:00	224	30	27	4	0	0	0	6
18:15	185	32	27	5	0	0	0	8
18:30	274	31	26	5	0	0	5	16
18:45	196	30	26	5	0	0	2	10
19:00	137	33	27	6	0	0	0	6
19:15	147	32	27	5	0	0	0	5
19:30	141	31	25	5	0	0	0	12
19:45	123	31	26	5	0	0	0	3
20:00	99	36	29	7	0	0	0	4
20:15	144	31	26	5	0	0	0	4
20:30	84	33	27	7	0	0	0	3
20:45	57	33	27	6	0	0	3	3
21:00	64	39	31	8	0	0	0	0
21:15	58	39	31	8	0	0	0	0
21:30	56	30	26	6	0	0	0	6
21:45	54	36	29	7	0	0	0	2
22:00	40	38	31	8	0	0	0	0
22:15	51	35	27	6	0	0	0	1
22:30	45	34	27	6	0	0	0	3
22:45	34	37	29	8	0	0	1	1
23:00	27	42	32	9	0	0	0	1

23:15	43	34	28	6	0	0	0	1
23:30	31	33	27	6	0	0	0	3
23:45	29	34	28	5	0	0	0	1
Total								
12H(7-19)	8339	32	26	6	0	57	245	915
16H(6-22)	10170	32	26	6	0	57	260	1023
18H(6-24)	10470	32	26	6	0	57	261	1034
24H(0-24)	10961	33	26	7	0	57	261	1051
AM Peak	06:45	03:00	03:00	02:15	11:00	11:00	08:15	08:30
	878	41	33	9	0	7	42	130
PM Peak	16:45	21:00	21:00	20:30	23:00	13:00	17:00	14:30
	996	38	30	8	0	18	50	97

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
1	1	2	3	0	0	0	0	0
6	8	5	5	1	1	1	0	0
4	8	2	1	1	0	0	0	0
0	5	4	1	0	0	0	0	0
1	3	1	1	0	0	0	0	0
2	1	2	3	0	0	0	0	0
1	1	0	2	0	1	0	0	0
0	2	1	2	1	0	0	0	0
1	4	1	0	0	0	0	0	0
2	0	2	1	0	1	0	0	0
1	1	3	2	0	1	0	0	0
2	2	1	1	0	0	0	0	0
2	1	1	4	1	2	1	0	0
1	4	1	0	0	0	0	0	0
2	1	2	2	1	0	0	0	0
4	1	3	4	2	1	0	0	0
3	2	3	2	1	0	0	0	0
3	6	3	7	3	0	0	0	0
3	8	5	1	0	0	0	0	0
15	7	1	0	0	1	0	0	0
10	9	6	8	2	1	0	0	0
10	19	13	9	1	1	0	0	0
17	26	10	11	8	3	1	0	0
15	23	21	15	7	1	1	0	0
32	33	31	15	8	0	0	1	0
36	48	27	19	6	1	0	0	0
68	55	21	12	2	0	0	0	0
108	54	11	3	2	0	0	1	1
112	74	10	3	2	0	0	0	0
96	48	22	10	1	0	0	0	0
69	70	25	16	2	0	0	0	0
50	61	31	21	1	1	1	0	0
86	51	20	8	4	1	0	0	0
88	52	25	10	1	0	1	0	0
56	50	20	3	3	0	0	0	0
36	67	37	30	5	1	0	0	1
84	52	15	8	0	0	0	0	0
61	48	19	14	2	1	1	0	0
39	34	30	20	1	1	0	0	0
52	34	10	5	1	0	0	0	0
36	26	17	10	4	0	0	0	0
33	26	10	6	0	1	0	0	0
30	26	15	10	3	2	0	0	0

36	34	13	9	4	1	0	0	0
46	21	16	4	0	0	0	0	0
29	23	35	11	5	1	0	0	0
30	37	13	9	3	2	0	0	0
38	38	16	4	1	0	0	0	0
45	30	17	6	3	0	1	0	0
39	40	13	4	4	0	0	2	1
31	57	10	2	2	0	0	0	0
46	35	12	6	0	1	0	0	0
33	43	14	2	2	1	0	0	0
36	34	18	14	5	1	2	0	0
54	45	32	11	0	1	0	0	0
41	48	18	5	1	1	0	0	0
45	51	23	5	5	0	0	0	0
44	36	19	18	4	0	1	0	0
55	54	19	6	3	0	0	0	0
77	55	23	15	4	0	0	0	0
57	79	11	14	3	0	0	0	0
54	32	13	7	4	0	0	0	0
59	52	18	11	3	0	1	0	0
76	61	22	14	5	3	0	0	1
79	78	25	11	8	0	0	0	0
74	57	23	8	5	2	0	0	1
67	84	37	15	0	0	0	0	0
72	93	20	13	0	1	0	0	0
87	105	17	2	5	1	0	0	1
124	76	23	7	4	0	0	0	0
103	76	25	6	0	0	0	0	0
67	69	23	16	0	1	0	0	0
79	104	26	6	2	1	0	0	0
64	75	26	8	2	1	1	0	0
95	108	37	9	3	0	0	1	0
83	70	25	4	0	1	0	0	1
62	38	16	10	2	3	0	0	0
48	64	20	8	0	1	1	0	0
75	29	18	4	2	1	0	0	0
56	43	11	8	2	0	0	0	0
30	31	16	12	3	3	0	0	0
66	48	15	9	1	1	0	0	0
37	24	12	4	0	2	1	0	1
17	19	10	3	2	0	0	0	0
11	24	14	6	6	1	1	0	1
14	18	4	15	4	2	1	0	0
17	24	4	3	2	0	0	0	0
16	18	9	3	4	1	1	0	0
7	14	9	7	1	0	0	2	0
28	10	4	6	1	1	0	0	0
16	14	6	4	1	1	0	0	0
11	9	6	1	3	2	0	0	0
7	5	3	5	3	3	0	0	0

16	16	4	4	2	0	0	0	0
9	12	3	4	0	0	0	0	0
8	10	6	4	0	0	0	0	0
2893	2619	988	456	120	28	9	3	6
3586	3189	1227	590	166	44	14	5	9
3688	3279	1268	625	177	51	14	7	9
3794	3422	1361	710	206	65	18	7	9
06:45	07:00	08:00	08:45	05:30	05:00	07:45	06:00	08:45
385	253	102	72	29	6	2	2	1
16:45	16:30	18:00	14:15	15:30	22:15	21:00	22:00	20:30
386	358	114	53	21	7	3	2	2

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	22	36	29	6	0	0	0	0
00:15	29	30	26	5	0	0	0	2
00:30	18	32	26	6	0	0	0	2
00:45	20	33	28	5	0	0	0	1
01:00	8		30	5	0	0	0	0
01:15	5		32	4	0	0	0	0
01:30	6		30	3	0	0	0	0
01:45	1		38	0	0	0	0	0
02:00	10	40	31	9	0	0	0	0
02:15	4		33	4	0	0	0	0
02:30	7		30	6	0	0	0	1
02:45	5		33	4	0	0	0	0
03:00	8		33	6	0	0	0	0
03:15	10	37	31	5	0	0	0	0
03:30	14	32	25	9	0	0	1	4
03:45	9		30	7	0	0	0	1
04:00	12	37	32	5	0	0	0	0
04:15	14	36	30	6	0	0	0	0
04:30	13	39	30	7	0	0	0	0
04:45	25	40	28	7	0	0	0	0
05:00	39	39	30	9	0	0	0	5
05:15	66	34	28	7	0	0	0	5
05:30	82	39	30	8	0	0	0	9
05:45	97	37	31	6	0	0	0	1
06:00	147	37	28	7	0	0	0	9
06:15	139	34	27	7	0	0	5	10
06:30	186	31	26	6	0	0	4	22
06:45	236	31	25	5	0	0	1	31
07:00	257	29	24	5	0	0	3	52
07:15	240	30	25	5	0	0	1	46
07:30	196	31	26	6	0	0	3	24
07:45	215	31	25	6	0	0	10	28
08:00	197	31	25	6	0	0	9	23
08:15	203	29	25	4	0	0	0	25
08:30	142	31	26	6	0	0	0	26
08:45	155	34	27	6	0	0	0	13
09:00	128	31	25	6	0	0	4	22
09:15	100	35	28	7	0	0	2	20
09:30	132	29	24	6	0	0	8	28
09:45	117	34	27	7	0	0	1	13
10:00	124	34	27	7	0	0	3	12
10:15	120	31	25	7	0	0	5	25
10:30	122	31	23	8	0	11	8	24

10:45	107	32	26	6	0	0	0	13
11:00	131	33	25	7	0	0	10	20
11:15	139	29	25	5	0	0	1	22
11:30	122	33	26	6	0	0	0	22
11:45	110	32	25	6	0	0	5	15
12:00	108	34	27	6	0	0	0	16
12:15	110	33	26	7	0	0	5	16
12:30	161	30	23	7	0	2	19	37
12:45	105	31	24	9	0	14	3	12
13:00	146	34	25	8	0	0	8	39
13:15	130	33	27	6	0	0	0	13
13:30	131	32	25	7	0	0	5	20
13:45	121	36	28	7	0	0	1	11
14:00	129	35	26	7	0	0	2	24
14:15	149	33	26	6	0	0	2	18
14:30	175	30	24	6	0	0	8	39
14:45	165	33	27	6	0	0	4	8
15:00	169	34	26	7	0	2	6	32
15:15	159	34	26	7	0	0	5	13
15:30	167	33	27	6	0	0	1	15
15:45	186	31	23	7	0	4	8	46
16:00	214	30	25	5	0	0	2	23
16:15	222	30	26	5	0	0	0	14
16:30	244	31	26	5	0	0	0	20
16:45	211	32	27	5	0	0	0	5
17:00	228	32	26	5	0	0	7	13
17:15	267	30	25	5	0	0	1	30
17:30	294	29	25	4	0	0	0	25
17:45	223	31	26	5	0	0	4	18
18:00	288	29	25	5	0	0	4	16
18:15	168	30	26	5	0	0	4	3
18:30	178	31	26	5	0	0	0	16
18:45	245	29	26	5	0	0	0	13
19:00	145	35	28	6	0	0	0	0
19:15	151	30	26	6	0	0	0	7
19:30	119	32	27	5	0	0	0	1
19:45	107	32	26	7	0	0	2	15
20:00	70	36	30	7	0	0	0	1
20:15	123	32	26	6	0	0	0	9
20:30	96	29	25	5	0	0	5	3
20:45	64	34	29	5	0	0	0	2
21:00	57	35	28	7	0	0	0	7
21:15	58	34	27	6	0	0	0	6
21:30	67	35	28	8	0	0	1	6
21:45	61	33	27	6	0	0	0	4
22:00	41	39	32	9	0	0	0	0
22:15	43	38	29	7	0	0	0	1
22:30	68	33	27	7	0	0	2	3
22:45	56	33	27	5	0	0	0	1
23:00	46	34	29	5	0	0	0	1

23:15	48	31	26	6	0	0	0	1
23:30	49	29	25	5	0	0	0	8
23:45	45	32	27	6	0	0	0	4
Total								
12H(7-19)	8150	31	26	6	0	33	172	1028
16H(6-22)	9976	32	26	6	0	33	190	1161
18H(6-24)	10372	32	26	6	0	33	192	1180
24H(0-24)	10896	32	26	6	0	33	193	1211
AM Peak	06:45	04:15	02:15	03:00	11:00	10:30	10:15	06:45
	929	39	32	8	0	11	23	153
PM Peak	17:15	21:30	21:30	12:15	23:00	12:30	12:15	15:00
	1072	36	29	8	0	16	35	106

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
6	10	2	2	2	0	0	0	0
11	11	2	3	0	0	0	0	0
8	4	2	1	1	0	0	0	0
4	8	6	1	0	0	0	0	0
1	4	1	2	0	0	0	0	0
0	2	2	1	0	0	0	0	0
0	3	3	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0
2	6	0	0	1	0	1	0	0
0	1	2	1	0	0	0	0	0
0	2	2	2	0	0	0	0	0
0	2	1	2	0	0	0	0	0
1	2	2	2	1	0	0	0	0
1	4	2	3	0	0	0	0	0
3	3	1	0	2	0	0	0	0
1	3	2	1	1	0	0	0	0
1	3	4	4	0	0	0	0	0
4	2	5	2	1	0	0	0	0
3	5	2	1	2	0	0	0	0
12	7	1	1	4	0	0	0	0
6	11	4	8	2	3	0	0	0
18	21	13	5	3	1	0	0	0
16	24	11	13	6	3	0	0	0
13	28	31	20	3	1	0	0	0
46	46	18	16	11	1	0	0	0
27	59	23	11	2	1	1	0	0
41	87	16	14	1	1	0	0	0
88	75	26	14	1	0	0	0	0
103	80	15	3	0	0	0	1	0
87	74	26	6	0	0	0	0	0
72	62	21	9	3	1	0	1	0
63	74	28	9	3	0	0	0	0
62	70	24	7	1	0	0	0	1
72	88	15	3	0	0	0	0	0
29	62	13	10	1	0	0	0	1
49	48	29	8	6	1	1	0	0
45	36	11	8	2	0	0	0	0
10	29	23	12	3	1	0	0	0
39	41	10	3	3	0	0	0	0
38	34	15	11	3	2	0	0	0
39	41	13	11	5	0	0	0	0
36	31	16	5	0	1	0	0	1
31	25	16	6	1	0	0	0	0

42	30	12	4	5	1	0	0	0
39	33	14	14	1	0	0	0	0
50	54	4	7	1	0	0	0	0
41	27	21	9	2	0	0	0	0
33	35	16	4	1	1	0	0	0
34	23	23	10	2	0	0	0	0
24	37	18	6	1	3	0	0	0
41	38	14	7	3	0	0	0	0
27	31	10	4	2	2	0	0	0
40	18	21	16	2	2	0	0	0
32	50	22	12	0	0	1	0	0
47	34	11	10	2	0	2	0	0
42	20	27	12	8	0	0	0	0
38	25	22	16	2	0	0	0	0
39	55	24	11	0	0	0	0	0
43	60	15	8	1	1	0	0	0
45	72	18	14	3	1	0	0	0
23	59	30	13	3	1	0	0	0
68	41	9	18	3	1	1	0	0
59	50	30	7	3	2	0	0	0
64	33	24	5	2	0	0	0	0
87	69	25	7	1	0	0	0	0
80	97	20	10	1	0	0	0	0
102	80	24	15	3	0	0	0	0
77	84	33	9	3	0	0	0	0
79	85	31	11	1	1	0	0	0
109	92	22	11	2	0	0	0	0
129	110	22	8	0	0	0	0	0
66	97	26	12	0	0	0	0	0
126	112	21	8	0	0	0	0	1
72	62	18	7	2	0	0	0	0
69	59	23	8	2	1	0	0	0
110	100	8	10	2	2	0	0	0
56	46	20	17	4	1	1	0	0
71	51	13	5	2	0	1	0	1
44	48	16	5	5	0	0	0	0
34	37	6	7	5	1	0	0	0
14	30	13	6	4	1	0	0	1
48	41	13	8	4	0	0	0	0
43	39	3	2	1	0	0	0	0
13	27	14	7	1	0	0	0	0
18	14	9	4	5	0	0	0	0
19	19	6	6	2	0	0	0	0
24	16	10	6	1	2	0	0	1
22	18	11	3	2	1	0	0	0
6	18	6	5	2	1	2	1	0
15	12	6	4	4	1	0	0	0
23	24	9	3	3	1	0	0	0
28	14	7	5	1	0	0	0	0
7	25	8	1	4	0	0	0	0

26	13	3	2	1	2	0	0	0
17	19	4	1	0	0	0	0	0
17	15	5	2	1	1	0	0	0
2752	2667	933	434	95	25	5	2	4
3360	3320	1150	565	146	34	8	2	7
3499	3460	1198	588	162	40	10	3	7
3610	3626	1299	664	191	48	11	3	7
06:45	06:30	07:15	05:45	05:15	05:00	08:45	07:00	08:00
350	316	99	61	23	8	1	2	2
17:15	17:15	16:30	14:30	19:30	12:15	13:15	22:00	19:15
430	411	110	53	18	7	3	1	2

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
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			
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)			
AM Peak PM Peak			

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60

Vehicle Data Analyser Professional R2 06-12-2018

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	428		41	20	21	4	13	18
00:15	0				0	0	0	0
00:30	0				0	0	0	0
00:45	0				0	0	0	0
01:00	0				0	0	0	0
01:15	0				0	0	0	0
01:30	0				0	0	0	0
01:45	0				0	0	0	0
02:00	0				0	0	0	0
02:15	0				0	0	0	0
02:30	0				0	0	0	0
02:45	0				0	0	0	0
03:00	0				0	0	0	0
03:15	0				0	0	0	0
03:30	0				0	0	0	0
03:45	0				0	0	0	0
04:00	0				0	0	0	0
04:15	0				0	0	0	0
04:30	0				0	0	0	0
04:45	0				0	0	0	0
05:00	0				0	0	0	0
05:15	0				0	0	0	0
05:30	0				0	0	0	0
05:45	0				0	0	0	0
06:00	0				0	0	0	0
06:15	0				0	0	0	0
06:30	0				0	0	0	0
06:45	0				0	0	0	0
07:00	0				0	0	0	0
07:15	0				0	0	0	0
07:30	0				0	0	0	0
07:45	0				0	0	0	0
08:00	0				0	0	0	0
08:15	0				0	0	0	0
08:30	0				0	0	0	0
08:45	0				0	0	0	0
09:00	0				0	0	0	0
09:15	0				0	0	0	0
09:30	0				0	0	0	0
09:45	0				0	0	0	0
10:00	0				0	0	0	0
10:15	0				0	0	0	0
10:30	0				0	0	0	0

10:45	0		0	0	0	0
11:00	0		0	0	0	0
11:15	0		0	0	0	0
11:30	0		0	0	0	0
11:45	0		0	0	0	0
12:00	0		0	0	0	0
12:15	0		0	0	0	0
12:30	0		0	0	0	0
12:45	0		0	0	0	0
13:00	0		0	0	0	0
13:15	0		0	0	0	0
13:30	0		0	0	0	0
13:45	0		0	0	0	0
14:00	0		0	0	0	0
14:15	0		0	0	0	0
14:30	0		0	0	0	0
14:45	0		0	0	0	0
15:00	0		0	0	0	0
15:15	0		0	0	0	0
15:30	0		0	0	0	0
15:45	0		0	0	0	0
16:00	0		0	0	0	0
16:15	0		0	0	0	0
16:30	0		0	0	0	0
16:45	0		0	0	0	0
17:00	0		0	0	0	0
17:15	0		0	0	0	0
17:30	0		0	0	0	0
17:45	0		0	0	0	0
18:00	0		0	0	0	0
18:15	0		0	0	0	0
18:30	0		0	0	0	0
18:45	0		0	0	0	0
19:00	0		0	0	0	0
19:15	0		0	0	0	0
19:30	0		0	0	0	0
19:45	0		0	0	0	0
20:00	0		0	0	0	0
20:15	0		0	0	0	0
20:30	0		0	0	0	0
20:45	0		0	0	0	0
21:00	0		0	0	0	0
21:15	0		0	0	0	0
21:30	0		0	0	0	0
21:45	0		0	0	0	0
22:00	0		0	0	0	0
22:15	0		0	0	0	0
22:30	0		0	0	0	0
22:45	0		0	0	0	0
23:00	0		0	0	0	0

23:15	0			0	0	0	0
23:30	0			0	0	0	0
23:45	0			0	0	0	0
Total							
12H(7-19)	0			0	0	0	0
16H(6-22)	0			0	0	0	0
18H(6-24)	0			0	0	0	0
24H(0-24)	428		41	20	21	4	13	18
AM Peak	00:00		00:00	00:00	00:00	00:00	00:00	00:00
	428		41	20	21	4	13	18
PM Peak	23:00				23:00	23:00	23:00	23:00
	0				0	0	0	0

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
89	30	26	8	9	2	3	3	202
0	0	0	0	0	0	0	0	0

0	0	0	0	0	0	0	0	0

0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
89	30	26	8	9	2	3	3	202
00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
89	30	26	8	9	2	3	3	202
23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00
0	0	0	0	0	0	0	0	0

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	22	35	28	6	0	0	0	2
00:15	36	34	26	6	0	0	0	3
00:30	30	33	28	7	0	0	0	0
00:45	9		26	7	0	0	0	2
01:00	14	41	36	5	0	0	0	0
01:15	12	39	29	7	0	0	0	0
01:30	6		36	5	0	0	0	0
01:45	11	39	33	7	0	0	0	0
02:00	5		36	5	0	0	0	0
02:15	5		37	9	0	0	0	0
02:30	5		38	7	0	0	0	0
02:45	4		40	8	0	0	0	0
03:00	6		33	6	0	0	0	0
03:15	2		38	5	0	0	0	0
03:30	3		41	10	0	0	0	0
03:45	6		38	4	0	0	0	0
04:00	7		32	9	0	0	0	0
04:15	6		31	8	0	0	0	0
04:30	6		33	8	0	0	0	0
04:45	8		34	6	0	0	0	0
05:00	10	38	32	7	0	0	0	0
05:15	11	39	35	6	0	0	0	0
05:30	18	40	32	8	0	0	1	0
05:45	19	39	33	7	0	0	0	0
06:00	13	36	32	8	0	0	0	0
06:15	19	39	29	8	0	0	0	3
06:30	17	42	35	7	0	0	0	0
06:45	20	43	36	8	0	0	0	0
07:00	24	39	34	5	0	0	0	0
07:15	22	41	34	8	0	0	0	1
07:30	23	43	35	9	0	0	0	0
07:45	36	39	32	7	0	0	0	1
08:00	28	38	31	8	0	0	0	0
08:15	31	41	32	9	0	0	0	1
08:30	44	40	31	8	0	0	0	0
08:45	65	36	30	6	0	0	0	4
09:00	53	39	31	8	0	0	1	0
09:15	56	39	32	7	0	0	0	1
09:30	80	36	29	8	0	0	0	5
09:45	68	34	29	6	0	0	0	0
10:00	59	39	31	8	0	0	0	2
10:15	66	39	31	7	0	0	0	2
10:30	79	36	29	5	0	0	0	0

10:45	99	39	30	8	0	1	0	4
11:00	78	41	32	9	0	0	0	1
11:15	70	40	33	7	0	0	0	0
11:30	117	37	28	6	0	0	0	1
11:45	94	41	30	9	0	0	0	3
12:00	111	39	32	7	0	0	0	0
12:15	116	38	31	6	0	0	0	1
12:30	100	34	28	6	0	0	1	6
12:45	121	36	29	6	0	0	2	2
13:00	110	38	29	7	0	0	0	4
13:15	99	39	31	7	0	0	0	2
13:30	112	35	28	6	0	0	0	1
13:45	97	40	32	7	0	0	0	1
14:00	102	34	28	7	0	0	1	7
14:15	94	35	31	6	0	0	0	0
14:30	108	40	31	8	0	0	0	2
14:45	89	36	28	6	0	0	0	7
15:00	85	39	32	7	0	0	0	2
15:15	88	36	29	7	0	0	0	2
15:30	122	35	28	7	0	0	0	8
15:45	127	32	26	6	0	0	1	5
16:00	119	34	28	6	0	0	0	1
16:15	104	34	27	6	0	0	0	4
16:30	85	35	29	7	0	0	0	6
16:45	99	38	30	6	0	0	0	1
17:00	87	35	28	6	0	0	0	0
17:15	102	36	29	7	0	0	1	3
17:30	109	32	27	6	0	0	0	0
17:45	116	30	26	6	0	0	1	6
18:00	82	34	27	7	0	0	1	13
18:15	86	35	29	6	0	0	0	0
18:30	87	32	27	6	0	0	1	2
18:45	81	35	28	6	0	0	0	2
19:00	60	35	28	6	0	0	0	3
19:15	73	35	29	6	0	0	0	0
19:30	91	35	29	6	0	0	0	2
19:45	63	33	27	5	0	0	0	2
20:00	55	34	28	6	0	0	0	1
20:15	40	38	30	8	0	0	0	0
20:30	42	40	31	8	0	0	0	0
20:45	34	39	31	7	0	0	0	1
21:00	31	45	34	10	0	0	0	0
21:15	23	43	33	9	0	0	0	0
21:30	26	41	32	7	0	0	0	0
21:45	26	39	29	9	0	0	0	5
22:00	30	40	34	9	0	0	0	0
22:15	26	34	28	6	0	0	0	0
22:30	24	38	30	7	0	0	0	2
22:45	22	38	31	6	0	0	0	0
23:00	14	47	33	11	0	0	0	0

23:15	15	39	32	7	0	0	0	1
23:30	16	36	28	9	0	0	0	3
23:45	8		29	7	0	0	0	1
Total								
12H(7-19)	4030	37	29	7	0	1	10	114
16H(6-22)	4663	38	29	7	0	1	10	131
18H(6-24)	4818	38	29	7	0	1	10	138
24H(0-24)	5079	38	30	7	0	1	11	145
AM Peak	10:45	02:00	02:00	03:30	11:00	10:45	09:00	08:45
	364	47	37	9	0	1	1	10
PM Peak	15:30	21:00	20:45	23:00	23:00	23:00	17:45	17:15
	472	43	33	9	0	0	3	22

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
5	7	4	4	0	0	0	0	0
17	8	3	5	0	0	0	0	0
12	9	6	1	1	0	0	1	0
3	2	0	2	0	0	0	0	0
1	0	5	5	3	0	0	0	0
4	4	2	0	2	0	0	0	0
0	1	1	3	1	0	0	0	0
2	3	1	4	0	1	0	0	0
0	1	1	2	1	0	0	0	0
0	2	1	0	0	2	0	0	0
0	1	1	1	1	1	0	0	0
0	0	2	0	0	2	0	0	0
1	1	2	1	1	0	0	0	0
0	0	1	0	1	0	0	0	0
0	1	0	0	1	0	1	0	0
0	0	2	2	2	0	0	0	0
1	4	0	0	1	1	0	0	0
3	0	0	2	1	0	0	0	0
1	2	0	1	2	0	0	0	0
1	1	2	3	1	0	0	0	0
2	3	2	2	0	1	0	0	0
0	2	5	2	1	1	0	0	0
0	7	4	3	2	1	0	0	0
3	4	4	6	0	2	0	0	0
2	4	4	2	0	0	1	0	0
5	3	1	5	2	0	0	0	0
2	2	5	4	3	1	0	0	0
3	1	4	7	3	1	1	0	0
1	5	9	6	3	0	0	0	0
3	3	4	7	1	3	0	0	0
2	7	2	7	2	2	0	0	1
6	7	9	8	5	0	0	0	0
6	9	5	5	2	0	0	1	0
7	8	5	4	4	1	0	1	0
13	13	3	8	5	2	0	0	0
13	16	20	9	3	0	0	0	0
14	7	16	8	5	2	0	0	0
10	14	7	21	2	0	1	0	0
27	25	9	6	4	2	0	2	0
19	27	13	4	3	1	1	0	0
9	20	9	13	3	2	0	1	0
14	16	14	11	6	3	0	0	0
16	37	12	13	0	1	0	0	0

27	19	20	15	8	3	2	0	0
21	20	6	16	7	5	0	0	2
6	28	7	20	7	0	2	0	0
43	35	13	21	4	0	0	0	0
35	17	14	9	8	4	2	1	1
19	31	25	22	10	4	0	0	0
16	39	29	25	6	0	0	0	0
27	37	17	8	3	1	0	0	0
34	43	19	13	8	0	0	0	0
30	39	14	11	9	3	0	0	0
21	23	18	24	7	4	0	0	0
35	46	12	10	7	0	0	1	0
18	23	27	14	9	5	0	0	0
31	27	24	6	2	4	0	0	0
14	28	37	9	4	1	1	0	0
29	29	12	20	13	2	0	1	0
22	33	10	13	4	0	0	0	0
10	26	17	20	9	1	0	0	0
29	23	18	9	6	1	0	0	0
40	35	20	13	4	1	0	1	0
55	43	8	13	2	0	0	0	0
44	35	26	5	8	0	0	0	0
40	30	19	8	3	0	0	0	0
20	29	17	8	3	2	0	0	0
21	41	13	13	9	1	0	0	0
31	30	12	12	1	1	0	0	0
31	25	24	14	2	2	0	0	0
54	35	7	5	6	2	0	0	0
51	41	9	3	3	2	0	0	0
25	19	16	3	3	2	0	0	0
25	34	15	8	2	1	0	0	1
35	32	8	6	2	0	0	1	0
32	26	8	9	3	1	0	0	0
20	19	9	5	4	0	0	0	0
27	19	15	8	3	1	0	0	0
29	29	16	10	4	1	0	0	0
25	20	11	3	2	0	0	0	0
20	19	7	6	2	0	0	0	0
12	13	5	6	1	0	3	0	0
14	8	5	8	6	0	0	1	0
6	14	3	5	4	1	0	0	0
5	9	3	5	4	3	1	1	0
5	5	6	1	3	2	1	0	0
4	8	4	5	5	0	0	0	0
5	5	2	6	1	2	0	0	0
4	7	6	8	2	1	0	1	1
9	9	5	1	1	1	0	0	0
4	7	4	5	2	0	0	0	0
1	12	2	6	0	1	0	0	0
4	4	2	1	0	1	1	1	0

1	5	3	3	1	1	0	0	0
5	2	3	1	1	1	0	0	0
1	2	2	2	0	0	0	0	0
1131	1235	678	535	230	72	9	10	5
1315	1413	778	621	277	84	16	12	5
1344	1461	805	648	284	90	17	14	6
1400	1524	854	697	306	102	18	15	6
11:00	10:30	10:00	10:45	11:00	10:15	11:00	09:30	11:00
105	104	55	72	26	12	4	3	3
15:30	12:15	13:45	12:00	14:30	13:15	20:15	20:30	22:00
179	158	100	68	32	13	4	2	1

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	10	35	29	6	0	0	0	1
00:15	8		35	7	0	0	0	0
00:30	0				0	0	0	0
00:45	6		29	6	0	0	0	0
01:00	5		38	8	0	0	0	0
01:15	5		31	9	0	0	0	0
01:30	5		29	2	0	0	0	0
01:45	8		30	4	0	0	0	0
02:00	6		30	4	0	0	0	0
02:15	5		33	5	0	0	0	0
02:30	4		38	7	0	0	0	0
02:45	5		31	7	0	0	0	0
03:00	7		29	4	0	0	0	0
03:15	8		30	4	0	0	0	0
03:30	9		36	9	0	0	0	0
03:45	11	37	29	6	0	0	0	0
04:00	8		32	6	0	0	0	0
04:15	14	39	32	7	0	0	0	0
04:30	16	38	32	6	0	0	0	1
04:45	21	27	23	5	0	0	0	4
05:00	49	37	29	8	0	0	1	2
05:15	52	34	27	8	0	0	2	7
05:30	70	40	30	9	0	0	1	4
05:45	91	39	30	8	0	0	0	10
06:00	129	39	31	7	0	0	1	6
06:15	160	35	28	7	0	0	3	17
06:30	203	33	27	6	0	0	7	9
06:45	205	30	25	6	0	1	5	33
07:00	238	32	26	5	0	0	2	15
07:15	285	28	24	5	0	0	2	55
07:30	222	30	25	5	0	0	2	31
07:45	212	30	26	5	0	0	4	12
08:00	218	31	26	6	0	0	3	27
08:15	192	33	27	6	0	0	0	30
08:30	166	30	25	6	0	0	5	14
08:45	146	33	26	6	0	0	0	25
09:00	107	34	28	7	0	0	0	10
09:15	131	33	26	7	0	0	7	19
09:30	128	30	24	7	0	0	5	31
09:45	106	32	25	7	0	0	0	28
10:00	101	30	25	5	0	0	0	7
10:15	100	34	26	7	0	0	8	7
10:30	112	33	27	7	0	0	1	19

10:45	90	33	27	6	0	0	0	11
11:00	117	31	26	5	0	0	0	15
11:15	120	35	29	6	0	0	0	1
11:30	110	33	26	6	0	0	2	14
11:45	113	30	25	6	0	0	5	20
12:00	116	31	22	8	0	5	21	23
12:15	146	29	24	5	0	0	1	28
12:30	136	30	24	5	0	0	0	30
12:45	118	32	26	6	0	0	5	17
13:00	105	30	24	6	0	0	0	23
13:15	130	32	26	6	0	0	4	6
13:30	116	32	27	4	0	0	0	4
13:45	127	33	27	6	0	0	1	8
14:00	139	31	25	5	0	0	2	18
14:15	157	33	27	6	0	0	0	17
14:30	148	35	28	6	0	0	0	8
14:45	160	31	25	6	0	0	0	26
15:00	163	30	26	6	0	0	0	28
15:15	149	35	28	7	0	0	5	15
15:30	162	33	27	7	0	0	0	19
15:45	172	31	26	5	0	0	0	9
16:00	197	34	27	7	0	0	0	13
16:15								
16:30								
16:45	191	33	27	6	0	0	0	18
17:00	217	33	26	6	0	0	9	22
17:15	234	32	26	5	0	0	0	14
17:30	253	29	25	5	0	0	0	34
17:45	196	29	25	5	0	0	0	18
18:00	255	32	27	5	0	0	1	4
18:15	156	32	27	5	0	0	0	7
18:30	199	29	24	5	0	0	7	20
18:45	143	30	26	5	0	0	0	2
19:00	142	31	26	6	0	0	0	13
19:15	119	30	25	5	0	0	2	17
19:30	118	30	25	6	0	0	0	16
19:45	83	34	27	6	0	0	0	5
20:00	80	36	28	6	0	0	0	2
20:15	87	29	25	5	0	0	1	5
20:30	52	38	28	8	0	0	2	1
20:45	63	35	27	6	0	0	1	1
21:00	33	36	28	7	0	0	0	5
21:15	47	37	28	7	0	0	0	5
21:30	39	37	29	7	0	0	0	0
21:45	37	36	28	6	0	0	0	3
22:00	60	36	28	8	0	0	1	5
22:15	31	32	26	7	0	0	2	1
22:30	54	31	27	7	0	0	0	4
22:45	38	34	28	5	0	0	0	1
23:00	26	37	29	6	0	0	0	1

23:15	31	40	30	8	0	0	0	0
23:30	23	38	29	7	0	0	0	1
23:45	21	32	28	6	0	0	0	0
Total								
12H(7-19)								
16H(6-22)								
18H(6-24)								
24H(0-24)								
AM Peak	07:00	00:15	00:15	00:30	11:00	06:45	06:15	06:45
	957	42	34	9	0	1	17	134
PM Peak								

Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
1	5	1	2	0	0	0	0	0
0	3	1	1	3	0	0	0	0
0	0	0	0	0	0	0	0	0
1	4	0	0	1	0	0	0	0
0	1	1	2	0	0	1	0	0
2	1	1	0	0	1	0	0	0
0	4	1	0	0	0	0	0	0
0	5	2	1	0	0	0	0	0
0	4	1	1	0	0	0	0	0
0	2	2	0	1	0	0	0	0
0	1	0	2	0	1	0	0	0
1	2	1	0	1	0	0	0	0
2	1	4	0	0	0	0	0	0
1	3	3	1	0	0	0	0	0
2	0	2	1	3	0	1	0	0
3	5	0	2	1	0	0	0	0
1	2	3	1	1	0	0	0	0
1	6	3	2	1	1	0	0	0
1	4	4	5	1	0	0	0	0
12	3	1	1	0	0	0	0	0
17	8	12	3	3	3	0	0	0
14	14	8	5	1	0	0	1	0
16	19	9	10	9	0	1	0	1
16	21	17	16	9	1	1	0	0
19	39	24	27	10	3	0	0	0
35	48	32	19	4	2	0	0	0
69	63	38	12	5	0	0	0	0
72	63	16	10	3	2	0	0	0
90	81	31	17	2	0	0	0	0
131	81	9	6	0	0	0	0	1
88	73	22	5	1	0	0	0	0
80	87	22	7	0	0	0	0	0
77	69	33	7	1	0	0	0	1
46	65	35	12	3	1	0	0	0
72	51	18	4	1	0	1	0	0
45	40	21	12	3	0	0	0	0
33	32	18	9	4	0	0	1	0
28	43	27	5	1	0	1	0	0
37	35	11	5	4	0	0	0	0
28	28	13	4	4	1	0	0	0
58	22	9	3	2	0	0	0	0
30	28	16	9	2	0	0	0	0
31	27	24	5	3	1	1	0	0

26	27	18	8	0	0	0	0	0
42	40	9	11	0	0	0	0	0
34	48	18	15	3	1	0	0	0
32	33	18	10	1	0	0	0	0
41	29	10	6	1	1	0	0	0
22	24	15	4	2	0	0	0	0
59	44	11	2	1	0	0	0	0
48	41	14	2	1	0	0	0	0
28	44	16	8	0	0	0	0	0
44	23	7	7	1	0	0	0	0
54	38	21	4	3	0	0	0	0
41	43	26	2	0	0	0	0	0
34	54	20	6	2	1	0	1	0
53	43	15	8	0	0	0	0	0
46	51	33	4	3	2	0	1	0
43	51	23	21	2	0	0	0	0
69	37	20	5	3	0	0	0	0
45	67	13	5	2	1	2	0	0
33	38	39	15	2	2	0	0	0
50	54	28	4	4	0	0	2	1
72	62	17	9	3	0	0	0	0
96	45	15	17	6	5	0	0	0
50	64	43	13	2	0	0	1	0
54	73	45	12	1	1	0	0	0
84	91	29	16	0	0	0	0	0
95	102	15	5	2	0	0	0	0
94	67	10	4	3	0	0	0	0
88	110	39	10	3	0	0	0	0
59	54	27	6	2	1	0	0	0
83	73	14	1	1	0	0	0	0
66	55	9	9	2	0	0	0	0
69	34	15	9	1	0	1	0	0
47	34	14	4	1	0	0	0	0
56	29	8	5	3	0	1	0	0
37	20	11	9	1	0	0	0	0
22	35	7	11	2	1	0	0	0
42	31	5	2	1	0	0	0	0
19	12	7	5	6	0	0	0	0
26	16	10	7	2	0	0	0	0
7	8	7	5	1	0	0	0	0
15	16	1	6	3	1	0	0	0
17	11	3	4	3	0	1	0	0
10	10	7	7	0	0	0	0	0
18	20	6	4	3	3	0	0	0
12	10	2	2	2	0	0	0	0
22	19	2	2	3	2	0	0	0
10	15	8	3	1	0	0	0	0
7	6	6	5	1	0	0	0	0

12	7	4	3	3	1	1	0	0
6	9	2	2	2	1	0	0	0
8	9	1	1	2	0	0	0	0
07:00	07:00	06:15	05:45	05:30	06:00	08:30	09:00	07:15
389	322	117	74	32	7	2	1	2

Site No. 00042313 Site Ref. ID04231
Site 3A
Speed Report (Speed Limit 40 Mph) Week Begin: 05 Nove

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
Mon 5 Nov								
Tue 6 Nov	10571	33	26	6	0	13	180	1181
Wed 7 Nov	10894	31	25	6	0	39	221	1362
Thu 8 Nov	11169	32	26	6	0	88	225	1186
Fri 9 Nov	10247	32	26	6	0	85	200	1217
Sat 10 Nov	6051	37	29	7	0	0	31	280
Sun 11 Nov								
5-day Av.	10581	32	26	6	0	54	209	1212
7-day Av.	9107	33	26	7	0	39	156	939

mber 2018 Channel: South -westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
3532	3230	1525	646	195	51	11	2	5
3931	3346	1222	570	147	37	10	6	3
3940	3502	1315	647	212	32	16	4	2
3485	3126	1220	650	192	54	12	2	4
1616	1800	1158	801	263	70	22	3	7
3635	3268	1320	631	187	43	13	4	4
3017	2802	1225	653	203	48	15	4	4

Site No. 00042313 Site Ref. ID04231

Site 3A

Speed Report (Speed Limit 40 Mph) Week Begin: 12 Nove

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
Mon 12 Nov	10399	32	25	6	0	141	333	1266
Tue 13 Nov	10207	32	25	7	0	263	232	1117
Wed 14 Nov	10961	33	26	7	0	57	261	1051
Thu 15 Nov	10896	32	26	6	0	33	193	1211
Fri 16 Nov								
Sat 17 Nov	428		41	20	21	4	13	18
Sun 18 Nov	5079	38	30	7	0	1	11	145
5-day Av.	10616	32	26	7	0	124	255	1161
7-day Av.	8369	33	26	7	3	89	185	853

mber 2018 Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
3611	3124	1187	537	153	33	9	2	3
3418	3098	1233	588	191	42	9	15	1
3794	3422	1361	710	206	65	18	7	9
3610	3626	1299	664	191	48	11	3	7
89	30	26	8	9	2	3	3	202
1400	1524	854	697	306	102	18	15	6
3608	3318	1270	625	185	47	12	7	5
2790	2592	1033	547	177	48	11	7	33

Vehicle Data Analyser Professional R2 06-12-2018

Site No. 00042313 Site Ref. ID04231

Site 3A

Speed Report (Speed Limit 30 Mph) Week Begin: 19 Nove

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
Mon 19 Nov								
Tue 20 Nov								
Wed 21 Nov								
Thu 22 Nov								
Fri 23 Nov								
Sat 24 Nov								
Sun 25 Nov								
5-day Av.								
7-day Av.								

mber 2018 Channel: South-westbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60

Intelligent Data Collection Limited
Ebbsfleet

Client:	WSP
Project Number:	ID04231
Site Number:	Site 3B
Site Name:	A2260 Ebbsfleet Gateway
Date of Survey:	05.11.2018 - 19.11.2018
Survey Type:	Radar ATC

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A	Rev B		
Date	03.12.2018	07.12.2018		
Prepared by	Conor Lenehan	Matthew Mills		
Signature				
Checked by	Luke Martin	Luke Martin		
Signature				
Project Director	Paul O'Neill	Paul O'Niell		
Signature				
Project number	ID04231	ID04231		
File Ref	ID04231 Ebbsfleet - Radar ATC - Site 3B	ID04231 Ebbsfleet - Radar ATC - Site 3B Rev B		

Issue Sheet

Issued to	Date			
	05.12.2018			
Charles Edmonds	E-mail	E-mail		

Contents Page

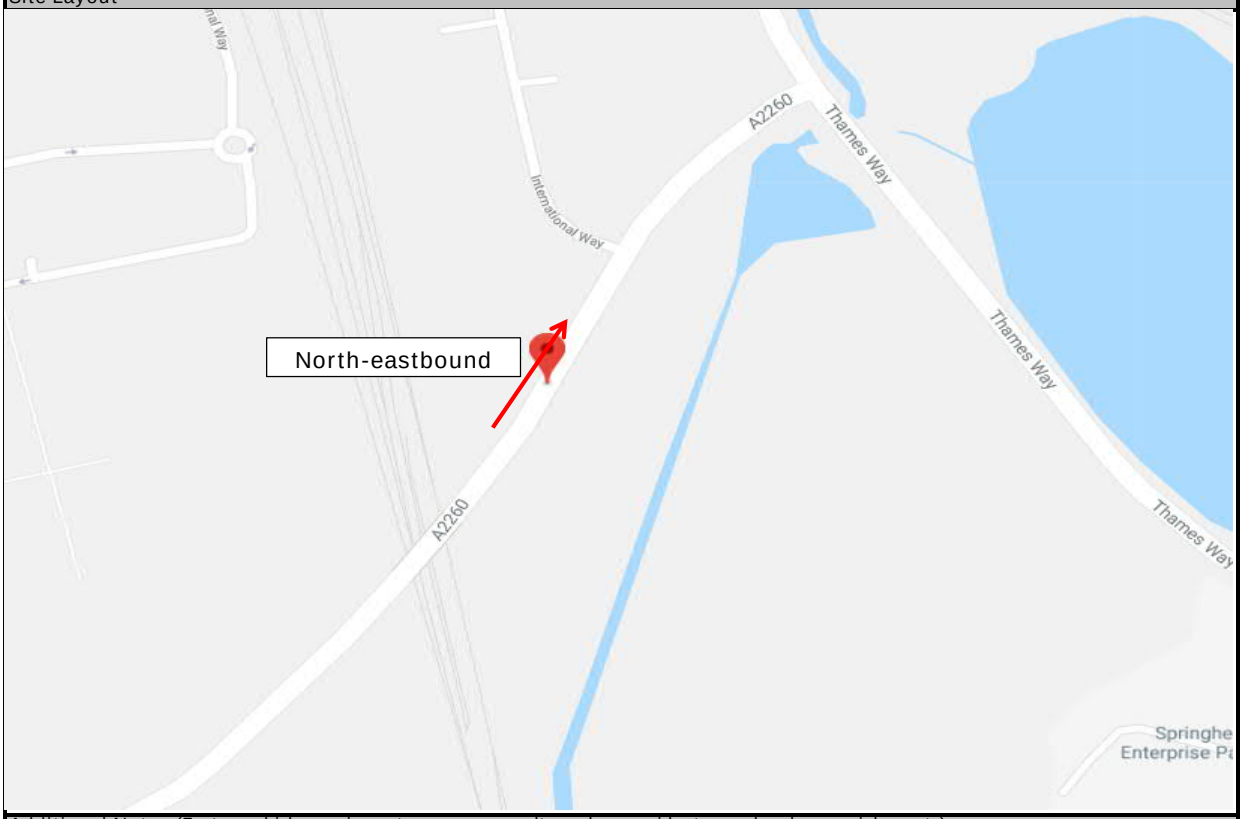
Location Plan
Volume 05-11-2018
Volume 12-11-2018
Volume 19-11-2018
Length 11 11 2018
Length 12 11 2018
Length 13 11 2018
Length 14 11 2018
Length 15 11 2018
Length 16 11 2018
Length 17 11 2018
Length 18 11 2018
Length 19 11 2018
Speed 11 11 2018
Speed 12 11 2018
Speed 13 11 2018
Speed 14 11 2018
Speed 15 11 2018
Speed 16 11 2018
Speed 17 11 2018
Speed 18 11 2018
Speed 19 11 2018
7-Day Speed Summary 05-11-2018
7-Day Speed Summary 12-11-2018
7-Day Speed Summary 19-11-2018

Intelligent Data Collection Limited

Client:	WSP
Project Number:	ID04231
Site Number:	Site 3B
Site Name:	A2260 Ebbsfleet Gateway
Date of Survey:	05.11.2018 - 19.11.2018
Survey Type:	Radar ATC

X Coordinate	Y Coordinate	Google Maps Link
51.43893	0.3240475	Click Here

Site Layout



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Site No. 00526810 Site Ref. ID04231
ATC 3B
Vehicle Count Report Channel: North-east

	Mon Nov 05	Tue Nov 06	Wed Nov 07	Thu Nov 08	Fri Nov 09	Sat Nov 10	Sun Nov 11	5-Day Av
00:00		10	9	15	11	11	19	11
00:15		9	27	13	13	12	14	16
00:30		11	12	13	11	8	7	12
00:45		5	11	8	9	12	11	8
01:00		12	13	6	2	5	10	8
01:15		12	2	8	13	6	12	9
01:30		6	9	7	13	9	13	9
01:45		9	9	9	4	4	4	8
02:00		14	11	6	11	7	7	11
02:15		3	5	8	4	7	5	5
02:30		6	9	5	2	5	2	6
02:45		6	5	14	7	6	5	8
03:00		7	6	4	4	4	9	5
03:15		8	7	11	4	10	4	8
03:30		4	6	5	10	5	3	6
03:45		7	7	10	12	4	4	9
04:00		7	11	5	12	14	8	9
04:15		19	11	17	14	12	4	15
04:30		23	26	21	25	12	6	24
04:45		24	15	26	23	5	10	22
05:00		35	30	39	32	16	1	34
05:15		49	53	53	35	15	11	48
05:30		49	45	42	57	23	12	48
05:45		51	42	59	44	26	6	49
06:00		55	30	50	50	20	4	46
06:15		62	61	55	62	27	10	60
06:30		61	60	61	68	24	12	63
06:45		67	82	79	92	36	12	80
07:00		80	76	88	82	19	10	82
07:15		80	78	75	83	27	15	79
07:30		81	81	99	85	33	22	87
07:45		105	98	114	123	36	25	110
08:00		96	96	99	92	44	15	96
08:15		136	122	101	93	54	30	113
08:30		127	127	94	114	45	22	116
08:45		118	116	113	122	55	34	117
09:00		128	119	132	111	48	25	123
09:15		85	112	100	120	61	30	104
09:30		94	87	120	85	58		97
09:45		84	105	110	102	75	47	100
10:00		93	85	107	84	56	47	92

10:15		90	86	83	93	50	31	88
10:30		90	93	89	75	61	44	87
10:45		82	89	97	85	60	40	88
11:00		82	101	75	64	72	42	81
11:15		86	89	85	81	59	46	85
11:30		99	96	80	82	74	40	89
11:45		75	87	80	76	67	53	80
12:00		84	91	79	83	55	54	84
12:15		85	73	68	79	66	49	76
12:30		74	94	78	96	67	49	86
12:45		56	95	81	91	88	47	81
13:00		75	80	80	72	65	46	77
13:15		90	65	85	79	60	39	80
13:30		72	98	76	101	80	46	87
13:45		89	86	78	93	93	56	87
14:00		61	78	97	92	95	46	82
14:15		91	69	93	102	99	49	89
14:30		90	86	90	88	81	48	89
14:45	83	79	86	101	76	45	63	85
15:00	96	107	81	110	89	48	54	97
15:15	99	98	111	91	86	44	42	97
15:30	77	83	86	85	73	37	26	81
15:45		86	77	65	90	64	40	80
16:00	61	93	65	79	84	37	40	76
16:15	81	72	81	68	77	37	43	76
16:30	65	83	76	74	70	39	31	74
16:45	50	78	56	62	61	39	29	61
17:00	78	80	64	73	79	43	49	75
17:15	70	77	67	79	63	29	28	71
17:30	58	76	72	73	73	27	33	70
17:45	71	80	71	69	65	53	33	71
18:00	60	59	72	82	60	38	34	67
18:15	47	50	60	88	71	43	34	63
18:30	62	75	62	69	86	32	32	71
18:45	53	63	68	78	68	24	29	66
19:00	52	58	66	45	49	23	40	54
19:15	43	40	42	49	59	30	38	47
19:30	29	38	44	29	54	30	24	39
19:45	32	40	35	31	35	25	37	35
20:00	33	32	35	30	39	29	29	34
20:15	14	31	33	31	42	26	25	30
20:30	19	23	35	31	34	25	22	28
20:45	33	32	36	32	36	31	22	34
21:00	25	28	24	31	31	13	19	28
21:15	19	22	25	29	30	25	16	25
21:30	24	24	24	22	30	22	14	25
21:45	23	18	23	37	27	14	10	26
22:00	29	21	22	25	24	17	12	24
22:15	19	30	26	33	24	17	11	26
22:30	16	21	20	20	24	23	18	20

22:45	15	23	13	22	25	17	10	20
23:00	13	14	27	20	28	9	13	20
23:15	8	16	12	20	17	11	12	15
23:30	9	6	19	14	23	14	15	14
23:45	11	13	18	17	21	16	7	16
Total								
12H(7-19)		4117	4113	4192	4099	2582		4108
16H(6-22)		4748	4768	4834	4837	2982		4760
18H(6-24)		4892	4925	5005	5023	3106		4916
24H(0-24)		5278	5306	5409	5395	3344		5301
AM Peak		08:15	08:15	08:45	08:30	11:00		08:15
		509	484	465	467	272		468
PM Peak		15:00	14:45	14:15	13:30	13:45	14:15	14:30
		374	364	394	388	368	214	367

bound

7-Day Av
12
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4137
4280
4616
08:15
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13:45
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30-11-2018

Site No. 00526810 Site Ref. ID04231
ATC 3B
Vehicle Count Report Channel: North-east

	Mon Nov 12	Tue Nov 13	Wed Nov 14	Thu Nov 15	Fri Nov 16	Sat Nov 17	Sun Nov 18	5-Day Av
00:00	6	16	10	16	16	20	14	13
00:15	7	10	15	10	16	23	19	12
00:30	5	8	11	11	9	8	15	9
00:45	3	9	6	13	14	7	8	9
01:00	7	11	9	9	12	6	7	10
01:15	5	12	6	3	7	9	10	7
01:30	7	9	11	6	3	4	5	7
01:45	6	4	6	9	10	9	11	7
02:00	11	5	7	8	8	4	2	8
02:15	6	3	4	5	5	6	3	5
02:30	4	3	7	6	7	4	8	5
02:45	4	6	5	3	7	7	7	5
03:00	5	5	3	6	10	14	7	6
03:15	5	11	6	6	6	9	9	7
03:30	5	11	9	7	11	6	1	9
03:45	5	7	11	7	16	10	2	9
04:00	14	10	11	8	12	9	7	11
04:15	15	14	20	15	13	7	6	15
04:30	17	21	16	14	9	11	2	15
04:45	31	24	27	27	23	11	7	26
05:00	43	47	32	35	32	16	7	38
05:15	49	51	40	38	46	15	7	45
05:30	46	57	62	53	41	16	9	52
05:45	42	50	50	61	39	35	15	48
06:00	39	66	72	53	55	29	9	57
06:15	48	63	57	71	50	17	13	58
06:30	54	50	73	57	56	20	12	58
06:45	83	69	77	73	66	30	13	74
07:00	72	57	72	67	54	27	13	64
07:15	84	70	97	69	90	33	17	82
07:30	90	98	78	108	70	34	13	89
07:45	81	95	69	98	87	31	14	86
08:00	103	111	96	104	99	47	23	103
08:15	106	85	72	100	88	45	18	90
08:30	111	128	108	119	100	47	21	113
08:45	113	136	120	116	107	46	27	118
09:00	74	123	116	120	102	40	19	107
09:15	94	101	104	121	92	61	38	102
09:30	95	99	116	118	96	64	39	105
09:45	95	84	107	98	83	47	46	93
10:00	75	92	86	93	81	51	31	85

10:15	78	95	79	87	95	47	44	87
10:30	69	103	71	89	84	66	41	83
10:45	103	91	77	93	89	44	53	91
11:00	76	73	83	88	84	72	53	81
11:15	73	77	75	80	102	86	66	81
11:30	100	83	98	95	78	61	66	91
11:45	74	86	80	76	85	66	70	80
12:00	77	56	97	80	73	53	68	77
12:15	76	66	90	77	87	74	51	79
12:30	87	60	75	85	74	76	50	76
12:45	83	73	81	72	95	57	35	81
13:00	87	71	88	70	75	54	48	78
13:15	86	79	80	92	78	74	47	83
13:30	85	94	85	91	78	61	48	87
13:45	94	77	67	81	84	57	48	81
14:00	80	73	72	91	84	45	50	80
14:15	78	88	80	72	99	52	38	83
14:30	80	81	94	97	82	48	31	87
14:45	75	85	87	71	94	44	40	82
15:00	103	93	82	93	84	139	52	91
15:15	97	73	85	89	77	178	50	84
15:30	89	54	86	85	85	119	49	80
15:45	69	71	74	80	70	108	50	73
16:00	69	74	75	76	79	164	38	75
16:15	59	75	78	76	67	114	30	71
16:30	65	70	65	67	70	153	42	67
16:45	57	68	65	68	59	107	42	63
17:00	54	85	68	83	67	53	30	71
17:15	65	83	53	85	72	56	33	72
17:30	60	59	77	67	67	36	29	66
17:45	70	62	70	64	58	49	47	65
18:00	65	72	75	79	85	40	38	75
18:15	46	57	62	55	85	46	34	61
18:30	45	65	73	70	71	41	30	65
18:45	54	62	55	61	56	37	41	58
19:00	59	35	55	64	61	37	25	55
19:15	42	45	45	46	63	30	33	48
19:30	36	35	49	42	39	28	29	40
19:45	40	33	44	37	28	35	28	36
20:00	24	28	39	36	28	32	34	31
20:15	27	30	26	37	28	30	18	30
20:30	34	25	40	29	34	30	21	32
20:45	41	23	19	32	29	23	19	29
21:00	29	26	34	30	33	18	16	30
21:15	24	29	29	25	33	27	20	28
21:30	22	18	13	22	30	22	19	21
21:45	33	15	21	23	29	20	25	24
22:00	13	24	23	30	20	23	17	22
22:15	22	17	24	22	26	22	16	22
22:30	19	22	13	20	15	14	13	18

22:45	20	10	12	26	15	12	9	17
23:00	11	16	14	21	24	22	11	17
23:15	10	15	17	21	17	9	8	16
23:30	19	16	20	13	25	17	8	19
23:45	9	15	16	21	19	10	5	16
Total								
12H(7-19)	3821	3913	3943	4116	3921	3150	1901	3943
16H(6-22)	4456	4503	4636	4793	4583	3578	2235	4594
18H(6-24)	4579	4638	4775	4967	4744	3707	2322	4741
24H(0-24)	4927	5042	5159	5343	5116	3973	2510	5117
AM Peak	08:00	08:30	08:45	08:30	08:30	11:00	11:00	08:30
	433	488	456	476	401	285	255	441
PM Peak	14:45	14:15	14:30	13:15	14:15	15:15	12:00	14:30
	364	347	348	355	359	569	204	344

bound

7-Day Av
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08:30
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15:00
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30-11-2018

Site No. 00526810 Site Ref. ID04231
ATC 3B
Vehicle Count Report Channel: North-east

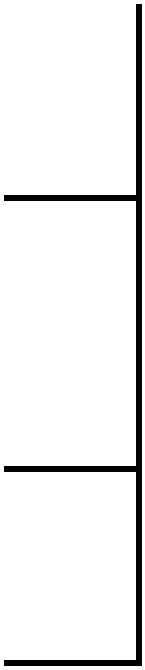
	Mon Nov 19	Tue Nov 20	Wed Nov 21	Thu Nov 22	Fri Nov 23	Sat Nov 24	Sun Nov 25	5-Day Av
00:00	7							7
00:15	8							8
00:30	6							6
00:45	9							9
01:00	8							8
01:15	9							9
01:30	2							2
01:45	3							3
02:00	3							3
02:15	8							8
02:30	5							5
02:45	5							5
03:00	4							4
03:15	10							10
03:30	3							3
03:45	8							8
04:00	9							9
04:15	14							14
04:30	15							15
04:45	20							20
05:00	37							37
05:15	52							52
05:30	49							49
05:45	65							65
06:00	51							51
06:15	56							56
06:30	59							59
06:45	74							74
07:00	68							68
07:15	96							96
07:30	88							88
07:45	97							97
08:00	93							93
08:15	123							123
08:30	116							116
08:45	121							121
09:00	120							120
09:15	99							99
09:30	96							96
09:45	102							102
10:00	58							58

10:15	53	53
10:30	47	47
10:45	59	59
11:00	70	70
11:15	64	64
11:30	66	66
11:45	95	95
12:00	80	80
12:15	53	53
12:30	53	53
12:45	48	48
13:00	47	47
13:15	68	68
13:30	60	60
13:45	73	73
14:00	79	79
14:15	68	68
14:30	71	71
14:45	38	38
15:00	30	30
15:15	55	55
15:30	58	58
15:45	66	66
16:00	62	62
16:15	64	64
16:30		
16:45		
17:00	62	62
17:15	61	61
17:30	57	57
17:45	57	57
18:00	52	52
18:15	59	59
18:30	74	74
18:45	35	35
19:00	49	49
19:15	36	36
19:30	35	35
19:45	49	49
20:00	14	14
20:15	37	37
20:30	33	33
20:45	22	22
21:00	17	17
21:15	12	12
21:30	21	21
21:45	23	23
22:00	19	19
22:15	16	16
22:30	15	15

22:45	20		20
23:00	14		14
23:15	12		12
23:30	10		10
23:45	16		16
Total			
12H(7-19)			
16H(6-22)			
18H(6-24)			
24H(0-24)			
AM Peak	08:15		08:15
	480		480
PM Peak			

bound

7-Day
Av



30-11-2018

Site No. 00423131 Site Ref. ID04231
Site 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
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							
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06:00							
06:15							
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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	83	2	44	2	7	10	18
15:00	96	1	71	2	8	4	10
15:15	99	0	68	6	5	7	13
15:30	77	2	52	2	5	5	11
15:45							
16:00	61	0	41	2	1	8	9
16:15	81	1	60	3	2	4	11
16:30	65	1	54	0	0	6	4
16:45	50	0	38	2	2	1	7
17:00	78	2	62	1	0	3	10
17:15	70	0	61	1	0	0	8
17:30	58	1	48	3	0	1	5
17:45	71	3	54	3	1	3	7
18:00	60	1	51	0	1	3	4
18:15	47	1	34	3	2	1	6
18:30	62	1	46	1	0	5	9
18:45	53	1	45	2	0	0	5
19:00	52	1	42	0	0	1	8
19:15	43	1	36	0	0	2	4
19:30	29	0	23	0	0	3	3
19:45	32	0	27	0	0	2	3
20:00	33	1	23	1	0	1	7
20:15	14	0	10	1	1	0	2
20:30	19	0	15	0	0	0	4
20:45	33	0	24	0	0	2	7
21:00	25	1	22	0	0	0	2
21:15	19	0	17	0	1	1	0
21:30	24	0	22	0	0	0	2
21:45	23	0	20	0	0	1	2
22:00	29	0	20	0	1	2	6
22:15	19	0	13	0	0	3	3
22:30	16	0	11	1	1	1	2

22:45	15	0	9	0	0	0	6
23:00	13	0	6	0	1	2	4
23:15	8	0	7	0	0	0	1
23:30	9	0	4	2	0	0	3
23:45	11	0	9	0	0	1	1
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)							
AM Peak PM Peak							

Site No. 00423131 Site Ref. ID04231
Site 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	10	1	3	0	0	1	5
00:15	9	0	2	1	1	1	4
00:30	11	0	4	0	0	1	6
00:45	5	0	1	1	0	0	3
01:00	12	0	5	1	0	1	5
01:15	12	0	4	2	1	1	4
01:30	6	0	4	0	0	0	2
01:45	9	0	5	2	0	0	2
02:00	14	0	3	2	0	3	6
02:15	3	0	1	0	0	0	2
02:30	6	0	0	0	0	0	6
02:45	6	0	4	0	1	0	1
03:00	7	1	4	0	0	0	2
03:15	8	0	5	1	0	0	2
03:30	4	0	2	0	0	1	1
03:45	7	0	4	0	0	1	2
04:00	7	0	2	0	1	0	4
04:15	19	0	14	0	0	0	5
04:30	23	0	16	2	2	1	2
04:45	24	1	12	1	0	2	8
05:00	35	0	25	1	0	0	9
05:15	49	0	39	1	1	2	6
05:30	49	1	36	1	0	4	7
05:45	51	1	33	3	0	4	10
06:00	55	0	44	0	1	2	8
06:15	62	0	44	1	2	2	13
06:30	61	1	47	1	0	1	11
06:45	67	2	46	2	4	2	11
07:00	80	1	53	0	6	7	13
07:15	80	2	62	1	1	2	12
07:30	81	2	65	0	1	3	10
07:45	105	1	79	3	5	5	12
08:00	96	1	68	3	3	6	15
08:15	136	0	104	8	3	6	15
08:30	127	0	97	5	4	7	14
08:45	118	9	89	7	3	6	4
09:00	128	5	85	5	7	13	13
09:15	85	0	61	4	1	9	10
09:30	94	0	69	2	3	9	11
09:45	84	0	60	3	2	5	14
10:00	93	0	63	3	4	12	11

10:15	90	1	52	7	4	3	23
10:30	90	0	60	3	4	7	16
10:45	82	1	52	1	5	5	18
11:00	82	1	54	2	6	7	12
11:15	86	4	56	3	1	5	17
11:30	99	1	63	3	4	10	18
11:45	75	0	56	3	1	5	10
12:00	84	1	45	3	2	12	21
12:15	85	1	50	5	6	8	15
12:30	74	1	42	6	2	9	14
12:45	56	1	37	3	4	3	8
13:00	75	0	45	2	3	6	19
13:15	90	2	56	3	7	7	15
13:30	72	0	45	3	6	6	12
13:45	89	2	51	3	2	13	18
14:00	61	1	39	3	2	5	11
14:15	91	2	50	4	7	9	19
14:30	90	0	54	4	3	12	17
14:45	79	1	46	3	5	17	7
15:00	107	1	62	4	7	13	20
15:15	98	1	70	7	5	6	9
15:30	83	1	58	5	5	4	10
15:45	86	0	63	2	1	4	16
16:00	93	1	66	1	3	12	10
16:15	72	2	56	3	1	2	8
16:30	83	1	58	2	4	9	9
16:45	78	1	64	1	0	5	7
17:00	80	0	68	2	1	1	8
17:15	77	1	67	2	1	4	2
17:30	76	0	64	3	0	3	6
17:45	80	0	65	1	1	6	7
18:00	59	0	49	1	1	1	7
18:15	50	1	45	1	0	2	1
18:30	75	1	60	1	0	3	10
18:45	63	0	54	1	0	2	6
19:00	58	3	47	1	0	1	6
19:15	40	0	35	0	2	1	2
19:30	38	0	27	1	0	1	9
19:45	40	0	34	0	1	0	5
20:00	32	0	27	0	0	0	5
20:15	31	0	25	0	0	1	5
20:30	23	0	14	1	0	0	8
20:45	32	0	26	0	0	3	3
21:00	28	0	19	2	0	3	4
21:15	22	0	21	0	0	0	1
21:30	24	0	17	0	2	1	4
21:45	18	0	15	0	0	0	3
22:00	21	0	16	0	0	2	3
22:15	30	0	29	0	0	1	0
22:30	21	0	17	1	0	0	3

22:45	23	0	13	0	0	2	8
23:00	14	0	7	0	0	2	5
23:15	16	0	13	0	0	2	1
23:30	6	0	4	0	0	0	2
23:45	13	0	13	0	0	0	0
Total							
12H(7-19)	4117	52	2877	145	147	316	580
16H(6-22)	4748	58	3365	154	159	334	678
18H(6-24)	4892	58	3477	155	159	343	700
24H(0-24)	5278	63	3705	174	166	366	804
AM Peak	08:15	08:45	08:15	08:15	10:15	08:45	10:15
	509	14	375	25	19	37	69
PM Peak	15:00	18:15	17:00	14:45	14:45	14:15	13:45
	374	5	264	19	22	51	65

Site No. 00423131 Site Ref. ID04231
Site 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	9	0	4	0	0	3	2
00:15	27	1	15	1	1	3	6
00:30	12	1	4	0	0	1	6
00:45	11	0	6	0	0	1	4
01:00	13	0	7	2	1	0	3
01:15	2	0	0	0	0	1	1
01:30	9	1	2	0	1	1	4
01:45	9	0	2	1	0	0	6
02:00	11	0	7	2	1	0	1
02:15	5	1	3	1	0	0	0
02:30	9	0	4	0	0	1	4
02:45	5	0	1	0	0	1	3
03:00	6	0	4	0	0	0	2
03:15	7	0	3	0	0	1	3
03:30	6	0	3	0	0	0	3
03:45	7	0	4	0	0	0	3
04:00	11	0	7	0	0	0	4
04:15	11	0	8	0	0	0	3
04:30	26	0	18	0	0	2	6
04:45	15	0	9	0	0	1	5
05:00	30	0	24	0	0	1	5
05:15	53	0	36	3	1	3	10
05:30	45	1	32	2	0	6	4
05:45	42	1	27	0	1	4	9
06:00	30	2	21	0	0	2	5
06:15	61	0	51	1	1	3	5
06:30	60	5	38	2	3	3	9
06:45	82	2	61	2	3	6	8
07:00	76	2	57	1	4	4	8
07:15	78	0	61	2	1	0	14
07:30	81	1	62	1	1	6	10
07:45	98	3	76	5	5	2	7
08:00	96	1	75	3	2	7	8
08:15	122	3	84	4	8	5	18
08:30	127	5	98	4	2	6	12
08:45	116	2	99	3	1	7	4
09:00	119	2	83	6	4	10	14
09:15	112	7	80	4	1	11	9
09:30	87	1	62	1	3	6	14
09:45	105	1	79	3	3	4	15
10:00	85	1	60	2	4	9	9

10:15	86	0	56	2	7	10	11
10:30	93	2	64	5	4	2	16
10:45	89	3	52	4	11	5	14
11:00	101	0	65	3	7	6	20
11:15	89	1	52	6	6	8	16
11:30	96	1	66	2	1	7	19
11:45	87	0	55	6	3	7	16
12:00	91	1	60	1	5	9	15
12:15	73	1	43	1	4	10	14
12:30	94	0	63	1	5	7	18
12:45	95	2	54	6	5	10	18
13:00	80	1	46	3	7	9	14
13:15	65	1	38	3	7	8	8
13:30	98	0	60	5	6	12	15
13:45	86	1	46	5	5	11	18
14:00	78	1	46	4	6	8	13
14:15	69	3	38	2	4	7	15
14:30	86	2	47	3	9	12	13
14:45	86	2	50	0	7	12	15
15:00	81	0	50	2	7	10	12
15:15	111	1	81	3	4	10	12
15:30	86	2	56	2	8	8	10
15:45	77	1	55	1	1	8	11
16:00	65	1	45	1	3	8	7
16:15	81	2	61	6	3	5	4
16:30	76	2	58	1	2	6	7
16:45	56	2	41	1	2	5	5
17:00	64	0	50	3	0	7	4
17:15	67	1	59	1	0	2	4
17:30	72	1	63	0	1	1	6
17:45	71	0	61	3	1	2	4
18:00	72	4	60	1	0	2	5
18:15	60	2	55	1	1	0	1
18:30	62	1	49	0	0	3	9
18:45	68	0	60	1	1	3	3
19:00	66	1	57	2	0	1	5
19:15	42	0	38	1	0	1	2
19:30	44	0	35	1	0	2	6
19:45	35	0	31	2	0	1	1
20:00	35	1	27	1	0	2	4
20:15	33	0	27	1	0	0	5
20:30	35	0	27	2	1	2	3
20:45	36	0	30	0	0	1	5
21:00	24	0	20	1	0	0	3
21:15	25	0	21	0	0	1	3
21:30	24	0	19	0	0	2	3
21:45	23	0	22	0	0	0	1
22:00	22	0	21	0	0	0	1
22:15	26	0	22	0	0	1	3
22:30	20	0	16	1	0	0	3

22:45	13	0	10	0	0	1	2
23:00	27	0	12	0	1	3	11
23:15	12	0	10	0	0	0	2
23:30	19	0	13	0	1	2	3
23:45	18	1	8	2	1	1	5
Total							
12H(7-19)	4113	71	2881	128	182	317	534
16H(6-22)	4768	82	3406	144	190	344	602
18H(6-24)	4925	83	3518	147	193	352	632
24H(0-24)	5306	89	3748	159	199	382	729
AM Peak	08:15	08:30	08:15	10:30	10:15	08:45	11:00
	484	16	364	18	29	34	71
PM Peak	14:45	14:00	17:15	13:15	14:30	14:30	12:00
	364	8	243	17	27	44	65

Site No. 00423131 Site Ref. ID04231
Site 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	15	0	10	3	0	0	2
00:15	13	0	7	1	0	3	2
00:30	13	0	5	2	0	1	5
00:45	8	0	6	0	0	1	1
01:00	6	0	4	0	0	0	2
01:15	8	0	4	2	0	0	2
01:30	7	0	2	0	0	2	3
01:45	9	0	1	1	1	0	6
02:00	6	0	4	0	1	0	1
02:15	8	0	3	0	1	1	3
02:30	5	0	2	1	0	0	2
02:45	14	0	5	1	2	0	6
03:00	4	0	1	0	0	0	3
03:15	11	0	7	2	0	1	1
03:30	5	0	2	0	0	0	3
03:45	10	0	5	1	0	0	4
04:00	5	0	2	0	0	1	2
04:15	17	0	10	1	0	0	6
04:30	21	0	12	2	1	0	6
04:45	26	0	18	1	0	1	6
05:00	39	1	28	0	0	1	9
05:15	53	0	47	1	0	1	4
05:30	42	1	29	0	0	3	9
05:45	59	1	41	0	0	3	14
06:00	50	1	42	0	0	1	6
06:15	55	1	42	0	1	4	7
06:30	61	1	42	0	2	5	11
06:45	79	3	52	4	1	2	17
07:00	88	1	60	1	6	9	11
07:15	75	0	56	1	1	3	14
07:30	99	1	82	4	3	3	6
07:45	114	1	86	1	6	5	15
08:00	99	2	73	3	4	4	13
08:15	101	16	64	4	3	7	7
08:30	94	13	65	1	0	5	10
08:45	113	4	85	4	3	7	10
09:00	132	2	99	4	3	6	18
09:15	100	1	70	5	3	8	13
09:30	120	1	79	5	8	9	18
09:45	110	1	79	2	4	9	15
10:00	107	1	74	3	3	7	19

10:15	83	1	55	4	5	5	13
10:30	89	1	54	6	6	1	21
10:45	97	1	56	3	6	9	22
11:00	75	1	49	1	1	5	18
11:15	85	1	58	3	2	8	13
11:30	80	0	49	2	6	8	15
11:45	80	1	50	3	8	8	10
12:00	79	0	56	2	6	3	12
12:15	68	2	51	0	4	3	8
12:30	78	1	40	6	8	14	9
12:45	81	0	48	4	3	14	12
13:00	80	1	45	2	4	11	17
13:15	85	5	46	5	7	8	14
13:30	76	1	43	3	5	6	18
13:45	78	1	42	3	8	8	16
14:00	97	0	50	9	8	11	19
14:15	93	0	50	8	3	18	14
14:30	90	0	56	3	10	9	12
14:45	101	2	58	0	8	15	18
15:00	110	2	63	4	5	16	20
15:15	91	0	67	2	6	4	12
15:30	85	0	58	5	4	10	8
15:45	65	1	48	3	1	4	8
16:00	79	0	57	4	2	7	9
16:15	68	4	51	1	0	5	7
16:30	74	3	56	3	1	1	10
16:45	62	1	51	0	1	2	7
17:00	73	0	66	0	1	6	0
17:15	79	0	69	1	0	6	3
17:30	73	1	65	2	0	2	3
17:45	69	0	64	2	0	1	2
18:00	82	1	70	2	4	2	3
18:15	88	1	77	1	0	1	8
18:30	69	1	56	3	2	1	6
18:45	78	2	58	1	0	5	12
19:00	45	1	38	1	0	3	2
19:15	49	0	40	3	1	2	3
19:30	29	0	27	0	0	0	2
19:45	31	0	28	0	0	0	3
20:00	30	0	26	0	0	1	3
20:15	31	1	27	0	0	1	2
20:30	31	0	24	0	0	3	4
20:45	32	0	28	0	1	0	3
21:00	31	0	24	1	0	2	4
21:15	29	0	26	0	0	1	2
21:30	22	0	19	0	0	0	3
21:45	37	1	32	2	0	1	1
22:00	25	1	19	0	0	1	4
22:15	33	0	28	0	0	2	3
22:30	20	0	16	0	0	1	3

22:45	22	0	18	0	0	2	2
23:00	20	0	18	0	0	0	2
23:15	20	1	13	1	0	2	3
23:30	14	0	11	0	0	0	3
23:45	17	0	14	0	0	0	3
Total							
12H(7-19)	4192	80	2904	139	182	319	568
16H(6-22)	4834	89	3421	150	188	345	641
18H(6-24)	5005	91	3558	151	188	353	664
24H(0-24)	5409	94	3813	170	194	372	766
AM Peak	08:45	08:15	08:45	08:45	10:00	09:15	10:00
	465	35	333	18	20	33	75
PM Peak	14:15	16:15	17:30	13:45	14:30	14:15	13:30
	394	8	276	23	29	58	67

Site No. 00423131 Site Ref. ID04231
Site 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	11	1	8	0	1	0	1
00:15	13	0	6	0	0	3	4
00:30	11	0	6	1	0	1	3
00:45	9	0	5	0	1	2	1
01:00	2	0	2	0	0	0	0
01:15	13	0	5	0	1	1	6
01:30	13	0	5	0	0	0	8
01:45	4	0	0	0	0	0	4
02:00	11	0	4	2	1	1	3
02:15	4	0	1	1	0	1	1
02:30	2	0	1	0	0	0	1
02:45	7	0	3	1	0	0	3
03:00	4	0	0	0	1	1	2
03:15	4	1	0	0	0	0	3
03:30	10	0	5	1	0	0	4
03:45	12	0	8	0	0	0	4
04:00	12	0	8	0	0	0	4
04:15	14	0	6	2	0	0	6
04:30	25	0	15	2	1	0	7
04:45	23	0	17	0	0	1	5
05:00	32	0	21	0	1	1	9
05:15	35	0	32	0	0	0	3
05:30	57	1	31	2	1	5	17
05:45	44	0	33	3	0	1	7
06:00	50	0	37	0	1	4	8
06:15	62	0	43	2	1	4	12
06:30	68	0	50	1	2	1	14
06:45	92	2	64	2	9	7	8
07:00	82	1	59	1	5	5	11
07:15	83	0	56	3	3	5	16
07:30	85	2	60	2	2	4	15
07:45	123	4	87	5	4	11	12
08:00	92	9	61	4	6	8	4
08:15	93	7	67	4	4	6	5
08:30	114	3	90	3	5	8	5
08:45	122	1	95	3	5	8	10
09:00	111	0	84	2	3	6	16
09:15	120	2	77	7	3	6	25
09:30	85	0	56	8	2	7	12
09:45	102	3	60	2	12	7	18
10:00	84	0	52	2	6	12	12

10:15	93	0	57	4	10	5	17
10:30	75	1	49	2	4	6	13
10:45	85	1	46	2	3	10	23
11:00	64	2	44	3	0	5	10
11:15	81	1	57	1	3	8	11
11:30	82	0	48	2	3	8	21
11:45	76	0	45	3	6	13	9
12:00	83	1	50	6	7	7	12
12:15	79	0	50	9	5	7	8
12:30	96	0	68	1	6	7	14
12:45	91	2	58	1	7	8	15
13:00	72	2	47	0	6	6	11
13:15	79	2	51	5	5	8	8
13:30	101	0	60	5	7	11	18
13:45	93	2	58	5	4	10	14
14:00	92	2	52	3	7	11	17
14:15	102	2	63	3	7	14	13
14:30	88	0	54	3	4	8	19
14:45	76	0	42	7	6	11	10
15:00	89	0	58	5	6	6	14
15:15	86	0	64	5	5	6	6
15:30	73	0	54	2	3	5	9
15:45	90	0	69	3	3	5	10
16:00	84	0	58	2	0	12	12
16:15	77	3	60	2	4	5	3
16:30	70	3	55	0	0	4	8
16:45	61	1	54	1	0	3	2
17:00	79	0	70	0	1	4	4
17:15	63	3	52	1	1	4	2
17:30	73	0	65	1	1	1	5
17:45	65	1	55	3	1	1	4
18:00	60	1	53	1	0	2	3
18:15	71	0	64	1	2	0	4
18:30	86	0	72	2	1	2	9
18:45	68	2	60	1	0	1	4
19:00	49	0	42	0	0	1	6
19:15	59	0	51	1	0	0	7
19:30	54	0	50	0	0	1	3
19:45	35	1	31	0	0	0	3
20:00	39	0	38	1	0	0	0
20:15	42	0	39	0	0	2	1
20:30	34	0	26	1	0	4	3
20:45	36	0	31	1	0	0	4
21:00	31	0	29	1	0	0	1
21:15	30	0	28	0	0	2	0
21:30	30	0	24	1	1	1	3
21:45	27	0	20	0	0	1	6
22:00	24	0	21	0	0	2	1
22:15	24	0	20	0	0	2	2
22:30	24	0	20	0	0	1	3

22:45	25	0	18	0	0	1	6
23:00	28	0	23	1	1	1	2
23:15	17	0	15	0	0	1	1
23:30	23	0	18	1	0	0	4
23:45	21	1	13	0	1	0	6
Total							
12H(7-19)	4099	64	2866	141	188	317	523
16H(6-22)	4837	67	3469	152	202	345	602
18H(6-24)	5023	68	3617	154	204	353	627
24H(0-24)	5395	71	3839	169	212	371	733
AM Peak	08:30	07:45	08:30	08:45	09:45	11:00	09:00
	467	23	346	20	32	34	71
PM Peak	13:30	16:30	18:00	14:30	13:30	13:30	13:45
	388	7	249	20	25	46	63

Site No. 00423131 Site Ref. ID04231
Site 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	11	0	9	0	0	1	1
00:15	12	0	8	0	0	3	1
00:30	8	0	5	1	0	1	1
00:45	12	0	9	1	1	0	1
01:00	5	0	0	0	0	1	4
01:15	6	0	3	0	0	0	3
01:30	9	1	5	0	0	1	2
01:45	4	1	0	1	0	1	1
02:00	7	1	1	0	0	2	3
02:15	7	0	3	0	0	1	3
02:30	5	0	2	0	0	1	2
02:45	6	0	4	0	0	1	1
03:00	4	0	2	0	0	0	2
03:15	10	0	3	3	0	0	4
03:30	5	0	2	0	0	0	3
03:45	4	0	4	0	0	0	0
04:00	14	0	9	0	0	1	4
04:15	12	0	7	1	0	0	4
04:30	12	1	6	1	0	0	4
04:45	5	0	5	0	0	0	0
05:00	16	0	10	1	0	0	5
05:15	15	0	9	0	0	1	5
05:30	23	0	15	1	0	1	6
05:45	26	0	18	1	0	0	7
06:00	20	0	14	0	0	1	5
06:15	27	0	18	1	1	0	7
06:30	24	1	15	1	1	3	3
06:45	36	0	29	2	3	1	1
07:00	19	0	14	1	0	1	3
07:15	27	0	17	4	0	1	5
07:30	33	0	26	1	0	2	4
07:45	36	0	27	1	0	2	6
08:00	44	1	29	2	4	2	6
08:15	54	0	49	1	0	0	4
08:30	45	1	33	2	2	3	4
08:45	55	0	44	3	3	0	5
09:00	48	0	39	1	3	1	4
09:15	61	0	53	1	2	2	3
09:30	58	1	45	2	0	2	8
09:45	75	0	58	3	0	2	12
10:00	56	0	50	0	2	1	3

10:15	50	0	44	1	1	0	4
10:30	61	3	45	1	0	3	9
10:45	60	0	53	0	1	0	6
11:00	72	1	63	0	3	1	4
11:15	59	0	50	3	1	3	2
11:30	74	0	73	1	0	0	0
11:45	67	0	59	2	0	0	6
12:00	55	0	50	0	2	1	2
12:15	66	0	58	2	2	2	2
12:30	67	0	60	3	0	1	3
12:45	88	2	72	4	2	3	5
13:00	65	0	60	1	1	0	3
13:15	60	1	52	1	3	2	1
13:30	80	0	74	2	0	2	2
13:45	93	0	83	2	2	2	4
14:00	95	0	90	2	1	1	1
14:15	99	0	95	2	0	2	0
14:30	81	2	70	6	2	0	1
14:45	45	0	38	2	0	1	4
15:00	48	0	44	0	0	2	2
15:15	44	0	37	0	1	1	5
15:30	37	1	34	0	1	0	1
15:45	64	1	61	0	0	0	2
16:00	37	0	32	1	0	0	4
16:15	37	0	32	0	0	2	3
16:30	39	0	35	0	1	1	2
16:45	39	0	34	3	0	0	2
17:00	43	0	40	0	0	2	1
17:15	29	0	26	2	0	0	1
17:30	27	0	25	1	0	0	1
17:45	53	0	50	1	0	1	1
18:00	38	0	36	0	0	2	0
18:15	43	0	43	0	0	0	0
18:30	32	0	27	2	0	0	3
18:45	24	0	22	1	1	0	0
19:00	23	0	19	1	1	0	2
19:15	30	1	26	0	1	1	1
19:30	30	0	27	2	0	0	1
19:45	25	0	24	0	0	0	1
20:00	29	1	27	0	0	0	1
20:15	26	0	20	2	0	0	4
20:30	25	0	22	0	0	1	2
20:45	31	0	30	1	0	0	0
21:00	13	0	9	1	0	0	3
21:15	25	0	19	2	1	1	2
21:30	22	0	19	0	0	0	3
21:45	14	0	12	1	1	0	0
22:00	17	1	14	0	1	0	1
22:15	17	0	16	1	0	0	0
22:30	23	1	20	0	0	0	2

22:45	17	0	12	0	1	0	4
23:00	9	0	7	0	0	1	1
23:15	11	0	6	2	0	1	2
23:30	14	1	12	0	0	0	1
23:45	16	0	13	0	0	0	3
Total							
12H(7-19)	2582	14	2251	68	41	54	154
16H(6-22)	2982	17	2581	82	50	62	190
18H(6-24)	3106	20	2681	85	52	64	204
24H(0-24)	3344	24	2820	96	53	80	271
AM Peak	11:00	10:30	11:00	08:00	08:30	10:30	09:45
	272	4	245	8	10	7	28
PM Peak	13:45	12:45	13:30	14:00	13:15	13:30	12:15
	368	3	342	12	6	7	13

Site No. 00526810 Site Ref. ID04231
ATC 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	19	0	16	0	1	1	1
00:15	14	0	10	0	0	1	3
00:30	7	0	4	0	1	2	0
00:45	11	0	10	0	0	0	1
01:00	10	0	7	0	0	0	3
01:15	12	0	10	0	0	1	1
01:30	13	0	10	0	0	0	3
01:45	4	0	2	0	0	0	2
02:00	7	0	4	1	0	0	2
02:15	5	0	4	0	0	0	1
02:30	2	0	2	0	0	0	0
02:45	5	0	3	0	0	0	2
03:00	9	0	7	0	0	0	2
03:15	4	0	1	2	0	0	1
03:30	3	0	3	0	0	0	0
03:45	4	0	0	0	0	2	2
04:00	8	1	5	1	0	0	1
04:15	4	0	2	0	0	0	2
04:30	6	0	5	0	0	0	1
04:45	10	0	4	0	0	0	6
05:00	1	0	0	0	0	0	1
05:15	11	0	6	2	0	1	2
05:30	12	0	6	1	0	0	5
05:45	6	0	5	0	0	0	1
06:00	4	0	2	0	0	0	2
06:15	10	0	5	1	1	0	3
06:30	12	0	8	1	0	0	3
06:45	12	1	9	1	0	0	1
07:00	10	0	9	0	0	0	1
07:15	15	0	11	0	0	0	4
07:30	22	0	19	2	0	0	1
07:45	25	1	22	0	0	0	2
08:00	15	0	8	0	1	0	6
08:15	30	0	25	0	0	0	5
08:30	22	0	18	0	0	0	4
08:45	34	0	26	3	1	0	4
09:00	25	0	20	1	0	1	3
09:15	30	0	24	0	0	0	6
09:30							
09:45	47	2	36	2	1	0	6
10:00	47	10	33	1	0	0	3

10:15	31	0	28	2	1	0	0
10:30	44	0	38	0	0	1	5
10:45	40	0	37	0	0	0	3
11:00	42	0	38	1	1	0	2
11:15	46	0	41	0	0	1	4
11:30	40	0	37	0	0	0	3
11:45	53	0	52	1	0	0	0
12:00	54	0	54	0	0	0	0
12:15	49	0	47	1	0	0	1
12:30	49	0	46	0	0	1	2
12:45	47	0	45	1	0	0	1
13:00	46	0	44	0	0	0	2
13:15	39	0	37	0	0	0	2
13:30	46	1	39	0	0	0	6
13:45	56	0	54	0	0	1	1
14:00	46	0	44	1	0	0	1
14:15	49	1	44	2	0	0	2
14:30	48	0	46	0	0	1	1
14:45	63	0	58	2	0	0	3
15:00	54	0	52	0	0	1	1
15:15	42	1	39	0	0	1	1
15:30	26	1	23	1	0	0	1
15:45	40	0	37	0	0	0	3
16:00	40	0	34	1	0	0	5
16:15	43	0	40	1	0	0	2
16:30	31	0	30	0	1	0	0
16:45	29	0	26	0	1	0	2
17:00	49	0	45	1	0	0	3
17:15	28	0	24	1	0	1	2
17:30	33	0	33	0	0	0	0
17:45	33	0	30	2	1	0	0
18:00	34	1	31	0	0	1	1
18:15	34	0	31	1	0	0	2
18:30	32	0	31	0	0	0	1
18:45	29	0	28	0	0	0	1
19:00	40	1	35	0	0	2	2
19:15	38	0	34	1	1	0	2
19:30	24	0	21	1	0	0	2
19:45	37	0	34	1	0	0	2
20:00	29	0	27	0	0	0	2
20:15	25	0	21	1	1	0	2
20:30	22	0	22	0	0	0	0
20:45	22	0	21	1	0	0	0
21:00	19	0	17	0	0	0	2
21:15	16	0	15	0	0	0	1
21:30	14	2	11	1	0	0	0
21:45	10	0	7	1	1	0	1
22:00	12	0	10	0	0	0	2
22:15	11	0	9	1	0	0	1
22:30	18	0	13	0	0	0	5

22:45	10	0	7	0	0	2	1
23:00	13	0	9	0	0	1	3
23:15	12	0	9	1	0	0	2
23:30	15	0	10	0	0	1	4
23:45	7	0	5	0	0	0	2
Total							
12H(7-19)							
16H(6-22)							
18H(6-24)							
24H(0-24)							
AM Peak							
PM Peak	14:15	21:30	14:15	14:00	16:30	22:45	23:00
	214	2	200	5	2	4	11

Site No. 00526810 Site Ref. ID04231
ATC 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	6	0	4	0	0	0	2
00:15	7	0	2	0	0	0	5
00:30	5	0	3	2	0	0	0
00:45	3	0	3	0	0	0	0
01:00	7	0	3	0	0	1	3
01:15	5	0	4	0	0	0	1
01:30	7	0	4	1	0	0	2
01:45	6	0	3	0	0	0	3
02:00	11	0	4	1	0	0	6
02:15	6	0	3	0	0	0	3
02:30	4	1	2	0	0	0	1
02:45	4	0	1	0	0	0	3
03:00	5	0	4	1	0	0	0
03:15	5	0	3	1	0	0	1
03:30	5	0	3	0	0	0	2
03:45	5	0	2	0	0	0	3
04:00	14	0	9	0	0	0	5
04:15	15	0	11	1	0	0	3
04:30	17	1	10	2	0	0	4
04:45	31	0	20	1	0	3	7
05:00	43	0	34	0	0	0	9
05:15	49	0	39	3	0	0	7
05:30	46	1	36	0	0	2	7
05:45	42	0	29	1	0	3	9
06:00	39	0	29	1	0	1	8
06:15	48	0	40	0	0	1	7
06:30	54	0	42	0	1	3	8
06:45	83	1	56	1	2	2	21
07:00	72	0	52	2	3	3	12
07:15	84	1	62	1	2	5	13
07:30	90	0	65	2	6	5	12
07:45	81	2	64	3	0	2	10
08:00	103	0	72	4	2	7	18
08:15	106	2	82	3	5	4	10
08:30	111	0	79	1	5	7	19
08:45	113	1	86	1	3	6	16
09:00	74	0	54	1	3	7	9
09:15	94	3	74	4	2	3	8
09:30	95	2	63	3	3	9	15
09:45	95	2	59	2	3	12	17
10:00	75	3	42	4	5	4	17

10:15	78	0	49	5	1	10	13
10:30	69	0	48	1	2	3	15
10:45	103	2	70	3	1	6	21
11:00	76	2	51	6	2	5	10
11:15	73	3	51	2	3	3	11
11:30	100	1	68	1	6	4	20
11:45	74	1	45	8	3	9	8
12:00	77	3	45	2	3	13	11
12:15	76	1	47	2	3	11	12
12:30	87	2	49	6	8	7	15
12:45	83	10	51	5	4	6	7
13:00	87	1	49	6	5	12	14
13:15	86	3	52	1	5	10	15
13:30	85	0	49	2	5	14	15
13:45	94	1	62	4	7	8	12
14:00	80	2	49	3	4	10	12
14:15	78	2	42	2	8	13	11
14:30	80	2	50	2	1	15	10
14:45	75	1	38	5	6	7	18
15:00	103	0	71	5	8	7	12
15:15	97	0	67	6	4	5	15
15:30	89	2	60	2	6	3	16
15:45	69	1	52	1	0	6	9
16:00	69	0	51	1	4	9	4
16:15	59	0	45	0	3	4	7
16:30	65	1	48	2	0	0	14
16:45	57	1	51	0	0	3	2
17:00	54	0	42	0	0	7	5
17:15	65	1	55	1	2	1	5
17:30	60	3	50	1	1	2	3
17:45	70	1	55	1	3	7	3
18:00	65	1	50	2	1	1	10
18:15	46	1	37	2	1	2	3
18:30	45	1	31	2	1	3	7
18:45	54	1	48	1	1	1	2
19:00	59	1	52	1	0	2	3
19:15	42	0	39	0	0	1	2
19:30	36	0	28	1	1	0	6
19:45	40	0	35	2	1	0	2
20:00	24	0	21	0	0	1	2
20:15	27	1	22	1	0	1	2
20:30	34	0	23	2	1	2	6
20:45	41	1	33	0	1	1	5
21:00	29	0	24	2	0	1	2
21:15	24	0	23	0	0	0	1
21:30	22	0	18	1	0	0	3
21:45	33	1	25	1	0	2	4
22:00	13	0	10	0	0	0	3
22:15	22	0	19	0	0	0	3
22:30	19	1	11	1	0	3	3

22:45	20	0	14	1	0	0	5
23:00	11	0	7	0	0	1	3
23:15	10	0	6	0	0	1	3
23:30	19	0	12	3	0	1	3
23:45	9	0	7	0	0	1	1
Total							
12H(7-19)	3821	67	2632	124	154	301	543
16H(6-22)	4456	72	3142	137	161	319	625
18H(6-24)	4579	73	3228	142	161	326	649
24H(0-24)	4927	76	3464	156	161	335	735
AM Peak	08:00	09:15	08:00	11:00	08:15	09:30	10:00
	433	10	319	17	16	35	66
PM Peak	14:45	12:30	15:00	12:15	14:45	13:45	14:45
	364	16	250	19	24	46	61

Site No. 00526810 Site Ref. ID04231
ATC 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	16	0	9	0	0	1	6
00:15	10	0	6	0	1	1	2
00:30	8	0	3	0	0	2	3
00:45	9	0	1	1	0	2	5
01:00	11	0	7	1	0	1	2
01:15	12	0	5	0	1	1	5
01:30	9	0	4	0	0	1	4
01:45	4	0	4	0	0	0	0
02:00	5	0	2	2	0	0	1
02:15	3	0	2	0	0	0	1
02:30	3	0	1	0	0	0	2
02:45	6	2	3	0	0	0	1
03:00	5	1	2	1	0	0	1
03:15	11	0	5	1	0	0	5
03:30	11	0	7	1	1	1	1
03:45	7	0	4	0	0	0	3
04:00	10	0	8	0	1	0	1
04:15	14	0	8	1	0	0	5
04:30	21	0	14	1	0	1	5
04:45	24	1	14	0	1	1	7
05:00	47	1	34	3	0	1	8
05:15	51	1	46	0	0	0	4
05:30	57	1	38	2	0	2	14
05:45	50	2	35	1	2	1	9
06:00	66	0	47	1	2	3	13
06:15	63	1	52	0	1	2	7
06:30	50	1	38	0	3	3	5
06:45	69	0	61	1	1	2	4
07:00	57	3	33	7	1	4	9
07:15	70	2	54	1	1	1	11
07:30	98	2	77	2	3	3	11
07:45	95	1	75	3	2	2	12
08:00	111	0	77	3	5	8	18
08:15	85	7	61	3	0	8	6
08:30	128	2	95	3	8	7	13
08:45	136	1	117	3	4	3	8
09:00	123	2	86	2	3	10	20
09:15	101	0	68	8	6	4	15
09:30	99	0	63	3	5	8	20
09:45	84	0	64	0	3	6	11
10:00	92	0	66	4	4	3	15

10:15	95	3	50	4	3	11	24
10:30	103	0	67	3	5	5	23
10:45	91	0	57	4	4	10	16
11:00	73	0	49	1	2	6	15
11:15	77	0	53	3	3	5	13
11:30	83	0	48	1	7	3	24
11:45	86	3	56	2	2	6	17
12:00	56	2	33	4	3	6	8
12:15	66	0	37	3	3	8	15
12:30	60	0	32	1	4	8	15
12:45	73	1	44	2	5	12	9
13:00	71	3	42	3	4	6	13
13:15	79	3	39	6	5	12	14
13:30	94	0	57	6	4	6	21
13:45	77	1	46	4	2	7	17
14:00	73	1	34	6	4	10	18
14:15	88	2	54	6	2	11	13
14:30	81	2	43	4	10	10	12
14:45	85	1	51	7	7	3	16
15:00	93	0	64	6	4	9	10
15:15	73	2	52	1	2	5	11
15:30	54	0	36	6	1	9	2
15:45	71	1	40	5	6	5	14
16:00	74	1	44	7	2	9	11
16:15	75	0	56	2	3	8	6
16:30	70	2	54	1	1	8	4
16:45	68	0	63	1	0	3	1
17:00	85	0	66	4	0	5	10
17:15	83	1	65	2	3	2	10
17:30	59	0	51	2	2	0	4
17:45	62	2	48	1	0	1	10
18:00	72	2	63	0	0	4	3
18:15	57	1	51	0	1	3	1
18:30	65	0	54	1	1	1	8
18:45	62	1	55	1	0	1	4
19:00	35	0	26	4	0	1	4
19:15	45	1	36	1	0	1	6
19:30	35	0	28	0	1	0	6
19:45	33	0	24	1	0	0	8
20:00	28	0	24	0	0	2	2
20:15	30	0	22	0	0	2	6
20:30	25	0	19	0	0	1	5
20:45	23	1	15	0	0	2	5
21:00	26	2	22	0	0	1	1
21:15	29	0	25	0	0	2	2
21:30	18	0	15	0	0	1	2
21:45	15	0	13	0	0	0	2
22:00	24	1	18	0	0	3	2
22:15	17	0	10	0	0	1	6
22:30	22	0	18	0	0	0	4

22:45	10	0	3	2	0	3	2
23:00	16	0	4	0	2	2	8
23:15	15	0	9	0	1	2	3
23:30	16	0	8	2	0	4	2
23:45	15	0	10	1	1	0	3
Total							
12H(7-19)	3913	55	2690	152	150	285	581
16H(6-22)	4503	61	3157	160	158	308	659
18H(6-24)	4638	62	3237	165	162	323	689
24H(0-24)	5042	71	3499	180	169	339	784
AM Peak	08:30	08:15	08:30	08:45	08:30	10:15	10:15
	488	12	366	16	21	32	78
PM Peak	14:15	13:00	16:30	14:15	14:30	13:45	13:15
	347	7	248	23	23	38	70

Site No. 00526810 Site Ref. ID04231
ATC 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	10	0	6	0	1	0	3
00:15	15	0	6	0	1	2	6
00:30	11	0	6	0	0	1	4
00:45	6	0	2	1	1	1	1
01:00	9	0	2	0	1	1	5
01:15	6	0	3	0	0	1	2
01:30	11	0	4	3	1	1	2
01:45	6	0	3	1	0	0	2
02:00	7	0	2	0	0	0	5
02:15	4	0	2	0	0	0	2
02:30	7	0	1	0	0	0	6
02:45	5	1	1	0	0	0	3
03:00	3	0	0	0	0	0	3
03:15	6	0	2	1	1	0	2
03:30	9	0	3	3	0	0	3
03:45	11	1	6	1	0	0	3
04:00	11	0	6	2	1	0	2
04:15	20	0	16	0	0	1	3
04:30	16	1	8	0	0	0	7
04:45	27	0	20	0	0	0	7
05:00	32	0	26	0	0	1	5
05:15	40	0	27	2	0	3	8
05:30	62	1	46	1	1	1	12
05:45	50	0	42	1	0	1	6
06:00	72	0	56	0	1	4	11
06:15	57	1	38	3	2	4	9
06:30	73	0	53	0	3	6	11
06:45	77	2	51	3	1	6	14
07:00	72	0	50	3	3	5	11
07:15	97	3	72	4	3	4	11
07:30	78	2	60	1	1	4	10
07:45	69	1	50	0	1	4	13
08:00	96	1	76	1	1	6	11
08:15	72	2	54	2	3	3	8
08:30	108	2	69	2	10	9	16
08:45	120	5	93	2	3	6	11
09:00	116	6	88	4	2	7	9
09:15	104	5	64	7	3	8	17
09:30	116	0	75	4	5	10	22
09:45	107	3	71	1	8	6	18
10:00	86	0	63	2	3	5	13

10:15	79	0	47	2	4	9	17
10:30	71	1	50	1	3	5	11
10:45	77	0	53	0	5	8	11
11:00	83	0	54	3	5	9	12
11:15	75	0	43	4	8	5	15
11:30	98	1	49	3	4	10	31
11:45	80	0	48	2	4	6	20
12:00	97	0	59	6	6	5	21
12:15	90	1	62	4	7	6	10
12:30	75	0	42	1	3	9	20
12:45	81	1	46	4	5	6	19
13:00	88	0	59	4	3	4	18
13:15	80	0	52	2	3	9	14
13:30	85	2	48	3	4	11	17
13:45	67	0	42	3	6	8	8
14:00	72	4	40	5	7	10	6
14:15	80	1	37	7	6	8	21
14:30	94	2	53	5	9	14	11
14:45	87	0	55	2	5	11	14
15:00	82	1	54	3	6	5	13
15:15	85	2	52	1	2	14	14
15:30	86	0	59	3	4	7	13
15:45	74	3	48	5	2	5	11
16:00	75	1	55	2	2	8	7
16:15	78	0	52	2	7	2	15
16:30	65	1	52	2	0	5	5
16:45	65	0	41	2	1	8	13
17:00	68	1	58	0	0	3	6
17:15	53	0	42	2	0	3	6
17:30	77	1	69	1	1	2	3
17:45	70	0	62	0	1	2	5
18:00	75	1	60	2	1	4	7
18:15	62	2	50	3	1	0	6
18:30	73	2	59	1	0	3	8
18:45	55	1	45	0	1	4	4
19:00	55	0	51	0	0	1	3
19:15	45	1	39	0	0	2	3
19:30	49	0	36	1	1	2	9
19:45	44	0	38	0	0	1	5
20:00	39	0	34	0	0	0	5
20:15	26	0	21	0	1	0	4
20:30	40	2	29	0	1	4	4
20:45	19	0	19	0	0	0	0
21:00	34	0	27	3	0	1	3
21:15	29	1	19	0	0	3	6
21:30	13	2	11	0	0	0	0
21:45	21	0	17	0	0	0	4
22:00	23	1	14	0	0	2	6
22:15	24	1	21	0	0	0	2
22:30	13	0	12	0	0	0	1

22:45	12	0	7	1	0	1	3
23:00	14	0	9	0	0	1	4
23:15	17	0	10	1	1	0	5
23:30	20	1	11	0	0	0	8
23:45	16	0	7	1	2	2	4
Total							
12H(7-19)	3943	59	2682	123	172	305	602
16H(6-22)	4636	68	3221	133	182	339	693
18H(6-24)	4775	71	3312	136	185	345	726
24H(0-24)	5159	75	3552	152	193	359	828
AM Peak	08:45	08:30	08:45	08:45	10:45	10:45	11:00
	456	18	320	17	22	32	78
PM Peak	14:30	14:00	17:30	13:45	13:45	14:30	12:30
	348	7	241	20	28	44	71

Site No. 00526810 Site Ref. ID04231
ATC 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	16	0	9	0	0	3	4
00:15	10	1	4	0	0	2	3
00:30	11	0	6	0	0	2	3
00:45	13	1	6	0	1	1	4
01:00	9	0	2	0	0	0	7
01:15	3	0	2	0	0	0	1
01:30	6	0	3	0	0	0	3
01:45	9	0	7	0	0	0	2
02:00	8	0	3	1	1	1	2
02:15	5	0	2	0	0	0	3
02:30	6	0	2	0	0	0	4
02:45	3	0	0	0	1	0	2
03:00	6	0	1	0	0	1	4
03:15	6	0	0	0	1	1	4
03:30	7	0	4	0	0	1	2
03:45	7	0	5	0	0	0	2
04:00	8	0	6	0	0	0	2
04:15	15	1	9	0	0	3	2
04:30	14	1	8	0	0	1	4
04:45	27	0	15	3	1	1	7
05:00	35	0	23	0	0	0	12
05:15	38	0	25	2	1	0	10
05:30	53	2	32	0	0	4	15
05:45	61	2	38	1	4	5	11
06:00	53	0	38	0	0	1	14
06:15	71	1	51	1	2	2	14
06:30	57	1	39	3	0	7	7
06:45	73	1	46	3	5	3	15
07:00	67	0	50	0	3	3	11
07:15	69	0	55	1	1	2	10
07:30	108	2	77	4	6	4	15
07:45	98	2	79	2	1	1	13
08:00	104	2	85	3	2	2	10
08:15	100	1	84	2	4	4	5
08:30	119	0	96	4	4	4	11
08:45	116	1	88	2	4	8	13
09:00	120	8	81	3	1	10	17
09:15	121	0	92	2	4	12	11
09:30	118	1	80	3	4	8	22
09:45	98	0	59	2	8	13	16
10:00	93	1	54	4	3	10	21

10:15	87	1	47	5	6	13	15
10:30	89	1	50	5	8	14	11
10:45	93	2	57	2	3	8	21
11:00	88	1	61	0	3	7	16
11:15	80	1	53	6	1	8	11
11:30	95	0	62	3	3	5	22
11:45	76	2	48	2	4	8	12
12:00	80	0	55	2	5	4	14
12:15	77	1	46	2	4	6	18
12:30	85	1	47	2	10	12	13
12:45	72	1	42	5	4	10	10
13:00	70	0	41	4	6	8	11
13:15	92	1	49	6	3	8	25
13:30	91	0	60	3	4	13	11
13:45	81	2	41	4	7	9	18
14:00	91	1	60	4	1	10	15
14:15	72	0	41	4	9	10	8
14:30	97	3	56	6	6	13	13
14:45	71	0	39	0	4	14	14
15:00	93	0	60	2	5	9	17
15:15	89	0	62	5	7	6	9
15:30	85	1	55	7	4	8	10
15:45	80	0	59	2	3	10	6
16:00	76	0	62	3	0	7	4
16:15	76	1	58	3	0	4	10
16:30	67	0	55	4	0	2	6
16:45	68	2	52	1	0	8	5
17:00	83	2	71	2	1	0	7
17:15	85	0	65	2	2	6	10
17:30	67	2	56	0	0	0	9
17:45	64	0	61	0	0	0	3
18:00	79	0	67	4	1	2	5
18:15	55	0	51	1	0	2	1
18:30	70	0	53	3	0	7	7
18:45	61	1	52	3	0	1	4
19:00	64	0	50	2	0	0	12
19:15	46	0	41	0	1	0	4
19:30	42	1	37	1	0	0	3
19:45	37	0	33	0	0	2	2
20:00	36	0	27	3	0	0	6
20:15	37	0	28	1	3	1	4
20:30	29	1	24	0	0	1	3
20:45	32	0	23	1	0	4	4
21:00	30	0	23	0	0	2	5
21:15	25	0	21	0	0	1	3
21:30	22	0	21	0	0	0	1
21:45	23	0	18	2	0	3	0
22:00	30	0	24	0	0	0	6
22:15	22	0	16	2	1	1	2
22:30	20	0	17	0	0	1	2

22:45	26	0	19	0	0	0	7
23:00	21	1	13	0	0	2	5
23:15	21	0	15	0	1	2	3
23:30	13	0	10	1	0	0	2
23:45	21	0	19	0	0	1	1
Total							
12H(7-19)	4116	45	2874	139	159	333	566
16H(6-22)	4793	50	3394	156	170	360	663
18H(6-24)	4967	51	3527	159	172	367	691
24H(0-24)	5343	59	3739	166	182	393	804
AM Peak	08:30	08:45	08:30	10:00	09:45	09:45	09:30
	476	10	357	16	25	50	74
PM Peak	13:15	16:45	17:00	13:45	14:15	14:00	13:15
	355	6	253	18	24	47	69

Site No. 00526810 Site Ref. ID04231
ATC 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	16	0	14	0	0	0	2
00:15	16	1	6	1	0	0	8
00:30	9	0	6	0	1	1	1
00:45	14	0	6	0	0	3	5
01:00	12	0	7	0	0	1	4
01:15	7	0	3	0	1	1	2
01:30	3	0	2	0	0	0	1
01:45	10	0	2	1	0	2	5
02:00	8	1	5	0	0	0	2
02:15	5	0	1	1	0	0	3
02:30	7	0	2	2	0	0	3
02:45	7	0	1	1	1	0	4
03:00	10	0	1	0	0	2	7
03:15	6	0	3	0	0	0	3
03:30	11	0	7	0	0	0	4
03:45	16	0	8	0	0	3	5
04:00	12	0	9	0	0	0	3
04:15	13	0	9	1	0	0	3
04:30	9	0	3	0	0	1	5
04:45	23	0	15	1	0	1	6
05:00	32	0	25	0	0	0	7
05:15	46	0	32	1	1	1	11
05:30	41	1	31	0	1	0	8
05:45	39	0	24	1	0	1	13
06:00	55	0	35	1	2	1	16
06:15	50	2	37	0	1	4	6
06:30	56	0	41	3	2	4	6
06:45	66	3	49	0	2	4	8
07:00	54	0	38	1	3	3	9
07:15	90	0	65	1	3	3	18
07:30	70	0	46	2	2	2	18
07:45	87	1	58	1	6	3	18
08:00	99	0	65	2	1	12	19
08:15	88	4	61	2	2	6	13
08:30	100	16	61	4	2	8	9
08:45	107	6	77	5	5	8	6
09:00	102	2	69	5	5	8	13
09:15	92	1	58	6	2	6	19
09:30	96	1	77	2	3	3	10
09:45	83	0	60	1	5	2	15
10:00	81	0	50	1	8	5	17

10:15	95	1	55	4	7	9	19
10:30	84	2	45	8	3	7	19
10:45	89	3	60	2	6	2	16
11:00	84	0	60	2	3	5	14
11:15	102	2	67	2	8	9	14
11:30	78	1	51	2	2	8	14
11:45	85	1	58	1	0	7	18
12:00	73	2	42	3	3	7	16
12:15	87	2	51	1	12	8	13
12:30	74	0	52	2	2	7	11
12:45	95	0	67	3	4	8	13
13:00	75	3	48	1	4	8	11
13:15	78	0	54	2	0	7	15
13:30	78	0	42	3	1	16	16
13:45	84	0	48	1	4	15	16
14:00	84	0	53	2	10	6	13
14:15	99	1	57	6	9	8	18
14:30	82	1	48	3	11	9	10
14:45	94	1	60	4	4	9	16
15:00	84	0	51	3	4	11	15
15:15	77	0	55	2	4	9	7
15:30	85	0	60	2	3	7	13
15:45	70	0	47	4	5	6	8
16:00	79	0	65	1	0	6	7
16:15	67	1	58	0	1	2	5
16:30	70	2	53	2	0	5	8
16:45	59	1	48	4	0	3	3
17:00	67	0	56	2	0	3	6
17:15	72	2	55	1	0	6	8
17:30	67	1	56	0	2	3	5
17:45	58	0	57	0	0	1	0
18:00	85	2	71	1	1	2	8
18:15	85	0	68	0	1	5	11
18:30	71	0	62	2	0	5	2
18:45	56	2	47	1	1	3	2
19:00	61	0	52	0	0	0	9
19:15	63	1	55	0	0	1	6
19:30	39	1	32	1	0	0	5
19:45	28	0	24	0	0	0	4
20:00	28	0	26	0	0	0	2
20:15	28	0	23	0	0	2	3
20:30	34	0	27	1	0	2	4
20:45	29	0	25	0	0	1	3
21:00	33	0	29	1	0	0	3
21:15	33	0	28	0	1	1	3
21:30	30	0	25	2	1	0	2
21:45	29	0	22	1	0	1	5
22:00	20	1	13	0	1	2	3
22:15	26	1	24	0	0	0	1
22:30	15	0	12	0	0	1	2

22:45	15	0	11	0	0	1	3
23:00	24	0	20	0	0	1	3
23:15	17	0	12	0	0	1	4
23:30	25	0	21	0	0	1	3
23:45	19	1	13	1	1	0	3
Total							
12H(7-19)	3921	62	2712	110	162	301	574
16H(6-22)	4583	69	3242	120	171	322	659
18H(6-24)	4744	72	3368	121	173	329	681
24H(0-24)	5116	75	3590	131	178	346	796
AM Peak	08:30	08:15	08:45	08:30	10:00	08:00	07:15
	401	28	281	20	24	34	73
PM Peak	14:15	17:15	17:45	14:15	14:00	13:00	13:30
	359	5	258	16	34	46	63

Site No. 00526810 Site Ref. ID04231
ATC 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	20	0	14	1	1	2	2
00:15	23	0	17	0	0	0	6
00:30	8	0	5	0	0	2	1
00:45	7	0	4	0	1	1	1
01:00	6	0	5	0	0	0	1
01:15	9	0	4	0	0	2	3
01:30	4	0	2	0	0	0	2
01:45	9	0	4	0	0	1	4
02:00	4	0	2	0	0	0	2
02:15	6	0	0	0	0	0	6
02:30	4	0	3	1	0	0	0
02:45	7	0	4	1	0	1	1
03:00	14	0	6	1	0	1	6
03:15	9	0	7	0	0	0	2
03:30	6	0	4	1	0	0	1
03:45	10	0	3	1	1	0	5
04:00	9	0	5	0	0	0	4
04:15	7	0	4	0	0	0	3
04:30	11	1	5	1	1	0	3
04:45	11	0	3	0	0	0	8
05:00	16	0	10	1	0	0	5
05:15	15	0	9	0	0	1	5
05:30	16	0	14	0	0	0	2
05:45	35	0	27	0	0	0	8
06:00	29	2	24	0	0	0	3
06:15	17	0	10	0	0	1	6
06:30	20	0	10	2	2	0	6
06:45	30	0	21	0	2	2	5
07:00	27	0	18	0	1	2	6
07:15	33	0	24	0	1	3	5
07:30	34	0	24	3	1	1	5
07:45	31	0	22	1	2	1	5
08:00	47	0	32	1	0	3	11
08:15	45	0	36	2	1	0	6
08:30	47	1	36	2	2	2	4
08:45	46	0	38	0	1	2	5
09:00	40	1	30	1	1	0	7
09:15	61	1	50	3	1	3	3
09:30	64	0	54	2	0	3	5
09:45	47	0	38	1	1	0	7
10:00	51	0	43	1	2	2	3

10:15	47	0	41	0	0	2	4
10:30	66	0	52	2	0	3	9
10:45	44	0	39	1	0	0	4
11:00	72	0	64	3	0	1	4
11:15	86	4	72	4	1	1	4
11:30	61	0	52	1	2	1	5
11:45	66	0	62	0	0	2	2
12:00	53	0	48	1	1	1	2
12:15	74	0	66	1	0	3	4
12:30	76	1	65	1	0	3	6
12:45	57	0	53	1	0	0	3
13:00	54	2	45	1	0	2	4
13:15	74	0	65	0	2	4	3
13:30	61	1	54	1	2	1	2
13:45	57	0	48	1	2	3	3
14:00	45	0	40	1	0	0	4
14:15	52	0	42	3	0	2	5
14:30	48	1	40	0	0	1	6
14:45	44	0	37	0	1	3	3
15:00	139	0	131	4	1	0	3
15:15	178	12	154	7	1	2	2
15:30	119	13	99	6	0	1	0
15:45	108	24	83	0	0	1	0
16:00	164	9	151	3	0	0	1
16:15	114	0	110	2	1	0	1
16:30	153	2	146	2	1	0	2
16:45	107	0	103	2	0	1	1
17:00	53	1	50	0	0	0	2
17:15	56	0	52	1	0	2	1
17:30	36	0	35	0	0	0	1
17:45	49	0	46	0	0	2	1
18:00	40	0	37	0	0	1	2
18:15	46	1	43	0	0	0	2
18:30	41	0	40	1	0	0	0
18:45	37	0	32	0	2	0	3
19:00	37	0	31	1	0	0	5
19:15	30	0	28	0	0	0	2
19:30	28	0	27	0	0	1	0
19:45	35	0	33	0	1	1	0
20:00	32	0	31	0	0	0	1
20:15	30	1	27	0	0	1	1
20:30	30	0	26	0	0	1	3
20:45	23	0	18	1	0	2	2
21:00	18	0	14	0	1	1	2
21:15	27	0	20	1	1	0	5
21:30	22	0	19	1	0	0	2
21:45	20	0	17	0	0	2	1
22:00	23	0	21	0	0	1	1
22:15	22	0	21	0	0	0	1
22:30	14	0	13	0	0	0	1

22:45	12	1	10	0	0	0	1
23:00	22	0	19	0	0	0	3
23:15	9	0	7	0	1	0	1
23:30	17	0	15	0	1	0	1
23:45	10	0	8	0	1	0	1
Total							
12H(7-19)	3150	74	2742	67	31	65	171
16H(6-22)	3578	77	3098	73	38	77	215
18H(6-24)	3707	78	3212	73	41	78	225
24H(0-24)	3973	79	3373	81	45	89	306
AM Peak	11:00	11:00	11:00	10:30	06:30	09:15	07:30
	285	4	250	10	6	8	27
PM Peak	15:15	15:15	16:00	15:00	13:15	13:00	14:00
	569	58	510	17	6	10	18

Site No. 00526810 Site Ref. ID04231
ATC 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	14	0	8	0	0	2	4
00:15	19	0	12	0	0	3	4
00:30	15	0	11	0	1	0	3
00:45	8	0	3	0	0	2	3
01:00	7	0	6	0	0	0	1
01:15	10	0	6	0	0	2	2
01:30	5	0	1	0	0	1	3
01:45	11	0	6	1	1	1	2
02:00	2	0	0	0	0	0	2
02:15	3	0	0	0	0	0	3
02:30	8	0	4	0	0	1	3
02:45	7	0	5	0	1	0	1
03:00	7	0	5	0	0	0	2
03:15	9	0	5	0	0	0	4
03:30	1	0	0	0	0	0	1
03:45	2	0	2	0	0	0	0
04:00	7	0	5	1	0	0	1
04:15	6	0	4	0	0	1	1
04:30	2	0	1	0	0	0	1
04:45	7	0	5	0	0	0	2
05:00	7	0	3	0	0	1	3
05:15	7	0	4	0	0	2	1
05:30	9	0	4	0	1	0	4
05:45	15	0	8	1	0	1	5
06:00	9	0	5	0	0	0	4
06:15	13	0	10	0	0	0	3
06:30	12	0	9	0	0	0	3
06:45	13	0	9	0	0	0	4
07:00	13	0	9	1	0	0	3
07:15	17	0	9	2	0	0	6
07:30	13	0	11	0	0	0	2
07:45	14	0	10	1	0	0	3
08:00	23	0	13	1	0	0	9
08:15	18	0	12	1	0	0	5
08:30	21	1	19	0	0	0	1
08:45	27	0	25	0	1	0	1
09:00	19	0	15	0	0	1	3
09:15	38	0	34	0	0	0	4
09:30	39	0	36	1	0	0	2
09:45	46	0	40	1	0	0	5
10:00	31	0	28	0	0	1	2

10:15	44	2	41	0	0	0	1
10:30	41	1	37	0	0	0	3
10:45	53	1	50	0	0	0	2
11:00	53	0	46	1	0	0	6
11:15	66	0	64	0	0	0	2
11:30	66	0	63	0	0	3	0
11:45	70	0	67	2	0	0	1
12:00	68	0	62	4	1	0	1
12:15	51	1	46	0	0	0	4
12:30	50	0	49	0	0	0	1
12:45	35	0	35	0	0	0	0
13:00	48	0	44	2	0	0	2
13:15	47	0	41	1	0	1	4
13:30	48	0	44	0	1	1	2
13:45	48	0	47	1	0	0	0
14:00	50	1	44	0	0	4	1
14:15	38	0	33	1	0	1	3
14:30	31	0	27	0	0	0	4
14:45	40	1	36	0	0	0	3
15:00	52	0	49	0	0	1	2
15:15	50	0	47	0	1	0	2
15:30	49	0	45	1	0	2	1
15:45	50	0	48	0	0	0	2
16:00	38	1	34	0	0	1	2
16:15	30	0	29	0	0	0	1
16:30	42	0	38	1	0	0	3
16:45	42	1	37	0	0	1	3
17:00	30	0	30	0	0	0	0
17:15	33	0	31	0	1	0	1
17:30	29	0	26	0	1	0	2
17:45	47	0	47	0	0	0	0
18:00	38	0	36	1	0	0	1
18:15	34	0	30	0	0	1	3
18:30	30	0	28	0	0	1	1
18:45	41	0	36	0	0	1	4
19:00	25	0	24	0	0	0	1
19:15	33	0	30	0	1	0	2
19:30	29	0	24	0	1	1	3
19:45	28	0	27	0	0	0	1
20:00	34	0	33	0	0	0	1
20:15	18	0	15	0	1	0	2
20:30	21	0	21	0	0	0	0
20:45	19	1	18	0	0	0	0
21:00	16	0	13	0	0	0	3
21:15	20	1	17	0	0	1	1
21:30	19	0	14	0	0	0	5
21:45	25	0	23	1	0	0	1
22:00	17	0	13	0	0	0	4
22:15	16	0	13	1	0	0	2
22:30	13	0	9	1	0	1	2

22:45	9	0	8	0	0	0	1
23:00	11	0	6	0	1	2	2
23:15	8	0	8	0	0	0	0
23:30	8	0	5	0	0	0	3
23:45	5	0	4	0	0	0	1
Total							
12H(7-19)	1901	10	1728	23	6	20	114
16H(6-22)	2235	12	2020	24	9	22	148
18H(6-24)	2322	12	2086	26	10	25	163
24H(0-24)	2510	12	2194	29	14	42	219
AM Peak	11:00	10:15	11:00	07:15	08:45	00:00	07:15
	255	4	240	4	1	7	20
PM Peak	12:00	20:45	12:00	13:00	19:30	13:30	21:30
	204	2	192	4	2	6	12

Site No. 00526810 Site Ref. ID04231
ATC 3B
Length Report Channel: North-eastbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	7	0	5	0	0	0	2
00:15	8	0	4	0	0	0	4
00:30	6	0	1	0	0	0	5
00:45	9	0	7	0	0	0	2
01:00	8	0	3	1	0	1	3
01:15	9	0	6	0	0	1	2
01:30	2	0	1	0	0	0	1
01:45	3	0	2	0	0	0	1
02:00	3	0	2	0	1	0	0
02:15	8	1	5	0	0	0	2
02:30	5	0	3	0	0	0	2
02:45	5	0	1	0	0	0	4
03:00	4	0	0	2	0	0	2
03:15	10	1	4	1	0	1	3
03:30	3	0	2	1	0	0	0
03:45	8	0	5	0	0	0	3
04:00	9	1	5	1	0	1	1
04:15	14	0	8	2	0	1	3
04:30	15	0	12	0	0	0	3
04:45	20	0	14	1	0	1	4
05:00	37	0	31	1	0	0	5
05:15	52	0	43	1	0	1	7
05:30	49	1	38	0	1	1	8
05:45	65	0	53	2	0	1	9
06:00	51	0	37	0	2	0	12
06:15	56	0	42	0	1	4	9
06:30	59	1	39	1	2	4	12
06:45	74	1	56	0	1	7	9
07:00	68	1	39	0	8	6	14
07:15	96	0	62	3	5	6	20
07:30	88	1	63	5	1	6	12
07:45	97	1	69	1	3	5	18
08:00	93	0	67	1	3	10	12
08:15	123	5	91	2	1	6	18
08:30	116	0	93	3	5	3	12
08:45	121	0	92	3	3	8	15
09:00	120	2	91	2	7	8	10
09:15	99	0	73	2	5	7	12
09:30	96	0	69	2	5	7	13
09:45	102	1	70	4	9	6	12
10:00	58	10	36	4	1	6	1

10:15	53	5	30	4	4	5	5
10:30	47	8	24	2	3	3	7
10:45	59	5	35	4	2	8	5
11:00	70	11	39	3	2	8	7
11:15	64	2	41	2	3	2	14
11:30	66	0	49	0	3	4	10
11:45	95	0	71	2	4	4	14
12:00	80	2	50	2	6	7	13
12:15	53	6	28	8	2	3	6
12:30	53	8	28	5	2	5	5
12:45	48	4	29	5	3	4	3
13:00	47	3	31	4	2	5	2
13:15	68	1	38	1	4	12	12
13:30	60	0	34	3	6	9	8
13:45	73	0	53	3	4	10	3
14:00	79	1	45	2	7	10	14
14:15	68	0	44	3	3	9	9
14:30	71	5	40	6	5	11	4
14:45	38	4	20	1	1	6	6
15:00	30	3	19	1	0	4	3
15:15	55	11	27	3	2	5	7
15:30	58	11	33	4	3	3	4
15:45	66	6	47	5	2	5	1
16:00	62	5	45	2	3	4	3
16:15	64	1	44	1	3	4	11
16:30							
16:45							
17:00	62	2	47	1	0	3	9
17:15	61	0	46	2	2	2	9
17:30	57	1	52	0	0	1	3
17:45	57	0	44	0	1	6	6
18:00	52	1	48	0	1	1	1
18:15	59	3	45	1	0	4	6
18:30	74	0	62	2	0	4	6
18:45	35	0	31	0	0	1	3
19:00	49	0	41	0	0	3	5
19:15	36	0	32	0	0	1	3
19:30	35	0	28	0	0	0	7
19:45	49	0	42	1	0	2	4
20:00	14	0	11	0	0	0	3
20:15	37	1	33	0	1	1	1
20:30	33	0	23	0	0	3	7
20:45	22	0	17	1	0	2	2
21:00	17	0	13	0	0	1	3
21:15	12	0	11	0	0	1	0
21:30	21	1	19	0	0	0	1
21:45	23	0	15	1	0	2	5
22:00	19	1	14	2	0	2	0
22:15	16	1	15	0	0	0	0
22:30	15	0	11	1	0	0	3

22:45	20	0	13	0	0	1	6
23:00	14	0	7	1	0	1	5
23:15	12	0	9	1	0	0	2
23:30	10	0	5	0	0	2	3
23:45	16	1	8	2	0	3	2
Total							
12H(7-19)							
16H(6-22)							
18H(6-24)							
24H(0-24)							
AM Peak	08:15	10:15	08:15	10:00	09:00	08:45	07:00
	480	29	367	14	26	30	64
PM Peak							

Site No. 00423131 Site Ref. ID04231
Site 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
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	83	43	37	5	0	0	0	0
15:00	96	43	38	5	0	0	0	0
15:15	99	42	36	5	0	0	0	0
15:30	77	44	39	6	0	0	0	0
15:45								
16:00	61	44	39	5	0	0	0	0
16:15	81	42	37	6	0	0	0	0
16:30	65	47	41	6	0	0	0	0
16:45	50	44	38	6	0	0	0	0
17:00	78	42	36	6	0	0	0	0
17:15	70	45	40	5	0	0	0	0
17:30	58	43	38	6	0	0	0	0
17:45	71	44	38	6	0	0	0	0
18:00	60	42	37	5	0	0	0	0
18:15	47	43	37	6	0	0	0	0
18:30	62	45	38	6	0	0	0	0
18:45	53	46	40	6	0	0	0	0
19:00	52	45	39	6	0	0	0	0
19:15	43	45	40	6	0	0	0	0
19:30	29	44	41	4	0	0	0	0
19:45	32	44	39	7	0	0	0	0
20:00	33	42	36	6	0	0	0	0
20:15	14	44	38	5	0	0	0	0
20:30	19	46	41	6	0	0	0	0
20:45	33	44	38	7	0	0	0	0
21:00	25	47	40	7	0	0	0	0
21:15	19	44	40	5	0	0	0	0
21:30	24	44	40	6	0	0	0	0
21:45	23	45	40	5	0	0	0	0
22:00	29	44	38	6	0	0	0	0
22:15	19	44	41	4	0	0	0	0
22:30	16	43	38	6	0	0	0	0
22:45	15	42	38	4	0	0	0	0
23:00	13	43	41	6	0	0	0	0

23:15	8		46	10	0	0	0	0
23:30	9		39	5	0	0	0	0
23:45	11	46	41	5	0	0	0	0
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)								
AM Peak PM Peak								

Channel: North-eastbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60

0	5	28	28	16	5	1	0	0
1	3	14	52	19	5	2	0	0
1	8	32	36	17	4	1	0	0
0	6	12	31	20	3	4	1	0
0	1	12	26	15	6	1	0	0
0	6	21	36	12	3	2	1	0
0	0	10	23	18	9	5	0	0
0	3	14	15	12	4	1	0	1
0	9	24	27	12	5	1	0	0
0	3	5	26	26	8	1	1	0
0	5	14	21	14	2	2	0	0
0	5	20	28	9	5	4	0	0
0	5	12	28	12	2	1	0	0
0	3	13	19	8	3	0	1	0
0	3	16	25	9	7	1	1	0
0	1	7	21	15	5	4	0	0
0	0	17	16	11	4	3	1	0
0	0	6	19	12	4	1	0	1
0	0	0	15	11	2	1	0	0
0	2	6	12	8	2	0	1	1
3	1	7	15	5	1	1	0	0
0	0	6	4	2	2	0	0	0
0	0	1	11	3	3	0	1	0
0	3	7	12	6	3	1	1	0
0	1	4	10	4	4	1	1	0
0	1	2	6	7	3	0	0	0
0	0	6	8	6	1	3	0	0
0	0	3	8	8	4	0	0	0
0	2	8	9	7	2	1	0	0
0	0	1	8	8	1	1	0	0
0	3	1	5	7	0	0	0	0
0	0	3	7	5	0	0	0	0
0	1	2	1	7	1	1	0	0

0	0	1	2	1	1	1	0	2
0	0	3	1	4	1	0	0	0
0	0	2	3	3	3	0	0	0

Site No. 00423131 Site Ref. ID04231
Site 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	10	48	40	9	0	0	0	0
00:15	9		39	6	0	0	0	0
00:30	11	47	41	7	0	0	0	0
00:45	5		37	5	0	0	0	0
01:00	12	49	43	7	0	0	0	0
01:15	12	43	40	5	0	0	0	0
01:30	6		43	8	0	0	0	0
01:45	9		40	5	0	0	0	0
02:00	14	39	36	8	0	0	0	0
02:15	3		41	2	0	0	0	0
02:30	6		36	5	0	0	0	0
02:45	6		43	9	0	0	0	0
03:00	7		43	6	0	0	0	0
03:15	8		44	8	0	0	0	0
03:30	4		43	4	0	0	0	0
03:45	7		39	6	0	0	0	0
04:00	7		41	10	0	0	0	0
04:15	19	47	41	6	0	0	0	0
04:30	23	45	41	7	0	0	0	0
04:45	24	45	41	7	0	0	0	0
05:00	35	47	40	7	0	0	0	0
05:15	49	48	41	6	0	0	0	0
05:30	49	48	42	7	0	0	0	0
05:45	51	48	41	7	0	0	0	0
06:00	55	47	40	6	0	0	0	0
06:15	62	47	37	8	0	0	0	0
06:30	61	50	41	7	0	0	0	0
06:45	67	44	38	6	0	0	0	0
07:00	80	44	38	6	0	0	0	0
07:15	80	48	41	6	0	0	0	0
07:30	81	42	38	6	0	0	0	0
07:45	105	41	36	5	0	0	0	0
08:00	96	40	34	6	0	0	0	0
08:15	136	41	34	6	0	0	0	0
08:30	127	38	31	7	0	0	0	6
08:45	118	38	22	14	0	46	11	3
09:00	128	34	23	10	0	22	14	13
09:15	85	43	38	5	0	0	0	0
09:30	94	44	38	7	0	0	0	0
09:45	84	43	36	7	0	0	0	0
10:00	93	43	37	5	0	0	0	0
10:15	90	43	37	5	0	0	0	0
10:30	90	42	37	5	0	1	0	0

10:45	82	43	37	6	0	0	0	0
11:00	82	42	38	5	0	0	0	0
11:15	86	43	37	6	0	0	0	1
11:30	99	42	37	5	0	0	0	0
11:45	75	44	39	4	0	0	0	0
12:00	84	44	39	6	0	0	0	0
12:15	85	43	39	5	0	0	0	0
12:30	74	47	41	5	0	0	0	0
12:45	56	44	38	6	0	0	0	0
13:00	75	44	38	6	0	0	0	0
13:15	90	43	35	9	0	1	3	3
13:30	72	45	38	6	0	0	0	0
13:45	89	44	38	6	0	0	0	0
14:00	61	43	37	5	0	0	0	0
14:15	91	43	37	6	0	0	0	0
14:30	90	43	38	5	0	0	0	0
14:45	79	42	37	5	0	0	0	0
15:00	107	43	37	6	0	0	0	1
15:15	98	44	38	6	0	0	0	0
15:30	83	46	40	5	0	0	0	0
15:45	86	43	38	5	0	0	0	0
16:00	93	43	37	6	0	0	0	0
16:15	72	44	39	6	0	0	0	0
16:30	83	45	38	6	0	0	0	0
16:45	78	43	38	5	0	0	0	0
17:00	80	41	35	5	0	0	0	0
17:15	77	44	38	6	0	0	0	0
17:30	76	43	37	6	0	0	0	0
17:45	80	43	36	6	0	0	0	0
18:00	59	44	38	6	0	0	0	0
18:15	50	46	39	7	0	0	0	0
18:30	75	42	37	5	0	0	0	0
18:45	63	45	38	6	0	0	0	0
19:00	58	46	40	6	0	0	0	0
19:15	40	44	39	6	0	0	0	0
19:30	38	45	39	6	0	0	0	0
19:45	40	42	37	6	0	0	0	0
20:00	32	45	40	5	0	0	0	0
20:15	31	45	40	5	0	0	0	0
20:30	23	44	38	6	0	0	0	0
20:45	32	46	41	4	0	0	0	0
21:00	28	47	42	5	0	0	0	0
21:15	22	48	42	6	0	0	0	0
21:30	24	48	41	7	0	0	0	0
21:45	18	44	39	8	0	0	0	0
22:00	21	44	41	5	0	0	0	0
22:15	30	50	44	6	0	0	0	0
22:30	21	48	41	7	0	0	0	0
22:45	23	43	38	4	0	0	0	0
23:00	14	44	40	6	0	0	0	0

23:15	16	43	39	3	0	0	0	0
23:30	6		42	2	0	0	0	0
23:45	13	44	40	5	0	0	0	0
Total								
12H(7-19)	4117	43	36	7	0	70	28	27
16H(6-22)	4748	44	37	7	0	70	28	27
18H(6-24)	4892	44	37	7	0	70	28	27
24H(0-24)	5278	44	37	7	0	70	28	27
AM Peak	08:15	02:45	02:45	08:45	11:00	08:45	08:45	08:30
	509	49	43	13	0	68	25	22
PM Peak	15:00	21:45	20:45	21:30	23:00	13:15	13:15	13:15
	374	49	42	7	0	1	3	3

Channel: North-eastbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
1	1	1	1	3	2	1	0	0
0	0	2	4	2	0	1	0	0
0	1	1	3	3	2	1	0	0
0	0	3	0	2	0	0	0	0
0	0	2	3	3	2	1	1	0
0	0	1	6	4	0	1	0	0
0	0	1	1	3	0	0	1	0
0	0	1	5	2	0	1	0	0
0	3	4	5	1	0	0	0	1
0	0	0	1	2	0	0	0	0
0	1	1	3	1	0	0	0	0
0	0	1	1	3	0	0	0	1
0	0	1	2	0	4	0	0	0
0	0	0	4	1	1	0	2	0
0	0	0	1	2	1	0	0	0
0	0	2	3	1	0	1	0	0
0	1	0	3	1	1	0	0	1
0	1	3	3	7	4	1	0	0
0	0	3	9	7	1	2	0	1
0	0	4	7	9	2	0	1	1
0	0	9	11	7	5	2	0	1
0	0	7	21	10	5	4	2	0
0	0	6	17	13	8	3	0	2
0	0	7	17	17	3	4	3	0
0	0	14	12	17	8	4	0	0
0	10	21	12	8	4	5	2	0
0	2	13	16	14	7	8	1	0
0	0	26	16	19	3	2	0	1
0	2	19	37	12	5	5	0	0
0	1	7	30	25	8	5	4	0
2	2	17	43	10	4	2	1	0
2	8	30	44	16	4	1	0	0
6	18	41	16	7	7	1	0	0
7	22	48	35	22	0	2	0	0
16	25	45	26	6	2	1	0	0
3	8	17	21	7	2	0	0	0
24	23	17	8	6	1	0	0	0
0	4	22	28	27	3	1	0	0
2	7	21	30	22	7	2	2	1
4	8	37	12	15	6	2	0	0
0	1	35	29	22	5	1	0	0
0	2	35	27	19	6	1	0	0
0	4	26	41	13	5	0	0	0

1	5	19	38	12	4	2	1	0
0	3	20	39	15	4	1	0	0
2	1	21	37	19	3	2	0	0
0	5	39	34	14	4	3	0	0
0	0	11	36	20	8	0	0	0
0	2	22	31	20	5	2	1	1
0	0	18	35	28	3	0	1	0
0	0	10	24	25	11	4	0	0
0	3	15	20	13	3	2	0	0
0	7	18	23	21	5	0	0	1
2	6	26	27	15	5	1	1	0
0	2	23	23	14	6	3	1	0
0	2	26	30	22	6	1	2	0
0	4	20	16	17	4	0	0	0
0	5	30	29	19	5	2	0	1
0	4	20	38	22	6	0	0	0
0	4	22	36	13	3	1	0	0
2	3	37	41	12	10	1	0	0
0	6	29	31	20	9	2	1	0
0	0	13	25	30	13	2	0	0
0	1	18	38	23	5	1	0	0
0	9	23	37	17	5	2	0	0
0	0	18	28	18	4	3	0	1
0	4	26	27	14	7	4	0	1
0	1	25	31	17	2	1	0	1
0	15	25	25	13	1	1	0	0
0	2	22	26	20	5	1	1	0
0	6	26	23	15	3	2	1	0
0	15	17	27	16	4	1	0	0
0	4	18	18	11	5	3	0	0
0	3	14	16	7	8	0	1	1
0	6	23	28	15	3	0	0	0
2	2	18	20	11	9	1	0	0
0	4	8	20	16	7	2	0	1
0	2	10	13	10	3	1	0	1
0	1	11	11	9	5	0	1	0
1	1	13	17	5	0	2	1	0
0	0	6	8	14	3	1	0	0
0	1	5	8	13	3	1	0	0
0	0	8	7	5	2	1	0	0
0	0	3	8	14	7	0	0	0
0	0	0	11	10	5	2	0	0
0	1	1	4	9	6	1	0	0
0	3	1	7	6	5	1	1	0
0	2	4	6	3	1	1	0	1
0	0	3	6	10	1	0	1	0
0	0	1	9	8	7	3	2	0
0	0	4	7	5	2	2	1	0
0	0	6	11	4	2	0	0	0
0	1	2	4	5	1	1	0	0

0	0	1	9	5	1	0	0	0
0	0	0	1	5	0	0	0	0
0	0	3	2	7	1	0	0	0
75	265	1129	1384	797	243	73	18	8
76	292	1273	1560	969	312	105	24	12
76	293	1293	1609	1018	327	111	28	12
77	301	1353	1740	1122	368	134	38	20
08:15	08:15	07:45	10:30	09:15	09:30	05:45	05:45	04:45
50	78	164	155	86	24	21	6	4
18:45	17:00	14:15	14:30	15:15	15:00	16:00	22:00	16:15
2	38	109	146	90	37	10	4	3

Site No. 00423131 Site Ref. ID04231
Site 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	9		39	6	0	0	0	0
00:15	27	45	40	5	0	0	0	0
00:30	12	43	39	4	0	0	0	0
00:45	11	48	42	8	0	0	0	0
01:00	13	48	42	5	0	0	0	0
01:15	2		35	3	0	0	0	0
01:30	9		39	2	0	0	0	0
01:45	9		40	5	0	0	0	0
02:00	11	47	43	5	0	0	0	0
02:15	5		44	6	0	0	0	0
02:30	9		39	6	0	0	0	0
02:45	5		41	7	0	0	0	0
03:00	6		47	7	0	0	0	0
03:15	7		40	5	0	0	0	0
03:30	6		37	8	0	0	0	0
03:45	7		40	5	0	0	0	0
04:00	11	42	38	6	0	0	0	0
04:15	11	47	40	7	0	0	0	0
04:30	26	48	41	8	0	0	0	0
04:45	15	40	38	3	0	0	0	0
05:00	30	48	41	6	0	0	0	0
05:15	53	47	40	6	0	0	0	0
05:30	45	44	40	7	0	0	0	0
05:45	42	45	39	6	0	0	0	0
06:00	30	44	40	6	0	0	0	0
06:15	61	45	38	7	0	0	0	0
06:30	60	43	36	6	0	0	0	0
06:45	82	44	37	7	0	0	0	0
07:00	76	46	39	7	0	0	0	0
07:15	78	42	37	6	0	0	0	0
07:30	81	39	34	5	0	0	0	0
07:45	98	43	37	6	0	0	0	0
08:00	96	42	37	6	0	0	0	0
08:15	122	38	32	7	0	2	1	5
08:30	127	38	29	10	0	7	12	9
08:45	116	43	37	6	0	0	0	0
09:00	119	40	31	10	0	5	8	5
09:15	112	15	11	5	0	63	33	9
09:30	87	43	37	6	0	0	0	0
09:45	105	42	37	6	0	0	0	0
10:00	85	43	36	6	0	0	0	0
10:15	86	46	38	7	0	0	0	0
10:30	93	43	37	5	0	0	0	0

10:45	89	43	36	6	0	0	0	0
11:00	101	43	38	5	0	0	0	0
11:15	89	41	36	5	0	0	0	0
11:30	96	42	36	6	0	0	0	0
11:45	87	44	38	6	0	0	0	0
12:00	91	43	37	5	0	0	0	0
12:15	73	43	38	6	0	0	0	0
12:30	94	43	37	5	0	0	0	0
12:45	95	44	39	5	0	0	0	0
13:00	80	42	37	7	0	0	0	2
13:15	65	43	37	6	0	0	0	0
13:30	98	42	36	6	0	0	0	0
13:45	86	40	34	6	0	0	0	0
14:00	78	41	35	5	0	0	0	0
14:15	69	41	37	5	0	0	0	0
14:30	86	41	37	5	0	0	0	0
14:45	86	40	35	5	0	0	0	0
15:00	81	42	36	5	0	0	0	0
15:15	111	40	36	6	0	0	0	0
15:30	86	44	38	7	0	0	0	0
15:45	77	44	38	5	0	0	0	0
16:00	65	44	39	6	0	0	0	0
16:15	81	43	37	6	0	0	0	0
16:30	76	41	36	5	0	0	0	0
16:45	56	43	37	6	0	0	0	0
17:00	64	39	35	5	0	0	0	0
17:15	67	42	37	6	0	0	0	0
17:30	72	42	36	6	0	0	0	0
17:45	71	42	36	6	0	0	0	0
18:00	72	44	38	6	0	0	0	0
18:15	60	42	37	6	0	0	0	0
18:30	62	43	37	7	0	0	0	0
18:45	68	41	36	5	0	0	0	0
19:00	66	45	39	5	0	0	0	0
19:15	42	44	40	5	0	0	0	0
19:30	44	41	37	6	0	0	0	0
19:45	35	45	40	6	0	0	0	0
20:00	35	44	39	7	0	0	0	0
20:15	33	44	38	6	0	0	0	0
20:30	35	39	36	5	0	0	0	0
20:45	36	44	38	5	0	0	0	0
21:00	24	44	39	6	0	0	0	0
21:15	25	47	41	8	0	0	0	0
21:30	24	47	40	8	0	0	0	0
21:45	23	45	40	5	0	0	0	0
22:00	22	47	40	6	0	0	0	0
22:15	26	44	39	4	0	0	0	0
22:30	20	45	39	5	0	0	0	0
22:45	13	43	38	4	0	0	0	0
23:00	27	46	39	8	0	0	0	0

23:15	12	39	35	4	0	0	0	0
23:30	19	42	37	6	0	0	0	0
23:45	18	42	36	6	0	0	0	0
Total								
12H(7-19)	4113	42	36	8	0	77	54	30
16H(6-22)	4768	43	36	8	0	77	54	30
18H(6-24)	4925	43	36	8	0	77	54	30
24H(0-24)	5306	43	36	8	0	77	54	30
AM Peak	08:15	02:15	02:15	09:15	11:00	08:30	08:30	08:30
	484	50	42	13	0	75	53	23
PM Peak	14:45	21:15	21:15	21:15	23:00	23:00	23:00	13:00
	364	47	40	7	0	0	0	2

Channel: North-eastbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
0	0	3	2	2	2	0	0	0
0	0	2	14	7	3	0	1	0
0	0	3	3	6	0	0	0	0
0	0	2	4	1	3	0	0	1
0	0	1	5	3	3	1	0	0
0	0	1	1	0	0	0	0	0
0	0	0	6	3	0	0	0	0
0	0	1	4	2	2	0	0	0
0	0	0	4	4	2	1	0	0
0	0	0	2	1	1	1	0	0
0	1	0	5	1	2	0	0	0
0	0	1	2	1	0	1	0	0
0	0	0	1	2	1	1	1	0
0	0	2	1	3	1	0	0	0
1	0	1	2	1	1	0	0	0
0	0	1	2	3	1	0	0	0
0	0	3	5	2	0	1	0	0
0	1	1	4	1	4	0	0	0
0	0	7	6	7	2	1	3	0
0	0	2	11	2	0	0	0	0
0	0	4	10	9	4	2	0	1
0	3	5	18	15	9	3	0	0
0	1	10	15	12	2	2	2	1
0	3	9	14	10	5	0	1	0
0	0	6	8	13	0	2	1	0
3	4	12	18	14	9	1	0	0
1	6	22	14	13	3	1	0	0
0	8	27	21	16	5	4	1	0
0	7	14	28	14	6	4	2	1
0	3	29	29	10	5	0	2	0
0	13	38	22	5	2	0	1	0
0	8	30	34	18	5	1	1	1
0	6	30	38	15	3	3	0	1
5	25	51	23	7	2	1	0	0
7	21	32	32	3	4	0	0	0
0	10	31	50	14	8	1	2	0
11	13	26	34	13	2	1	1	0
3	3	1	0	0	0	0	0	0
6	3	21	30	21	5	1	0	0
1	8	34	38	16	5	2	0	1
7	3	26	26	17	6	0	0	0
2	6	20	29	13	14	1	1	0
1	7	29	31	21	4	0	0	0

4	7	23	32	16	6	1	0	0
0	3	31	39	19	7	2	0	0
3	5	28	37	10	6	0	0	0
4	9	26	33	19	4	1	0	0
2	5	22	30	19	8	1	0	0
0	5	27	32	21	6	0	0	0
0	4	15	32	17	3	1	0	1
0	9	29	31	20	4	1	0	0
0	0	21	40	23	9	2	0	0
2	1	25	33	10	2	4	0	1
0	7	16	24	12	4	1	1	0
3	10	36	27	19	1	2	0	0
6	13	27	28	10	2	0	0	0
2	6	31	25	11	3	0	0	0
1	2	23	29	11	3	0	0	0
0	5	26	39	11	4	1	0	0
0	15	29	30	10	1	1	0	0
0	8	27	27	13	5	1	0	0
4	10	38	41	11	5	1	1	0
1	8	17	31	18	8	1	2	0
0	2	18	31	17	7	2	0	0
0	3	14	26	15	5	0	1	1
1	7	22	32	10	6	3	0	0
0	4	27	32	11	1	0	1	0
0	3	17	22	9	3	1	1	0
1	8	20	30	2	3	0	0	0
2	7	16	24	15	1	2	0	0
2	6	26	22	11	4	0	0	1
1	6	25	24	9	5	1	0	0
0	2	20	25	16	7	2	0	0
0	3	23	21	9	1	3	0	0
0	6	16	27	5	4	3	0	1
0	8	28	19	8	5	0	0	0
0	0	12	31	14	6	2	0	1
0	0	9	15	13	2	3	0	0
0	1	20	15	4	3	0	0	1
0	1	5	15	8	4	2	0	0
0	2	9	12	7	0	4	0	1
0	3	7	13	6	4	0	0	0
0	2	16	13	2	2	0	0	0
0	2	7	14	10	2	1	0	0
0	0	4	12	5	2	0	1	0
1	0	6	3	9	4	1	0	1
0	2	4	8	5	3	0	1	1
0	1	3	5	11	2	1	0	0
0	0	4	9	4	4	0	1	0
0	0	3	13	7	3	0	0	0
0	0	7	5	5	3	0	0	0
0	0	4	4	5	0	0	0	0
1	3	5	3	10	3	1	0	1

0	1	5	5	1	0	0	0	0
0	1	7	6	4	0	1	0	0
1	0	8	4	4	1	0	0	0
82	333	1201	1419	624	214	53	17	9
87	365	1370	1636	774	265	75	21	14
89	370	1413	1685	814	279	77	22	15
90	379	1472	1826	912	327	91	30	18
08:15	08:15	07:30	08:00	10:15	10:15	06:15	07:00	07:45
23	69	149	143	69	31	10	6	2
13:30	14:45	14:30	14:30	12:00	15:30	19:15	15:15	21:15
12	41	120	137	81	26	9	4	2

Site No. 00423131 Site Ref. ID04231
Site 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	15	39	36	4	0	0	0	0
00:15	13	48	41	7	0	0	0	0
00:30	13	46	39	5	0	0	0	0
00:45	8		39	6	0	0	0	0
01:00	6		42	6	0	0	0	0
01:15	8		45	5	0	0	0	0
01:30	7		40	5	0	0	0	0
01:45	9		38	4	0	0	0	0
02:00	6		38	4	0	0	0	0
02:15	8		39	3	0	0	0	0
02:30	5		35	4	0	0	0	0
02:45	14	44	40	6	0	0	0	0
03:00	4		35	3	0	0	0	0
03:15	11	47	39	7	0	0	0	0
03:30	5		36	5	0	0	0	0
03:45	10	45	41	5	0	0	0	0
04:00	5		38	7	0	0	0	0
04:15	17	44	39	4	0	0	0	0
04:30	21	46	40	7	0	0	0	0
04:45	26	46	40	5	0	0	0	0
05:00	39	48	41	8	0	0	0	0
05:15	53	49	43	7	0	0	0	0
05:30	42	45	40	6	0	0	0	0
05:45	59	48	40	7	0	0	0	0
06:00	50	49	41	6	0	0	0	0
06:15	55	45	39	7	0	0	1	0
06:30	61	45	39	6	0	0	0	0
06:45	79	41	35	6	0	0	0	0
07:00	88	43	37	6	0	0	0	0
07:15	75	44	38	6	0	0	0	0
07:30	99	46	40	6	0	0	0	0
07:45	114	43	37	6	0	0	0	0
08:00	99	27	16	9	0	31	24	11
08:15	101	12	9	2	0	78	21	2
08:30	94	12	9	2	0	69	25	0
08:45	113	41	31	11	0	13	4	5
09:00	132	43	38	5	0	0	0	0
09:15	100	43	37	5	0	0	0	0
09:30	120	42	36	6	0	0	0	0
09:45	110	44	36	8	0	0	0	1
10:00	107	42	36	5	0	0	0	0
10:15	83	44	39	5	0	0	0	0
10:30	89	41	36	6	0	0	0	0

10:45	97	40	35	6	0	0	0	0
11:00	75	40	36	6	0	0	0	0
11:15	85	44	39	5	0	0	0	0
11:30	80	42	36	6	0	0	0	1
11:45	80	45	40	6	0	0	0	0
12:00	79	44	37	6	0	0	0	1
12:15	68	44	37	7	0	0	0	1
12:30	78	43	38	5	0	0	0	0
12:45	81	44	38	5	0	0	0	0
13:00	80	44	38	6	0	0	0	0
13:15	85	40	35	5	0	0	0	0
13:30	76	40	35	6	0	0	0	1
13:45	78	44	37	6	0	0	0	0
14:00	97	42	36	6	0	0	0	0
14:15	93	41	36	5	0	0	0	2
14:30	90	41	34	8	0	0	2	3
14:45	101	42	35	6	0	0	0	0
15:00	110	40	33	8	0	0	2	4
15:15	91	39	35	4	0	0	0	0
15:30	85	43	37	6	0	0	0	1
15:45	65	44	38	5	0	0	0	0
16:00	79	42	37	5	0	0	0	0
16:15	68	44	38	6	0	0	0	0
16:30	74	43	37	6	0	0	0	0
16:45	62	45	37	7	0	0	0	0
17:00	73	44	39	5	0	0	0	0
17:15	79	44	38	5	0	0	0	0
17:30	73	42	36	5	0	0	0	0
17:45	69	43	38	5	0	0	0	0
18:00	82	41	37	5	0	0	0	0
18:15	88	44	38	6	0	0	0	0
18:30	69	43	38	6	0	0	0	0
18:45	78	44	39	5	0	0	0	0
19:00	45	45	39	6	0	0	0	0
19:15	49	44	38	5	0	0	0	0
19:30	29	45	40	6	0	0	0	0
19:45	31	44	38	5	0	0	0	0
20:00	30	44	39	5	0	0	0	0
20:15	31	46	41	6	0	0	0	0
20:30	31	45	38	6	0	0	0	0
20:45	32	44	39	5	0	0	0	0
21:00	31	47	40	7	0	0	0	0
21:15	29	43	39	6	0	0	0	0
21:30	22	44	39	5	0	0	0	0
21:45	37	43	37	6	0	0	0	0
22:00	25	45	39	5	0	0	0	0
22:15	33	44	39	6	0	0	0	0
22:30	20	46	40	6	0	0	0	0
22:45	22	47	40	6	0	0	0	0
23:00	20	44	38	8	0	0	0	0

23:15	20	43	37	7	0	0	0	0
23:30	14	47	39	7	0	0	0	0
23:45	17	47	40	8	0	0	0	0
Total								
12H(7-19)	4192	43	35	9	0	191	78	33
16H(6-22)	4834	43	35	9	0	191	79	33
18H(6-24)	5005	43	36	9	0	191	79	33
24H(0-24)	5409	44	36	9	0	191	79	33
AM Peak	08:45	05:15	00:45	08:15	11:00	08:00	08:00	08:00
	465	49	41	15	0	191	74	18
PM Peak	14:15	20:15	20:15	23:00	23:00	23:00	14:30	14:15
	394	46	40	8	0	0	4	9

Channel: North-eastbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
0	0	7	6	1	1	0	0	0
0	0	2	7	1	1	1	1	0
0	0	3	7	0	3	0	0	0
0	0	3	2	1	2	0	0	0
0	0	1	1	3	0	1	0	0
0	0	0	2	1	4	1	0	0
0	0	1	2	3	1	0	0	0
0	0	3	3	3	0	0	0	0
0	0	2	1	3	0	0	0	0
0	0	1	4	3	0	0	0	0
0	1	1	3	0	0	0	0	0
0	0	1	8	3	1	0	1	0
0	0	2	2	0	0	0	0	0
0	1	2	4	1	2	1	0	0
0	1	1	2	1	0	0	0	0
0	0	1	3	4	2	0	0	0
0	1	1	1	1	1	0	0	0
0	0	2	9	4	2	0	0	0
0	1	3	8	5	3	0	0	1
0	0	4	9	8	4	1	0	0
0	3	5	11	8	9	1	1	1
0	0	5	15	16	10	2	4	1
0	0	5	18	13	2	3	1	0
0	0	14	20	12	7	4	2	0
0	0	10	15	11	8	6	0	0
0	1	15	16	13	5	4	0	0
0	3	13	15	22	5	2	1	0
0	20	26	18	10	3	1	1	0
3	8	22	27	21	5	1	1	0
0	7	14	30	15	9	0	0	0
0	4	19	34	25	11	3	2	1
4	6	38	35	20	8	3	0	0
13	14	3	3	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	3	34	30	18	3	0	0	0
0	2	33	56	34	6	0	0	1
2	5	30	36	19	8	0	0	0
0	15	52	30	13	7	2	1	0
10	8	27	34	18	7	2	1	2
0	13	29	41	17	6	1	0	0
0	2	16	33	23	6	2	1	0
0	6	35	33	8	3	3	1	0

1	23	24	36	11	0	1	0	1
3	7	24	29	9	1	0	2	0
0	3	20	30	24	5	3	0	0
1	6	26	29	10	5	1	1	0
0	2	16	21	28	10	0	3	0
2	5	21	25	17	7	1	0	0
3	2	19	21	14	6	1	1	0
0	2	23	32	14	7	0	0	0
0	5	17	37	11	10	1	0	0
0	3	25	26	16	5	3	2	0
1	9	36	28	9	1	1	0	0
4	8	24	27	9	2	0	1	0
0	10	21	22	17	6	1	1	0
0	7	40	27	17	5	0	0	1
0	9	27	37	15	3	0	0	0
8	6	33	20	14	4	0	0	0
3	18	28	29	17	5	1	0	0
10	19	24	37	9	3	2	0	0
0	12	29	40	10	0	0	0	0
0	8	21	34	15	6	0	0	0
0	2	14	24	21	4	0	0	0
0	6	23	33	10	5	2	0	0
0	5	15	30	10	5	1	2	0
0	6	20	28	13	4	2	1	0
0	6	26	13	8	7	1	1	0
0	0	17	29	22	3	1	0	1
0	4	21	26	21	5	2	0	0
0	10	21	26	12	4	0	0	0
0	2	17	27	19	3	0	0	1
0	3	25	38	14	1	0	1	0
0	4	30	27	18	7	1	0	1
0	3	21	26	12	5	1	0	1
0	2	18	29	20	8	1	0	0
0	2	10	18	8	4	3	0	0
0	4	8	16	18	3	0	0	0
0	1	4	11	8	4	1	0	0
0	1	9	7	12	2	0	0	0
0	1	5	12	8	3	1	0	0
0	0	5	8	12	3	1	2	0
0	4	4	12	6	5	0	0	0
0	0	6	16	6	3	0	1	0
1	0	6	7	10	5	2	0	0
0	0	6	13	8	0	1	1	0
0	0	7	6	6	3	0	0	0
0	3	13	9	9	3	0	0	0
0	1	3	15	2	3	1	0	0
2	0	4	13	10	4	0	0	0
0	1	2	8	5	3	1	0	0
0	1	2	8	6	4	1	0	0
0	1	7	6	3	1	1	0	1

1	1	8	4	4	1	1	0	0
0	0	6	3	2	1	2	0	0
1	1	2	3	6	2	2	0	0
71	310	1118	1365	717	231	45	23	10
72	350	1265	1564	884	290	67	29	10
76	356	1299	1624	922	309	76	29	11
76	364	1369	1772	1017	364	91	39	14
07:45	10:00	08:45	09:00	09:00	07:00	05:30	05:00	09:00
17	44	149	156	84	33	17	8	3
14:30	14:45	14:00	14:45	17:00	12:00	23:00	16:15	17:45
21	57	128	140	74	30	6	4	3

Site No. 00423131 Site Ref. ID04231
Site 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	11	43	38	5	0	0	0	0
00:15	13	43	41	5	0	0	0	0
00:30	11	45	39	5	0	0	0	0
00:45	9		41	5	0	0	0	0
01:00	2		40	8	0	0	0	0
01:15	13	41	37	5	0	0	0	0
01:30	13	44	39	5	0	0	0	0
01:45	4		35	4	0	0	0	0
02:00	11	47	42	7	0	0	0	0
02:15	4		40	4	0	0	0	0
02:30	2		35	3	0	0	0	0
02:45	7		40	2	0	0	0	0
03:00	4		38	7	0	0	0	0
03:15	4		41	6	0	0	0	0
03:30	10	42	38	4	0	0	0	0
03:45	12	47	41	6	0	0	0	0
04:00	12	43	38	5	0	0	0	0
04:15	14	42	38	4	0	0	0	0
04:30	25	44	39	4	0	0	0	0
04:45	23	46	40	5	0	0	0	0
05:00	32	49	42	6	0	0	0	0
05:15	35	51	42	7	0	0	0	0
05:30	57	44	38	5	0	0	0	0
05:45	44	45	39	7	0	0	0	0
06:00	50	47	39	6	0	0	0	0
06:15	62	48	41	7	0	0	0	0
06:30	68	43	37	5	0	0	0	0
06:45	92	46	39	6	0	0	0	0
07:00	82	45	39	7	0	0	0	0
07:15	83	43	37	6	0	0	0	0
07:30	85	43	34	9	0	2	3	3
07:45	123	22	15	6	0	29	38	30
08:00	92	17	12	5	0	41	32	13
08:15	93	25	14	9	0	53	13	4
08:30	114	37	23	12	0	21	14	18
08:45	122	43	38	5	0	0	0	0
09:00	111	43	37	5	0	0	0	0
09:15	120	43	37	6	0	0	0	0
09:30	85	45	39	6	0	0	0	0
09:45	102	41	36	5	0	0	0	0
10:00	84	44	38	5	0	0	0	0
10:15	93	43	37	6	0	0	0	1
10:30	75	42	32	11	0	5	5	2

10:45	85	43	36	6	0	0	0	1
11:00	64	46	38	6	0	0	0	0
11:15	81	43	37	7	0	0	0	1
11:30	82	41	35	5	0	0	0	0
11:45	76	42	37	5	0	0	0	0
12:00	83	43	38	5	0	0	0	0
12:15	79	44	37	7	0	0	2	0
12:30	96	42	36	5	0	0	0	0
12:45	91	41	34	6	0	0	0	0
13:00	72	41	36	6	0	0	0	0
13:15	79	42	35	7	0	0	0	1
13:30	101	41	36	5	0	0	0	0
13:45	93	41	35	5	0	0	0	0
14:00	92	43	37	5	0	0	0	0
14:15	102	39	32	8	0	0	1	7
14:30	88	43	38	6	0	0	0	0
14:45	76	46	39	6	0	0	0	0
15:00	89	41	36	6	0	0	0	0
15:15	86	43	36	7	0	0	0	0
15:30	73	44	37	6	0	0	0	0
15:45	90	44	38	6	0	0	0	0
16:00	84	41	37	4	0	0	0	0
16:15	77	43	37	6	0	0	0	0
16:30	70	45	38	6	0	0	0	0
16:45	61	44	37	7	0	0	0	0
17:00	79	44	38	6	0	0	0	0
17:15	63	42	37	6	0	0	0	0
17:30	73	43	38	6	0	0	0	0
17:45	65	46	38	7	0	0	0	0
18:00	60	44	37	6	0	0	0	0
18:15	71	45	39	7	0	0	0	0
18:30	86	43	37	6	0	0	0	0
18:45	68	43	38	5	0	0	0	0
19:00	49	44	39	7	0	0	0	0
19:15	59	44	39	6	0	0	0	0
19:30	54	44	40	6	0	0	0	0
19:45	35	43	39	5	0	0	0	0
20:00	39	48	42	7	0	0	0	0
20:15	42	45	39	6	0	0	0	0
20:30	34	44	39	6	0	0	0	0
20:45	36	44	39	5	0	0	0	0
21:00	31	44	39	5	0	0	0	0
21:15	30	44	39	5	0	0	0	0
21:30	30	40	37	6	0	0	0	0
21:45	27	45	39	7	0	0	0	0
22:00	24	45	39	6	0	0	0	0
22:15	24	44	38	7	0	0	0	0
22:30	24	44	39	5	0	0	0	0
22:45	25	45	39	6	0	0	0	0
23:00	28	44	38	7	0	0	0	0

23:15	17	47	40	6	0	0	0	0
23:30	23	43	38	4	0	0	0	0
23:45	21	46	39	7	0	0	0	0
Total								
12H(7-19)	4099	43	35	9	0	151	108	81
16H(6-22)	4837	43	35	9	0	151	108	81
18H(6-24)	5023	43	35	9	0	151	108	81
24H(0-24)	5395	43	36	9	0	151	108	81
AM Peak	08:30	04:30	04:30	08:00	11:00	07:45	07:45	07:45
	467	48	41	13	0	144	97	65
PM Peak	13:30	20:00	19:30	14:15	23:00	23:00	12:15	14:15
	388	45	40	7	0	0	2	7

Channel: North-eastbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
0	1	2	4	3	1	0	0	0
0	0	2	3	6	1	1	0	0
0	0	3	4	2	2	0	0	0
0	0	1	3	3	2	0	0	0
0	0	1	0	0	1	0	0	0
0	1	3	6	2	1	0	0	0
0	0	3	5	3	2	0	0	0
0	0	3	0	1	0	0	0	0
0	0	2	2	4	2	0	0	1
0	0	0	3	0	1	0	0	0
0	0	1	1	0	0	0	0	0
0	0	0	4	3	0	0	0	0
0	1	0	2	0	1	0	0	0
0	0	1	1	0	2	0	0	0
0	0	2	5	3	0	0	0	0
0	0	2	4	3	2	1	0	0
0	0	4	3	4	1	0	0	0
0	0	3	7	4	0	0	0	0
0	0	6	6	12	1	0	0	0
0	0	5	5	8	5	0	0	0
0	0	4	11	4	9	4	0	0
0	2	3	9	9	5	7	0	0
0	2	12	22	16	4	1	0	0
0	3	10	16	8	4	0	2	1
0	1	15	15	8	8	3	0	0
0	1	8	19	18	10	3	3	0
0	1	25	24	14	3	1	0	0
0	7	16	34	19	12	4	0	0
0	3	22	30	14	8	2	1	2
1	8	30	20	19	3	0	1	1
3	6	25	22	15	3	3	0	0
19	6	1	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0
9	6	5	3	0	0	0	0	0
9	13	14	20	3	0	2	0	0
0	2	38	51	23	6	1	1	0
0	9	28	45	22	7	0	0	0
0	10	34	48	17	8	3	0	0
1	0	21	27	25	7	2	0	2
0	5	38	40	13	4	2	0	0
1	1	19	32	24	7	0	0	0
3	3	22	34	24	6	0	0	0
4	5	15	22	13	3	0	1	0

0	11	25	26	14	8	0	0	0
1	4	16	24	7	11	1	0	0
3	8	18	21	26	3	1	0	0
3	5	34	26	10	3	1	0	0
0	6	24	29	12	4	1	0	0
0	3	28	24	23	4	1	0	0
1	5	15	31	16	7	2	0	0
0	10	33	30	19	4	0	0	0
2	20	33	19	14	3	0	0	0
6	4	16	33	8	4	1	0	0
5	3	34	18	12	4	1	1	0
1	10	35	37	13	4	1	0	0
3	8	36	28	14	4	0	0	0
0	7	29	31	20	5	0	0	0
13	12	29	27	10	2	0	1	0
0	7	21	34	19	4	3	0	0
0	1	22	24	16	10	2	1	0
0	5	35	32	11	4	0	2	0
4	15	19	29	11	7	1	0	0
1	6	21	21	16	8	0	0	0
0	4	25	28	22	7	2	2	0
0	3	28	38	11	4	0	0	0
3	4	18	30	15	5	2	0	0
0	2	21	25	12	8	2	0	0
0	8	19	13	16	3	1	1	0
0	3	22	23	21	9	1	0	0
0	3	23	24	9	1	2	0	1
0	4	21	27	16	3	1	0	1
0	7	22	15	10	7	4	0	0
0	5	17	18	14	6	0	0	0
0	2	20	25	13	7	1	1	2
1	6	26	30	15	7	1	0	0
0	1	20	26	15	4	2	0	0
0	4	11	13	15	3	1	2	0
0	2	14	22	15	4	0	1	1
0	0	10	22	16	1	3	2	0
0	0	7	17	9	1	0	1	0
0	1	4	13	12	5	1	2	1
0	1	9	15	10	6	1	0	0
0	2	8	11	9	2	1	1	0
0	0	7	14	11	3	1	0	0
0	0	9	10	8	3	1	0	0
0	1	6	10	10	3	0	0	0
0	3	8	14	2	2	1	0	0
0	2	6	8	7	2	1	1	0
0	0	7	9	4	3	1	0	0
0	1	8	8	4	1	1	1	0
0	0	6	8	7	2	1	0	0
0	0	7	7	7	3	1	0	0
0	2	10	8	4	2	1	1	0

0	0	5	4	4	3	1	0	0
0	0	6	10	6	1	0	0	0
1	0	3	9	4	3	0	1	0
101	281	1117	1260	692	236	50	13	9
101	307	1280	1521	875	304	72	26	11
102	310	1332	1584	915	322	78	29	11
102	320	1405	1710	1013	369	92	31	13
07:45	08:30	09:00	08:45	08:45	06:15	05:00	05:45	07:00
41	34	121	171	87	33	12	5	3
13:30	12:15	13:15	13:30	12:00	14:45	17:00	19:15	17:30
17	39	134	123	72	29	8	6	3

Site No. 00423131 Site Ref. ID04231
Site 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20
00:00	11	46	42	5	0	0	0	0
00:15	12	48	41	7	0	0	0	0
00:30	8		38	5	0	0	0	0
00:45	12	41	38	3	0	0	0	0
01:00	5		38	5	0	0	0	0
01:15	6		35	3	0	0	0	0
01:30	9		44	7	0	0	0	0
01:45	4		40	9	0	0	0	0
02:00	7		38	5	0	0	0	0
02:15	7		41	4	0	0	0	0
02:30	5		38	5	0	0	0	0
02:45	6		34	6	0	0	0	0
03:00	4		33	8	0	0	0	0
03:15	10	48	43	5	0	0	0	0
03:30	5		35	7	0	0	0	0
03:45	4		38	6	0	0	0	0
04:00	14	40	36	3	0	0	0	0
04:15	12	43	39	4	0	0	0	0
04:30	12	43	38	5	0	0	0	0
04:45	5		43	3	0	0	0	0
05:00	16	47	40	6	0	0	0	0
05:15	15	47	38	7	0	0	0	0
05:30	23	44	39	5	0	0	0	0
05:45	26	46	39	6	0	0	0	0
06:00	20	45	40	7	0	0	0	0
06:15	27	47	41	7	0	0	0	0
06:30	24	49	40	7	0	0	0	0
06:45	36	44	40	7	0	0	0	0
07:00	19	47	39	8	0	0	0	0
07:15	27	45	40	5	0	0	0	0
07:30	33	48	41	6	0	0	0	0
07:45	36	47	42	5	0	0	0	0
08:00	44	48	41	6	0	0	0	0
08:15	54	45	41	5	0	0	0	0
08:30	45	44	39	5	0	0	0	0
08:45	55	47	41	7	0	0	0	0
09:00	48	47	41	6	0	0	0	0
09:15	61	44	39	6	0	0	0	0
09:30	58	43	38	5	0	0	0	0
09:45	75	44	39	6	0	0	0	0
10:00	56	45	40	5	0	0	0	0
10:15	50	44	38	6	0	0	0	0
10:30	61	45	39	5	0	0	0	0

10:45	60	45	40	4	0	0	0	0
11:00	72	49	42	7	0	0	0	0
11:15	59	45	40	5	0	0	0	0
11:30	74	45	41	5	0	0	0	0
11:45	67	48	42	6	0	0	0	0
12:00	55	45	40	6	0	0	0	0
12:15	66	47	41	5	0	0	0	0
12:30	67	47	41	7	0	0	0	0
12:45	88	44	39	5	0	0	0	0
13:00	65	46	40	6	0	0	0	0
13:15	60	45	40	6	0	0	0	0
13:30	80	45	41	5	0	0	0	0
13:45	93	46	41	5	0	0	0	0
14:00	95	47	41	6	0	0	0	0
14:15	99	45	40	5	0	0	0	0
14:30	81	46	41	5	0	0	0	0
14:45	45	48	41	7	0	0	0	0
15:00	48	49	41	7	0	0	0	0
15:15	44	49	41	6	0	0	0	0
15:30	37	47	40	7	0	0	0	1
15:45	64	47	41	6	0	0	0	0
16:00	37	49	42	7	0	0	0	0
16:15	37	47	41	7	0	0	0	0
16:30	39	49	42	7	0	0	0	0
16:45	39	43	38	4	0	0	0	0
17:00	43	43	37	4	0	0	0	0
17:15	29	48	41	6	0	0	0	0
17:30	27	46	40	5	0	0	0	0
17:45	53	45	39	5	0	0	0	0
18:00	38	44	40	5	0	0	0	0
18:15	43	45	39	5	0	0	0	0
18:30	32	43	37	7	0	0	0	0
18:45	24	44	38	5	0	0	0	0
19:00	23	43	37	6	0	0	0	0
19:15	30	45	40	6	0	0	0	0
19:30	30	41	37	4	0	0	0	0
19:45	25	44	39	7	0	0	0	0
20:00	29	45	39	7	0	0	0	0
20:15	26	46	40	5	0	0	0	0
20:30	25	41	37	5	0	0	0	0
20:45	31	47	40	7	0	0	0	0
21:00	13	46	42	5	0	0	0	0
21:15	25	44	37	9	0	0	0	0
21:30	22	43	38	5	0	0	0	0
21:45	14	44	38	7	0	0	0	0
22:00	17	42	36	5	0	0	0	0
22:15	17	44	39	8	0	0	0	0
22:30	23	48	42	7	0	0	0	0
22:45	17	46	41	4	0	0	0	0
23:00	9		40	7	0	0	0	0

23:15	11	45	37	6	0	0	0	0
23:30	14	44	39	6	0	0	0	0
23:45	16	44	40	7	0	0	0	0
Total								
12H(7-19)	2582	46	40	6	0	0	0	1
16H(6-22)	2982	46	40	6	0	0	0	1
18H(6-24)	3106	46	40	6	0	0	0	1
24H(0-24)	3344	46	40	6	0	0	0	1
AM Peak	11:00	05:45	07:15	03:00	11:00	11:00	11:00	11:00
	272	48	41	8	0	0	0	0
PM Peak	13:45	14:45	15:45	21:45	23:00	23:00	23:00	15:30
	368	49	42	7	0	0	0	1

Channel: North-eastbound

Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
0	0	1	3	4	3	0	0	0
0	0	3	4	1	3	0	1	0
0	1	1	3	3	0	0	0	0
0	0	2	7	3	0	0	0	0
0	1	0	2	2	0	0	0	0
0	0	3	3	0	0	0	0	0
0	0	2	0	3	3	0	1	0
0	1	0	1	1	0	1	0	0
0	0	2	3	1	1	0	0	0
0	0	1	1	4	1	0	0	0
0	0	2	2	0	1	0	0	0
0	2	1	2	1	0	0	0	0
1	1	0	1	1	0	0	0	0
0	0	0	5	1	3	1	0	0
0	1	3	0	0	1	0	0	0
0	0	2	1	0	1	0	0	0
0	0	6	6	2	0	0	0	0
0	0	2	4	6	0	0	0	0
0	0	4	3	4	1	0	0	0
0	0	0	1	3	1	0	0	0
0	1	1	8	1	5	0	0	0
0	1	6	3	1	3	1	0	0
0	0	6	10	4	2	1	0	0
0	2	4	9	5	6	0	0	0
0	0	4	8	5	0	2	1	0
0	0	5	7	10	1	3	1	0
0	0	7	6	4	4	3	0	0
1	0	4	19	7	2	1	2	0
0	1	6	4	4	2	1	1	0
0	0	4	9	9	5	0	0	0
0	0	4	11	10	4	4	0	0
0	0	4	8	16	7	0	1	0
0	1	7	11	13	9	2	1	0
0	0	7	18	21	5	3	0	0
0	0	10	18	11	4	2	0	0
0	1	7	17	18	7	1	3	1
0	1	3	19	14	9	0	2	0
0	3	11	19	21	5	2	0	0
0	1	18	20	18	0	1	0	0
0	2	15	29	20	4	3	1	1
0	0	6	23	20	3	4	0	0
0	4	9	18	14	4	1	0	0
0	0	11	27	13	8	2	0	0

0	1	3	25	23	7	1	0	0
0	1	4	35	13	10	6	0	3
0	2	8	23	16	9	1	0	0
0	0	4	29	31	5	4	0	1
0	0	8	24	15	15	3	1	1
0	1	9	22	14	6	2	1	0
0	1	6	21	23	13	2	0	0
0	1	11	21	21	5	5	1	2
0	1	22	28	27	7	3	0	0
0	1	10	21	20	10	2	0	1
0	0	11	18	22	6	2	0	1
0	0	9	25	36	9	0	1	0
0	0	9	40	26	14	4	0	0
0	0	16	32	26	13	6	1	1
0	0	13	43	28	11	2	2	0
1	0	7	27	31	13	2	0	0
0	2	8	12	7	13	1	1	1
0	1	7	18	9	7	3	1	2
0	1	6	14	11	7	5	0	0
0	0	4	14	10	5	3	0	0
0	0	4	26	21	9	1	2	1
0	2	2	11	13	4	4	1	0
0	2	3	13	11	5	2	0	1
0	1	6	8	12	8	1	2	1
0	2	6	16	14	1	0	0	0
0	1	14	15	12	1	0	0	0
0	0	4	14	3	5	2	1	0
0	0	5	10	7	4	1	0	0
0	1	13	16	15	7	1	0	0
0	0	5	17	12	3	1	0	0
0	1	9	15	12	5	1	0	0
1	3	10	9	7	1	0	1	0
0	0	8	6	8	2	0	0	0
0	2	8	8	2	2	1	0	0
0	1	6	10	8	3	2	0	0
0	2	8	14	5	1	0	0	0
0	0	9	8	4	2	1	1	0
0	1	7	10	6	2	2	1	0
0	0	3	13	5	5	0	0	0
0	0	10	10	3	1	1	0	0
0	1	6	12	6	2	3	1	0
0	0	0	5	5	2	1	0	0
0	5	7	5	5	0	1	2	0
0	1	5	7	8	0	1	0	0
1	1	1	5	4	2	0	0	0
0	2	5	6	3	1	0	0	0
0	3	2	5	5	0	1	1	0
0	0	1	11	5	3	1	1	1
0	0	1	7	5	4	0	0	0
0	0	4	0	3	1	1	0	0

0	0	6	3	0	2	0	0	0
0	0	4	6	2	1	1	0	0
0	0	4	4	7	0	0	0	1
2	40	386	919	778	316	97	25	18
4	54	476	1066	865	345	119	34	18
4	59	503	1108	895	357	123	36	20
5	70	555	1190	946	392	127	38	20
06:45	09:30	09:15	10:45	10:45	11:00	11:00	08:45	11:00
1	7	50	112	83	39	14	5	5
21:45	21:15	12:30	13:45	13:30	13:45	13:45	15:45	12:30
1	9	54	142	116	51	14	5	4

Site No. 00526810 Site Ref. ID04231
ATC 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	19	44	40	5	0	0	0	0
00:15	14	44	40	5	0	0	0	0
00:30	7		37	4	0	0	0	0
00:45	11	50	40	7	0	0	0	0
01:00	10	43	39	4	0	0	0	0
01:15	12	49	41	6	0	0	0	0
01:30	13	46	39	6	0	0	0	0
01:45	4		39	5	0	0	0	0
02:00	7		41	3	0	0	0	0
02:15	5		43	4	0	0	0	0
02:30	2		30	3	0	0	0	0
02:45	5		42	5	0	0	0	0
03:00	9		37	4	0	0	0	0
03:15	4		40	4	0	0	0	0
03:30	3		36	2	0	0	0	0
03:45	4		40	4	0	0	0	0
04:00	8		34	3	0	0	0	0
04:15	4		36	6	0	0	0	0
04:30	6		42	5	0	0	0	0
04:45	10	43	39	4	0	0	0	0
05:00	1		38	0	0	0	0	0
05:15	11	46	39	6	0	0	0	0
05:30	12	42	38	5	0	0	0	0
05:45	6		42	6	0	0	0	0
06:00	4		38	6	0	0	0	0
06:15	10	53	43	8	0	0	0	0
06:30	12	49	41	7	0	0	0	0
06:45	12	43	39	4	0	0	0	0
07:00	10	50	43	9	0	0	0	0
07:15	15	47	42	5	0	0	0	0
07:30	22	45	40	4	0	0	0	0
07:45	25	50	42	7	0	0	0	0
08:00	15	42	39	3	0	0	0	0
08:15	30	49	41	7	0	0	0	0
08:30	22	45	40	7	0	0	1	0
08:45	34	48	42	8	0	0	0	0
09:00	25	47	40	6	0	0	0	0
09:15	30	44	40	4	0	0	0	0
09:30								
09:45	47	44	37	7	0	1	0	1
10:00	47	44	37	8	0	0	0	3
10:15	31	48	43	7	0	0	0	0

10:30	44	47	40	6	0	0	0	0
10:45	40	48	41	7	0	0	0	0
11:00	42	48	42	6	0	0	0	0
11:15	46	45	41	6	0	0	0	0
11:30	40	48	42	7	0	0	0	0
11:45	53	46	41	5	0	0	0	0
12:00	54	48	43	5	0	0	0	0
12:15	49	45	39	5	0	0	0	0
12:30	49	47	42	5	0	0	0	0
12:45	47	48	43	6	0	0	0	0
13:00	46	44	40	5	0	0	0	0
13:15	39	47	42	6	0	0	0	0
13:30	46	44	39	4	0	0	0	0
13:45	56	48	41	6	0	0	0	0
14:00	46	49	43	6	0	0	0	0
14:15	49	44	39	6	0	0	0	1
14:30	48	49	42	7	0	0	0	0
14:45	63	47	41	6	0	0	0	0
15:00	54	47	40	6	0	0	0	0
15:15	42	48	43	6	0	0	0	0
15:30	26	52	45	6	0	0	0	0
15:45	40	46	40	6	0	0	0	0
16:00	40	45	41	6	0	0	0	0
16:15	43	43	39	6	0	0	0	0
16:30	31	48	42	7	0	0	0	0
16:45	29	43	39	5	0	0	0	0
17:00	49	46	40	7	0	0	0	0
17:15	28	46	40	5	0	0	0	0
17:30	33	46	40	7	0	0	0	0
17:45	33	43	39	4	0	0	0	0
18:00	34	47	41	7	0	0	0	0
18:15	34	42	38	3	0	0	0	0
18:30	32	45	39	5	0	0	0	0
18:45	29	49	42	8	0	0	0	0
19:00	40	44	40	6	0	0	0	0
19:15	38	44	40	6	0	0	0	0
19:30	24	49	40	8	0	0	0	0
19:45	37	44	39	5	0	0	0	0
20:00	29	44	39	5	0	0	0	0
20:15	25	43	38	4	0	0	0	0
20:30	22	46	41	6	0	0	0	0
20:45	22	44	39	8	0	0	0	0
21:00	19	47	41	7	0	0	0	0
21:15	16	48	41	6	0	0	0	0
21:30	14	47	36	10	0	0	0	2
21:45	10	44	40	5	0	0	0	0
22:00	12	47	38	7	0	0	0	0
22:15	11	42	38	4	0	0	0	0
22:30	18	44	40	7	0	0	0	0
22:45	10	43	39	6	0	0	0	0

23:00	13	44	40	5	0	0	0	0
23:15	12	44	43	7	0	0	0	0
23:30	15	50	40	8	0	0	0	0
23:45	7		42	3	0	0	0	0
Total								
12H(7-19)								
16H(6-22)								
18H(6-24)								
24H(0-24)								
AM Peak								
PM Peak	14:15	14:45	15:15	20:45	23:00	23:00	23:00	21:30
	214	48	42	8	0	0	0	2

Channel: North-eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
0	3	8	5	3	0	0	0	0
1	0	4	8	1	0	0	0	0
0	3	2	2	0	0	0	0	0
0	3	3	3	0	2	0	0	0
0	3	2	5	0	0	0	0	0
0	1	6	3	0	2	0	0	0
0	4	4	2	3	0	0	0	0
0	1	2	0	1	0	0	0	0
0	0	3	3	1	0	0	0	0
0	0	2	1	2	0	0	0	0
1	1	0	0	0	0	0	0	0
0	0	3	0	2	0	0	0	0
0	3	5	0	1	0	0	0	0
0	1	0	3	0	0	0	0	0
0	1	2	0	0	0	0	0	0
0	0	3	0	1	0	0	0	0
0	6	1	1	0	0	0	0	0
1	1	0	2	0	0	0	0	0
0	1	1	2	2	0	0	0	0
0	2	4	4	0	0	0	0	0
0	0	1	0	0	0	0	0	0
0	5	1	2	3	0	0	0	0
1	2	5	4	0	0	0	0	0
0	1	1	3	0	1	0	0	0
0	2	1	0	1	0	0	0	0
0	2	2	3	0	2	1	0	0
0	3	3	2	2	2	0	0	0
0	2	6	3	1	0	0	0	0
0	2	3	1	2	1	0	1	0
0	1	5	4	5	0	0	0	0
0	2	9	8	3	0	0	0	0
0	4	6	7	4	3	1	0	0
0	1	9	5	0	0	0	0	0
2	5	5	10	4	4	0	0	0
0	4	4	9	4	0	0	0	0
2	3	9	11	5	1	1	2	0
0	7	8	4	5	1	0	0	0
0	3	14	10	3	0	0	0	0
3	11	13	14	3	1	0	0	0
6	8	11	14	3	1	0	1	0
0	4	6	13	5	1	0	1	1

0	9	18	7	8	2	0	0	0
0	7	14	10	5	3	0	1	0
0	7	11	10	11	3	0	0	0
0	4	17	19	3	2	0	1	0
0	3	16	13	3	2	2	0	1
0	4	23	16	8	1	1	0	0
0	4	10	25	12	2	1	0	0
0	10	21	11	6	0	1	0	0
0	3	15	19	10	2	0	0	0
0	3	11	20	8	4	0	1	0
3	4	15	19	4	1	0	0	0
0	1	19	10	6	1	2	0	0
1	4	27	9	5	0	0	0	0
2	7	16	17	10	4	0	0	0
1	1	14	12	12	5	1	0	0
5	2	16	20	3	1	1	0	0
1	5	16	9	12	3	1	0	1
1	4	24	21	7	4	2	0	0
1	10	17	15	8	3	0	0	0
0	3	13	12	11	1	1	0	1
0	0	6	10	3	6	1	0	0
2	5	14	12	4	2	1	0	0
0	7	10	18	2	2	1	0	0
1	7	22	9	2	1	0	1	0
1	1	11	11	3	1	3	0	0
0	6	14	6	2	1	0	0	0
3	12	12	13	6	0	2	1	0
0	5	12	5	5	1	0	0	0
1	6	12	8	3	2	1	0	0
0	5	15	11	1	1	0	0	0
0	9	7	10	6	0	1	1	0
0	3	23	7	1	0	0	0	0
0	7	12	8	5	0	0	0	0
0	7	9	2	7	3	0	0	1
0	5	16	15	3	0	0	0	1
0	4	19	11	1	0	3	0	0
0	10	5	2	4	2	1	0	0
2	7	12	13	3	0	0	0	0
1	8	7	10	3	0	0	0	0
0	6	11	7	1	0	0	0	0
0	2	10	6	1	2	1	0	0
3	2	9	5	0	2	1	0	0
0	2	9	3	4	0	0	1	0
1	1	6	3	4	1	0	0	0
3	2	2	1	3	0	1	0	0
1	0	4	4	1	0	0	0	0
1	5	2	1	2	1	0	0	0
0	2	6	2	1	0	0	0	0
1	5	3	6	1	1	1	0	0
0	4	2	3	0	1	0	0	0

0	2	5	5	0	1	0	0	0
0	1	3	6	1	0	0	1	0
1	5	3	2	1	3	0	0	0
0	0	2	4	1	0	0	0	0
13:45	19:30	13:00	12:00	14:30	14:45	16:30	16:15	18:45
9	31	77	75	38	14	5	2	2

Site No. 00526810 Site Ref. ID04231
ATC 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	6		36	2	0	0	0	0
00:15	7		38	9	0	0	0	0
00:30	5		35	2	0	0	0	0
00:45	3		38	4	0	0	0	0
01:00	7		36	4	0	0	0	0
01:15	5		36	7	0	0	0	0
01:30	7		43	6	0	0	0	0
01:45	6		42	4	0	0	0	0
02:00	11	45	38	5	0	0	0	0
02:15	6		38	4	0	0	0	0
02:30	4		48	12	0	0	0	0
02:45	4		35	6	0	0	0	0
03:00	5		35	2	0	0	0	0
03:15	5		36	7	0	0	0	0
03:30	5		40	2	0	0	0	0
03:45	5		38	8	0	0	0	0
04:00	14	41	37	4	0	0	0	0
04:15	15	49	42	10	0	0	0	0
04:30	17	48	40	10	0	0	0	0
04:45	31	46	40	6	0	0	0	0
05:00	43	47	39	6	0	0	0	0
05:15	49	49	42	7	0	0	0	0
05:30	46	48	42	6	0	0	0	0
05:45	42	48	41	6	0	0	0	0
06:00	39	47	41	7	0	0	0	0
06:15	48	45	40	6	0	0	0	0
06:30	54	43	38	5	0	0	0	0
06:45	83	40	36	6	0	0	0	0
07:00	72	41	36	5	0	0	0	0
07:15	84	42	36	6	0	0	0	4
07:30	90	42	36	5	0	0	0	0
07:45	81	43	37	6	0	0	0	1
08:00	103	41	35	5	0	0	0	2
08:15	106	43	37	5	0	0	0	0
08:30	111	41	36	5	0	0	0	2
08:45	113	42	35	6	0	0	0	5
09:00	74	41	34	9	3	1	1	8
09:15	94	43	31	13	15	8	3	2
09:30	95	41	34	7	0	0	6	1
09:45	95	40	32	8	2	2	3	6
10:00	75	43	36	8	0	0	4	3
10:15	78	41	35	8	0	0	0	9

10:30	69	43	38	7	0	0	0	4
10:45	103	40	36	5	0	0	0	2
11:00	76	44	38	5	0	0	0	0
11:15	73	41	33	7	0	0	3	7
11:30	100	40	35	5	0	0	0	3
11:45	74	42	36	5	0	0	0	0
12:00	77	31	19	10	17	24	9	5
12:15	76	40	34	7	0	0	1	7
12:30	87	37	31	7	0	2	6	2
12:45	83	37	22	12	28	12	4	2
13:00	87	41	34	5	0	0	0	4
13:15	86	42	35	6	0	0	0	0
13:30	85	40	34	6	0	0	2	1
13:45	94	40	33	8	0	0	3	15
14:00	80	38	28	9	8	3	0	13
14:15	78	33	23	9	14	6	11	13
14:30	80	36	25	10	9	13	5	7
14:45	75	39	33	6	0	0	1	5
15:00	103	39	34	5	0	0	0	1
15:15	97	40	36	5	0	0	0	0
15:30	89	43	36	6	0	0	0	1
15:45	69	43	37	5	0	0	0	0
16:00	69	44	37	7	0	0	0	5
16:15	59	43	37	6	0	0	0	0
16:30	65	38	33	7	0	0	0	0
16:45	57	43	37	6	0	0	0	0
17:00	54	40	35	4	0	0	0	0
17:15	65	39	34	5	0	0	0	3
17:30	60	41	36	5	0	0	0	0
17:45	70	42	37	6	0	0	0	0
18:00	65	39	35	4	0	0	0	0
18:15	46	40	35	5	0	0	0	0
18:30	45	41	36	5	0	0	0	1
18:45	54	43	36	7	0	0	0	0
19:00	59	44	38	6	0	0	0	0
19:15	42	43	37	6	0	0	0	0
19:30	36	44	39	5	0	0	0	0
19:45	40	40	36	5	0	0	0	1
20:00	24	45	35	7	0	0	0	0
20:15	27	43	37	7	0	0	0	0
20:30	34	40	36	5	0	0	0	0
20:45	41	42	38	5	0	0	0	0
21:00	29	40	36	5	0	0	0	0
21:15	24	44	39	5	0	0	0	0
21:30	22	47	39	8	0	0	0	0
21:45	33	42	37	4	0	0	0	0
22:00	13	43	38	5	0	0	0	0
22:15	22	47	39	6	0	0	0	0
22:30	19	44	40	5	0	0	0	0
22:45	20	42	37	5	0	0	0	0

23:00	11	41	38	4	0	0	0	0
23:15	10	40	37	6	0	0	0	1
23:30	19	44	38	7	0	0	0	0
23:45	9		42	9	0	0	0	0
Total								
12H(7-19)	3821	41	34	8	96	71	62	144
16H(6-22)	4456	42	34	8	96	71	62	145
18H(6-24)	4579	42	35	8	96	71	62	146
24H(0-24)	4927	42	35	8	96	71	62	146
AM Peak	08:00	05:15	05:15	09:00	09:00	09:00	09:15	09:45
	433	49	42	9	20	11	16	22
PM Peak	14:45	21:30	23:00	12:00	12:00	12:00	12:00	13:45
	364	44	38	11	45	38	20	48

Channel: North-eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
0	2	4	0	0	0	0	0	0
1	2	2	1	0	0	1	0	0
0	3	2	0	0	0	0	0	0
0	1	1	1	0	0	0	0	0
1	1	4	1	0	0	0	0	0
2	0	1	2	0	0	0	0	0
0	1	1	2	2	1	0	0	0
0	0	3	1	2	0	0	0	0
0	4	5	0	2	0	0	0	0
0	2	1	3	0	0	0	0	0
0	1	0	1	0	1	0	0	1
1	1	1	1	0	0	0	0	0
0	3	2	0	0	0	0	0	0
2	0	1	2	0	0	0	0	0
0	0	3	2	0	0	0	0	0
0	3	1	0	0	1	0	0	0
0	5	6	3	0	0	0	0	0
0	4	5	1	3	0	0	1	1
4	3	1	4	3	1	0	1	0
0	7	13	5	4	1	1	0	0
0	12	14	7	9	1	0	0	0
0	6	15	12	10	4	1	0	1
0	4	16	14	7	3	1	1	0
0	5	20	7	6	3	0	1	0
0	8	12	11	4	3	0	1	0
0	10	14	16	6	1	1	0	0
1	10	27	12	3	1	0	0	0
6	42	22	9	1	1	2	0	0
7	25	26	10	2	2	0	0	0
8	26	29	11	4	2	0	0	0
4	36	29	17	4	0	0	0	0
8	24	18	25	2	3	0	0	0
16	43	24	16	1	1	0	0	0
9	29	36	28	3	1	0	0	0
10	44	35	16	3	0	1	0	0
11	43	30	19	4	1	0	0	0
3	16	28	11	1	2	0	0	0
1	9	31	20	5	0	0	0	0
13	27	32	12	3	1	0	0	0
12	36	21	10	3	0	0	0	0
5	20	22	14	6	1	0	0	0
5	25	25	9	2	0	1	1	1

4	9	30	17	2	2	0	1	0
10	35	39	14	2	1	0	0	0
0	22	27	20	7	0	0	0	0
13	18	19	10	3	0	0	0	0
13	35	35	11	3	0	0	0	0
5	27	26	10	6	0	0	0	0
8	8	2	3	1	0	0	0	0
11	20	25	8	4	0	0	0	0
18	35	21	1	1	1	0	0	0
2	18	13	3	1	0	0	0	0
9	39	20	14	1	0	0	0	0
17	34	16	14	3	2	0	0	0
15	33	23	6	4	0	1	0	0
16	22	23	11	2	2	0	0	0
16	20	14	6	0	0	0	0	0
15	10	7	2	0	0	0	0	0
14	18	9	4	1	0	0	0	0
14	31	14	8	1	1	0	0	0
23	35	33	8	2	1	0	0	0
7	32	42	12	3	1	0	0	0
4	40	23	13	6	2	0	0	0
3	24	27	8	6	1	0	0	0
3	17	20	17	4	3	0	0	0
5	19	14	17	3	0	1	0	0
24	23	12	4	0	1	0	0	1
3	22	18	9	3	2	0	0	0
5	26	15	7	1	0	0	0	0
10	21	26	5	0	0	0	0	0
9	13	26	10	2	0	0	0	0
8	23	22	13	2	1	0	1	0
9	24	27	4	1	0	0	0	0
8	17	14	5	1	1	0	0	0
4	17	15	6	2	0	0	0	0
7	20	13	9	1	4	0	0	0
1	22	14	18	1	3	0	0	0
1	16	14	7	2	2	0	0	0
1	9	10	12	3	1	0	0	0
1	15	18	4	0	1	0	0	0
5	9	5	1	4	0	0	0	0
3	8	9	4	0	3	0	0	0
4	12	12	5	1	0	0	0	0
1	10	20	9	0	0	1	0	0
3	7	14	4	1	0	0	0	0
0	5	11	5	2	1	0	0	0
2	5	7	3	3	1	1	0	0
0	14	11	7	1	0	0	0	0
0	4	5	3	1	0	0	0	0
0	8	5	4	4	1	0	0	0
0	1	12	3	2	1	0	0	0
3	4	7	6	0	0	0	0	0

0	3	5	3	0	0	0	0	0
0	1	6	1	1	0	0	0	0
2	5	6	3	2	0	1	0	0
0	2	3	2	0	0	2	0	0
444	1210	1096	527	122	40	4	3	2
473	1412	1316	654	154	58	9	4	2
478	1440	1365	679	164	60	12	4	2
489	1510	1487	749	212	76	16	8	5
08:00	08:00	08:15	07:30	05:00	05:15	06:15	05:30	10:15
46	159	129	86	32	13	3	3	1
14:15	14:45	15:00	15:30	15:30	18:45	23:00	17:45	16:30
66	138	125	55	19	10	3	1	1

Site No. 00526810 Site Ref. ID04231
ATC 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	16	44	39	6	0	0	0	0
00:15	10	44	39	6	0	0	0	0
00:30	8		39	5	0	0	0	0
00:45	9		39	3	0	0	0	0
01:00	11	44	40	8	0	0	0	0
01:15	12	49	39	7	0	0	0	0
01:30	9		41	11	0	0	0	0
01:45	4		36	2	0	0	0	0
02:00	5		40	2	0	0	0	0
02:15	3		38	4	0	0	0	0
02:30	3		34	6	0	0	0	0
02:45	6		38	2	0	0	0	0
03:00	5		38	4	0	0	0	0
03:15	11	37	33	4	0	0	0	0
03:30	11	44	40	7	0	0	0	0
03:45	7		39	7	0	0	0	0
04:00	10	47	41	5	0	0	0	0
04:15	14	48	42	9	0	0	0	0
04:30	21	46	39	7	0	0	0	0
04:45	24	45	40	6	0	0	0	0
05:00	47	47	41	7	0	0	0	0
05:15	51	46	41	5	0	0	0	0
05:30	57	44	39	8	0	0	0	2
05:45	50	44	37	7	0	0	0	0
06:00	66	44	39	5	0	0	0	0
06:15	63	45	39	5	0	0	0	0
06:30	50	47	40	6	0	0	0	0
06:45	69	46	39	5	0	0	0	0
07:00	57	44	38	6	0	0	0	0
07:15	70	41	36	5	0	0	0	0
07:30	98	43	36	6	0	0	0	3
07:45	95	40	37	5	0	0	0	0
08:00	111	35	22	11	18	29	8	4
08:15	85	35	20	11	35	10	1	7
08:30	128	38	31	6	1	1	4	15
08:45	136	38	34	4	0	0	0	2
09:00	123	36	32	5	0	0	0	8
09:15	101	41	35	5	0	0	0	0
09:30	99	42	35	6	0	0	0	4
09:45	84	46	39	7	0	0	0	0
10:00	92	39	35	5	0	0	0	0
10:15	95	42	36	5	0	0	0	0

10:30	103	42	37	5	0	0	0	0
10:45	91	42	36	6	0	0	0	0
11:00	73	41	36	5	0	0	0	0
11:15	77	43	37	6	0	0	0	0
11:30	83	41	36	4	0	0	0	0
11:45	86	42	36	5	0	0	0	0
12:00	56	38	33	5	0	1	0	3
12:15	66	34	29	4	0	0	0	12
12:30	60	35	31	4	0	0	0	3
12:45	73	34	29	5	0	0	0	13
13:00	71	35	30	5	0	0	0	6
13:15	79	40	33	7	0	1	6	2
13:30	94	40	36	5	0	0	0	0
13:45	77	42	36	5	0	0	0	0
14:00	73	41	36	5	0	0	0	0
14:15	88	42	36	4	0	0	0	0
14:30	81	43	38	5	0	0	0	0
14:45	85	43	37	6	0	0	1	0
15:00	93	41	37	5	0	0	0	0
15:15	73	43	37	6	0	0	0	0
15:30	54	44	38	5	0	0	0	0
15:45	71	43	37	5	0	0	0	0
16:00	74	42	36	5	0	0	0	0
16:15	75	43	39	5	0	0	0	0
16:30	70	43	37	5	0	0	0	0
16:45	68	42	37	6	0	0	0	0
17:00	85	40	35	5	0	0	0	0
17:15	83	40	35	5	0	0	0	0
17:30	59	43	37	5	0	0	0	0
17:45	62	44	37	6	0	0	0	0
18:00	72	44	37	6	0	0	0	0
18:15	57	43	37	6	0	0	0	3
18:30	65	42	36	6	0	0	0	0
18:45	62	44	40	7	0	0	0	0
19:00	35	44	38	6	0	0	0	0
19:15	45	44	39	6	0	0	0	0
19:30	35	42	38	5	0	0	0	0
19:45	33	43	38	5	0	0	0	0
20:00	28	48	41	7	0	0	0	0
20:15	30	44	39	6	0	0	0	0
20:30	25	43	38	8	0	0	0	0
20:45	23	44	38	5	0	0	0	0
21:00	26	44	40	4	0	0	0	0
21:15	29	43	38	5	0	0	0	0
21:30	18	44	39	9	0	0	0	0
21:45	15	40	37	4	0	0	0	0
22:00	24	48	41	9	0	0	0	0
22:15	17	47	41	6	0	0	0	0
22:30	22	45	40	4	0	0	0	0
22:45	10	40	36	4	0	0	0	0

23:00	16	43	38	5	0	0	0	0
23:15	15	50	43	7	0	0	0	0
23:30	16	44	39	7	0	0	0	0
23:45	15	43	39	6	0	0	0	0
Total								
12H(7-19)	3913	41	35	7	54	42	20	85
16H(6-22)	4503	42	35	7	54	42	20	85
18H(6-24)	4638	42	35	7	54	42	20	85
24H(0-24)	5042	43	36	7	54	42	20	87
AM Peak	08:30	03:30	03:30	07:30	08:00	08:00	08:00	08:15
	488	48	41	12	54	40	13	32
PM Peak	14:15	21:30	22:00	21:30	23:00	13:15	13:15	12:15
	347	47	40	8	0	1	6	34

Channel: North-eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
0	5	5	4	1	1	0	0	0
2	0	2	5	1	0	0	0	0
1	0	4	2	1	0	0	0	0
0	1	5	3	0	0	0	0	0
2	0	4	3	1	0	1	0	0
0	3	6	1	0	2	0	0	0
2	1	2	1	2	0	0	0	1
0	1	3	0	0	0	0	0	0
0	0	3	2	0	0	0	0	0
0	1	1	1	0	0	0	0	0
1	1	0	1	0	0	0	0	0
0	0	5	1	0	0	0	0	0
0	2	1	2	0	0	0	0	0
2	6	2	1	0	0	0	0	0
1	1	3	4	1	1	0	0	0
1	1	2	1	2	0	0	0	0
0	0	6	1	3	0	0	0	0
0	4	1	4	4	0	0	0	1
0	7	7	3	2	1	1	0	0
1	2	14	3	2	1	1	0	0
0	9	15	11	9	0	2	0	1
0	7	18	15	10	1	0	0	0
4	11	19	14	2	2	1	2	0
5	17	15	6	3	3	1	0	0
3	13	25	18	6	0	1	0	0
0	16	17	20	9	1	0	0	0
1	11	16	12	6	4	0	0	0
3	9	30	15	11	1	0	0	0
2	15	22	11	5	2	0	0	0
5	25	27	8	4	1	0	0	0
11	28	33	13	8	2	0	0	0
3	36	41	9	4	2	0	0	0
16	20	11	5	0	0	0	0	0
10	9	12	0	1	0	0	0	0
21	51	30	3	2	0	0	0	0
18	70	37	7	1	1	0	0	0
40	52	14	6	2	1	0	0	0
20	38	26	13	3	1	0	0	0
13	34	27	17	2	1	0	1	0
3	24	24	19	9	2	3	0	0
14	30	38	7	3	0	0	0	0
7	35	33	13	5	2	0	0	0

6	30	45	18	3	0	1	0	0
10	29	31	14	6	1	0	0	0
9	25	26	9	2	2	0	0	0
10	16	28	16	6	1	0	0	0
6	26	35	15	1	0	0	0	0
7	29	33	12	4	0	1	0	0
10	25	14	3	0	0	0	0	0
30	19	5	0	0	0	0	0	0
21	29	4	3	0	0	0	0	0
32	22	3	2	0	1	0	0	0
30	24	9	2	0	0	0	0	0
18	20	21	9	2	0	0	0	0
12	33	34	11	3	1	0	0	0
4	31	25	14	3	0	0	0	0
4	25	31	10	2	1	0	0	0
3	36	30	17	2	0	0	0	0
3	23	34	13	7	1	0	0	0
3	26	36	10	5	3	1	0	0
8	22	46	13	3	0	0	1	0
6	22	24	15	3	3	0	0	0
1	20	15	13	4	1	0	0	0
2	29	16	19	4	1	0	0	0
8	29	21	12	3	1	0	0	0
0	19	29	22	3	2	0	0	0
3	22	28	9	7	1	0	0	0
4	29	20	9	4	1	0	1	0
10	38	25	7	4	1	0	0	0
17	32	20	11	2	1	0	0	0
1	24	15	15	2	2	0	0	0
5	20	18	12	4	3	0	0	0
4	25	20	16	6	1	0	0	0
3	13	20	13	5	0	0	0	0
7	29	13	12	2	2	0	0	0
0	14	25	15	3	3	0	2	0
1	12	10	7	4	1	0	0	0
1	12	17	9	4	1	1	0	0
1	6	20	6	0	1	1	0	0
1	10	13	6	2	1	0	0	0
1	6	6	6	7	1	1	0	0
3	4	10	9	3	0	1	0	0
1	10	7	5	0	1	0	0	1
2	2	12	4	3	0	0	0	0
0	3	8	12	3	0	0	0	0
0	11	9	6	3	0	0	0	0
1	7	4	4	0	0	1	1	0
1	3	9	1	1	0	0	0	0
1	3	11	2	5	0	0	1	1
0	3	4	5	4	1	0	0	0
0	3	8	8	3	0	0	0	0
0	5	3	2	0	0	0	0	0

2	2	6	5	1	0	0	0	0
0	2	4	3	3	3	0	0	0
0	7	1	6	1	0	1	0	0
0	4	6	4	0	0	1	0	0
480	1322	1174	522	154	49	6	5	0
500	1457	1387	662	216	61	12	6	1
503	1486	1430	697	233	65	14	7	2
525	1566	1573	786	277	77	21	9	5
08:30	08:30	10:00	06:00	06:00	06:30	09:45	05:30	04:15
99	211	147	65	32	8	4	2	2
12:15	13:30	14:15	15:30	16:15	18:30	19:30	21:30	22:00
113	125	146	66	18	7	3	2	1

Site No. 00526810 Site Ref. ID04231
ATC 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	10	44	42	5	0	0	0	0
00:15	15	43	38	5	0	0	0	0
00:30	11	48	42	7	0	0	0	0
00:45	6		38	4	0	0	0	0
01:00	9		41	7	0	0	0	0
01:15	6		43	8	0	0	0	0
01:30	11	47	41	6	0	0	0	0
01:45	6		38	11	0	0	0	0
02:00	7		37	7	0	0	0	0
02:15	4		35	3	0	0	0	0
02:30	7		39	4	0	0	0	0
02:45	5		41	4	0	0	0	0
03:00	3		39	2	0	0	0	0
03:15	6		41	4	0	0	0	0
03:30	9		40	5	0	0	0	0
03:45	11	39	35	7	0	0	0	0
04:00	11	43	41	2	0	0	0	0
04:15	20	46	41	7	0	0	0	0
04:30	16	47	39	7	0	0	0	0
04:45	27	48	41	7	0	0	0	0
05:00	32	50	41	7	0	0	0	0
05:15	40	47	42	6	0	0	0	0
05:30	62	43	38	5	0	0	0	0
05:45	50	46	40	5	0	0	0	0
06:00	72	46	41	6	0	0	0	0
06:15	57	44	39	5	0	0	0	0
06:30	73	44	38	7	0	0	0	0
06:45	77	44	38	5	0	0	0	0
07:00	72	41	37	5	0	0	0	0
07:15	97	45	38	7	0	0	0	0
07:30	78	44	39	5	0	0	0	0
07:45	69	45	39	7	0	0	0	1
08:00	96	43	37	7	0	1	3	2
08:15	72	44	37	8	0	0	0	3
08:30	108	38	30	8	0	2	16	9
08:45	120	36	22	11	21	25	13	11
09:00	116	31	19	9	21	29	23	11
09:15	104	39	29	11	13	6	5	2
09:30	116	40	36	5	0	0	0	1
09:45	107	42	36	6	0	0	0	5
10:00	86	43	37	5	0	0	0	0
10:15	79	43	38	6	0	0	0	1

10:30	71	44	39	5	0	0	0	0
10:45	77	44	38	6	0	0	0	0
11:00	83	40	34	6	0	0	0	3
11:15	75	42	36	7	0	0	3	4
11:30	98	40	36	5	0	0	0	0
11:45	80	43	36	7	0	0	1	2
12:00	97	40	35	5	0	0	0	1
12:15	90	45	38	7	0	0	0	0
12:30	75	44	37	6	0	0	0	0
12:45	81	43	37	6	0	0	0	3
13:00	88	41	35	6	0	0	2	0
13:15	80	43	37	6	0	0	0	0
13:30	85	42	36	5	0	0	0	0
13:45	67	43	38	5	0	0	0	0
14:00	72	43	38	5	0	0	1	0
14:15	80	42	37	5	0	0	0	0
14:30	94	42	36	6	0	0	0	0
14:45	87	42	36	6	0	0	0	0
15:00	82	41	37	6	0	0	0	0
15:15	85	41	36	5	0	0	0	1
15:30	86	40	36	5	0	0	0	3
15:45	74	43	38	6	0	0	0	0
16:00	75	43	38	5	0	0	0	0
16:15	78	43	38	6	0	0	0	0
16:30	65	45	39	6	0	0	0	0
16:45	65	39	34	6	0	0	0	0
17:00	68	43	38	7	0	0	0	2
17:15	53	43	36	6	0	0	0	4
17:30	77	42	35	6	0	0	0	2
17:45	70	43	38	5	0	0	0	0
18:00	75	44	38	6	0	0	0	0
18:15	62	47	39	7	0	0	0	0
18:30	73	41	36	5	0	0	0	0
18:45	55	44	37	6	0	0	0	0
19:00	55	43	38	5	0	0	0	0
19:15	45	42	37	5	0	0	0	0
19:30	49	44	38	6	0	0	0	0
19:45	44	45	39	6	0	0	0	0
20:00	39	44	38	7	0	0	0	2
20:15	26	44	39	4	0	0	0	0
20:30	40	43	37	5	0	0	0	0
20:45	19	49	41	6	0	0	0	0
21:00	34	45	39	6	0	0	0	0
21:15	29	46	40	6	0	0	0	0
21:30	13	43	37	11	0	0	2	0
21:45	21	46	41	6	0	0	0	0
22:00	23	40	37	8	0	0	0	0
22:15	24	44	40	7	0	0	0	0
22:30	13	42	38	4	0	0	0	0
22:45	12	49	41	8	0	0	0	0

23:00	14	43	39	3	0	0	0	0
23:15	17	45	39	5	0	0	0	0
23:30	20	42	38	7	0	0	0	1
23:45	16	43	38	8	0	0	0	1
Total								
12H(7-19)	3943	43	36	8	55	63	67	71
16H(6-22)	4636	43	36	8	55	63	69	73
18H(6-24)	4775	43	36	8	55	63	69	75
24H(0-24)	5159	43	36	8	55	63	69	75
AM Peak	08:45	01:00	00:30	08:45	08:45	08:30	08:30	08:15
	456	49	41	11	55	62	57	34
PM Peak	14:30	21:00	22:15	21:30	23:00	23:00	21:30	17:00
	348	46	39	8	0	0	2	8

Channel: North-eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
0	1	2	6	0	1	0	0	0
0	6	4	4	1	0	0	0	0
0	2	3	2	3	0	1	0	0
0	2	2	2	0	0	0	0	0
0	3	1	1	4	0	0	0	0
0	2	0	2	0	2	0	0	0
0	2	3	3	2	1	0	0	0
1	3	0	0	1	0	1	0	0
2	0	3	1	1	0	0	0	0
0	2	2	0	0	0	0	0	0
0	1	4	1	1	0	0	0	0
0	1	0	4	0	0	0	0	0
0	0	2	1	0	0	0	0	0
0	0	3	2	1	0	0	0	0
0	1	4	2	2	0	0	0	0
4	2	3	1	0	1	0	0	0
0	0	4	7	0	0	0	0	0
0	4	7	5	2	1	0	1	0
1	4	6	1	3	1	0	0	0
1	2	13	3	5	2	1	0	0
0	6	10	9	2	4	0	1	0
0	1	21	9	6	1	1	1	0
3	13	27	14	3	2	0	0	0
0	8	17	16	7	2	0	0	0
0	7	32	21	4	4	3	1	0
0	14	23	14	5	1	0	0	0
7	16	27	13	6	3	0	1	0
1	21	28	20	6	1	0	0	0
2	26	32	7	2	2	1	0	0
13	22	24	22	14	2	0	0	0
2	20	26	20	8	2	0	0	0
1	19	16	22	8	0	0	0	2
4	20	39	20	5	2	0	0	0
6	25	20	9	3	3	2	1	0
14	37	22	5	3	0	0	0	0
16	13	14	6	0	1	0	0	0
13	11	3	5	0	0	0	0	0
14	28	23	10	2	1	0	0	0
6	44	47	12	3	2	0	1	0
12	32	33	19	5	1	0	0	0
3	27	32	19	4	1	0	0	0
7	18	29	17	4	2	0	1	0

2	13	26	24	5	1	0	0	0
3	25	27	14	6	1	1	0	0
14	31	22	10	1	2	0	0	0
5	19	28	9	5	1	1	0	0
7	43	33	10	4	1	0	0	0
9	24	20	17	5	2	0	0	0
11	34	37	10	3	1	0	0	0
7	24	24	22	11	0	0	0	2
5	28	21	11	9	1	0	0	0
10	13	33	15	5	2	0	0	0
15	22	34	11	1	3	0	0	0
4	32	25	11	5	1	2	0	0
12	27	28	14	3	1	0	0	0
3	15	31	13	4	1	0	0	0
1	16	31	18	4	1	0	0	0
5	28	29	14	3	0	1	0	0
12	29	33	13	5	2	0	0	0
13	29	28	10	6	0	0	0	1
6	25	36	9	4	1	0	1	0
2	37	28	14	3	0	0	0	0
5	31	34	9	3	1	0	0	0
2	22	28	15	4	2	1	0	0
1	18	35	15	5	1	0	0	0
3	27	28	13	4	1	1	1	0
1	20	20	15	7	1	1	0	0
13	29	15	4	3	1	0	0	0
3	14	33	9	4	1	1	1	0
1	16	17	12	2	1	0	0	0
11	26	22	11	4	1	0	0	0
3	17	26	21	2	1	0	0	0
4	24	25	14	6	1	0	1	0
3	19	21	7	7	4	0	1	0
3	30	27	9	4	0	0	0	0
6	17	17	7	6	2	0	0	0
4	10	25	12	3	1	0	0	0
1	14	18	10	1	1	0	0	0
3	12	13	17	3	0	1	0	0
3	7	15	13	5	1	0	0	0
0	11	12	10	3	0	1	0	0
0	5	11	8	2	0	0	0	0
2	11	16	8	3	0	0	0	0
0	2	6	8	0	3	0	0	0
2	7	9	10	6	0	0	0	0
2	2	14	5	5	1	0	0	0
0	3	4	2	1	0	0	1	0
0	2	7	8	3	0	1	0	0
2	8	9	2	1	0	0	0	1
0	5	9	6	1	2	1	0	0
1	2	6	4	0	0	0	0	0
1	2	4	1	2	1	1	0	0

0	2	6	6	0	0	0	0	0
0	5	6	3	3	0	0	0	0
1	3	10	4	0	0	1	0	0
0	6	3	5	0	0	0	1	0
318	1166	1282	623	214	59	12	8	5
343	1310	1542	802	270	75	18	11	5
348	1343	1595	833	277	78	21	12	6
360	1409	1736	929	321	96	25	15	6
08:30	09:15	09:30	07:15	07:15	05:45	05:15	09:30	07:45
57	131	141	84	35	10	4	2	2
12:45	14:45	15:00	13:30	12:00	18:15	16:15	18:00	12:15
41	122	126	59	28	7	3	2	2

Site No. 00526810 Site Ref. ID04231
ATC 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	16	45	41	5	0	0	0	0
00:15	10	45	39	5	0	0	0	0
00:30	11	39	38	6	0	0	0	0
00:45	13	43	39	4	0	0	0	0
01:00	9		39	6	0	0	0	0
01:15	3		43	7	0	0	0	0
01:30	6		42	6	0	0	0	0
01:45	9		40	5	0	0	0	0
02:00	8		37	4	0	0	0	0
02:15	5		41	4	0	0	0	0
02:30	6		41	6	0	0	0	0
02:45	3		41	5	0	0	0	0
03:00	6		37	4	0	0	0	0
03:15	6		38	3	0	0	0	0
03:30	7		45	7	0	0	0	0
03:45	7		43	4	0	0	0	0
04:00	8		36	5	0	0	0	0
04:15	15	43	39	3	0	0	0	0
04:30	14	42	38	7	0	0	0	0
04:45	27	46	41	6	0	0	0	0
05:00	35	45	38	6	0	0	0	0
05:15	38	49	42	7	0	0	0	0
05:30	53	47	39	7	0	0	0	0
05:45	61	46	41	6	0	0	0	0
06:00	53	48	41	7	0	0	0	0
06:15	71	44	39	6	0	0	0	0
06:30	57	46	40	7	0	0	0	0
06:45	73	44	37	6	0	0	0	0
07:00	67	46	40	6	0	0	0	0
07:15	69	47	40	6	0	0	0	0
07:30	108	45	39	5	0	0	0	0
07:45	98	42	37	5	0	0	0	0
08:00	104	44	38	5	0	0	0	0
08:15	100	44	39	6	0	0	0	0
08:30	119	43	38	5	0	0	0	0
08:45	116	41	36	5	0	0	0	0
09:00	120	36	25	10	22	12	5	4
09:15	121	40	32	9	0	1	12	17
09:30	118	39	34	5	0	0	1	1
09:45	98	42	36	6	0	0	0	0
10:00	93	41	36	4	0	0	0	0
10:15	87	42	34	7	0	0	2	10

10:30	89	39	32	7	1	2	3	7
10:45	93	42	37	5	0	0	1	0
11:00	88	43	37	6	0	0	0	0
11:15	80	42	37	5	0	0	0	2
11:30	95	43	38	5	0	0	0	0
11:45	76	44	38	6	0	0	0	0
12:00	80	43	37	6	0	0	0	0
12:15	77	42	36	6	0	0	0	5
12:30	85	42	38	5	0	0	0	0
12:45	72	42	35	7	0	0	2	10
13:00	70	43	37	6	0	0	0	2
13:15	92	40	36	5	0	0	0	3
13:30	91	44	38	7	0	0	0	0
13:45	81	41	36	6	0	0	0	1
14:00	91	41	37	5	0	0	0	0
14:15	72	42	37	6	0	0	0	2
14:30	97	43	34	8	1	4	1	3
14:45	71	41	36	5	0	0	0	0
15:00	93	42	36	6	0	0	4	2
15:15	89	42	37	6	0	0	0	0
15:30	85	43	38	5	0	0	0	0
15:45	80	44	38	7	0	0	0	5
16:00	76	44	39	5	0	0	0	0
16:15	76	42	38	4	0	0	0	0
16:30	67	45	39	6	0	0	0	0
16:45	68	45	38	6	0	0	0	0
17:00	83	44	38	5	0	0	0	0
17:15	85	41	36	6	0	0	0	0
17:30	67	44	38	6	0	0	0	0
17:45	64	44	38	7	0	0	0	0
18:00	79	44	37	6	0	0	0	0
18:15	55	45	39	5	0	0	0	0
18:30	70	43	38	5	0	0	0	0
18:45	61	45	41	6	0	0	0	0
19:00	64	44	38	6	0	0	0	0
19:15	46	47	41	6	0	0	1	0
19:30	42	47	39	6	0	0	0	0
19:45	37	46	41	5	0	0	0	0
20:00	36	44	38	6	0	0	0	0
20:15	37	46	40	6	0	0	0	1
20:30	29	45	40	5	0	0	0	0
20:45	32	47	40	6	0	0	0	0
21:00	30	47	42	6	0	0	0	0
21:15	25	46	40	5	0	0	0	0
21:30	22	47	40	6	0	0	0	0
21:45	23	48	42	5	0	0	0	0
22:00	30	47	41	7	0	0	0	0
22:15	22	48	42	6	0	0	0	0
22:30	20	48	40	6	0	0	0	0
22:45	26	44	39	7	0	0	0	1

23:00	21	48	42	5	0	0	0	0
23:15	21	43	38	5	0	0	0	0
23:30	13	38	38	4	0	0	0	0
23:45	21	47	41	6	0	0	0	0
Total								
12H(7-19)	4116	43	37	7	24	19	31	74
16H(6-22)	4793	43	37	7	24	19	32	75
18H(6-24)	4967	44	37	7	24	19	32	76
24H(0-24)	5343	44	37	7	24	19	32	76
AM Peak	08:30	05:15	03:00	08:30	09:00	09:00	09:00	09:00
	476	48	41	9	22	13	18	22
PM Peak	13:15	21:45	21:45	14:15	14:30	14:30	14:30	12:15
	355	48	41	7	1	4	5	17

Channel: North-eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
0	2	5	6	2	1	0	0	0
0	1	7	0	2	0	0	0	0
1	2	6	1	0	1	0	0	0
0	3	5	4	1	0	0	0	0
1	1	3	2	2	0	0	0	0
0	1	0	0	2	0	0	0	0
0	1	1	3	0	1	0	0	0
0	1	4	2	2	0	0	0	0
0	3	3	2	0	0	0	0	0
0	0	3	1	1	0	0	0	0
0	1	2	1	2	0	0	0	0
0	0	2	0	1	0	0	0	0
0	3	1	2	0	0	0	0	0
0	1	3	2	0	0	0	0	0
0	0	2	2	1	1	1	0	0
0	0	2	3	2	0	0	0	0
1	2	4	0	1	0	0	0	0
0	2	6	7	0	0	0	0	0
2	1	8	1	0	2	0	0	0
1	3	9	9	3	1	1	0	0
1	13	7	9	5	0	0	0	0
0	8	7	9	11	2	1	0	0
1	17	15	10	4	4	2	0	0
0	8	23	18	8	1	2	1	0
0	8	19	11	10	3	1	1	0
5	14	25	18	6	3	0	0	0
4	10	15	17	7	3	1	0	0
4	26	23	12	4	4	0	0	0
1	17	20	17	6	6	0	0	0
0	10	35	11	7	6	0	0	0
3	26	37	27	15	0	0	0	0
8	21	47	14	7	1	0	0	0
3	22	45	24	8	1	0	1	0
3	24	37	24	8	4	0	0	0
7	31	48	24	7	0	2	0	0
6	53	35	15	5	1	0	1	0
24	31	18	4	0	0	0	0	0
13	36	25	9	5	3	0	0	0
21	51	32	11	1	0	0	0	0
14	31	31	17	3	1	0	1	0
4	36	37	14	1	1	0	0	0
12	15	29	16	3	0	0	0	0

13	29	24	9	0	1	0	0	0
4	31	36	15	4	2	0	0	0
4	30	32	15	4	2	1	0	0
7	13	41	15	2	0	0	0	0
4	19	44	21	6	1	0	0	0
5	23	24	16	7	1	0	0	0
4	25	32	12	4	2	1	0	0
7	20	27	12	5	1	0	0	0
1	22	41	16	3	1	0	0	1
5	10	30	11	4	0	0	0	0
2	20	28	11	5	2	0	0	0
3	36	35	10	5	0	0	0	0
4	36	20	21	5	4	0	0	1
9	32	24	10	4	1	0	0	0
5	28	41	11	6	0	0	0	0
6	19	28	12	4	1	0	0	0
13	31	20	17	5	2	0	0	0
8	23	27	8	4	1	0	0	0
1	29	36	18	2	1	0	0	0
8	21	41	11	5	2	1	0	0
0	24	31	24	5	0	1	0	0
1	10	37	20	4	2	0	1	0
1	20	27	20	7	0	1	0	0
0	22	36	15	2	0	1	0	0
0	18	24	16	6	1	2	0	0
4	16	25	13	8	2	0	0	0
3	28	27	17	7	1	0	0	0
7	31	31	11	2	1	2	0	0
4	18	21	18	4	1	1	0	0
6	16	16	18	4	4	0	0	0
11	16	29	14	8	0	1	0	0
2	8	25	12	7	1	0	0	0
1	16	33	14	4	2	0	0	0
1	7	16	27	5	2	3	0	0
4	22	18	14	4	1	0	1	0
0	6	13	16	8	2	0	0	0
0	12	16	5	5	4	0	0	0
0	6	8	16	5	2	0	0	0
3	10	8	11	4	0	0	0	0
3	2	10	14	6	1	0	0	0
0	3	14	7	3	2	0	0	0
1	2	16	6	4	3	0	0	0
0	3	9	11	5	1	1	0	0
0	5	8	7	4	1	0	0	0
0	5	7	5	4	0	1	0	0
0	2	6	9	4	2	0	0	0
0	3	16	4	5	1	0	0	1
0	3	4	9	4	2	0	0	0
0	4	8	3	3	2	0	0	0
0	5	10	7	2	0	0	0	1

0	1	8	5	6	1	0	0	0
2	3	9	5	2	0	0	0	0
0	3	8	1	1	0	0	0	0
0	4	5	7	3	2	0	0	0
273	1151	1485	737	233	66	17	4	2
297	1287	1700	916	316	98	21	6	2
299	1313	1768	957	342	106	21	6	4
307	1387	1896	1051	392	120	28	7	4
09:00	08:45	07:45	07:30	07:30	06:30	05:15	08:00	11:00
72	171	177	89	38	19	6	2	0
13:45	13:15	15:00	15:30	18:00	19:00	18:00	19:00	22:00
33	132	145	79	24	9	4	1	2

Site No. 00526810 Site Ref. ID04231
ATC 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	16	43	39	4	0	0	0	0
00:15	16	45	39	6	0	0	0	0
00:30	9		44	6	0	0	0	0
00:45	14	43	39	4	0	0	0	0
01:00	12	44	40	6	0	0	0	0
01:15	7		40	4	0	0	0	0
01:30	3		41	2	0	0	0	0
01:45	10	42	36	5	0	0	0	0
02:00	8		44	6	0	0	0	0
02:15	5		39	6	0	0	0	0
02:30	7		36	3	0	0	0	0
02:45	7		40	6	0	0	0	0
03:00	10	43	38	6	0	0	0	0
03:15	6		43	6	0	0	0	0
03:30	11	45	40	5	0	0	0	0
03:45	16	44	39	6	0	0	0	0
04:00	12	44	42	6	0	0	0	0
04:15	13	46	41	6	0	0	0	0
04:30	9		33	6	0	0	0	0
04:45	23	48	40	7	0	0	0	0
05:00	32	46	40	7	0	0	0	0
05:15	46	45	39	6	0	0	0	0
05:30	41	49	41	7	0	0	0	0
05:45	39	46	40	6	0	0	0	0
06:00	55	47	41	6	0	0	0	0
06:15	50	46	40	5	0	0	0	0
06:30	56	45	39	6	0	0	0	0
06:45	66	45	40	6	0	0	0	0
07:00	54	44	40	5	0	0	0	0
07:15	90	45	38	6	0	0	0	0
07:30	70	42	36	5	0	0	0	0
07:45	87	42	35	6	0	0	0	0
08:00	99	41	34	6	0	0	0	3
08:15	88	37	28	9	6	6	5	8
08:30	100	11	11	3	83	12	4	0
08:45	107	16	12	3	48	37	20	2
09:00	102	35	23	11	26	8	12	8
09:15	92	41	35	5	0	0	0	0
09:30	96	44	39	6	0	0	0	0
09:45	83	46	39	7	0	0	0	0
10:00	81	41	36	4	0	0	0	0
10:15	95	40	34	6	0	0	2	2

10:30	84	42	35	6	0	0	0	0
10:45	89	43	36	7	0	0	0	1
11:00	84	40	35	5	0	0	0	0
11:15	102	42	35	7	1	3	0	0
11:30	78	40	34	7	0	3	2	0
11:45	85	44	38	6	0	0	0	0
12:00	73	44	38	6	0	0	0	0
12:15	87	41	36	5	0	0	0	1
12:30	74	43	37	5	0	0	0	0
12:45	95	45	40	5	0	0	0	0
13:00	75	44	38	5	0	0	0	0
13:15	78	41	37	4	0	0	0	0
13:30	78	43	37	5	0	0	0	0
13:45	84	43	37	6	0	0	0	0
14:00	84	43	37	6	0	0	0	0
14:15	99	42	37	5	0	0	0	1
14:30	82	44	38	5	0	0	0	0
14:45	94	43	38	5	0	0	0	0
15:00	84	44	37	6	0	0	0	2
15:15	77	44	39	5	0	0	0	0
15:30	85	45	37	7	0	0	2	0
15:45	70	43	38	5	0	0	0	0
16:00	79	44	40	5	0	0	0	0
16:15	67	44	39	6	0	0	0	0
16:30	70	44	38	6	0	0	0	0
16:45	59	44	37	6	0	0	0	0
17:00	67	44	39	5	0	0	0	0
17:15	72	43	38	5	0	0	0	0
17:30	67	43	38	6	0	0	0	0
17:45	58	45	39	6	0	0	0	0
18:00	85	44	38	6	0	0	0	0
18:15	85	42	37	5	0	0	0	0
18:30	71	44	39	6	0	0	0	0
18:45	56	44	38	5	0	0	0	0
19:00	61	43	38	5	0	0	0	0
19:15	63	45	40	6	0	0	0	0
19:30	39	46	40	6	0	0	0	0
19:45	28	45	39	8	0	0	1	0
20:00	28	47	40	6	0	0	0	0
20:15	28	44	38	5	0	0	0	0
20:30	34	43	38	5	0	0	0	0
20:45	29	44	39	5	0	0	0	0
21:00	33	44	40	4	0	0	0	0
21:15	33	44	41	7	0	0	0	0
21:30	30	43	39	4	0	0	0	0
21:45	29	43	39	4	0	0	0	0
22:00	20	44	38	6	0	0	0	0
22:15	26	49	43	7	0	0	0	0
22:30	15	45	41	5	0	0	0	0
22:45	15	43	39	4	0	0	0	0

23:00	24	47	41	7	0	0	0	0
23:15	17	44	39	5	0	0	0	0
23:30	25	44	40	5	0	0	0	0
23:45	19	44	40	5	0	0	0	0
Total								
12H(7-19)	3921	43	35	9	164	69	47	28
16H(6-22)	4583	43	36	8	164	69	48	28
18H(6-24)	4744	43	36	8	164	69	48	28
24H(0-24)	5116	44	36	8	164	69	48	28
AM Peak	08:30	04:45	00:30	08:45	08:15	08:15	08:15	08:15
	401	47	41	13	163	63	41	18
PM Peak	14:15	22:15	22:15	22:15	23:00	23:00	15:30	14:15
	359	47	41	6	0	0	2	3

Channel: North-eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
0	3	6	7	0	0	0	0	0
1	3	6	3	3	0	0	0	0
0	1	1	3	3	1	0	0	0
0	2	6	5	1	0	0	0	0
1	1	3	6	0	1	0	0	0
0	0	4	2	1	0	0	0	0
0	0	1	2	0	0	0	0	0
1	4	2	3	0	0	0	0	0
0	0	2	4	1	0	1	0	0
0	2	1	1	1	0	0	0	0
0	3	3	1	0	0	0	0	0
0	1	3	2	0	1	0	0	0
1	3	2	3	1	0	0	0	0
0	1	1	2	1	1	0	0	0
0	2	4	3	2	0	0	0	0
0	4	6	4	1	0	1	0	0
0	0	6	4	1	0	1	0	0
0	2	5	3	2	1	0	0	0
4	2	1	2	0	0	0	0	0
1	3	12	2	2	2	1	0	0
3	4	11	8	3	3	0	0	0
1	11	12	14	7	1	0	0	0
2	3	17	9	4	5	1	0	0
0	9	13	10	5	1	1	0	0
0	10	19	15	7	2	1	1	0
0	8	19	13	7	3	0	0	0
4	12	18	13	8	1	0	0	0
0	13	23	20	7	1	2	0	0
0	8	24	15	5	1	1	0	0
3	22	38	13	11	2	1	0	0
5	26	22	14	2	1	0	0	0
16	35	18	13	5	0	0	0	0
21	38	19	17	0	1	0	0	0
18	20	24	1	0	0	0	0	0
0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
16	17	9	5	1	0	0	0	0
8	44	23	14	2	1	0	0	0
0	23	45	16	8	2	1	1	0
5	23	27	14	5	7	2	0	0
4	36	25	16	0	0	0	0	0
18	38	22	6	5	2	0	0	0

15	33	18	10	8	0	0	0	0
14	29	23	14	5	2	1	0	0
15	22	35	10	1	1	0	0	0
13	27	38	13	5	1	1	0	0
9	32	20	12	0	0	0	0	0
6	20	34	15	6	3	0	1	0
2	21	28	14	5	1	2	0	0
3	32	35	12	2	2	0	0	0
6	18	30	16	4	0	0	0	0
0	15	36	29	12	2	1	0	0
3	24	19	23	5	1	0	0	0
1	27	35	12	3	0	0	0	0
1	30	26	15	5	1	0	0	0
4	28	31	15	3	1	2	0	0
1	40	24	10	7	1	1	0	0
8	20	48	17	4	1	0	0	0
3	18	32	19	9	1	0	0	0
1	29	39	19	4	2	0	0	0
10	14	28	22	7	1	0	0	0
0	15	35	20	5	1	0	1	0
6	26	26	13	7	4	0	1	0
2	11	39	12	4	1	1	0	0
1	13	29	29	3	4	0	0	0
2	15	28	15	4	1	2	0	0
4	17	21	19	8	1	0	0	0
5	19	19	8	7	0	1	0	0
1	17	24	19	4	2	0	0	0
2	19	31	16	4	0	0	0	0
3	21	26	10	4	3	0	0	0
1	13	22	13	4	4	1	0	0
6	24	24	24	6	0	1	0	0
3	34	27	16	4	0	1	0	0
1	19	18	25	6	1	1	0	0
2	17	21	10	5	1	0	0	0
0	18	25	13	2	2	1	0	0
0	10	28	16	5	2	2	0	0
0	10	9	13	5	2	0	0	0
3	3	8	9	2	2	0	0	0
0	7	7	8	4	2	0	0	0
2	5	11	7	3	0	0	0	0
1	10	12	9	2	0	0	0	0
0	6	13	6	4	0	0	0	0
0	4	11	15	2	1	0	0	0
2	3	12	11	2	1	1	0	1
1	4	15	8	2	0	0	0	0
0	6	12	10	1	0	0	0	0
1	6	6	5	1	1	0	0	0
0	3	6	7	7	1	1	1	0
0	2	5	5	3	0	0	0	0
0	2	7	5	1	0	0	0	0

0	3	10	6	3	1	0	1	0
1	2	6	6	2	0	0	0	0
0	5	8	9	2	1	0	0	0
0	3	8	5	3	0	0	0	0
268	1090	1265	690	214	61	21	4	0
281	1219	1507	876	277	80	28	5	1
283	1245	1563	924	299	84	29	7	1
298	1309	1691	1027	338	101	35	7	1
10:15	10:00	11:00	06:45	06:30	09:30	06:45	11:00	11:00
62	136	127	62	31	11	4	1	0
14:15	13:15	14:15	14:30	14:30	15:30	18:30	22:15	21:15
22	125	147	80	25	10	4	2	1

Site No. 00526810 Site Ref. ID04231
ATC 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	20	49	41	7	0	0	0	0
00:15	23	49	43	6	0	0	0	0
00:30	8		41	4	0	0	0	0
00:45	7		36	6	0	0	0	0
01:00	6		46	6	0	0	0	0
01:15	9		39	7	0	0	0	0
01:30	4		44	2	0	0	0	0
01:45	9		39	7	0	0	0	0
02:00	4		39	5	0	0	0	0
02:15	6		38	2	0	0	0	0
02:30	4		33	4	0	0	0	0
02:45	7		40	7	0	0	0	0
03:00	14	44	39	6	0	0	0	0
03:15	9		40	5	0	0	0	0
03:30	6		40	3	0	0	0	0
03:45	10	42	37	4	0	0	0	0
04:00	9		36	3	0	0	0	0
04:15	7		38	4	0	0	0	0
04:30	11	44	40	4	0	0	0	0
04:45	11	38	34	4	0	0	0	0
05:00	16	47	40	6	0	0	0	0
05:15	15	44	40	4	0	0	0	0
05:30	16	44	40	4	0	0	0	0
05:45	35	47	41	8	0	0	0	0
06:00	29	46	41	6	0	0	0	0
06:15	17	45	38	5	0	0	0	0
06:30	20	45	40	6	0	0	0	0
06:45	30	47	41	6	0	0	0	0
07:00	27	44	39	5	0	0	0	0
07:15	33	44	39	5	0	0	0	0
07:30	34	47	41	7	0	0	0	0
07:45	31	52	42	8	0	0	0	0
08:00	47	45	40	6	0	0	0	0
08:15	45	49	41	6	0	0	0	0
08:30	47	46	39	6	0	0	0	0
08:45	46	45	40	5	0	0	0	0
09:00	40	45	39	6	0	0	0	0
09:15	61	45	40	6	0	0	0	0
09:30	64	46	41	5	0	0	0	0
09:45	47	45	40	5	0	0	0	0
10:00	51	46	40	5	0	0	0	0
10:15	47	46	41	6	0	0	0	0

10:30	66	46	41	5	0	0	0	0
10:45	44	45	41	5	0	0	0	0
11:00	72	45	40	6	0	0	0	0
11:15	86	44	40	6	0	0	0	0
11:30	61	44	39	4	0	0	0	0
11:45	66	46	41	6	0	0	0	0
12:00	53	44	39	5	0	0	0	0
12:15	74	44	38	5	0	0	0	0
12:30	76	45	40	5	0	0	0	0
12:45	57	47	41	5	0	0	0	0
13:00	54	47	41	6	0	0	0	0
13:15	74	43	38	5	0	0	0	0
13:30	61	45	40	5	0	0	0	0
13:45	57	45	39	7	0	0	0	0
14:00	45	46	40	6	0	0	0	0
14:15	52	47	41	6	0	0	0	0
14:30	48	43	38	6	0	0	0	0
14:45	44	43	38	5	0	0	0	0
15:00	139	45	39	6	0	0	0	0
15:15	178	33	19	11	63	50	3	2
15:30	119	13	11	3	88	24	5	1
15:45	108	12	11	2	83	21	4	0
16:00	164	38	25	11	33	14	6	18
16:15	114	46	41	5	0	0	0	0
16:30	153	44	38	6	0	0	0	0
16:45	107	46	39	6	0	0	0	0
17:00	53	45	40	5	0	0	0	0
17:15	56	45	40	6	0	0	0	0
17:30	36	49	41	6	0	0	0	0
17:45	49	44	39	5	0	0	0	0
18:00	40	48	41	7	0	0	0	0
18:15	46	44	39	5	0	0	0	0
18:30	41	44	39	5	0	0	0	0
18:45	37	46	41	5	0	0	0	0
19:00	37	46	40	7	0	0	0	0
19:15	30	44	40	6	0	0	0	0
19:30	28	45	39	7	0	0	0	0
19:45	35	43	38	5	0	0	0	0
20:00	32	46	41	8	0	0	0	0
20:15	30	49	42	6	0	0	0	0
20:30	30	44	39	5	0	0	0	0
20:45	23	43	38	6	0	0	0	1
21:00	18	47	41	6	0	0	0	0
21:15	27	45	40	5	0	0	0	0
21:30	22	44	40	4	0	0	0	0
21:45	20	44	41	3	0	0	0	0
22:00	23	44	39	7	0	0	0	0
22:15	22	41	37	7	0	0	0	1
22:30	14	49	43	9	0	0	0	0
22:45	12	49	42	7	0	0	0	0

23:00	22	48	40	7	0	0	0	0
23:15	9		43	9	0	0	0	0
23:30	17	45	41	5	0	0	0	0
23:45	10	45	41	5	0	0	0	0
Total								
12H(7-19)	3150	45	36	11	267	109	18	21
16H(6-22)	3578	45	36	11	267	109	18	22
18H(6-24)	3707	45	36	11	267	109	18	23
24H(0-24)	3973	45	37	10	267	109	18	23
AM Peak	11:00	00:00	00:15	00:45	11:00	11:00	11:00	11:00
	285	48	42	7	0	0	0	0
PM Peak	15:15	22:30	22:30	14:45	15:15	15:15	15:15	15:15
	569	49	42	14	267	109	18	21

Channel: North-eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
1	3	5	4	5	2	0	0	0
0	1	8	7	4	3	0	0	0
0	1	2	4	1	0	0	0	0
1	2	3	0	1	0	0	0	0
0	0	0	4	1	0	1	0	0
0	4	1	3	0	1	0	0	0
0	0	0	3	1	0	0	0	0
0	3	3	1	1	1	0	0	0
0	1	2	0	1	0	0	0	0
0	0	5	1	0	0	0	0	0
1	2	1	0	0	0	0	0	0
1	1	0	4	0	1	0	0	0
1	4	2	5	2	0	0	0	0
0	2	2	4	1	0	0	0	0
0	0	3	3	0	0	0	0	0
0	4	3	3	0	0	0	0	0
0	3	5	1	0	0	0	0	0
0	2	2	3	0	0	0	0	0
0	1	4	5	1	0	0	0	0
2	4	5	0	0	0	0	0	0
0	4	6	2	3	1	0	0	0
0	2	7	4	2	0	0	0	0
0	2	7	5	2	0	0	0	0
0	8	9	10	5	1	0	2	0
0	3	10	10	5	0	0	1	0
0	6	6	2	3	0	0	0	0
0	5	6	6	2	1	0	0	0
0	4	13	7	3	3	0	0	0
0	6	11	7	3	0	0	0	0
1	4	15	9	2	2	0	0	0
0	8	6	13	4	2	0	0	1
0	5	11	7	2	2	4	0	0
2	7	18	13	4	2	1	0	0
1	6	13	12	8	5	0	0	0
1	10	20	7	6	3	0	0	0
1	9	14	14	7	1	0	0	0
1	9	12	11	6	1	0	0	0
1	12	20	18	9	0	1	0	0
0	4	24	25	7	3	1	0	0
1	9	15	14	8	0	0	0	0
1	5	21	13	10	1	0	0	0
0	5	20	13	5	3	1	0	0

0	6	27	20	9	3	1	0	0
1	0	24	13	2	3	1	0	0
0	13	23	26	5	3	2	0	0
0	19	29	28	5	4	0	0	1
0	10	26	20	5	0	0	0	0
1	7	23	23	8	2	2	0	0
1	12	20	13	6	1	0	0	0
1	18	32	15	6	1	1	0	0
0	14	30	22	7	3	0	0	0
1	4	24	13	13	2	0	0	0
0	7	24	12	8	1	0	2	0
0	23	29	15	5	2	0	0	0
3	6	19	23	9	1	0	0	0
3	11	22	12	4	2	3	0	0
1	8	17	11	6	2	0	0	0
0	7	23	11	8	1	1	1	0
1	11	22	11	2	0	0	0	1
3	10	18	10	3	0	0	0	0
1	31	53	33	17	2	1	0	1
20	21	13	6	0	0	0	0	0
0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
31	22	23	14	3	0	0	0	0
0	8	44	42	13	5	2	0	0
13	38	46	39	11	4	2	0	0
5	29	29	22	19	2	1	0	0
0	6	24	15	6	2	0	0	0
3	8	14	22	6	2	1	0	0
0	8	8	7	10	3	0	0	0
0	12	16	16	4	1	0	0	0
3	4	13	9	8	2	1	0	0
0	8	19	14	4	0	1	0	0
1	11	9	17	3	0	0	0	0
0	3	14	13	4	3	0	0	0
0	12	9	9	4	2	1	0	0
1	4	12	9	2	2	0	0	0
1	8	7	8	2	1	1	0	0
3	5	15	9	2	1	0	0	0
0	8	8	10	3	0	1	1	1
0	5	9	6	6	4	0	0	0
1	5	12	8	4	0	0	0	0
1	5	8	6	2	0	0	0	0
0	3	6	4	4	1	0	0	0
1	4	10	8	3	1	0	0	0
0	3	9	7	3	0	0	0	0
0	0	9	10	1	0	0	0	0
1	6	8	5	1	0	2	0	0
0	7	10	1	1	2	0	0	0
1	1	3	4	3	1	0	0	1
0	2	2	6	0	1	1	0	0

2	2	8	4	4	2	0	0	0
0	1	4	0	3	0	0	1	0
0	2	6	6	2	1	0	0	0
0	2	1	5	2	0	0	0	0
103	495	977	743	300	82	28	3	4
111	575	1126	862	349	98	31	5	5
115	598	1168	893	365	105	34	6	6
122	652	1253	969	396	115	35	8	6
08:00	11:00	10:30	11:00	09:15	10:30	10:15	05:45	11:00
5	49	103	97	34	13	5	3	1
15:15	16:00	16:15	16:15	16:15	16:15	16:15	13:00	14:30
51	97	143	118	49	13	5	2	2

Site No. 00526810 Site Ref. ID04231
ATC 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	14	44	40	5	0	0	0	0
00:15	19	47	43	6	0	0	0	0
00:30	15	44	40	4	0	0	0	0
00:45	8		37	4	0	0	0	0
01:00	7		38	9	0	0	0	0
01:15	10	50	41	7	0	0	0	0
01:30	5		36	2	0	0	0	0
01:45	11	49	41	9	0	0	0	0
02:00	2		35	3	0	0	0	0
02:15	3		36	5	0	0	0	0
02:30	8		37	5	0	0	0	0
02:45	7		40	5	0	0	0	0
03:00	7		45	5	0	0	0	0
03:15	9		41	6	0	0	0	0
03:30	1		38	0	0	0	0	0
03:45	2		50	3	0	0	0	0
04:00	7		40	7	0	0	0	0
04:15	6		37	7	0	0	0	0
04:30	2		30	3	0	0	0	0
04:45	7		39	4	0	0	0	0
05:00	7		39	4	0	0	0	0
05:15	7		40	2	0	0	0	0
05:30	9		39	5	0	0	0	0
05:45	15	46	39	6	0	0	0	0
06:00	9		40	6	0	0	0	0
06:15	13	48	40	7	0	0	0	0
06:30	12	48	43	6	0	0	0	0
06:45	13	49	37	9	0	0	0	1
07:00	13	46	39	6	0	0	0	0
07:15	17	44	40	5	0	0	0	0
07:30	13	46	43	6	0	0	0	0
07:45	14	47	41	7	0	0	0	0
08:00	23	43	38	5	0	0	0	0
08:15	18	43	39	4	0	0	0	0
08:30	21	46	41	5	0	0	0	0
08:45	27	47	43	7	0	0	0	0
09:00	19	44	38	6	0	0	0	0
09:15	38	46	40	6	0	0	0	0
09:30	39	45	40	5	0	0	0	0
09:45	46	49	43	7	0	0	0	0
10:00	31	47	41	7	0	0	0	0
10:15	44	48	42	7	0	0	0	0

10:30	41	48	42	5	0	0	0	0
10:45	53	48	41	7	0	0	0	0
11:00	53	46	41	6	0	0	0	0
11:15	66	45	40	5	0	0	0	0
11:30	66	45	41	5	0	0	0	0
11:45	70	49	42	7	0	0	0	0
12:00	68	47	42	5	0	0	0	0
12:15	51	44	39	5	0	0	0	0
12:30	50	45	42	5	0	0	0	0
12:45	35	50	43	6	0	0	0	0
13:00	48	46	41	6	0	0	0	0
13:15	47	45	39	6	0	0	0	0
13:30	48	48	41	6	0	0	0	0
13:45	48	45	41	5	0	0	0	0
14:00	50	48	42	6	0	0	0	0
14:15	38	49	42	7	0	0	0	0
14:30	31	44	40	6	0	0	0	0
14:45	40	47	41	6	0	0	0	0
15:00	52	46	40	6	0	0	0	0
15:15	50	47	42	6	0	0	0	0
15:30	49	44	39	6	0	0	0	0
15:45	50	45	39	5	0	0	0	0
16:00	38	48	41	7	0	0	0	0
16:15	30	44	40	6	0	0	0	0
16:30	42	43	38	5	0	0	0	0
16:45	42	43	37	7	0	0	1	0
17:00	30	43	37	5	0	0	0	0
17:15	33	44	40	6	0	0	0	0
17:30	29	42	37	5	0	0	0	0
17:45	47	45	39	5	0	0	0	0
18:00	38	48	41	7	0	0	0	0
18:15	34	47	41	6	0	0	0	0
18:30	30	48	41	7	0	0	0	0
18:45	41	47	41	6	0	0	0	0
19:00	25	44	40	4	0	0	0	0
19:15	33	44	41	4	0	0	0	0
19:30	29	45	41	5	0	0	0	0
19:45	28	46	41	5	0	0	0	0
20:00	34	44	39	6	0	0	0	0
20:15	18	46	38	8	0	0	0	1
20:30	21	50	44	7	0	0	0	0
20:45	19	44	40	4	0	0	0	0
21:00	16	42	36	7	0	0	0	1
21:15	20	45	41	5	0	0	0	0
21:30	19	47	40	6	0	0	0	0
21:45	25	44	39	7	0	0	0	0
22:00	17	44	39	4	0	0	0	0
22:15	16	46	42	8	0	0	0	0
22:30	13	41	38	6	0	0	0	0
22:45	9		41	5	0	0	0	0

23:00	11	49	38	9	0	0	0	0
23:15	8		44	6	0	0	0	0
23:30	8		37	5	0	0	0	0
23:45	5		42	11	0	0	0	0
Total								
12H(7-19)	1901	47	40	6	0	0	1	0
16H(6-22)	2235	46	40	6	0	0	1	3
18H(6-24)	2322	46	40	6	0	0	1	3
24H(0-24)	2510	46	40	6	0	0	1	3
AM Peak	11:00	01:00	03:00	03:45	11:00	11:00	11:00	06:45
	255	49	43	8	0	0	0	1
PM Peak	12:00	23:00	13:30	23:00	23:00	23:00	16:45	20:15
	204	49	42	8	0	0	1	2

Channel: North-eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
0	2	5	5	2	0	0	0	0
0	1	4	10	2	1	0	1	0
0	1	7	6	1	0	0	0	0
0	3	3	2	0	0	0	0	0
0	5	0	1	0	0	1	0	0
0	2	4	2	0	2	0	0	0
0	2	3	0	0	0	0	0	0
0	3	4	2	0	1	0	1	0
0	1	1	0	0	0	0	0	0
0	2	0	1	0	0	0	0	0
0	4	1	3	0	0	0	0	0
0	1	2	3	1	0	0	0	0
0	0	0	5	1	0	1	0	0
0	0	6	2	0	0	1	0	0
0	0	1	0	0	0	0	0	0
0	0	0	0	1	1	0	0	0
1	1	1	3	0	1	0	0	0
1	2	1	1	1	0	0	0	0
1	1	0	0	0	0	0	0	0
0	2	1	4	0	0	0	0	0
0	1	4	1	1	0	0	0	0
0	0	3	4	0	0	0	0	0
0	2	4	2	1	0	0	0	0
0	5	4	3	2	1	0	0	0
0	3	0	4	2	0	0	0	0
0	4	3	4	0	1	1	0	0
0	2	2	3	4	1	0	0	0
3	1	3	3	0	2	0	0	0
0	4	3	3	3	0	0	0	0
0	3	4	8	1	1	0	0	0
0	1	3	6	2	0	1	0	0
0	4	2	5	1	2	0	0	0
1	5	11	4	2	0	0	0	0
0	3	7	7	1	0	0	0	0
0	2	6	8	5	0	0	0	0
0	0	9	12	3	1	0	2	0
2	4	6	5	2	0	0	0	0
1	6	13	11	5	2	0	0	0
0	4	19	9	7	0	0	0	0
0	2	19	15	3	2	4	1	0
1	5	10	7	6	1	1	0	0
0	5	17	9	9	1	1	2	0

0	2	12	14	11	2	0	0	0
1	8	17	15	7	3	1	0	1
1	5	18	19	6	2	2	0	0
0	9	22	27	6	1	1	0	0
0	7	20	28	7	2	2	0	0
0	7	31	14	8	8	1	1	0
0	8	17	27	12	3	1	0	0
1	10	23	12	3	2	0	0	0
0	0	18	25	5	1	0	0	1
0	4	5	14	6	5	1	0	0
0	5	16	18	7	1	0	1	0
0	9	22	8	6	1	1	0	0
1	8	11	12	13	2	1	0	0
0	6	16	18	6	2	0	0	0
1	2	19	15	9	2	1	1	0
0	4	14	10	5	3	0	1	1
0	5	14	9	2	0	0	1	0
0	7	14	10	7	0	2	0	0
0	7	22	13	7	1	2	0	0
0	7	10	21	9	2	1	0	0
1	10	21	12	3	1	1	0	0
0	13	13	17	7	0	0	0	0
2	4	13	9	6	3	1	0	0
0	6	12	8	3	0	0	1	0
2	8	20	10	0	2	0	0	0
6	6	16	11	0	2	0	0	0
2	9	9	10	0	0	0	0	0
0	9	8	11	3	1	1	0	0
2	10	10	5	2	0	0	0	0
0	12	18	10	6	1	0	0	0
2	4	14	9	5	2	1	1	0
1	4	11	10	6	2	0	0	0
1	4	13	5	3	3	1	0	0
1	3	17	12	4	3	1	0	0
0	5	6	12	2	0	0	0	0
0	0	16	12	4	0	1	0	0
0	0	14	11	2	1	1	0	0
0	4	9	10	3	2	0	0	0
0	6	16	9	2	0	0	0	1
2	3	7	1	3	1	0	0	0
0	3	3	5	7	1	2	0	0
0	2	7	8	2	0	0	0	0
2	3	6	3	0	1	0	0	0
1	0	8	8	2	1	0	0	0
0	5	4	5	4	1	0	0	0
3	4	6	9	2	0	0	1	0
0	2	9	4	2	0	0	0	0
0	2	6	5	1	1	0	0	1
2	1	7	2	0	1	0	0	0
0	1	2	5	0	1	0	0	0

2	2	4	1	0	1	1	0	0
0	0	3	2	2	0	1	0	0
0	4	1	3	0	0	0	0	0
0	3	0	0	0	1	1	0	0
30	270	665	577	240	73	30	12	3
41	315	775	684	279	85	35	13	4
45	330	807	706	284	90	38	13	5
48	371	866	766	297	97	41	15	5
09:00	10:45	11:00	10:45	10:15	11:00	11:00	09:45	10:45
3	29	91	89	33	13	6	3	1
16:45	17:00	13:15	12:00	13:15	12:00	14:45	14:00	22:15
10	40	68	78	34	11	6	3	1

Site No. 00526810 Site Ref. ID04231
ATC 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
00:00	7		37	3	0	0	0	0
00:15	8		42	9	0	0	0	0
00:30	6		36	8	0	0	0	1
00:45	9		36	14	0	2	0	0
01:00	8		36	4	0	0	0	0
01:15	9		41	8	0	0	0	0
01:30	2		45	3	0	0	0	0
01:45	3		36	2	0	0	0	0
02:00	3		36	2	0	0	0	0
02:15	8		44	6	0	0	0	0
02:30	5		37	4	0	0	0	0
02:45	5		35	4	0	0	0	0
03:00	4		38	5	0	0	0	0
03:15	10	43	36	6	0	0	0	0
03:30	3		39	9	0	0	0	0
03:45	8		41	3	0	0	0	0
04:00	9		44	5	0	0	0	0
04:15	14	46	41	6	0	0	0	0
04:30	15	43	38	5	0	0	0	0
04:45	20	51	44	7	0	0	0	0
05:00	37	48	41	7	0	0	0	0
05:15	52	48	42	7	0	0	0	0
05:30	49	45	41	5	0	0	0	0
05:45	65	46	40	6	0	0	0	0
06:00	51	44	40	6	0	0	0	0
06:15	56	44	38	6	0	0	0	0
06:30	59	43	37	6	0	0	0	0
06:45	74	42	36	5	0	0	0	0
07:00	68	44	38	7	0	0	0	0
07:15	96	41	36	5	0	0	0	0
07:30	88	41	35	6	0	0	0	3
07:45	97	42	36	5	0	0	0	0
08:00	93	37	32	5	0	0	0	7
08:15	123	38	30	8	5	2	4	19
08:30	116	39	34	5	0	0	0	3
08:45	121	39	33	7	0	4	2	5
09:00	120	39	33	6	0	0	0	10
09:15	99	41	36	5	0	0	0	2
09:30	96	43	38	5	0	0	0	0
09:45	102	40	31	10	7	4	6	5
10:00	58		10	2	51	5	0	2
10:15	53	14	12	4	33	16	2	0

10:30	47	14	12	4	32	9	5	0
10:45	59	13	11	2	41	17	1	0
11:00	70	13	11	2	48	18	4	0
11:15	64	34	26	8	3	4	6	14
11:30	66	43	37	6	0	0	0	1
11:45	95	41	35	6	0	1	4	0
12:00	80	36	29	8	4	4	6	5
12:15	53	13	11	2	33	19	1	0
12:30	53	10	10	1	45	8	0	0
12:45	48	13	11	2	32	14	2	0
13:00	47	27	17	9	21	6	7	3
13:15	68	35	27	8	2	3	7	16
13:30	60	40	34	6	0	0	0	3
13:45	73	43	38	7	0	0	0	0
14:00	79	43	36	7	0	0	2	2
14:15	68	38	31	7	0	2	2	14
14:30	71	16	12	4	45	13	9	2
14:45	38	11	11	2	31	5	2	0
15:00	30		11	6	27	2	0	0
15:15	55	12	11	1	38	17	0	0
15:30	58	12	11	2	43	13	2	0
15:45	66	31	16	10	42	1	3	4
16:00	62	38	24	12	16	6	7	3
16:15	64	40	36	5	0	0	0	0
16:30								
16:45								
17:00	62	42	36	6	0	0	0	0
17:15	61	41	36	5	0	0	0	0
17:30	57	43	38	5	0	0	0	0
17:45	57	42	36	6	0	0	0	0
18:00	52	45	39	6	0	0	0	0
18:15	59	43	37	6	0	0	0	1
18:30	74	42	37	5	0	0	0	0
18:45	35	44	39	6	0	0	0	0
19:00	49	42	38	5	0	0	0	0
19:15	36	44	39	5	0	0	0	0
19:30	35	43	37	5	0	0	0	0
19:45	49	46	41	6	0	0	0	0
20:00	14	42	39	3	0	0	0	0
20:15	37	46	39	5	0	0	0	0
20:30	33	44	38	7	0	0	0	0
20:45	22	42	38	4	0	0	0	0
21:00	17	43	38	6	0	0	0	0
21:15	12	39	36	4	0	0	0	0
21:30	21	44	40	4	0	0	0	0
21:45	23	44	38	7	0	0	0	0
22:00	19	39	37	6	0	0	0	0
22:15	16	48	43	4	0	0	0	0
22:30	15	43	39	5	0	0	0	0
22:45	20	40	37	3	0	0	0	0

23:00	14	45	40	6	0	0	0	0
23:15	12	49	41	7	0	0	0	0
23:30	10	40	38	4	0	0	0	0
23:45	16	41	37	6	0	0	1	0
Total								
12H(7-19)								
16H(6-22)								
18H(6-24)								
24H(0-24)								
AM Peak	08:15	04:30	04:45	09:30	10:00	10:15	10:30	08:15
	480	49	42	13	157	60	16	37
PM Peak								

Channel: North-eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
0	2	4	1	0	0	0	0	0
0	2	2	2	1	0	0	1	0
0	2	1	1	1	0	0	0	0
0	1	1	3	1	1	0	0	0
0	4	2	2	0	0	0	0	0
1	1	3	1	2	0	1	0	0
0	0	0	1	1	0	0	0	0
0	1	2	0	0	0	0	0	0
0	1	2	0	0	0	0	0	0
0	1	1	3	1	2	0	0	0
0	2	2	1	0	0	0	0	0
0	4	0	1	0	0	0	0	0
0	2	0	2	0	0	0	0	0
2	3	2	2	1	0	0	0	0
0	2	0	0	0	1	0	0	0
0	0	4	3	1	0	0	0	0
0	1	1	2	5	0	0	0	0
0	2	6	3	2	0	1	0	0
1	4	3	7	0	0	0	0	0
0	3	4	2	7	4	0	0	0
1	5	13	10	3	4	0	1	0
0	6	16	15	10	3	1	0	1
0	8	10	23	8	0	0	0	0
1	12	25	16	6	4	1	0	0
0	5	27	13	4	0	1	1	0
7	10	18	16	4	1	0	0	0
5	19	16	14	4	1	0	0	0
8	27	22	13	4	0	0	0	0
6	20	19	15	4	3	1	0	0
6	31	40	15	4	0	0	0	0
11	39	18	12	4	1	0	0	0
9	36	31	16	4	0	1	0	0
32	33	15	5	1	0	0	0	0
19	37	29	6	2	0	0	0	0
18	52	30	10	3	0	0	0	0
21	37	41	7	4	0	0	0	0
26	37	34	10	3	0	0	0	0
8	38	32	17	2	0	0	0	0
5	17	50	17	6	1	0	0	0
13	29	23	10	5	0	0	0	0
0	0	0	0	0	0	0	0	0
2	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	0
0	0	0	0	0	0	0	0	0
13	16	7	0	1	0	0	0	0
3	18	25	13	5	1	0	0	0
5	33	36	12	4	0	0	0	0
17	30	11	3	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
5	2	2	1	0	0	0	0	0
18	12	7	2	1	0	0	0	0
11	20	18	7	1	0	0	0	0
3	26	25	12	4	1	0	1	1
12	21	20	15	4	2	1	0	0
7	21	18	3	1	0	0	0	0
1	1	0	0	0	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	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
5	6	5	0	0	0	0	0	0
4	12	8	5	1	0	0	0	0
4	27	23	8	1	0	1	0	0
5	25	20	6	5	0	1	0	0
8	22	20	8	2	1	0	0	0
2	18	19	14	3	1	0	0	0
3	27	15	8	3	0	1	0	0
3	12	16	14	5	0	2	0	0
3	22	17	11	3	1	0	1	0
9	16	30	16	1	2	0	0	0
3	6	12	10	2	1	1	0	0
0	15	23	7	2	2	0	0	0
0	7	16	8	4	1	0	0	0
3	13	9	8	2	0	0	0	0
0	7	14	19	6	2	0	0	1
0	1	8	5	0	0	0	0	0
1	7	13	9	7	0	0	0	0
3	13	5	8	2	1	1	0	0
0	3	13	5	1	0	0	0	0
2	2	8	3	2	0	0	0	0
1	3	7	1	0	0	0	0	0
0	3	6	10	2	0	0	0	0
3	5	5	7	1	2	0	0	0
0	8	9	1	0	0	1	0	0
0	0	3	8	4	1	0	0	0
1	2	5	7	0	0	0	0	0
0	5	12	3	0	0	0	0	0

0	5	1	6	1	1	0	0	0
0	2	6	1	1	1	1	0	0
0	2	6	1	1	0	0	0	0
0	3	8	4	0	0	0	0	0
08:00	08:30	08:45	05:30	05:15	05:00	05:15	06:00	05:15
90	164	157	68	28	11	3	1	1

Site No. 00526810 Site Ref. ID04231
ATC 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
Mon 5 Nov								
Tue 6 Nov	5278	44	37	7	0	70	28	27
Wed 7 Nov	5306	43	36	8	0	77	54	30
Thu 8 Nov	5409	44	36	9	0	191	79	33
Fri 9 Nov	5395	43	36	9	0	151	108	81
Sat 10 Nov	3344	46	40	6	0	0	0	1
Sun 11 Nov								
5-day Av.	5301	44	36	8	0	122	67	42
7-day Av.	4616	44	37	8	0	87	48	31

Channel: North-eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
77	301	1353	1740	1122	368	134	38	20
90	379	1472	1826	912	327	91	30	18
76	364	1369	1772	1017	364	91	39	14
102	320	1405	1710	1013	369	92	31	13
5	70	555	1190	946	392	127	38	20
85	335	1371	1758	1013	353	104	34	16
62	257	1112	1546	962	352	107	35	17

Site No. 00526810 Site Ref. ID04231
ATC 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
Mon 12 Nov	4927	42	35	8	96	71	62	146
Tue 13 Nov	5042	43	36	7	54	42	20	87
Wed 14 Nov	5159	43	36	8	55	63	69	75
Thu 15 Nov	5343	44	37	7	24	19	32	76
Fri 16 Nov	5116	44	36	8	164	69	48	28
Sat 17 Nov	3973	45	37	10	267	109	18	23
Sun 18 Nov	2510	46	40	6	0	0	1	3
5-day Av.	5117	43	36	8	79	53	46	82
7-day Av.	4581	44	37	8	94	53	36	63

Channel: North-eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
489	1510	1487	749	212	76	16	8	5
525	1566	1573	786	277	77	21	9	5
360	1409	1736	929	321	96	25	15	6
307	1387	1896	1051	392	120	28	7	4
298	1309	1691	1027	338	101	35	7	1
122	652	1253	969	396	115	35	8	6
48	371	866	766	297	97	41	15	5
396	1436	1677	908	308	94	25	9	4
307	1172	1500	897	319	97	29	10	5

Site No. 00526810 Site Ref. ID04231
ATC 3B
Speed Report (Speed Limit 40 Mph)

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <10MPH	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25
Mon 19 Nov								
Tue 20 Nov								
Wed 21 Nov								
Thu 22 Nov								
Fri 23 Nov								
Sat 24 Nov								
Sun 25 Nov								
5-day Av.								
7-day Av.								

Channel: North-eastbound

Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65

Intelligent Data Collection Limited
Ebbsfleet

Client:	WSP		
Project Number:	ID04231		
Site Number:	Site 1		
Week Commencing:	05/11/2018		
Road Name:	A226 Thames Way		
Survey Type:	ATC		
Direction AB	Flow from	B262 Springhead Road (SE)	to A2260 Ebbsfleet Gateway (NW)
Direction BA	Flow from	A2260 Ebbsfleet Gateway (NW)	to B262 Springhead Road (SE)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	30.11.2018			
Prepared by	Conor Lenehan			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID04231			
File Ref	ID04231 Ebbsfleet - ATC Site 1			

Issue Sheet

Issued to	Date			
	03.12.2018			
Charles Edmonds	E-mail			

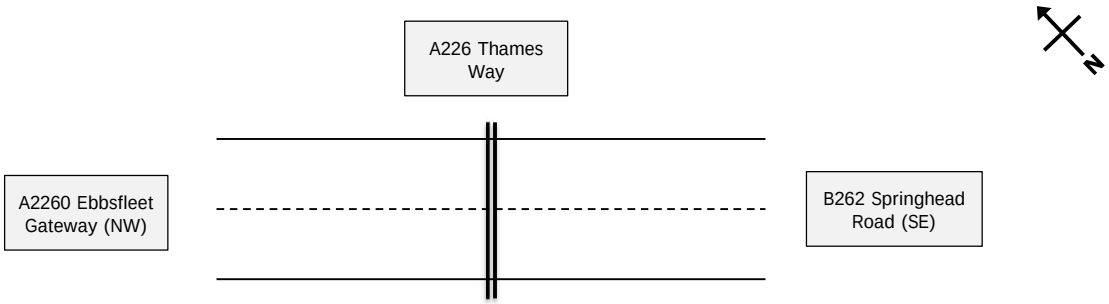
Intelligent Data - Automatic Traffic Count Output

Road Name	A226 Thames Way		
Direction AB	B262 Springhead Road (SE) to:	A2260 Ebbsfleet Gateway (NW)	
Direction BA	A2260 Ebbsfleet Gateway (NW to:	B262 Springhead Road (SE)	

Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
51.437980,0.330001	05/11/2018	20/11/2018	40

Link to location on Google Maps
Click Here

Location Plan



Photograph Record

Comments

Prepared by	Conor Lenehan	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data - Automatic Traffic Count Output

WSP
Ebbsfleet

Flow Reporting

Table 1 - Two Way Flow Analysis

Time Interval	Average Car/LGV Tue-Thur (Dir AB)	Average Car/LGV Tue-Thur (Dir BA)	Average OGVs Tue-Thur (Dir AB)	Average OGVs Tue-Thur (Dir BA)	Profile all
00:00	7	9	3	2	21
00:15	6	14	3	1	24
00:30	5	13	4	2	24
00:45	3	12	5	2	22
01:00	2	9	3	2	16
01:15	2	8	2	1	13
01:30	3	6	2	1	13
01:45	2	7	3	2	15
02:00	2	6	1	2	11
02:15	2	8	3	0	12
02:30	4	9	2	1	17
02:45	1	5	2	1	8
03:00	3	6	3	1	13
03:15	2	8	4	1	15
03:30	5	8	2	1	15
03:45	5	8	4	1	18
04:00	8	6	5	1	20
04:15	12	8	4	2	26
04:30	12	15	4	1	32
04:45	21	19	3	2	45
05:00	30	22	6	2	60
05:15	41	21	8	3	73
05:30	70	28	11	4	112
05:45	90	23	11	4	129
06:00	113	28	10	3	155
06:15	152	37	20	3	212
06:30	216	36	20	3	276
06:45	258	46	15	4	324
07:00	276	51	17	4	348
07:15	263	52	18	3	336
07:30	271	54	17	4	346
07:45	263	65	15	4	347
08:00	217	79	12	4	312
08:15	188	89	14	5	297
08:30	153	68	18	8	247
08:45	139	84	16	6	245
09:00	116	79	20	9	223
09:15	105	66	14	8	193
09:30	99	62	15	7	183
09:45	102	58	16	7	183
10:00	73	54	15	9	151
10:15	70	51	15	11	148
10:30	72	50	15	9	145
10:45	60	57	16	10	143
11:00	72	45	15	9	141
11:15	66	47	15	9	137
11:30	70	50	13	11	144
11:45	72	55	14	9	150
12:00	73	46	15	8	143
12:15	69	53	14	11	147
12:30	76	52	18	8	154
12:45	79	52	14	9	153
13:00	82	50	14	10	156
13:15	68	51	15	11	145
13:30	67	57	15	8	146
13:45	66	57	13	11	148
14:00	69	51	16	8	144
14:15	74	61	12	9	156
14:30	86	57	13	10	166
14:45	90	71	12	9	181
15:00	88	72	13	8	180
15:15	88	71	10	9	178
15:30	96	66	12	8	181
15:45	96	63	9	6	174
16:00	101	69	9	6	185
16:15	101	70	10	7	187
16:30	111	72	7	5	194
16:45	103	76	6	4	189
17:00	118	83	9	3	213
17:15	110	86	10	3	207
17:30	103	103	7	3	215
17:45	100	85	7	3	194
18:00	91	102	8	5	205
18:15	90	75	6	2	173
18:30	88	86	7	6	187
18:45	70	77	5	4	156
19:00	59	59	6	3	127
19:15	62	56	9	1	127
19:30	47	52	8	4	110
19:45	42	45	4	2	93
20:00	45	33	5	3	85
20:15	37	36	5	1	79
20:30	35	38	4	4	81
20:45	30	30	6	2	68
21:00	27	26	7	3	62
21:15	27	28	4	2	60
21:30	24	27	5	3	58
21:45	24	20	4	2	49
22:00	27	20	3	2	53
22:15	21	23	2	2	47
22:30	17	17	3	3	40
22:45	13	17	3	3	36
23:00	11	20	5	3	39
23:15	12	18	4	2	35
23:30	11	15	4	1	30
23:45	9	13	3	2	28

Fig 1 - Average Two Way Flows Tue-Thur

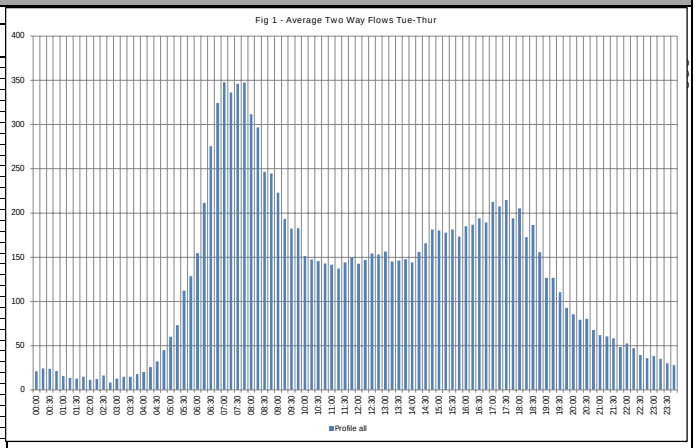
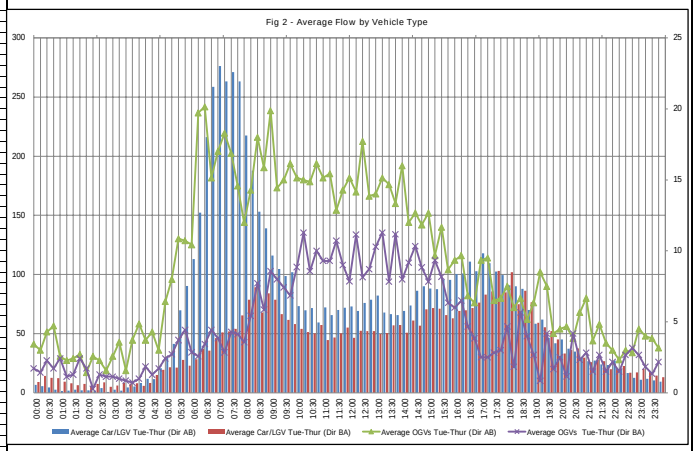


Fig 2 - Average Flow by Vehicle Type



Peak Interval Analysis - Tue-Thurs

Table 2 - Peak Interval Analysis

Peak	Time From	Time To	Two Way Flow
AM Peak	07:00:00	07:15:00	348
Inter-Peak	14:45:00	15:00:00	181
PM Peak	17:30:00	17:45:00	215

Table 3 - Average HGV Content (Excluding PSV, M/C, P/C)

Category	% HGV - (AB)	% HGV - (BA)	% HGV - (All)
All	11.2%	9.6%	10.6%

Fig 3- Peak Interval Analysis

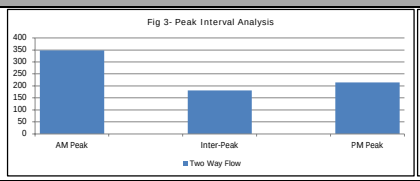
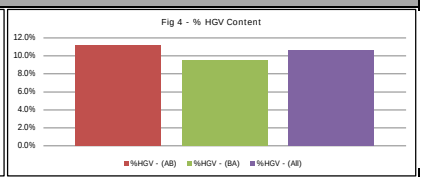


Fig 4 - % HGV Content



Variation Analysis - Week on Week (By Direction)

Fig 5 - Summary of Total Vehicles by Week - Channel AB

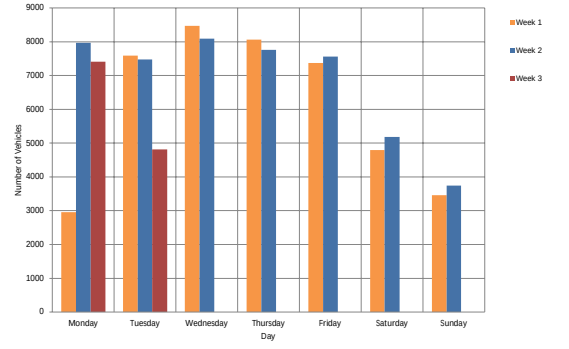
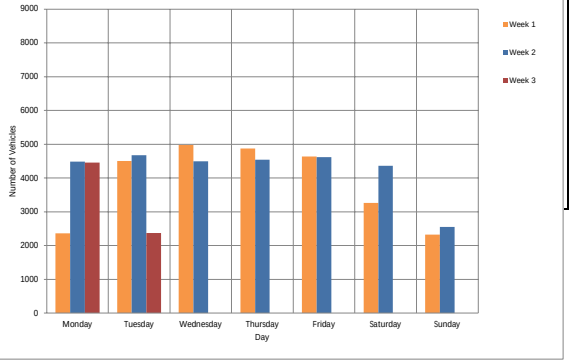


Fig 6 - Summary of Total Vehicles by Week - Channel BA



Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1
Flow from: B262 Springhead Road (SE) to: A2260 Ebbsfleet Gateway (NW)

Date Monday 05/11/2018

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	99	1	0	50	32	5	0	2	0	0	7	2	37.8	42.4
13:30	88	0	0	36	37	5	1	0	0	0	7	2	37.3	42.5
13:45	96	0	1	34	40	5	0	2	2	0	9	3	38.7	45.4
14:00	91	0	1	49	28	6	1	2	0	0	3	1	36.1	41.4
14:15	112	0	0	59	37	5	0	1	0	0	9	1	37.7	42.2
14:30	100	0	2	50	31	6	1	0	1	0	7	2	38.4	44.7
14:45	120	0	0	59	49	2	2	0	0	0	5	3	38.7	42.9
15:00	110	0	1	47	46	7	0	1	0	0	6	2	38.6	44
15:15	104	0	1	40	48	9	0	1	0	0	5	0	39.3	44.2
15:30	110	0	1	67	34	3	0	0	0	0	2	3	38.3	44.4
15:45	107	0	1	59	41	3	0	1	0	0	2	0	39.4	45.7
16:00	100	0	2	47	38	6	0	1	1	0	2	3	38.4	43.8
16:15	114	0	0	61	38	8	0	0	0	0	3	4	36.3	42.7
16:30	107	0	2	52	48	1	0	0	0	0	2	2	33.9	39.9
16:45	81	1	1	45	30	0	0	0	0	0	3	1	36.3	41.6
17:00	129	0	1	73	43	7	0	0	0	0	4	1	36.2	41.4
17:15	116	0	0	62	46	2	0	0	0	0	4	2	38.7	43.8
17:30	112	0	0	71	31	3	0	0	0	0	5	2	36.6	41.5
17:45	108	0	0	60	38	3	0	0	0	0	5	2	36.7	40.9
18:00	106	1	0	58	41	3	0	0	0	0	2	1	36.9	42.9
18:15	81	0	0	46	26	3	0	0	0	0	4	2	38.1	43.8
18:30	100	0	0	62	33	3	0	0	0	0	2	0	38.7	42.7
18:45	63	0	0	40	17	2	0	0	1	0	2	1	39.9	45.5
19:00	67	0	0	32	28	2	0	0	0	0	4	1	39.1	43.4
19:15	51	0	0	26	17	0	0	0	0	0	6	2	38.1	42.7
19:30	52	0	0	20	24	2	0	0	0	0	6	0	35.9	43.3
19:45	43	0	0	22	14	1	0	0	0	0	5	1	38	43.3
20:00	46	0	1	25	13	3	0	0	0	0	3	1	38.6	44.9
20:15	48	0	0	24	18	0	0	0	0	0	4	2	40	46.7
20:30	32	0	0	15	11	1	0	0	0	0	5	0	36.8	43.5
20:45	35	0	0	14	14	1	0	0	1	0	4	1	37.9	43.4
21:00	25	0	0	7	10	2	0	0	0	0	5	1	37.1	43.2
21:15	32	0	1	12	18	1	0	0	0	0	0	0	41.2	46.4
21:30	27	0	1	12	10	1	0	0	0	0	3	0	38.5	46.2
21:45	24	0	0	11	9	3	0	0	0	0	0	1	37.2	44.7
22:00	24	0	0	12	9	0	0	0	0	0	1	2	39	46.2
22:15	19	0	0	10	7	0	0	0	0	0	1	1	41.3	51.8
22:30	23	0	0	8	6	0	0	0	0	0	9	0	36.6	43.8
22:45	17	0	0	10	4	0	0	0	0	0	2	1	35.5	38.9
23:00	12	0	0	2	4	0	0	0	0	0	5	1	38.6	42.4
23:15	9	0	0	2	2	0	0	0	0	0	5	0	40	-
23:30	7	0	0	2	3	0	0	0	0	0	2	0	41	-
23:45	11	0	0	3	3	1	1	0	0	0	3	0	36.4	41.5
07-19	2354	3	14	1227	852	97	5	11	5	0	100	40	37.7	43.3
06-22	2836	3	17	1447	1038	114	5	11	6	0	145	50	37.8	43.3
06-00	2958	3	17	1496	1076	115	6	11	6	0	173	55	37.8	43.4
00-00	2958	3	17	1496	1076	115	6	11	6	0	173	55	37.8	43.4

Date Tuesday 06/11/2018

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	0	0	1	3	0	0	0	0	0	2	0	39.8	-
00:15	11	0	0	3	2	1	0	0	0	0	5	0	37.2	49.4
00:30	4	0	0	0	0	0	0	0	0	0	4	0	34.3	-
00:45	7	0	0	1	2	0	0	0	0	0	4	0	40	-
01:00	6	0	0	1	3	0	0	0	1	0	1	0	39.9	-
01:15	4	0	0	0	3	0	0	0	0	0	1	0	38.4	-
01:30	5	0	0	0	2	0	0	0	1	0	2	0	37.2	-
01:45	5	0	0	0	1	0	0	0	0	0	4	0	32.5	-
02:00	2	0	0	0	1	0	0	0	0	0	1	0	48.1	-
02:15	9	0	0	1	3	0	0	0	0	0	5	0	40.1	-
02:30	10	0	0	4	2	0	0	0	0	0	4	0	36.1	-
02:45	3	0	0	1	1	0	0	0	0	0	1	0	36.6	-
03:00	9	0	0	2	1	0	0	0	0	0	6	0	32.6	-
03:15	5	0	0	2	2	0	0	0	0	0	1	0	40.1	-
03:30	10	0	0	2	6	0	0	0	0	0	2	0	40.8	-
03:45	9	0	0	4	2	1	0	0	0	0	2	0	38.9	-
04:00	9	0	0	5	1	0	1	0	0	0	2	0	38.4	-
04:15	15	0	1	5	4	1	0	0	0	0	4	0	35.4	40
04:30	19	0	0	9	4	0	0	0	0	0	6	0	36.8	40.8
04:45	35	0	1	19	11	0	0	0	0	0	3	1	38.5	44.9
05:00	43	0	0	16	22	0	0	0	0	0	5	0	39.7	44.9
05:15	37	0	1	13	13	3	0	0	0	0	6	1	40.2	48.1
05:30	87	0	0	38	33	3	0	1	0	0	9	3	39	45
05:45	94	0	2	32	49	2	0	1	1	0	2	5	41.1	47.6
06:00	124	0	2	52	59	3	0	0	1	0	5	2	38	43.6
06:15	158	0	1	57	77	6	0	0	1	0	13	3	35.9	42
06:30	248	0	0	125	104	6	2	0	0	0	10	1	37.1	42.1
06:45	286	0	2	146	121	5	0	0	0	0	9	3	36.3	40.9
07:00	246	0	1	108	119	6	1	0	0	0	7	4	35.3	41.2
07:15	269	0	4	126	122	12	0	0	3	0	2	0	35.4	40.5
07:30	295	0	1	159	110	6	1	2	1	0	9	6	34.7	40.3
07:45	299	0	1	158	121	4	0	1	2	0	11	1	33.9	39.2
08:00	232	0	1	116	103	6	0	1	0	0	4	1	35.9	40
08:15	208	0	1	118	75	6	0	1	1	0	5	1	37.3	42.9
08:30	160	0	2	77	62	5	0	1	2	0	11	0	37.9	42.8
08:45	148	0	0	69	58	5	0	2	1	0	8	5	37.2	41.9
09:00	121	0	0	57	41	12	0	0	0	0	11	0	37.5	43.2
09:15	123	0	0	58	42	7	0	0	1	0	12	3	35.5	39.9
09:30	76	0	2	38	28	3	1	0	0	0	2	2	35.7	40.9
09:45	121	0	0	64	43	6	1	2	1	0	2	2	37.1	42.1
10:00	72	0	0	37	27	3	1	0	1	0	2	1	37.8	43.5
10:15	70	0	0	32	26	3	0	0	2	0	5	2	36.4	42.9
10:30	84	0	1	43	23	8	0	0	1	0	8	0	37.2	42.7
10:45	69	0	1	32	22	4	1	1	2	0	6	0	38.3	41.2
11:00	82	0	0	34	33	3	0	1	1	0	7	3	37.5	42.3
11:15	80	0	0	35	24	3	0	1	3	0	12	2	37.5	43.3
11:30	77	0	0	31	31	4	0	1	1	0	6	3	36.6	41.6
11:45	83	0	1	44	31	5	0	1	0	0	1	0	38.1	42.2
12:00	81	0	0	35	28	5	0	1	0	0	11	1	37.7	42.4
12:15	89	0	1	37	31	8	0	1	2	0	7	2	36.5	41.7
12:30	82	0	2	41	27	4	1	1	1	0	5	0	37.6	43.6
12:45	95	0	1	34	36	4	1	1	0	0	15	3	36.1	43.3
13:00	95	0	1	41	40	4	0	1	0	0	7	1	38.4	43.4
13:15	71	0	1	35	27	1	0	0	0	0	6	1	37.6	41.6
13:30	108	0	2	43	35	12	0	1	1	0	10	4	35.3	41
13:45	86	0	0	21	39	11	0	4	0	0	8	3	36.3	42
14:00	91	0	0	48	26	7	2	0	1	0	6	1	39.2	43.6
14:15	89	0	0	41	38	4	2	0	0	0	2	2	37.8	41.9
14:30	111	0	1	64	32	8	0	0	0	0	4	2	38.1	43
14:45	101	0	0	33	55	5	1	2	0	0	5	0	38.9	44.9
15:00	97	0	0	44	37	6	0	3	0	0	5	2	36.2	41.8
15:15	99	0	1	50	42	3	0	0	0	0	2	1	39.5	43.2
15:30	107	0	0	54	42	7	0	0	0	0	1	3	38.1	43.1
15:45	97	0	0	51	38	3	0	0	1	0	2	2	37.9	43.6
16:00	105	0	1	53	43	3	0	0	0	0	4	1	39	43.8
16:15	109	0	1	53	42	4	1	0	0	0	6	2	36.8	42.3
16:30	105	0	0	55	43	2	0	0	1	0	3	1	38	42.5
16:45	109	0	1	57	42	4	0	0	0	0	2	3	38	42.7
17:00	140	0	2	71	56	7	0	0	0	0	3	1	36.5	42
17:15	123	0	1	69	42	1	0	1	0	0	8	1	36.4	43.4
17:30	107	0	0	65	34	3	0	0	0	0	5	0	37.1	41.2
17:45	115	0	1	54	49	2	0	0	0	0	7	2	38.6	45.6
18:00	106	0	1	62	32	5	0	0	2	0	2	2	37.4	42.3
18:15	89	0	0	42	44	0	0	0	0	0	3	0	40.3	45.1
18:30	103	0	0	49	42	4	0	0	0	0	7	1	37.1	42.4
18:45	81	0	0	46	30	0	0	0	1	0	3	1	37.9	42.2
19:00	59	0	1	25	24	2	0	0	1	0	5	1	38.9	47.4
19:15	56	0	0	21	24	0	0	0	0	0	10	1	36.7	41.5
19:30	54	0	1	23	23	4	0	0	0	0	3	0	38.3	43.3
19:45	39	0	0	22	13	0	0	0	0	0	2	2	40.6	47.1
20:00	42	0	0	19	17	2	0	0	0	0	3	1	40.2	45.4
20:15	34	0	0	14	13	0	0	0	0	0	7	0	38.6	46.6
20:30	46	0	0	32	10	1	0	0	0	0	2	1	39.6	45.8
20:45	28	0	0	12	8	1	0	0	0	0	6	1	40.4	46.2
21:00	36	0	0	16	12	2	0	0	0	0	4	2	37.9	43.9
21:15	23	0	1	10	9	0	0	0	0	0	3	0	39.8	46.3
21:30	29	0	0	11	12	1	0	0	0	0	4	1	38.1	47.1
21:45	26	0	0	14	7	1	1	0	0	0	2	1	37.3	43.2
22:00	34	0	0	15	12	1	0	0	0	0	5	1	38.9	44
22:15	26	0	0	13	8	0	0	0	0	0	3	2	38.3	42.7
22:30	19	0	0	10	6	1	0	0	0	0	2	0	39.6	47.8
22:45	18	0	0	9	3	0	0	0	0	0	5	1	37	43.9
23:00	15	0	0	3	5	0	0	0	1	0	6	0	34.2	39.9
23:15	16	0	0	5	8	0	0	0	0	0	3	0	38.9	45.5
23:30	12	0	0	5	4	1	0	0	0	0	2	0	40.3	50.4
23:45	10	0	0	4	3	0	0	0	0	0	3	0	37.1	-
07-19	5706	0	34	2784	2213	238	14	31	33	0	280	79	36.9	42.1
06-22	6994	0	42	3383	2746	272	17	31	36	0	368	99	37.0	42.3
06-00	7144	0	42	3447	2795	275	17	31	37	0	397	103	37.0	42.3
00-00	7588	0	47	3606	2966	286	18	33	40	0	479	113	37.1	42.4

Date Wednesday 07/11/2018

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	9	0	0	4	3	1	0	0	0	0	1	0	39	-
00:15	12	0	0	2	7	0	0	0	0	0	3	0	39.8	51.3
00:30	6	0	0	0	0	0	0	0	0	0	6	0	30.2	-
00:45	6	0	0	0	2	1	0	0	0	0	3	0	39.6	-
01:00	2	0	0	1	0	0	0	0	0	0	1	0	36.5	-
01:15	4	0	0	1	1	0	0	0	0	0	2	0	39.1	-
01:30	2	0	0	1	0	0	0	0	0	0	1	0	41	-
01:45	10	0	0	2	4	1	1	0	1	0	1	0	40.2	-
02:00	3	0	0	1	1	0	0	0	0	0	1	0	38.2	-
02:15	4	0	0	0	1	0	0	0	0	0	3	0	36.1	-
02:30	8	0	0	2	4	0	0	0	0	0	2	0	40.1	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	7	0	0	1	2	0	0	0	0	0	3	1	30.7	-
03:15	6	0	0	2	0	0	0	0	1	0	3	0	36.5	-
03:30	12	0	0	6	5	0	0	0	0	0	1	0	41.9	50.6
03:45	8	0	0	2	2	1	0	0	0	0	3	0	37.4	-
04:00	14	0	0	4	2	0	0	0	1	0	7	0	36.7	43.4
04:15	12	0	0	4	4	0	0	0	0	0	4	0	38.9	42.9
04:30	16	0	1	4	7	1	0	0	1	0	2	0	39.3	47.2
04:45	29	0	0	12	14	0	0	0	0	0	2	1	37.5	42.1
05:00	36	0	1	11	17	0	0	0	1	0	5	1	39.3	43.5
05:15	59	0	0	29	18	1	1	0	0	0	7	3	37.9	43.6
05:30	89	0	1	35	39	3	0	0	1	0	7	3	39.3	44.3
05:45	113	0	3	50	52	2	0	0	0	0	5	1	38.6	44.2
06:00	126	0	0	40	72	3	0	0	2	0	5	4	39.3	45.6
06:15	202	0	1	93	84	9	1	2	1	0	10	1	34.7	41.2
06:30	267	0	1	125	118	5	3	1	0	0	11	3	34.9	40.5
06:45	286	1	0	153	119	6	0	0	1	0	4	2	35.5	39.5
07:00	336	0	1	168	150	7	0	0	2	0	5	3	32.1	37
07:15	318	0	1	153	143	12	1	1	0	0	4	3	27.7	32.3
07:30	337	0	0	171	145	6	2	2	0	0	8	3	25.3	30.7
07:45	285	0	1	150	118	8	0	1	2	0	4	1	30	38.1
08:00	266	0	0	149	105	7	0	0	0	0	2	3	37	40.6
08:15	185	0	1	113	60	4	0	0	1	0	5	1	37.9	42.9
08:30	192	0	5	92	74	9	3	1	0	0	7	1	36.6	42.5
08:45	161	0	0	81	63	3	0	1	0	0	11	2	36.6	41.7
09:00	166	0	0	86	62	6	1	0	2	0	9	0	37.4	43.1
09:15	175	0	0	79	77	7	0	0	2	0	7	3	37.1	42.1
09:30	191	0	1	94	71	9	2	1	0	0	9	4	37.5	42.1
09:45	176	0	0	80	64	13	1	1	0	0	16	1	37.1	41.8
10:00	126	0	3	58	47	7	0	1	1	0	8	1	38	45.1
10:15	110	0	0	53	39	6	0	1	0	0	8	3	37.8	44.7
10:30	87	0	0	42	29	3	1	0	1	0	8	3	37.3	42.2
10:45	82	0	0	38	25	6	0	1	1	0	7	4	37.6	42.8
11:00	106	0	1	55	36	3	0	0	2	0	8	1	34.9	39.8
11:15	94	0	0	49	27	7	0	0	1	0	9	1	37.7	43.9
11:30	88	0	0	48	27	3	0	0	0	0	10	0	35.6	42.2
11:45	95	0	0	43	33	5	0	1	0	0	12	1	36.8	41.6
12:00	102	0	0	45	38	4	3	0	3	0	7	2	30	35.9
12:15	89	0	1	37	34	4	0	0	1	0	10	2	33.6	38.2
12:30	106	0	1	49	39	5	0	1	1	0	6	4	34.8	41.4
12:45	101	0	0	47	38	6	0	0	0	0	8	2	37.9	42.8
13:00	113	0	0	60	41	1	0	3	0	0	6	2	38	41.4
13:15	86	0	0	40	31	5	0	0	3	0	5	2	36.8	43.5
13:30	83	0	0	40	30	1	1	0	1	0	9	1	34.7	40.7
13:45	85	0	0	44	28	10	0	0	0	0	2	1	37.7	41.8
14:00	80	0	1	35	28	5	2	0	2	0	4	3	36.2	42.8
14:15	97	0	0	49	33	5	0	0	1	0	7	2	35.7	40.3
14:30	97	1	0	55	27	2	0	1	1	0	7	3	37.6	43.4
14:45	116	0	3	52	48	7	0	1	0	0	4	1	38.5	43.7
15:00	111	0	0	54	41	4	1	0	1	0	8	2	39.1	44.6
15:15	76	0	1	35	31	3	0	0	1	0	4	1	38.3	43.6
15:30	117	0	0	57	40	6	0	2	0	0	8	4	37.3	41.6
15:45	112	0	0	55	45	4	0	0	2	0	2	4	37.8	42.1
16:00	127	0	0	70	42	3	1	0	0	0	7	4	36.7	42.3
16:15	119	0	0	60	43	10	0	0	0	0	4	2	37.8	42.2
16:30	118	0	0	78	31	5	0	0	0	0	2	2	37.5	42.3
16:45	132	0	1	66	55	4	0	1	0	0	2	3	36.8	41.6
17:00	118	0	3	68	34	6	0	0	1	0	6	0	37.3	41.6
17:15	117	0	0	62	44	3	0	0	0	0	7	1	37.3	43.8
17:30	105	0	0	60	40	2	0	0	0	0	2	1	36.5	42.4
17:45	100	0	0	56	38	1	0	0	1	0	3	1	38.2	42.9
18:00	101	0	0	52	42	3	0	0	0	0	3	1	37.7	42.4
18:15	92	0	0	45	38	4	0	0	2	0	2	1	36.5	43
18:30	87	0	1	44	38	2	0	0	1	0	1	0	38.5	41.6
18:45	77	0	0	35	35	1	0	0	0	0	5	1	37.2	41.9
19:00	66	0	0	33	26	2	0	0	0	0	4	1	38.2	43.8
19:15	66	0	0	36	24	1	0	0	0	0	5	0	39.9	44.7
19:30	62	1	0	25	26	2	0	0	0	0	8	0	37	41.7
19:45	50	0	0	25	20	0	0	0	0	0	3	2	39.1	43.7
20:00	44	0	0	22	16	2	0	0	0	0	3	1	38.2	44
20:15	52	0	0	29	19	1	0	0	0	0	2	1	38.3	45.9
20:30	29	0	0	15	11	2	0	0	0	0	1	0	38.8	43.9
20:45	49	0	0	18	22	1	0	0	0	0	7	1	39	47.1
21:00	39	0	0	20	8	2	0	0	2	0	6	1	36.4	40.7
21:15	31	0	2	18	7	1	0	0	0	0	2	1	37.1	42.8
21:30	29	0	0	15	12	1	0	0	0	0	1	0	38.7	44.1
21:45	26	0	0	10	10	1	0	0	0	0	4	1	39.1	43.3
22:00	30	0	0	17	8	1	0	0	0	0	1	3	38.1	46.9
22:15	18	0	0	7	9	0	0	0	0	0	1	1	40.5	46.7
22:30	21	0	0	14	3	0	0	0	0	0	4	0	39.3	47.5
22:45	11	0	0	4	4	0	0	0	0	0	2	1	35.9	39.3
23:00	18	0	0	8	5	0	0	0	0	0	4	1	37.8	41.7
23:15	16	0	0	9	4	0	0	0	0	0	3	0	36	39.1
23:30	13	0	0	4	6	1	0	0	0	0	2	0	40.6	45.8
23:45	15	0	0	4	4	1	0	0	0	0	6	0	35.9	39.8
07-19	6440	1	26	3252	2447	247	19	21	37	0	298	92	35.3	41.4
06-22	7864	3	30	3929	3041	286	23	24	43	0	374	111	35.6	41.6
06-00	8006	3	30	3996	3084	289	23	24	43	0	397	117	35.6	41.7
00-00	8473	3	36	4170	3269	300	25	24	49	0	470	127	35.8	41.8

Date Thursday 08/11/2018

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	13	0	0	6	3	0	0	0	0	0	4	0	34.7	37.3
00:15	6	0	0	2	3	0	0	0	0	0	1	0	46.9	-
00:30	14	0	1	3	3	0	0	0	0	0	7	0	36	42
00:45	5	0	0	1	0	0	0	0	0	0	4	0	33	-
01:00	7	0	0	1	1	0	0	0	0	0	5	0	35.3	-
01:15	4	0	0	0	2	0	0	0	0	0	2	0	35.6	-
01:30	5	0	0	0	2	1	0	0	0	0	2	0	37.3	-
01:45	8	0	0	1	4	0	0	0	0	0	3	0	37.1	-
02:00	8	0	0	2	2	0	0	0	1	0	3	0	35.8	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	3	0	0	1	2	0	0	0	0	0	0	0	41.7	-
02:45	1	0	0	0	0	0	0	0	0	0	1	0	35.3	-
03:00	2	0	0	0	1	0	0	0	0	0	1	0	41.1	-
03:15	11	0	0	3	0	1	0	0	0	0	7	0	34.7	40.7
03:30	2	0	0	0	1	0	0	0	0	0	1	0	37.4	-
03:45	7	0	0	1	2	0	0	0	0	0	4	0	40.8	-
04:00	15	0	0	5	5	1	0	0	0	0	4	0	37.9	46
04:15	20	0	0	14	4	0	0	0	0	0	2	0	36.9	42
04:30	16	0	2	5	4	1	0	0	1	0	3	0	38.9	44
04:45	33	0	0	15	11	0	0	0	0	0	6	1	39.4	44.7
05:00	34	0	0	14	14	0	0	0	0	0	6	0	39.1	45.5
05:15	63	1	2	26	22	0	0	0	0	0	8	4	36.1	43.9
05:30	76	0	0	34	31	4	0	1	0	0	4	2	38.5	43.4
05:45	105	0	3	35	50	5	0	1	1	0	7	3	41.5	47.6
06:00	125	0	3	48	60	3	2	1	1	1	4	2	39	44.8
06:15	178	0	0	77	81	6	1	0	0	0	11	2	36.9	42
06:30	260	0	2	127	107	5	2	0	0	0	13	4	37	42
06:45	263	0	0	130	114	5	0	0	1	0	10	3	35.4	40.6
07:00	335	0	3	178	130	8	2	0	1	0	12	1	33.4	38.9
07:15	292	0	1	134	136	10	0	0	1	0	8	2	32.3	37.8
07:30	321	0	3	155	142	9	0	0	1	0	9	2	29.9	36.1
07:45	319	0	1	163	138	7	1	1	2	0	5	1	34.7	39
08:00	207	0	2	97	95	5	1	0	1	0	5	1	39.1	42.8
08:15	190	0	0	103	73	4	0	1	1	0	7	1	35	40.5
08:30	163	0	1	73	70	8	1	2	0	0	8	0	37.6	42
08:45	138	0	4	64	52	7	0	0	1	0	8	2	38	44.2
09:00	125	0	0	61	43	7	1	1	1	0	10	1	35.4	41.9
09:15	97	0	0	52	32	5	0	1	1	0	4	2	38.5	43.5
09:30	86	0	0	41	28	6	1	1	0	0	7	2	37.3	43
09:45	122	0	0	51	48	7	0	2	0	1	11	2	37.5	42.7
10:00	98	0	2	50	25	5	2	0	1	0	11	2	38.2	43.3
10:15	85	0	1	31	30	9	0	0	0	0	14	0	38.4	44.4
10:30	92	0	0	42	32	5	0	0	1	0	10	2	38.1	43.9
10:45	81	0	0	40	24	7	3	0	0	0	6	1	37.8	42.4
11:00	92	0	0	43	31	2	0	0	4	0	12	0	36.5	42
11:15	73	0	1	30	25	5	0	1	0	0	10	1	37.9	43.4
11:30	82	0	1	41	26	6	1	0	0	0	5	2	37.8	43.3
11:45	101	0	0	40	41	3	0	0	2	0	14	1	38.5	45.9
12:00	86	0	0	40	27	5	0	2	1	0	8	3	35.5	41.6
12:15	87	0	1	41	29	3	2	1	0	0	9	1	37.3	42.5
12:30	111	0	2	54	38	4	2	1	0	0	9	1	38.4	44.5
12:45	97	0	1	50	37	2	0	0	0	0	5	2	36.7	40.8
13:00	102	0	0	48	33	4	0	0	1	0	15	1	37.2	43.5
13:15	102	0	2	48	32	4	0	1	1	0	12	2	34.4	42
13:30	81	0	1	46	24	3	0	1	2	0	4	0	37.6	41.7
13:45	85	0	0	45	28	3	1	0	0	0	6	2	37.7	43.2
14:00	74	0	1	28	32	5	1	0	0	0	5	2	37.7	43
14:15	88	0	2	45	23	9	0	0	0	0	5	4	38.5	43.2
14:30	114	0	0	58	41	7	1	0	0	0	5	2	38.8	44.9
14:45	110	0	3	57	39	3	0	1	1	0	5	1	38.3	44.5
15:00	92	0	0	45	35	4	0	0	0	0	7	1	38	42.6
15:15	110	0	0	64	33	8	0	1	0	0	1	3	38.7	43.8
15:30	101	0	0	40	46	4	0	0	0	0	9	2	38.6	43
15:45	121	0	0	57	50	4	1	0	1	0	6	2	38.3	44.2
16:00	122	0	1	72	37	8	0	0	0	0	3	1	38.9	44.2
16:15	126	0	1	68	45	5	1	0	0	0	3	3	36.5	40.7
16:30	112	0	0	67	37	4	1	0	0	0	3	0	37.4	42.1
16:45	119	0	1	70	43	0	0	0	0	0	3	2	35.6	40.2
17:00	137	0	3	77	50	3	0	0	0	0	3	1	37.2	42.1
17:15	133	0	1	83	35	5	0	0	1	0	5	3	36.7	41.3
17:30	122	0	0	76	37	4	0	0	0	0	4	1	37.5	43.7
17:45	111	0	0	51	52	4	0	0	0	0	2	2	38.5	42.6
18:00	99	0	0	58	33	2	0	0	0	0	6	0	36.6	42
18:15	116	0	0	61	46	3	0	0	1	0	4	1	36.1	42.1
18:30	106	0	0	54	42	3	0	0	0	0	6	1	37	44.6
18:45	68	0	0	30	31	1	0	0	1	0	5	0	37.5	43.5
19:00	78	0	0	38	33	2	0	0	0	0	4	1	38.4	43.4
19:15	64	0	1	33	19	2	0	0	0	0	8	1	37.2	41.7
19:30	54	0	1	23	22	1	0	0	0	0	6	1	37.7	44.5
19:45	50	0	0	20	27	0	0	0	0	0	2	1	40.6	45.2
20:00	48	0	0	27	18	2	0	0	0	0	0	1	38.9	42.7
20:15	46	0	0	23	17	2	0	0	0	0	4	0	38.1	43.3
20:30	49	0	0	32	14	3	0	0	0	0	0	0	38.4	43.5
20:45	38	0	1	20	11	0	0	0	0	0	5	1	37.7	45.5
21:00	35	0	4	14	12	1	0	0	0	0	4	0	37.8	43.7
21:15	35	0	1	18	10	1	1	0	0	0	3	1	41	48.2
21:30	33	0	0	16	11	1	1	0	0	0	2	2	37.5	44
21:45	29	0	0	13	13	1	0	0	0	0	1	1	40.1	48.6
22:00	31	0	0	19	10	0	0	0	0	0	1	1	39.6	45.4
22:15	34	0	0	22	7	1	0	0	0	0	3	1	37.6	44.4
22:30	27	0	1	9	15	1	0	0	0	0	1	0	37.1	42
22:45	25	0	0	11	10	0	0	0	0	0	3	1	38.5	44.3
23:00	14	0	0	6	3	0	0	0	0	0	4	1	35.9	40
23:15	20	0	0	7	8	0	0	0	0	0	5	0	37.5	42.3
23:30	17	0	0	4	9	0	0	0	0	0	4	0	37.9	46.9
23:45	17	0	0	9	5	1	0	0	0	0	2	0	39.2	43.1
07-19	6031	0	40	3022	2256	239	23	18	28	1	334	70	36.4	42.1
06-22	7416	0	53	3681	2825	274	30	19	30	2	411	91	36.6	42.2
06-00	7601	0	54	3768	2892	277	30	19	30	2	434	95	36.7	42.2
00-00	8059	1	62	3937	3059	290	30	21	33	2	519	105	36.8	42.4

Date	Friday	09/11/2018													
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	16	0	0	5	7	1	0	0	0	0	2	1	43	56
00:15	10	0	0	4	5	0	0	0	0	0	1	0	44.7	-
00:30	13	0	0	2	6	0	0	0	0	0	5	0	35.5	40.3
00:45	10	0	0	2	6	0	0	0	1	0	1	0	38.9	-
01:00	6	0	0	1	2	1	0	0	0	0	2	0	38.1	-
01:15	2	0	0	1	0	0	0	0	0	0	1	0	37	-
01:30	7	0	0	4	1	0	0	0	0	0	2	0	39.3	-
01:45	5	0	0	0	1	0	0	0	1	0	3	0	35.5	-
02:00	5	0	0	0	1	0	0	0	0	0	4	0	38	-
02:15	4	0	0	0	2	0	0	0	0	0	2	0	36.3	-
02:30	4	0	0	2	0	0	0	0	0	0	2	0	40.5	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	47.9	-
03:00	7	0	0	0	1	2	0	0	0	0	4	0	38.3	-
03:15	6	0	0	2	1	0	0	0	0	0	3	0	36.6	-
03:30	8	0	1	5	2	0	0	0	0	0	0	0	40.5	-
03:45	8	0	0	1	2	1	0	0	0	0	4	0	38.2	-
04:00	13	0	0	4	2	2	0	0	0	0	5	0	38.7	46.2
04:15	9	0	0	2	0	1	0	0	0	0	6	0	34.4	-
04:30	13	0	1	6	6	0	0	0	0	0	0	0	41.1	47
04:45	32	0	1	18	10	1	0	0	0	0	2	0	39.4	44.4
05:00	41	0	0	10	20	0	0	0	0	0	11	0	36.4	42.7
05:15	57	0	1	24	17	1	1	0	1	0	8	4	38.2	45.6
05:30	78	0	1	32	27	2	0	0	1	0	12	3	38.2	43.9
05:45	83	0	2	28	40	2	1	1	2	0	5	2	41.3	47.7
06:00	91	0	2	38	31	4	2	1	1	0	9	3	38.4	43.8
06:15	135	0	1	63	60	2	0	1	0	0	6	2	38.1	43.3
06:30	151	0	1	80	57	2	1	0	1	0	7	2	39.2	44
06:45	228	0	2	111	98	10	1	0	0	0	4	2	36.8	41.9
07:00	217	0	2	115	75	8	2	1	2	0	8	4	36.6	41.5
07:15	221	0	3	111	84	9	0	0	1	0	11	2	35.7	41
07:30	239	1	1	108	106	9	0	0	0	0	11	3	34.6	40.5
07:45	225	0	0	116	96	6	0	0	0	0	6	1	36.9	41.5
08:00	188	0	1	115	60	6	0	0	0	0	5	1	38.8	43.3
08:15	168	1	1	88	63	4	1	1	0	0	8	1	35.6	41.9
08:30	142	0	0	76	52	5	0	0	0	0	8	1	37.5	42.2
08:45	141	1	3	74	43	9	0	1	1	0	7	2	37.2	44.2
09:00	105	0	0	55	35	5	0	0	1	0	7	2	38.3	43.9
09:15	99	0	1	52	38	4	0	1	0	0	1	2	39.2	43.4
09:30	91	0	1	40	33	3	1	0	0	0	11	2	37.3	41.8
09:45	110	0	2	51	31	7	2	1	2	0	13	1	35.1	40.9
10:00	82	0	0	36	30	1	2	2	1	0	7	3	38.1	43.2
10:15	82	0	2	34	29	4	2	0	0	1	6	4	38.7	43.1
10:30	73	0	0	41	18	3	0	0	0	0	8	3	37.3	42.4
10:45	92	0	0	39	30	6	0	1	1	0	13	2	37.8	42.6
11:00	84	0	1	41	30	3	0	0	0	0	8	1	37.2	43.3
11:15	88	0	0	28	41	2	2	2	2	0	9	2	36.2	42.5
11:30	73	0	0	29	29	5	0	0	0	0	9	1	38.3	43.3
11:45	105	0	0	55	28	6	2	0	0	0	11	3	36.7	41.9
12:00	71	0	0	28	26	6	1	1	1	0	6	2	39.2	45.8
12:15	88	0	0	44	28	3	2	1	0	0	8	2	36.2	41.1
12:30	104	0	1	40	45	5	1	2	1	0	7	2	36	42.4
12:45	106	0	0	47	42	7	0	0	0	1	6	3	37.6	43
13:00	110	0	0	50	38	6	1	0	0	0	12	3	37	41.7
13:15	90	0	0	45	27	5	0	0	1	0	9	3	34.8	39.1
13:30	101	0	1	58	28	4	1	0	1	0	7	1	39	44.6
13:45	103	0	1	46	39	6	1	0	0	0	5	5	37.1	43.1
14:00	93	0	1	43	37	3	1	1	0	0	6	1	38.9	45.7
14:15	88	0	0	45	26	7	0	0	1	0	7	2	36.7	41.4
14:30	115	0	2	60	42	3	0	1	0	0	3	4	38.6	43.7
14:45	111	0	1	52	47	7	0	0	0	0	4	0	39.3	43.9
15:00	113	1	1	62	32	8	1	1	0	0	5	2	37.8	44.9
15:15	111	0	0	55	46	5	0	1	1	0	2	1	38.2	45.5
15:30	114	1	0	62	37	7	1	0	0	0	2	4	37.7	42.9
15:45	111	0	1	60	39	4	0	0	1	0	5	1	39	43.8
16:00	109	0	0	63	38	3	0	0	1	0	1	3	37.2	43.1
16:15	127	0	0	64	51	7	0	0	0	0	3	2	37.9	42.7
16:30	103	0	0	54	40	5	0	0	0	0	3	1	38.1	43.7
16:45	112	0	1	59	45	2	0	0	0	0	3	2	37	41.4
17:00	120	0	1	74	38	3	0	0	1	0	2	1	37.6	43.1
17:15	125	0	0	76	39	1	0	0	0	0	9	0	37	41.7
17:30	119	0	0	68	42	2	0	0	0	0	5	2	37.2	42.2
17:45	124	0	1	76	43	1	0	0	0	0	2	1	37.4	43.6
18:00	115	0	0	66	40	3	0	0	2	0	4	0	36.9	42
18:15	84	0	2	38	38	1	0	0	0	0	3	2	37.4	43.7
18:30	87	0	1	54	31	1	0	0	0	0	0	0	39.7	45.4
18:45	82	0	2	39	36	2	0	0	0	0	2	1	37.1	42.9
19:00	79	0	0	37	28	4	0	0	0	0	9	1	37.5	45.5
19:15	74	0	0	34	29	0	0	0	1	0	9	1	37.2	40.8
19:30	51	0	1	30	13	2	0	0	0	0	4	1	38	45.1
19:45	55	0	0	31	19	1	0	0	0	0	3	1	39.5	45.3
20:00	52	0	0	31	18	1	0	0	0	0	0	2	40.5	46.1
20:15	40	0	0	24	13	1	0	0	0	0	1	1	38.6	43.5
20:30	39	0	0	23	13	2	0	0	0	0	1	0	37.9	43.4
20:45	39	0	0	22	13	1	0	0	0	0	2	1	38.4	44.6
21:00	40	0	0	13	21	1	0	0	0	0	4	1	36.7	43.4
21:15	33	0	0	18	11	0	0	0	0	0	3	1	36	42.9
21:30	42	0	0	23	16	1	0	0	0	0	2	0	38.9	42.4
21:45	32	0	0	19	9	1	0	0	0	0	2	1	39.4	48.7
22:00	28	0	0	9	17	0	0	0	0	0	1	1	38	45.5
22:15	26	0	0	14	11	0	0	0	0	0	1	0	39.1	46.5
22:30	29	0	0	9	11	1	0	0	0	0	6	2	35.1	40.2
22:45	26	0	0	6	15	0	0	0	0	0	3	2	37.3	43
23:00	24	0	1	10	6	1	0	0	0	0	5	1	35.7	41.8
23:15	21	0	0	9	11	0	0	0	0	0	1	0	38.5	43.7
23:30	14	0	0	8	4	1	0	0	0	0	1	0	38.9	41.6
23:45	19	0	0	7	8	1	0	0	0	0	3	0	37.2	42.2
07-19	5561	5	35	2832	2011	222	24	18	22	2	298	92	37.3	42.6
06-22	6742	5	42	3429	2460	255	28	20	25	2	364	112	37.4	42.8
06-00	6929	5	43	3501	2543	259	28	20	25	2	385	118	37.4	42.8
00-00	7367	5	50	3655	2702	273	30	21	31	2	470	128	37.5	42.9

Date Saturday 10/11/2018

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	16	0	0	8	7	0	0	0	0	0	1	0	38.1	44.2
00:15	20	0	0	8	7	0	0	0	0	0	5	0	38.8	47.2
00:30	11	0	0	3	3	0	0	0	0	0	5	0	37.6	44.2
00:45	8	0	0	1	5	0	0	0	0	0	2	0	34.8	-
01:00	7	0	1	2	3	0	0	0	0	0	1	0	40.7	-
01:15	5	0	0	2	1	0	0	0	0	0	2	0	38.8	-
01:30	4	0	0	3	1	0	0	0	0	0	0	0	39.7	-
01:45	4	0	0	0	3	0	0	0	0	0	1	0	46.1	-
02:00	7	0	0	2	2	0	0	0	0	0	3	0	38.3	-
02:15	8	0	0	4	3	0	0	0	0	0	1	0	37.3	-
02:30	4	0	0	2	1	0	0	0	0	0	1	0	45.5	-
02:45	5	0	0	1	2	0	0	0	0	0	2	0	36.6	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	42.1	-
03:15	8	0	0	3	3	0	0	0	0	0	2	0	39.9	-
03:30	4	0	0	1	1	0	0	0	0	0	2	0	36.3	-
03:45	2	0	0	1	0	0	0	0	0	0	1	0	43.1	-
04:00	5	0	0	0	3	0	0	0	0	0	2	0	36.2	-
04:15	3	0	0	0	2	0	0	0	0	0	1	0	39.8	-
04:30	8	0	0	3	2	1	0	0	0	0	1	1	40.2	-
04:45	15	0	0	6	7	0	0	0	0	0	2	0	41.4	49.8
05:00	15	0	1	6	8	0	0	0	0	0	0	0	41.4	47.9
05:15	15	0	0	5	6	0	1	0	0	0	2	1	37.3	46
05:30	27	0	0	9	11	0	0	0	0	0	2	5	37.5	45.1
05:45	26	1	0	9	10	0	0	0	0	0	4	2	38.3	44.2
06:00	31	0	3	12	9	1	0	0	0	0	5	1	41	48.3
06:15	35	0	0	10	14	1	0	0	0	0	10	0	40.4	46.9
06:30	43	0	0	22	14	4	0	0	0	0	1	2	38.2	42.3
06:45	31	1	0	15	9	0	0	0	0	0	6	0	39.5	45.7
07:00	34	0	0	13	15	2	0	1	1	0	0	2	38.2	42.8
07:15	49	0	2	16	20	6	1	0	0	0	4	0	37.1	43.1
07:30	39	0	0	16	12	4	0	0	1	0	6	0	38.8	44.9
07:45	52	0	0	23	19	3	0	0	0	0	6	1	37.1	42.3
08:00	49	0	0	19	23	1	2	0	0	0	3	1	40	46.3
08:15	64	0	1	29	22	5	0	0	0	0	6	1	37.4	44.1
08:30	71	0	1	37	22	3	0	1	0	0	6	1	38.6	44.2
08:45	55	0	0	26	20	4	0	0	2	0	1	2	40.6	44.7
09:00	64	0	0	30	29	4	0	0	0	0	1	0	39.8	45.9
09:15	74	0	1	42	23	3	0	0	1	0	2	2	38.4	42.7
09:30	84	0	0	42	30	3	0	0	1	0	6	2	39.7	45.9
09:45	68	0	0	39	22	3	0	0	1	0	2	1	38.8	44
10:00	73	0	0	43	21	4	0	0	1	0	3	1	38.8	43.7
10:15	94	0	0	45	39	2	0	0	0	0	7	1	39	45.2
10:30	71	1	1	46	13	4	0	0	1	0	4	1	38.5	43.5
10:45	76	0	0	39	31	1	0	0	1	0	2	2	38.3	44.3
11:00	86	0	0	32	45	6	0	0	1	0	1	1	39.9	46.2
11:15	114	0	0	64	36	2	0	0	0	0	11	1	38.6	44.1
11:30	107	0	0	62	36	2	0	0	0	0	4	3	38.6	43.4
11:45	90	0	1	54	30	1	0	0	0	0	2	2	39.5	44.6
12:00	94	0	1	49	38	0	0	0	2	0	4	0	39.9	45.4
12:15	101	0	0	52	41	3	0	0	0	0	3	2	38.9	43.3
12:30	105	0	1	58	39	5	1	0	0	0	0	1	38.6	43.7
12:45	111	0	0	60	43	2	0	0	0	0	5	1	38.7	42.8
13:00	99	0	0	56	32	3	0	0	1	0	5	2	37	43.1
13:15	87	0	0	52	32	1	0	0	0	0	1	1	40.1	45
13:30	95	0	0	50	40	1	0	0	0	0	1	3	39	43.8
13:45	112	0	1	71	37	2	0	0	0	0	0	1	38.3	43.3
14:00	128	0	0	79	38	5	0	0	2	0	2	2	37.9	42.3
14:15	111	0	1	67	41	2	0	0	0	0	0	0	39.7	44.9
14:30	111	0	0	74	33	2	0	0	0	0	0	2	39.1	43.6
14:45	90	0	0	56	29	3	0	0	0	0	1	1	39.3	44.6
15:00	94	0	0	49	43	1	0	0	0	0	0	1	41.6	47.6
15:15	93	0	0	51	36	3	0	0	1	0	0	2	39	44.7
15:30	91	0	0	56	29	1	0	0	0	0	2	3	39.3	43.4
15:45	83	0	0	54	22	2	0	0	0	0	3	2	39.5	45
16:00	68	0	1	42	19	3	0	0	0	0	2	1	39.8	45.8
16:15	80	0	0	40	35	1	0	0	0	0	4	0	39.8	44.4
16:30	74	0	0	43	27	1	0	0	0	0	1	2	39.1	43.2
16:45	85	0	0	45	36	1	0	0	0	0	2	1	37.5	42.4
17:00	96	0	0	57	31	5	0	0	0	0	2	1	36.3	42.6
17:15	88	0	0	51	33	1	0	0	0	0	1	2	37.1	42.3
17:30	69	0	0	38	28	0	0	0	0	0	2	1	38.8	43.3
17:45	67	0	1	34	23	4	0	0	0	0	4	1	36.8	42.1
18:00	61	0	0	34	21	0	0	0	1	0	4	1	38.5	44.5
18:15	47	0	0	26	19	1	0	0	0	0	0	1	38.4	42.4
18:30	55	0	0	30	21	1	0	0	0	0	2	1	41.1	46.8
18:45	58	0	1	26	26	3	0	0	0	0	1	1	37.7	41.4
19:00	51	0	0	27	18	1	0	0	0	0	4	1	37.8	41.8
19:15	39	0	0	15	19	1	0	0	0	0	1	3	38.9	45.4
19:30	52	0	0	23	26	2	0	1	0	0	0	0	38	43.2
19:45	41	0	0	15	23	0	0	0	0	0	2	1	37.9	43.2
20:00	37	0	0	19	15	2	0	0	0	0	1	0	39.6	44.6
20:15	39	0	0	22	12	0	0	0	0	0	4	1	38.2	44
20:30	25	0	0	13	9	2	0	0	0	0	1	0	36.4	41.8
20:45	22	0	0	12	8	0	0	0	0	0	1	1	36.9	42.2
21:00	20	0	0	9	7	2	0	0	1	0	0	1	38.5	43.2
21:15	23	0	0	14	8	0	0	0	0	0	0	1	41.5	53.6
21:30	28	0	0	14	12	2	0	0	0	0	0	0	39.2	45.4
21:45	21	0	0	11	6	1	0	0	0	0	1	2	35.9	43.5
22:00	15	0	0	7	5	1	0	0	0	0	1	1	41.8	51.2
22:15	27	0	0	13	10	0	0	0	0	0	3	1	38.8	41.4
22:30	19	0	0	11	6	1	0	0	0	0	1	0	38.6	41.8
22:45	19	0	0	7	9	0	0	0	0	0	2	1	38.6	44.9
23:00	27	0	0	15	9	0	0	0	0	0	2	1	38.3	45
23:15	20	0	0	12	6	0	0	0	0	0	2	0	35.7	44.1
23:30	18	0	0	9	8	0	0	0	0	0	1	0	39.5	44.5
23:45	19	0	0	3	11	2	0	0	0	0	3	0	39.9	47.3
07-19	3867	1	14	2117	1400	120	4	2	18	0	129	62	38.8	43.8
06-22	4405	2	17	2370	1609	139	4	3	19	0	166	76	38.8	43.9
06-00	4569	2	17	2447	1673	143	4	3	19	0	181	80	38.8	44.0
00-00	4797	3	19	2527	1764	144	5	3	19	0	224	89	38.8	44.1

Date Sunday 11/11/2018

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	10	0	0	5	1	0	0	0	0	0	4	0	36	-
00:15	15	0	0	6	9	0	0	0	0	0	0	0	41.6	49.7
00:30	10	0	0	5	4	0	0	0	0	0	1	0	37	-
00:45	6	0	0	3	2	0	0	0	0	0	1	0	39.5	-
01:00	4	0	0	3	1	0	0	0	0	0	0	0	38.1	-
01:15	6	0	0	4	1	0	0	0	0	0	1	0	37.1	-
01:30	8	0	0	3	5	0	0	0	0	0	0	0	38.6	-
01:45	5	0	0	1	4	0	0	0	0	0	0	0	37.1	-
02:00	3	0	0	1	0	0	0	0	0	0	2	0	36.2	-
02:15	5	0	0	1	4	0	0	0	0	0	0	0	41	-
02:30	5	0	0	0	3	0	0	0	0	0	2	0	39.6	-
02:45	8	0	0	1	7	0	0	0	0	0	0	0	35.9	-
03:00	5	0	0	2	2	0	0	0	0	0	1	0	43.5	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	44.6	-
03:30	2	0	0	1	1	0	0	0	0	0	0	0	37.5	-
03:45	2	0	0	0	1	0	0	0	0	0	1	0	37.3	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	5	0	0	1	3	0	0	0	0	0	1	0	38.6	-
04:30	7	0	0	4	3	0	0	0	0	0	0	0	41.1	-
04:45	9	0	0	4	4	0	0	0	0	0	1	0	41.5	-
05:00	8	0	1	3	2	0	0	0	0	0	2	0	36.2	-
05:15	12	0	0	1	7	0	0	0	0	0	2	2	38.1	46
05:30	21	0	0	8	8	0	0	0	0	0	3	2	37.1	48
05:45	15	0	1	3	7	0	0	0	0	0	4	0	40.2	49.1
06:00	11	0	0	3	5	1	0	0	0	0	1	1	38.5	43.8
06:15	15	0	0	8	4	0	0	0	0	0	2	1	39.9	46.2
06:30	18	0	0	8	8	1	0	0	0	0	1	0	38.8	46.3
06:45	22	1	0	11	7	0	0	0	0	0	3	0	37.7	44
07:00	16	0	0	6	4	0	0	0	0	0	5	1	38.1	46
07:15	24	0	0	12	7	0	0	0	0	0	5	0	40.6	47.8
07:30	21	0	0	10	9	0	0	0	0	0	2	0	39.7	45.2
07:45	21	0	0	10	9	0	0	0	0	0	1	1	36.9	42.7
08:00	15	0	0	9	3	1	0	0	0	0	1	1	41.3	53.1
08:15	23	0	0	9	11	1	0	0	0	0	2	0	38.9	43.6
08:30	35	0	0	21	8	1	0	0	0	0	4	1	38.6	49.1
08:45	26	0	0	10	14	0	0	0	0	0	2	0	41.9	48.7
09:00	31	0	0	16	9	1	0	0	0	0	5	0	41.1	45.9
09:15	36	0	0	14	17	0	1	0	1	0	2	1	39.3	45.8
09:30	62	0	0	25	26	4	0	0	0	0	7	0	38.9	44.4
09:45	52	0	0	35	13	0	0	0	0	0	3	1	40.8	48.2
10:00	59	1	0	32	22	1	0	0	0	0	2	1	38.7	43.3
10:15	76	0	0	47	22	1	0	0	0	0	5	1	38.6	43.5
10:30	76	0	0	41	32	1	0	0	1	0	1	0	39	42.1
10:45	107	0	1	59	39	1	0	0	1	0	5	1	38.3	42.9
11:00	81	0	0	45	29	2	0	0	0	0	5	0	39.3	43.8
11:15	76	0	0	44	27	0	0	0	2	0	1	2	38.6	44.1
11:30	77	0	0	42	26	4	0	0	1	0	4	0	38	44.3
11:45	78	0	0	42	29	0	0	0	0	0	6	1	38.5	44.1
12:00	74	1	1	45	24	1	0	0	0	0	1	1	38.7	44
12:15	86	0	0	47	31	1	0	1	1	0	4	1	38.4	42.8
12:30	81	0	3	44	22	3	1	0	0	0	8	0	38.8	44.6
12:45	92	0	0	55	33	1	0	0	0	0	2	1	39.6	45.5
13:00	80	0	0	44	30	2	0	0	0	0	2	2	40.5	46.1
13:15	85	0	1	50	25	4	0	0	0	0	3	2	38.9	43.7
13:30	109	0	1	60	42	1	0	0	0	0	5	0	38.7	43.8
13:45	80	0	0	49	28	0	0	0	0	0	1	2	37.9	42.9
14:00	68	0	0	36	30	0	0	0	0	0	1	1	40	44.6
14:15	64	0	1	33	23	2	0	0	0	0	4	1	39.1	43.9
14:30	77	0	0	40	32	3	0	0	0	0	1	1	39.8	44.4
14:45	68	0	0	37	28	0	0	0	0	0	2	1	40	44.7
15:00	69	0	1	44	18	1	0	1	0	0	4	0	38.3	45.1
15:15	61	0	0	32	25	1	0	0	0	0	3	0	39.7	44.9
15:30	62	0	1	42	15	1	0	0	1	0	1	1	40.1	46.2
15:45	78	0	1	52	21	0	0	0	1	0	2	1	39.2	43.2
16:00	75	0	0	35	36	1	0	0	0	0	3	0	41.2	46.3
16:15	66	0	0	37	23	2	0	0	0	0	3	1	39.3	43.6
16:30	50	0	0	27	18	1	0	0	0	0	4	0	38.7	45.7
16:45	44	0	0	25	17	0	0	0	0	0	1	1	37.8	45.3
17:00	51	0	0	22	19	4	0	1	0	0	4	1	36.6	43
17:15	44	0	0	29	13	1	0	0	0	0	1	0	36.8	41.1
17:30	45	0	0	27	10	1	0	0	0	0	7	0	37.7	42.4
17:45	34	0	0	20	14	0	0	0	0	0	0	0	39.5	43.4
18:00	43	0	0	24	14	1	0	0	0	0	3	1	38.6	43.3
18:15	38	0	0	29	6	0	0	0	0	0	3	0	39.9	44.8
18:30	38	0	0	23	9	0	0	0	0	0	5	1	36.5	46.6
18:45	44	0	0	19	22	0	0	0	0	0	2	1	40.4	44.6
19:00	30	0	0	19	8	0	0	0	0	0	3	0	41	49.9
19:15	37	0	0	15	15	1	0	0	0	0	5	1	37.4	42.9
19:30	37	0	0	21	14	0	0	0	0	0	2	0	39.4	47
19:45	25	0	0	13	7	0	0	0	0	0	3	2	38.1	49.3
20:00	36	0	0	22	12	0	0	0	0	0	2	0	39.3	46.4
20:15	34	0	0	18	13	1	0	0	0	0	1	1	37.9	43.3
20:30	22	0	0	12	8	0	0	0	0	0	2	0	40.4	47.8
20:45	19	0	0	8	7	0	0	0	0	0	3	1	37	42.8
21:00	26	0	0	10	15	0	0	0	0	0	1	0	41	49
21:15	29	0	0	9	18	0	0	0	0	0	1	1	39.4	44
21:30	22	0	0	13	9	0	0	0	0	0	0	0	38.9	43.4
21:45	13	0	0	9	1	0	0	0	0	0	2	1	38.3	50.6
22:00	16	0	0	9	6	0	0	0	1	0	0	0	41.3	48.8
22:15	16	0	0	5	10	0	0	0	0	0	0	1	41.1	50.9
22:30	13	0	0	6	5	0	0	0	0	0	2	0	38.2	47
22:45	13	0	0	3	9	0	0	0	0	0	1	0	40.2	43.4
23:00	10	0	0	8	1	0	0	0	0	0	1	0	36.5	-
23:15	7	0	0	3	3	0	0	0	0	0	1	0	39.6	-
23:30	9	0	0	2	4	0	0	0	0	0	3	0	41	-
23:45	6	0	0	1	3	0	0	0	1	0	1	0	41.6	-
07-19	2798	2	11	1556	984	50	2	3	9	0	148	33	39.1	44.3
06-22	3194	3	11	1755	1135	54	2	3	9	0	180	42	39.0	44.4
06-00	3284	3	11	1792	1176	54	2	3	11	0	189	43	39.1	44.4
00-00	3457	3	13	1853	1256	54	2	3	11	0	215	47	39.0	44.8

Date	Monday	12/11/2018												
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	5	0	0	1	1	0	0	0	0	0	3	0	39.3	-
00:15	4	0	0	3	0	0	0	0	0	0	1	0	42.9	-
00:30	4	0	0	3	1	0	0	0	0	0	0	0	36.6	-
00:45	3	0	0	1	1	0	0	0	0	0	1	0	36.5	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	43.8	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	45.1	-
01:30	6	0	0	2	0	0	0	0	0	0	4	0	36.6	-
01:45	2	0	0	0	1	0	0	0	0	0	1	0	36.3	-
02:00	3	0	0	0	2	0	0	0	0	0	1	0	39.5	-
02:15	4	0	0	0	1	0	0	0	0	0	3	0	35.9	-
02:30	3	0	0	1	1	0	0	0	0	0	1	0	43.4	-
02:45	5	0	0	1	1	0	0	0	0	0	3	0	35.2	-
03:00	5	0	0	0	3	0	0	0	0	0	2	0	37.2	-
03:15	5	0	0	1	1	0	0	0	1	0	2	0	36.1	-
03:30	4	0	0	0	2	1	0	0	0	0	1	0	39.7	-
03:45	15	0	0	7	3	0	0	0	0	0	5	0	40.4	49.7
04:00	12	0	0	6	2	0	0	0	0	0	4	0	38.1	45.1
04:15	12	0	0	3	5	0	0	0	0	0	3	1	39.7	47.4
04:30	20	0	2	7	7	0	0	0	0	0	4	0	40.4	44.7
04:45	17	0	0	6	7	0	0	0	1	0	2	1	36.9	42.3
05:00	34	0	1	10	16	0	0	0	0	0	7	0	38.4	44.8
05:15	50	0	1	22	13	1	0	0	1	0	10	2	37	45.1
05:30	85	0	1	37	34	4	1	1	0	0	4	3	40.1	45.3
05:45	143	0	0	46	76	7	1	0	0	0	8	5	37.5	43.3
06:00	222	0	4	76	120	11	2	0	3	0	4	2	37.3	41.6
06:15	344	0	0	145	172	16	0	0	1	0	7	3	26.3	34.7
06:30	269	0	1	110	135	11	2	0	1	0	7	2	19.4	26
06:45	308	0	1	148	137	8	0	1	4	0	5	4	31.5	38.5
07:00	319	0	1	169	126	12	0	0	2	0	4	5	33.1	38.4
07:15	330	0	2	175	136	9	0	0	1	0	5	2	32.9	37.9
07:30	317	0	1	172	130	5	0	0	1	0	5	3	30.5	39.2
07:45	276	0	1	148	107	6	2	0	1	0	10	1	34	38.8
08:00	242	0	0	133	99	4	0	0	0	0	5	1	35.6	41.2
08:15	195	0	2	100	79	3	0	0	1	0	8	2	37.3	42.6
08:30	169	0	1	82	66	6	1	0	2	0	11	0	38	43
08:45	120	0	1	42	54	6	2	0	2	0	11	2	37.4	42.9
09:00	106	0	1	40	47	6	1	0	1	0	8	2	37.8	41.7
09:15	92	0	0	41	34	4	0	0	0	0	11	2	37.2	41.9
09:30	91	0	1	49	25	4	0	0	3	0	8	1	37.4	43.3
09:45	88	0	1	43	29	2	0	1	3	0	5	4	37.3	41.2
10:00	89	0	0	40	29	3	0	0	1	0	14	2	35.6	40
10:15	81	0	0	30	35	4	2	1	0	0	6	3	37.8	43.4
10:30	85	0	0	44	26	6	0	0	0	0	8	1	37.1	41.8
10:45	92	0	0	39	38	4	1	2	1	0	5	2	36.8	42.4
11:00	91	0	1	45	28	4	0	0	2	0	10	1	36.6	41
11:15	83	0	0	31	33	4	0	0	0	0	12	3	36.6	43
11:30	85	0	0	37	32	5	1	0	0	0	6	4	39	43.9
11:45	93	0	0	44	29	5	0	1	1	0	9	4	36.1	41.2
12:00	84	0	0	40	37	2	0	1	0	0	2	2	37.5	41.8
12:15	88	0	1	42	29	3	0	0	0	0	11	2	37.3	41.8
12:30	89	0	1	36	35	5	0	0	2	0	8	2	38.2	44.3
12:45	85	0	1	41	30	3	1	2	0	0	6	1	35.2	41
13:00	84	0	0	31	30	8	1	1	1	0	10	2	36.5	41.7
13:15	86	0	0	38	29	2	1	1	0	0	12	3	36.3	40.8
13:30	87	0	0	42	25	4	1	0	1	0	12	2	36.3	42
13:45	81	0	0	34	36	3	1	0	0	0	7	0	38.1	44
14:00	86	0	0	40	28	3	0	1	1	0	9	4	35.4	41
14:15	108	0	0	51	35	7	0	0	3	0	11	1	37	42.9
14:30	101	0	0	57	34	3	0	0	0	0	6	1	38	44
14:45	116	0	1	67	39	1	0	0	2	0	4	2	37.2	43
15:00	114	0	0	67	34	6	0	0	0	0	6	1	37.2	43.9
15:15	96	0	0	40	39	6	0	0	0	0	10	1	36.3	43.1
15:30	110	1	0	51	41	12	0	1	1	0	2	1	38.8	43.2
15:45	101	0	1	51	36	4	0	0	2	0	5	2	38.2	43.9
16:00	105	0	0	46	49	3	0	0	0	0	5	2	39.2	43.7
16:15	102	0	1	45	40	5	1	0	1	0	5	4	36.9	43
16:30	101	0	0	55	36	4	0	0	1	0	4	1	36.7	41.3
16:45	109	0	0	67	38	2	0	0	0	0	0	2	38.3	42.7
17:00	106	0	1	59	40	3	0	0	0	0	1	2	37.4	43.4
17:15	119	0	1	74	36	1	0	0	1	0	4	2	36.1	42.1
17:30	108	0	0	56	40	7	0	0	0	0	3	2	38.5	42.9
17:45	112	0	1	64	40	2	0	0	0	0	4	1	36.6	40.6
18:00	99	0	1	56	35	4	0	0	0	0	2	1	37.6	43.1
18:15	87	0	1	44	35	1	0	0	0	0	5	1	36.5	43
18:30	84	0	0	45	34	3	0	0	0	0	2	0	37.7	43
18:45	84	0	0	41	28	8	0	0	1	0	4	2	35.6	42
19:00	72	0	0	40	23	2	0	0	0	0	5	2	38.2	43.4
19:15	62	0	0	33	19	0	0	0	0	0	9	1	37.4	42.5
19:30	54	0	0	29	19	2	0	0	0	0	4	0	39.6	47.4
19:45	49	0	0	27	16	3	0	0	0	0	2	1	38.6	43.2
20:00	52	0	0	23	22	1	0	0	0	0	5	1	36.4	41.2
20:15	32	0	0	11	17	1	0	0	0	0	3	0	37.6	42.7
20:30	27	0	0	16	11	0	0	0	0	0	0	0	40.9	47.1
20:45	28	0	0	15	9	1	0	0	0	0	2	1	37.3	41.8
21:00	38	0	1	17	14	1	0	0	0	0	5	0	36.8	40.6
21:15	27	0	0	16	9	1	0	0	0	0	0	1	38.6	43.3
21:30	26	0	0	17	8	1	0	0	0	0	0	0	41.3	47.2
21:45	24	0	1	9	5	1	0	0	0	0	7	1	37.3	46.6
22:00	22	0	0	12	5	1	0	0	0	0	3	1	38.1	42.1
22:15	21	0	0	10	3	1	0	0	0	0	6	1	38.6	48.3
22:30	10	0	0	4	4	0	0	0	0	0	1	1	38.8	-
22:45	19	0	0	5	8	0	0	0	0	0	5	1	36.6	44
23:00	18	0	0	11	2	0	0	0	0	0	4	1	34.5	41.2
23:15	7	0	0	4	2	0	0	0	0	0	1	0	34.4	-
23:30	11	0	0	7	1	0	0	0	0	0	3	0	35.6	44.2
23:45	9	0	0	4	0	2	0	0	0	0	3	0	36.9	-
07-19	5776	1	24	2884	2170	217	16	12	39	0	321	92	36.2	41.7
06-22	7410	1	32	3616	2906	277	20	13	48	0	386	111	35.1	41.4
06-00	7527	1	32	3673	2931	281	20	13	48	0	412	116	35.1	41.4
00-00	7970	1	37	3831	3110	294	22	14	51	0	482	128	35.3	41.6

Date Tuesday 13/11/2018

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	7	0	0	2	2	0	0	0	0	0	3	0	40.3	-
00:15	7	0	0	2	1	0	0	0	0	0	4	0	35.2	-
00:30	9	0	0	7	2	0	0	0	0	0	0	0	35.4	-
00:45	13	0	0	3	3	0	0	0	0	0	7	0	37.6	47.8
01:00	3	0	0	0	0	0	0	0	0	0	2	1	35	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	45.1	-
01:30	6	0	0	1	2	0	0	0	0	0	3	0	39.8	-
01:45	3	0	0	0	1	0	0	0	1	0	1	0	36.9	-
02:00	7	0	0	3	2	1	0	0	0	0	1	0	41.3	-
02:15	2	0	0	1	0	0	0	0	0	0	1	0	39.4	-
02:30	7	0	0	2	3	0	0	0	0	0	2	0	37	-
02:45	4	0	0	0	1	0	0	0	0	0	3	0	35	-
03:00	2	0	0	1	0	0	0	0	0	0	1	0	42.1	-
03:15	4	0	0	0	0	0	0	0	0	0	4	0	32	-
03:30	5	0	0	3	1	0	0	0	0	0	1	0	43.9	-
03:45	10	0	0	3	3	0	0	0	0	0	4	0	39.4	-
04:00	16	0	0	9	2	1	0	0	0	0	4	0	39.8	48.2
04:15	18	0	0	9	5	1	0	0	0	0	3	0	39.2	46.8
04:30	17	0	2	7	6	1	0	0	0	0	1	0	39.7	43.5
04:45	13	0	0	5	5	0	0	0	0	0	2	1	37.8	45.2
05:00	45	0	1	22	14	1	1	0	0	0	5	1	38.8	44.9
05:15	62	0	2	25	23	1	0	0	1	0	8	2	38.6	46
05:30	79	0	1	32	29	4	0	0	1	0	8	4	37.1	42.7
05:45	110	0	1	39	53	6	1	0	1	0	7	2	38.5	44.8
06:00	145	0	5	63	62	3	0	0	2	0	7	3	38.3	43.7
06:15	161	0	0	71	71	5	0	0	1	0	11	2	37.6	45.7
06:30	217	0	2	100	89	9	3	1	0	0	11	2	35.9	40.7
06:45	259	0	0	133	109	4	1	1	4	0	4	3	36.3	41.3
07:00	305	0	1	155	132	8	0	0	1	0	4	4	34.2	39.2
07:15	298	1	1	139	142	4	0	1	2	0	6	2	34.8	40.7
07:30	261	0	2	126	114	8	0	0	1	0	5	5	35	40.5
07:45	267	1	1	124	127	4	0	1	0	0	8	1	36.6	42.4
08:00	238	0	0	141	82	4	0	0	1	0	8	2	36.3	41.2
08:15	191	0	1	95	73	4	2	1	0	0	13	2	35.5	41.2
08:30	128	0	0	65	42	5	1	1	2	0	11	1	36.7	41.2
08:45	130	0	0	67	47	5	2	1	0	0	7	1	37.9	41.5
09:00	122	0	1	56	47	6	0	0	0	0	10	2	36.9	41.5
09:15	84	0	0	43	29	3	1	0	1	0	4	3	37.2	43.3
09:30	98	0	0	50	31	5	0	0	0	0	10	2	35.9	42.8
09:45	87	0	1	32	38	5	0	1	0	0	7	3	38.2	43.7
10:00	67	0	0	27	25	2	1	2	0	0	8	2	36.7	42.5
10:15	83	0	2	39	24	5	2	3	0	0	7	1	38	42.7
10:30	102	0	0	59	26	1	0	0	3	0	11	2	35.6	40.2
10:45	82	0	3	32	29	4	1	1	0	0	10	2	37.6	43
11:00	81	0	1	32	35	0	0	0	4	0	8	1	35.4	41
11:15	72	0	0	34	23	4	2	1	0	0	4	4	36.5	41.8
11:30	84	0	1	40	25	3	0	1	0	0	12	2	37	42.1
11:45	84	0	0	35	34	7	0	1	0	0	4	3	38.9	43.9
12:00	84	0	0	32	31	5	0	1	0	0	13	2	37.9	42.3
12:15	78	0	0	36	21	5	0	0	1	0	11	4	35.2	42.9
12:30	84	1	1	41	20	5	1	0	1	0	12	2	37.1	43.8
12:45	93	0	1	38	38	6	0	0	0	0	6	4	37.5	44.4
13:00	86	0	1	41	35	1	0	2	1	0	4	1	38.9	42.9
13:15	66	0	1	30	19	4	0	0	1	0	8	3	38.1	44.9
13:30	56	0	0	24	23	2	1	0	0	0	6	0	36.2	41.6
13:45	86	0	1	33	36	4	1	1	1	0	4	5	37.4	43.2
14:00	92	0	0	42	26	8	0	0	0	0	15	1	37.8	42.9
14:15	89	0	0	38	41	4	0	0	0	0	3	3	38.4	45
14:30	97	0	1	45	34	4	0	1	0	0	8	4	39	43.9
14:45	97	0	1	45	37	1	1	2	1	0	9	0	38.9	44.7
15:00	120	0	1	51	48	5	0	1	1	0	10	3	36.8	40.7
15:15	113	1	1	55	46	8	0	0	0	0	1	1	38.7	43.7
15:30	102	0	0	54	36	4	0	0	0	0	7	1	37.2	41.6
15:45	93	0	0	51	33	3	0	0	0	0	4	2	39.3	43.9
16:00	112	0	5	60	35	5	1	0	0	0	3	3	37.8	42.4
16:15	97	0	3	49	41	2	0	0	0	0	0	2	39	43
16:30	150	0	0	82	60	6	0	0	0	0	1	1	38.1	42.9
16:45	113	0	0	67	37	2	0	0	0	0	5	2	37.4	42.6
17:00	133	0	0	72	51	3	0	0	1	0	3	3	37.2	42.4
17:15	121	0	0	73	38	3	0	1	1	0	4	1	37.1	41.4
17:30	120	0	0	68	42	5	0	0	0	0	5	0	36.8	40.8
17:45	96	0	0	56	33	3	0	0	0	0	3	1	36.9	40.6
18:00	94	0	0	51	38	2	0	0	0	0	2	1	38.3	43.7
18:15	91	0	0	49	35	3	0	0	0	0	3	1	37.7	44.1
18:30	96	0	0	54	36	4	0	0	0	0	2	0	38.1	43.3
18:45	79	0	0	51	25	0	0	0	0	0	3	0	39.9	44.9
19:00	57	0	0	30	17	3	0	0	1	0	4	2	37.5	43.8
19:15	75	1	0	38	25	2	1	0	0	0	6	2	38.5	44.4
19:30	52	0	0	29	17	2	0	0	0	0	4	0	38.8	45
19:45	47	0	0	28	14	0	0	0	0	0	4	1	38.4	44.2
20:00	52	0	0	21	23	2	0	0	1	0	4	1	37.9	44
20:15	35	1	0	18	11	0	0	0	0	0	4	1	37.8	45.2
20:30	41	0	0	17	16	4	0	0	0	0	3	1	37	43.2
20:45	32	0	0	12	14	0	0	1	0	0	3	2	37.9	42.5
21:00	31	0	1	11	13	1	0	0	1	0	3	1	39.8	46.8
21:15	37	0	0	20	12	0	0	0	0	0	4	1	38.2	45.4
21:30	17	0	0	8	5	1	0	0	0	0	3	0	38.3	46
21:45	36	0	0	19	11	1	0	0	0	0	4	1	41.8	55.3
22:00	20	0	0	7	8	1	0	0	0	0	2	2	38.8	46.5
22:15	25	0	0	8	13	0	0	0	0	0	3	1	36.5	44
22:30	17	0	0	6	9	0	0	0	0	0	2	0	36	41.7
22:45	11	0	0	4	4	0	0	0	0	0	2	1	39.1	47.3
23:00	13	0	0	5	4	0	0	0	0	0	3	1	38.8	44.9
23:15	13	0	0	8	2	0	0	0	0	0	3	0	38.9	44.4
23:30	19	0	0	2	12	0	0	0	0	0	5	0	34.1	39.9
23:45	12	0	0	9	1	0	0	0	0	0	2	0	39	44.8
07-19	5602	4	32	2779	2120	194	17	24	24	0	312	96	36.9	42.2
06-22	6896	6	40	3397	2629	231	22	27	34	0	391	119	37.0	42.3
06-00	7026	6	40	3446	2682	232	22	27	34	0	413	124	37.1	42.3
00-00	7476	6	47	3622	2841	248	24	27	38	0	488	135	37.1	42.4

Date Wednesday 14/11/2018

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	8	0	0	2	4	1	0	0	0	0	1	0	42.5	-
00:15	11	0	1	3	2	0	0	0	0	0	5	0	39.4	47.2
00:30	9	0	0	2	2	0	0	0	0	0	5	0	36.9	-
00:45	8	0	0	2	0	1	0	0	0	0	5	0	38.3	-
01:00	8	0	0	0	2	0	0	0	0	0	5	1	35	-
01:15	7	0	0	0	2	1	0	0	0	0	4	0	39.3	-
01:30	6	0	0	2	3	0	0	0	0	0	1	0	43.5	-
01:45	2	0	0	0	0	0	0	0	0	0	2	0	34.4	-
02:00	3	0	0	1	1	0	0	0	0	0	1	0	39	-
02:15	5	0	0	0	1	1	0	0	0	0	3	0	38	-
02:30	4	0	0	2	0	0	0	0	0	0	2	0	40.6	-
02:45	2	0	0	0	0	0	0	0	1	0	1	0	40.1	-
03:00	10	0	0	3	3	0	0	0	0	0	4	0	38.2	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	40.5	-
03:30	4	0	0	1	2	0	0	0	0	0	1	0	33.7	-
03:45	10	0	0	5	1	0	0	0	0	0	4	0	39.5	-
04:00	13	0	0	11	0	0	0	0	0	0	2	0	33.9	42.1
04:15	19	0	0	7	8	1	0	0	0	0	3	0	40.6	47
04:30	14	0	1	3	5	0	0	0	0	0	5	0	35.3	39.4
04:45	20	0	0	10	5	0	0	0	0	0	4	1	37.4	42.8
05:00	37	0	0	16	14	3	0	0	0	0	4	0	39	44.6
05:15	44	0	1	18	15	0	1	0	0	0	7	2	38.7	44.8
05:30	84	0	1	34	32	2	0	0	1	0	6	8	37.9	45.5
05:45	110	0	3	32	63	3	0	0	0	0	8	1	40	45.4
06:00	130	0	2	52	66	3	1	0	0	0	4	2	37.2	43.1
06:15	183	0	2	79	79	5	1	0	1	0	14	2	37.1	42.2
06:30	203	0	2	91	92	6	1	0	0	0	9	2	37	42
06:45	269	0	0	127	124	9	0	0	0	0	7	2	35.2	41.4
07:00	254	0	3	117	110	13	0	1	0	0	8	2	33.6	39.6
07:15	241	0	1	122	98	5	1	2	0	0	11	1	29.5	33.9
07:30	274	0	3	131	120	10	1	2	0	0	5	2	30.9	35
07:45	253	0	0	113	127	7	1	0	0	0	4	1	30.6	35.5
08:00	243	0	0	128	99	6	0	1	0	0	6	3	31.8	36.4
08:15	262	0	2	128	112	5	0	1	2	0	9	3	34.5	40.6
08:30	243	0	0	125	100	10	0	1	1	0	6	0	38.9	43.4
08:45	254	0	0	130	110	8	0	1	0	0	4	1	36.2	40.9
09:00	208	0	0	96	87	13	1	0	1	0	8	2	34.3	40.5
09:15	189	0	0	94	78	9	0	0	0	0	6	2	36.5	42.7
09:30	161	0	1	75	65	9	1	1	1	0	6	2	35.4	41.1
09:45	149	0	0	73	62	5	1	0	2	0	6	0	36.6	41.4
10:00	99	0	2	44	38	5	1	0	0	0	8	1	35.4	42.3
10:15	86	0	1	41	32	4	0	0	0	0	6	2	38.4	43.9
10:30	76	0	0	41	23	3	1	1	0	0	6	1	37	42.2
10:45	91	0	2	38	32	2	0	3	3	0	10	1	38	43.3
11:00	88	0	0	34	29	8	2	1	2	0	11	1	35.9	40.3
11:15	80	0	0	36	32	2	0	1	1	0	6	2	37.6	43.1
11:30	81	0	0	36	30	1	1	0	3	0	8	2	37.4	44.1
11:45	91	0	1	42	33	4	0	0	2	0	7	2	37.8	44.6
12:00	104	0	0	50	37	4	1	0	0	0	9	3	37.1	43
12:15	83	0	1	37	35	2	2	0	0	0	4	2	37.9	42.2
12:30	92	0	2	41	29	7	0	1	1	0	10	1	37.7	43.8
12:45	102	0	0	50	33	8	0	1	0	0	9	1	37.7	43.5
13:00	96	0	0	43	30	4	2	1	1	0	11	4	38.3	43.1
13:15	94	0	2	47	21	13	1	1	0	0	4	5	38	46.1
13:30	93	0	1	43	30	4	0	0	1	0	13	1	37	42.4
13:45	72	0	0	33	26	2	0	0	0	0	9	2	38.3	43.5
14:00	88	0	2	36	30	7	0	0	1	0	9	3	38.8	43.8
14:15	79	0	0	35	24	8	1	0	1	0	7	3	37.2	43.6
14:30	105	0	0	53	35	10	0	0	1	0	4	2	38.9	43.3
14:45	104	0	3	49	38	5	0	0	1	0	7	1	39.9	45.9
15:00	91	0	0	36	43	3	0	1	0	0	5	3	40	45.5
15:15	112	0	1	58	35	7	0	1	0	0	7	3	38.6	44.2
15:30	113	0	1	54	48	7	0	0	0	0	3	0	40.2	45.1
15:45	107	0	0	51	43	5	1	0	2	0	3	2	38.6	42.9
16:00	101	0	1	50	39	2	0	0	0	0	7	2	38.4	43.2
16:15	119	1	0	63	43	5	0	0	0	0	3	4	36.2	43.1
16:30	103	0	1	55	40	4	0	0	0	0	2	1	38.4	43.5
16:45	94	1	0	48	36	2	0	1	1	0	3	2	37.8	42.3
17:00	128	0	2	76	41	6	0	0	0	0	3	0	38.3	43.1
17:15	119	0	1	63	41	5	0	0	0	0	7	2	36.5	41.6
17:30	101	0	0	69	27	3	0	0	0	0	2	0	36.9	41.9
17:45	115	0	0	69	38	3	0	0	0	0	2	3	37.3	41.5
18:00	97	0	0	55	35	2	0	0	0	0	5	0	38.5	44.1
18:15	107	0	0	63	39	2	0	0	0	0	2	1	36.4	41.2
18:30	97	0	0	54	37	5	0	0	0	0	1	0	38	43.3
18:45	71	0	0	43	22	3	0	0	1	0	1	1	37.4	43.5
19:00	61	0	0	32	23	2	0	0	0	0	3	1	40	44.4
19:15	83	0	0	37	37	2	0	0	1	0	5	1	37.8	42.2
19:30	40	0	0	21	13	2	0	0	0	0	4	0	38.3	44
19:45	47	0	0	21	18	1	0	0	0	0	6	1	37.3	43.7
20:00	63	0	0	27	29	2	1	0	0	0	3	1	38.8	43.5
20:15	43	0	0	26	12	1	0	0	0	0	3	1	39.2	44.6
20:30	29	0	0	12	14	1	0	0	0	0	2	0	41.5	49.9
20:45	29	0	0	12	8	1	0	0	0	0	7	1	37.5	42.3
21:00	30	0	0	15	9	5	0	0	0	0	0	1	39.6	45.5
21:15	34	0	0	16	13	1	0	0	0	0	2	2	38.8	46.7
21:30	37	0	0	19	13	1	0	0	0	0	4	0	38.7	44.3
21:45	22	0	1	9	8	1	0	0	0	0	1	2	38.7	45.2
22:00	37	0	0	20	11	1	0	0	0	0	4	1	38.9	46.4
22:15	18	0	0	10	7	0	0	0	0	0	0	1	37.6	43.5
22:30	19	0	0	7	8	0	0	0	0	0	3	1	37	43.3
22:45	14	0	0	2	8	0	0	0	0	0	3	1	38.1	46
23:00	21	0	0	5	11	0	0	0	0	0	4	1	37.4	44.1
23:15	19	0	0	9	5	0	0	0	0	0	5	0	40	44.6
23:30	6	0	0	2	3	0	0	0	0	0	1	0	37.8	-
23:45	9	0	1	2	3	1	0	0	0	0	2	0	38.8	-
07-19	6210	2	34	3068	2392	267	19	23	29	0	293	83	36.1	42.1
06-22	7513	2	41	3664	2950	310	23	23	31	0	367	102	36.3	42.2
06-00	7656	2	42	3721	3006	312	23	23	31	0	389	107	36.3	42.2
00-00	8095	2	49	3875	3172	325	24	23	33	0	472	120	36.5	42.4

Date Thursday 15/11/2018

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	10	0	0	2	4	1	0	0	0	0	3	0	39.4	-
00:15	11	0	0	5	6	0	0	0	0	0	0	0	37.7	43.7
00:30	13	0	0	3	6	1	0	0	1	0	2	0	38.3	45.2
00:45	10	0	0	1	4	0	0	0	0	0	5	0	35.9	-
01:00	3	0	0	1	1	0	0	0	0	0	1	0	35.4	-
01:15	6	0	0	0	1	0	0	0	0	0	5	0	33.6	-
01:30	8	0	0	1	2	0	0	0	1	0	4	0	36.4	-
01:45	2	0	0	1	0	0	0	0	1	0	0	0	39	-
02:00	3	0	0	2	0	0	0	0	1	0	0	0	42.9	-
02:15	6	0	0	1	3	0	0	0	1	0	1	0	41.8	-
02:30	6	0	0	1	2	0	0	0	1	0	2	0	35	-
02:45	2	0	0	0	0	0	0	0	0	0	2	0	34	-
03:00	4	0	0	1	1	0	0	0	0	0	2	0	40.3	-
03:15	6	0	0	0	0	0	0	0	1	0	5	0	34.6	-
03:30	7	1	0	2	1	1	0	0	1	0	1	0	36.1	-
03:45	10	0	0	3	4	0	0	0	0	0	3	0	41.4	-
04:00	12	0	0	7	1	0	0	0	0	0	4	0	37.8	42.2
04:15	16	0	0	3	7	1	0	0	0	0	5	0	38.1	45
04:30	21	0	1	13	3	0	0	0	0	0	4	0	40.5	45.7
04:45	24	0	0	10	10	0	0	0	0	0	3	1	38.8	46.4
05:00	36	0	1	18	8	2	0	0	0	0	7	0	38.4	44.3
05:15	59	0	1	30	18	2	0	0	0	0	5	3	39.6	47.3
05:30	79	0	0	30	37	1	0	0	1	0	7	3	39.9	46.2
05:45	107	0	2	40	52	4	1	0	2	0	3	3	39.4	45.3
06:00	124	0	4	45	60	2	0	0	2	0	9	2	38.3	44
06:15	167	0	0	78	66	6	0	0	0	0	10	7	36	41.2
06:30	224	0	1	105	94	7	3	0	1	0	11	2	36.5	41.7
06:45	274	0	1	137	117	7	0	0	2	0	8	2	36.3	40.9
07:00	284	0	4	134	124	7	0	1	0	0	11	3	34.1	38.9
07:15	256	0	0	140	95	7	1	0	1	0	11	1	36.3	41.5
07:30	277	0	1	134	123	4	0	1	0	0	12	2	35	41
07:45	264	1	2	129	116	5	0	3	2	0	5	1	35.6	40.6
08:00	193	0	0	102	75	4	0	1	0	1	8	2	37.2	42.7
08:15	207	1	3	104	83	3	0	1	1	0	10	1	36	41.6
08:30	162	0	0	85	62	6	1	0	0	0	5	3	38	42.5
08:45	135	0	2	72	44	5	1	0	1	0	10	0	38.4	44
09:00	126	0	1	63	41	5	1	1	1	0	10	3	37.2	43.5
09:15	92	0	1	32	40	8	0	2	2	0	6	1	38	42.6
09:30	109	0	0	59	33	4	0	1	3	0	8	1	37.5	43.6
09:45	99	0	0	51	35	2	0	0	0	0	8	3	37.3	41.3
10:00	90	0	0	47	29	5	0	0	0	0	8	1	37.2	42.8
10:15	88	0	0	38	33	5	1	1	1	0	7	2	37.4	43.3
10:30	86	0	0	45	26	6	3	1	0	0	2	3	37.4	41.9
10:45	72	0	1	26	26	6	1	1	1	0	7	3	37.3	42.3
11:00	92	0	0	48	32	2	0	3	0	0	5	2	37.5	44.2
11:15	93	0	1	37	32	5	0	2	2	0	12	2	34.6	40.3
11:30	92	0	0	46	32	4	1	1	0	0	7	1	36.7	42.2
11:45	82	0	0	38	26	5	0	3	0	0	8	2	37	42.6
12:00	82	0	0	37	34	2	0	1	0	0	7	1	38.1	43.1
12:15	102	0	1	58	30	4	0	1	1	0	6	1	38.5	44.6
12:30	117	0	1	53	37	6	1	0	0	0	16	3	33.8	40.6
12:45	88	0	1	39	30	4	2	0	0	0	11	1	37.1	43.6
13:00	94	0	0	49	31	5	0	1	2	0	4	2	37.6	43.7
13:15	119	0	2	49	46	6	0	3	0	0	9	4	37.6	42.2
13:30	80	0	0	35	27	6	0	0	1	0	8	3	37.9	43.4
13:45	81	1	0	36	26	4	1	2	0	0	6	5	37.8	43
14:00	102	0	1	58	26	5	0	0	0	0	11	1	38.3	43.8
14:15	90	0	0	40	36	5	0	1	0	0	7	1	37	40.6
14:30	87	0	1	40	33	4	0	1	1	0	6	1	37.9	43.3
14:45	98	0	2	52	35	6	0	1	1	0	1	0	37.4	44.4
15:00	108	0	0	43	52	5	0	0	1	0	5	2	38.6	42.4
15:15	92	0	2	47	30	4	1	1	0	0	5	2	39	44.5
15:30	118	0	0	62	41	5	0	0	0	0	7	3	37.6	42.3
15:45	109	0	1	53	46	1	0	2	1	0	4	1	38.7	44.3
16:00	114	0	2	56	46	2	0	1	2	0	4	1	37.9	44.9
16:15	116	0	0	66	33	7	0	0	1	0	6	3	38.1	42.1
16:30	124	0	0	68	49	2	0	0	0	0	5	0	38.1	41.8
16:45	109	0	1	52	44	2	0	0	1	0	5	4	36.5	41.8
17:00	125	0	3	73	38	6	1	0	0	0	4	0	37.9	43.6
17:15	115	0	1	69	38	1	0	0	0	0	4	2	36.7	42
17:30	103	0	0	61	36	3	0	0	0	0	1	2	37.6	41.8
17:45	111	0	0	67	34	1	0	0	1	0	7	1	36.5	42.3
18:00	100	0	0	52	36	5	0	0	0	0	6	1	36.7	42.3
18:15	88	0	1	47	32	3	0	1	0	0	3	1	38.3	44.3
18:30	81	0	0	48	29	2	0	0	0	0	2	0	37.9	42.6
18:45	79	0	0	41	31	3	0	0	0	0	3	1	39.1	43.9
19:00	76	0	0	39	31	3	0	0	0	0	2	1	39.5	44.6
19:15	87	0	0	36	42	1	0	0	1	0	6	1	36.8	42.2
19:30	67	0	1	32	25	2	0	0	0	0	7	0	38.8	45.2
19:45	51	0	0	21	22	0	0	0	0	0	7	1	38.4	44
20:00	54	0	0	36	15	1	0	0	0	0	1	1	40.1	46.5
20:15	47	0	0	30	12	0	0	0	0	0	4	1	39.6	47.1
20:30	41	0	0	22	14	3	0	0	0	0	1	1	41.2	47.9
20:45	46	0	0	25	18	1	0	0	0	0	1	1	37.8	43.9
21:00	41	0	1	19	11	2	1	0	0	0	6	1	38	45.4
21:15	35	0	0	19	12	0	0	0	0	0	4	0	39.2	44.7
21:30	33	0	0	10	13	2	1	0	0	0	6	1	38.2	43.8
21:45	31	0	0	22	5	1	0	0	0	0	2	1	38.6	45.1
22:00	40	0	0	23	14	0	0	0	0	0	1	2	39.9	44.3
22:15	24	0	0	9	11	1	0	0	0	0	2	1	38	46.5
22:30	19	0	0	8	6	1	0	0	0	0	3	1	40.3	47.8
22:45	20	0	0	8	9	0	0	0	0	0	2	1	38.8	45.1
23:00	17	0	0	7	4	1	0	0	0	0	4	1	37.3	44.5
23:15	13	1	0	1	6	0	0	0	0	0	5	0	35.4	44.6
23:30	20	0	0	6	7	1	0	0	0	0	6	0	38.2	47.3
23:45	13	0	0	5	7	0	0	0	0	0	1	0	41.4	47.6
07-19	5731	3	36	2881	2113	207	16	39	28	1	323	84	37.0	42.4
06-22	7129	3	44	3557	2670	245	21	39	34	1	408	107	37.1	42.5
06-00	7295	4	44	3624	2734	249	21	39	34	1	432	113	37.2	42.6
00-00	7756	5	49	3799	2905	262	22	39	45	1	506	123	37.3	42.7

Date	Friday	16/11/2018												
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	12	0	0	5	5	2	0	0	0	0	0	0	40.8	47.2
00:15	10	0	0	1	5	0	0	0	0	0	4	0	39.3	-
00:30	8	0	0	1	7	0	0	0	0	0	0	0	39.3	-
00:45	13	0	0	1	4	0	0	0	0	0	7	1	36.8	43.1
01:00	8	0	0	5	2	0	0	0	0	0	1	0	34.6	-
01:15	8	0	0	1	1	0	0	0	0	0	6	0	32.1	-
01:30	9	0	0	2	6	0	0	0	0	0	1	0	41.1	-
01:45	3	0	0	0	0	0	0	0	0	0	3	0	37.3	-
02:00	5	0	0	3	0	0	0	0	0	0	2	0	39.1	-
02:15	2	0	0	0	1	0	0	0	0	0	1	0	40	-
02:30	2	0	0	0	0	0	0	0	0	0	2	0	36.4	-
02:45	3	0	0	1	0	0	0	0	0	0	2	0	36.2	-
03:00	6	0	0	0	1	2	0	0	0	0	3	0	40.6	-
03:15	4	0	0	1	0	0	0	0	0	0	3	0	38.2	-
03:30	15	0	0	2	3	2	0	0	0	0	8	0	36.6	48.4
03:45	8	0	0	2	2	2	0	0	0	0	2	0	38.9	-
04:00	15	0	0	6	7	0	0	0	0	0	1	1	41.4	44.9
04:15	20	0	0	4	4	1	0	1	0	0	10	0	37	44.7
04:30	13	1	1	4	4	1	0	0	0	0	2	0	39.4	46.2
04:45	22	0	0	9	9	0	0	0	0	0	3	1	39.9	47.2
05:00	39	0	1	14	18	0	1	0	0	0	5	0	40	44.1
05:15	48	0	1	23	15	0	0	0	0	0	7	2	38.6	46
05:30	73	0	0	30	34	1	0	1	1	0	4	2	41.3	47
05:45	118	0	1	45	52	6	0	0	0	0	11	3	39.1	45.3
06:00	125	0	4	57	50	5	0	0	0	0	6	3	38.6	45.5
06:15	135	0	0	57	55	5	0	1	0	0	13	4	38.2	43.9
06:30	188	0	1	101	67	6	1	1	0	0	7	4	36.5	41.4
06:45	224	0	1	107	92	11	0	0	2	0	9	2	36.4	42.2
07:00	238	0	0	111	103	12	1	0	4	0	6	1	36.7	42.2
07:15	222	0	3	116	93	4	0	1	0	0	3	2	36.2	41.6
07:30	232	0	2	124	89	9	0	2	0	0	5	1	35.2	41.7
07:45	245	0	1	127	103	5	2	2	2	0	2	1	36.5	40.3
08:00	203	0	0	106	83	5	0	2	0	0	6	1	36.7	41.5
08:15	171	0	0	92	68	6	0	0	0	0	3	2	37.2	42.8
08:30	155	0	1	80	56	5	1	2	0	0	8	2	36.6	42.2
08:45	134	0	0	59	57	5	1	0	2	0	8	2	36.9	42.7
09:00	104	0	1	53	34	5	0	3	0	0	5	3	38.4	43.2
09:15	116	0	0	56	45	3	1	1	2	0	6	2	37.2	42.7
09:30	90	0	1	27	47	9	0	1	0	0	4	1	37.9	42.9
09:45	89	0	1	36	36	4	1	2	1	0	6	2	38.3	44.8
10:00	86	0	0	30	39	4	0	2	1	0	8	2	37.3	41.9
10:15	112	0	1	61	35	4	0	0	2	0	8	1	36.9	41.3
10:30	77	0	0	27	29	5	0	1	1	0	12	2	37.3	42.2
10:45	88	0	0	29	35	7	1	1	1	0	11	3	37.1	41.6
11:00	83	0	4	35	27	2	2	2	1	0	9	1	37.6	43.7
11:15	103	0	1	53	31	3	0	0	1	0	11	3	37.1	42.6
11:30	101	0	0	45	35	7	2	1	1	0	8	2	37.2	43.1
11:45	101	0	1	54	29	5	2	1	0	0	7	2	37.4	43.1
12:00	103	0	0	49	41	2	0	0	2	0	7	2	36.8	42.5
12:15	84	0	0	36	34	2	0	0	1	0	8	3	37.7	41.7
12:30	92	0	3	45	25	6	1	2	2	0	5	3	37.5	42.3
12:45	109	0	2	55	37	1	0	1	1	0	11	1	38.2	42.7
13:00	96	0	0	41	31	9	1	3	1	0	7	3	38.4	44.3
13:15	100	0	2	44	37	4	0	4	0	0	6	3	38.7	44.1
13:30	88	1	0	42	32	6	0	0	1	0	4	2	38.8	44.4
13:45	93	0	1	41	39	4	0	1	2	0	4	1	39.1	43.9
14:00	105	0	1	46	41	8	1	1	1	0	6	0	38.2	43.1
14:15	114	0	0	58	41	3	0	1	0	0	10	1	38.9	44.1
14:30	112	0	0	53	42	6	1	2	0	0	6	2	38.9	43.1
14:45	107	0	1	56	39	4	0	1	0	0	6	0	37.4	43.5
15:00	112	0	0	46	52	3	0	1	1	0	8	1	37.9	43.3
15:15	92	0	0	45	38	2	0	1	1	0	4	1	37.5	41.6
15:30	118	0	0	64	44	3	0	0	1	0	3	3	38.5	43.6
15:45	112	0	1	57	43	7	0	1	0	0	1	2	38.9	44.9
16:00	126	0	0	64	56	2	0	0	0	0	3	1	38.1	42.3
16:15	108	0	0	56	41	4	0	1	0	0	4	2	36.8	42.2
16:30	105	0	0	55	37	7	0	0	0	0	5	1	37.9	43.3
16:45	125	0	0	73	45	1	0	0	1	0	3	2	36.9	42.7
17:00	120	0	4	65	41	4	0	0	0	0	6	0	37.1	42.6
17:15	113	0	1	66	37	3	0	0	3	0	2	1	35.3	41.7
17:30	129	0	0	75	46	3	0	0	0	0	4	1	37.2	41.3
17:45	126	0	0	63	53	5	0	0	0	0	4	1	38.5	42.9
18:00	105	0	0	53	42	3	0	0	1	0	5	1	37.6	42.8
18:15	100	0	1	45	45	1	0	0	3	0	3	2	37.9	43.2
18:30	71	0	0	40	20	5	0	0	0	0	6	0	37.8	42.2
18:45	76	0	0	41	32	1	0	0	1	0	1	0	37.9	43.1
19:00	77	0	1	33	31	5	0	0	1	0	5	1	38.6	43.8
19:15	71	0	0	31	28	1	0	0	0	0	10	1	38.9	44
19:30	58	0	0	28	25	3	0	0	0	0	2	0	39	42.4
19:45	52	0	0	23	23	1	0	0	0	0	3	2	39.2	43
20:00	45	0	0	28	12	2	0	0	0	0	3	0	38.3	42.2
20:15	42	0	1	21	16	0	0	0	0	0	2	2	40.2	46.1
20:30	42	0	0	20	17	1	0	0	0	0	4	0	39	44.9
20:45	34	0	0	16	11	2	0	0	0	0	4	1	38.1	42.5
21:00	34	0	0	16	13	1	0	0	0	0	3	1	40	47.7
21:15	31	0	0	19	8	0	0	0	0	0	3	1	40.1	44.7
21:30	30	0	0	21	7	1	0	0	0	0	1	0	38.7	44.1
21:45	24	0	0	11	9	1	0	0	0	0	2	1	40.7	46.8
22:00	21	0	0	14	4	0	0	0	0	0	2	1	38.5	42.7
22:15	19	0	0	7	10	0	0	0	0	0	0	2	39.3	46.4
22:30	22	0	0	13	5	0	0	0	0	0	3	1	39.2	45
22:45	36	0	0	9	20	1	0	0	0	0	5	1	37.2	44.2
23:00	24	0	1	14	8	0	0	0	0	0	0	1	39.5	44.2
23:15	27	0	0	10	13	0	0	0	0	0	4	0	36.9	42.7
23:30	20	0	0	9	5	1	0	0	0	0	5	0	39.5	47.5
23:45	25	0	0	9	11	0	0	0	0	0	5	0	38.4	43.3
07-19	5691	1	34	2795	2185	218	18	44	42	0	278	76	37.4	42.6
06-22	6903	1	42	3384	2649	263	19	46	45	0	355	99	37.5	42.7
06-00	7097	1	43	3469	2725	265	19	46	45	0	379	105	37.5	42.7
00-00	7561	2	47	3629	2905	282	20	48	46	0	467	115	37.6	42.9

Date Saturday 17/11/2018

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	19	0	0	9	6	1	0	0	0	0	3	0	39.3	45.2
00:15	11	0	0	4	4	0	0	0	0	0	3	0	36.5	42.1
00:30	16	0	0	5	7	1	0	0	0	0	3	0	38.6	46.1
00:45	13	0	0	3	5	0	0	0	0	0	5	0	38	43.9
01:00	10	0	0	2	4	0	0	0	0	0	4	0	40.8	-
01:15	6	0	0	5	1	0	0	0	0	0	0	0	44.6	-
01:30	6	0	0	3	1	0	0	0	0	0	2	0	38	-
01:45	6	0	0	2	3	1	0	0	0	0	0	0	38.7	-
02:00	5	0	0	0	2	0	0	0	0	0	3	0	35.4	-
02:15	2	0	0	1	1	0	0	0	0	0	0	0	36.5	-
02:30	6	0	0	1	4	0	0	0	0	0	1	0	39.2	-
02:45	6	0	0	2	2	0	0	0	0	0	2	0	37.4	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	5	1	0	1	2	0	0	0	0	0	1	0	38.9	-
03:30	6	0	0	1	3	1	0	0	0	0	1	0	43.4	-
03:45	10	0	0	2	5	1	0	0	0	0	2	0	40.3	-
04:00	8	0	0	1	3	0	0	0	0	0	4	0	37.6	-
04:15	3	0	0	0	0	1	0	0	1	0	1	0	39.8	-
04:30	10	0	0	6	2	0	0	0	0	0	2	0	40	-
04:45	12	0	0	5	6	0	0	0	0	0	1	0	44.2	51.3
05:00	15	0	1	7	5	1	0	0	0	0	0	1	42.6	54.6
05:15	24	0	0	5	11	0	0	0	0	0	4	4	38.2	46.6
05:30	38	0	0	15	11	0	1	0	0	0	7	4	38.7	45.6
05:45	27	1	0	9	15	0	0	0	0	0	2	0	40	48.4
06:00	23	0	0	7	10	0	0	0	0	0	5	1	39.1	43.7
06:15	21	0	0	9	6	1	0	0	1	0	4	0	38.6	46.4
06:30	47	0	0	24	13	3	0	0	0	0	6	1	37.4	46.8
06:45	34	0	0	21	10	0	0	0	1	0	2	0	39.6	43.1
07:00	38	0	0	15	16	3	0	0	0	0	3	1	41	47
07:15	46	0	0	17	16	8	0	0	0	0	4	1	38.4	45
07:30	38	0	0	21	12	3	0	1	0	0	1	0	38.2	42.3
07:45	53	0	0	19	22	3	0	1	0	0	6	2	38.8	43.2
08:00	66	0	0	36	22	2	1	0	0	0	5	0	36.8	43.8
08:15	49	1	1	26	17	2	0	0	0	0	2	0	38.1	45.2
08:30	63	0	0	28	21	2	0	0	1	0	9	2	38.9	45.1
08:45	57	0	1	31	17	3	0	0	0	0	4	1	38.7	45.8
09:00	59	0	0	34	16	2	1	0	0	0	5	1	38.4	45.9
09:15	74	0	0	39	30	2	0	0	0	0	2	1	40.2	45.3
09:30	64	0	0	29	26	3	0	2	0	0	3	1	40	46.9
09:45	55	0	0	23	24	1	0	1	0	0	5	1	40.4	45.1
10:00	83	0	0	51	20	3	0	0	2	0	5	2	38.5	44.1
10:15	80	0	0	47	24	3	0	0	0	0	3	3	38.6	43.3
10:30	85	0	1	49	26	4	0	0	0	0	4	1	39.9	45.5
10:45	108	0	0	57	40	2	0	0	1	0	6	2	38.8	43
11:00	126	0	0	71	45	3	0	0	1	0	6	0	39.8	45.7
11:15	126	0	0	74	43	1	0	0	0	0	6	2	38.1	43.4
11:30	137	0	0	76	49	5	0	0	2	0	4	1	39	44.7
11:45	96	0	0	56	36	3	0	0	0	0	0	1	39.4	45.6
12:00	113	0	0	65	40	2	0	0	1	0	5	0	39.9	46.1
12:15	106	0	0	58	40	3	0	0	0	0	3	2	38.9	44.6
12:30	114	0	2	65	37	4	0	0	2	0	3	1	38.8	45.1
12:45	107	0	1	56	44	1	0	0	0	0	3	2	39.5	46.1
13:00	118	0	0	73	38	3	0	0	0	0	3	1	39.6	44.4
13:15	107	0	1	65	33	3	0	0	3	0	0	2	39.3	44.3
13:30	103	0	2	57	36	3	0	0	0	0	3	2	38.6	43.2
13:45	101	0	1	52	40	3	0	0	0	0	3	2	38.5	42.8
14:00	109	0	3	59	44	2	0	0	0	0	1	0	39.4	43.9
14:15	78	0	1	46	25	2	0	0	0	0	2	2	40.6	46.1
14:30	77	0	1	43	29	1	0	0	0	0	1	2	41.6	46.3
14:45	94	0	1	57	30	2	0	0	0	0	3	1	39.2	44.3
15:00	95	0	0	50	35	4	0	0	0	0	2	4	38.8	44.6
15:15	94	0	0	59	29	2	0	0	0	0	3	1	39.3	44.5
15:30	78	1	0	35	36	3	0	0	0	0	2	1	39.3	44.9
15:45	80	0	0	51	22	4	0	0	0	0	1	2	38.7	43.5
16:00	78	0	0	40	33	2	0	0	0	0	2	1	38.2	43.7
16:15	94	0	0	55	35	1	0	0	1	0	1	1	39.2	44.5
16:30	93	0	1	51	34	1	0	0	1	0	4	1	36.6	44.3
16:45	97	0	0	53	40	0	0	0	0	0	2	2	39.3	45
17:00	95	0	1	48	39	3	0	0	0	0	3	1	39.8	45
17:15	97	0	1	54	38	1	0	0	1	0	0	2	38.1	43.3
17:30	97	0	0	49	43	1	0	0	0	0	4	0	37.2	41.9
17:45	111	0	0	60	44	3	0	0	0	0	4	0	38	42.5
18:00	104	0	0	58	42	1	0	0	0	0	1	2	38.4	43.5
18:15	80	0	0	48	27	3	0	1	0	0	0	1	39.1	44.3
18:30	81	0	0	43	30	4	0	0	0	0	3	1	38.3	44.8
18:45	47	0	0	26	17	3	0	0	0	0	0	1	39.9	46.5
19:00	65	0	0	29	31	1	0	0	0	0	3	1	39.1	43.9
19:15	48	0	0	20	20	1	0	0	0	0	5	2	39.5	43.2
19:30	64	0	0	40	21	1	0	0	0	0	2	0	39.5	44.5
19:45	49	0	0	27	18	1	0	0	0	0	2	1	37.2	41.7
20:00	44	0	1	28	11	1	0	0	0	0	2	1	40.4	45.9
20:15	28	0	0	12	14	1	0	0	1	0	0	0	38.8	44.9
20:30	37	0	1	19	13	3	0	0	0	0	0	1	40.4	46.4
20:45	22	0	0	9	9	1	0	0	0	0	1	2	39.5	43
21:00	31	0	0	16	11	1	0	0	0	0	2	1	38.8	45.1
21:15	30	0	0	19	10	0	0	0	0	0	0	1	38.8	44.7
21:30	25	0	0	15	9	1	0	0	0	0	0	0	41.2	45.9
21:45	35	0	0	22	8	1	0	0	0	0	1	3	37.7	42.4
22:00	23	0	0	7	11	1	0	0	0	0	4	0	36.8	41.2
22:15	18	0	0	10	7	0	0	0	0	0	1	0	37.8	47.9
22:30	18	0	0	9	5	1	0	0	0	0	2	1	37.1	42.4
22:45	20	0	0	10	7	0	0	0	0	0	2	1	41.6	47.8
23:00	25	0	0	7	15	0	0	0	0	0	2	1	40.1	46.2
23:15	20	0	0	9	10	0	0	0	0	0	1	0	40.3	45.2
23:30	19	0	0	6	10	0	0	0	0	0	3	0	39.6	45.6
23:45	19	0	0	8	6	1	0	0	0	0	4	0	37.9	42.9
07-19	4151	2	19	2275	1502	123	2	6	16	0	145	61	39.0	44.4
06-22	4754	2	21	2592	1716	140	2	6	19	0	180	76	39.0	44.3
06-00	4916	2	21	2658	1787	143	2	6	19	0	199	79	39.0	44.3
00-00	5180	4	22	2747	1890	150	3	6	20	0	250	88	39.0	44.5

Date Sunday 18/11/2018

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	15	0	1	6	4	1	0	0	0	0	3	0	38.4	41.8
00:15	14	0	0	4	8	0	0	0	0	0	2	0	38.3	43.7
00:30	14	0	0	5	8	0	0	0	0	0	1	0	40.7	48.3
00:45	4	0	0	1	2	0	0	0	0	0	1	0	40.5	-
01:00	8	0	0	3	3	0	0	0	0	0	2	0	34.4	-
01:15	9	0	0	4	3	0	0	0	0	0	1	1	41	-
01:30	3	0	0	0	2	0	0	0	0	0	1	0	38.8	-
01:45	8	0	0	3	4	0	0	0	0	0	1	0	37.7	-
02:00	4	0	0	2	1	0	0	0	0	0	1	0	38.4	-
02:15	3	0	0	2	1	0	0	0	0	0	0	0	47.2	-
02:30	2	0	0	1	1	0	0	0	0	0	0	0	41.8	-
02:45	3	0	0	2	1	0	0	0	0	0	0	0	39.3	-
03:00	5	0	0	2	2	0	0	0	0	0	1	0	34.2	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	39.2	-
03:30	3	0	0	2	0	0	0	0	0	0	1	0	44.8	-
03:45	6	0	0	1	4	0	0	0	0	0	1	0	40.5	-
04:00	2	0	0	0	2	0	0	0	0	0	0	0	37.7	-
04:15	4	0	0	1	1	0	0	0	0	0	2	0	34.9	-
04:30	8	0	0	3	4	0	0	0	0	0	1	0	41.7	-
04:45	12	0	1	2	7	0	0	0	0	0	2	0	39.9	45.3
05:00	7	0	0	3	1	0	0	0	0	0	3	0	40.3	-
05:15	11	0	0	4	4	0	0	0	0	0	2	1	37.2	45.8
05:30	14	1	0	3	2	0	0	0	0	0	6	2	36	44.8
05:45	10	0	0	5	4	0	0	0	0	0	0	1	39.1	-
06:00	11	0	0	3	5	0	0	0	0	0	3	0	39	45.5
06:15	13	0	0	4	5	0	0	0	0	0	3	1	38.3	48.9
06:30	18	0	0	10	7	1	0	0	0	0	0	0	39.6	49.1
06:45	21	0	0	7	10	0	0	0	0	0	3	1	40.2	48.2
07:00	20	0	0	14	2	0	0	0	1	0	2	1	40.9	50.5
07:15	21	0	0	11	8	0	0	0	0	0	1	1	40.1	46.7
07:30	17	0	0	8	7	0	0	0	1	0	1	0	39.8	46.2
07:45	25	0	1	8	10	0	0	0	1	0	4	1	40.1	50.1
08:00	24	0	0	7	13	1	0	0	0	0	3	0	40.4	48
08:15	30	1	0	12	11	2	0	0	0	0	3	1	38.8	47.2
08:30	35	0	0	18	13	0	0	0	0	0	4	0	39.6	47.5
08:45	39	0	0	23	11	1	0	0	0	0	4	0	40.2	46.8
09:00	48	0	0	29	16	0	0	0	1	0	2	0	41.7	47.1
09:15	41	0	0	19	13	0	1	0	0	0	7	1	38.1	43.3
09:30	53	0	0	32	15	3	0	0	0	0	3	0	40.3	47.7
09:45	56	0	0	32	20	0	0	0	1	0	2	1	39.1	46
10:00	45	0	1	23	15	1	0	0	0	0	5	0	40.5	46.2
10:15	82	1	1	39	32	3	0	0	0	0	5	1	37.4	42.5
10:30	72	0	0	41	25	2	0	0	0	0	4	0	38.7	45.7
10:45	68	0	0	37	27	2	0	0	0	0	1	1	39.7	44.8
11:00	77	0	0	42	30	1	0	0	0	0	3	1	40.6	47.3
11:15	80	0	0	49	28	0	0	0	0	0	2	1	39	43.6
11:30	78	0	0	54	21	2	0	0	0	0	1	0	41.2	46.2
11:45	86	0	2	47	28	0	0	0	0	0	7	2	39.4	44.5
12:00	96	0	0	48	43	3	0	0	0	0	1	1	42.6	48.6
12:15	104	0	0	59	40	1	0	0	1	0	3	0	39.1	45.5
12:30	107	0	2	56	37	0	0	0	1	0	10	1	36.7	42.1
12:45	119	0	0	72	43	1	0	0	1	0	2	0	38	43.7
13:00	86	0	0	48	34	1	0	0	0	0	2	1	40.2	45.5
13:15	109	0	1	58	47	0	0	0	0	0	2	1	39.8	44.5
13:30	92	0	0	55	33	2	0	0	0	0	0	2	38.8	43.2
13:45	101	1	0	61	36	1	0	0	1	0	1	0	40.6	45.9
14:00	86	1	0	44	35	2	0	0	0	0	4	0	38.7	44.8
14:15	94	0	0	54	36	0	0	0	0	0	3	1	38.9	43.4
14:30	89	0	2	53	27	5	0	0	0	0	1	1	41.6	46.6
14:45	77	0	0	46	26	0	0	0	0	0	4	1	39.3	44.6
15:00	78	0	1	40	32	2	0	0	0	0	1	2	39	43.9
15:15	74	0	0	56	17	0	0	0	0	0	1	0	40.9	46.6
15:30	94	0	1	48	39	2	0	0	0	0	4	0	39.8	46.4
15:45	88	0	2	46	34	2	0	0	0	0	3	1	38.5	43.9
16:00	80	0	0	42	33	1	0	0	0	0	3	1	38.7	43.8
16:15	68	0	0	35	28	1	0	0	0	0	4	0	40.1	44.7
16:30	54	0	0	28	21	3	0	0	0	0	2	0	41	46.8
16:45	65	1	0	34	28	0	0	0	0	0	1	1	38.6	43.9
17:00	43	0	3	19	14	2	0	0	0	0	5	0	37.8	46.8
17:15	55	0	0	25	24	0	0	0	1	0	3	2	37.5	44
17:30	54	0	0	25	24	3	0	0	0	0	2	0	38.3	46.1
17:45	48	0	1	25	14	0	0	0	0	0	7	1	37.9	43.3
18:00	35	0	0	17	15	2	0	0	0	0	1	0	40.6	47.8
18:15	42	0	0	28	12	0	0	0	0	0	1	1	38.1	43.1
18:30	38	0	0	21	10	0	0	0	0	0	6	1	36.5	44.2
18:45	36	0	0	24	7	0	0	0	0	0	4	1	39.2	45.4
19:00	34	0	0	19	11	0	0	0	0	0	4	0	38.5	44.3
19:15	45	0	1	26	18	0	0	0	0	0	0	0	39.5	46.4
19:30	44	0	0	17	24	1	0	0	0	0	1	1	39.1	44.5
19:45	33	0	0	18	11	0	0	0	0	0	3	1	39.9	44.8
20:00	27	0	0	17	10	0	0	0	0	0	0	0	40.9	46.2
20:15	24	0	0	17	7	0	0	0	0	0	0	0	45.2	53.9
20:30	16	0	0	7	8	0	0	0	0	0	1	0	42.6	49.5
20:45	14	0	1	8	4	0	0	0	0	0	0	1	38.9	48.4
21:00	13	0	0	7	5	0	0	0	0	0	1	0	40	45.8
21:15	18	0	0	11	5	0	0	0	0	0	1	1	39.1	45
21:30	14	0	0	7	6	0	0	0	0	0	1	0	41.7	50.3
21:45	17	0	0	7	10	0	0	0	0	0	0	0	41.3	48.5
22:00	18	0	0	6	8	1	0	0	0	0	3	0	39.9	48.2
22:15	10	0	0	3	6	0	0	0	0	0	0	1	42.7	-
22:30	11	0	0	4	5	0	0	0	0	0	2	0	40.5	49.2
22:45	24	0	0	17	6	0	0	0	0	0	1	0	43	56.1
23:00	12	0	0	5	3	1	0	0	0	0	3	0	38.7	44.7
23:15	13	0	0	2	8	0	0	0	0	0	3	0	37.4	47.8
23:30	10	0	0	3	4	0	0	0	0	0	3	0	36.1	-
23:45	8	0	0	1	5	0	0	0	1	0	1	0	39.9	-
07-19	3109	5	18	1712	1134	52	1	0	10	0	145	32	39.4	45.2
06-22	3471	5	20	1897	1280	54	1	0	10	0	166	38	39.5	45.4
06-00	3577	5	20	1938	1325	56	1	0	11	0	182	39	39.5	45.4
00-00	3747	6	22	1998	1394	57	1	0	11	0	214	44	39.5	45.4

Date	Monday	19/11/2018													
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	2	0	0	0	0	0	0	2	0	38	-
00:15	6	0	0	1	3	0	0	0	0	0	2	0	40.1	-
00:30	3	0	0	1	1	1	0	0	0	0	0	0	35.7	-
00:45	3	0	0	0	0	1	0	0	0	0	2	0	34.9	-
01:00	5	0	0	1	3	0	0	0	0	0	1	0	39.1	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	6	0	0	2	0	0	0	0	0	0	4	0	35.8	-
01:45	7	0	0	1	2	1	0	0	0	0	3	0	36.2	-
02:00	6	0	0	2	1	0	0	0	0	0	3	0	36.2	-
02:15	3	0	0	0	2	0	0	0	0	0	1	0	35.4	-
02:30	3	0	0	2	1	0	0	0	0	0	0	0	44.4	-
02:45	4	0	0	1	2	0	0	0	0	0	1	0	45	-
03:00	3	0	0	0	1	0	0	0	0	0	2	0	31.5	-
03:15	6	0	0	0	1	0	0	0	0	0	5	0	36.4	-
03:30	8	0	0	1	4	0	0	0	0	0	3	0	37.3	-
03:45	13	0	0	4	4	1	0	0	0	0	4	0	37.3	43.6
04:00	8	0	0	1	4	0	0	0	0	0	3	0	36	-
04:15	16	0	1	3	6	2	0	0	0	0	4	0	36.3	42.9
04:30	22	0	0	8	9	1	0	0	0	0	4	0	40	46.6
04:45	13	0	0	4	7	0	0	0	0	0	1	1	41.7	54.3
05:00	39	0	2	16	17	0	0	0	0	0	4	0	40	45.5
05:15	41	0	0	16	13	1	0	0	0	0	10	1	37.6	42.3
05:30	78	0	0	23	39	4	1	0	0	0	5	6	40.2	46.7
05:45	90	0	3	24	49	1	0	1	0	0	6	6	39.6	44.6
06:00	128	0	1	59	57	5	0	0	1	0	4	1	39.2	43.9
06:15	182	0	1	74	89	6	0	0	1	0	9	2	38.5	43.8
06:30	247	0	1	113	114	8	2	0	1	0	6	2	37.9	42.9
06:45	262	0	3	128	117	7	0	0	0	0	5	2	36.5	41.4
07:00	308	0	2	150	141	4	0	0	2	0	7	2	36	40.6
07:15	282	0	3	129	133	8	0	1	0	0	6	2	35.7	39.8
07:30	284	0	0	153	114	4	1	3	1	0	6	2	34.4	40.4
07:45	278	1	0	137	125	6	1	0	0	0	6	2	35.1	40.9
08:00	230	0	2	119	97	5	1	1	0	0	4	1	35.5	41.3
08:15	207	0	2	120	74	2	0	1	1	0	6	1	38.2	43.1
08:30	167	0	2	93	57	5	0	1	0	0	7	2	36.7	41.9
08:45	131	0	0	65	54	4	1	1	1	0	5	0	38.5	44.2
09:00	116	0	1	54	40	9	1	3	1	0	6	1	37.5	42.9
09:15	110	0	1	47	42	7	1	0	0	0	10	2	37.6	41.3
09:30	98	0	0	49	31	6	0	2	1	0	9	0	37.4	42.3
09:45	92	1	0	45	30	7	0	0	1	0	7	1	28	37.8
10:00	62	0	0	28	21	3	1	2	0	0	6	1	27.5	36.4
10:15	83	0	1	39	27	2	2	1	1	0	8	2	36.4	42.4
10:30	83	0	0	33	28	3	0	1	1	0	14	3	36.7	42.9
10:45	86	0	0	48	30	1	0	1	1	0	4	1	37.9	43
11:00	67	0	0	25	35	4	0	0	0	0	2	1	38.6	45
11:15	83	0	0	34	31	2	0	2	1	0	11	2	35.1	40.8
11:30	78	0	1	33	24	7	0	0	0	0	11	2	35.8	42.9
11:45	94	0	1	49	30	3	0	1	1	0	7	2	37.7	42.2
12:00	88	0	0	46	25	3	2	3	0	0	8	1	34.9	40.1
12:15	67	0	0	39	18	3	0	1	2	0	4	0	37.3	42.4
12:30	84	0	0	46	23	5	0	1	1	0	6	2	36.8	42.9
12:45	80	0	0	36	29	6	0	1	1	0	5	2	37.4	41.5
13:00	97	0	0	51	28	4	3	0	1	0	9	1	27.3	36.7
13:15	80	0	1	32	25	6	1	0	2	0	10	3	28.1	41.2
13:30	85	0	0	34	27	9	0	4	0	0	8	3	36.4	41.7
13:45	77	0	0	26	33	6	0	1	0	0	10	1	36.5	42.9
14:00	77	0	0	33	32	4	0	1	0	0	6	1	37.8	43.4
14:15	95	0	0	44	36	6	1	0	1	0	5	2	36.8	41.7
14:30	85	0	1	38	33	3	0	3	1	0	3	3	38.1	44.1
14:45	95	0	2	43	34	6	0	1	0	0	9	0	37.4	43.7
15:00	109	0	0	52	38	6	1	2	0	0	8	2	29.9	36.4
15:15	102	0	0	48	38	4	0	5	0	0	6	1	30.9	36.7
15:30	107	0	0	45	45	6	1	1	0	0	7	2	26.7	33.1
15:45	73	0	1	38	28	2	0	0	0	0	2	2	32.7	40.7
16:00	102	0	1	53	37	4	0	0	1	0	5	1	38	43.2
16:15	100	0	0	52	38	5	0	0	0	0	5	0	36	39.4
16:30	102	0	0	50	44	4	0	0	1	0	3	0	35.9	42.3
16:45	92	0	0	48	33	3	0	0	0	0	7	1	34.1	40.3
17:00	116	0	0	71	40	2	0	0	0	0	3	0	38	43.4
17:15	135	0	0	77	49	4	0	0	1	0	4	0	38.2	42
17:30	119	0	1	63	48	3	0	0	1	0	2	1	37.1	42.3
17:45	102	0	1	59	35	2	0	0	0	0	5	0	38.2	42.2
18:00	98	0	0	53	37	3	0	0	1	0	2	2	36.7	43.2
18:15	102	0	0	53	40	6	0	0	0	0	3	0	37.1	41.5
18:30	85	0	0	44	33	3	1	0	0	0	4	0	37.1	43.3
18:45	77	0	0	49	24	1	0	0	0	0	2	1	37.8	42.8
19:00	58	0	0	29	23	2	0	0	0	0	4	0	38.6	45.2
19:15	58	0	0	26	24	1	0	0	0	0	6	1	39.2	47.8
19:30	48	0	0	27	14	2	0	0	0	0	4	1	38.1	42.2
19:45	40	0	0	22	14	0	0	0	0	0	3	1	37.9	44.3
20:00	55	0	0	30	15	1	0	0	0	0	8	1	36.5	43
20:15	48	0	0	27	15	1	1	0	0	0	4	0	37.2	43.3
20:30	34	0	0	21	10	1	0	0	0	0	1	1	38.5	44.3
20:45	35	0	0	13	13	3	0	0	0	0	4	2	39.2	47.1
21:00	21	0	0	10	7	1	0	0	0	0	2	1	37.3	44.2
21:15	27	0	0	14	9	1	0	0	0	0	3	0	39.4	43.7
21:30	22	0	0	16	3	1	0	0	0	0	1	1	39.1	45.7
21:45	29	0	0	19	5	1	0	0	0	0	3	1	38.2	41.5
22:00	35	0	0	20	9	0	0	0	0	0	5	1	38.1	42
22:15	25	0	0	12	9	1	0	0	0	0	3	0	37.1	41.7
22:30	15	0	0	7	6	0	0	0	0	0	2	0	41.9	51.1
22:45	28	0	0	12	8	0	0	0	0	0	7	1	36.4	40.9
23:00	17	0	0	4	3	0	0	0	0	0	9	1	39	47.2
23:15	14	0	0	4	8	1	0	0	0	0	1	0	41.3	50.1
23:30	11	0	0	4	5	1	0	0	0	0	1	0	41	46.1
23:45	10	0	0	3	3	0	0	0	0	0	4	0	37.7	-
07-19	5570	2	24	2773	2114	211	19	45	27	0	293	62	36.2	41.8
06-22	6864	2	30	3401	2643	252	22	45	30	0	360	79	36.5	42.2
06-00	7019	2	30	3467	2694	255	22	45	30	0	392	82	36.6	42.2
00-00	7406	2	36	3580	2863	268	23	46	30	0	462	96	36.7	42.2

Date Tuesday 20/11/2018

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	18	0	0	2	9	1	0	0	0	0	6	0	37.3	40.7
00:15	4	0	0	2	0	0	0	0	0	0	2	0	39.2	-
00:30	9	0	0	2	2	1	0	0	0	0	3	1	35.2	-
00:45	3	0	0	0	0	0	0	0	0	0	3	0	32.6	-
01:00	2	0	0	0	0	0	0	0	0	0	2	0	34.3	-
01:15	3	0	0	0	2	0	0	0	0	0	1	0	38.3	-
01:30	4	0	0	0	3	1	0	0	0	0	0	0	41.5	-
01:45	5	0	0	1	1	2	0	0	1	0	0	0	41.6	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	6	0	0	1	2	0	0	0	0	0	3	0	35.4	-
02:30	6	0	0	2	1	0	0	0	0	0	3	0	39.7	-
02:45	4	0	0	2	0	1	0	0	0	0	1	0	38.2	-
03:00	4	0	0	0	3	0	0	0	0	0	1	0	38.6	-
03:15	5	0	0	3	0	0	0	0	0	0	2	0	39.5	-
03:30	5	0	0	1	2	0	0	0	1	0	1	0	41.5	-
03:45	10	0	0	2	4	0	0	0	0	0	4	0	39.8	-
04:00	14	0	0	5	2	2	0	0	0	0	5	0	36	41
04:15	10	0	0	6	3	1	0	0	0	0	0	0	41.3	-
04:30	16	0	0	9	3	1	0	0	0	0	3	0	39.6	44.2
04:45	20	0	0	9	10	1	0	0	0	0	0	0	39.9	48.5
05:00	30	0	1	8	15	1	0	0	0	0	4	1	39.6	48.5
05:15	50	0	2	24	15	2	0	0	0	0	3	4	40.9	49
05:30	98	0	0	38	47	3	0	0	1	0	8	1	38.6	44.3
05:45	105	0	3	47	39	6	0	0	1	0	5	4	38.3	43.4
06:00	125	0	0	51	61	3	0	0	1	0	5	4	39.8	44.6
06:15	180	0	1	78	74	10	1	1	0	0	11	4	35.9	41.9
06:30	263	0	2	111	126	10	1	1	1	0	8	3	34.1	39.2
06:45	300	0	1	142	137	7	0	0	1	0	10	2	34.7	40.4
07:00	326	0	1	153	155	8	1	0	0	0	5	3	35.1	39.8
07:15	320	0	2	149	144	12	0	0	0	0	10	3	33.7	37.7
07:30	283	1	0	146	121	5	0	1	0	0	7	2	32.5	38
07:45	275	0	2	155	104	4	1	2	0	0	6	1	36.1	40.1
08:00	244	0	0	137	93	6	0	0	0	0	6	2	36.4	41.1
08:15	192	0	1	99	78	3	0	0	0	0	9	2	34.8	40.9
08:30	167	0	2	77	68	8	1	1	1	0	7	2	35.4	41
08:45	136	0	0	53	63	5	2	0	0	0	12	1	36.2	41.9
09:00	95	0	0	44	28	5	1	0	4	0	11	2	33.7	41.5
09:15	90	0	0	42	34	3	1	2	0	0	6	2	37.4	44.5
09:30	94	0	1	51	27	4	1	2	1	0	6	1	37.7	42.2
09:45	88	0	1	44	28	3	0	0	4	0	5	3	36.7	41.4
10:00	86	0	0	31	29	6	0	3	1	0	13	3	36	41
10:15	88	0	0	43	28	3	1	2	0	0	9	2	34.8	40.8
10:30	96	0	1	43	28	10	0	1	0	0	9	4	37.3	42
10:45	75	0	1	33	20	6	0	0	1	0	11	3	35.1	39.3
11:00	82	0	0	37	27	2	2	1	3	0	9	1	35.5	42
11:15	92	0	0	45	32	5	0	0	1	0	8	1	38.3	44.7
11:30	90	0	0	35	42	4	0	0	1	0	6	2	38	43.2
11:45	80	0	0	38	25	7	1	0	1	0	6	2	36.4	43
12:00	92	0	0	48	30	2	0	1	0	0	10	1	35.5	40.3
12:15	75	0	0	27	32	7	0	0	3	0	4	2	36.8	41.3
12:30	86	0	0	35	28	11	0	2	0	0	9	1	37.2	41.2
12:45	88	0	0	41	39	4	1	1	0	0	2	0	37.8	44
13:00	102	0	0	41	43	6	0	0	0	0	11	1	36.6	42.4
13:15	70	0	1	26	25	4	0	2	3	0	9	0	37.4	43.6
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	3512	1	13	1673	1371	143	13	21	24	0	206	47	35.6	40.8
06-22	4380	1	17	2055	1769	173	15	23	27	0	240	60	35.6	40.8
06-00	4380	1	17	2055	1769	173	15	23	27	0	240	60	35.6	40.8
00-00	4811	1	23	2219	1932	196	15	23	31	0	300	71	35.9	41.2

Date Wednesday 21/11/2018

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 Thursday 22/11/2018

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	Friday	23/11/2018												
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 Saturday 24/11/2018

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 25/11/2018

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: WSP
Project Number: ID04231
Junction Number: Site 1
Flow from: A2260 Ebbsfleet Gateway (NW) to: B262 Springhead Road (SE)

Date Monday 05/11/2018

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	69	0	1	29	21	3	1	1	3	0	5	5	36.1	41.6
13:30	79	0	0	42	28	3	0	1	1	0	3	1	37.5	39.9
13:45	66	0	0	30	28	2	0	0	1	0	4	1	39.1	42.2
14:00	67	0	0	29	25	2	0	1	2	0	6	2	37.8	42.9
14:15	71	0	1	40	23	2	0	1	0	0	3	1	39	42.9
14:30	67	0	0	21	31	9	0	1	1	0	2	2	38.3	42.3
14:45	64	0	1	30	23	4	1	2	1	0	1	1	38.3	42.9
15:00	75	0	0	32	34	5	0	0	0	0	2	2	37	43.8
15:15	103	0	1	55	38	3	1	0	0	0	4	1	36.8	40.3
15:30	70	0	1	38	26	2	0	1	0	0	1	1	36.6	38.7
15:45	69	0	1	24	36	5	0	0	0	0	3	0	37.9	42.2
16:00	56	0	0	31	20	2	0	0	0	0	1	2	37.2	41.4
16:15	110	0	0	64	39	4	0	0	0	0	1	2	34.8	40.8
16:30	89	0	1	49	36	0	0	0	0	0	2	1	35.3	39.6
16:45	78	0	2	46	27	2	0	0	0	0	0	1	38.4	44.9
17:00	93	0	0	51	40	1	0	0	0	0	1	0	37.1	40.6
17:15	76	0	0	41	32	0	0	0	0	0	2	1	38.3	42
17:30	92	0	3	48	39	0	0	0	0	0	1	1	35.7	40.4
17:45	93	0	1	58	29	2	0	1	0	0	2	0	37	42.5
18:00	110	0	0	51	55	2	0	0	0	0	1	1	35.2	39.9
18:15	66	0	0	36	29	0	0	0	0	0	0	1	36	40.1
18:30	104	0	1	59	38	1	0	0	2	0	3	0	35.8	39.9
18:45	67	0	1	37	27	0	0	0	1	0	1	0	35.6	40.4
19:00	74	0	2	45	24	1	0	0	0	0	0	2	35.4	39.6
19:15	56	0	1	31	23	0	0	0	0	0	0	1	36.2	42.8
19:30	38	0	0	23	12	1	0	0	1	0	0	1	40.1	44.4
19:45	40	0	0	24	14	0	0	0	0	0	0	2	38.1	41.1
20:00	26	0	0	15	6	3	0	0	1	0	1	0	40.3	47.8
20:15	23	0	0	13	7	0	0	0	1	0	2	0	39.8	45.9
20:30	27	0	0	6	14	2	0	0	1	0	3	1	39.1	41.8
20:45	26	0	0	17	4	0	0	0	3	0	2	0	39	43.1
21:00	26	0	1	15	10	0	0	0	0	0	0	0	32.3	40.1
21:15	21	0	0	14	7	0	0	0	0	0	0	0	40	48.3
21:30	18	0	0	9	6	2	0	0	0	0	0	1	38.3	43.6
21:45	30	0	0	16	14	0	0	0	0	0	0	0	40.3	50.2
22:00	33	0	0	20	9	2	0	0	2	0	0	0	38	43.4
22:15	22	0	1	14	5	0	0	0	2	0	0	0	39.5	48.4
22:30	19	0	0	16	2	1	0	0	0	0	0	0	35.7	39.3
22:45	20	0	0	11	5	0	0	0	0	0	4	0	36.7	40.4
23:00	9	0	0	4	1	1	0	0	0	0	3	0	37.9	-
23:15	11	0	0	10	1	0	0	0	0	0	0	0	40.1	43
23:30	6	0	0	1	2	0	0	0	0	0	2	1	40.9	-
23:45	7	0	0	5	1	0	0	0	0	0	1	0	37.1	-
07-19	1834	0	15	941	724	54	3	9	12	0	49	27	36.9	41.2
06-22	2239	0	19	1169	865	63	3	9	19	0	57	35	37.0	41.4
06-00	2366	0	20	1250	891	67	3	9	23	0	67	36	37.1	41.6
00-00	2366	0	20	1250	891	67	3	9	23	0	67	36	37.1	41.6

Date	Tuesday	06/11/2018												
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	12	0	0	7	3	0	0	0	0	0	2	0	36.3	42.5
00:15	16	1	0	12	3	0	0	0	0	0	0	0	35.8	44
00:30	16	0	0	13	0	0	0	0	2	0	0	1	40.9	41.9
00:45	16	0	0	13	2	0	0	0	0	0	1	0	44	44.5
01:00	15	0	0	11	0	2	0	0	0	0	2	0	41.7	44.5
01:15	20	0	0	17	1	0	0	0	0	0	2	0	38.8	38.8
01:30	5	0	0	3	2	0	0	0	0	0	0	0	41.5	-
01:45	8	0	0	4	0	0	1	0	0	0	3	0	40.4	-
02:00	12	0	0	8	0	0	0	1	0	0	3	0	37.3	39.4
02:15	9	0	0	8	1	0	0	0	0	0	0	0	39.6	-
02:30	16	0	0	16	0	0	0	0	0	0	0	0	41.3	41.3
02:45	2	0	0	0	1	0	0	0	0	0	1	0	40.1	-
03:00	6	0	0	1	3	0	0	0	0	0	2	0	40.2	-
03:15	12	0	0	9	2	0	0	0	0	0	1	0	36.9	38.8
03:30	6	0	0	5	1	0	0	0	0	0	0	0	39.3	-
03:45	10	0	0	9	1	0	0	0	0	0	0	0	41.3	-
04:00	3	0	0	3	0	0	0	0	0	0	0	0	41.6	-
04:15	15	0	0	12	1	0	0	0	0	0	2	0	37.9	38.4
04:30	23	0	0	20	3	0	0	0	0	0	0	0	35.9	38.4
04:45	20	0	0	14	4	0	0	0	0	0	2	0	37.7	41.4
05:00	38	0	0	33	2	1	0	0	0	0	2	0	41.4	47.1
05:15	19	0	0	16	2	1	0	0	0	0	0	0	38.8	39.4
05:30	21	0	0	14	5	0	0	0	1	0	1	0	40.8	44.8
05:45	29	0	0	22	4	0	1	0	0	0	2	0	36.3	39.2
06:00	36	0	0	30	4	0	0	0	0	0	1	1	38.5	43.3
06:15	46	0	0	33	7	0	0	1	1	0	4	0	35.5	40.7
06:30	37	0	0	28	6	0	0	0	1	0	1	1	35.4	38.7
06:45	45	0	2	30	10	2	0	0	0	0	1	0	35.3	38.2
07:00	55	0	1	40	12	0	0	0	0	0	2	0	36.3	41.8
07:15	51	0	2	33	12	2	0	0	0	0	2	0	37.3	43.8
07:30	69	0	0	53	14	0	0	1	0	0	0	1	32.8	37.6
07:45	61	1	1	36	19	1	1	0	0	0	2	0	36.2	41.1
08:00	90	0	0	50	35	1	1	0	0	0	2	1	37.1	40.4
08:15	82	0	1	41	33	2	0	0	1	0	2	2	36.7	41.3
08:30	71	0	0	42	18	3	0	1	2	0	4	1	37.3	42.1
08:45	66	0	0	33	20	5	0	0	1	0	6	1	36.4	39.8
09:00	87	0	0	41	29	5	0	1	1	0	8	2	37.1	40
09:15	53	0	0	26	19	3	0	0	1	0	3	1	37	40.5
09:30	54	0	0	26	20	4	0	1	0	0	3	0	38.2	42.1
09:45	48	0	1	30	11	1	1	0	0	0	2	2	35.7	43.1
10:00	62	0	0	36	19	2	0	0	2	0	1	2	35.4	39.2
10:15	72	0	0	12	35	6	2	0	3	0	12	2	37.3	41.1
10:30	65	0	0	34	17	2	1	2	1	0	5	3	37.2	40.5
10:45	60	0	1	34	18	3	0	1	0	0	1	2	37.7	42.6
11:00	46	0	0	24	14	4	0	1	2	0	1	0	36.4	39.3
11:15	63	0	1	24	24	4	0	0	0	0	7	3	36	41
11:30	65	0	0	28	24	2	0	0	0	0	10	1	35	40.3
11:45	66	0	0	28	27	4	0	1	2	0	2	2	37.8	40.8
12:00	59	0	0	22	25	4	1	0	0	0	5	2	39	43.6
12:15	58	0	0	21	21	6	1	1	1	0	5	2	39	41.7
12:30	71	0	0	33	25	3	0	2	2	0	3	3	36.7	42.1
12:45	52	0	0	19	19	5	0	1	1	0	6	1	37.1	42
13:00	65	0	0	37	16	3	0	0	3	0	5	1	36.5	40
13:15	69	0	0	27	19	6	1	0	3	0	10	3	36.8	41.3
13:30	65	0	0	32	22	1	1	3	2	0	3	1	38.2	43.2
13:45	65	0	0	32	21	4	0	1	0	0	4	3	34.2	40.1
14:00	60	0	0	28	24	2	1	0	0	0	2	3	38.4	41.9
14:15	71	0	0	33	25	5	0	0	1	0	6	1	37.8	40.4
14:30	74	0	0	29	36	3	0	1	1	0	2	2	35.1	40.8
14:45	85	0	0	35	35	5	0	1	1	0	7	1	38.2	41.8
15:00	75	0	0	34	31	3	0	0	2	0	4	1	34.9	39.7
15:15	75	0	0	32	34	3	0	0	0	0	6	0	37.2	41.2
15:30	60	0	0	25	23	3	0	2	0	0	5	2	37.1	41.8
15:45	72	0	1	31	32	2	0	0	0	0	6	0	38	43.3
16:00	95	0	2	42	41	4	1	1	0	0	4	0	35.6	40.7
16:15	75	0	0	30	34	5	0	0	2	0	3	1	36.3	43.4
16:30	86	0	1	35	42	3	0	0	1	0	1	3	36.8	41.1
16:45	87	0	2	42	39	3	0	0	0	0	1	0	36.6	40.2
17:00	80	0	0	47	32	0	0	0	0	0	0	1	35.9	42
17:15	88	0	0	42	41	1	0	0	0	0	2	2	35	40
17:30	90	0	1	36	49	2	0	0	0	0	2	0	37.6	41
17:45	110	0	0	63	39	2	0	0	2	0	2	2	35.3	40.2
18:00	97	0	0	52	37	3	0	0	1	0	2	2	34.7	39.6
18:15	55	0	0	26	26	1	1	0	0	0	0	1	36.5	41.4
18:30	115	0	1	44	58	4	0	0	2	0	5	1	33.5	40.1
18:45	76	0	2	35	34	0	0	0	1	0	1	3	37.4	40.9
19:00	65	0	1	36	26	1	1	0	0	0	0	0	37.9	41.9
19:15	53	0	1	36	16	0	0	0	0	0	0	0	35.9	41.3
19:30	50	1	0	25	17	1	0	0	0	0	4	2	35.8	39.4
19:45	37	0	1	16	15	0	0	0	0	0	4	1	38.1	42.2
20:00	27	0	0	15	8	1	0	0	0	0	2	1	39.6	45.6
20:15	37	0	1	21	11	0	0	0	1	0	2	1	37.4	42.3
20:30	36	0	0	16	12	2	0	0	2	0	3	1	35.8	43.7
20:45	26	0	0	9	13	0	0	0	2	0	2	0	40.1	45.7
21:00	29	0	1	15	10	2	0	0	0	0	1	0	37.9	42.4
21:15	22	0	0	11	11	0	0	0	0	0	0	0	41.7	46.3
21:30	31	0	0	14	10	3	0	0	2	0	1	1	39	45.5
21:45	23	0	0	11	10	0	0	0	0	0	2	0	38.1	43.3
22:00	17	0	0	7	6	0	0	0	2	0	1	1	38.8	43.9
22:15	25	0	0	17	7	0	0	0	0	0	0	1	39	43.2
22:30	19	0	0	11	6	1	0	0	0	0	1	0	37.9	41.7
22:45	28	0	0	12	8	0	0	0	3	0	5	0	37.9	43.2
23:00	17	0	0	6	3	0	0	0	1	0	4	3	37.7	46.5
23:15	21	0	0	14	3	1	0	0	0	0	1	2	38	45.8
23:30	12	0	0	4	6	0	0	0	0	0	1	1	37.1	42.9
23:45	5	0	1	3	1	0	0	0	0	0	0	0	37.2	-
07-19	3416	1	18	1635	1300	140	13	22	42	0	177	68	36.5	41.0
06-22	4016	2	25	1981	1486	152	14	23	51	0	205	77	36.6	41.2
06-00	4160	2	26	2055	1526	154	14	23	57	0	218	85	36.7	41.3
00-00	4509	3	26	2325	1567	158	16	24	60	0	244	86	36.9	41.5

Date Wednesday 07/11/2018

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	7	0	0	0	3	0	0	0	1	0	2	1	37.1	-
00:15	16	0	0	11	0	0	0	0	2	0	3	0	39.3	43.1
00:30	20	0	0	9	6	0	0	0	1	0	3	1	40.1	50.2
00:45	8	0	0	5	0	0	0	0	0	0	3	0	40.7	-
01:00	11	0	0	7	1	0	0	0	0	0	3	0	37.8	39.6
01:15	1	0	0	0	0	0	0	0	0	0	1	0	36.5	-
01:30	6	0	0	2	1	0	0	0	1	0	2	0	37.1	-
01:45	13	0	0	8	1	0	0	0	0	0	4	0	39.3	41.3
02:00	5	0	0	0	2	0	0	0	0	0	3	0	36.3	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	38.5	-
02:30	8	0	0	3	1	0	0	0	0	0	3	1	41.2	-
02:45	5	0	0	0	1	0	0	0	0	0	3	1	33.1	-
03:00	2	0	0	0	1	0	0	0	0	0	1	0	27.9	-
03:15	11	0	0	7	1	0	0	0	0	0	3	0	33.2	40.4
03:30	10	0	0	7	1	0	0	0	0	0	2	0	39	-
03:45	4	0	0	2	1	0	0	0	0	0	1	0	43.1	-
04:00	7	0	0	2	1	0	0	0	0	0	4	0	37	-
04:15	4	0	0	1	2	0	0	0	0	0	1	0	41.2	-
04:30	16	0	0	12	3	0	0	0	0	0	1	0	39.4	44.6
04:45	18	0	0	14	4	0	0	0	0	0	0	0	38.9	40.5
05:00	19	1	0	17	1	0	0	0	0	0	0	0	40.9	46.1
05:15	25	0	0	18	4	0	0	0	1	0	2	0	41.1	45
05:30	32	0	0	22	4	0	0	0	1	0	5	0	39.2	41.3
05:45	21	0	0	11	4	1	0	0	1	0	4	0	38.5	41.7
06:00	22	0	0	16	5	1	0	0	0	0	0	0	35.7	37.9
06:15	28	0	0	16	8	0	0	0	1	0	3	0	34.7	41.7
06:30	45	0	0	38	3	3	0	0	0	0	1	0	35.9	36.9
06:45	65	0	0	50	9	2	1	0	0	0	3	0	35.8	39.6
07:00	43	0	0	34	5	1	0	0	0	0	2	1	31.8	36.4
07:15	61	1	1	49	6	0	0	0	0	0	3	1	34.6	37.2
07:30	55	0	0	43	10	0	0	0	0	1	1	0	34.8	38.8
07:45	84	0	1	57	20	2	0	0	0	0	2	2	36	39.2
08:00	84	0	0	52	27	2	0	0	0	0	3	0	37.7	41
08:15	112	1	0	64	36	4	0	0	1	0	4	2	35.2	39.4
08:30	87	0	0	61	20	1	0	0	1	0	4	0	38	41
08:45	105	0	0	65	34	4	0	0	0	0	2	0	37	40.2
09:00	103	0	0	78	17	2	1	0	0	0	2	3	36.3	38.3
09:15	82	0	0	51	25	1	0	0	2	0	1	2	35.5	38.5
09:30	83	0	1	49	29	1	0	0	0	0	3	0	38	40.7
09:45	89	0	1	51	31	2	0	0	0	0	4	0	38.9	42.9
10:00	60	0	0	31	20	4	0	0	0	0	3	2	38	41.8
10:15	49	0	0	29	13	4	0	0	1	0	1	1	37.6	41.9
10:30	67	0	1	39	18	3	1	1	1	0	2	1	37.6	42.3
10:45	66	0	0	35	14	4	1	0	2	0	6	4	36.8	41.8
11:00	56	0	0	16	28	4	0	1	0	0	6	1	36.9	41.2
11:15	68	0	0	33	22	4	0	0	4	0	4	1	36.1	39.6
11:30	61	0	0	25	27	1	0	0	4	0	4	0	35.7	38.8
11:45	66	0	0	35	25	3	0	0	0	0	3	0	36.4	41
12:00	67	0	0	41	18	1	1	1	1	0	3	1	34.6	39
12:15	75	0	0	39	22	3	0	0	1	0	6	4	35.3	40.7
12:30	80	0	0	38	31	3	0	0	1	0	5	2	36.9	41.3
12:45	75	0	1	35	28	4	0	0	1	0	4	2	37.1	41.4
13:00	50	0	0	17	20	5	0	1	2	0	4	1	39.3	43.1
13:15	81	0	0	39	34	4	0	1	1	0	1	1	37.7	42
13:30	84	0	0	53	25	3	0	1	1	0	1	0	36.5	40.6
13:45	97	0	1	66	21	2	0	0	1	0	3	3	37.1	40.4
14:00	70	0	0	41	18	3	1	0	0	0	3	4	36.9	40.3
14:15	72	0	0	47	19	3	0	0	0	0	2	1	37.5	45.5
14:30	74	0	0	49	23	1	0	0	0	0	1	0	38	41.4
14:45	100	0	0	63	32	2	0	0	0	0	2	1	37.6	42.1
15:00	92	0	0	58	23	4	0	0	0	0	4	3	35.5	39.8
15:15	88	0	0	45	36	2	0	0	0	0	5	0	37.3	42.2
15:30	90	0	0	56	27	3	0	1	1	0	2	0	36.7	41.6
15:45	87	0	0	51	29	2	1	0	1	0	1	2	37.1	39.8
16:00	83	0	0	44	33	3	0	1	0	0	2	0	36.7	41
16:15	94	0	1	63	24	4	0	0	0	0	1	1	36.7	39.3
16:30	102	0	0	54	41	4	1	0	0	0	1	1	36.3	40.2
16:45	84	0	2	45	31	4	0	0	0	0	1	1	36.3	40.9
17:00	83	0	1	46	31	3	0	0	0	0	2	0	35.3	40.9
17:15	94	0	1	60	32	1	0	0	0	0	0	0	37.3	41.4
17:30	116	0	1	74	40	0	0	0	0	0	0	1	35.6	41.1
17:45	71	0	0	34	36	0	0	0	0	0	0	1	37	43.7
18:00	114	0	3	62	44	1	0	1	1	0	1	1	36.4	41
18:15	84	0	0	38	42	3	0	0	0	0	1	0	36.5	41.6
18:30	84	0	0	43	34	1	0	0	1	0	3	2	36.7	42.4
18:45	95	0	0	53	37	3	0	0	1	0	1	0	35.9	40.2
19:00	89	0	0	52	34	2	0	0	0	0	1	0	37.1	41.4
19:15	61	0	0	26	32	1	0	0	0	0	0	2	37.4	42.9
19:30	71	1	0	41	25	2	0	0	1	0	1	0	36.4	41
19:45	45	0	0	26	18	0	0	0	0	0	1	0	37.8	42.8
20:00	40	0	0	28	9	1	0	0	0	0	1	1	34.8	39.3
20:15	33	0	1	18	12	0	0	0	0	0	1	1	36.9	39.3
20:30	42	0	1	30	10	0	0	0	1	0	0	0	37.6	44.8
20:45	40	0	0	22	16	0	0	0	0	0	2	0	38.8	44.3
21:00	18	0	0	6	11	0	0	0	0	0	1	0	40.8	47.8
21:15	26	0	0	13	10	0	0	0	0	0	2	1	38.4	42.9
21:30	28	0	1	12	11	1	0	0	0	0	3	0	40.4	48.6
21:45	25	0	0	17	8	0	0	0	0	0	0	0	41	50.4
22:00	18	0	0	13	4	1	0	0	0	0	0	0	40.1	48.1
22:15	18	0	0	7	7	0	0	0	1	0	2	1	38.7	43.4
22:30	19	0	0	9	6	2	1	0	0	0	0	1	39.3	42.3
22:45	14	0	0	11	2	0	0	0	1	0	0	0	40.3	46.3
23:00	38	0	0	28	4	0	0	0	2	0	4	0	36.4	39.9
23:15	13	0	0	8	5	0	0	0	0	0	0	0	40.7	44
23:30	17	0	0	9	6	0	0	0	0	0	2	0	38.6	42.8
23:45	26	1	0	19	3	2	0	0	0	0	1	0	35.7	37.1
07-19	3867	2	16	2251	1258	119	7	9	30	1	120	54	36.6	40.8
06-22	4545	3	19	2662	1479	132	8	9	33	1	140	59	36.7	41.0
06-00	4708	4	19	2766	1516	137	9	9	37	1	149	61	36.8	41.1
00-00	4978	5	19	2924	1560	138	9	9	45	1	203	65	36.9	41.3

Date Thursday 08/11/2018

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	15	0	0	14	0	0	0	0	0	0	1	0	36.9	38
00:15	14	0	0	8	5	0	0	0	1	0	0	0	38.6	40.6
00:30	22	0	0	13	6	0	0	0	0	0	3	0	40.9	44.5
00:45	11	0	0	9	1	0	0	0	0	0	1	0	42.6	48.7
01:00	6	0	0	5	0	0	0	0	0	0	1	0	36.9	-
01:15	7	0	0	4	1	0	0	0	0	0	2	0	42.6	-
01:30	15	0	0	13	2	0	0	0	0	0	0	0	44.5	46.5
01:45	23	0	0	21	0	2	0	0	0	0	0	0	39.6	40.5
02:00	6	0	0	4	2	0	0	0	0	0	0	0	39.5	-
02:15	14	0	0	14	0	0	0	0	0	0	0	0	37.1	39
02:30	8	0	0	7	1	0	0	0	0	0	0	0	34.5	-
02:45	16	0	0	16	0	0	0	0	0	0	0	0	32.6	32.6
03:00	11	0	0	10	0	0	0	0	0	0	1	0	36.5	36.6
03:15	13	0	0	11	2	0	0	0	0	0	0	0	42.9	44.6
03:30	4	0	0	3	1	0	0	0	0	0	0	0	38.8	-
03:45	13	0	0	11	0	1	0	0	0	0	1	0	40.6	45.1
04:00	4	0	0	4	0	0	0	0	0	0	0	0	36.7	-
04:15	17	0	0	16	0	0	1	0	0	0	0	0	40.3	45.5
04:30	25	0	0	22	1	1	0	0	0	0	1	0	37.5	39.4
04:45	27	0	0	25	2	0	0	0	0	0	0	0	34.8	37.6
05:00	21	0	0	18	1	0	0	0	0	0	2	0	39.8	41.8
05:15	29	0	0	23	5	0	0	0	0	0	1	0	35.8	45.6
05:30	29	0	0	25	4	0	0	0	0	0	0	0	45	49
05:45	40	0	0	31	5	0	0	0	2	0	2	0	42.4	46.1
06:00	36	0	0	29	6	0	0	0	0	0	1	0	41.6	43.8
06:15	44	0	0	40	4	0	0	0	0	0	0	0	40	44.1
06:30	43	0	0	32	9	0	0	0	0	0	2	0	37.3	39.3
06:45	55	0	1	39	11	2	0	0	0	0	2	0	32.6	40.6
07:00	56	0	0	44	8	0	0	0	1	0	3	0	39.8	43.2
07:15	63	0	0	48	12	2	0	0	0	0	0	1	36.4	42.2
07:30	55	0	0	36	17	1	0	0	0	0	1	0	32.8	37.4
07:45	90	0	1	52	32	1	0	0	2	0	1	1	35.7	41.7
08:00	80	0	1	53	24	0	0	0	0	0	1	1	36.1	40.1
08:15	107	0	0	80	22	2	0	1	0	0	1	1	36	38.9
08:30	80	0	1	54	15	2	0	0	0	0	6	2	36.9	42.2
08:45	94	0	0	57	33	2	0	0	0	0	1	1	36.8	41.1
09:00	81	1	1	47	24	3	0	1	1	0	2	1	37.3	42
09:15	76	0	0	41	21	6	0	0	0	0	6	2	38.2	42.5
09:30	82	0	0	41	28	4	1	0	1	0	6	1	36.2	42
09:45	61	0	0	32	20	2	0	0	0	0	4	3	39.6	44.5
10:00	69	0	2	39	22	1	0	0	3	0	1	1	39	46.4
10:15	63	0	0	33	23	1	1	0	1	0	3	1	38.2	42.1
10:30	58	0	0	32	18	4	1	0	0	0	3	0	37.5	42.9
10:45	68	0	0	35	17	1	1	0	1	0	10	3	38.1	41.5
11:00	57	0	0	22	23	1	1	1	1	0	6	2	39.4	44.4
11:15	66	0	0	28	24	3	2	0	1	0	6	2	38.2	43.2
11:30	55	0	1	31	14	3	0	0	3	0	3	0	37.9	43.3
11:45	65	0	0	27	24	6	1	2	0	0	4	1	39.6	44.6
12:00	52	0	0	29	18	1	0	1	1	0	2	0	39.3	43.6
12:15	56	0	0	25	17	2	1	1	3	0	4	3	38	43.8
12:30	47	0	0	12	23	4	1	1	3	0	2	1	37.9	43.8
12:45	66	0	0	39	18	2	0	0	3	0	2	2	37.9	43.1
13:00	75	0	2	48	15	3	0	0	0	0	5	2	37.9	41.3
13:15	54	0	1	25	16	2	1	0	1	0	6	2	37.2	39.9
13:30	61	0	0	39	13	2	0	0	0	0	3	4	33.9	41.2
13:45	78	0	1	38	21	2	1	1	2	0	10	2	38.9	44.4
14:00	57	0	0	29	17	6	0	1	1	0	0	3	40.2	45.4
14:15	86	0	0	44	30	3	0	1	0	0	5	3	38.3	42.9
14:30	60	0	0	23	28	1	0	1	2	0	5	0	37.8	43.6
14:45	74	0	0	36	29	0	0	1	2	0	2	4	37.8	42.2
15:00	94	0	4	45	36	4	0	0	1	0	3	1	36.8	42.7
15:15	71	0	0	37	23	4	0	0	1	0	5	1	38.7	44.5
15:30	88	0	0	46	35	6	0	0	1	0	0	0	38.4	43.3
15:45	77	0	1	46	25	2	0	0	1	0	0	2	38.7	43.7
16:00	86	0	1	46	35	2	0	0	0	0	2	0	36.5	41.4
16:15	72	0	2	38	26	4	0	0	0	0	0	2	37.9	43.2
16:30	64	0	1	31	26	2	0	0	0	0	4	0	36.9	42.6
16:45	67	0	1	36	28	1	0	0	0	0	1	0	38.3	42.2
17:00	100	0	0	53	45	0	0	0	1	0	0	1	34.5	38
17:15	98	0	1	56	39	1	0	0	0	0	0	1	36.7	40.2
17:30	99	0	1	59	37	2	0	0	0	0	0	0	34.4	39.1
17:45	84	1	0	41	37	2	0	0	0	0	2	1	36.4	41.8
18:00	104	0	1	52	46	2	0	0	0	0	1	2	35.1	40.9
18:15	84	0	1	50	30	1	0	0	0	0	2	0	36.1	39.7
18:30	99	0	2	48	43	1	1	0	1	0	1	2	36.4	41.2
18:45	78	0	1	41	31	0	0	0	2	0	2	1	36.8	42
19:00	43	0	0	27	14	0	0	0	0	0	0	2	36.6	39.8
19:15	45	0	0	25	19	0	0	0	0	0	0	1	37.6	42.2
19:30	55	0	0	35	19	0	0	0	0	0	0	1	38.1	41.7
19:45	48	0	0	26	20	2	0	0	0	0	0	0	37.6	42.6
20:00	50	0	0	29	21	0	0	0	0	0	0	0	37.7	41.9
20:15	50	0	0	29	17	2	0	0	0	0	0	2	40	44.2
20:30	60	0	0	28	27	1	0	0	3	0	1	0	38.5	45.1
20:45	53	0	0	39	13	1	0	0	0	0	0	0	35.7	40.2
21:00	45	0	1	28	13	0	0	0	2	0	1	0	37.7	41.3
21:15	42	0	0	28	13	0	0	0	0	0	1	0	39.1	44.7
21:30	41	0	0	26	13	1	0	0	0	0	0	1	41	46.4
21:45	26	0	0	14	9	2	0	0	0	0	1	0	38.9	44.4
22:00	28	0	0	16	10	0	0	1	1	0	0	0	37.2	41.9
22:15	36	0	1	25	9	0	0	0	0	0	1	0	40.9	43.2
22:30	26	0	0	18	5	1	0	0	1	0	1	0	43.5	54.1
22:45	19	0	0	12	5	0	0	0	1	0	1	0	38.5	42
23:00	21	0	0	14	6	0	0	0	0	0	0	1	37.1	40.3
23:15	23	0	0	14	7	0	0	0	0	0	1	1	40.3	45
23:30	22	0	0	14	7	0	0	0	0	0	0	1	44.3	54.3
23:45	16	0	0	11	4	0	0	0	0	0	1	0	39.5	43.1
07-19	3557	2	28	1944	1208	107	13	13	41	0	137	64	37.2	42.2
06-22	4293	2	30	2418	1436	118	13	13	46	0	146	71	37.3	42.4
06-00	4484	2	31	2542	1489	119	13	14	49	0	151	74	37.5	42.6
00-00	4874	2	31	2869	1528	123	14	14	52	0	167	74	37.6	42.8

Date	Friday	09/11/2018												
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	10	0	1	9	0	0	0	0	0	0	0	0	38.7	-
00:15	22	0	0	12	6	0	0	0	1	0	3	0	38.9	43.1
00:30	17	0	0	14	2	0	0	0	0	0	1	0	43.8	49.3
00:45	8	0	0	8	0	0	0	0	0	0	0	0	40.1	-
01:00	3	0	0	2	1	0	0	0	0	0	0	0	50.3	-
01:15	16	0	0	14	1	0	0	0	1	0	0	0	43.1	43
01:30	14	0	0	11	1	0	0	0	0	0	2	0	42.7	42.7
01:45	9	0	0	6	2	0	0	0	0	0	1	0	43.9	-
02:00	7	0	0	7	0	0	0	0	0	0	0	0	50.2	-
02:15	10	0	0	7	2	0	0	0	0	0	1	0	52.6	-
02:30	1	0	0	0	0	0	0	0	0	0	1	0	39	-
02:45	5	0	0	3	1	0	0	0	0	0	1	0	40.9	-
03:00	10	0	0	10	0	0	0	0	0	0	0	0	41.8	-
03:15	11	0	0	10	0	0	0	0	0	0	1	0	45.7	49.1
03:30	11	0	0	8	2	0	0	0	0	0	1	0	38.5	44.1
03:45	18	0	0	15	2	0	0	0	0	0	1	0	39.9	43.1
04:00	17	0	0	13	3	0	0	0	0	0	1	0	45.9	49.3
04:15	10	0	0	6	1	1	0	0	0	0	2	0	37.8	-
04:30	28	0	0	22	3	1	0	0	0	0	2	0	38	44.2
04:45	18	0	0	13	2	0	0	0	1	0	2	0	35.8	38.7
05:00	24	0	0	22	1	0	0	0	0	0	1	0	39.5	41.2
05:15	15	0	0	13	1	0	0	0	0	0	1	0	38.2	41.5
05:30	32	0	0	22	4	0	0	0	2	0	4	0	36.3	40
05:45	27	0	0	23	3	0	0	0	0	0	1	0	38.2	43.2
06:00	36	0	0	27	4	1	0	0	0	0	4	0	36.6	42.5
06:15	32	0	0	25	5	0	0	0	0	0	2	0	37.1	39.7
06:30	52	0	0	41	10	1	0	0	0	0	0	0	37	40.6
06:45	64	0	1	50	11	1	0	0	0	0	1	0	37.7	41.4
07:00	49	0	1	37	10	1	0	0	0	0	0	0	38.6	43.3
07:15	53	0	0	36	11	2	0	0	0	0	4	0	37.3	40.2
07:30	40	0	0	16	19	3	0	0	0	0	2	0	38.1	42.9
07:45	64	0	0	39	18	2	1	0	2	0	2	0	36.8	42.8
08:00	80	0	0	36	35	1	1	0	2	0	5	0	38.1	43
08:15	83	0	0	46	28	3	0	0	0	0	5	1	36.2	40.2
08:30	81	0	2	52	18	4	0	0	1	0	3	1	36.1	41.3
08:45	86	0	0	44	36	1	0	2	1	0	1	1	37	42.6
09:00	68	0	0	35	22	3	0	0	1	0	6	1	38.4	44.2
09:15	68	0	0	33	19	7	0	0	0	0	7	2	38.6	44
09:30	60	0	0	33	17	4	0	1	1	0	3	1	37.4	41.7
09:45	62	0	2	29	23	3	0	0	0	0	4	1	36.8	39.5
10:00	63	0	0	21	28	6	1	0	1	0	4	2	37.6	41.8
10:15	49	0	1	27	13	5	0	0	0	0	3	0	37.5	41.8
10:30	63	0	0	32	21	2	1	0	0	0	5	2	38.5	44.5
10:45	66	0	0	28	29	2	1	0	0	0	4	2	37.4	43.1
11:00	47	0	1	21	15	3	0	2	0	0	4	1	38.2	42.9
11:15	62	0	0	26	22	9	0	0	1	0	1	3	37.9	40.8
11:30	64	0	0	23	29	3	0	0	0	0	7	2	36.9	41.3
11:45	71	0	0	37	20	3	2	0	2	0	5	2	38	41.6
12:00	63	0	0	27	21	5	0	1	1	0	6	2	37.7	45.4
12:15	73	0	2	31	29	6	0	1	0	0	2	2	37.6	41.4
12:30	78	0	0	39	24	8	0	0	1	0	4	2	37.1	42.4
12:45	87	0	0	42	32	5	1	1	3	0	3	0	36.9	41.8
13:00	48	0	0	17	24	4	0	0	1	0	2	0	39	45.4
13:15	65	0	1	31	26	2	0	0	0	0	3	2	37.9	43.6
13:30	70	0	1	35	24	2	0	0	3	0	4	1	38.7	44.3
13:45	53	0	0	23	23	1	0	1	0	0	3	2	38.8	43.5
14:00	81	0	0	42	27	2	1	0	0	0	7	2	38.1	43.8
14:15	55	0	0	30	15	4	0	1	1	0	2	2	38.9	44.1
14:30	89	0	0	56	25	1	0	0	2	0	4	1	36.8	42.4
14:45	81	0	0	36	36	2	1	1	0	0	2	3	38.6	44.1
15:00	88	0	0	51	28	4	0	0	0	0	5	0	37.3	43.6
15:15	86	0	1	40	39	2	0	0	1	0	2	1	37.7	41.8
15:30	65	0	0	29	28	5	0	0	0	0	2	1	38.5	44.5
15:45	64	0	0	39	20	4	0	1	0	0	0	0	38	44.5
16:00	92	0	0	57	28	2	0	0	0	0	3	2	36.2	42.3
16:15	99	0	2	51	39	4	0	0	2	0	1	0	35.2	39.2
16:30	78	0	0	30	38	3	0	0	2	0	3	2	36.6	40.2
16:45	85	0	3	37	38	3	0	0	0	0	1	3	35.7	41.6
17:00	69	0	0	38	28	2	0	0	0	0	0	1	37.1	41.2
17:15	88	0	0	43	39	3	0	0	1	0	0	2	35.2	39.8
17:30	77	0	0	37	37	1	0	0	0	0	0	2	37.1	41.2
17:45	100	0	2	52	45	0	0	0	0	0	0	1	36	39.3
18:00	106	0	1	53	46	1	0	0	0	0	2	3	34.9	40.1
18:15	79	0	0	37	38	2	0	0	0	0	1	1	36.3	40.9
18:30	76	0	1	35	31	3	0	0	2	0	4	0	36.1	41.5
18:45	72	0	1	39	28	1	1	0	0	0	1	1	36.6	40.1
19:00	49	0	0	28	18	1	0	0	0	0	0	2	35	40.2
19:15	49	0	0	27	18	0	0	0	0	0	3	1	37.9	40.4
19:30	63	0	1	34	21	5	0	0	0	0	1	1	37.2	43.2
19:45	40	0	0	18	20	1	0	0	0	0	1	0	38.7	43.4
20:00	34	0	0	13	18	2	0	0	0	0	0	1	37.2	41.9
20:15	45	0	0	26	19	0	0	0	0	0	0	0	40.3	44.7
20:30	34	0	0	13	15	2	0	0	2	0	2	0	36.9	41.5
20:45	24	0	0	17	5	0	0	0	0	0	1	1	39.5	45.1
21:00	32	0	0	20	10	1	0	0	0	0	1	0	37.9	40.6
21:15	34	0	1	18	13	0	0	0	2	0	0	0	39.6	43.5
21:30	35	0	0	20	12	2	0	0	0	0	0	1	36.4	41.5
21:45	29	0	0	14	11	0	0	0	0	0	4	0	36	41.2
22:00	21	0	0	16	4	0	0	0	0	0	0	1	38.8	42.9
22:15	19	0	2	11	4	1	0	0	1	0	0	0	40.1	45.2
22:30	21	0	0	12	8	0	0	0	1	0	0	0	35.4	40.2
22:45	32	0	0	16	13	0	0	0	0	0	3	0	39.4	43.3
23:00	21	0	0	11	6	0	0	0	0	0	2	2	38.4	44.8
23:15	33	0	0	22	10	0	0	0	0	0	0	1	38.3	40.6
23:30	24	0	0	17	7	0	0	0	0	0	0	0	36.7	39.6
23:45	27	0	0	16	8	0	0	0	0	0	3	0	37.7	40.3
07-19	3446	0	22	1728	1289	149	11	12	32	0	142	61	37.2	42.1
06-22	4098	0	25	2119	1499	166	11	12	36	0	162	68	37.2	42.0
06-00	4296	0	27	2240	1559	167	11	12	38	0	170	72	37.3	42.0
00-00	4639	0	28	2510	1597	169	11	12	43	0	197	72	37.5	42.4

Date Saturday 10/11/2018

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	7	0	0	1	4	0	0	0	1	0	0	1	41.1	-
00:15	13	0	0	9	3	0	0	0	1	0	0	0	41.4	45.6
00:30	14	0	0	8	4	0	0	0	0	0	0	2	37.8	41.3
00:45	19	0	0	9	8	1	0	0	0	0	1	0	40.9	48.1
01:00	3	0	0	1	1	0	0	0	1	0	0	0	45.3	-
01:15	15	0	0	10	3	0	0	0	0	0	2	0	40.9	42.8
01:30	9	0	0	6	2	0	0	0	0	0	1	0	40.2	-
01:45	3	0	0	2	0	1	0	0	0	0	0	0	44	-
02:00	13	0	0	13	0	0	0	0	0	0	0	0	45.8	46.1
02:15	8	0	0	3	2	1	0	0	0	0	1	1	43.8	-
02:30	8	0	0	5	2	0	0	0	0	0	1	0	35.5	-
02:45	5	0	0	3	0	0	0	0	0	0	2	0	36.3	-
03:00	8	0	0	6	2	0	0	0	0	0	0	0	33.1	-
03:15	8	0	0	6	0	0	0	0	0	0	2	0	38.8	-
03:30	8	0	0	4	0	0	0	0	1	0	3	0	35.3	-
03:45	3	0	0	0	3	0	0	0	0	0	0	0	45.3	-
04:00	7	0	0	4	1	0	0	0	1	0	1	0	36.8	-
04:15	10	0	0	6	1	0	0	0	0	0	3	0	35.9	-
04:30	11	0	0	8	2	0	0	0	0	0	1	0	36.7	43.8
04:45	4	0	0	3	1	0	0	0	0	0	0	0	37	-
05:00	8	0	0	6	0	0	0	0	0	0	2	0	37.2	-
05:15	16	0	0	13	2	0	0	0	0	0	1	0	38.7	41.2
05:30	17	0	0	14	1	0	0	0	0	0	2	0	36.6	36.9
05:45	14	0	0	11	0	1	0	0	1	0	1	0	36.5	40.3
06:00	21	0	0	21	0	0	0	0	0	0	0	0	34.4	35.7
06:15	17	0	0	14	1	0	0	0	0	0	1	1	38.6	41
06:30	29	0	0	22	5	1	0	0	0	0	1	0	42.9	47
06:45	25	0	0	13	10	0	0	0	0	0	2	0	40.4	44.2
07:00	18	0	0	12	6	0	0	0	0	0	0	0	42.6	52
07:15	35	0	0	27	7	0	0	0	0	0	1	0	37.3	38.4
07:30	24	0	0	15	5	2	0	0	0	0	2	0	40.6	44.7
07:45	29	0	0	16	6	2	0	0	0	0	4	1	38.6	42.4
08:00	29	0	0	19	8	1	0	0	0	0	1	0	41.3	45.2
08:15	41	0	0	25	12	2	0	0	0	0	1	1	39.4	44
08:30	31	0	0	17	12	0	0	0	1	0	1	0	41.5	51.7
08:45	41	0	0	24	14	1	0	0	0	0	1	1	38.6	43.4
09:00	37	0	0	23	10	2	0	0	0	0	1	1	39.7	47
09:15	53	0	0	36	16	1	0	0	0	0	0	0	39	42.8
09:30	46	0	1	20	20	3	0	0	0	0	2	0	37.5	40.7
09:45	65	0	1	30	22	2	0	0	0	0	8	2	38.2	42.8
10:00	50	0	0	28	17	1	0	0	0	0	3	1	38.8	43.7
10:15	48	0	0	23	21	1	0	0	0	0	2	1	38.5	43.2
10:30	65	0	0	28	28	1	1	0	1	0	5	1	39.9	44.4
10:45	54	0	0	26	21	3	0	0	0	0	2	2	38.1	42.3
11:00	64	1	1	34	22	2	0	0	0	0	3	1	37.4	41.3
11:15	64	0	0	26	35	1	0	0	0	0	1	1	38.3	44.7
11:30	58	0	1	38	17	1	0	0	0	0	0	1	39.6	45.8
11:45	57	0	0	29	22	2	0	0	0	0	2	2	37.3	41.8
12:00	60	0	0	34	20	2	0	1	0	0	1	2	38.9	44.7
12:15	55	0	0	27	24	3	0	0	0	0	0	1	40	46
12:30	63	0	1	33	26	0	0	0	0	0	1	2	39.8	45.4
12:45	57	0	1	35	17	2	0	0	0	0	1	1	37.9	41.7
13:00	66	0	1	33	28	1	0	0	1	0	0	2	38.3	41.8
13:15	57	0	1	29	21	2	0	1	0	0	1	2	38.1	42.9
13:30	64	0	0	40	20	1	0	0	0	0	0	3	37.8	43.1
13:45	53	0	0	32	16	3	0	0	0	0	1	1	40.8	46.1
14:00	51	0	1	28	21	0	0	0	0	0	0	1	40.6	47.2
14:15	56	0	0	33	19	1	0	0	0	0	0	3	37.5	44.2
14:30	45	0	0	23	18	3	0	0	0	0	0	1	40.3	45.8
14:45	47	0	0	21	18	2	0	0	1	0	3	2	39.6	45.9
15:00	50	0	0	28	19	2	0	0	0	0	0	1	40.1	44.7
15:15	45	0	0	23	20	1	0	0	0	0	0	1	39.3	42.5
15:30	55	1	0	24	28	0	0	0	0	0	1	1	37	44
15:45	53	0	0	25	24	2	0	0	0	0	0	2	39.2	42
16:00	46	0	0	25	20	1	0	0	0	0	0	0	40.1	43.7
16:15	51	0	0	23	23	1	0	0	0	0	2	2	39.1	43.9
16:30	37	0	0	21	14	0	0	0	0	0	2	0	38.7	45.2
16:45	55	0	0	26	23	4	0	0	0	0	1	1	38	44.3
17:00	143	0	0	80	62	0	0	0	0	0	0	1	33.5	38.5
17:15	78	0	0	35	39	2	0	0	0	0	1	1	36	41.7
17:30	51	0	0	25	23	2	0	0	0	0	0	1	38.5	42.4
17:45	64	0	0	37	21	3	0	0	0	0	1	2	36.5	40.7
18:00	48	0	0	26	20	0	0	0	0	0	0	2	36.3	39.7
18:15	52	0	0	30	21	1	0	0	0	0	0	0	38.1	43.9
18:30	35	0	0	16	16	1	0	0	0	0	1	1	36.2	41.8
18:45	29	0	0	15	10	1	0	0	0	0	2	1	39.9	43.7
19:00	27	0	0	10	15	2	0	0	0	0	0	0	37	40.7
19:15	39	0	0	17	18	2	0	0	0	0	1	1	37.5	41.6
19:30	41	0	0	22	17	1	0	0	0	0	1	0	34.9	41.3
19:45	33	0	1	18	13	0	0	0	0	0	1	0	35.4	41.3
20:00	27	0	0	18	9	0	0	0	0	0	0	0	36.6	39.9
20:15	35	0	0	24	8	1	0	0	0	0	2	0	34.7	38.1
20:30	30	0	0	16	12	1	0	0	0	0	0	1	38.7	42.8
20:45	30	0	0	18	11	1	0	0	0	0	0	0	38.5	46.6
21:00	19	0	0	12	4	1	0	0	0	0	2	0	40.7	46.5
21:15	11	0	0	3	3	0	0	0	0	0	3	2	32.8	42.2
21:30	19	0	0	12	3	2	0	0	0	0	1	1	38.9	46.4
21:45	13	0	0	7	5	0	0	0	0	0	1	0	36.1	42.4
22:00	17	0	0	15	2	0	0	0	0	0	0	0	37	41
22:15	14	0	0	11	3	0	0	0	0	0	0	0	38	42.1
22:30	26	0	0	10	12	2	0	0	0	0	1	1	39.6	49.1
22:45	17	0	0	10	5	0	0	0	0	0	2	0	39	44.6
23:00	15	0	0	9	3	2	0	0	0	0	0	1	39.1	45.5
23:15	23	0	0	14	6	0	0	0	0	0	1	2	38.2	40.8
23:30	15	0	0	7	6	0	0	0	0	0	2	0	38.6	43
23:45	18	0	0	8	9	0	0	0	0	0	1	0	38.6	45.1
07-19	2475	2	9	1323	952	69	1	2	4	0	59	54	38.3	43.2
06-22	2891	2	10	1570	1086	81	1	2	4	0	75	60	38.2	43.1
06-00	3036	2	10	1654	1132	85	1	2	4	0	82	64	38.2	43.1
00-00	3267	2	10	1805	1174	89	1	2	10	0	106	68	38.3	43.2

Date	Sunday	11/11/2018												
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	8	0	0	2	5	0	0	0	0	0	1	0	36.5	-
00:15	18	0	0	6	10	0	0	0	0	0	1	1	41	45.1
00:30	11	0	0	2	5	0	0	0	0	0	2	2	35.5	38.6
00:45	6	0	0	3	2	0	0	0	0	0	1	0	36.9	-
01:00	17	0	0	13	4	0	0	0	0	0	0	0	32.8	33.8
01:15	5	0	0	0	4	0	0	0	0	0	1	0	40.6	-
01:30	20	0	0	14	5	1	0	0	0	0	0	0	41.3	45.9
01:45	2	0	0	0	1	0	0	0	0	0	1	0	34.8	-
02:00	7	0	0	5	1	0	0	0	0	0	1	0	39.7	-
02:15	6	0	0	4	2	0	0	0	0	0	0	0	43.8	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	30.2	-
02:45	7	0	0	5	1	0	0	0	0	0	1	0	37.1	-
03:00	5	0	0	3	2	0	0	0	0	0	0	0	39.2	-
03:15	2	0	0	2	0	0	0	0	0	0	0	0	43.4	-
03:30	5	0	0	4	1	0	0	0	0	0	0	0	41.2	-
03:45	6	0	0	6	0	0	0	0	0	0	0	0	41.1	-
04:00	3	0	0	3	0	0	0	0	0	0	0	0	41.1	-
04:15	7	0	0	6	0	0	0	0	0	0	1	0	38.6	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	25	-
04:45	21	0	0	17	3	0	0	0	0	0	1	0	35.7	39.4
05:00	7	0	0	5	1	0	0	0	0	0	1	0	38.4	-
05:15	17	0	0	14	2	0	0	0	0	0	1	0	41.6	44.5
05:30	15	0	0	14	0	1	0	0	0	0	0	0	37.5	42.7
05:45	9	0	0	4	4	0	0	0	0	0	1	0	37.9	-
06:00	9	0	0	9	0	0	0	0	0	0	0	0	39.4	-
06:15	11	0	0	5	5	0	0	0	0	0	1	0	40.5	44.2
06:30	21	0	0	18	3	0	0	0	0	0	0	0	41.9	43.7
06:45	12	1	0	10	1	0	0	0	0	0	0	0	35.2	38
07:00	12	0	0	8	4	0	0	0	0	0	0	0	44.5	50.1
07:15	12	0	0	8	3	0	0	0	0	0	1	0	41.7	44.4
07:30	20	0	0	12	7	0	0	0	0	0	1	0	42.1	46.3
07:45	11	0	0	6	4	0	0	0	0	0	0	1	40.4	45.8
08:00	19	0	0	7	9	1	0	0	0	0	2	0	40.9	46.8
08:15	18	0	0	10	4	0	0	0	0	0	3	1	35.8	40.9
08:30	19	0	0	14	4	0	0	0	0	0	1	0	37.8	41.5
08:45	37	0	0	20	15	0	0	0	0	0	2	0	39.5	44.9
09:00	28	0	0	16	11	1	0	0	0	0	0	0	40.5	46.2
09:15	19	0	0	10	5	1	0	0	0	0	2	1	38.9	43.5
09:30	26	0	0	17	8	0	0	0	0	0	1	0	38.6	45.2
09:45	48	0	1	23	18	1	0	0	0	0	4	1	37.3	43.4
10:00	39	0	0	16	15	2	0	0	0	0	6	0	37.9	45.1
10:15	30	0	0	14	13	2	0	0	0	0	0	1	38	45.4
10:30	56	0	0	31	22	1	0	0	0	0	2	0	39.2	43.7
10:45	44	0	0	28	15	0	0	0	0	0	1	0	38.9	41.1
11:00	31	0	0	19	9	1	0	0	0	0	2	0	39.1	46.9
11:15	38	0	0	18	15	1	0	0	1	0	2	1	38.6	45.2
11:30	49	0	0	20	26	2	0	0	0	0	0	1	39.7	46.2
11:45	60	0	0	25	35	0	0	0	0	0	0	0	39.1	43.8
12:00	58	0	0	31	23	2	0	0	0	0	1	1	37.2	41.7
12:15	42	0	0	21	20	0	0	0	0	0	0	1	39.1	44.8
12:30	36	0	0	19	15	1	0	0	0	0	0	1	38.2	42.6
12:45	44	0	0	26	17	0	0	0	0	0	1	0	40.4	43.3
13:00	39	0	1	18	17	2	0	0	0	0	0	1	39.1	46.5
13:15	45	0	0	25	19	0	0	0	0	0	1	0	38.6	42.5
13:30	55	0	0	28	26	1	0	0	0	0	0	0	38.8	44.5
13:45	53	0	0	26	25	1	0	0	0	0	0	1	37.8	42.3
14:00	52	0	0	29	20	2	0	0	0	0	1	0	39.3	46.3
14:15	43	1	0	17	20	3	0	0	0	0	1	1	38.8	45.5
14:30	37	0	0	16	21	0	0	0	0	0	0	0	40.6	44.3
14:45	48	0	0	26	16	2	0	0	1	0	1	2	37.6	41.4
15:00	42	0	0	26	16	0	0	0	0	0	0	0	38.2	42.8
15:15	35	0	1	23	9	0	0	0	0	0	1	1	42.3	46.4
15:30	33	0	0	14	16	3	0	0	0	0	0	0	41.1	47.6
15:45	34	0	1	17	15	0	0	0	0	0	1	0	37.3	44.5
16:00	49	0	0	34	13	0	0	0	0	0	1	1	37.7	41.2
16:15	32	0	2	18	8	0	0	0	0	0	3	1	37.4	42.5
16:30	39	0	1	22	15	1	0	0	0	0	0	0	38.9	43.5
16:45	33	0	0	15	16	0	0	0	0	0	1	1	40.5	45.3
17:00	47	0	1	25	18	2	0	0	0	0	1	0	36.7	41.3
17:15	40	0	0	24	15	0	0	0	0	0	1	0	38.6	45.5
17:30	31	0	0	18	13	0	0	0	0	0	0	0	38	43.3
17:45	27	0	1	16	10	0	0	0	0	0	0	0	40.8	44.6
18:00	29	0	1	13	13	0	1	0	0	0	0	1	39.8	45
18:15	29	0	0	21	7	0	0	0	0	0	0	1	40	45.4
18:30	25	0	0	13	12	0	0	0	0	0	0	0	35.7	39.7
18:45	19	0	0	9	9	0	0	0	0	0	0	1	38.3	47.1
19:00	34	0	0	19	14	0	0	0	0	0	0	1	40	43.5
19:15	31	1	0	15	14	1	0	0	0	0	0	0	39.5	46.4
19:30	18	0	1	8	8	1	0	0	0	0	0	0	39.4	46.2
19:45	23	0	0	13	10	0	0	0	0	0	0	0	38.4	46.3
20:00	29	0	0	21	7	0	0	0	0	0	0	1	36.4	41.2
20:15	30	0	0	17	13	0	0	0	0	0	0	0	40	42.9
20:30	17	0	0	10	7	0	0	0	0	0	0	0	40.2	46.8
20:45	14	0	0	6	7	1	0	0	0	0	0	0	40.3	43.5
21:00	21	0	0	14	6	0	0	0	0	0	1	0	38.3	42.1
21:15	13	0	0	7	6	0	0	0	0	0	0	0	39.9	45.2
21:30	21	0	0	15	5	0	0	0	0	0	0	1	40.2	44.2
21:45	10	0	0	5	4	0	0	0	0	0	1	0	39.5	-
22:00	11	0	0	5	4	0	0	0	0	0	1	1	37.4	44
22:15	13	0	1	7	5	0	0	0	0	0	0	0	40.2	54
22:30	20	0	0	14	4	0	0	0	0	0	2	0	36.5	40.1
22:45	11	0	0	5	6	0	0	0	0	0	0	0	37.3	42.3
23:00	10	0	0	8	1	1	0	0	0	0	0	0	32.6	-
23:15	10	0	0	8	1	0	0	0	0	0	1	0	40.6	-
23:30	15	0	0	7	5	0	0	0	0	0	2	1	41.2	43.9
23:45	6	0	0	1	3	0	0	0	0	0	2	0	42.3	-
07-19	1712	1	10	912	686	33	1	0	2	0	45	22	39.7	45.4
06-22	2026	3	11	1104	796	36	1	0	2	0	48	25	39.6	44.6
06-00	2122	3	12	1159	825	37	1	0	2	0	56	27	39.6	44.6
00-00	2328	3	12	1293	878	39	1	0	2	0	70	30	39.0	43.8

Date Monday 12/11/2018

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	8	0	0	4	4	0	0	0	0	0	0	0	40.3	-
00:15	11	0	0	7	1	1	0	0	0	0	2	0	36.4	39.3
00:30	5	0	0	4	1	0	0	0	0	0	0	0	38.1	-
00:45	2	0	0	2	0	0	0	0	0	0	0	0	42.7	-
01:00	6	0	0	6	0	0	0	0	0	0	0	0	37.8	-
01:15	2	0	0	1	0	0	0	0	0	0	1	0	40.8	-
01:30	6	0	0	4	2	0	0	0	0	0	0	0	41.4	-
01:45	9	0	0	8	1	0	0	0	0	0	0	0	46.7	-
02:00	10	0	0	6	0	0	0	0	0	0	4	0	36.8	-
02:15	3	0	0	3	0	0	0	0	0	0	0	0	37.2	-
02:30	4	0	0	3	0	0	0	0	0	0	1	0	45.8	-
02:45	8	0	0	7	1	0	0	0	0	0	0	0	49.6	-
03:00	4	0	0	4	0	0	0	0	0	0	0	0	43	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	4	0	0	0	1	0	0	0	0	0	3	0	43.5	-
03:45	6	0	0	3	1	1	0	0	0	0	1	0	41.7	-
04:00	7	0	0	4	2	0	0	0	0	0	1	0	37.1	-
04:15	11	0	0	8	2	0	0	0	0	0	1	0	36.7	38.7
04:30	8	0	0	3	1	1	0	0	0	0	3	0	34.9	-
04:45	18	0	0	13	4	0	0	1	0	0	0	0	38.1	40.6
05:00	21	0	0	14	2	0	0	0	0	0	4	1	37.9	39
05:15	22	0	0	14	4	2	0	0	0	0	2	0	37.5	42.1
05:30	24	0	0	13	7	0	0	0	1	0	2	1	37.9	41
05:45	35	0	0	28	3	0	0	0	0	0	3	1	37.7	44.8
06:00	28	0	0	18	6	1	0	0	0	0	3	0	34.5	39.6
06:15	18	0	0	12	4	0	0	0	1	0	1	0	36.5	39.3
06:30	34	0	0	22	10	1	0	0	0	0	0	1	33.4	36.9
06:45	33	0	1	13	9	4	0	0	0	0	6	0	35.7	40.2
07:00	57	0	1	40	12	2	0	0	0	0	1	1	41.7	46.2
07:15	48	0	0	37	7	2	0	0	2	0	0	0	36.2	40.6
07:30	64	0	0	46	11	2	0	0	0	0	5	0	36.4	42.2
07:45	63	0	0	47	11	2	0	0	0	0	2	1	36.2	41.9
08:00	90	0	0	47	32	3	0	0	1	0	6	1	35.3	41.4
08:15	77	0	1	43	25	3	0	0	2	0	2	1	36.8	40.8
08:30	68	0	1	42	20	0	0	0	0	0	4	1	37.5	41.9
08:45	67	0	0	35	26	3	0	0	0	0	3	0	37.2	40.4
09:00	55	0	1	26	19	2	1	0	3	0	0	3	38.6	45.2
09:15	55	0	0	22	23	6	0	1	0	0	1	2	38	41.1
09:30	55	0	0	28	18	1	0	0	3	0	3	2	38.4	41.6
09:45	68	0	1	35	18	4	0	0	2	0	6	2	36.4	42.7
10:00	57	0	0	23	20	4	0	0	0	0	8	2	37.6	41.2
10:15	78	0	0	39	27	1	0	0	2	0	6	3	36.3	41.4
10:30	61	0	0	25	25	1	2	0	0	0	7	1	37.9	42.3
10:45	68	0	0	34	21	3	1	0	0	0	8	1	36.6	42.6
11:00	56	0	1	29	20	2	0	0	1	0	2	1	39.4	44.6
11:15	62	0	0	39	15	1	0	0	0	0	5	2	35.7	38.3
11:30	97	0	1	62	26	1	0	1	0	0	5	1	37.5	41.5
11:45	61	0	0	30	18	6	1	0	2	0	3	1	36.4	41.7
12:00	65	0	0	37	20	1	0	0	0	0	6	1	37.8	40
12:15	52	0	0	23	16	2	0	0	2	0	6	3	36.5	41.1
12:30	69	0	0	47	16	4	0	0	0	0	2	0	38.5	41.8
12:45	82	0	0	57	15	2	1	0	3	0	3	1	35.2	39.1
13:00	73	0	0	49	18	1	1	0	2	0	2	0	37.2	39.8
13:15	75	0	1	37	26	2	0	1	0	0	5	3	36.4	43.3
13:30	57	0	0	39	14	0	0	0	1	0	2	1	38.4	41.5
13:45	82	0	1	52	23	1	0	0	0	0	3	2	37.4	42.2
14:00	71	0	1	44	18	4	0	0	1	0	0	3	34.7	39.4
14:15	70	0	0	36	25	2	1	0	1	0	3	2	37.4	41.5
14:30	64	0	0	31	21	3	2	0	1	0	5	1	37.9	41.8
14:45	78	0	1	36	26	6	0	0	1	0	7	1	38.3	42
15:00	95	0	0	49	34	1	1	1	1	0	4	4	37.3	42.3
15:15	90	0	0	41	38	6	1	0	1	0	2	1	36.8	42.2
15:30	89	0	1	42	35	4	0	0	0	0	4	3	38.3	42.8
15:45	70	0	0	33	30	5	0	0	0	0	1	1	35.8	40.2
16:00	62	0	0	34	23	1	0	0	1	0	2	1	38.3	42
16:15	77	0	1	35	38	2	0	0	1	0	0	0	37.6	43.4
16:30	86	0	1	45	29	3	0	1	1	0	4	2	35.9	40.8
16:45	81	0	0	42	35	2	0	0	0	0	2	0	35.9	41.3
17:00	83	0	2	41	36	1	0	1	0	0	0	2	33.6	37.4
17:15	84	0	3	44	36	1	0	0	0	0	0	0	35.5	38.7
17:30	106	0	3	55	45	1	0	0	0	0	0	2	34.3	38.4
17:45	80	0	2	51	24	1	0	0	0	0	0	2	37.8	41.7
18:00	120	0	1	61	52	1	0	0	1	0	4	0	35	38.3
18:15	75	0	0	39	34	1	0	0	0	0	0	1	35.7	40.3
18:30	96	0	1	51	35	3	0	0	3	0	2	1	35.6	40.3
18:45	94	0	0	54	39	0	0	0	0	0	1	0	36.1	39.5
19:00	49	0	0	27	19	0	0	0	0	0	2	1	35.7	39.1
19:15	70	0	0	36	34	0	0	0	0	0	0	0	36.8	41.8
19:30	51	0	1	34	14	0	0	0	1	0	1	0	36.4	40
19:45	43	0	0	27	14	1	0	0	0	0	1	0	37.3	41.7
20:00	53	0	1	31	17	3	0	0	0	0	0	1	36.4	40.3
20:15	28	0	0	13	14	0	0	0	0	0	1	0	40	46.7
20:30	33	0	0	18	6	2	0	0	2	0	5	0	36.7	41.6
20:45	28	0	0	19	7	1	0	0	1	0	0	0	37.2	40.3
21:00	25	0	0	13	10	0	0	0	0	0	2	0	35.4	38.1
21:15	22	0	0	10	10	0	0	0	0	0	1	1	39.2	45.5
21:30	37	0	0	25	11	1	0	0	0	0	0	0	38.6	41.6
21:45	29	0	0	24	4	1	0	0	0	0	0	0	38.1	40.4
22:00	15	0	0	7	5	1	0	0	1	0	1	0	40.6	43.4
22:15	26	0	1	21	2	0	0	0	0	0	1	1	39	41.9
22:30	23	0	0	11	6	2	0	0	2	0	2	0	39.8	44.2
22:45	14	0	0	10	0	0	0	0	0	0	3	1	34.9	41.1
23:00	12	0	0	8	3	0	0	0	0	0	1	0	39.8	45.9
23:15	20	0	0	13	6	0	0	0	0	0	1	0	38.3	41.4
23:30	22	0	0	14	5	1	0	0	1	0	1	0	40.9	42.5
23:45	6	0	0	1	3	0	0	0	1	0	1	0	39	-
07-19	3533	0	26	1934	1195	110	12	6	39	0	147	64	36.8	41.3
06-22	4114	0	29	2276	1384	125	12	6	44	0	170	68	36.8	41.2
06-00	4252	0	30	2361	1414	129	12	6	49	0	181	70	36.8	41.3
00-00	4486	0	30	2520	1451	134	12	7	50	0	209	73	36.9	41.4

Date Tuesday 13/11/2018

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	15	0	0	11	1	0	0	0	1	0	2	0	39	42.1
00:15	16	0	0	14	1	0	0	0	0	0	0	1	37.2	37.7
00:30	16	0	0	12	2	0	0	0	1	0	0	1	37.1	40.9
00:45	13	0	0	9	1	0	0	0	0	0	2	1	41.9	43.4
01:00	10	0	0	8	2	0	0	0	0	0	0	0	37.2	-
01:15	13	0	0	12	0	0	0	0	0	0	1	0	39.5	40.5
01:30	8	0	0	5	1	1	0	0	1	0	0	0	40	-
01:45	3	0	0	1	1	0	0	0	1	0	0	0	41.8	-
02:00	3	0	0	3	0	0	0	0	0	0	0	0	40	-
02:15	7	0	0	7	0	0	0	0	0	0	0	0	40.4	-
02:30	8	0	0	7	1	0	0	0	0	0	0	0	40.3	-
02:45	3	0	0	1	1	0	0	0	0	0	1	0	36.5	-
03:00	8	0	0	7	0	0	0	0	0	0	1	0	37.6	-
03:15	16	0	0	14	1	0	0	0	0	0	1	0	35.2	37.1
03:30	16	0	0	13	2	0	0	0	0	0	1	0	41.4	45.8
03:45	8	0	0	7	1	0	0	0	0	0	0	0	40.1	-
04:00	8	0	0	6	2	0	0	0	0	0	0	0	40.6	-
04:15	14	0	0	10	2	1	0	0	0	0	1	0	41	42.4
04:30	21	0	0	20	0	1	0	0	0	0	0	0	39.4	42
04:45	14	0	0	8	3	0	0	0	0	0	3	0	37.5	39.9
05:00	31	0	0	25	4	0	0	0	0	0	2	0	40	42.7
05:15	17	0	0	9	7	0	0	0	0	0	1	0	38.5	44.5
05:30	33	0	0	25	3	1	0	0	0	0	3	1	39.5	43.7
05:45	27	0	0	17	4	0	0	0	1	0	5	0	35.9	39.5
06:00	34	0	1	21	6	0	0	0	0	0	5	1	40.1	47.4
06:15	32	0	1	20	10	1	0	0	0	0	0	0	37.7	42.3
06:30	31	0	1	22	6	0	0	0	1	0	1	0	39	42.3
06:45	42	0	1	26	13	0	0	0	1	0	1	0	38.5	44.5
07:00	61	0	0	48	11	2	0	0	0	0	0	0	38.1	42.8
07:15	53	1	0	35	13	1	1	0	1	0	0	1	39.1	42
07:30	74	0	0	48	20	2	0	0	1	0	2	1	36.4	40.2
07:45	61	0	1	32	24	2	0	0	0	0	1	1	38.4	42.7
08:00	88	0	0	58	24	1	0	0	0	0	2	3	36.1	40.8
08:15	112	0	0	68	36	2	0	0	2	0	2	2	35.9	39.3
08:30	106	0	1	59	37	4	0	0	0	0	3	2	38.4	41.8
08:45	92	0	0	51	35	3	0	0	0	0	3	0	36.2	41
09:00	81	0	0	35	36	6	1	0	0	0	2	1	37.1	40.4
09:15	94	0	0	55	28	3	0	1	0	0	7	0	34.8	39.8
09:30	57	0	1	31	12	6	1	0	1	0	3	2	36.3	39.8
09:45	55	0	0	27	18	4	1	0	0	0	3	2	36	39.7
10:00	55	0	0	24	21	0	1	3	1	0	3	2	40.7	46.2
10:15	73	0	1	46	15	4	0	0	2	0	2	3	37.6	43
10:30	74	0	0	35	30	4	0	0	2	0	3	0	36.8	40.7
10:45	62	0	0	25	24	2	0	1	2	0	5	3	35.8	41.1
11:00	48	0	0	28	10	4	0	0	0	0	4	2	39.1	45.6
11:15	49	0	0	26	13	2	2	0	0	0	3	3	38.5	42.2
11:30	67	0	0	34	21	3	0	1	0	0	6	2	37.7	42
11:45	77	0	0	40	25	4	0	1	1	0	3	3	39.6	44
12:00	52	0	1	23	20	3	0	0	1	0	3	1	40	44.3
12:15	61	0	2	23	25	3	1	0	3	0	2	2	38.3	41.6
12:30	70	0	1	30	33	0	0	1	2	0	3	0	39.8	43.3
12:45	56	0	0	29	20	3	0	0	0	0	2	2	38.5	43.6
13:00	74	0	0	33	30	5	1	0	2	0	2	1	38.3	42.8
13:15	69	0	0	26	26	1	1	1	0	0	8	6	39.4	45.2
13:30	78	0	1	26	36	4	1	0	2	0	6	2	36.7	40.7
13:45	68	0	0	31	19	5	2	0	1	0	5	5	38.6	41.9
14:00	60	0	0	22	22	5	0	0	4	0	6	1	38.8	43.1
14:15	74	0	0	39	26	3	1	0	1	0	2	2	39	43.3
14:30	67	0	1	24	23	5	1	5	2	0	5	1	38.2	42.7
14:45	70	0	0	27	31	4	1	0	2	0	5	0	38.1	42.7
15:00	77	0	0	37	29	3	0	0	2	0	2	4	39	41.9
15:15	77	0	0	33	41	2	0	0	0	0	0	1	38.7	44.2
15:30	62	0	0	23	30	5	0	0	0	0	2	2	37.8	42.4
15:45	56	0	0	20	27	5	0	0	0	0	3	1	39.7	44.7
16:00	58	0	0	31	24	1	0	1	0	0	1	0	40.3	46.5
16:15	80	0	1	35	36	4	2	0	0	0	0	2	37.5	43.6
16:30	86	0	3	42	38	2	0	0	1	0	0	0	34	40.2
16:45	99	0	1	46	46	4	0	0	0	0	0	2	37.4	42.2
17:00	73	0	1	37	31	3	0	0	1	0	0	0	36.2	40.7
17:15	83	0	0	45	34	2	0	0	1	0	0	1	36.2	39.7
17:30	98	0	2	51	40	3	0	0	0	0	1	1	35.8	40.9
17:45	85	0	0	41	39	2	0	0	0	0	2	1	36.6	39.9
18:00	118	1	1	58	50	3	0	0	1	0	0	4	35.8	41.2
18:15	86	0	1	46	39	0	0	0	0	0	0	0	36.8	42.7
18:30	88	0	2	44	36	2	0	0	1	0	2	1	35.6	41.6
18:45	90	0	1	43	40	2	0	0	1	0	2	1	35.1	39.6
19:00	50	0	0	23	25	1	0	0	1	0	0	0	37.7	44.9
19:15	73	0	0	45	26	1	0	0	0	0	0	1	37.2	40.5
19:30	68	1	1	37	25	1	0	0	0	0	3	0	35.3	39.8
19:45	50	0	0	30	17	0	0	0	0	0	2	1	39.5	43.8
20:00	32	0	0	13	14	2	0	0	1	0	1	1	39.6	43.3
20:15	42	0	0	26	15	0	0	0	1	0	0	0	38.5	42.5
20:30	40	0	0	23	12	2	0	0	0	0	1	2	38.1	44.4
20:45	21	0	2	8	8	0	0	0	0	0	3	0	36.1	44.9
21:00	22	0	0	14	5	0	1	0	0	0	1	1	39.4	43.2
21:15	34	0	0	16	16	0	0	0	0	0	1	1	38.6	44.2
21:30	30	0	1	14	13	1	0	0	0	0	1	0	38	42.7
21:45	15	0	0	11	3	0	0	0	0	0	1	0	40.6	45.9
22:00	32	0	0	22	8	1	0	0	0	0	0	1	38.2	42
22:15	26	0	0	15	6	0	0	0	2	0	1	2	38.4	45.7
22:30	13	0	0	5	6	0	0	0	1	0	1	0	40	46.3
22:45	22	0	0	17	3	1	0	0	0	0	1	0	37.9	39.8
23:00	25	0	0	19	2	0	0	0	0	0	3	1	37.9	39.9
23:15	23	0	0	14	6	0	0	0	1	0	2	0	41.4	48.2
23:30	16	0	0	13	0	0	0	0	0	0	1	2	39.8	48.6
23:45	20	0	0	15	3	1	0	0	0	0	1	0	40.6	44
07-19	3554	2	23	1770	1344	143	18	15	41	0	121	77	37.4	42.1
06-22	4170	3	31	2119	1558	152	19	15	46	0	142	85	37.5	42.3
06-00	4347	3	31	2239	1592	155	19	15	50	0	152	91	37.6	42.4
00-00	4675	3	31	2490	1632	159	19	15	55	0	176	95	37.7	42.3

Date Wednesday 14/11/2018

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	13	0	0	9	2	0	0	0	1	0	1	0	37.9	42.7
00:15	13	0	0	10	0	0	0	0	0	0	2	1	37.2	38.4
00:30	12	0	0	5	3	0	0	0	0	0	3	1	37.1	39.4
00:45	16	0	0	13	2	0	0	0	0	0	1	0	33.3	37.9
01:00	16	0	0	13	1	1	0	0	0	0	1	0	36.7	40.8
01:15	13	0	0	10	2	0	0	0	1	0	0	0	42.1	44.1
01:30	7	0	0	4	1	0	0	0	0	0	1	1	40.3	-
01:45	13	0	0	11	1	0	0	0	0	0	1	0	40.2	42.4
02:00	11	0	0	9	1	0	0	0	0	0	1	0	43.3	44.6
02:15	10	0	0	9	1	0	0	0	0	0	0	0	38.1	-
02:30	13	0	0	11	0	0	0	0	0	0	2	0	37.7	37.9
02:45	5	0	0	4	0	0	0	0	0	0	1	0	40.8	-
03:00	6	0	0	6	0	0	0	0	0	0	0	0	40.1	-
03:15	5	0	0	5	0	0	0	0	0	0	0	0	32	-
03:30	12	0	0	10	0	1	0	0	0	0	1	0	34.1	36.7
03:45	6	0	0	4	1	0	0	0	0	0	1	0	35.8	-
04:00	10	0	0	9	0	0	0	0	0	0	1	0	36.4	-
04:15	8	0	0	7	0	1	0	0	0	0	0	0	39.5	-
04:30	18	0	0	11	5	0	0	0	0	0	2	0	37	41.7
04:45	23	0	0	19	4	0	0	0	0	0	0	0	31.4	37.7
05:00	16	0	0	12	2	0	0	0	0	0	1	1	40.4	42.4
05:15	27	0	0	17	4	0	0	0	1	0	4	1	38.4	41.2
05:30	24	0	0	15	4	1	0	0	1	0	3	0	37.2	41
05:45	23	0	0	18	4	0	0	0	0	0	1	0	37.4	40
06:00	35	0	0	25	7	0	0	0	0	0	3	0	38.5	41
06:15	46	0	0	33	13	0	0	0	0	0	0	0	37.3	38.9
06:30	30	0	0	20	5	2	0	0	1	0	1	1	36.2	39.6
06:45	50	0	0	33	10	5	1	0	0	0	1	0	37.6	40.9
07:00	56	0	1	39	8	3	0	0	1	0	4	0	34.3	39.2
07:15	67	0	0	48	16	1	0	0	0	0	2	0	31.3	35.3
07:30	37	0	1	20	12	1	0	0	1	0	1	1	30.8	37
07:45	63	0	0	39	20	3	0	0	0	0	0	1	31.3	37.4
08:00	62	0	0	29	29	2	0	0	1	0	0	1	31.6	36.4
08:15	71	0	0	37	30	2	0	0	1	0	1	0	37	43.6
08:30	63	0	0	31	24	3	1	0	1	0	3	0	37	43.6
08:45	96	0	0	58	31	1	0	0	0	0	4	2	36.6	40.6
09:00	97	0	1	60	25	4	0	0	2	0	4	1	36.2	41.6
09:15	69	0	0	34	25	2	0	1	2	0	4	1	36.9	41.1
09:30	75	0	1	40	24	4	0	0	0	0	5	1	36.9	41.8
09:45	72	0	0	38	20	2	0	1	2	0	6	3	38.4	44
10:00	65	0	0	33	18	5	1	1	1	0	4	2	38.1	43.5
10:15	54	0	0	22	17	2	0	1	2	0	8	2	38.7	42.8
10:30	45	0	0	17	17	3	0	3	1	0	4	0	39.4	45.8
10:45	65	0	0	32	28	1	0	0	1	0	1	2	38.8	43.3
11:00	73	0	2	33	27	1	0	0	1	0	5	4	37.5	42.8
11:15	54	0	0	30	11	3	0	0	1	0	5	4	37.6	40.3
11:30	63	0	1	25	15	6	0	1	3	0	10	2	36.3	42.4
11:45	48	0	0	17	22	2	1	0	2	0	3	1	39.6	43.1
12:00	55	0	0	22	22	3	0	0	2	0	5	1	36.4	39.3
12:15	67	0	1	23	31	4	0	0	2	0	4	2	39.7	44.9
12:30	45	0	1	19	18	2	0	0	0	0	3	2	37.9	40.8
12:45	66	0	0	24	32	2	1	1	1	0	4	1	38.9	42.7
13:00	54	0	0	19	23	3	0	1	0	0	6	2	38.7	44.4
13:15	60	0	0	27	20	7	0	0	2	0	1	3	40.3	46.8
13:30	56	0	0	29	15	2	1	0	3	0	4	2	39.7	44.8
13:45	47	0	0	26	12	5	0	0	1	0	1	2	38.7	43.8
14:00	64	0	0	36	22	2	0	0	1	0	1	2	40.9	45
14:15	61	0	0	29	23	5	0	0	0	0	2	2	39.1	44.6
14:30	61	0	0	22	23	7	1	1	0	0	7	0	38.5	42.9
14:45	82	0	0	46	28	3	0	0	0	0	4	1	36.5	40.1
15:00	72	0	1	28	34	5	0	1	0	0	1	2	37.8	43.5
15:15	86	0	0	37	34	8	0	0	2	0	2	3	37.4	42.6
15:30	74	0	0	32	31	2	1	0	2	0	5	1	38.1	44.2
15:45	77	0	1	29	39	4	0	0	0	0	3	1	37.2	41.6
16:00	71	0	0	37	27	4	0	0	0	0	1	2	37.7	41.1
16:15	77	0	1	31	36	1	0	0	0	0	6	2	37.5	42.5
16:30	51	0	0	20	29	1	0	0	1	0	0	0	40	45.4
16:45	85	0	2	45	31	4	0	0	0	0	0	3	36.8	41.6
17:00	90	0	2	49	37	0	0	0	0	0	1	1	36.7	41.7
17:15	85	0	1	49	32	1	0	0	0	0	1	1	37.2	43.1
17:30	131	0	0	81	48	0	0	0	1	0	0	1	34.8	38.3
17:45	105	0	0	62	41	1	0	0	1	0	0	0	36.1	41.3
18:00	124	0	1	56	59	5	0	0	0	0	1	2	36.9	40.2
18:15	83	0	0	49	32	1	0	0	1	0	0	0	35.6	40
18:30	105	0	2	54	45	1	0	0	2	0	1	0	35.6	40.9
18:45	78	0	1	41	33	2	0	0	0	0	0	1	36.6	42
19:00	60	0	0	30	25	1	0	0	0	1	2	1	36.4	41.4
19:15	61	0	1	32	27	1	0	0	0	0	0	0	39.4	45.3
19:30	53	0	0	27	16	4	0	0	1	0	5	0	37.1	42.9
19:45	45	0	0	24	19	0	0	1	0	0	0	1	41.9	46.4
20:00	32	0	0	18	11	0	0	0	0	0	2	1	37.5	42.6
20:15	35	0	0	20	14	0	0	0	0	0	0	1	38.1	45.6
20:30	41	0	0	21	15	1	0	0	1	0	2	1	39.3	42.9
20:45	25	1	0	13	11	0	0	0	0	0	0	0	36.9	43.2
21:00	26	0	1	11	9	2	0	0	0	0	2	1	41	45.9
21:15	27	0	0	12	10	2	0	0	1	0	1	1	40.2	45.4
21:30	26	0	1	12	11	1	0	0	0	0	1	0	39.5	43.6
21:45	22	0	0	13	7	0	0	0	0	0	2	0	38.7	43.1
22:00	17	0	0	9	5	1	0	0	1	0	0	1	37.2	45.2
22:15	25	0	1	15	7	0	0	0	1	0	0	1	37.9	45
22:30	18	0	0	10	6	1	0	0	0	0	0	1	38.8	44.1
22:45	17	0	0	5	10	0	0	0	0	0	2	0	40.8	46.6
23:00	24	0	0	14	8	1	0	0	0	0	0	1	39	44.3
23:15	20	0	0	9	8	1	0	0	0	0	1	1	35.6	42.1
23:30	18	0	0	12	3	0	0	0	0	0	3	0	40.7	43
23:45	16	0	0	9	2	1	0	0	1	0	2	1	41.2	45.9
07-19	3407	0	21	1704	1276	136	7	12	45	0	138	68	37.0	42.1
06-22	4021	1	24	2048	1486	155	8	13	49	1	160	76	37.2	42.3
06-00	4176	1	25	2131	1535	160	8	13	52	1	168	82	37.3	42.4
00-00	4496	1	25	2372	1573	164	8	13	56	1	196	87	37.3	42.3

Date Thursday 15/11/2018

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	8	0	0	7	0	0	0	0	0	0	1	0	42.7	-
00:15	21	0	0	13	5	0	0	0	1	0	1	1	41.2	43.6
00:30	10	0	0	6	1	1	0	0	1	0	1	0	38.8	-
00:45	15	0	0	8	2	0	0	0	0	0	3	2	36.4	38
01:00	11	0	0	4	1	0	0	0	2	0	4	0	40.9	52.8
01:15	5	0	0	4	1	0	0	0	0	0	0	0	41.3	-
01:30	2	0	0	0	1	0	0	0	0	0	1	0	43.1	-
01:45	4	0	0	0	1	0	0	0	1	0	2	0	40.8	-
02:00	12	0	0	5	4	0	0	0	1	0	1	1	37.1	39
02:15	5	0	0	4	1	0	0	0	0	0	0	0	43.3	-
02:30	12	0	0	8	1	0	0	0	0	0	3	0	43.9	44.7
02:45	5	0	0	3	1	0	0	0	0	0	1	0	35.1	-
03:00	8	0	0	6	0	0	0	0	0	0	2	0	38.3	-
03:15	8	0	0	6	0	0	0	0	0	0	2	0	39.3	-
03:30	4	0	0	3	0	0	0	0	0	0	1	0	38.3	-
03:45	10	0	0	8	1	1	0	0	0	0	0	0	39.4	-
04:00	5	0	0	5	0	0	0	0	0	0	0	0	37.8	-
04:15	5	0	0	1	0	0	0	0	1	0	3	0	36.7	-
04:30	8	0	0	5	1	0	0	0	0	0	2	0	36.2	-
04:45	24	0	0	15	3	0	1	0	0	0	4	1	36.8	40.2
05:00	18	0	0	10	0	0	0	0	0	0	7	1	38.7	41.7
05:15	22	0	0	10	6	0	0	0	1	0	5	0	37.1	41.4
05:30	37	0	0	27	3	0	0	0	0	0	6	1	36.9	39
05:45	32	0	0	19	4	3	0	0	0	0	6	0	37.1	40
06:00	32	0	0	20	4	1	0	0	1	0	5	1	36.1	38.1
06:15	54	0	0	40	8	0	0	0	1	0	5	0	37.5	42.2
06:30	40	0	2	24	8	1	0	0	0	0	4	1	37.1	42.1
06:45	52	0	0	37	10	3	0	0	0	0	2	0	38.9	43.4
07:00	69	0	1	47	15	2	0	1	1	0	1	1	37.9	43.4
07:15	41	0	0	24	13	2	0	0	0	0	2	0	39.1	43.3
07:30	62	0	2	31	14	6	1	2	1	0	4	1	36.9	42
07:45	63	0	0	28	27	4	0	0	1	0	3	0	38.5	41.6
08:00	81	0	0	43	30	1	0	0	3	0	3	1	36.4	41.8
08:15	96	0	0	54	39	1	0	0	0	0	1	1	38.1	42.3
08:30	52	0	1	16	25	3	0	0	0	0	6	1	35.2	42
08:45	87	0	0	46	33	2	1	0	1	0	3	1	36.5	40.9
09:00	78	0	0	47	20	5	0	0	1	0	4	1	36.3	41.5
09:15	83	0	0	44	24	5	0	0	2	0	4	4	37.7	40.1
09:30	80	0	1	48	24	4	0	0	0	0	1	2	36.4	40.4
09:45	62	0	0	21	29	3	0	0	3	0	4	2	36.2	41.2
10:00	59	0	0	22	20	2	2	1	2	0	10	0	36.2	40.8
10:15	60	0	0	29	15	7	0	0	2	0	4	3	39	44.3
10:30	50	0	0	21	22	1	1	1	2	0	1	1	37.2	42.3
10:45	68	0	0	27	22	1	1	4	2	0	9	2	37	40
11:00	63	0	0	25	23	4	1	1	1	0	6	2	37.4	42.9
11:15	49	0	0	20	17	3	0	0	0	0	7	2	38.8	41.6
11:30	65	0	1	28	20	3	0	0	0	0	8	5	37.6	41.7
11:45	71	0	0	29	28	2	0	1	1	0	5	5	37.8	40.9
12:00	45	0	0	20	13	5	1	0	1	0	4	1	37.4	43
12:15	65	0	1	25	22	3	1	0	1	0	10	2	34.8	40.8
12:30	59	0	1	28	21	2	1	0	1	0	4	1	38.9	42.9
12:45	58	0	1	22	23	9	0	0	0	0	2	1	38.3	43.4
13:00	62	0	0	21	22	8	1	1	3	0	4	2	37.3	41.5
13:15	65	0	0	30	18	4	1	2	3	0	4	3	36.8	41.5
13:30	58	0	1	28	25	0	0	0	2	0	1	1	37.9	42.2
13:45	77	0	0	31	26	2	1	1	3	0	9	4	37	42.5
14:00	56	0	0	22	24	4	0	0	3	0	2	1	38.9	43.7
14:15	69	0	1	26	26	8	2	1	0	0	4	1	37.7	43.3
14:30	75	0	1	32	29	3	0	0	4	0	3	3	37.6	41.2
14:45	75	0	1	30	32	7	0	0	1	0	3	1	35.7	40.7
15:00	84	0	0	40	35	4	1	1	0	0	2	1	39.1	44.1
15:15	93	0	1	35	39	7	0	1	2	0	6	2	35.1	41.7
15:30	76	0	0	39	28	4	0	1	1	0	2	1	39.4	45.1
15:45	59	0	1	31	18	4	0	1	0	0	2	2	39.1	44.1
16:00	66	0	0	22	33	5	0	0	0	0	3	3	38.5	45.2
16:15	75	0	0	31	35	5	0	0	1	0	1	2	38.2	42.9
16:30	79	0	1	33	38	4	0	0	1	0	1	1	37.4	42.7
16:45	77	0	3	28	41	1	1	1	0	0	1	1	37.2	42.6
17:00	98	0	2	46	44	3	0	0	0	0	1	2	35.6	39.8
17:15	92	0	0	51	34	2	0	0	0	0	3	2	35.2	40.7
17:30	111	0	2	56	47	2	0	0	0	0	4	0	35.3	39.7
17:45	79	0	0	30	46	1	0	0	0	0	1	1	34.8	40.8
18:00	104	0	2	40	56	2	0	1	0	0	2	1	35.9	40.9
18:15	71	0	0	35	36	0	0	0	0	0	0	0	38.8	44.2
18:30	77	0	0	28	41	2	0	0	1	0	2	3	36.4	40.9
18:45	79	0	0	32	39	1	0	0	1	0	4	2	36.1	40
19:00	71	0	1	28	36	2	0	0	1	0	2	1	37.9	42.9
19:15	52	0	0	22	27	0	0	0	1	0	1	1	38.9	43.4
19:30	50	0	1	27	19	1	0	0	1	0	0	1	37.7	43.4
19:45	60	0	0	31	28	0	0	0	0	0	0	1	37.8	43.9
20:00	40	0	1	16	18	1	0	0	0	0	3	1	39.2	43.8
20:15	35	0	0	18	16	0	0	0	0	0	0	1	40	44.2
20:30	38	0	1	16	16	3	0	0	1	0	1	0	41.2	50.2
20:45	31	0	0	18	8	1	0	0	2	0	1	1	40.4	46.1
21:00	37	0	0	19	14	0	0	0	3	0	1	0	38.7	43.8
21:15	29	0	0	13	14	0	0	0	0	0	1	1	38.1	41.5
21:30	26	0	0	15	9	1	0	0	0	0	0	1	39.4	42.9
21:45	20	0	0	10	8	1	0	0	0	0	0	1	40.3	46.9
22:00	26	0	0	14	7	1	0	0	0	0	3	1	37.9	43.5
22:15	23	0	1	11	10	0	0	0	1	0	0	0	37.4	41.6
22:30	26	0	0	12	8	1	0	0	2	0	2	1	38.2	43.1
22:45	22	0	0	10	8	1	0	0	0	0	3	0	41	47.1
23:00	19	0	0	10	8	0	0	0	0	0	1	0	37.9	40.5
23:15	22	0	0	11	6	0	0	0	1	0	2	2	41.9	47.4
23:30	15	0	0	5	8	0	0	0	0	0	1	1	39.4	48.8
23:45	12	0	0	5	4	2	0	0	0	0	1	0	42.8	58.2
07-19	3423	0	25	1542	1351	163	17	22	52	0	171	80	37.1	41.9
06-22	4090	0	31	1896	1594	178	17	22	63	0	197	92	37.3	42.2
06-00	4255	0	32	1974	1653	183	17	22	67	0	210	97	37.4	42.2
00-00	4546	0	32	2151	1690	188	18	22	75	0	266	104	37.5	42.2

Date	Friday	16/11/2018												
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	17	0	0	11	5	0	0	0	0	0	0	1	42.7	48.7
00:15	19	0	0	11	3	1	0	0	1	0	2	1	40.3	43.2
00:30	13	0	0	1	9	0	0	0	2	0	0	1	44.1	47.5
00:45	18	0	1	11	4	0	0	0	0	0	2	0	41.4	45.9
01:00	10	0	0	4	3	0	0	0	2	0	1	0	42.6	-
01:15	5	0	0	3	1	0	0	0	0	0	1	0	38.7	-
01:30	7	0	0	3	4	0	0	0	0	0	0	0	36.9	-
01:45	9	0	0	5	0	1	0	0	0	0	3	0	38.6	-
02:00	7	0	0	6	0	0	0	0	0	0	1	0	39.7	-
02:15	6	0	0	4	1	0	0	0	0	0	1	0	37.9	-
02:30	9	0	0	6	0	1	0	0	0	0	2	0	38.2	-
02:45	6	0	0	3	0	0	0	0	0	0	3	0	38.4	-
03:00	13	0	0	11	0	0	0	0	0	0	2	0	40.1	41.6
03:15	4	0	0	3	0	0	0	0	0	0	1	0	35.9	-
03:30	9	0	0	6	1	0	0	0	0	0	2	0	40.4	-
03:45	21	0	0	17	2	0	0	0	0	0	0	2	39.4	41.5
04:00	6	0	0	2	1	0	0	0	0	0	3	0	42.2	-
04:15	11	0	0	8	2	0	0	0	0	0	1	0	39.1	41
04:30	15	0	0	10	3	0	0	0	1	0	1	0	31.5	34.3
04:45	21	0	0	16	4	0	0	0	0	0	1	0	43.6	46.4
05:00	21	0	0	16	2	0	0	0	0	0	2	1	38.2	43.6
05:15	19	0	0	9	3	0	0	0	1	0	6	0	40.5	45.2
05:30	21	0	0	13	5	1	0	0	1	0	0	1	37.8	42.3
05:45	28	0	0	13	11	0	0	0	1	0	3	0	38.3	41.9
06:00	26	0	0	16	5	0	0	0	1	0	4	0	38.1	43.4
06:15	30	0	1	15	9	0	1	0	0	0	3	1	39.4	44.3
06:30	23	0	0	12	7	1	0	0	1	0	2	0	39.1	46.8
06:45	41	0	0	25	11	3	0	0	0	0	2	0	36.8	38.6
07:00	40	0	0	29	7	3	0	0	0	0	0	1	37.9	43.9
07:15	45	0	0	27	13	2	0	0	0	0	3	0	38.1	42.9
07:30	60	0	0	38	14	4	0	1	1	0	1	1	34.3	37
07:45	63	0	0	37	19	2	1	0	0	0	4	0	34.5	39.5
08:00	88	0	0	48	29	2	1	0	2	0	5	1	35.3	39.1
08:15	107	0	0	77	25	2	1	0	0	0	1	1	34.5	39.8
08:30	95	0	0	56	22	3	0	1	4	0	5	4	36.5	41.6
08:45	88	0	0	51	29	2	1	0	1	0	3	1	37.3	40.5
09:00	89	0	0	42	31	4	1	1	0	0	8	2	36.3	41.4
09:15	56	0	0	21	21	3	0	2	2	0	6	1	37.5	43.4
09:30	57	0	0	22	28	2	1	0	0	0	3	1	36.2	44.5
09:45	64	0	0	38	20	3	0	1	0	0	1	1	38.3	44.4
10:00	66	0	0	35	18	6	0	1	1	0	3	2	36.6	39.8
10:15	57	0	0	26	22	3	1	0	0	0	5	0	36.3	40.5
10:30	79	0	0	36	27	3	1	2	2	0	7	1	36	41.3
10:45	53	0	0	22	19	2	0	3	1	0	4	2	38	41
11:00	69	0	0	36	24	4	1	1	0	0	3	0	36.1	39.4
11:15	69	0	0	37	23	3	0	0	2	0	3	1	37.1	42.6
11:30	50	0	0	26	14	2	0	1	1	0	6	0	36.7	40.1
11:45	79	0	0	39	32	3	0	1	1	0	1	2	38.5	41.9
12:00	67	0	1	41	16	4	0	0	1	0	2	2	40.6	45.5
12:15	63	0	0	33	12	6	0	1	1	0	5	5	36.4	40.5
12:30	73	0	0	33	32	1	2	0	1	0	4	0	38.2	43.6
12:45	58	0	0	30	19	4	0	2	1	0	1	1	38.4	41.3
13:00	64	0	0	26	34	2	0	0	0	0	2	0	39.2	44.2
13:15	70	0	0	46	15	3	0	0	1	0	4	1	38.5	41.8
13:30	64	0	0	41	18	1	0	1	0	0	2	1	36.5	39.1
13:45	82	0	0	39	31	2	1	1	1	0	5	2	36.4	40
14:00	87	0	0	46	33	3	0	1	1	0	3	0	36.4	39.8
14:15	67	0	0	25	31	5	0	1	0	0	5	0	37.2	42
14:30	73	0	0	36	32	0	1	1	0	0	1	2	39.7	43.7
14:45	65	0	0	24	35	2	0	0	0	0	3	1	38.8	43.9
15:00	79	1	0	31	37	2	0	1	2	0	2	3	38.4	43.1
15:15	74	0	0	33	31	4	0	0	0	0	4	2	37.5	43.2
15:30	90	0	0	41	37	8	0	1	1	0	2	0	37.8	42.6
15:45	54	0	0	13	34	2	0	0	0	0	5	0	37	42.8
16:00	84	0	0	43	38	1	0	0	0	0	1	1	38	44
16:15	94	0	1	48	38	2	0	0	0	0	2	3	38	43.5
16:30	94	0	2	50	34	4	0	0	0	0	3	1	35.2	39.1
16:45	68	0	0	36	29	2	0	0	0	0	1	0	37.4	41.8
17:00	88	0	1	36	47	3	0	0	0	0	0	1	37.8	43.8
17:15	97	0	1	53	38	1	0	0	0	0	1	3	36.5	42.6
17:30	85	0	0	39	45	1	0	0	0	0	0	0	37.5	42.4
17:45	82	0	1	36	41	0	0	0	1	0	0	3	35.7	41.2
18:00	119	0	1	53	62	0	0	0	0	0	2	1	36.2	40.2
18:15	77	0	0	36	32	3	0	0	2	0	4	0	36.3	40.5
18:30	76	0	1	28	46	0	0	0	0	0	0	1	38.3	43.3
18:45	71	0	0	31	34	3	0	0	0	0	0	3	36.4	40.5
19:00	73	0	0	32	35	2	0	0	0	0	2	2	37.9	43.2
19:15	58	0	1	28	25	0	0	0	2	0	2	0	40	44.3
19:30	42	0	1	11	25	3	0	0	0	0	1	1	37.8	42.2
19:45	42	0	0	20	20	0	0	0	1	0	0	1	37.3	43.8
20:00	33	0	0	18	14	1	0	0	0	0	0	0	38	44.9
20:15	24	0	0	7	13	1	0	0	2	0	0	1	40.5	45
20:30	35	0	0	21	11	0	0	0	2	0	1	0	38.4	42.3
20:45	33	0	0	22	10	0	0	0	0	0	0	1	40.1	46
21:00	25	0	0	12	8	2	0	0	1	0	1	1	38.9	43.1
21:15	33	0	0	13	17	1	0	0	1	0	0	1	37.8	42.3
21:30	40	0	0	26	11	2	0	0	0	0	0	1	39.1	42.6
21:45	26	0	0	15	9	0	0	0	1	0	1	0	39.7	44.7
22:00	28	0	0	19	6	0	0	0	0	0	2	1	36.9	42.3
22:15	18	0	1	9	6	1	0	0	0	0	0	1	39.8	48.2
22:30	25	0	0	13	10	1	0	0	0	0	1	0	40.6	45.6
22:45	17	0	0	8	8	0	0	0	1	0	0	0	36.2	41.1
23:00	19	0	0	7	9	1	0	0	0	0	1	1	39.4	45.4
23:15	29	0	0	18	9	0	0	0	1	0	0	1	40.3	45.2
23:30	15	0	0	8	6	0	0	0	0	0	0	1	39	42.9
23:45	27	0	0	15	8	0	0	0	0	0	4	0	38.6	44.4
07-19	3539	1	9	1770	1368	127	13	25	31	0	136	59	37.1	41.6
06-22	4123	1	12	2063	1598	143	14	25	43	0	155	69	37.3	41.9
06-00	4301	1	13	2160	1660	146	14	25	45	0	163	74	37.3	42.1
00-00	4616	1	14	2352	1724	150	14	25	54	0	201	81	37.5	42.2

Date Saturday 17/11/2018

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	24	0	0	13	8	0	0	0	1	0	1	1	39.9	44
00:15	26	0	0	21	4	0	0	0	0	0	0	1	40.9	44.6
00:30	17	0	0	5	8	1	0	0	2	0	0	1	38.8	41.7
00:45	12	0	0	7	2	1	0	0	1	0	0	1	38.6	43.4
01:00	9	0	0	5	4	0	0	0	0	0	0	0	40.9	-
01:15	5	0	0	2	1	0	0	0	0	0	2	0	40.2	-
01:30	6	0	0	3	1	0	0	0	0	0	2	0	41.7	-
01:45	8	0	0	7	0	0	0	0	0	0	0	1	45.3	-
02:00	6	0	0	3	1	0	0	0	0	0	2	0	43	-
02:15	17	0	0	14	1	0	0	0	0	0	2	0	41.4	44.5
02:30	3	0	0	3	0	0	0	0	0	0	0	0	39.3	-
02:45	4	0	0	3	1	0	0	0	0	0	0	0	47.3	-
03:00	16	0	0	10	1	1	0	0	0	0	4	0	38.2	40.4
03:15	3	0	0	0	2	0	0	0	0	0	1	0	37.3	-
03:30	4	0	0	2	1	0	0	0	0	0	1	0	42.1	-
03:45	18	0	0	15	1	1	0	0	0	0	1	0	36.6	41.2
04:00	12	0	0	11	0	0	0	0	0	0	1	0	38.7	40.5
04:15	8	0	0	7	0	0	0	0	0	0	1	0	40.9	-
04:30	7	0	0	7	0	0	0	0	0	0	0	0	33.3	-
04:45	20	0	0	17	0	0	0	0	0	0	3	0	38.1	38.1
05:00	18	0	0	11	5	1	0	0	0	0	1	0	40.1	42.1
05:15	21	0	0	18	2	0	0	0	0	0	1	0	42.5	45.7
05:30	8	0	0	4	3	0	0	0	0	0	1	0	38	-
05:45	22	0	0	15	3	0	0	0	1	0	3	0	39.2	43.5
06:00	3	0	0	2	0	0	0	0	0	0	1	0	38.6	-
06:15	28	0	0	19	3	0	1	1	0	0	3	1	39.3	45.2
06:30	15	0	0	9	5	0	0	0	0	0	1	0	41	44.2
06:45	40	0	0	32	7	0	0	0	0	0	0	1	40.5	43.3
07:00	32	0	0	25	5	0	0	0	0	0	1	1	42.1	46.1
07:15	25	0	0	18	4	1	0	0	0	0	2	0	36.3	40.5
07:30	22	0	0	15	6	0	0	0	0	0	1	0	42.1	45.6
07:45	24	0	0	12	6	2	0	0	1	0	2	1	39.9	43.7
08:00	40	0	0	28	8	1	0	0	0	0	3	0	38.5	41.9
08:15	33	0	0	20	9	2	0	0	0	0	2	0	39	42.6
08:30	39	0	0	25	9	1	0	0	0	0	4	0	37.8	41.6
08:45	47	0	0	32	14	1	0	0	0	0	0	0	42.6	59.2
09:00	48	0	0	23	21	2	0	0	0	0	2	0	37.7	43.2
09:15	44	0	0	24	19	0	0	0	0	0	1	0	41.9	46.1
09:30	44	0	0	25	17	1	0	0	0	0	1	0	40	44.7
09:45	43	0	0	20	20	3	0	0	0	0	0	0	39.9	44.5
10:00	44	0	0	25	17	0	1	0	0	0	1	0	41.1	45.6
10:15	44	0	0	19	21	0	0	0	1	0	2	1	39.4	46.5
10:30	41	0	0	17	16	2	0	0	2	0	3	1	38.9	45.4
10:45	41	0	0	19	18	2	0	0	1	0	0	1	40.6	46.6
11:00	64	0	0	38	23	1	1	0	0	0	0	1	37.9	41.6
11:15	54	0	1	26	24	2	0	0	0	0	1	0	38.1	42.2
11:30	67	0	0	31	30	3	0	1	0	0	0	2	39.9	43.5
11:45	63	0	0	35	25	2	0	0	0	0	1	0	39.3	46.5
12:00	61	0	0	35	24	1	0	0	1	0	0	0	38.5	40.4
12:15	68	0	0	33	32	2	0	0	0	0	0	1	40.2	46.6
12:30	71	0	0	35	29	0	0	0	1	0	4	2	38.3	42.2
12:45	53	0	0	23	27	0	0	0	0	0	1	2	40.2	47.1
13:00	52	0	3	23	24	1	0	0	0	0	1	0	40.6	45
13:15	68	0	0	23	37	3	0	0	0	0	2	3	37.8	40.9
13:30	53	0	0	27	25	1	0	0	0	0	0	0	38.2	43.7
13:45	61	0	1	33	22	2	0	0	0	0	0	3	37.8	42.1
14:00	63	0	2	22	34	2	0	0	0	0	2	1	39.1	47.1
14:15	60	0	0	29	25	3	0	0	0	0	3	0	37.2	40
14:30	54	0	0	22	27	1	0	0	0	0	2	2	38.2	42.6
14:45	64	0	0	33	27	2	0	0	0	0	1	1	38.2	40.6
15:00	118	0	1	50	63	3	0	0	0	0	0	1	35.1	41.7
15:15	185	0	0	77	101	5	0	0	0	0	1	1	32.9	38.2
15:30	187	1	1	77	100	4	0	1	1	0	0	2	34.5	39.8
15:45	187	0	1	82	96	4	0	0	0	1	1	2	35	38.8
16:00	209	0	0	96	109	3	0	0	0	0	0	1	31.5	36.9
16:15	177	0	0	86	84	6	0	0	0	0	0	1	35.3	40.6
16:30	177	0	1	71	100	5	0	0	0	0	0	0	33.2	37.6
16:45	142	0	0	70	63	6	0	0	1	0	0	2	35.1	41.5
17:00	100	0	0	48	51	1	0	0	0	0	0	0	37.1	41.5
17:15	81	0	0	46	34	1	0	0	0	0	0	0	35.9	39.7
17:30	64	0	1	31	31	0	0	0	0	0	0	1	38	41.9
17:45	73	0	1	37	33	1	0	0	0	0	0	1	36.7	40.7
18:00	61	0	0	35	25	0	0	0	0	0	0	1	37.1	40.7
18:15	69	0	1	36	31	1	0	0	0	0	0	0	37.1	41.2
18:30	45	0	1	28	16	0	0	0	0	0	0	0	36.1	40.5
18:45	39	0	0	21	13	2	0	0	0	0	2	1	39.9	45.2
19:00	46	0	0	27	17	0	0	0	0	0	1	1	38.7	45.2
19:15	28	0	0	9	15	3	0	0	0	0	1	0	38.1	42.7
19:30	29	0	0	18	10	1	0	0	0	0	0	0	36.9	41.7
19:45	28	0	0	14	13	0	0	0	0	0	0	1	40.4	47.3
20:00	28	0	0	11	15	1	0	0	0	0	1	0	38.3	42.6
20:15	27	0	1	9	15	0	0	0	1	0	0	1	41.6	46.8
20:30	34	0	0	18	12	1	1	0	0	0	1	1	39	45.2
20:45	28	0	0	20	7	0	0	0	0	0	1	0	36.5	41.4
21:00	19	0	0	9	6	1	0	0	0	0	2	1	40.8	48.3
21:15	24	0	1	19	3	0	0	0	0	0	1	0	41.1	46.5
21:30	37	0	0	23	10	2	0	0	0	0	2	0	37.4	40.2
21:45	20	0	0	10	10	0	0	0	0	0	0	0	39.6	44.1
22:00	13	0	0	8	4	1	0	0	0	0	0	0	40.6	47.7
22:15	23	0	0	14	8	0	0	0	0	0	1	0	39.1	44.5
22:30	13	0	0	7	5	0	0	0	0	0	1	0	41.9	47.6
22:45	8	0	0	3	5	0	0	0	0	0	0	0	40.9	-
23:00	25	0	1	17	6	0	0	0	0	0	0	1	39.3	43.6
23:15	9	0	0	2	6	0	0	0	0	0	1	0	43.2	-
23:30	19	0	0	10	9	0	0	0	0	0	0	0	40.7	43.9
23:45	20	0	0	16	4	0	0	0	0	0	0	0	40.9	44
07-19	3501	1	15	1706	1595	86	2	2	9	1	47	37	36.8	42.0
06-22	3935	1	17	1955	1743	95	4	3	10	1	62	44	37.0	42.3
06-00	4065	1	18	2032	1790	96	4	3	10	1	65	45	37.2	42.4
00-00	4359	1	18	2235	1839	101	4	3	15	1	92	50	37.3	42.6

Date Sunday 18/11/2018

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	16	0	0	9	5	0	0	0	0	0	2	0	40.4	47
00:15	29	0	0	18	9	0	0	0	0	0	2	0	40.8	45.4
00:30	21	0	0	11	9	0	0	0	0	0	1	0	38.7	45.1
00:45	13	0	0	8	5	0	0	0	0	0	0	0	38.6	40.1
01:00	8	0	0	7	1	0	0	0	0	0	0	0	38.2	-
01:15	7	0	0	6	1	0	0	0	0	0	0	0	38.8	-
01:30	9	0	0	8	0	0	0	0	0	0	1	0	39.3	-
01:45	13	0	0	11	0	1	0	0	0	0	1	0	39.9	40.2
02:00	5	0	0	3	1	0	0	0	0	0	1	0	41.9	-
02:15	12	0	0	12	0	0	0	0	0	0	0	0	39.5	39.5
02:30	12	0	0	12	0	0	0	0	0	0	0	0	36.7	37
02:45	5	0	0	3	2	0	0	0	0	0	0	0	42.8	-
03:00	6	0	0	5	1	0	0	0	0	0	0	0	43.5	-
03:15	10	0	0	8	0	0	0	0	0	0	2	0	40.9	-
03:30	7	0	0	6	0	0	0	0	0	0	1	0	38.4	-
03:45	4	0	0	1	3	0	0	0	0	0	0	0	48.3	-
04:00	2	0	0	1	1	0	0	0	0	0	0	0	47	-
04:15	6	0	0	6	0	0	0	0	0	0	0	0	45.5	-
04:30	6	0	0	5	1	0	0	0	0	0	0	0	43.3	-
04:45	7	0	0	5	2	0	0	0	0	0	0	0	36.1	-
05:00	9	0	0	8	0	1	0	0	0	0	0	0	35.7	-
05:15	4	0	0	2	2	0	0	0	0	0	0	0	43.8	-
05:30	19	0	0	18	1	0	0	0	0	0	0	0	43.5	46.4
05:45	13	0	0	11	0	1	0	0	0	0	1	0	42.1	46
06:00	15	0	0	13	2	0	0	0	0	0	0	0	38.4	41.2
06:15	14	0	0	11	2	0	0	0	0	0	1	0	39.9	45
06:30	17	0	0	17	0	0	0	0	0	0	0	0	40.2	43.7
06:45	23	1	0	18	3	0	0	0	0	0	1	0	38	44.6
07:00	8	0	0	6	1	0	0	0	0	0	1	0	38.8	-
07:15	26	0	0	25	0	0	0	0	0	0	1	0	37.2	37.9
07:30	13	0	0	7	6	0	0	0	0	0	0	0	39.4	45.2
07:45	19	0	0	17	2	0	0	0	0	0	0	0	42.1	46.6
08:00	35	0	0	31	1	0	0	0	0	0	3	0	45.2	46.9
08:15	27	0	0	23	2	0	0	0	0	0	2	0	38.6	43
08:30	17	0	0	10	6	0	0	0	0	0	1	0	44.3	49.5
08:45	24	0	0	15	9	0	0	0	0	0	0	0	41.4	43.7
09:00	26	0	0	17	8	1	0	0	0	0	0	0	40.1	45.5
09:15	25	0	0	16	7	0	0	0	0	0	1	1	38.4	42.4
09:30	33	0	0	18	14	1	0	0	0	0	0	0	39.3	46.3
09:45	45	0	1	19	21	0	0	0	0	0	3	1	40.5	47.3
10:00	36	0	0	20	15	1	0	0	0	0	0	0	42.7	48.4
10:15	43	0	0	28	15	0	0	0	0	0	0	0	39	45
10:30	39	0	1	21	16	0	0	0	0	0	1	0	39.9	45
10:45	28	0	0	11	15	0	0	0	0	0	2	0	39	45.4
11:00	52	0	0	21	27	1	0	0	1	0	2	0	40.3	45.3
11:15	56	0	0	27	26	2	0	0	0	0	1	0	39.3	45.8
11:30	45	0	0	21	22	1	0	0	0	0	0	1	40	44.4
11:45	60	0	0	32	27	1	0	0	0	0	0	0	39.2	44
12:00	66	0	0	30	34	2	0	0	0	0	0	0	39.6	43.2
12:15	53	0	2	26	23	0	0	0	0	0	1	1	40	44.5
12:30	53	0	0	20	32	1	0	0	0	0	0	0	40.7	45.7
12:45	44	0	0	20	22	1	0	0	0	0	0	1	39.4	42.7
13:00	50	0	1	24	21	2	0	0	0	0	1	1	41.7	47.3
13:15	45	0	0	19	24	1	0	0	0	0	1	0	40.7	46.3
13:30	59	0	0	27	29	1	0	0	0	0	2	0	38.7	44.1
13:45	51	0	0	30	21	0	0	0	0	0	0	0	38.1	43
14:00	43	0	0	26	15	1	0	0	0	0	0	1	40.1	46.8
14:15	44	0	0	25	15	1	0	0	0	0	2	1	40.5	46.3
14:30	34	0	0	19	13	1	0	0	1	0	0	0	39.8	43.4
14:45	40	0	0	15	22	0	0	0	0	0	2	1	38.7	45.8
15:00	50	0	0	30	19	1	0	0	0	0	0	0	41.2	44.4
15:15	42	0	0	23	17	1	0	0	0	0	1	0	40.4	43.3
15:30	40	0	0	24	14	1	0	0	0	0	0	1	39.1	44
15:45	36	0	0	21	15	0	0	0	0	0	0	0	39.1	45.3
16:00	46	0	0	33	13	0	0	0	0	0	0	0	39	44
16:15	34	0	0	17	16	1	0	0	0	0	0	0	38	43
16:30	45	0	0	26	19	0	0	0	0	0	0	0	38.7	41.4
16:45	54	1	0	31	21	0	0	0	0	0	1	0	37.7	43.3
17:00	43	0	0	27	15	1	0	0	0	0	0	0	38.8	44.6
17:15	46	0	0	23	22	0	0	0	1	0	0	0	38.9	43.7
17:30	47	0	0	25	21	0	0	0	0	0	1	0	38.1	43.3
17:45	41	0	0	23	16	0	1	0	0	0	0	1	39.1	43.2
18:00	38	0	0	28	9	0	0	0	0	0	1	0	40.9	47.1
18:15	29	0	2	17	10	0	0	0	0	0	0	0	40.9	47.4
18:30	31	0	0	19	10	1	0	0	0	0	0	1	39.1	42.9
18:45	30	0	0	20	9	0	0	0	0	0	0	1	37.4	43
19:00	24	0	0	16	8	0	0	0	0	0	0	0	40.1	44.1
19:15	23	0	0	15	8	0	0	0	0	0	0	0	38.9	43.3
19:30	35	0	0	18	16	0	0	0	0	0	0	1	39.7	44.5
19:45	26	0	0	16	10	0	0	0	0	0	0	0	38.9	43.9
20:00	17	0	0	10	6	1	0	0	0	0	0	0	42.1	48.9
20:15	18	0	0	10	8	0	0	0	0	0	0	0	40.9	46.5
20:30	13	0	0	7	5	0	0	0	0	0	1	0	39.4	46.8
20:45	7	0	1	3	3	0	0	0	0	0	0	0	40.9	-
21:00	20	0	0	17	2	0	0	0	0	0	1	0	41.5	45.9
21:15	16	0	0	11	4	0	0	0	0	0	1	0	46	56.4
21:30	26	0	0	17	8	0	0	0	0	0	0	1	41.6	44.5
21:45	16	0	0	11	5	0	0	0	0	0	0	0	43.8	51.9
22:00	26	0	0	19	6	0	0	0	0	0	1	0	41.8	45.5
22:15	15	0	1	8	6	0	0	0	0	0	0	0	43.6	49.7
22:30	13	0	0	8	5	0	0	0	0	0	0	0	41.8	46.5
22:45	15	0	0	6	7	0	0	0	0	0	1	1	40.5	46
23:00	17	0	0	11	4	0	0	0	0	0	1	1	42.2	45.6
23:15	4	0	0	3	1	0	0	0	0	0	0	0	38.5	-
23:30	7	0	0	6	0	0	0	0	0	0	1	0	36.7	-
23:45	9	0	0	4	3	1	0	0	0	0	1	0	40.7	-
07-19	1891	1	7	1053	757	25	1	0	3	0	31	13	39.7	45.1
06-22	2201	2	8	1263	847	26	1	0	3	0	36	15	39.8	45.1
06-00	2307	2	9	1328	879	27	1	0	3	0	41	17	39.9	45.1
00-00	2550	2	9	1512	923	30	1	0	3	0	53	17	39.9	45.2

Date Monday 19/11/2018

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	8	0	0	3	5	0	0	0	0	0	0	0	42.4	-
00:15	8	0	0	6	1	0	0	0	0	0	1	0	41.9	-
00:30	12	0	0	10	0	0	0	0	0	0	2	0	41.2	42.2
00:45	8	0	0	6	1	0	0	0	0	0	1	0	43.6	-
01:00	9	0	0	5	2	0	0	0	0	0	2	0	34.9	-
01:15	6	0	0	5	1	0	0	0	0	0	0	0	40.7	-
01:30	3	0	0	3	0	0	0	0	0	0	0	0	39.8	-
01:45	4	0	0	4	0	0	0	0	0	0	0	0	41.5	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	9	0	0	6	3	0	0	0	0	0	0	0	39.2	-
02:30	3	0	0	3	0	0	0	0	0	0	0	0	39.9	-
02:45	7	0	0	4	0	0	0	0	0	0	3	0	37.9	-
03:00	10	0	0	10	0	0	0	0	0	0	0	0	38.6	-
03:15	5	0	0	2	1	0	0	0	0	0	2	0	35.6	-
03:30	7	0	0	6	0	1	0	0	0	0	0	0	34.7	-
03:45	6	0	0	5	0	0	0	0	0	0	1	0	35.9	-
04:00	5	0	0	3	0	1	0	0	0	0	1	0	38.7	-
04:15	9	0	0	8	0	1	0	0	0	0	0	0	37.9	-
04:30	8	0	0	3	3	1	0	0	0	0	1	0	44.6	-
04:45	17	0	0	14	2	0	0	0	0	0	0	1	39.3	40.5
05:00	9	0	0	6	0	0	0	0	0	0	2	1	39.2	-
05:15	22	0	0	19	3	0	0	0	0	0	0	0	34.9	36.7
05:30	20	0	1	12	3	0	0	0	2	0	2	0	41.3	46.1
05:45	25	0	0	12	8	3	0	0	0	0	2	0	39.3	42.9
06:00	50	0	0	32	14	1	0	0	1	0	2	0	39.5	40.9
06:15	29	0	0	16	7	1	0	0	1	0	3	1	38.8	42.9
06:30	32	0	0	24	4	0	0	0	1	0	2	1	33.6	36.9
06:45	45	0	1	28	9	5	0	1	0	0	1	0	37.7	41.6
07:00	54	0	0	43	7	2	0	1	0	0	1	0	37.7	41.4
07:15	66	0	0	42	16	3	0	0	0	0	5	0	34.2	37.7
07:30	46	0	0	22	18	2	0	0	0	0	3	1	35.1	38.5
07:45	80	0	1	51	21	3	0	0	0	0	3	1	35.6	40
08:00	95	0	0	61	29	2	0	0	0	0	3	0	35.2	37.8
08:15	93	0	1	58	28	2	1	0	0	0	3	0	33.3	40.5
08:30	97	0	1	63	28	1	0	1	0	0	2	1	38	42.1
08:45	126	0	0	80	35	2	1	1	2	1	4	0	34.6	38.2
09:00	74	0	0	44	26	1	1	0	0	0	1	1	37.7	42.6
09:15	61	0	0	32	22	4	0	0	2	0	0	1	36.4	40.9
09:30	64	0	0	42	20	1	0	0	0	0	1	0	37.6	41
09:45	52	0	0	32	15	3	0	0	1	0	1	0	36.1	41.1
10:00	79	0	0	57	17	1	0	1	0	0	3	0	33.2	36.4
10:15	65	0	0	44	16	3	0	0	1	0	0	1	36.5	38.5
10:30	53	0	0	35	15	2	0	0	0	0	1	0	38.4	41
10:45	73	0	0	45	21	1	0	0	1	0	3	2	38	41.3
11:00	76	0	1	42	22	5	0	0	0	0	3	3	37.2	41.7
11:15	73	0	0	49	19	3	0	0	0	0	0	2	37.8	40.7
11:30	59	0	1	30	25	2	0	0	1	0	0	0	38.2	43
11:45	79	0	0	61	14	1	0	0	0	0	3	0	37.6	43.2
12:00	82	0	1	61	16	3	0	0	0	0	0	1	38.3	43.7
12:15	63	1	0	43	13	2	1	1	1	0	0	1	38.7	46.4
12:30	57	0	1	28	20	2	0	0	2	0	3	1	38	44.5
12:45	76	0	0	48	20	4	1	0	1	0	0	2	39.2	45.5
13:00	77	0	0	50	20	2	1	0	0	0	3	1	34.3	38.8
13:15	54	0	0	31	14	6	0	0	1	0	0	2	31.6	38.5
13:30	40	0	0	15	18	4	0	0	2	0	0	1	39	41.9
13:45	64	0	0	31	26	1	0	1	2	0	2	1	37.6	41.8
14:00	40	0	0	21	13	2	0	0	0	0	1	3	39.2	43
14:15	64	0	0	41	14	3	0	2	1	0	3	0	39.5	43.3
14:30	63	0	0	32	23	2	0	1	3	0	1	1	38.9	42.9
14:45	83	0	0	47	26	5	0	1	2	0	2	0	35.5	38.9
15:00	71	0	1	40	28	1	0	0	0	0	1	0	35.6	41.6
15:15	93	0	0	50	33	3	0	0	1	0	4	2	34.6	40.3
15:30	77	0	0	45	29	2	0	0	0	0	0	1	35.5	39.4
15:45	46	0	0	23	17	2	0	0	0	0	3	1	34.9	40.5
16:00	51	0	0	23	22	3	0	0	0	0	2	1	37.8	43.3
16:15	72	0	0	43	26	3	0	0	0	0	0	0	36.3	42
16:30	68	0	0	40	25	1	0	1	1	0	0	0	34.3	37.5
16:45	82	0	0	52	27	1	0	0	0	0	2	0	35.3	39.6
17:00	89	0	0	49	38	2	0	0	0	0	0	0	35.1	41.1
17:15	91	0	1	66	23	0	0	0	0	0	1	0	35.2	41.4
17:30	97	0	2	50	44	1	0	0	0	0	0	0	35.4	39.6
17:45	86	0	0	42	40	2	0	0	0	0	1	1	36.7	40.8
18:00	90	0	1	43	45	0	0	0	0	0	0	1	36.6	42.9
18:15	74	1	0	35	35	3	0	0	0	0	0	0	36.2	42.2
18:30	118	1	1	65	50	1	0	0	0	0	0	0	34.6	39.9
18:45	51	0	0	25	26	0	0	0	0	0	0	0	39.1	42.5
19:00	62	0	0	27	32	0	0	0	0	0	1	2	36	42.3
19:15	54	0	1	26	25	0	0	0	0	0	1	1	36.1	41
19:30	40	0	0	14	22	2	0	0	0	0	1	1	38	45.3
19:45	55	0	0	28	24	0	0	0	1	0	1	1	39.4	44.9
20:00	46	0	0	28	16	2	0	0	0	0	0	0	39.1	43.8
20:15	30	0	0	18	11	1	0	0	0	0	0	0	36.8	41.8
20:30	42	0	0	23	12	1	0	0	3	0	3	0	37.6	40.9
20:45	30	0	0	24	6	0	0	0	0	0	0	0	38.5	41.5
21:00	27	0	0	20	6	0	0	0	1	0	0	0	41.1	45.6
21:15	19	0	0	12	7	0	0	0	0	0	0	0	37.7	42.2
21:30	20	0	0	12	5	1	0	0	0	0	1	1	36.3	39.2
21:45	28	0	0	19	7	1	0	1	0	0	0	0	38.3	43.8
22:00	23	0	1	14	7	1	0	0	0	0	0	0	39.5	44.3
22:15	5	0	0	5	0	0	0	0	0	0	0	0	37.5	-
22:30	20	0	0	15	3	1	0	0	0	0	1	0	38.1	41.6
22:45	30	0	0	16	10	1	0	0	0	0	3	0	39.5	42.4
23:00	16	0	0	12	2	1	0	0	0	0	0	1	40.6	47
23:15	21	0	0	17	3	0	0	0	0	0	0	1	41.8	43.3
23:30	18	0	0	14	3	0	0	0	0	0	0	1	40.5	41.4
23:45	13	0	0	11	1	0	0	0	1	0	0	0	37.8	44.6
07-19	3484	3	13	2072	1145	105	6	11	25	1	69	34	36.2	41.2
06-22	4093	3	15	2423	1352	120	6	13	33	1	85	42	36.5	41.4
06-00	4239	3	16	2527	1381	124	6	13	34	1	89	45	36.7	41.6
00-00	4459	3	17	2682	1414	131	6	13	36	1	109	47	36.8	41.7

Date Tuesday 20/11/2018

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	8	1	0	6	1	0	0	0	0	0	0	0	28.8	-
00:15	18	0	0	11	7	0	0	0	0	0	0	0	35.6	41.9
00:30	13	0	0	10	3	0	0	0	0	0	0	0	38.8	39.2
00:45	23	0	0	22	0	0	1	0	0	0	0	0	40.7	42.2
01:00	13	0	0	12	0	0	0	0	0	0	1	0	37.8	40.2
01:15	5	0	0	3	1	0	0	0	0	0	1	0	40.1	-
01:30	12	0	0	9	1	0	0	0	0	0	2	0	40.9	43.5
01:45	5	0	0	3	0	1	0	0	0	0	1	0	39.9	-
02:00	5	0	0	3	0	0	0	0	0	0	2	0	43.8	-
02:15	9	0	0	7	0	0	0	0	0	0	2	0	39.8	-
02:30	8	0	0	7	0	0	0	0	0	0	1	0	37.9	-
02:45	8	0	0	7	0	0	0	0	0	0	1	0	40.4	-
03:00	10	0	0	6	3	0	0	0	0	0	1	0	38.8	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	37.9	-
03:30	8	0	0	8	0	0	0	0	0	0	0	0	37.2	-
03:45	10	0	0	10	0	0	0	0	0	0	0	0	40.9	-
04:00	12	0	0	10	0	0	0	0	0	0	2	0	38	38.1
04:15	9	0	0	5	1	1	0	0	0	0	1	1	38.9	-
04:30	4	0	0	2	1	1	0	0	0	0	0	0	37.9	-
04:45	23	0	0	17	4	1	0	0	1	0	0	0	37.7	41.2
05:00	28	0	0	25	1	0	0	0	0	0	2	0	36.4	37.5
05:15	31	0	1	23	5	0	0	0	1	0	1	0	37.6	41.2
05:30	48	0	0	35	9	0	0	0	0	0	3	1	38.5	42.4
05:45	20	0	0	16	2	0	0	0	0	0	2	0	39	42.2
06:00	30	0	0	16	10	1	0	0	0	0	1	2	39	41.9
06:15	29	0	0	22	6	0	0	0	0	0	1	0	37.7	42.1
06:30	54	0	0	45	4	1	0	0	1	0	3	0	32	34
06:45	50	0	0	38	8	2	0	0	0	0	2	0	35	38.1
07:00	51	0	1	33	13	2	0	0	1	0	0	1	36.6	39.3
07:15	55	0	0	37	17	1	0	0	0	0	0	0	37.3	41.8
07:30	63	0	0	49	11	1	0	1	0	0	1	0	36.8	40.6
07:45	75	0	0	55	17	1	0	0	0	0	2	0	38.2	41.4
08:00	98	0	0	75	21	1	0	0	0	0	1	0	35.4	39.1
08:15	93	0	0	65	20	3	1	0	1	0	3	0	32.6	37.3
08:30	80	0	0	47	26	3	0	0	0	0	3	1	36.1	39.8
08:45	94	0	0	64	28	2	0	0	0	0	0	0	37.2	39.8
09:00	96	0	0	68	23	1	0	1	0	0	2	1	34.7	38.4
09:15	76	0	0	42	30	0	0	0	0	0	2	2	37.6	43.4
09:30	63	0	1	43	16	1	0	1	0	0	1	0	35.8	40.5
09:45	83	0	0	60	19	2	0	0	0	0	1	1	37.3	39.4
10:00	81	0	0	52	21	3	0	0	1	0	4	0	33.9	39.3
10:15	82	0	0	50	21	4	0	0	1	0	5	1	35.7	39.4
10:30	61	0	0	30	22	4	0	1	0	0	2	2	35.2	38.1
10:45	101	0	0	64	26	5	1	0	0	0	3	2	38	42.1
11:00	49	0	0	29	11	5	0	0	0	0	3	1	37.8	44.6
11:15	59	0	0	34	21	4	0	0	0	0	0	0	37.4	40.5
11:30	67	0	0	38	23	2	1	0	0	0	1	2	38.6	43.1
11:45	69	1	0	45	14	4	0	0	1	0	4	0	37	43.3
12:00	60	0	1	38	14	2	0	0	1	0	2	2	36.6	40.5
12:15	84	0	1	50	24	3	0	1	2	0	3	0	36	39.5
12:30	63	0	0	38	17	3	3	0	0	0	2	0	37.2	40.1
12:45	65	0	0	38	19	3	0	0	1	0	3	1	38.1	43.3
13:00	52	0	0	28	20	0	0	0	1	0	3	0	37.7	42.6
13:15	55	0	0	32	15	3	2	0	1	0	1	1	37.9	41.6
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	1875	1	4	1204	509	63	8	5	11	0	52	18	36.5	40.5
06-22	2038	1	4	1325	537	67	8	5	12	0	59	20	36.4	40.4
06-00	2038	1	4	1325	537	67	8	5	12	0	59	20	36.4	40.4
00-00	2369	2	5	1582	577	71	9	5	14	0	82	22	36.7	40.8

Date Wednesday 21/11/2018

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 Thursday 22/11/2018

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	Friday	23/11/2018												
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 Saturday 24/11/2018

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 25/11/2018

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: 05/11/2018
Road Name: A226 Thames Way
Flow from : B262 Springhead Road (SE) to: A2260 Ebbsfleet Gateway (NW)
Vehicle Classification: All Vehicles

Prepared by: Conor Lenehan
Checked by: Luke Martin

Hour Ending	Monday 05/11/2018	Tuesday 06/11/2018	Wednesday 07/11/2018	Thursday 08/11/2018	Friday 09/11/2018	Saturday 10/11/2018	Sunday 11/11/2018	Monday 12/11/2018	Tuesday 13/11/2018	Wednesday 14/11/2018	Thursday 15/11/2018	Friday 16/11/2018	Saturday 17/11/2018	Sunday 18/11/2018	Monday 19/11/2018	Tuesday 20/11/2018	Wednesday 21/11/2018	Thursday 22/11/2018	Friday 23/11/2018	Saturday 24/11/2018	Sunday 25/11/2018
01:00	*	28	33	38	49	55	41	16	36	36	44	43	59	47	16	34	*	*	*	*	*
02:00	*	20	18	24	20	20	23	10	13	23	19	28	28	28	18	14	*	*	*	*	*
03:00	*	24	15	12	14	24	21	15	20	14	17	12	19	12	16	16	*	*	*	*	*
04:00	*	33	33	22	29	15	11	29	21	25	27	33	21	15	30	24	*	*	*	*	*
05:00	*	78	71	84	67	31	21	61	64	66	73	70	33	26	59	60	*	*	*	*	*
06:00	*	261	297	278	259	83	56	312	296	275	281	278	104	42	248	283	*	*	*	*	*
07:00	*	816	881	826	605	140	66	1143	782	785	789	672	125	63	819	868	*	*	*	*	*
08:00	*	1109	1276	1267	902	174	82	1242	1131	1022	1081	937	175	83	1152	1204	*	*	*	*	*
09:00	*	748	804	698	639	239	99	726	687	1002	697	663	235	128	735	739	*	*	*	*	*
10:00	*	441	708	430	405	290	181	377	391	707	426	399	252	198	416	367	*	*	*	*	*
11:00	*	295	405	356	329	314	318	347	334	352	336	363	356	267	314	345	*	*	*	*	*
12:00	*	322	383	348	350	397	312	352	321	340	359	388	485	321	322	344	*	*	*	*	*
13:00	*	347	398	381	369	411	333	346	339	381	389	388	440	426	319	341	*	*	*	*	*
14:00	*	360	367	370	404	393	354	338	294	355	374	377	429	388	339	*	*	*	*	*	*
15:00	423	392	390	386	407	440	277	411	375	376	377	438	358	346	352	*	*	*	*	*	*
16:00	431	400	416	424	449	361	270	421	428	423	427	434	347	334	391	*	*	*	*	*	*
17:00	402	428	496	479	451	307	235	417	472	417	463	464	362	267	396	*	*	*	*	*	*
18:00	465	485	440	503	488	320	174	445	470	463	454	488	400	200	472	*	*	*	*	*	*
19:00	350	379	357	389	368	221	163	354	360	372	348	352	312	151	362	*	*	*	*	*	*
20:00	213	208	244	246	259	183	129	237	231	231	281	258	226	156	204	*	*	*	*	*	*
21:00	161	150	174	181	170	123	111	139	160	164	188	163	131	81	172	*	*	*	*	*	*
22:00	108	114	125	132	147	92	90	115	121	123	140	119	121	62	99	*	*	*	*	*	*
23:00	83	97	80	117	109	80	58	72	73	88	103	98	79	63	103	*	*	*	*	*	*
00:00	39	53	62	68	78	84	32	45	57	55	63	96	83	43	52	*	*	*	*	*	*
Summary Data																					
0700-1900	2071	5706	6440	6031	5561	3867	2798	5776	5602	6210	5731	5691	4151	3109	5570	3340	0	0	0	0	0
0600-2200	2553	6994	7864	7416	6742	4405	3194	7410	6896	7513	7129	6903	4754	3471	6864	4208	0	0	0	0	0
0600-0000	2675	7144	8006	7601	6929	4569	3284	7527	7026	7656	7295	7097	4916	3577	7019	4208	0	0	0	0	0
0000-0000	2675	7588	8473	8059	7367	4797	3457	7970	7476	8095	7756	7561	5180	3747	7406	4639	0	0	0	0	0
0700-1000	0	2298	2788	2395	1946	703	362	2345	2209	2731	2204	1999	662	409	2303	2310	0	0	0	0	0
1600-1900	1217	1292	1293	1371	1307	848	572	1216	1302	1252	1265	1304	1074	618	1230	0	0	0	0	0	0
Peak Hour Analysis																					
07:00-10:00	0	1109	1276	1267	902	290	181	1242	1131	1022	1081	937	252	198	1152	1204	0	0	0	0	0
10:00-16:00	431	400	416	424	449	440	354	421	428	423	427	438	485	426	391	345	0	0	0	0	0
16:00-19:00	465	485	496	503	488	320	235	445	472	463	463	488	400	267	472	0	0	0	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: 05/11/2018
Road Name: A226 Thames Way
Flow from : A2260 Ebbsfleet Gateway (NW) to: B262 Springhead Road (SE)
Vehicle Classification: All Vehicles

Prepared by: Conor Lenehan
Checked by: Luke Martin

Hour Ending	Monday 05/11/2018	Tuesday 06/11/2018	Wednesday 07/11/2018	Thursday 08/11/2018	Friday 09/11/2018	Saturday 10/11/2018	Sunday 11/11/2018	Monday 12/11/2018	Tuesday 13/11/2018	Wednesday 14/11/2018	Thursday 15/11/2018	Friday 16/11/2018	Saturday 17/11/2018	Sunday 18/11/2018	Monday 19/11/2018	Tuesday 20/11/2018	Wednesday 21/11/2018	Thursday 22/11/2018	Friday 23/11/2018	Saturday 24/11/2018	Sunday 25/11/2018
01:00	*	60	51	62	57	53	43	26	60	54	54	67	79	79	36	62	*	*	*	*	*
02:00	*	48	31	51	42	30	44	23	34	49	22	31	28	37	22	35	*	*	*	*	*
03:00	*	39	19	44	23	34	21	25	21	39	34	28	30	34	19	30	*	*	*	*	*
04:00	*	34	27	41	50	27	18	14	48	29	30	47	41	27	28	29	*	*	*	*	*
05:00	*	61	45	73	73	32	32	44	57	59	42	53	47	21	39	48	*	*	*	*	*
06:00	*	107	97	119	98	55	48	102	108	90	109	89	69	45	76	127	*	*	*	*	*
07:00	*	164	160	178	184	92	53	113	139	161	178	120	86	69	156	163	*	*	*	*	*
08:00	*	236	243	264	206	106	55	232	249	223	235	208	103	66	246	244	*	*	*	*	*
09:00	*	309	388	361	330	142	93	302	398	292	316	378	159	103	411	365	*	*	*	*	*
10:00	*	242	357	300	258	201	121	233	287	313	303	266	179	129	251	318	*	*	*	*	*
11:00	*	259	242	258	241	217	169	264	264	229	237	255	170	146	270	325	*	*	*	*	*
12:00	*	240	251	243	244	243	178	276	241	238	248	267	248	213	287	244	*	*	*	*	*
13:00	*	240	297	221	301	235	180	268	239	233	227	261	253	216	278	272	*	*	*	*	*
14:00	*	264	312	268	236	240	192	287	289	217	262	280	234	205	235	*	*	*	*	*	*
15:00	269	290	316	277	306	199	180	283	271	268	275	292	241	161	250	*	*	*	*	*	*
16:00	317	282	357	330	303	203	144	344	272	309	312	297	677	168	287	*	*	*	*	*	*
17:00	333	343	363	289	354	189	153	306	323	284	297	340	705	179	273	*	*	*	*	*	*
18:00	354	368	364	381	334	336	145	353	339	411	380	352	318	177	363	*	*	*	*	*	*
19:00	347	343	377	365	333	164	102	385	382	390	331	343	214	128	333	*	*	*	*	*	*
20:00	208	205	266	191	201	140	106	213	241	219	233	215	131	108	211	*	*	*	*	*	*
21:00	102	126	155	213	137	122	90	142	135	133	144	125	117	55	148	*	*	*	*	*	*
22:00	95	105	97	154	130	62	65	113	101	101	112	124	100	78	94	*	*	*	*	*	*
23:00	94	89	69	109	93	74	55	78	93	77	97	88	57	69	78	*	*	*	*	*	*
00:00	33	55	94	82	105	71	41	60	84	78	68	90	73	37	68	*	*	*	*	*	*
Summary Data																					
0700-1900	1620	3416	3867	3557	3446	2475	1712	3533	3554	3407	3423	3539	3501	1891	3484	1768	0	0	0	0	0
0600-2200	2025	4016	4545	4293	4098	2891	2026	4114	4170	4021	4090	4123	3935	2201	4093	1931	0	0	0	0	0
0600-0000	2152	4160	4708	4484	4296	3036	2122	4252	4347	4176	4255	4301	4065	2307	4239	1931	0	0	0	0	0
0000-0000	2152	4509	4978	4874	4639	3267	2328	4486	4675	4496	4546	4616	4359	2550	4459	2262	0	0	0	0	0
0700-1000	0	787	988	925	794	449	269	767	934	828	854	852	441	298	908	927	0	0	0	0	0
1600-1900	1034	1054	1104	1035	1021	689	400	1044	1044	1085	1008	1035	1237	484	969	0	0	0	0	0	0
Peak Hour Analysis																					
07:00-10:00	0	309	388	361	330	201	121	302	398	313	316	378	179	129	411	365	0	0	0	0	0
10:00-16:00	317	290	357	330	306	243	192	344	289	309	312	297	677	216	287	325	0	0	0	0	0
16:00-19:00	354	368	377	381	354	336	153	385	382	411	380	352	705	179	363	0	0	0	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: 05/11/2018
Road Name: A226 Thames Way

Prepared by: Conor Lenehan
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/11/2018	37.8	43.4
06/11/2018	37.1	42.4
07/11/2018	35.8	41.8
08/11/2018	36.8	42.4
09/11/2018	37.5	42.9
10/11/2018	38.8	44.1
11/11/2018	39.0	44.8
12/11/2018	35.3	41.6
13/11/2018	37.1	42.4
14/11/2018	36.5	42.4
15/11/2018	37.3	42.7
16/11/2018	37.6	42.9
17/11/2018	39.0	44.5
18/11/2018	39.5	45.4
19/11/2018	36.7	42.2
20/11/2018	35.9	41.2
21/11/2018	-	-
22/11/2018	-	-
23/11/2018	-	-
24/11/2018	-	-
25/11/2018	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/11/2018	37.1	41.6
06/11/2018	36.9	41.5
07/11/2018	36.9	41.3
08/11/2018	37.6	42.8
09/11/2018	37.5	42.4
10/11/2018	38.3	43.2
11/11/2018	39.0	43.8
12/11/2018	36.9	41.4
13/11/2018	37.7	42.3
14/11/2018	37.3	42.3
15/11/2018	37.5	42.2
16/11/2018	37.5	42.2
17/11/2018	37.3	42.6
18/11/2018	39.9	45.2
19/11/2018	36.8	41.7
20/11/2018	36.7	40.8
21/11/2018	-	-
22/11/2018	-	-
23/11/2018	-	-
24/11/2018	-	-
25/11/2018	-	-

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

Intelligent Data Collection Limited
Ebbsfleet

Client:	WSP		
Project Number:	ID04231		
Site Number:	Site 2		
Week Commencing:	05/11/2018		
Road Name:	Springhead Road		
Survey Type:	ATC		
Direction AB	Flow from	A226 Thames Way (S)	to Mountside Close (N)
Direction BA	Flow from	Mountside Close (N)	to A226 Thames Way (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	30.11.2018			
Prepared by	Conor Lenehan			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID04231			
File Ref	ID04231 Ebbsfleet - ATC Site 2			

Issue Sheet

Issued to	Date			
	03.12.2018			
Charles Edmonds	E-mail			

Intelligent Data - Automatic Traffic Count Output

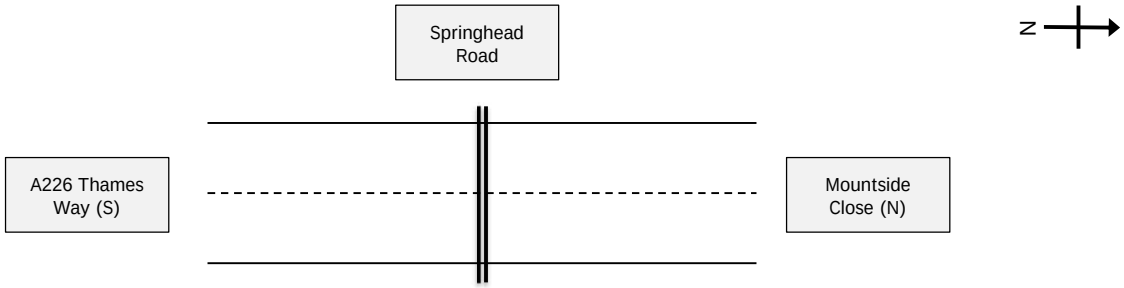
Road Name	Springhead Road		
Direction AB	A226 Thames Way (S)	to:	Mountside Close (N)
Direction BA	Mountside Close (N)	to:	A226 Thames Way (S)

Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
51.437328,0.335411	05/11/2018	20/11/2018	30

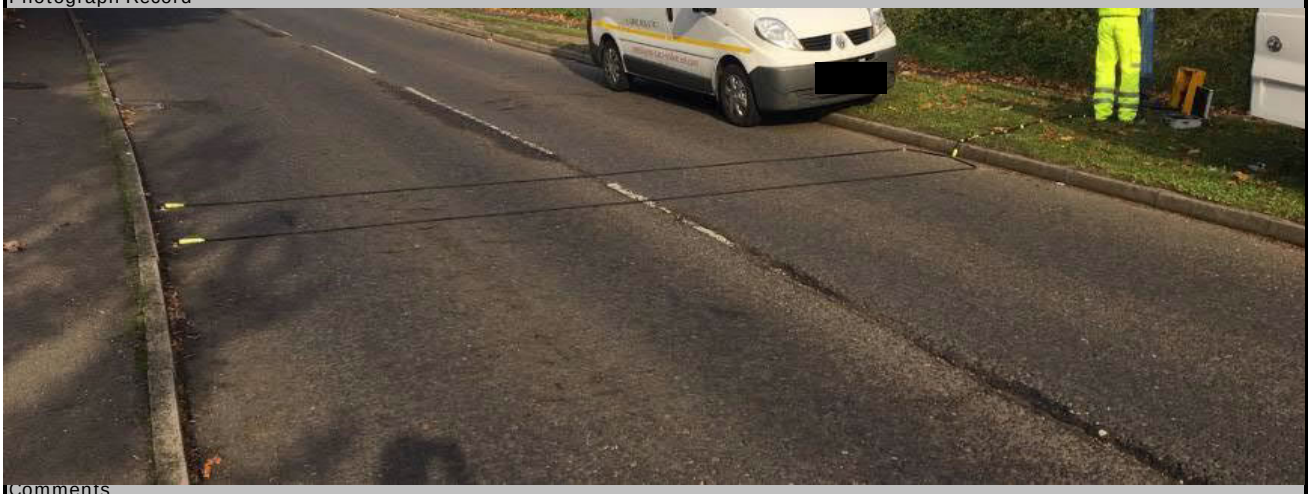
Link to location on Google Maps

Click Here

Location Plan



Photograph Record



Comments

Prepared by	Conor Lenehan	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data - Automatic Traffic Count Output

WSP
Ebbsfleet

Flow Reporting

Table 1 - Two Way Flow Analysis

Time Interval	Average Car/LGV Tue-Thur (Dir AB)	Average Car/LGV Tue-Thur (Dir BA)	Average OGVs Tue-Thur (Dir AB)	Average OGVs Tue-Thur (Dir BA)	Profile all
00:00	6	2	0	0	9
00:15	4	3	0	0	8
00:30	4	3	0	0	8
00:45	4	2	0	0	6
01:00	3	4	0	0	7
01:15	2	2	0	0	3
01:30	3	1	0	0	3
01:45	1	1	0	0	3
02:00	2	1	0	0	3
02:15	3	1	0	0	4
02:30	1	2	0	0	4
02:45	2	1	0	0	2
03:00	2	1	0	0	3
03:15	2	2	0	0	4
03:30	3	3	0	1	6
03:45	4	2	0	0	7
04:00	3	4	0	0	7
04:15	4	7	0	0	11
04:30	6	7	0	1	13
04:45	8	10	0	1	19
05:00	7	18	0	2	28
05:15	6	24	0	0	30
05:30	11	38	0	1	50
05:45	10	35	1	2	48
06:00	10	38	0	3	51
06:15	11	45	0	4	60
06:30	13	46	0	3	62
06:45	15	56	0	1	73
07:00	21	63	1	3	88
07:15	26	79	1	2	108
07:30	35	96	1	2	134
07:45	33	82	1	3	119
08:00	40	88	1	3	132
08:15	40	93	2	3	138
08:30	62	98	2	2	164
08:45	72	99	2	2	175
09:00	64	55	2	2	123
09:15	45	43	1	2	91
09:30	40	40	3	2	84
09:45	41	38	2	2	83
10:00	34	30	2	1	67
10:15	32	31	1	2	67
10:30	32	30	2	2	67
10:45	35	32	2	2	71
11:00	34	31	1	1	68
11:15	35	34	2	1	72
11:30	34	36	2	1	73
11:45	45	36	2	2	85
12:00	35	39	1	1	76
12:15	33	36	2	1	73
12:30	38	35	2	1	76
12:45	35	36	1	2	74
13:00	33	35	2	2	72
13:15	33	38	2	1	75
13:30	41	36	1	1	79
13:45	35	38	2	1	76
14:00	39	40	2	1	81
14:15	40	35	1	2	77
14:30	52	48	3	2	104
14:45	56	52	2	1	111
15:00	55	62	3	1	121
15:15	54	80	1	3	138
15:30	70	61	2	2	135
15:45	62	47	2	2	114
16:00	65	49	2	2	118
16:15	68	46	3	1	118
16:30	64	57	1	2	124
16:45	68	44	1	2	115
17:00	66	53	2	1	121
17:15	68	50	2	1	121
17:30	69	52	1	1	123
17:45	77	49	1	1	128
18:00	69	43	1	1	114
18:15	67	45	2	1	114
18:30	59	39	1	1	100
18:45	57	41	3	1	101
19:00	59	36	1	0	96
19:15	52	39	2	1	93
19:30	39	31	1	1	72
19:45	37	25	1	0	64
20:00	33	24	1	1	59
20:15	31	23	1	0	56
20:30	28	19	0	0	47
20:45	26	19	1	1	45
21:00	26	20	0	0	46
21:15	24	18	0	0	42
21:30	23	15	0	1	38
21:45	27	15	0	0	42
22:00	22	16	0	0	39
22:15	24	12	0	0	36
22:30	16	10	0	1	27
22:45	13	10	0	0	24
23:00	10	5	0	0	15
23:15	10	9	0	0	19
23:30	6	4	0	0	10
23:45	6	5	0	0	11

Fig 1 - Average Two Way Flows Tue-Thur

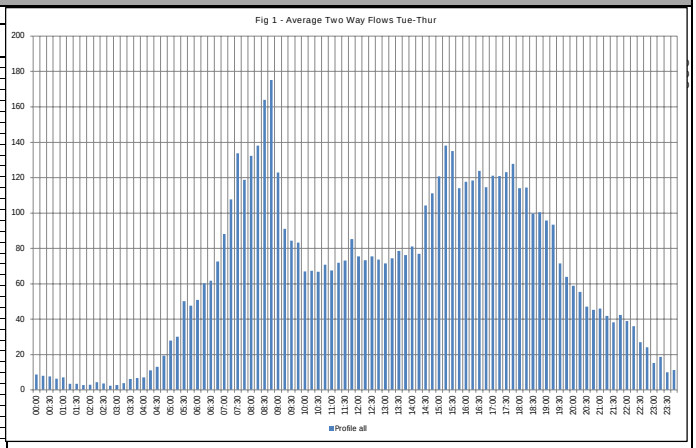
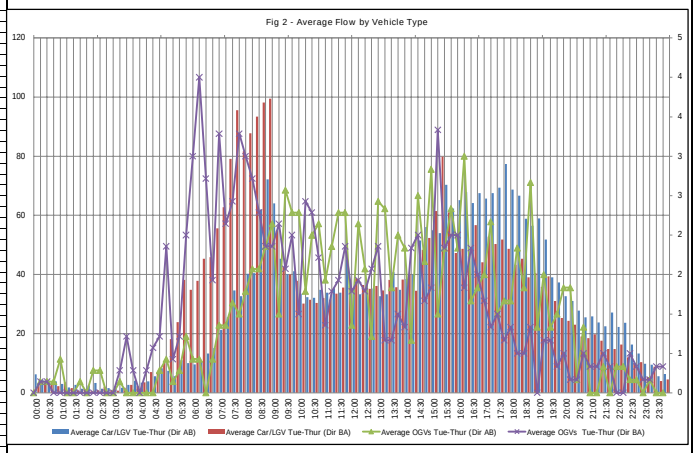


Fig 2 - Average Flow by Vehicle Type



Peak Interval Analysis - Tue-Thurs

Table 2 - Peak Interval Analysis

Peak	Time From	Time To	Two Way Flow
AM Peak	08:45:00	09:00:00	175
Inter-Peak	15:15:00	15:30:00	138
PM Peak	17:45:00	18:00:00	128

Table 3 - Average HGV Content (Excluding PSV, M/C, P/C)

Category	% HGV - (AB)	% HGV - (BA)	% HGV - (All)
All	3.1%	3.2%	3.2%

Fig 3- Peak Interval Analysis

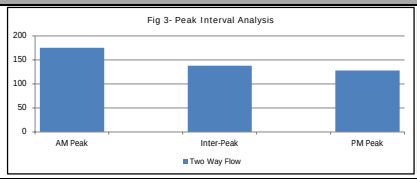
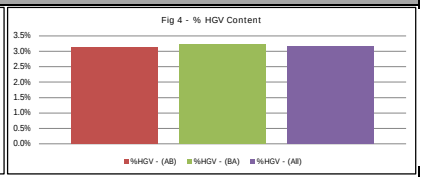


Fig 4 - % HGV Content



Variation Analysis - Week on Week (By Direction)

Fig 5 - Summary of Total Vehicles by Week - Channel AB

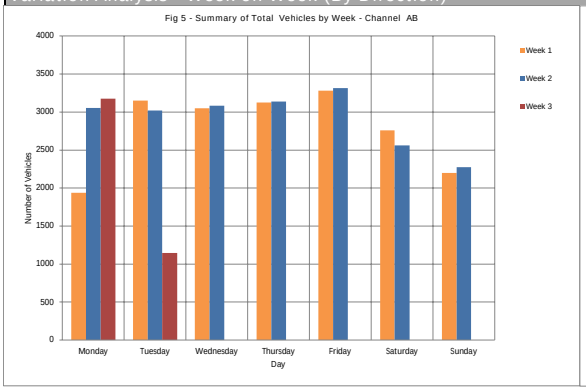
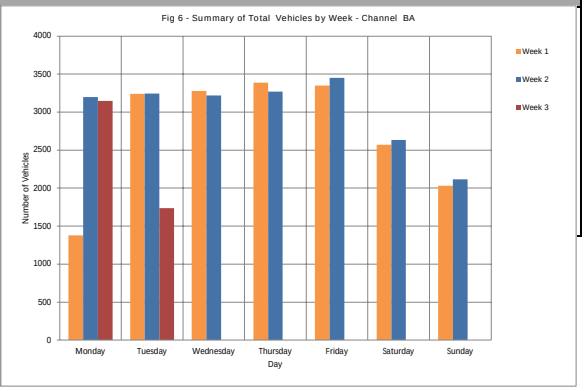


Fig 6 - Summary of Total Vehicles by Week - Channel BA



Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2
Flow from: A226 Thames Way (S) to: Mountside Close (N)

Date Monday 05/11/2018

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	19	0	0	8	11	0	0	0	0	0	0	0	28.5	32
13:45	44	0	0	20	22	1	0	0	0	0	1	0	30.7	34.8
14:00	36	0	1	12	22	1	0	0	0	0	0	0	31.3	35.4
14:15	50	0	0	26	23	1	0	0	0	0	0	0	30.7	35.2
14:30	53	0	0	19	32	2	0	0	0	0	0	0	31	36.1
14:45	57	0	0	21	33	3	0	0	0	0	0	0	31.7	35.3
15:00	67	0	0	28	35	4	0	0	0	0	0	0	26.9	32.9
15:15	65	0	2	33	29	1	0	0	0	0	0	0	27.6	32.3
15:30	68	0	0	24	42	2	0	0	0	0	0	0	29.8	33.5
15:45	80	0	0	27	51	2	0	0	0	0	0	0	31.2	34.7
16:00	66	0	0	26	36	4	0	0	0	0	0	0	30	34
16:15	80	0	0	30	49	1	0	0	0	0	0	0	30.8	35
16:30	83	0	1	41	39	2	0	0	0	0	0	0	29.5	33.7
16:45	70	0	0	32	37	1	0	0	0	0	0	0	27.8	31.9
17:00	78	0	1	22	55	0	0	0	0	0	0	0	30	33.7
17:15	83	0	1	34	46	2	0	0	0	0	0	0	28.3	33.7
17:30	76	0	1	28	42	5	0	0	0	0	0	0	30.5	36.4
17:45	88	0	2	37	45	4	0	0	0	0	0	0	29.7	32.7
18:00	79	0	1	35	42	1	0	0	0	0	0	0	29.7	33.6
18:15	77	0	2	33	39	2	0	0	1	0	0	0	29.5	33.2
18:30	60	0	1	25	34	0	0	0	0	0	0	0	30.6	34.7
18:45	55	0	1	22	30	2	0	0	0	0	0	0	30.6	34.6
19:00	43	0	0	17	26	0	0	0	0	0	0	0	31.3	34.4
19:15	64	0	1	32	30	1	0	0	0	0	0	0	30.6	34.9
19:30	33	0	0	12	21	0	0	0	0	0	0	0	30.1	33.3
19:45	50	0	0	21	29	0	0	0	0	0	0	0	30.9	35
20:00	42	0	0	23	19	0	0	0	0	0	0	0	31.4	34
20:15	26	0	0	10	15	1	0	0	0	0	0	0	30.1	34.2
20:30	24	0	0	8	15	1	0	0	0	0	0	0	29.2	34.1
20:45	22	0	0	13	9	0	0	0	0	0	0	0	32.5	36
21:00	28	0	0	10	18	0	0	0	0	0	0	0	28.9	33.1
21:15	31	0	0	20	11	0	0	0	0	0	0	0	29.8	34.2
21:30	19	0	1	7	11	0	0	0	0	0	0	0	31.5	37.2
21:45	16	0	0	9	7	0	0	0	0	0	0	0	30.7	36
22:00	21	0	0	9	12	0	0	0	0	0	0	0	29.8	35
22:15	21	0	0	10	11	0	0	0	0	0	0	0	31	35.5
22:30	15	0	0	8	7	0	0	0	0	0	0	0	31.9	37.6
22:45	12	0	0	3	9	0	0	0	0	0	0	0	30.1	35.1
23:00	11	0	1	1	7	2	0	0	0	0	0	0	30.1	35
23:15	10	0	0	3	7	0	0	0	0	0	0	0	29	-
23:30	10	0	0	6	4	0	0	0	0	0	0	0	30.5	-
23:45	5	0	0	3	2	0	0	0	0	0	0	0	30	-
07-19	1434	0	14	583	794	41	0	0	1	0	1	0	29.8	34.1
06-22	1832	0	16	765	1005	44	0	0	1	0	1	0	30.0	34.2
06-00	1937	0	17	808	1064	46	0	0	1	0	1	0	30.0	34.2
00-00	1937	0	17	808	1064	46	0	0	1	0	1	0	30.0	34.2

Date Tuesday 06/11/2018

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	33.3	-
00:15	4	0	0	3	1	0	0	0	0	0	0	0	30.8	-
00:30	2	0	0	0	2	0	0	0	0	0	0	0	33.9	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	36.5	-
01:00	3	0	0	0	2	1	0	0	0	0	0	0	30.1	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	5	0	0	3	2	0	0	0	0	0	0	0	30.2	-
01:45	2	0	0	1	1	0	0	0	0	0	0	0	27.5	-
02:00	4	0	0	0	4	0	0	0	0	0	0	0	28.6	-
02:15	3	0	0	2	1	0	0	0	0	0	0	0	25.3	-
02:30	2	0	0	0	2	0	0	0	0	0	0	0	39.6	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	30	-
03:00	6	0	0	2	4	0	0	0	0	0	0	0	32.3	-
03:15	2	0	0	0	2	0	0	0	0	0	0	0	34.6	-
03:30	3	0	0	1	2	0	0	0	0	0	0	0	32.8	-
03:45	5	0	0	1	4	0	0	0	0	0	0	0	31.4	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	4	0	0	1	3	0	0	0	0	0	0	0	28.8	-
04:30	6	0	0	0	6	0	0	0	0	0	0	0	30.1	-
04:45	10	0	0	4	6	0	0	0	0	0	0	0	30.9	-
05:00	4	0	0	1	3	0	0	0	0	0	0	0	33.7	-
05:15	5	0	0	3	1	1	0	0	0	0	0	0	33.1	-
05:30	12	0	0	3	9	0	0	0	0	0	0	0	32.2	35.4
05:45	6	0	0	1	4	1	0	0	0	0	0	0	30.4	-
06:00	10	0	0	5	5	0	0	0	0	0	0	0	31	-
06:15	13	0	0	5	8	0	0	0	0	0	0	0	30.6	33.2
06:30	11	0	0	2	9	0	0	0	0	0	0	0	31	35.2
06:45	17	0	1	9	7	0	0	0	0	0	0	0	30.2	36.8
07:00	24	0	0	7	16	1	0	0	0	0	0	0	31.9	36
07:15	16	0	0	7	9	0	0	0	0	0	0	0	30.1	33.7
07:30	30	0	0	13	16	1	0	0	0	0	0	0	31.5	34.4
07:45	45	0	0	16	27	2	0	0	0	0	0	0	30.5	35.2
08:00	40	0	0	13	24	2	0	0	1	0	0	0	31.2	34.7
08:15	50	0	0	19	30	1	0	0	0	0	0	0	30.1	32.9
08:30	63	0	0	32	29	2	0	0	0	0	0	0	29.5	33.9
08:45	76	0	0	28	45	3	0	0	0	0	0	0	29	33.3
09:00	78	0	2	23	49	4	0	0	0	0	0	0	29.8	34.4
09:15	46	0	0	19	26	1	0	0	0	0	0	0	30.8	35
09:30	35	0	0	10	25	0	0	0	0	0	0	0	31.2	33.6
09:45	46	0	0	18	27	1	0	0	0	0	0	0	30.2	33.3
10:00	36	0	0	13	21	2	0	0	0	0	0	0	30.9	35.6
10:15	47	0	0	21	25	1	0	0	0	0	0	0	30.1	34.7
10:30	45	0	0	13	27	5	0	0	0	0	0	0	30.7	34.2
10:45	40	0	0	15	21	4	0	0	0	0	0	0	31.2	35.5
11:00	51	0	1	17	32	1	0	0	0	0	0	0	31.5	35.5
11:15	35	0	0	15	20	0	0	0	0	0	0	0	30.7	34.4
11:30	37	0	0	16	20	1	0	0	0	0	0	0	30.5	34.8
11:45	48	0	0	22	25	1	0	0	0	0	0	0	29.7	33.5
12:00	39	0	0	13	25	1	0	0	0	0	0	0	32.3	35.8
12:15	24	0	1	7	14	2	0	0	0	0	0	0	30.6	34.3
12:30	48	0	0	14	33	1	0	0	0	0	0	0	30.1	33.3
12:45	39	0	0	19	19	1	0	0	0	0	0	0	31.2	35.5
13:00	35	0	0	15	17	3	0	0	0	0	0	0	30.4	33
13:15	35	0	1	17	16	1	0	0	0	0	0	0	31.5	34.6
13:30	42	0	0	15	24	1	1	0	1	0	0	0	29.4	33.1
13:45	43	0	1	15	25	2	0	0	0	0	0	0	31.2	35.5
14:00	53	0	0	17	36	0	0	0	0	0	0	0	30.9	35.1
14:15	46	0	0	15	30	1	0	0	0	0	0	0	31.6	34.8
14:30	42	0	0	18	23	1	0	0	0	0	0	0	29.7	33.4
14:45	59	0	0	23	35	1	0	0	0	0	0	0	29.1	33.2
15:00	70	0	0	31	36	3	0	0	0	0	0	0	27.4	31.5
15:15	43	0	0	19	22	2	0	0	0	0	0	0	29.3	33.5
15:30	83	0	0	39	43	1	0	0	0	0	0	0	30.3	33.3
15:45	70	0	1	30	36	3	0	0	0	0	0	0	31.1	35.3
16:00	56	0	0	25	31	0	0	0	0	0	0	0	29.3	33
16:15	74	0	0	29	43	2	0	0	0	0	0	0	30.7	34.7
16:30	56	0	0	24	30	1	0	0	1	0	0	0	30.2	34.8
16:45	82	0	3	31	46	1	0	0	1	0	0	0	30.1	34.5
17:00	72	0	0	28	43	1	0	0	0	0	0	0	29.5	33.6
17:15	85	0	3	41	37	3	0	0	1	0	0	0	30.5	34.5
17:30	60	0	0	29	31	0	0	0	0	0	0	0	30.9	36.5
17:45	83	0	2	32	48	1	0	0	0	0	0	0	30.9	35.5
18:00	82	0	0	34	47	1	0	0	0	0	0	0	31.2	36.4
18:15	62	0	1	31	27	2	0	0	1	0	0	0	31.3	35.9
18:30	55	0	0	22	32	1	0	0	0	0	0	0	31.1	35.1
18:45	58	0	1	31	25	1	0	0	0	0	0	0	29.9	33.1
19:00	49	0	2	20	26	1	0	0	0	0	0	0	30	34.9
19:15	51	0	0	24	26	1	0	0	0	0	0	0	31.1	34.3
19:30	44	0	0	21	22	1	0	0	0	0	0	0	30.7	34.7
19:45	41	0	0	18	23	0	0	0	0	0	0	0	29.4	33
20:00	33	0	0	15	17	1	0	0	0	0	0	0	30.3	35.4
20:15	37	0	1	20	14	2	0	0	0	0	0	0	28.5	33.6
20:30	32	0	0	15	17	0	0	0	0	0	0	0	30	33.6
20:45	34	0	1	17	15	1	0	0	0	0	0	0	30.6	36.1
21:00	18	0	0	5	13	0	0	0	0	0	0	0	31.8	36.2
21:15	22	0	0	9	13	0	0	0	0	0	0	0	30.2	33.5
21:30	23	0	0	9	14	0	0	0	0	0	0	0	30	34.5
21:45	20	0	0	10	10	0	0	0	0	0	0	0	29.3	35.6
22:00	24	0	0	12	11	1	0	0	0	0	0	0	31.1	36.3
22:15	28	0	0	14	13	1	0	0	0	0	0	0	29.6	33
22:30	20	0	1	12	7	0	0	0	0	0	0	0	31.2	39.5
22:45	14	0	1	7	5	1	0	0	0	0	0	0	31.5	33.7
23:00	7	0	0	3	4	0	0	0	0	0	0	0	29.7	-
23:15	13	0	0	6	7	0	0	0	0	0	0	0	29	31.8
23:30	5	0	1	1	3	0	0	0	0	0	0	0	26.3	-
23:45	6	0	0	1	5	0	0	0	0	0	0	0	28.6	-
07-19	2484	0	17	1001	1388	71	1	0	6	0	0	0	30.4	34.3
06-22	2939	0	22	1205	1627	78	1	0	6	0	0	0	30.4	34.3
06-00	3056	0	25	1261	1682	81	1	0	6	0	0	0	30.3	34.3
00-00	3149	0	25	1290	1743	84	1	0	6	0	0	0	30.4	34.3

Date Wednesday 07/11/2018

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	5	0	1	3	1	0	0	0	0	0	0	0	29.4	-
00:15	6	0	0	2	4	0	0	0	0	0	0	0	32.4	-
00:30	4	0	0	1	3	0	0	0	0	0	0	0	32.8	-
00:45	8	0	0	5	3	0	0	0	0	0	0	0	32.7	-
01:00	5	0	0	0	4	1	0	0	0	0	0	0	26.7	-
01:15	2	0	0	1	1	0	0	0	0	0	0	0	33.5	-
01:30	2	0	0	0	2	0	0	0	0	0	0	0	28.1	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	37.3	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	31.5	-
02:15	4	0	0	2	1	0	0	0	0	0	1	0	23.9	-
02:30	2	0	0	0	1	0	0	0	0	0	1	0	22.1	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	32.2	-
03:00	2	0	0	0	2	0	0	0	0	0	0	0	30.5	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	27.2	-
03:30	2	0	0	1	1	0	0	0	0	0	0	0	30.2	-
03:45	5	0	0	0	5	0	0	0	0	0	0	0	32.9	-
04:00	5	0	0	4	1	0	0	0	0	0	0	0	27.1	-
04:15	2	0	0	0	2	0	0	0	0	0	0	0	28.1	-
04:30	7	0	0	0	7	0	0	0	0	0	0	0	29.4	-
04:45	8	0	0	4	4	0	0	0	0	0	0	0	31.3	-
05:00	8	0	0	4	3	1	0	0	0	0	0	0	30.6	-
05:15	5	0	0	1	4	0	0	0	0	0	0	0	30.8	-
05:30	16	0	0	4	11	0	0	0	1	0	0	0	28.3	33.1
05:45	14	0	0	4	9	1	0	0	0	0	0	0	31	38.4
06:00	7	0	0	2	4	1	0	0	0	0	0	0	29.7	-
06:15	18	0	1	5	11	0	1	0	0	0	0	0	31	39.1
06:30	9	0	0	5	4	0	0	0	0	0	0	0	27.3	-
06:45	11	0	0	6	5	0	0	0	0	0	0	0	30.5	36
07:00	15	0	0	5	9	1	0	0	0	0	0	0	28.9	33.2
07:15	27	0	0	5	20	1	1	0	0	0	0	0	30.8	33.7
07:30	40	0	0	20	19	1	0	0	0	0	0	0	28.8	32.3
07:45	30	0	0	14	14	2	0	0	0	0	0	0	30.5	34
08:00	39	0	0	14	25	0	0	0	0	0	0	0	30.3	34.2
08:15	29	0	1	13	14	1	0	0	0	0	0	0	32	35.8
08:30	48	0	0	18	28	0	1	0	1	0	0	0	28	32.6
08:45	81	0	0	28	52	1	0	0	0	0	0	0	28.7	32.5
09:00	60	0	0	29	29	2	0	0	0	0	0	0	29.6	34.3
09:15	50	0	0	16	33	1	0	0	0	0	0	0	31.3	36.7
09:30	45	0	0	21	19	4	1	0	0	0	0	0	29.8	33.1
09:45	52	0	0	19	30	2	1	0	0	0	0	0	30.3	34.3
10:00	45	0	0	11	27	6	0	0	1	0	0	0	29.6	33.9
10:15	29	0	0	14	14	1	0	0	0	0	0	0	30.7	35.2
10:30	32	0	0	12	19	1	0	0	0	0	0	0	31.8	35.8
10:45	33	0	0	13	19	1	0	0	0	0	0	0	30.5	35.6
11:00	38	0	0	15	20	3	0	0	0	0	0	0	31.3	34.5
11:15	49	0	0	20	27	2	0	0	0	0	0	0	31	34.5
11:30	29	0	0	11	16	2	0	0	0	0	0	0	30.3	34.5
11:45	53	0	1	17	32	3	0	0	0	0	0	0	30.9	35.7
12:00	30	0	1	12	17	0	0	0	0	0	0	0	31.3	37.5
12:15	33	0	0	15	17	1	0	0	0	0	0	0	31.5	35.7
12:30	41	0	0	20	20	1	0	0	0	0	0	0	31.4	34.8
12:45	41	0	1	15	25	0	0	0	0	0	0	0	30.5	34.6
13:00	43	0	0	15	25	3	0	0	0	0	0	0	31.6	35
13:15	38	0	0	17	20	1	0	0	0	0	0	0	31.1	35.7
13:30	31	0	0	10	20	1	0	0	0	0	0	0	30.2	33.2
13:45	34	0	0	14	19	1	0	0	0	0	0	0	29.8	33.4
14:00	42	0	0	13	24	4	0	0	0	0	0	1	30.1	34.9
14:15	35	0	0	12	23	0	0	0	0	0	0	0	30.7	34
14:30	54	0	0	20	32	2	0	0	0	0	0	0	30.5	35.5
14:45	54	0	0	15	38	0	0	0	0	0	0	1	28.9	33.4
15:00	50	0	0	19	30	1	0	0	0	0	0	0	28.9	33.2
15:15	54	0	0	26	27	1	0	0	0	0	0	0	27.2	31
15:30	57	0	0	22	35	0	0	0	0	0	0	0	29.5	33.2
15:45	67	0	0	31	34	2	0	0	0	0	0	0	30.1	33.4
16:00	66	0	1	28	34	3	0	0	0	0	0	0	30.7	34.7
16:15	82	0	0	31	50	1	0	0	0	0	0	0	30.9	34
16:30	72	0	1	32	39	0	0	0	0	0	0	0	30.3	34.3
16:45	75	0	0	28	46	1	0	0	0	0	0	0	29.8	33.3
17:00	75	0	1	31	42	1	0	0	0	0	0	0	30.4	34.1
17:15	63	0	2	31	28	1	0	0	1	0	0	0	30.2	34.4
17:30	64	0	2	34	28	0	0	0	0	0	0	0	30.1	33.2
17:45	87	0	0	34	53	0	0	0	0	0	0	0	30.6	34.3
18:00	60	0	2	27	28	2	0	0	1	0	0	0	30.2	34.6
18:15	74	0	2	36	35	1	0	0	0	0	0	0	30.7	34.3
18:30	64	0	0	24	38	2	0	0	0	0	0	0	30	33.9
18:45	68	0	1	34	31	2	0	0	0	0	0	0	30.6	33.9
19:00	66	0	1	25	39	1	0	0	0	0	0	0	30	34.5
19:15	52	0	0	30	22	0	0	0	0	0	0	0	32	36.3
19:30	37	0	1	14	22	0	0	0	0	0	0	0	31.1	37.3
19:45	43	0	1	15	25	2	0	0	0	0	0	0	30	33.5
20:00	36	0	0	11	24	1	0	0	0	0	0	0	31.6	36
20:15	20	0	0	12	7	1	0	0	0	0	0	0	31.2	36.4
20:30	23	0	0	11	11	1	0	0	0	0	0	0	30.8	35.1
20:45	26	0	0	11	13	1	1	0	0	0	0	0	31.2	36.7
21:00	25	0	0	10	15	0	0	0	0	0	0	0	31.1	35.6
21:15	29	0	0	12	17	0	0	0	0	0	0	0	31.2	35.3
21:30	20	0	0	12	8	0	0	0	0	0	0	0	31.1	35.1
21:45	25	0	0	13	12	0	0	0	0	0	0	0	30.9	36
22:00	18	0	0	7	11	0	0	0	0	0	0	0	31.4	36.9
22:15	23	0	0	14	8	1	0	0	0	0	0	0	28.9	31.8
22:30	14	0	0	6	8	0	0	0	0	0	0	0	31.1	36.5
22:45	14	0	0	7	7	0	0	0	0	0	0	0	29.1	33.3
23:00	17	0	0	5	12	0	0	0	0	0	0	0	33.5	39.1
23:15	8	0	0	2	6	0	0	0	0	0	0	0	30	-
23:30	5	0	0	2	3	0	0	0	0	0	0	0	29.8	-
23:45	9	0	0	4	5	0	0	0	0	0	0	0	31.5	-
07-19	2378	0	16	961	1324	67	4	0	4	0	0	2	30.2	34.1
06-22	2825	0	20	1155	1563	75	6	0	4	0	0	2	30.3	34.3
06-00	2933	0	20	1202	1623	76	6	0	4	0	0	2	30.3	34.3
00-00	3049	0	21	1241	1693	79	6	0	5	0	2	2	30.3	34.3

Date	Thursday	08/11/2018												
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	1	3	0	0	0	0	0	0	0	33.4	-
00:15	4	0	0	2	2	0	0	0	0	0	0	0	30.6	-
00:30	7	0	0	3	4	0	0	0	0	0	0	0	30.8	-
00:45	5	0	0	2	3	0	0	0	0	0	0	0	30.4	-
01:00	3	0	0	1	2	0	0	0	0	0	0	0	30.4	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	4	0	0	3	1	0	0	0	0	0	0	0	28	-
01:45	3	0	0	3	0	0	0	0	0	0	0	0	37.5	-
02:00	2	0	0	1	1	0	0	0	0	0	0	0	28.3	-
02:15	3	0	0	2	1	0	0	0	0	0	0	0	28.9	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	28.8	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	32.6	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	32.9	-
03:30	4	0	0	2	2	0	0	0	0	0	0	0	28.7	-
03:45	7	0	0	0	7	0	0	0	0	0	0	0	31.9	-
04:00	3	0	0	2	1	0	0	0	0	0	0	0	32.9	-
04:15	2	0	0	2	0	0	0	0	0	0	0	0	35.7	-
04:30	8	0	0	1	7	0	0	0	0	0	0	0	31.5	-
04:45	9	0	0	3	6	0	0	0	0	0	0	0	32.9	-
05:00	6	0	0	0	6	0	0	0	0	0	0	0	31.9	-
05:15	5	0	0	0	5	0	0	0	0	0	0	0	32.2	-
05:30	5	0	0	0	5	0	0	0	0	0	0	0	29.9	-
05:45	13	0	0	7	5	1	0	0	0	0	0	0	29.4	33.2
06:00	11	0	1	5	4	1	0	0	0	0	0	0	32.8	39.5
06:15	9	0	1	5	3	0	0	0	0	0	0	0	31.8	-
06:30	13	0	0	5	8	0	0	0	0	0	0	0	31.3	33.7
06:45	17	0	0	7	9	1	0	0	0	0	0	0	31.6	36.9
07:00	25	0	1	16	8	0	0	0	0	0	0	0	30	34.2
07:15	34	1	0	16	16	1	0	0	0	0	0	0	28.9	34.9
07:30	37	0	0	16	20	1	0	0	0	0	0	0	29.5	33.2
07:45	34	0	0	14	19	1	0	0	0	0	0	0	30.5	32.1
08:00	42	0	0	21	20	1	0	0	0	0	0	0	30	33.1
08:15	31	0	1	14	16	0	0	0	0	0	0	0	30.5	36.5
08:30	74	0	0	31	40	3	0	0	0	0	0	0	27.8	32.5
08:45	83	0	0	23	58	2	0	0	0	0	0	0	28.4	32.1
09:00	60	0	0	21	38	1	0	0	0	0	0	0	32.3	35.9
09:15	52	0	1	22	28	1	0	0	0	0	0	0	31.3	34.6
09:30	36	0	0	14	20	2	0	0	0	0	0	0	30.6	35.4
09:45	53	0	0	25	25	3	0	0	0	0	0	0	30.3	33.9
10:00	43	0	0	17	26	0	0	0	0	0	0	0	31.8	35.8
10:15	29	0	0	12	17	0	0	0	0	0	0	0	29.5	34.9
10:30	38	0	0	21	14	2	0	0	0	0	0	1	31.4	34.8
10:45	39	0	0	14	23	2	0	0	0	0	0	0	30.7	33.8
11:00	21	0	0	9	11	1	0	0	0	0	0	0	32.5	36.8
11:15	39	0	1	13	21	3	0	0	1	0	0	0	31.6	34.8
11:30	40	0	0	14	21	5	0	0	0	0	0	0	31.1	34.9
11:45	55	0	0	15	36	3	0	0	1	0	0	0	30.4	34.1
12:00	44	0	0	19	25	0	0	0	0	0	0	0	32.7	37.1
12:15	40	0	0	15	23	2	0	0	0	0	0	0	32.3	37.1
12:30	39	0	2	16	20	1	0	0	0	0	0	0	31.5	35.7
12:45	39	0	2	14	22	1	0	0	0	0	0	0	31.7	35.7
13:00	37	0	0	15	20	1	0	1	0	0	0	0	30.9	33.4
13:15	37	0	0	10	24	3	0	0	0	0	0	0	32.2	36.8
13:30	37	0	0	13	23	1	0	0	0	0	0	0	30.6	36.2
13:45	44	0	0	20	21	3	0	0	0	0	0	0	31.3	35.3
14:00	24	0	1	10	13	0	0	0	0	0	0	0	30.5	34.1
14:15	46	0	1	15	29	1	0	0	0	0	0	0	32.9	35.7
14:30	53	0	0	23	29	1	0	0	0	0	0	0	30.9	35
14:45	64	0	0	24	40	0	0	0	0	0	0	0	31.2	35.9
15:00	75	0	1	32	39	3	0	0	0	0	0	0	28.3	32.7
15:15	62	0	0	23	37	2	0	0	0	0	0	0	28.6	31.8
15:30	91	0	0	38	50	3	0	0	0	0	0	0	29.8	34
15:45	48	0	0	17	29	2	0	0	0	0	0	0	30.3	33.6
16:00	62	0	0	29	33	0	0	0	0	0	0	0	31.2	35.5
16:15	66	0	0	23	35	6	0	0	2	0	0	0	30.5	34.2
16:30	53	0	0	21	31	1	0	0	0	0	0	0	30.1	34.1
16:45	73	0	1	31	40	0	0	0	1	0	0	0	30.8	33.8
17:00	67	0	1	31	35	0	0	0	0	0	0	0	31	34.3
17:15	71	0	0	32	38	1	0	0	0	0	0	0	31.1	34.6
17:30	67	0	3	23	40	1	0	0	0	0	0	0	31.1	34.1
17:45	80	0	2	37	39	2	0	0	0	0	0	0	31.9	35.4
18:00	68	0	2	25	40	0	0	0	1	0	0	0	31.4	34.8
18:15	67	0	0	31	33	3	0	0	0	0	0	0	29.8	33.9
18:30	62	0	1	24	36	1	0	0	0	0	0	0	30.6	34.7
18:45	54	0	1	27	25	1	0	0	0	0	0	0	31.6	36.1
19:00	52	0	0	27	22	2	0	1	0	0	0	0	30.3	34.7
19:15	61	0	1	26	33	1	0	0	0	0	0	0	31.3	34.7
19:30	34	0	0	14	20	0	0	0	0	0	0	0	31.5	36.5
19:45	32	0	0	8	23	1	0	0	0	0	0	0	33.4	37.6
20:00	43	0	0	23	18	2	0	0	0	0	0	0	29.5	33.7
20:15	45	0	0	25	20	0	0	0	0	0	0	0	30.3	33.3
20:30	36	0	0	16	20	0	0	0	0	0	0	0	30.5	33.4
20:45	22	0	0	9	12	1	0	0	0	0	0	0	29.8	34.9
21:00	23	0	0	10	13	0	0	0	0	0	0	0	32.1	36.6
21:15	18	0	0	10	8	0	0	0	0	0	0	0	30.1	35.9
21:30	22	0	0	10	11	1	0	0	0	0	0	0	31.8	36.9
21:45	33	0	0	14	19	0	0	0	0	0	0	0	31.6	34.7
22:00	31	0	0	17	14	0	0	0	0	0	0	0	28.9	33
22:15	23	0	0	15	8	0	0	0	0	0	0	0	31.3	36.6
22:30	21	0	0	13	8	0	0	0	0	0	0	0	31.1	33.8
22:45	13	0	0	7	6	0	0	0	0	0	0	0	30.6	35.3
23:00	7	0	0	3	4	0	0	0	0	0	0	0	32.3	-
23:15	9	0	0	3	6	0	0	0	0	0	0	0	30.3	-
23:30	10	0	0	3	7	0	0	0	0	0	0	0	31.8	-
23:45	3	0	0	1	2	0	0	0	0	0	0	0	36.4	-
07-19	2435	1	22	986	1346	72	0	1	6	0	0	1	30.7	34.6
06-22	2906	1	25	1200	1589	82	0	2	6	0	0	1	30.7	34.6
06-00	3023	1	25	1262	1644	82	0	2	6	0	0	1	30.7	34.7
00-00	3124	1	25	1300	1706	83	0	2	6	0	0	1	30.7	34.7

Date	Friday	09/11/2018												
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	10	0	1	3	6	0	0	0	0	0	0	0	30.4	-
00:15	9	0	0	0	9	0	0	0	0	0	0	0	33.2	-
00:30	3	0	0	1	2	0	0	0	0	0	0	0	33.1	-
00:45	4	0	0	0	4	0	0	0	0	0	0	0	30.2	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	27.7	-
01:15	3	0	0	0	3	0	0	0	0	0	0	0	30.1	-
01:30	3	0	0	3	0	0	0	0	0	0	0	0	32.3	-
01:45	3	0	0	0	3	0	0	0	0	0	0	0	29.4	-
02:00	8	0	0	5	3	0	0	0	0	0	0	0	33.7	-
02:15	2	0	0	2	0	0	0	0	0	0	0	0	28.5	-
02:30	3	0	0	2	1	0	0	0	0	0	0	0	27.7	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	36.3	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	23.9	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	27.6	-
03:30	2	0	0	0	2	0	0	0	0	0	0	0	34.5	-
03:45	3	0	0	1	2	0	0	0	0	0	0	0	28.1	-
04:00	2	0	0	0	1	1	0	0	0	0	0	0	33	-
04:15	6	0	0	3	2	1	0	0	0	0	0	0	29.5	-
04:30	4	0	0	1	3	0	0	0	0	0	0	0	28.1	-
04:45	6	0	0	2	4	0	0	0	0	0	0	0	30.3	-
05:00	4	0	0	2	2	0	0	0	0	0	0	0	31.2	-
05:15	7	0	0	4	3	0	0	0	0	0	0	0	30.4	-
05:30	12	0	0	4	7	1	0	0	0	0	0	0	31.1	36
05:45	8	0	0	5	3	0	0	0	0	0	0	0	30.3	-
06:00	11	0	0	5	4	2	0	0	0	0	0	0	32.2	36.2
06:15	13	0	1	4	8	0	0	0	0	0	0	0	32.2	33.6
06:30	20	0	0	11	9	0	0	0	0	0	0	0	28.3	34
06:45	12	0	0	6	6	0	0	0	0	0	0	0	31.1	35.5
07:00	20	0	0	9	11	0	0	0	0	0	0	0	31	34
07:15	21	0	0	10	11	0	0	0	0	0	0	0	30.8	33.8
07:30	31	0	0	18	13	0	0	0	0	0	0	0	30.2	33.3
07:45	28	0	0	14	14	0	0	0	0	0	0	0	32	37.3
08:00	55	0	0	20	34	1	0	0	0	0	0	0	30.6	34.3
08:15	49	0	0	16	32	1	0	0	0	0	0	0	30.7	36
08:30	71	0	1	32	35	3	0	0	0	0	0	0	27.4	31.4
08:45	77	0	1	30	43	3	0	0	0	0	0	0	29.7	32.9
09:00	47	0	0	20	26	1	0	0	0	0	0	0	31.6	35.6
09:15	42	0	0	14	28	0	0	0	0	0	0	0	30.6	34.1
09:30	43	0	0	15	24	3	1	0	0	0	0	0	30.8	34.7
09:45	30	0	0	14	15	0	1	0	0	0	0	0	30.6	34.8
10:00	43	0	1	13	28	1	0	0	0	0	0	0	30.7	33.3
10:15	44	0	0	19	25	0	0	0	0	0	0	0	30.9	34.2
10:30	29	0	0	10	19	0	0	0	0	0	0	0	30.3	34.1
10:45	44	0	0	12	30	2	0	0	0	0	0	0	30.7	35.3
11:00	37	0	0	9	25	3	0	0	0	0	0	0	31.4	35.5
11:15	38	0	0	13	23	2	0	0	0	0	0	0	31.3	34.2
11:30	32	0	0	10	20	2	0	0	0	0	0	0	31.2	35.3
11:45	38	0	0	16	21	1	0	0	0	0	0	0	30.8	34.6
12:00	39	0	0	9	27	3	0	0	0	0	0	0	31	34.6
12:15	38	0	0	19	18	1	0	0	0	0	0	0	30	34.3
12:30	33	0	0	15	16	2	0	0	0	0	0	0	30.6	34
12:45	58	0	1	21	33	3	0	0	0	0	0	0	29.5	34.1
13:00	54	0	0	19	35	0	0	0	0	0	0	0	30.9	34.1
13:15	46	0	0	20	25	1	0	0	0	0	0	0	31.5	34.6
13:30	35	0	0	11	23	1	0	0	0	0	0	0	31.8	35
13:45	35	0	1	13	20	1	0	0	0	0	0	0	31.8	34.2
14:00	46	0	0	18	26	2	0	0	0	0	0	0	30.7	35.9
14:15	44	0	1	14	27	2	0	0	0	0	0	0	30.5	34
14:30	48	0	0	22	25	1	0	0	0	0	0	0	30.9	34.2
14:45	67	0	0	33	32	1	0	0	1	0	0	0	30.9	34.7
15:00	58	0	0	18	40	0	0	0	0	0	0	0	28.2	32.8
15:15	71	0	1	25	45	0	0	0	0	0	0	0	28.1	31.8
15:30	72	0	0	27	44	1	0	0	0	0	0	0	31.2	35.9
15:45	65	0	0	26	38	1	0	0	0	0	0	0	30.4	33.4
16:00	90	0	0	33	55	2	0	0	0	0	0	0	30.7	34.4
16:15	80	0	1	20	53	6	0	0	0	0	0	0	30.7	34.3
16:30	66	0	0	22	41	2	0	1	0	0	0	0	31.3	35.6
16:45	67	0	1	25	38	3	0	0	0	0	0	0	30.4	34.2
17:00	74	0	2	26	44	2	0	0	0	0	0	0	30.1	34.3
17:15	78	0	0	42	34	2	0	0	0	0	0	0	23.8	29.1
17:30	83	0	1	42	38	2	0	0	0	0	0	0	29.2	34.6
17:45	67	0	1	34	31	1	0	0	0	0	0	0	31.1	34.7
18:00	65	0	3	26	35	1	0	0	0	0	0	0	31.5	35.6
18:15	84	0	0	41	43	0	0	0	0	0	0	0	29.5	34.1
18:30	71	0	1	23	47	0	0	0	0	0	0	0	31.1	34.2
18:45	55	0	0	26	27	2	0	0	0	0	0	0	30.2	34.4
19:00	62	0	1	24	36	1	0	0	0	0	0	0	29.8	33.2
19:15	52	0	2	17	32	1	0	0	0	0	0	0	29.4	33.6
19:30	56	0	2	26	27	1	0	0	0	0	0	0	29.8	34.4
19:45	39	0	0	16	23	0	0	0	0	0	0	0	29.9	33.8
20:00	41	0	0	17	23	1	0	0	0	0	0	0	29.5	33.2
20:15	29	0	0	17	12	0	0	0	0	0	0	0	30.5	34.9
20:30	36	0	0	15	21	0	0	0	0	0	0	0	30.1	34.6
20:45	35	0	0	14	21	0	0	0	0	0	0	0	30.3	35.2
21:00	30	0	0	16	12	2	0	0	0	0	0	0	30	34.8
21:15	28	0	0	16	12	0	0	0	0	0	0	0	29.1	33.1
21:30	27	0	0	15	12	0	0	0	0	0	0	0	29	32.8
21:45	28	0	0	10	18	0	0	0	0	0	0	0	29.5	32.6
22:00	32	0	0	20	12	0	0	0	0	0	0	0	29.4	34
22:15	25	0	0	14	10	1	0	0	0	0	0	0	29.3	32.4
22:30	20	0	0	12	8	0	0	0	0	0	0	0	29.7	32.6
22:45	16	0	0	7	7	2	0	0	0	0	0	0	28.8	33.5
23:00	10	0	0	7	3	0	0	0	0	0	0	0	30.2	-
23:15	16	0	0	7	9	0	0	0	0	0	0	0	30.4	34.6
23:30	16	0	0	9	7	0	0	0	0	0	0	0	30	33.8
23:45	11	0	0	4	6	1	0	0	0	0	0	0	30	35.2
07-19	2508	0	17	984	1437	66	2	1	1	0	0	0	30.2	34.2
06-22	3027	0	23	1213	1713	74	2	1	1	0	0	0	30.2	34.1
06-00	3173	0	23	1293	1775	78	2	1	1	0	0	0	30.1	34.1
00-00	3279	0	24	1333	1837	81	2	1	1	0	0	0	30.2	34.1

Date Saturday 10/11/2018

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	16	0	0	13	3	0	0	0	0	0	0	0	28.4	32.7
00:15	8	0	0	3	5	0	0	0	0	0	0	0	30.3	-
00:30	6	0	0	0	5	1	0	0	0	0	0	0	31.1	-
00:45	5	0	0	1	3	0	0	0	0	0	1	0	27.2	-
01:00	12	0	0	3	9	0	0	0	0	0	0	0	27.6	34.2
01:15	6	0	0	1	5	0	0	0	0	0	0	0	27.9	-
01:30	9	0	0	5	4	0	0	0	0	0	0	0	26.9	-
01:45	2	0	0	1	1	0	0	0	0	0	0	0	25.9	-
02:00	5	0	0	4	1	0	0	0	0	0	0	0	28.8	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	24.9	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	29.9	-
02:45	3	0	0	2	1	0	0	0	0	0	0	0	29.7	-
03:00	5	0	0	3	2	0	0	0	0	0	0	0	28	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	29.9	-
03:30	4	0	0	1	3	0	0	0	0	0	0	0	27.1	-
03:45	3	0	0	0	3	0	0	0	0	0	0	0	35	-
04:00	2	0	0	0	2	0	0	0	0	0	0	0	28.3	-
04:15	2	0	0	0	2	0	0	0	0	0	0	0	32.2	-
04:30	7	0	0	3	4	0	0	0	0	0	0	0	29.2	-
04:45	9	0	0	5	4	0	0	0	0	0	0	0	28.4	-
05:00	4	0	0	1	3	0	0	0	0	0	0	0	31	-
05:15	6	0	0	2	4	0	0	0	0	0	0	0	32.3	-
05:30	5	0	0	2	2	1	0	0	0	0	0	0	31	-
05:45	6	0	0	3	3	0	0	0	0	0	0	0	23.5	-
06:00	9	0	0	2	6	1	0	0	0	0	0	0	32.7	-
06:15	9	0	2	4	3	0	0	0	0	0	0	0	30	-
06:30	7	0	0	2	5	0	0	0	0	0	0	0	30.1	-
06:45	13	0	0	5	8	0	0	0	0	0	0	0	30.4	35.8
07:00	12	0	0	6	5	1	0	0	0	0	0	0	27.2	31.3
07:15	17	0	0	10	7	0	0	0	0	0	0	0	30.6	34.6
07:30	17	0	0	7	9	1	0	0	0	0	0	0	32.6	34.7
07:45	27	0	0	9	15	3	0	0	0	0	0	0	31.5	36.9
08:00	25	0	0	11	13	1	0	0	0	0	0	0	31.1	36.6
08:15	29	0	0	17	11	1	0	0	0	0	0	0	31.8	37.6
08:30	24	0	0	12	9	3	0	0	0	0	0	0	31.1	36.9
08:45	32	0	0	13	17	2	0	0	0	0	0	0	31.9	36.1
09:00	34	0	0	6	27	1	0	0	0	0	0	0	30.3	34.7
09:15	35	0	0	19	15	1	0	0	0	0	0	0	30.7	33.3
09:30	33	0	0	18	14	1	0	0	0	0	0	0	31.6	35.8
09:45	38	0	0	12	25	1	0	0	0	0	0	0	30.8	35.3
10:00	33	0	0	12	21	0	0	0	0	0	0	0	31.8	36.1
10:15	38	0	0	14	21	3	0	0	0	0	0	0	29.4	32.5
10:30	39	0	0	18	21	0	0	0	0	0	0	0	31.1	34.1
10:45	47	0	0	23	23	1	0	0	0	0	0	0	31.1	34.5
11:00	51	0	0	15	34	2	0	0	0	0	0	0	30	35
11:15	51	0	2	17	30	2	0	0	0	0	0	0	29.6	33.5
11:30	44	0	0	16	27	1	0	0	0	0	0	0	30.9	35.4
11:45	43	0	0	14	29	0	0	0	0	0	0	0	32	38.5
12:00	59	0	0	18	40	1	0	0	0	0	0	0	32	35.1
12:15	53	0	0	26	26	1	0	0	0	0	0	0	30.9	33.5
12:30	48	0	0	15	32	1	0	0	0	0	0	0	31.4	35.4
12:45	50	0	3	28	19	0	0	0	0	0	0	0	30.3	34.1
13:00	51	0	0	23	28	0	0	0	0	0	0	0	31	35.1
13:15	56	0	0	21	34	1	0	0	0	0	0	0	32.3	37.3
13:30	55	0	0	28	27	0	0	0	0	0	0	0	32.7	37
13:45	48	0	0	17	29	2	0	0	0	0	0	0	31.4	35.2
14:00	48	0	0	18	26	4	0	0	0	0	0	0	30.5	35.9
14:15	55	0	0	15	39	1	0	0	0	0	0	0	31.5	34.9
14:30	57	0	0	27	29	1	0	0	0	0	0	0	32.3	37.2
14:45	59	0	0	31	25	3	0	0	0	0	0	0	31.1	35.4
15:00	53	0	0	19	30	4	0	0	0	0	0	0	31.9	36.8
15:15	37	0	0	17	20	0	0	0	0	0	0	0	31.1	34.9
15:30	51	0	0	20	31	0	0	0	0	0	0	0	30.9	34.7
15:45	59	0	1	28	28	2	0	0	0	0	0	0	30.9	34.1
16:00	49	0	0	26	22	1	0	0	0	0	0	0	30.4	34.7
16:15	44	0	0	15	27	2	0	0	0	0	0	0	31	35.1
16:30	64	0	0	24	38	2	0	0	0	0	0	0	30.4	34.9
16:45	60	0	0	32	28	0	0	0	0	0	0	0	30.2	33.9
17:00	57	0	0	29	28	0	0	0	0	0	0	0	31.7	35.6
17:15	52	0	1	26	25	0	0	0	0	0	0	0	31.1	35
17:30	45	0	0	17	28	0	0	0	0	0	0	0	32	36.7
17:45	47	0	0	19	28	0	0	0	0	0	0	0	30.8	34.1
18:00	39	0	0	15	24	0	0	0	0	0	0	0	29.8	35
18:15	44	0	1	16	25	2	0	0	0	0	0	0	31	34.3
18:30	52	0	0	19	32	1	0	0	0	0	0	0	29.2	33.6
18:45	42	0	0	24	18	0	0	0	0	0	0	0	29.1	32.6
19:00	47	0	0	21	26	0	0	0	0	0	0	0	28.8	31.7
19:15	29	0	0	16	12	1	0	0	0	0	0	0	31.6	39.3
19:30	32	0	1	14	17	0	0	0	0	0	0	0	29.5	33.8
19:45	28	0	0	13	15	0	0	0	0	0	0	0	29.9	34
20:00	26	0	0	8	18	0	0	0	0	0	0	0	29.8	34.4
20:15	27	0	0	11	14	2	0	0	0	0	0	0	29.1	32
20:30	22	0	0	9	12	1	0	0	0	0	0	0	31.8	39.5
20:45	28	0	2	15	11	0	0	0	0	0	0	0	29.5	34
21:00	26	0	0	15	11	0	0	0	0	0	0	0	30.1	33.2
21:15	26	0	0	13	11	2	0	0	0	0	0	0	30.6	36.8
21:30	32	0	0	23	9	0	0	0	0	0	0	0	30.9	34.4
21:45	17	0	0	9	8	0	0	0	0	0	0	0	30.6	35
22:00	17	0	0	11	6	0	0	0	0	0	0	0	29	32.2
22:15	23	0	0	17	5	0	0	0	1	0	0	0	30	33.9
22:30	23	0	0	7	16	0	0	0	0	0	0	0	30	33.5
22:45	14	0	0	4	9	1	0	0	0	0	0	0	29.2	31.8
23:00	19	0	0	13	6	0	0	0	0	0	0	0	29.1	32.7
23:15	20	0	0	9	11	0	0	0	0	0	0	0	31.4	33.6
23:30	12	0	0	6	6	0	0	0	0	0	0	0	28.9	31.2
23:45	20	0	0	11	9	0	0	0	0	0	0	0	29	31.5
07-19	2103	0	8	882	1159	54	0	0	0	0	0	0	31.0	35.0
06-22	2481	0	13	1062	1345	61	0	0	0	0	0	0	30.9	34.9
06-00	2629	0	13	1140	1413	62	0	0	1	0	0	0	30.8	34.7
00-00	2758	0	13	1195	1484	64	0	0	1	0	1	0	30.7	34.7

Date Sunday 11/11/2018

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	11	0	0	5	6	0	0	0	0	0	0	0	32.5	37.6
00:15	16	0	0	6	9	1	0	0	0	0	0	0	31.1	34.6
00:30	10	0	0	3	7	0	0	0	0	0	0	0	30.3	-
00:45	8	0	0	4	4	0	0	0	0	0	0	0	30.5	-
01:00	7	0	0	3	4	0	0	0	0	0	0	0	29.8	-
01:15	12	0	0	3	9	0	0	0	0	0	0	0	30.2	33.8
01:30	6	0	0	5	1	0	0	0	0	0	0	0	29.7	-
01:45	8	0	0	7	1	0	0	0	0	0	0	0	28.9	-
02:00	5	0	0	2	3	0	0	0	0	0	0	0	26.8	-
02:15	7	0	0	1	5	1	0	0	0	0	0	0	27	-
02:30	8	0	1	4	3	0	0	0	0	0	0	0	29	-
02:45	3	0	0	1	2	0	0	0	0	0	0	0	29.4	-
03:00	5	0	0	2	3	0	0	0	0	0	0	0	30.9	-
03:15	5	0	0	2	3	0	0	0	0	0	0	0	29.8	-
03:30	2	0	0	1	1	0	0	0	0	0	0	0	26.8	-
03:45	5	0	0	1	4	0	0	0	0	0	0	0	28.8	-
04:00	5	0	0	1	3	1	0	0	0	0	0	0	29.2	-
04:15	2	0	0	1	1	0	0	0	0	0	0	0	28.9	-
04:30	5	0	0	2	3	0	0	0	0	0	0	0	31.9	-
04:45	9	0	0	3	5	0	0	0	0	0	1	0	29.4	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	30.3	-
05:15	4	0	0	1	3	0	0	0	0	0	0	0	28.6	-
05:30	4	0	0	2	2	0	0	0	0	0	0	0	29	-
05:45	7	0	0	1	6	0	0	0	0	0	0	0	30.2	-
06:00	3	0	0	0	3	0	0	0	0	0	0	0	31	-
06:15	5	0	0	2	3	0	0	0	0	0	0	0	30.1	-
06:30	5	0	0	2	3	0	0	0	0	0	0	0	27.9	-
06:45	8	0	1	2	5	0	0	0	0	0	0	0	31.5	-
07:00	5	0	0	2	3	0	0	0	0	0	0	0	33.8	-
07:15	8	0	0	4	4	0	0	0	0	0	0	0	30.5	-
07:30	16	0	0	5	11	0	0	0	0	0	0	0	31.3	35.5
07:45	7	0	0	5	2	0	0	0	0	0	0	0	29.1	-
08:00	9	0	0	1	7	1	0	0	0	0	0	0	32.9	-
08:15	6	0	0	3	3	0	0	0	0	0	0	0	29.8	-
08:30	7	0	0	5	1	1	0	0	0	0	0	0	29	-
08:45	14	0	0	2	11	1	0	0	0	0	0	0	31.3	36.1
09:00	19	0	0	8	11	0	0	0	0	0	0	0	31.7	34.7
09:15	21	0	0	10	11	0	0	0	0	0	0	0	32.8	36
09:30	20	0	0	6	12	2	0	0	0	0	0	0	31.1	33.9
09:45	31	0	0	11	19	1	0	0	0	0	0	0	30	33.7
10:00	40	0	0	11	29	0	0	0	0	0	0	0	31	34.5
10:15	44	0	0	21	23	0	0	0	0	0	0	0	30.5	33.6
10:30	40	0	0	20	20	0	0	0	0	0	0	0	30.4	34.1
10:45	46	0	0	21	23	1	0	1	0	0	0	0	31.6	35
11:00	45	0	0	25	20	0	0	0	0	0	0	0	30.2	33
11:15	36	0	0	12	24	0	0	0	0	0	0	0	30.4	35.5
11:30	34	0	0	20	14	0	0	0	0	0	0	0	30.8	34.6
11:45	29	0	0	9	18	2	0	0	0	0	0	0	29.1	33.8
12:00	45	0	0	23	22	0	0	0	0	0	0	0	31.4	36.4
12:15	36	0	0	16	19	1	0	0	0	0	0	0	30.8	34.1
12:30	41	0	0	21	19	1	0	0	0	0	0	0	29.8	33.3
12:45	39	0	1	18	20	0	0	0	0	0	0	0	31.3	35.1
13:00	44	0	0	17	25	2	0	0	0	0	0	0	31.6	35.6
13:15	45	0	0	18	26	1	0	0	0	0	0	0	31	34.1
13:30	44	0	0	23	20	1	0	0	0	0	0	0	31.1	34.6
13:45	44	0	0	18	25	1	0	0	0	0	0	0	31.9	36.5
14:00	41	0	0	21	20	0	0	0	0	0	0	0	31	35.4
14:15	47	0	0	20	26	1	0	0	0	0	0	0	30.8	34.4
14:30	42	0	1	18	22	1	0	0	0	0	0	0	31.6	36.1
14:45	56	0	0	25	30	1	0	0	0	0	0	0	30.3	34.9
15:00	36	0	0	18	16	2	0	0	0	0	0	0	30	34.6
15:15	47	0	1	24	22	0	0	0	0	0	0	0	31.4	35.6
15:30	38	0	0	21	16	1	0	0	0	0	0	0	30.8	34.5
15:45	48	0	0	24	24	0	0	0	0	0	0	0	30.2	34.3
16:00	40	0	0	16	23	1	0	0	0	0	0	0	31	35
16:15	49	0	0	25	24	0	0	0	0	0	0	0	30	35.1
16:30	37	0	1	23	12	1	0	0	0	0	0	0	31.5	35.3
16:45	35	0	0	15	20	0	0	0	0	0	0	0	31.7	36.2
17:00	50	0	0	26	24	0	0	0	0	0	0	0	30.1	33.8
17:15	38	0	0	15	23	0	0	0	0	0	0	0	30.7	34.7
17:30	33	0	0	20	12	1	0	0	0	0	0	0	31.8	35.4
17:45	33	0	1	11	21	0	0	0	0	0	0	0	29.5	34.4
18:00	40	0	2	17	21	0	0	0	0	0	0	0	29.7	34.6
18:15	29	0	0	12	17	0	0	0	0	0	0	0	31.3	34.9
18:30	45	0	2	19	21	3	0	0	0	0	0	0	30.1	35.1
18:45	31	0	0	16	14	1	0	0	0	0	0	0	31	34.4
19:00	27	0	0	20	7	0	0	0	0	0	0	0	29	33.5
19:15	35	0	0	14	21	0	0	0	0	0	0	0	32	36.4
19:30	35	0	1	18	14	2	0	0	0	0	0	0	30.6	34.2
19:45	21	0	0	9	12	0	0	0	0	0	0	0	30.3	33.4
20:00	27	0	0	9	18	0	0	0	0	0	0	0	30.1	33.6
20:15	26	0	0	11	14	1	0	0	0	0	0	0	32.2	37.9
20:30	35	0	0	15	18	2	0	0	0	0	0	0	31.5	35.1
20:45	32	0	0	17	15	0	0	0	0	0	0	0	31	35.1
21:00	22	0	0	8	14	0	0	0	0	0	0	0	31.4	37.1
21:15	22	0	2	7	12	1	0	0	0	0	0	0	28.4	34.8
21:30	16	0	0	9	6	1	0	0	0	0	0	0	33	35.7
21:45	21	0	0	8	12	1	0	0	0	0	0	0	32.5	37.3
22:00	11	0	0	7	4	0	0	0	0	0	0	0	30.1	34.7
22:15	16	0	0	6	10	0	0	0	0	0	0	0	31.5	38.7
22:30	13	0	0	7	6	0	0	0	0	0	0	0	31.1	35.2
22:45	5	0	0	3	2	0	0	0	0	0	0	0	30.8	-
23:00	7	0	0	4	2	1	0	0	0	0	0	0	32.6	-
23:15	5	0	0	2	3	0	0	0	0	0	0	0	30.8	-
23:30	9	0	0	5	4	0	0	0	0	0	0	0	29.9	-
23:45	6	0	0	4	2	0	0	0	0	0	0	0	32.3	-
07-19	1630	0	9	741	850	29	0	1	0	0	0	0	30.9	34.9
06-22	1970	0	13	892	1027	37	0	1	0	0	0	0	30.8	34.8
06-00	2042	0	13	930	1060	38	0	1	0	0	0	0	30.8	34.9
00-00	2197	0	14	991	1149	41	0	1	0	0	1	0	30.5	34.4

Date Monday 12/11/2018

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	8	0	0	2	6	0	0	0	0	0	0	0	29.8	-
00:15	4	0	0	2	2	0	0	0	0	0	0	0	28.1	-
00:30	5	0	0	2	3	0	0	0	0	0	0	0	32.4	-
00:45	5	0	0	3	2	0	0	0	0	0	0	0	29.1	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	28.3	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	45.9	-
01:30	4	0	0	1	3	0	0	0	0	0	0	0	32.9	-
01:45	3	0	0	0	3	0	0	0	0	0	0	0	34	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	33.8	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	2	0	0	0	1	1	0	0	0	0	0	0	33.5	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	30.1	-
03:15	1	0	1	0	0	0	0	0	0	0	0	0	29.9	-
03:30	4	0	0	2	2	0	0	0	0	0	0	0	32.6	-
03:45	4	0	0	0	4	0	0	0	0	0	0	0	33.5	-
04:00	4	0	0	4	0	0	0	0	0	0	0	0	30	-
04:15	3	0	0	2	1	0	0	0	0	0	0	0	28.7	-
04:30	3	0	0	0	3	0	0	0	0	0	0	0	29.8	-
04:45	2	0	0	0	2	0	0	0	0	0	0	0	29.8	-
05:00	5	0	0	1	4	0	0	0	0	0	0	0	29.6	-
05:15	7	0	0	1	6	0	0	0	0	0	0	0	32.5	-
05:30	12	0	0	3	9	0	0	0	0	0	0	0	31.5	36.4
05:45	9	0	0	4	5	0	0	0	0	0	0	0	31.4	-
06:00	9	0	0	1	8	0	0	0	0	0	0	0	32.1	-
06:15	23	0	1	8	13	1	0	0	0	0	0	0	32.6	38.7
06:30	24	0	0	11	12	1	0	0	0	0	0	0	32.5	38.3
06:45	18	0	0	5	10	3	0	0	0	0	0	0	29	35.8
07:00	30	0	0	9	18	2	1	0	0	0	0	0	29.8	33.7
07:15	26	0	0	10	14	1	1	0	0	0	0	0	30.8	34.7
07:30	34	0	0	20	12	2	0	0	0	0	0	0	31	34.5
07:45	35	0	0	11	24	0	0	0	0	0	0	0	32.4	37.6
08:00	39	0	0	14	24	0	0	0	1	0	0	0	30	33.4
08:15	40	0	0	16	23	1	0	0	0	0	0	0	30.2	33.7
08:30	72	0	0	33	36	2	0	0	1	0	0	0	29	32.3
08:45	83	0	0	33	49	1	0	0	0	0	0	0	29.1	33.3
09:00	55	0	1	19	34	1	0	0	0	0	0	0	30.4	34.7
09:15	49	0	0	22	27	0	0	0	0	0	0	0	31.5	35.3
09:30	55	0	0	19	36	0	0	0	0	0	0	0	29.9	33.9
09:45	47	0	0	16	28	3	0	0	0	0	0	0	31.1	34.1
10:00	35	0	0	13	20	2	0	0	0	0	0	0	31.3	34.3
10:15	36	0	1	16	18	1	0	0	0	0	0	0	31.6	35.9
10:30	26	0	0	11	14	1	0	0	0	0	0	0	31.2	33.6
10:45	40	0	0	16	19	5	0	0	0	0	0	0	30.2	34.6
11:00	39	0	0	11	26	2	0	0	0	0	0	0	30.6	35.5
11:15	40	1	0	12	27	0	0	0	0	0	0	0	30.3	34.8
11:30	50	0	0	22	25	2	1	0	0	0	0	0	30.7	34.7
11:45	39	0	0	15	21	3	0	0	0	0	0	0	29.6	34.6
12:00	31	0	0	12	19	0	0	0	0	0	0	0	31.3	35.9
12:15	40	0	0	20	18	2	0	0	0	0	0	0	30.2	35.3
12:30	37	0	0	21	15	1	0	0	0	0	0	0	32.2	35.3
12:45	35	0	0	13	20	1	1	0	0	0	0	0	29.9	34.7
13:00	51	0	0	30	18	3	0	0	0	0	0	0	30.6	34
13:15	42	0	0	13	26	3	0	0	0	0	0	0	30.4	34.2
13:30	44	0	0	19	24	1	0	0	0	0	0	0	30.1	33.1
13:45	46	0	0	16	25	4	0	1	0	0	0	0	29.7	34.1
14:00	42	0	0	16	25	1	0	0	0	0	0	0	29.9	33.9
14:15	39	0	0	10	26	3	0	0	0	0	0	0	31.4	35.5
14:30	55	0	0	21	32	2	0	0	0	0	0	0	29.9	34.6
14:45	67	0	0	31	34	2	0	0	0	0	0	0	30.6	35.2
15:00	65	0	0	20	44	1	0	0	0	0	0	0	30.5	34.7
15:15	49	0	0	29	20	0	0	0	0	0	0	0	28.4	34.3
15:30	70	0	0	29	41	0	0	0	0	0	0	0	29.3	32.5
15:45	49	0	0	17	28	3	0	0	1	0	0	0	30.4	35.7
16:00	67	0	0	26	39	2	0	0	0	0	0	0	30.8	34.5
16:15	57	0	0	28	27	2	0	0	0	0	0	0	29.5	33.5
16:30	55	0	1	24	28	1	0	0	1	0	0	0	30.3	34.7
16:45	66	0	1	28	35	2	0	0	0	0	0	0	31	34.8
17:00	66	0	0	17	47	2	0	0	0	0	0	0	31	35.3
17:15	67	0	3	32	29	3	0	0	0	0	0	0	31.1	36
17:30	81	0	1	33	45	1	0	0	1	0	0	0	30.5	35.2
17:45	62	0	0	29	32	1	0	0	0	0	0	0	31	35
18:00	74	0	1	31	41	1	0	0	0	0	0	0	29.9	34
18:15	73	0	0	27	43	3	0	0	0	0	0	0	29.9	32.6
18:30	46	0	1	16	28	0	0	0	0	0	1	0	30.5	34.9
18:45	52	0	1	23	28	0	0	0	0	0	0	0	29.7	33.2
19:00	47	0	0	21	26	0	0	0	0	0	0	0	31.3	36.1
19:15	52	0	0	23	27	2	0	0	0	0	0	0	29.6	33.3
19:30	55	0	0	20	34	1	0	0	0	0	0	0	29.1	33.2
19:45	39	0	0	12	27	0	0	0	0	0	0	0	28.9	35.1
20:00	30	0	0	8	21	1	0	0	0	0	0	0	30	34.4
20:15	30	0	0	12	17	1	0	0	0	0	0	0	30	34.9
20:30	28	0	0	10	16	2	0	0	0	0	0	0	30.3	34.9
20:45	25	0	0	13	11	1	0	0	0	0	0	0	30.6	34.3
21:00	22	0	0	12	8	2	0	0	0	0	0	0	29.1	35.9
21:15	18	0	0	10	8	0	0	0	0	0	0	0	28.5	31.8
21:30	25	0	0	9	16	0	0	0	0	0	0	0	29.7	34.3
21:45	22	0	0	10	11	1	0	0	0	0	0	0	31.2	34
22:00	22	0	0	11	11	0	0	0	0	0	0	0	31.5	34.1
22:15	20	0	0	9	11	0	0	0	0	0	0	0	31	33.9
22:30	16	0	0	9	7	0	0	0	0	0	0	0	30.6	34.8
22:45	15	0	0	11	4	0	0	0	0	0	0	0	31.3	35.3
23:00	9	0	2	1	6	0	0	0	0	0	0	0	30.3	-
23:15	5	0	0	2	3	0	0	0	0	0	0	0	31.2	-
23:30	5	0	0	2	3	0	0	0	0	0	0	0	30.4	-
23:45	8	0	0	2	6	0	0	0	0	0	0	0	32.7	-
07-19	2398	1	11	969	1332	74	4	1	5	0	1	0	30.4	34.3
06-22	2865	1	12	1154	1597	90	4	1	5	0	1	0	30.3	34.3
06-00	2965	1	14	1201	1648	90	4	1	5	0	1	0	30.4	34.3
00-00	3054	1	15	1229	1707	91	4	1	5	0	1	0	30.4	34.3

Date	Tuesday	13/11/2018												
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	30.6	-
00:15	3	0	0	2	1	0	0	0	0	0	0	0	35	-
00:30	5	0	0	1	3	1	0	0	0	0	0	0	25.3	-
00:45	7	0	0	1	5	1	0	0	0	0	0	0	29	-
01:00	3	0	0	1	2	0	0	0	0	0	0	0	38.6	-
01:15	3	0	0	1	2	0	0	0	0	0	0	0	28	-
01:30	2	0	0	1	1	0	0	0	0	0	0	0	34.7	-
01:45	1	0	0	0	1	0	0	0	0	0	0	0	38.4	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	2	0	0	1	0	1	0	0	0	0	0	0	28.3	-
02:30	2	0	0	1	0	1	0	0	0	0	0	0	33.9	-
02:45	2	0	0	0	2	0	0	0	0	0	0	0	38.9	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	3	0	0	0	2	1	0	0	0	0	0	0	31	-
03:30	3	0	0	1	2	0	0	0	0	0	0	0	32.4	-
03:45	2	0	0	0	2	0	0	0	0	0	0	0	31.9	-
04:00	6	0	0	4	2	0	0	0	0	0	0	0	30.6	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	25.4	-
04:30	3	0	0	2	1	0	0	0	0	0	0	0	32	-
04:45	4	0	0	3	1	0	0	0	0	0	0	0	31.3	-
05:00	7	0	0	1	6	0	0	0	0	0	0	0	30.9	-
05:15	5	0	0	3	2	0	0	0	0	0	0	0	30.4	-
05:30	14	0	0	6	8	0	0	0	0	0	0	0	31.4	35.9
05:45	11	0	0	5	6	0	0	0	0	0	0	0	29.5	33.7
06:00	14	0	0	4	10	0	0	0	0	0	0	0	30.4	33.6
06:15	13	0	1	5	6	1	0	0	0	0	0	0	34.9	41.6
06:30	11	0	0	4	7	0	0	0	0	0	0	0	31.8	34.7
06:45	20	0	0	4	16	0	0	0	0	0	0	0	29.4	34.1
07:00	22	0	0	10	12	0	0	0	0	0	0	0	35	36.3
07:15	23	0	0	9	13	1	0	0	0	0	0	0	31.2	34.9
07:30	32	0	0	16	15	1	0	0	0	0	0	0	30.2	33.1
07:45	40	0	0	16	23	1	0	0	0	0	0	0	30.5	33.9
08:00	46	0	0	22	23	1	0	0	0	0	0	0	30.9	33.5
08:15	59	0	0	26	30	3	0	0	0	0	0	0	30.1	32.8
08:30	82	0	0	41	40	1	0	0	0	0	0	0	28.2	32
08:45	67	0	0	28	39	0	0	0	0	0	0	0	27.7	32.2
09:00	60	0	1	25	31	3	0	0	0	0	0	0	31	35.4
09:15	40	1	1	17	21	0	0	0	0	0	0	0	30.4	37.2
09:30	44	0	1	21	19	3	0	0	0	0	0	0	31.3	34.9
09:45	35	0	1	8	23	3	0	0	0	0	0	0	31.1	34.7
10:00	25	0	0	5	18	2	0	0	0	0	0	0	32.1	36
10:15	45	0	0	17	26	2	0	0	0	0	0	0	30	33.5
10:30	32	0	0	14	18	0	0	0	0	0	0	0	31.5	36.2
10:45	40	0	0	14	23	2	0	0	1	0	0	0	30.9	34.9
11:00	28	0	0	6	19	3	0	0	0	0	0	0	31.8	36.9
11:15	28	0	0	12	14	2	0	0	0	0	0	0	31.6	37.1
11:30	32	0	0	9	22	1	0	0	0	0	0	0	30.9	34.4
11:45	45	0	0	13	31	1	0	0	0	0	0	0	31.2	33.8
12:00	29	0	0	9	20	0	0	0	0	0	0	0	32	36
12:15	37	0	0	18	16	2	0	0	1	0	0	0	31.5	34
12:30	42	0	0	14	28	0	0	0	0	0	0	0	32.3	35.5
12:45	32	0	0	13	19	0	0	0	0	0	0	0	31.2	35.5
13:00	36	0	0	14	21	1	0	0	0	0	0	0	32.4	35.9
13:15	31	0	0	9	21	1	0	0	0	0	0	0	31.4	34.5
13:30	47	0	1	20	25	1	0	0	0	0	0	0	30.6	34
13:45	35	0	2	21	10	1	0	0	1	0	0	0	32.1	38.1
14:00	35	0	0	8	22	4	0	0	0	0	1	0	31.4	36.2
14:15	42	0	0	18	24	0	0	0	0	0	0	0	29.5	34.7
14:30	62	0	1	25	32	4	0	0	0	0	0	0	29.8	35.2
14:45	47	0	0	13	31	3	0	0	0	0	0	0	29.7	33.1
15:00	39	0	0	15	22	2	0	0	0	0	0	0	29.9	35.3
15:15	55	0	0	23	32	0	0	0	0	0	0	0	29.1	33.7
15:30	66	0	1	17	45	2	0	0	1	0	0	0	31	35.2
15:45	64	0	0	25	37	2	0	0	0	0	0	0	32	36.1
16:00	70	0	0	28	40	2	0	0	0	0	0	0	31.3	36.5
16:15	73	0	0	34	37	2	0	0	0	0	0	0	31.3	35.5
16:30	70	0	0	27	42	1	0	0	0	0	0	0	30.5	34.8
16:45	68	0	1	28	37	2	0	0	0	0	0	0	31.2	34.2
17:00	70	0	1	26	41	1	0	0	1	0	0	0	30	33.8
17:15	67	0	2	30	32	3	0	0	0	0	0	0	31.8	36.7
17:30	74	0	2	30	41	1	0	0	0	0	0	0	30.3	34.9
17:45	74	0	2	29	42	1	0	0	0	0	0	0	31.3	35.6
18:00	68	0	0	28	40	0	0	0	0	0	0	0	30	32.9
18:15	79	0	0	37	40	1	0	0	1	0	0	0	30.7	34.7
18:30	52	0	2	25	25	0	0	0	0	0	0	0	32.3	36.2
18:45	56	0	3	22	27	4	0	0	0	0	0	0	31.5	35.7
19:00	69	0	0	27	42	0	0	0	0	0	0	0	30.6	33.9
19:15	63	0	0	24	36	3	0	0	0	0	0	0	31.2	36.3
19:30	41	0	0	13	27	1	0	0	0	0	0	0	30.5	35.3
19:45	34	0	0	14	20	0	0	0	0	0	0	0	31.3	35.6
20:00	35	0	0	15	17	3	0	0	0	0	0	0	29.5	32.8
20:15	30	0	0	16	14	0	0	0	0	0	0	0	31.6	36.1
20:30	28	0	0	14	14	0	0	0	0	0	0	0	32.1	35.7
20:45	23	0	0	10	13	0	0	0	0	0	0	0	31.5	35.5
21:00	25	0	0	10	15	0	0	0	0	0	0	0	30	34.9
21:15	23	0	0	17	6	0	0	0	0	0	0	0	32.7	38.2
21:30	19	0	0	11	7	1	0	0	0	0	0	0	33.8	38.1
21:45	29	0	0	13	16	0	0	0	0	0	0	0	30.6	34.1
22:00	19	0	0	14	4	1	0	0	0	0	0	0	28.4	32
22:15	22	0	0	10	12	0	0	0	0	0	0	0	30.2	34.3
22:30	20	0	1	8	10	1	0	0	0	0	0	0	29.8	34.2
22:45	12	0	0	4	8	0	0	0	0	0	0	0	31.9	38.4
23:00	9	0	0	5	4	0	0	0	0	0	0	0	28.7	-
23:15	10	0	0	7	3	0	0	0	0	0	0	0	30.3	-
23:30	3	0	0	1	2	0	0	0	0	0	0	0	29.3	-
23:45	8	0	0	4	4	0	0	0	0	0	0	0	28.7	-
07-19	2345	1	22	935	1309	71	0	0	6	0	1	0	30.8	34.7
06-22	2822	1	23	1136	1575	80	0	0	6	0	1	0	30.8	34.7
06-00	2925	1	24	1189	1622	82	0	0	6	0	1	0	30.8	34.7
00-00	3018	1	24	1227	1672	87	0	0	6	0	1	0	30.8	34.8

Date Wednesday 14/11/2018

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	10	0	0	8	2	0	0	0	0	0	0	0	30.2	-
00:15	5	0	0	3	2	0	0	0	0	0	0	0	30	-
00:30	3	0	0	1	2	0	0	0	0	0	0	0	31.4	-
00:45	5	0	0	1	4	0	0	0	0	0	0	0	33.8	-
01:00	2	0	0	1	0	1	0	0	0	0	0	0	30.4	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	2	0	1	0	1	0	0	0	0	0	0	0	35.4	-
01:45	2	0	0	1	1	0	0	0	0	0	0	0	31.1	-
02:00	4	0	0	2	2	0	0	0	0	0	0	0	28.9	-
02:15	5	0	0	1	4	0	0	0	0	0	0	0	32.2	-
02:30	3	0	0	1	2	0	0	0	0	0	0	0	31.2	-
02:45	1	0	0	0	1	0	0	0	0	0	0	0	34.8	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	36.5	-
03:15	3	0	0	0	3	0	0	0	0	0	0	0	33.7	-
03:30	3	0	0	1	2	0	0	0	0	0	0	0	29.5	-
03:45	3	0	0	0	3	0	0	0	0	0	0	0	31	-
04:00	4	0	0	1	3	0	0	0	0	0	0	0	35.7	-
04:15	6	0	0	4	2	0	0	0	0	0	0	0	27.9	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	33.6	-
04:45	4	0	0	1	3	0	0	0	0	0	0	0	29.3	-
05:00	6	0	0	1	5	0	0	0	0	0	0	0	30.1	-
05:15	13	0	0	7	6	0	0	0	0	0	0	0	31.2	35.1
05:30	9	0	0	5	4	0	0	0	0	0	0	0	33.9	-
05:45	11	0	0	5	4	2	0	0	0	0	0	0	29.5	34.6
06:00	13	0	0	7	5	0	1	0	0	0	0	0	30.1	34.6
06:15	9	0	1	3	5	0	0	0	0	0	0	0	32.9	-
06:30	21	0	0	7	14	0	0	0	0	0	0	0	31.2	35.2
06:45	14	0	0	6	6	2	0	0	0	0	0	0	28.9	31.9
07:00	25	0	0	11	13	0	0	0	1	0	0	0	30.5	35.8
07:15	29	0	0	10	18	1	0	0	0	0	0	0	30.4	34.3
07:30	37	0	0	15	20	2	0	0	0	0	0	0	29.1	33.4
07:45	28	0	0	12	16	0	0	0	0	0	0	0	30.5	35.4
08:00	45	0	0	21	23	1	0	0	0	0	0	0	29.8	33.1
08:15	46	0	1	21	20	4	0	0	0	0	0	0	30.4	33.4
08:30	43	0	0	15	28	0	0	0	0	0	0	0	30.8	36
08:45	68	0	0	30	33	3	1	0	1	0	0	0	27.3	31
09:00	63	0	1	25	35	2	0	0	0	0	0	0	31.2	35
09:15	43	0	0	23	17	3	0	0	0	0	0	0	30.3	35
09:30	47	0	0	22	23	2	0	0	0	0	0	0	31.3	35.5
09:45	35	0	0	11	23	1	0	0	0	0	0	0	31.4	35.8
10:00	30	0	1	7	22	0	0	0	0	0	0	0	30.2	34.3
10:15	29	0	0	7	22	0	0	0	0	0	0	0	30.7	35
10:30	27	0	0	9	16	2	0	0	0	0	0	0	30.9	34.3
10:45	43	0	0	16	24	3	0	0	0	0	0	0	31.5	36
11:00	40	0	0	25	15	0	0	0	0	0	0	0	31.2	34.1
11:15	34	0	0	16	17	1	0	0	0	0	0	0	30.5	33.7
11:30	32	0	0	14	16	2	0	0	0	0	0	0	31	34.9
11:45	42	0	0	15	24	2	0	0	0	0	0	1	30.6	35.1
12:00	37	0	0	14	22	1	0	0	0	0	0	0	31.4	36.8
12:15	35	0	0	10	25	0	0	0	0	0	0	0	31.2	35.5
12:30	38	0	0	17	18	3	0	0	0	0	0	0	32.1	35.9
12:45	36	0	0	19	15	2	0	0	0	0	0	0	31.5	37
13:00	47	0	0	24	18	5	0	0	0	0	0	0	30.8	35
13:15	40	0	1	12	23	3	0	0	1	0	0	0	30.7	33.2
13:30	45	0	1	19	24	1	0	0	0	0	0	0	31.1	35.7
13:45	37	0	0	10	26	1	0	0	0	0	0	0	32.6	35.2
14:00	44	0	0	17	26	1	0	0	0	0	0	0	30.4	33.6
14:15	45	0	1	19	23	2	0	0	0	0	0	0	31.7	35.5
14:30	60	0	0	22	32	6	0	0	0	0	0	0	30.1	33.7
14:45	63	0	0	24	34	5	0	0	0	0	0	0	30.6	34.6
15:00	61	0	0	22	35	3	0	0	1	0	0	0	29.2	34.1
15:15	60	0	0	23	36	1	0	0	0	0	0	0	27.9	32.1
15:30	62	0	0	21	39	2	0	0	0	0	0	0	31.6	36
15:45	73	0	0	30	39	3	0	0	1	0	0	0	30.3	34.4
16:00	67	0	1	18	46	2	0	0	0	0	0	0	31.5	34.6
16:15	61	0	0	18	41	2	0	0	0	0	0	0	31.6	35.8
16:30	59	0	0	23	35	0	0	0	1	0	0	0	30.9	35.3
16:45	67	0	1	32	33	1	0	0	0	0	0	0	29.8	34
17:00	60	0	1	22	37	0	0	0	0	0	0	0	31	34.6
17:15	71	0	1	36	34	0	0	0	0	0	0	0	31.2	34.8
17:30	84	0	1	34	46	3	0	0	0	0	0	0	30.5	33.2
17:45	68	0	1	26	41	0	0	0	0	0	0	0	30.3	34.9
18:00	72	0	0	33	37	2	0	0	0	0	0	0	31	34.4
18:15	70	0	1	41	27	1	0	0	0	0	0	0	30.7	34.6
18:30	83	0	2	32	48	0	0	0	1	0	0	0	30.1	34.6
18:45	63	0	1	25	32	5	0	0	0	0	0	0	30.3	34.7
19:00	61	0	0	27	34	0	0	0	0	0	0	0	30.4	34.1
19:15	49	0	0	20	26	3	0	0	0	0	0	0	29.8	33.9
19:30	48	0	1	20	25	2	0	0	0	0	0	0	29.7	35.6
19:45	44	0	0	17	24	3	0	0	0	0	0	0	31.9	36.6
20:00	30	0	0	15	15	0	0	0	0	0	0	0	30.4	35
20:15	30	0	0	15	12	3	0	0	0	0	0	0	30.1	33.9
20:30	26	0	1	11	14	0	0	0	0	0	0	0	31.3	35.7
20:45	21	0	1	12	8	0	0	0	0	0	0	0	31	34.3
21:00	32	0	0	22	10	0	0	0	0	0	0	0	31.3	35.4
21:15	28	0	0	13	15	0	0	0	0	0	0	0	32.4	35.9
21:30	22	0	0	10	12	0	0	0	0	0	0	0	30.4	36.2
21:45	35	0	1	16	18	0	0	0	0	0	0	0	30.5	34.1
22:00	19	0	0	8	11	0	0	0	0	0	0	0	29.9	32.9
22:15	19	0	0	9	10	0	0	0	0	0	0	0	30	35.8
22:30	13	0	0	8	5	0	0	0	0	0	0	0	29.9	34.5
22:45	14	0	0	6	8	0	0	0	0	0	0	0	28.1	32
23:00	12	0	1	5	6	0	0	0	0	0	0	0	31.4	36.4
23:15	12	0	0	0	11	1	0	0	0	0	0	0	33	38.3
23:30	6	0	0	5	1	0	0	0	0	0	0	0	32	-
23:45	6	0	0	1	5	0	0	0	0	0	0	0	34.4	-
07-19	2394	0	16	968	1317	84	1	0	7	0	0	1	30.6	34.4
06-22	2877	0	21	1189	1560	97	2	0	7	0	0	1	30.6	34.5
06-00	2978	0	22	1231	1617	98	2	0	7	0	0	1	30.6	34.5
00-00	3084	0	23	1276	1674	101	2	0	7	0	0	1	30.6	34.6

Date Thursday 15/11/2018

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	11	0	0	4	7	0	0	0	0	0	0	0	33.2	39.2
00:15	6	0	0	2	3	1	0	0	0	0	0	0	26.7	-
00:30	6	0	0	2	4	0	0	0	0	0	0	0	26.9	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	27.9	-
01:00	7	0	0	2	5	0	0	0	0	0	0	0	32.9	-
01:15	3	0	0	0	3	0	0	0	0	0	0	0	25.9	-
01:30	5	0	0	2	3	0	0	0	0	0	0	0	29.4	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	4	0	0	1	3	0	0	0	0	0	0	0	35.7	-
02:15	5	0	0	5	0	0	0	0	0	0	0	0	33.2	-
02:30	2	0	0	1	1	0	0	0	0	0	0	0	35.6	-
02:45	5	0	0	1	4	0	0	0	0	0	0	0	31.9	-
03:00	2	0	0	0	2	0	0	0	0	0	0	0	29.7	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	3	0	0	2	1	0	0	0	0	0	0	0	29.5	-
03:45	6	0	0	1	5	0	0	0	0	0	0	0	31.1	-
04:00	2	0	0	2	0	0	0	0	0	0	0	0	28.8	-
04:15	6	0	0	1	5	0	0	0	0	0	0	0	27.5	-
04:30	9	0	0	3	6	0	0	0	0	0	0	0	28.8	-
04:45	13	0	0	3	9	1	0	0	0	0	0	0	32.1	35.6
05:00	11	0	0	5	5	1	0	0	0	0	0	0	31.4	34.3
05:15	5	0	0	1	4	0	0	0	0	0	0	0	29.3	-
05:30	13	0	0	6	6	1	0	0	0	0	0	0	33.4	38.5
05:45	8	0	0	3	5	0	0	0	0	0	0	0	33.3	-
06:00	9	0	0	4	5	0	0	0	0	0	0	0	26.9	-
06:15	9	0	1	3	5	0	0	0	0	0	0	0	30.2	-
06:30	13	0	0	2	11	0	0	0	0	0	0	0	31.3	34.3
06:45	14	0	0	4	10	0	0	0	0	0	0	0	30.2	33
07:00	16	0	0	3	12	1	0	0	0	0	0	0	29.2	33.5
07:15	28	0	0	14	14	0	0	0	0	0	0	0	30.7	33.2
07:30	34	0	0	15	19	0	0	0	0	0	0	0	29.6	33.2
07:45	29	0	0	16	12	1	0	0	0	0	0	0	30.2	34.9
08:00	39	0	0	20	17	1	0	0	0	0	1	0	30.9	35.3
08:15	42	0	0	15	25	2	0	0	0	0	0	0	29.9	33
08:30	64	0	0	28	34	1	1	0	0	0	0	0	29.6	33.4
08:45	75	0	2	30	42	1	0	0	0	0	0	0	29.4	33.5
09:00	65	0	0	26	37	2	0	0	0	0	0	0	30.8	34.7
09:15	48	0	0	19	28	1	0	0	0	0	0	0	31.3	34.4
09:30	60	0	0	20	35	5	0	0	0	0	0	0	30.2	33.9
09:45	43	0	0	17	23	3	0	0	0	0	0	0	28.5	33.3
10:00	39	0	0	16	22	1	0	0	0	0	0	0	30.8	35.1
10:15	24	0	0	8	15	1	0	0	0	0	0	0	29.3	33.6
10:30	33	0	0	13	18	2	0	0	0	0	0	0	30.2	35.4
10:45	37	0	0	12	23	2	0	0	0	0	0	0	31	34.4
11:00	33	0	0	16	16	1	0	0	0	0	0	0	29.6	33.2
11:15	37	0	0	17	16	4	0	0	0	0	0	0	31.2	34
11:30	40	0	0	10	28	2	0	0	0	0	0	0	31.9	36.5
11:45	45	0	0	15	27	3	0	0	0	0	0	0	30.7	35.5
12:00	30	0	0	15	15	0	0	0	0	0	0	0	32.1	35.9
12:15	40	0	1	12	24	3	0	0	0	0	0	0	30.1	33.1
12:30	43	0	2	18	20	3	0	0	0	0	0	0	29.5	32.4
12:45	37	0	1	15	21	0	0	0	0	0	0	0	33	38.3
13:00	45	0	1	20	21	3	0	0	0	0	0	0	31	34.5
13:15	37	0	2	10	21	3	0	0	1	0	0	0	33.4	37
13:30	53	0	0	26	26	1	0	0	0	0	0	0	30.2	35.1
13:45	31	0	0	12	16	3	0	0	0	0	0	0	30.7	33.9
14:00	46	0	0	16	29	0	0	0	1	0	0	0	31.7	36.7
14:15	32	0	0	10	22	0	0	0	0	0	0	0	30.5	34.2
14:30	54	0	0	23	30	1	0	0	0	0	0	0	31.2	34.8
14:45	60	0	0	25	34	1	0	0	0	0	0	0	30.9	35
15:00	53	0	0	16	33	3	1	0	0	0	0	0	27.8	32.2
15:15	56	0	0	25	31	0	0	0	0	0	0	0	29.7	33.4
15:30	75	0	0	37	36	2	0	0	0	0	0	0	29.4	33.5
15:45	67	0	0	30	36	1	0	0	0	0	0	0	31.8	36.2
16:00	83	0	0	24	55	3	0	0	1	0	0	0	30.9	34.6
16:15	69	0	0	29	37	2	0	0	1	0	0	0	30.5	33.7
16:30	83	0	0	31	50	1	1	0	0	0	0	0	30.4	33.4
16:45	54	0	0	18	35	1	0	0	0	0	0	0	30.9	34.2
17:00	66	0	3	27	31	4	0	0	0	0	1	0	31.1	35.4
17:15	69	0	0	24	42	3	0	0	0	0	0	0	30.7	35
17:30	83	0	2	41	39	1	0	0	0	0	0	0	30.6	34.1
17:45	88	0	2	36	47	2	1	0	0	0	0	0	29.7	34.7
18:00	73	0	0	35	38	0	0	0	0	0	0	0	29.8	33.4
18:15	63	0	0	30	32	1	0	0	0	0	0	0	30	33.8
18:30	51	0	1	18	29	3	0	0	0	0	0	0	30.9	33.2
18:45	63	0	0	25	35	3	0	0	0	0	0	0	30.5	33.7
19:00	65	0	0	32	33	0	0	0	0	0	0	0	30.5	35.1
19:15	46	0	1	24	20	1	0	0	0	0	0	0	31.2	34.4
19:30	38	0	1	20	16	1	0	0	0	0	0	0	30.8	35.8
19:45	37	0	0	14	23	0	0	0	0	0	0	0	29.6	34.3
20:00	27	0	0	11	15	0	0	0	1	0	0	0	31.9	36.2
20:15	34	0	1	11	20	2	0	0	0	0	0	0	31.2	35
20:30	25	0	1	5	19	0	0	0	0	0	0	0	30.9	34.9
20:45	36	0	2	10	23	1	0	0	0	0	0	0	31.4	35.3
21:00	33	0	1	18	14	0	0	0	0	0	0	0	32.3	39.1
21:15	23	0	0	7	16	0	0	0	0	0	0	0	33	37.7
21:30	31	0	0	19	12	0	0	0	0	0	0	0	31.1	34.9
21:45	22	0	0	13	9	0	0	0	0	0	0	0	29.3	32.3
22:00	25	0	0	11	14	0	0	0	0	0	0	0	32.1	37.3
22:15	29	0	0	15	14	0	0	0	0	0	0	0	29.7	32.8
22:30	13	0	0	6	7	0	0	0	0	0	0	0	30.7	35.8
22:45	16	0	1	7	8	0	0	0	0	0	0	0	31.6	35.2
23:00	8	0	0	4	4	0	0	0	0	0	0	0	32.1	-
23:15	6	0	0	2	4	0	0	0	0	0	0	0	34.4	-
23:30	6	0	0	4	2	0	0	0	0	0	0	0	29.3	-
23:45	6	0	0	1	5	0	0	0	0	0	0	0	32.6	-
07-19	2435	0	17	978	1348	82	4	0	4	0	2	0	30.5	34.2
06-22	2897	0	25	1175	1599	87	4	0	5	0	2	0	30.5	34.3
06-00	3006	0	26	1225	1657	87	4	0	5	0	2	0	30.6	34.3
00-00	3139	0	26	1272	1739	91	4	0	5	0	2	0	30.6	34.4

Date Friday 16/11/2018

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	9	0	0	5	4	0	0	0	0	0	0	0	34.7	-
00:15	3	0	0	1	1	1	0	0	0	0	0	0	28.3	-
00:30	5	0	0	2	3	0	0	0	0	0	0	0	30.9	-
00:45	5	0	0	3	2	0	0	0	0	0	0	0	31.9	-
01:00	6	0	0	2	4	0	0	0	0	0	0	0	31.8	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	36.7	-
01:30	3	0	0	0	3	0	0	0	0	0	0	0	25.4	-
01:45	3	0	0	2	1	0	0	0	0	0	0	0	30.2	-
02:00	3	0	0	1	2	0	0	0	0	0	0	0	34.4	-
02:15	6	0	1	1	4	0	0	0	0	0	0	0	27.7	-
02:30	6	0	0	2	4	0	0	0	0	0	0	0	29.5	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	3	0	0	2	1	0	0	0	0	0	0	0	32.2	-
03:15	2	0	0	0	2	0	0	0	0	0	0	0	29.9	-
03:30	4	0	0	1	3	0	0	0	0	0	0	0	34.5	-
03:45	3	0	0	1	2	0	0	0	0	0	0	0	32.3	-
04:00	8	0	0	2	6	0	0	0	0	0	0	0	32.1	-
04:15	4	0	0	3	1	0	0	0	0	0	0	0	28.7	-
04:30	6	0	0	1	4	1	0	0	0	0	0	0	30.6	-
04:45	7	0	0	4	3	0	0	0	0	0	0	0	32	-
05:00	8	0	0	1	7	0	0	0	0	0	0	0	31.2	-
05:15	11	0	0	1	8	2	0	0	0	0	0	0	31.9	36.4
05:30	17	0	0	7	10	0	0	0	0	0	0	0	30.6	33.2
05:45	7	0	0	5	2	0	0	0	0	0	0	0	27.5	-
06:00	10	0	0	2	8	0	0	0	0	0	0	0	31.6	-
06:15	13	0	1	6	6	0	0	0	0	0	0	0	33.8	37.5
06:30	19	0	0	10	9	0	0	0	0	0	0	0	32	36.7
06:45	21	0	2	5	14	0	0	0	0	0	0	0	29.5	34.3
07:00	25	0	0	5	16	1	3	0	0	0	0	0	28.9	33.8
07:15	26	0	0	8	17	1	0	0	0	0	0	0	30.2	33.4
07:30	27	0	0	12	14	1	0	0	0	0	0	0	30	34.6
07:45	36	0	0	16	20	0	0	0	0	0	0	0	30.2	34.1
08:00	48	0	0	16	31	1	0	0	0	0	0	0	30.1	32.8
08:15	45	0	0	13	26	6	0	0	0	0	0	0	29.1	32
08:30	66	0	0	20	44	2	0	0	0	0	0	0	27.9	34
08:45	79	0	2	37	39	1	0	0	0	0	0	0	27.6	32.3
09:00	54	0	0	24	30	0	0	0	0	0	0	0	30.5	33.4
09:15	52	0	0	18	33	1	0	0	0	0	0	0	29.3	32.8
09:30	33	0	0	10	22	1	0	0	0	0	0	0	29	33.4
09:45	35	0	1	11	21	2	0	0	0	0	0	0	27.9	32.9
10:00	36	0	0	13	20	3	0	0	0	0	0	0	29.2	32.7
10:15	35	0	0	19	16	0	0	0	0	0	0	0	27.9	33.4
10:30	31	0	0	15	14	1	1	0	0	0	0	0	30.5	34.8
10:45	44	0	0	19	23	2	0	0	0	0	0	0	30.4	35.8
11:00	46	0	0	16	28	2	0	0	0	0	0	0	31.6	34
11:15	38	0	0	16	21	1	0	0	0	0	0	0	30.3	35.2
11:30	46	0	0	23	21	2	0	0	0	0	0	0	29.2	32.8
11:45	43	0	1	14	28	0	0	0	0	0	0	0	31.9	35.9
12:00	32	0	0	15	15	2	0	0	0	0	0	0	31.4	37.2
12:15	32	0	0	10	18	4	0	0	0	0	0	0	30.1	33.4
12:30	36	0	0	10	25	1	0	0	0	0	0	0	30.4	33.2
12:45	41	0	0	14	23	2	1	0	1	0	0	0	31	34.6
13:00	42	0	2	16	22	2	0	0	0	0	0	0	30.9	33.5
13:15	52	0	0	26	26	0	0	0	0	0	0	0	30.5	33.7
13:30	48	0	0	20	24	3	1	0	0	0	0	0	30.8	34.6
13:45	39	0	0	17	18	3	0	0	1	0	0	0	32.4	34.7
14:00	45	0	2	15	27	1	0	0	0	0	0	0	30.2	34.6
14:15	47	0	0	22	22	3	0	0	0	0	0	0	30.5	33.4
14:30	57	0	0	20	35	2	0	0	0	0	0	0	29.5	33.7
14:45	71	0	0	26	43	2	0	0	0	0	0	0	30	33.4
15:00	63	0	0	27	32	3	0	0	1	0	0	0	29.2	33.6
15:15	68	0	0	26	39	3	0	0	0	0	0	0	28.7	34.3
15:30	72	0	0	30	41	1	0	0	0	0	0	0	30.6	33.2
15:45	71	0	2	28	41	0	0	0	0	0	0	0	30.9	34.1
16:00	63	0	1	31	31	0	0	0	0	0	0	0	31	34.6
16:15	83	0	0	34	48	1	0	0	0	0	0	0	31.3	35.2
16:30	83	0	0	32	48	3	0	0	0	0	0	0	29.8	33.5
16:45	67	0	2	28	35	2	0	0	0	0	0	0	30.6	34.3
17:00	54	0	0	27	26	1	0	0	0	0	0	0	30.5	34.7
17:15	73	0	0	33	37	2	0	0	1	0	0	0	30.7	34.3
17:30	71	0	1	24	43	2	0	0	1	0	0	0	31.6	35.5
17:45	73	0	0	35	37	1	0	0	0	0	0	0	29.8	33.1
18:00	77	0	1	37	36	3	0	0	0	0	0	0	29.7	34.2
18:15	62	0	0	34	28	0	0	0	0	0	0	0	29.9	33.8
18:30	61	0	0	30	30	1	0	0	0	0	0	0	29.9	33.7
18:45	56	0	0	18	35	2	0	0	1	0	0	0	30.7	34.6
19:00	65	0	0	35	27	3	0	0	0	0	0	0	30.8	34.5
19:15	66	0	0	29	36	1	0	0	0	0	0	0	31.9	37
19:30	42	0	0	16	26	0	0	0	0	0	0	0	30.5	34.6
19:45	48	0	0	20	27	1	0	0	0	0	0	0	30.6	35.6
20:00	36	0	0	16	19	1	0	0	0	0	0	0	29.7	34.7
20:15	41	0	1	14	25	1	0	0	0	0	0	0	31.5	35.9
20:30	32	0	0	20	11	1	0	0	0	0	0	0	29.5	35.6
20:45	34	0	1	18	15	0	0	0	0	0	0	0	30.5	34.3
21:00	25	0	0	14	11	0	0	0	0	0	0	0	29.9	34.2
21:15	28	0	1	13	14	0	0	0	0	0	0	0	31.2	35.2
21:30	34	0	0	23	11	0	0	0	0	0	0	0	30.9	36
21:45	28	0	1	5	22	0	0	0	0	0	0	0	30.3	33.9
22:00	22	0	0	11	11	0	0	0	0	0	0	0	30	35.2
22:15	25	0	0	14	10	1	0	0	0	0	0	0	30.3	32.6
22:30	20	0	0	13	7	0	0	0	0	0	0	0	29.2	33
22:45	26	0	0	12	14	0	0	0	0	0	0	0	31.1	35.9
23:00	15	0	0	7	8	0	0	0	0	0	0	0	31.8	36
23:15	14	0	1	6	6	1	0	0	0	0	0	0	29.6	35.5
23:30	14	0	0	4	9	1	0	0	0	0	0	0	29.9	32.7
23:45	20	0	0	8	10	1	0	0	0	0	0	1	28.6	33.3
07-19	2484	0	15	1010	1369	78	6	0	6	0	0	0	30.1	33.9
06-22	3026	0	22	1256	1650	86	6	0	6	0	0	0	30.2	34.1
06-00	3182	0	23	1331	1725	90	6	0	6	0	0	1	30.2	34.1
00-00	3312	0	24	1378	1803	94	6	0	6	0	0	1	30.2	34.2

Date Saturday 17/11/2018

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	7	0	0	6	1	0	0	0	0	0	0	0	32	-
00:15	12	0	0	6	5	1	0	0	0	0	0	0	30.9	35.7
00:30	10	0	0	2	7	0	0	0	0	0	1	0	31.1	-
00:45	10	0	0	4	5	1	0	0	0	0	0	0	30.7	-
01:00	10	0	0	3	7	0	0	0	0	0	0	0	32	-
01:15	3	0	0	1	2	0	0	0	0	0	0	0	30.2	-
01:30	5	0	0	1	4	0	0	0	0	0	0	0	29.3	-
01:45	7	0	1	1	5	0	0	0	0	0	0	0	27.4	-
02:00	7	0	0	3	3	1	0	0	0	0	0	0	30.8	-
02:15	3	0	0	1	2	0	0	0	0	0	0	0	26.6	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	3	0	0	1	2	0	0	0	0	0	0	0	30.5	-
03:00	3	0	0	2	1	0	0	0	0	0	0	0	25.6	-
03:15	6	0	0	2	4	0	0	0	0	0	0	0	27.7	-
03:30	3	0	0	1	2	0	0	0	0	0	0	0	34.6	-
03:45	3	0	0	0	3	0	0	0	0	0	0	0	32.5	-
04:00	3	0	0	2	1	0	0	0	0	0	0	0	33.4	-
04:15	2	0	0	0	2	0	0	0	0	0	0	0	31.4	-
04:30	6	0	0	1	5	0	0	0	0	0	0	0	30.9	-
04:45	4	0	0	2	2	0	0	0	0	0	0	0	32.3	-
05:00	6	0	0	1	5	0	0	0	0	0	0	0	28.8	-
05:15	9	0	0	4	5	0	0	0	0	0	0	0	31	-
05:30	3	0	0	0	3	0	0	0	0	0	0	0	34	-
05:45	9	0	0	5	4	0	0	0	0	0	0	0	31.1	-
06:00	6	0	0	1	5	0	0	0	0	0	0	0	30	-
06:15	9	0	1	2	6	0	0	0	0	0	0	0	32.7	-
06:30	11	0	0	2	9	0	0	0	0	0	0	0	30.9	34.2
06:45	7	0	0	3	4	0	0	0	0	0	0	0	33.6	-
07:00	9	0	0	3	5	1	0	0	0	0	0	0	31.3	-
07:15	11	0	0	3	7	0	0	0	1	0	0	0	30.7	36.6
07:30	14	0	0	9	5	0	0	0	0	0	0	0	31.2	34.7
07:45	22	0	0	8	14	0	0	0	0	0	0	0	31.6	35.5
08:00	15	0	0	7	8	0	0	0	0	0	0	0	30.3	36.9
08:15	13	0	0	3	10	0	0	0	0	0	0	0	31.4	38
08:30	27	0	0	15	9	3	0	0	0	0	0	0	30.8	36
08:45	35	0	0	12	23	0	0	0	0	0	0	0	31.9	36.4
09:00	25	0	0	10	15	0	0	0	0	0	0	0	31.9	35
09:15	24	0	0	10	12	2	0	0	0	0	0	0	30.9	36.4
09:30	23	0	0	10	12	1	0	0	0	0	0	0	32.5	39.8
09:45	38	0	1	17	20	0	0	0	0	0	0	0	31.7	36.6
10:00	42	0	0	17	23	2	0	0	0	0	0	0	31.2	34.7
10:15	36	0	0	15	20	1	0	0	0	0	0	0	31.7	34.3
10:30	44	0	0	14	28	2	0	0	0	0	0	0	31.2	35
10:45	41	0	0	13	27	1	0	0	0	0	0	0	30.9	34.6
11:00	37	0	0	17	19	1	0	0	0	0	0	0	31	33.9
11:15	37	0	0	16	20	1	0	0	0	0	0	0	30.7	35.9
11:30	34	0	0	13	21	0	0	0	0	0	0	0	32	35.3
11:45	47	0	0	18	29	0	0	0	0	0	0	0	31.6	35.4
12:00	52	0	1	26	24	1	0	0	0	0	0	0	31.2	38.2
12:15	40	0	0	17	22	1	0	0	0	0	0	0	32.6	36.7
12:30	42	0	1	21	20	0	0	0	0	0	0	0	32.8	37.3
12:45	44	0	0	20	24	0	0	0	0	0	0	0	33.1	36.5
13:00	50	0	2	21	26	1	0	0	0	0	0	0	31.6	35.8
13:15	55	0	2	20	31	0	0	1	1	0	0	0	29.2	33.4
13:30	55	0	0	28	27	0	0	0	0	0	0	0	31.3	35.8
13:45	47	0	0	19	25	3	0	0	0	0	0	0	32	34.3
14:00	35	0	0	17	18	0	0	0	0	0	0	0	30	34.9
14:15	55	0	0	22	33	0	0	0	0	0	0	0	31.1	35
14:30	46	0	0	14	31	1	0	0	0	0	0	0	30.3	34.6
14:45	54	0	0	26	27	1	0	0	0	0	0	0	31.3	34.7
15:00	45	0	1	16	27	0	0	1	0	0	0	0	31.7	34.9
15:15	54	0	0	25	28	1	0	0	0	0	0	0	31.3	35.2
15:30	28	0	0	13	14	1	0	0	0	0	0	0	32	36.5
15:45	60	0	0	26	33	1	0	0	0	0	0	0	30.7	33.9
16:00	48	0	0	23	23	2	0	0	0	0	0	0	29.9	33.7
16:15	47	0	1	17	28	1	0	0	0	0	0	0	32.4	36.7
16:30	61	0	1	22	36	2	0	0	0	0	0	0	31.1	35.6
16:45	45	0	0	18	25	2	0	0	0	0	0	0	30	33.2
17:00	55	0	0	27	28	0	0	0	0	0	0	0	30.6	35.4
17:15	39	0	0	24	15	0	0	0	0	0	0	0	29.4	33.7
17:30	41	0	0	16	24	1	0	0	0	0	0	0	30.7	35.6
17:45	56	0	1	23	31	1	0	0	0	0	0	0	32	35.4
18:00	58	0	1	28	28	1	0	0	0	0	0	0	31.1	35.3
18:15	50	0	0	17	33	0	0	0	0	0	0	0	31.8	36
18:30	36	0	0	13	21	2	0	0	0	0	0	0	30.7	34.4
18:45	34	0	0	14	19	1	0	0	0	0	0	0	31.4	36
19:00	39	0	0	14	25	0	0	0	0	0	0	0	29.6	34.8
19:15	44	0	2	24	17	1	0	0	0	0	0	0	30.8	33.1
19:30	30	0	0	11	18	1	0	0	0	0	0	0	30.5	33.7
19:45	26	0	0	9	17	0	0	0	0	0	0	0	31.8	36
20:00	26	0	0	14	11	1	0	0	0	0	0	0	31.6	37.6
20:15	23	0	0	13	9	0	1	0	0	0	0	0	31.8	35.2
20:30	34	0	0	15	19	0	0	0	0	0	0	0	30.7	36.5
20:45	27	0	1	13	13	0	0	0	0	0	0	0	31.3	36.2
21:00	19	0	0	9	10	0	0	0	0	0	0	0	30.9	35.1
21:15	26	0	0	15	11	0	0	0	0	0	0	0	30.6	35.7
21:30	18	0	0	7	11	0	0	0	0	0	0	0	31.1	34.3
21:45	21	0	0	14	7	0	0	0	0	0	0	0	32	36.7
22:00	24	0	0	11	13	0	0	0	0	0	0	0	30.4	35.9
22:15	22	0	0	11	11	0	0	0	0	0	0	0	29.3	32.4
22:30	15	0	0	7	7	1	0	0	0	0	0	0	31	37.2
22:45	16	0	0	8	8	0	0	0	0	0	0	0	30.3	35.9
23:00	23	0	0	14	9	0	0	0	0	0	0	0	30.8	34.2
23:15	20	0	1	8	10	1	0	0	0	0	0	0	31.1	33.1
23:30	17	0	0	7	10	0	0	0	0	0	0	0	31.7	38.4
23:45	18	0	0	10	8	0	0	0	0	0	0	0	30.8	36.5
07-19	1906	0	12	803	1048	39	0	2	2	0	0	0	31.2	35.2
06-22	2272	0	16	969	1240	42	1	2	2	0	0	0	31.2	35.2
06-00	2427	0	17	1045	1316	44	1	2	2	0	0	0	31.2	35.2
00-00	2561	0	18	1094	1396	47	1	2	2	0	1	0	31.1	35.1

Date Sunday 18/11/2018

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	16	0	0	5	11	0	0	0	0	0	0	0	30.9	35.1
00:15	12	0	0	5	7	0	0	0	0	0	0	0	29.1	32
00:30	6	0	0	2	4	0	0	0	0	0	0	0	31.2	-
00:45	5	0	0	1	4	0	0	0	0	0	0	0	33.5	-
01:00	8	0	0	4	4	0	0	0	0	0	0	0	27	-
01:15	8	0	0	4	4	0	0	0	0	0	0	0	32.6	-
01:30	4	0	0	1	3	0	0	0	0	0	0	0	30.5	-
01:45	13	0	0	5	7	1	0	0	0	0	0	0	28.2	33
02:00	6	0	0	2	4	0	0	0	0	0	0	0	29.1	-
02:15	4	0	0	1	3	0	0	0	0	0	0	0	29.2	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	36.1	-
02:45	4	0	0	1	3	0	0	0	0	0	0	0	32.6	-
03:00	6	0	0	2	4	0	0	0	0	0	0	0	35.2	-
03:15	5	0	0	3	2	0	0	0	0	0	0	0	30.5	-
03:30	3	0	0	1	2	0	0	0	0	0	0	0	30.1	-
03:45	4	0	0	2	2	0	0	0	0	0	0	0	27.1	-
04:00	4	0	0	1	3	0	0	0	0	0	0	0	30.7	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	4	0	0	0	4	0	0	0	0	0	0	0	32	-
04:45	3	0	0	1	2	0	0	0	0	0	0	0	29.2	-
05:00	6	0	0	4	2	0	0	0	0	0	0	0	33.7	-
05:15	5	0	0	2	3	0	0	0	0	0	0	0	31.4	-
05:30	5	0	0	2	2	1	0	0	0	0	0	0	29.7	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	30.4	-
06:00	7	0	0	1	6	0	0	0	0	0	0	0	30.7	-
06:15	7	0	1	3	2	1	0	0	0	0	0	0	31.1	-
06:30	6	0	0	2	4	0	0	0	0	0	0	0	29.1	-
06:45	6	0	0	3	3	0	0	0	0	0	0	0	31.6	-
07:00	5	0	0	3	2	0	0	0	0	0	0	0	30	-
07:15	9	0	0	4	4	1	0	0	0	0	0	0	29.8	-
07:30	9	0	0	6	3	0	0	0	0	0	0	0	36.1	-
07:45	9	0	0	4	5	0	0	0	0	0	0	0	31.4	-
08:00	10	0	1	4	5	0	0	0	0	0	0	0	30.1	-
08:15	9	0	0	0	9	0	0	0	0	0	0	0	31.5	-
08:30	14	0	0	3	10	1	0	0	0	0	0	0	31.8	35.9
08:45	21	0	0	8	12	1	0	0	0	0	0	0	31.8	35.6
09:00	16	0	0	7	9	0	0	0	0	0	0	0	31.2	33.6
09:15	20	0	0	12	7	1	0	0	0	0	0	0	30.6	33.4
09:30	32	0	0	9	21	1	1	0	0	0	0	0	30.5	35.2
09:45	31	0	0	17	14	0	0	0	0	0	0	0	32.2	36
10:00	22	0	1	9	12	0	0	0	0	0	0	0	31.4	34.9
10:15	18	0	0	5	13	0	0	0	0	0	0	0	31.4	37
10:30	41	0	0	19	22	0	0	0	0	0	0	0	32.4	36.4
10:45	52	0	0	24	28	0	0	0	0	0	0	0	31.6	35.2
11:00	38	0	0	16	22	0	0	0	0	0	0	0	30.7	33.5
11:15	37	0	0	17	20	0	0	0	0	0	0	0	31.6	34.2
11:30	39	0	0	22	17	0	0	0	0	0	0	0	31.2	34.6
11:45	39	0	1	16	22	0	0	0	0	0	0	0	30.4	33.4
12:00	49	0	0	27	22	0	0	0	0	0	0	0	30.6	33.4
12:15	38	0	0	14	23	1	0	0	0	0	0	0	31.6	36.3
12:30	39	0	0	19	20	0	0	0	0	0	0	0	30.9	34.8
12:45	59	0	0	29	29	1	0	0	0	0	0	0	31.8	37.3
13:00	57	0	0	22	35	0	0	0	0	0	0	0	32.8	38.3
13:15	39	0	1	11	26	1	0	0	0	0	0	0	33	37.8
13:30	54	0	2	20	31	1	0	0	0	0	0	0	32.9	37
13:45	40	0	0	16	24	0	0	0	0	0	0	0	31.1	35.1
14:00	49	0	0	26	22	1	0	0	0	0	0	0	32.1	35.1
14:15	40	0	0	14	24	2	0	0	0	0	0	0	30.8	35.3
14:30	45	0	0	19	26	0	0	0	0	0	0	0	31.9	37.3
14:45	48	0	0	18	30	0	0	0	0	0	0	0	30.5	33.3
15:00	42	0	1	14	26	1	0	0	0	0	0	0	32.3	36.9
15:15	52	0	0	25	27	0	0	0	0	0	0	0	31.6	36.9
15:30	39	0	0	12	27	0	0	0	0	0	0	0	31.7	36
15:45	49	0	0	27	22	0	0	0	0	0	0	0	30.9	33.9
16:00	52	0	0	24	28	0	0	0	0	0	0	0	31.5	35.5
16:15	54	0	0	28	26	0	0	0	0	0	0	0	31.1	34.4
16:30	67	0	3	38	26	0	0	0	0	0	0	0	30.6	33.9
16:45	37	0	1	18	17	1	0	0	0	0	0	0	31.1	33.7
17:00	38	0	0	17	20	1	0	0	0	0	0	0	31.2	35.4
17:15	38	0	0	16	22	0	0	0	0	0	0	0	30.4	36.1
17:30	37	0	0	17	20	0	0	0	0	0	0	0	31.6	36.3
17:45	38	0	0	17	21	0	0	0	0	0	0	0	31.6	35.3
18:00	38	0	0	20	18	0	0	0	0	0	0	0	33.1	36.9
18:15	42	0	0	13	28	1	0	0	0	0	0	0	30.7	34.9
18:30	43	0	0	20	22	1	0	0	0	0	0	0	30.9	35.1
18:45	34	0	0	14	19	1	0	0	0	0	0	0	32.3	37
19:00	34	0	1	17	15	1	0	0	0	0	0	0	31.4	37.3
19:15	39	0	0	22	17	0	0	0	0	0	0	0	31	35.8
19:30	35	0	0	19	15	1	0	0	0	0	0	0	31.3	36.1
19:45	33	0	0	19	12	2	0	0	0	0	0	0	31.8	35.2
20:00	24	0	0	12	12	0	0	0	0	0	0	0	30.7	34.3
20:15	28	0	0	15	13	0	0	0	0	0	0	0	30.5	37
20:30	19	0	1	7	11	0	0	0	0	0	0	0	32.7	37.7
20:45	22	0	0	8	14	0	0	0	0	0	0	0	31.4	35.5
21:00	12	0	0	10	2	0	0	0	0	0	0	0	31.5	38.7
21:15	22	0	1	6	15	0	0	0	0	0	0	0	30.4	35.6
21:30	14	0	0	8	6	0	0	0	0	0	0	0	31	38.3
21:45	21	0	0	8	13	0	0	0	0	0	0	0	31	36.5
22:00	14	0	0	9	5	0	0	0	0	0	0	0	31.6	35.7
22:15	15	0	0	5	10	0	0	0	0	0	0	0	31.8	37.2
22:30	14	0	0	4	10	0	0	0	0	0	0	0	31.7	35.8
22:45	12	0	0	4	8	0	0	0	0	0	0	0	30.6	34.4
23:00	16	0	0	7	9	0	0	0	0	0	0	0	30.8	34.5
23:15	5	0	0	3	2	0	0	0	0	0	0	0	30.6	-
23:30	4	0	0	1	3	0	0	0	0	0	0	0	30	-
23:45	6	0	0	1	5	0	0	0	0	0	0	0	30	-
07-19	1728	0	11	760	938	18	1	0	0	0	0	0	31.5	35.5
06-22	2057	0	15	920	1098	23	1	0	0	0	0	0	31.4	35.5
06-00	2143	0	15	954	1150	23	1	0	0	0	0	0	31.4	35.5
00-00	2276	0	15	1005	1230	25	1	0	0	0	0	0	31.4	35.5

Date Monday 19/11/2018

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	1	0	1	1	0	0	0	0	0	0	0	25.6	-
00:15	5	0	0	3	2	0	0	0	0	0	0	0	31.3	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	34.1	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	30.7	-
01:00	3	0	0	1	2	0	0	0	0	0	0	0	36.5	-
01:15	2	0	0	2	0	0	0	0	0	0	0	0	38	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	30.6	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	32.7	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	29.6	-
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	34.3	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	33.6	-
03:30	2	0	0	1	1	0	0	0	0	0	0	0	30.6	-
03:45	2	0	0	0	2	0	0	0	0	0	0	0	31.6	-
04:00	4	0	0	2	2	0	0	0	0	0	0	0	29.6	-
04:15	8	0	0	1	7	0	0	0	0	0	0	0	32.2	-
04:30	3	0	0	0	3	0	0	0	0	0	0	0	27.5	-
04:45	7	0	0	3	4	0	0	0	0	0	0	0	30.7	-
05:00	3	0	0	0	3	0	0	0	0	0	0	0	29.9	-
05:15	6	0	0	4	2	0	0	0	0	0	0	0	32	-
05:30	12	0	0	5	7	0	0	0	0	0	0	0	32.7	40.8
05:45	5	0	0	0	5	0	0	0	0	0	0	0	30.2	-
06:00	8	0	0	2	6	0	0	0	0	0	0	0	32.5	-
06:15	16	0	1	4	11	0	0	0	0	0	0	0	30.8	36.6
06:30	13	0	0	6	6	1	0	0	0	0	0	0	29.6	35.4
06:45	23	0	0	9	12	1	1	0	0	0	0	0	29.5	35.8
07:00	12	0	0	5	5	1	1	0	0	0	0	0	30.6	34.9
07:15	29	0	0	13	16	0	0	0	0	0	0	0	30.8	35.2
07:30	34	0	0	14	20	0	0	0	0	0	0	0	30.3	34.3
07:45	33	0	0	13	17	3	0	0	0	0	0	0	30.8	35.2
08:00	50	0	0	26	22	2	0	0	0	0	0	0	30.2	33
08:15	54	0	0	23	24	6	1	0	0	0	0	0	29	33.3
08:30	65	0	0	24	39	2	0	0	0	0	0	0	27.9	31.4
08:45	74	0	1	27	46	0	0	0	0	0	0	0	29.7	32.9
09:00	57	0	0	21	33	3	0	0	0	0	0	0	30.3	34.7
09:15	49	1	0	17	28	3	0	0	0	0	0	0	30.4	34.4
09:30	41	0	0	17	21	3	0	0	0	0	0	0	30.6	33.7
09:45	48	0	0	18	29	1	0	0	0	0	0	0	31.2	34.4
10:00	47	0	0	20	26	1	0	0	0	0	0	0	29.3	32.3
10:15	37	0	0	15	22	0	0	0	0	0	0	0	31	35
10:30	34	0	0	10	21	3	0	0	0	0	0	0	31.5	36.5
10:45	36	0	1	14	19	2	0	0	0	0	0	0	31.1	33.8
11:00	31	0	0	7	20	4	0	0	0	0	0	0	30.9	33.9
11:15	43	0	0	14	22	7	0	0	0	0	0	0	30.9	36.4
11:30	38	0	0	17	20	1	0	0	0	0	0	0	29.7	32.7
11:45	60	0	1	25	32	1	0	0	0	0	1	0	29.4	34.4
12:00	43	0	0	22	19	2	0	0	0	0	0	0	30.3	35
12:15	37	0	0	20	17	0	0	0	0	0	0	0	30.6	35.6
12:30	39	0	0	14	21	3	0	0	0	0	1	0	30.5	34.9
12:45	42	0	0	12	26	4	0	0	0	0	0	0	31.6	35.1
13:00	48	0	0	19	28	1	0	0	0	0	0	0	30.9	34.3
13:15	51	0	0	17	31	3	0	0	0	0	0	0	31.7	36.4
13:30	46	0	0	17	24	5	0	0	0	0	0	0	30.2	35.2
13:45	45	0	0	21	22	2	0	0	0	0	0	0	30.1	35
14:00	50	0	0	17	30	3	0	0	0	0	0	0	31.7	34.5
14:15	40	0	0	21	19	0	0	0	0	0	0	0	30.7	35.7
14:30	46	0	1	24	20	1	0	0	0	0	0	0	28.6	34.6
14:45	68	0	0	26	38	4	0	0	0	0	0	0	30.1	33.4
15:00	76	0	0	39	33	4	0	0	0	0	0	0	27.6	32.8
15:15	65	0	0	23	40	1	0	0	1	0	0	0	27.2	31.7
15:30	92	0	1	34	57	0	0	0	0	0	0	0	29.7	32.8
15:45	85	0	0	41	41	3	0	0	0	0	0	0	30.6	34.6
16:00	73	0	0	23	49	1	0	0	0	0	0	0	30.3	33.9
16:15	70	0	0	37	31	2	0	0	0	0	0	0	29.7	33.3
16:30	65	0	1	25	37	2	0	0	0	0	0	0	30.1	33.8
16:45	61	0	1	26	33	1	0	0	0	0	0	0	31.5	36.1
17:00	77	0	2	32	41	2	0	0	0	0	0	0	30.4	34.6
17:15	71	0	1	31	38	1	0	0	0	0	0	0	30.5	34
17:30	72	0	0	29	42	1	0	0	0	0	0	0	29.8	34.6
17:45	87	0	4	31	48	4	0	0	0	0	0	0	28.8	32.6
18:00	83	0	2	38	42	1	0	0	0	0	0	0	29.7	33.2
18:15	72	0	0	35	36	1	0	0	0	0	0	0	30.2	33.4
18:30	62	0	1	23	37	1	0	0	0	0	0	0	30.3	34.1
18:45	48	0	0	20	28	0	0	0	0	0	0	0	31	34.3
19:00	44	0	0	20	24	0	0	0	0	0	0	0	29.1	31.9
19:15	44	0	0	22	22	0	0	0	0	0	0	0	30.1	33.4
19:30	34	0	1	11	22	0	0	0	0	0	0	0	30.3	34.3
19:45	34	0	0	16	17	1	0	0	0	0	0	0	31.4	35.6
20:00	32	0	0	14	17	1	0	0	0	0	0	0	29.3	33.4
20:15	36	0	2	15	18	1	0	0	0	0	0	0	29.9	34.9
20:30	27	0	0	8	19	0	0	0	0	0	0	0	30.2	34.4
20:45	19	0	0	8	11	0	0	0	0	0	0	0	30.9	34.1
21:00	21	0	0	11	10	0	0	0	0	0	0	0	28.9	31.7
21:15	21	0	0	15	6	0	0	0	0	0	0	0	28.6	31.1
21:30	23	0	0	7	16	0	0	0	0	0	0	0	31.5	35.8
21:45	23	0	0	18	5	0	0	0	0	0	0	0	29.7	33.3
22:00	23	0	0	13	9	1	0	0	0	0	0	0	30.3	33.7
22:15	16	0	0	10	6	0	0	0	0	0	0	0	30.4	33.6
22:30	8	0	0	4	4	0	0	0	0	0	0	0	27.5	-
22:45	14	0	0	8	6	0	0	0	0	0	0	0	30.8	33.4
23:00	8	0	0	2	6	0	0	0	0	0	0	0	30.6	-
23:15	8	0	0	6	2	0	0	0	0	0	0	0	32.6	-
23:30	8	0	0	4	4	0	0	0	0	0	0	0	29.5	-
23:45	12	0	0	4	8	0	0	0	0	0	0	0	33.2	40.6
07-19	2586	1	17	1057	1410	96	2	0	1	0	2	0	30.1	34.0
06-22	3004	1	21	1243	1632	101	3	0	1	0	2	0	30.1	34.0
06-00	3101	1	21	1294	1677	102	3	0	1	0	2	0	30.1	34.0
00-00	3175	2	21	1323	1721	102	3	0	1	0	2	0	30.1	34.0

Date Tuesday 20/11/2018

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	8	0	0	5	3	0	0	0	0	0	0	0	29	-
00:15	3	0	0	2	1	0	0	0	0	0	0	0	30	-
00:30	3	0	0	0	3	0	0	0	0	0	0	0	33.4	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	22.6	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	35.3	-
01:15	5	0	0	1	4	0	0	0	0	0	0	0	35.6	-
01:30	1	0	1	0	0	0	0	0	0	0	0	0	30.8	-
01:45	2	0	0	0	1	1	0	0	0	0	0	0	31.7	-
02:00	2	0	0	1	1	0	0	0	0	0	0	0	33.2	-
02:15	3	0	0	1	2	0	0	0	0	0	0	0	29.1	-
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	4	0	0	1	3	0	0	0	0	0	0	0	26.7	-
03:15	2	0	0	0	2	0	0	0	0	0	0	0	29.4	-
03:30	1	0	0	0	1	0	0	0	0	0	0	0	28.4	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	35.7	-
04:00	4	0	0	3	1	0	0	0	0	0	0	0	27.2	-
04:15	6	0	0	2	4	0	0	0	0	0	0	0	27.6	-
04:30	5	0	0	1	4	0	0	0	0	0	0	0	32.5	-
04:45	12	0	0	1	10	1	0	0	0	0	0	0	30.2	33.9
05:00	13	0	0	4	8	1	0	0	0	0	0	0	30.9	34.4
05:15	2	0	0	1	1	0	0	0	0	0	0	0	30.4	-
05:30	10	0	0	2	8	0	0	0	0	0	0	0	32	-
05:45	12	0	0	5	7	0	0	0	0	0	0	0	31.5	34
06:00	7	0	0	3	4	0	0	0	0	0	0	0	31	-
06:15	12	0	1	1	9	1	0	0	0	0	0	0	33.3	35.4
06:30	15	0	0	8	7	0	0	0	0	0	0	0	29.4	34.3
06:45	17	0	0	8	9	0	0	0	0	0	0	0	29.2	35
07:00	29	0	0	11	16	2	0	0	0	0	0	0	30.9	36.1
07:15	29	0	0	21	7	1	0	0	0	0	0	0	28.5	31.3
07:30	40	0	0	22	16	2	0	0	0	0	0	0	29.3	33.3
07:45	30	0	0	13	17	0	0	0	0	0	0	0	30.1	34.2
08:00	40	0	0	16	23	1	0	0	0	0	0	0	29.9	35.5
08:15	42	0	2	21	19	0	0	0	0	0	0	0	30.1	33.5
08:30	72	0	1	34	36	1	0	0	0	0	0	0	27.3	32.2
08:45	70	0	0	26	43	1	0	0	0	0	0	0	28.1	31.2
09:00	83	0	2	30	50	1	0	0	0	0	0	0	30.5	33.5
09:15	48	0	0	20	28	0	0	0	0	0	0	0	29.6	34.1
09:30	33	0	0	20	12	0	1	0	0	0	0	0	31.1	34.6
09:45	41	0	0	17	22	2	0	0	0	0	0	0	30.6	33.9
10:00	35	0	1	8	22	3	0	0	1	0	0	0	28.8	32.7
10:15	32	0	0	12	16	4	0	0	0	0	0	0	29.4	34.1
10:30	33	0	0	14	17	2	0	0	0	0	0	0	29.9	33
10:45	27	0	0	3	24	0	0	0	0	0	0	0	31.2	36.3
11:00	37	0	0	15	21	1	0	0	0	0	0	0	29.4	33.7
11:15	38	0	0	14	24	0	0	0	0	0	0	0	31.6	34.4
11:30	43	0	0	20	20	3	0	0	0	0	0	0	30.3	33.7
11:45	46	0	0	18	26	2	0	0	0	0	0	0	29.9	33
12:00	41	0	0	19	18	3	1	0	0	0	0	0	29.2	33
12:15	41	0	0	17	20	3	0	0	1	0	0	0	29.1	32.3
12:30	27	0	0	11	14	2	0	0	0	0	0	0	29.8	33.2
12:45	32	0	0	12	19	1	0	0	0	0	0	0	29.7	34.1
13:00	4	0	0	2	2	0	0	0	0	0	0	0	29.4	-
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	993	0	6	416	532	35	2	0	2	0	0	0	29.6	33.4
06-22	1044	0	7	436	561	36	2	0	2	0	0	0	29.7	33.5
06-00	1044	0	7	436	561	36	2	0	2	0	0	0	29.7	33.5
00-00	1145	0	8	466	628	39	2	0	2	0	0	0	29.8	33.7

Date Wednesday 21/11/2018

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 Thursday 22/11/2018

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	Friday	23/11/2018												
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 Saturday 24/11/2018

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 25/11/2018

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: WSP
Project Number: ID04231
Junction Number: Site 2
Flow from: Mountside Close (N) to: A226 Thames Way (S)

Date Monday 05/11/2018

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	14	0	0	8	6	0	0	0	0	0	0	0	26.1	31.7
13:45	39	0	1	18	19	1	0	0	0	0	0	0	28.5	32.8
14:00	35	0	0	19	14	2	0	0	0	0	0	0	29.9	33.3
14:15	33	0	0	12	18	3	0	0	0	0	0	0	30.7	32.8
14:30	36	0	0	17	19	0	0	0	0	0	0	0	28.6	33.2
14:45	53	0	0	20	32	1	0	0	0	0	0	0	29.2	33.8
15:00	60	0	0	25	33	2	0	0	0	0	0	0	26.9	30.4
15:15	87	0	0	39	44	4	0	0	0	0	0	0	23.7	28.3
15:30	58	0	0	28	27	3	0	0	0	0	0	0	27.6	32.4
15:45	35	0	0	11	24	0	0	0	0	0	0	0	28.3	32.6
16:00	66	0	2	21	40	3	0	0	0	0	0	0	27.5	30.9
16:15	54	0	0	28	25	1	0	0	0	0	0	0	28.3	32.6
16:30	55	1	2	24	27	1	0	0	0	0	0	0	27.3	31.1
16:45	62	0	1	18	43	0	0	0	0	0	0	0	27.7	33.4
17:00	53	0	0	24	27	2	0	0	0	0	0	0	26.5	30.1
17:15	44	0	0	17	26	1	0	0	0	0	0	0	27.8	33.1
17:30	46	0	2	20	24	0	0	0	0	0	0	0	28.5	33.3
17:45	58	1	0	21	35	1	0	0	0	0	0	0	27.6	31.3
18:00	57	0	0	25	30	2	0	0	0	0	0	0	28	31.9
18:15	43	0	0	15	27	1	0	0	0	0	0	0	29	31.8
18:30	44	0	1	17	24	2	0	0	0	0	0	0	27.5	32.9
18:45	27	0	0	9	18	0	0	0	0	0	0	0	30.5	34.3
19:00	39	0	0	12	25	2	0	0	0	0	0	0	29.5	33.2
19:15	28	0	0	11	17	0	0	0	0	0	0	0	28.3	33.2
19:30	36	0	0	14	21	1	0	0	0	0	0	0	29.1	31.6
19:45	26	0	0	8	18	0	0	0	0	0	0	0	29.4	32.1
20:00	28	0	0	10	17	1	0	0	0	0	0	0	30.1	34.9
20:15	22	0	1	8	12	1	0	0	0	0	0	0	27.5	32.6
20:30	19	0	0	10	9	0	0	0	0	0	0	0	29.5	33.9
20:45	17	0	0	6	11	0	0	0	0	0	0	0	31.9	38.2
21:00	11	0	0	2	9	0	0	0	0	0	0	0	31.4	36
21:15	12	0	0	3	9	0	0	0	0	0	0	0	29.1	32
21:30	18	1	0	7	10	0	0	0	0	0	0	0	31.3	36.8
21:45	11	0	0	5	6	0	0	0	0	0	0	0	31.3	37.3
22:00	16	0	2	2	11	1	0	0	0	0	0	0	30.2	33.7
22:15	9	0	0	3	6	0	0	0	0	0	0	0	29.2	-
22:30	5	0	0	2	3	0	0	0	0	0	0	0	33.2	-
22:45	5	0	0	0	5	0	0	0	0	0	0	0	30.9	-
23:00	3	0	0	0	3	0	0	0	0	0	0	0	34.3	-
23:15	10	0	2	2	5	1	0	0	0	0	0	0	30.1	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	33.7	-
23:45	2	0	0	0	2	0	0	0	0	0	0	0	28.7	-
07-19	1059	2	9	436	582	30	0	0	0	0	0	0	27.7	32.0
06-22	1326	3	10	532	746	35	0	0	0	0	0	0	28.1	32.3
06-00	1377	3	14	541	782	37	0	0	0	0	0	0	28.2	32.4
00-00	1377	3	14	541	782	37	0	0	0	0	0	0	28.2	32.4

Date Tuesday 06/11/2018

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	1	1	0	0	0	0	0	0	0	34.2	-
00:15	2	0	1	1	0	0	0	0	0	0	0	0	24.6	-
00:30	2	0	0	0	2	0	0	0	0	0	0	0	34.7	-
00:45	4	0	0	2	2	0	0	0	0	0	0	0	32	-
01:00	2	0	0	0	2	0	0	0	0	0	0	0	32.9	-
01:15	4	0	0	1	3	0	0	0	0	0	0	0	34	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	0	1	0	0	0	0	0	0	0	33.8	-
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	1	2	0	0	0	0	0	0	0	0	26.4	-
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	27.9	-
03:30	3	0	0	0	2	1	0	0	0	0	0	0	30	-
03:45	1	0	0	1	0	0	0	0	0	0	0	0	29.1	-
04:00	3	0	0	1	2	0	0	0	0	0	0	0	32.3	-
04:15	8	0	0	2	5	1	0	0	0	0	0	0	29.9	-
04:30	8	0	0	4	4	0	0	0	0	0	0	0	32.1	-
04:45	12	0	0	2	9	1	0	0	0	0	0	0	30	36.6
05:00	19	0	0	4	13	2	0	0	0	0	0	0	29.7	33.7
05:15	21	0	1	6	14	0	0	0	0	0	0	0	32.3	38
05:30	39	0	0	9	30	0	0	0	0	0	0	0	31.4	34.5
05:45	48	0	2	12	33	1	0	0	0	0	0	0	31.6	35.5
06:00	46	0	2	13	30	1	0	0	0	0	0	0	31.1	34.7
06:15	48	0	1	15	29	3	0	0	0	0	0	0	30.7	34.3
06:30	50	0	1	17	25	7	0	0	0	0	0	0	29.3	33
06:45	63	0	1	27	35	0	0	0	0	0	0	0	31.3	35.3
07:00	66	0	0	26	38	2	0	0	0	0	0	0	32.1	35.6
07:15	76	0	2	23	49	2	0	0	0	0	0	0	30	33.1
07:30	98	0	1	37	60	0	0	0	0	0	0	0	29.2	33.3
07:45	80	0	0	28	48	2	0	0	1	0	0	1	29.5	32.6
08:00	92	0	0	30	58	4	0	0	0	0	0	0	29.2	33.3
08:15	95	0	1	32	59	3	0	0	0	0	0	0	28.8	32.5
08:30	105	0	0	43	60	1	0	0	1	0	0	0	27.2	31
08:45	98	0	0	39	58	1	0	0	0	0	0	0	25.7	29.8
09:00	64	0	0	27	34	3	0	0	0	0	0	0	27.4	30.9
09:15	43	0	1	13	25	3	0	0	0	0	0	1	28.7	32.9
09:30	33	0	1	11	20	1	0	0	0	0	0	0	30	32.6
09:45	43	0	0	19	21	3	0	0	0	0	0	0	29.8	33.9
10:00	28	0	0	9	16	3	0	0	0	0	0	0	29.7	34.4
10:15	35	0	0	13	22	0	0	0	0	0	0	0	28.1	32.2
10:30	38	0	0	15	19	4	0	0	0	0	0	0	29.4	33.9
10:45	35	0	1	14	19	1	0	0	0	0	0	0	29.2	33.5
11:00	28	0	0	7	20	1	0	0	0	0	0	0	30	34.5
11:15	30	0	0	12	17	1	0	0	0	0	0	0	28.5	31.8
11:30	33	0	0	14	17	2	0	0	0	0	0	0	28.3	32.4
11:45	35	1	0	10	23	1	0	0	0	0	0	0	29.2	33.8
12:00	35	0	0	12	22	1	0	0	0	0	0	0	29.8	35.2
12:15	37	0	0	10	22	4	1	0	0	0	0	0	29.5	33.5
12:30	35	0	0	11	22	2	0	0	0	0	0	0	29	32.5
12:45	32	0	0	10	21	1	0	0	0	0	0	0	30.2	33.9
13:00	43	0	0	20	21	2	0	0	0	0	0	0	28.7	31.7
13:15	40	0	0	19	19	2	0	0	0	0	0	0	28.8	32
13:30	28	0	0	13	14	1	0	0	0	0	0	0	29	31.3
13:45	42	0	1	18	22	1	0	0	0	0	0	0	29.5	34.4
14:00	55	0	0	23	31	1	0	0	0	0	0	0	29.1	34.8
14:15	38	0	0	14	23	1	0	0	0	0	0	0	28.9	32.7
14:30	62	0	1	11	48	1	0	0	1	0	0	0	27.2	31.9
14:45	52	1	0	16	33	2	0	0	0	0	0	0	28	32.7
15:00	62	0	1	30	31	0	0	0	0	0	0	0	26	31.1
15:15	90	0	0	36	49	3	1	0	0	0	0	1	21	28.1
15:30	59	0	0	26	29	4	0	0	0	0	0	0	28.2	32.5
15:45	52	0	1	19	31	1	0	0	0	0	0	0	28	31.4
16:00	51	0	1	20	29	1	0	0	0	0	0	0	28.5	32.7
16:15	56	0	2	27	26	1	0	0	0	0	0	0	27.2	32.2
16:30	60	0	0	19	39	2	0	0	0	0	0	0	26.8	31
16:45	53	0	1	24	26	2	0	0	0	0	0	0	26.7	30.7
17:00	45	0	2	22	21	0	0	0	0	0	0	0	27.8	32.3
17:15	56	0	0	25	30	1	0	0	0	0	0	0	26.9	31.6
17:30	51	0	0	24	26	1	0	0	0	0	0	0	28.4	33.4
17:45	46	0	0	25	21	0	0	0	0	0	0	0	28.5	32
18:00	45	0	0	17	27	1	0	0	0	0	0	0	28.1	32.5
18:15	53	0	0	20	31	2	0	0	0	0	0	0	29.6	34.1
18:30	47	0	0	29	18	0	0	0	0	0	0	0	28.9	32.2
18:45	41	0	0	17	24	0	0	0	0	0	0	0	27.6	32.2
19:00	35	0	0	10	25	0	0	0	0	0	0	0	30.3	34.1
19:15	44	0	2	20	22	0	0	0	0	0	0	0	29.6	32.8
19:30	32	0	0	13	19	0	0	0	0	0	0	0	29.5	34
19:45	17	0	1	6	10	0	0	0	0	0	0	0	29.7	34
20:00	23	0	0	7	14	2	0	0	0	0	0	0	30.6	33.3
20:15	21	0	0	11	10	0	0	0	0	0	0	0	29.7	35.3
20:30	21	0	1	15	5	0	0	0	0	0	0	0	30	34.5
20:45	21	1	1	10	9	0	0	0	0	0	0	0	29.8	36.1
21:00	9	0	0	5	4	0	0	0	0	0	0	0	30	-
21:15	20	0	0	8	12	0	0	0	0	0	0	0	30.4	36.2
21:30	9	0	0	3	6	0	0	0	0	0	0	0	30.3	-
21:45	16	0	0	4	12	0	0	0	0	0	0	0	29	34.2
22:00	18	0	0	5	13	0	0	0	0	0	0	0	28.7	32.6
22:15	3	0	0	1	2	0	0	0	0	0	0	0	27.4	-
22:30	9	0	1	4	3	1	0	0	0	0	0	0	28.3	-
22:45	12	0	0	6	6	0	0	0	0	0	0	0	29.3	32
23:00	4	0	0	0	3	1	0	0	0	0	0	0	28.1	-
23:15	7	0	0	2	5	0	0	0	0	0	0	0	27.1	-
23:30	2	0	0	1	1	0	0	0	0	0	0	0	19.3	-
23:45	7	0	0	5	2	0	0	0	0	0	0	0	32.4	-
07-19	2521	2	17	979	1439	76	2	0	3	0	0	3	28.2	32.5
06-22	2996	3	27	1163	1706	89	2	0	3	0	0	3	28.5	32.7
06-00	3058	3	28	1187	1741	91	2	0	3	0	0	3	28.5	32.7
00-00	3241	3	33	1236	1864	97	2	0	3	0	0	3	28.7	32.9

Date Wednesday 07/11/2018

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	2	0	0	0	0	0	0	0	35.1	-
00:15	6	0	1	3	2	0	0	0	0	0	0	0	27.6	-
00:30	4	0	0	1	3	0	0	0	0	0	0	0	28.4	-
00:45	1	0	1	0	0	0	0	0	0	0	0	0	22	-
01:00	7	0	0	5	2	0	0	0	0	0	0	0	28.4	-
01:15	2	0	0	2	0	0	0	0	0	0	0	0	26.3	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	38	-
01:45	2	0	0	0	2	0	0	0	0	0	0	0	25.7	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	2	0	0	1	1	0	0	0	0	0	0	0	32.9	-
02:30	2	0	0	0	2	0	0	0	0	0	0	0	29.3	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	36.6	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	0	1	0	0	0	0	0	0	37.3	-
03:30	3	0	0	0	2	1	0	0	0	0	0	0	32.6	-
03:45	2	0	0	1	1	0	0	0	0	0	0	0	27.4	-
04:00	2	0	0	1	1	0	0	0	0	0	0	0	32.6	-
04:15	6	0	0	3	3	0	0	0	0	0	0	0	29.3	-
04:30	12	0	0	1	10	1	0	0	0	0	0	0	30.2	35.8
04:45	10	0	0	5	5	0	0	0	0	0	0	0	30.3	-
05:00	21	0	0	7	14	0	0	0	0	0	0	0	30.6	34.6
05:15	15	0	0	4	11	0	0	0	0	0	0	0	31.7	35.8
05:30	44	0	1	13	29	0	0	0	1	0	0	0	31.2	35.7
05:45	35	0	3	9	21	1	0	0	1	0	0	0	29.9	33.7
06:00	34	0	1	9	20	4	0	0	0	0	0	0	30.3	35.4
06:15	50	0	0	18	27	5	0	0	0	0	0	0	30.2	34.4
06:30	47	1	0	18	25	3	0	0	0	0	0	0	29	32.4
06:45	51	0	0	20	31	0	0	0	0	0	0	0	29.6	33.1
07:00	80	0	0	24	52	4	0	0	0	0	0	0	29.7	33.2
07:15	79	0	0	20	57	2	0	0	0	0	0	0	28.8	33.2
07:30	117	0	1	43	69	4	0	0	0	0	0	0	28.8	33.3
07:45	92	0	0	31	58	1	0	0	2	0	0	0	28	31.2
08:00	110	0	0	48	59	3	0	0	0	0	0	0	27.3	32.9
08:15	85	0	1	36	46	2	0	0	0	0	0	0	28.5	32.3
08:30	91	0	1	34	52	4	0	0	0	0	0	0	25.9	30.6
08:45	109	0	1	40	66	1	0	0	1	0	0	0	24.9	29.4
09:00	43	0	0	18	24	1	0	0	0	0	0	0	28.3	32.7
09:15	45	0	0	21	21	3	0	0	0	0	0	0	29.9	34.2
09:30	47	0	0	16	28	1	1	0	1	0	0	0	27.9	31.8
09:45	42	0	1	17	22	2	0	0	0	0	0	0	29.3	32.3
10:00	47	0	1	18	26	2	0	0	0	0	0	0	28.9	33.4
10:15	31	0	0	12	18	1	0	0	0	0	0	0	27.8	32.2
10:30	31	0	0	12	16	3	0	0	0	0	0	0	29.2	33.3
10:45	35	0	0	12	20	3	0	0	0	0	0	0	30.8	35.2
11:00	34	0	1	15	18	0	0	0	0	0	0	0	28.1	32.4
11:15	38	0	0	17	18	3	0	0	0	0	0	0	29.4	34
11:30	42	0	0	19	23	0	0	0	0	0	0	0	29.5	34.7
11:45	52	0	0	28	22	2	0	0	0	0	0	0	30.4	34.3
12:00	46	0	0	16	27	3	0	0	0	0	0	0	29.1	32.8
12:15	37	0	0	19	18	0	0	0	0	0	0	0	30	34.4
12:30	28	0	0	12	15	0	1	0	0	0	0	0	31.8	35.9
12:45	44	0	0	18	25	1	0	0	0	0	0	0	30.5	34.5
13:00	46	0	0	18	24	4	0	0	0	0	0	0	28.5	31.7
13:15	35	0	0	16	19	0	0	0	0	0	0	0	28.6	32.5
13:30	37	0	0	13	22	2	0	0	0	0	0	0	30.6	34.2
13:45	32	0	0	15	15	2	0	0	0	0	0	0	29.7	33.8
14:00	36	0	0	12	22	1	0	0	0	0	0	1	29.3	34.1
14:15	38	0	0	17	20	1	0	0	0	0	0	0	29.9	34.7
14:30	41	0	0	13	24	3	0	0	0	0	0	1	30	33.5
14:45	52	0	0	24	27	1	0	0	0	0	0	0	28.2	33
15:00	50	0	0	17	33	0	0	0	0	0	0	0	28.1	31.9
15:15	102	0	0	51	49	1	1	0	0	0	0	0	21.5	27.8
15:30	63	0	0	27	34	2	0	0	0	0	0	0	26	31.4
15:45	37	0	0	11	25	1	0	0	0	0	0	0	27.3	31.7
16:00	52	0	0	19	32	1	0	0	0	0	0	0	28	32.5
16:15	37	0	0	16	19	2	0	0	0	0	0	0	27.1	31.4
16:30	63	0	0	29	32	2	0	0	0	0	0	0	25.7	30.2
16:45	60	0	0	29	29	2	0	0	0	0	0	0	27.2	31.2
17:00	57	0	1	25	29	2	0	0	0	0	0	0	28.5	31.1
17:15	51	0	0	18	32	1	0	0	0	0	0	0	27.4	32.1
17:30	53	0	0	17	35	1	0	0	0	0	0	0	27.4	31
17:45	39	0	0	12	27	0	0	0	0	0	0	0	28.8	32.9
18:00	47	0	1	26	19	1	0	0	0	0	0	0	26.7	30.4
18:15	47	0	1	19	27	0	0	0	0	0	0	0	27.5	32.6
18:30	39	0	1	15	22	1	0	0	0	0	0	0	26.8	31
18:45	36	0	0	19	17	0	0	0	0	0	0	0	29.2	32.1
19:00	39	0	0	22	17	0	0	0	0	0	0	0	27.2	31.5
19:15	41	0	0	22	18	1	0	0	0	0	0	0	29.7	34.4
19:30	33	0	0	7	26	0	0	0	0	0	0	0	29.4	33.8
19:45	28	0	2	8	18	0	0	0	0	0	0	0	28.1	33.2
20:00	24	0	1	9	14	0	0	0	0	0	0	0	28.6	33.1
20:15	20	0	1	6	13	0	0	0	0	0	0	0	29.6	33.8
20:30	20	0	1	7	12	0	0	0	0	0	0	0	29.4	33.6
20:45	13	0	0	6	7	0	0	0	0	0	0	0	30.5	31.6
21:00	28	1	0	8	17	1	0	0	1	0	0	0	31	35.1
21:15	15	0	0	5	9	1	0	0	0	0	0	0	29	32.6
21:30	19	0	0	8	11	0	0	0	0	0	0	0	31.1	35
21:45	18	0	0	4	14	0	0	0	0	0	0	0	29.1	36.4
22:00	13	0	0	9	4	0	0	0	0	0	0	0	31.9	35.3
22:15	9	0	1	4	4	0	0	0	0	0	0	0	30.2	-
22:30	15	0	1	5	9	0	0	0	0	0	0	0	28.3	32
22:45	5	0	0	1	4	0	0	0	0	0	0	0	29.7	-
23:00	8	0	0	3	5	0	0	0	0	0	0	0	27.2	-
23:15	7	0	0	2	5	0	0	0	0	0	0	0	32.7	-
23:30	3	0	0	2	1	0	0	0	0	0	0	0	29.5	-
23:45	3	0	0	1	2	0	0	0	0	0	0	0	28.3	-
07-19	2555	0	11	1024	1434	77	3	0	4	0	0	2	28.0	32.3
06-22	3035	2	17	1201	1713	92	3	0	5	0	0	2	28.2	32.6
06-00	3098	2	19	1228	1747	92	3	0	5	0	0	2	28.2	32.7
00-00	3279	2	25	1285	1859	96	3	0	7	0	0	2	28.4	32.7

Date Thursday 08/11/2018

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	33.2	-
00:15	4	0	1	0	2	1	0	0	0	0	0	0	32.3	-
00:30	3	0	0	0	2	0	1	0	0	0	0	0	27.2	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	3	0	0	1	2	0	0	0	0	0	0	0	34.5	-
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	28.7	-
01:45	3	0	0	2	1	0	0	0	0	0	0	0	26.7	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	30.2	-
02:30	2	0	0	1	1	0	0	0	0	0	0	0	30.2	-
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	2	0	0	0	2	0	0	0	0	0	0	0	35.1	-
03:30	2	0	0	0	1	1	0	0	0	0	0	0	32.3	-
03:45	5	0	0	1	4	0	0	0	0	0	0	0	30	-
04:00	5	0	0	0	5	0	0	0	0	0	0	0	36.2	-
04:15	8	0	0	2	5	1	0	0	0	0	0	0	30.2	-
04:30	8	0	0	2	5	1	0	0	0	0	0	0	30.9	-
04:45	10	0	1	6	3	0	0	0	0	0	0	0	28.5	-
05:00	19	0	0	8	10	1	0	0	0	0	0	0	29.4	34
05:15	24	0	1	5	18	0	0	0	0	0	0	0	30.7	35.7
05:30	39	0	0	11	27	1	0	0	0	0	0	0	32.4	36.7
05:45	29	1	0	3	23	1	0	0	1	0	0	0	31.3	35.5
06:00	44	0	2	15	25	2	0	0	0	0	0	0	31.3	33.9
06:15	58	0	0	19	32	6	1	0	0	0	0	0	30.6	34.2
06:30	46	0	0	18	26	2	0	0	0	0	0	0	30.5	34.8
06:45	53	0	2	15	33	3	0	0	0	0	0	0	30.3	33.6
07:00	69	0	0	24	42	3	0	0	0	0	0	0	29.9	33.6
07:15	94	0	0	24	68	2	0	0	0	0	0	0	29.6	33.7
07:30	116	0	1	45	65	5	0	0	0	0	0	0	29.8	33.3
07:45	101	0	1	43	56	1	0	0	0	0	0	0	28.8	32.1
08:00	94	0	3	35	53	3	0	0	0	0	0	0	28	32.2
08:15	89	0	0	28	58	3	0	0	0	0	0	0	28.9	32.4
08:30	97	0	0	43	52	2	0	0	0	0	0	0	27.4	30.8
08:45	97	0	0	41	54	0	0	0	2	0	0	0	25.7	29.3
09:00	59	0	0	23	32	4	0	0	0	0	0	0	26.4	32.1
09:15	43	0	0	20	21	1	0	0	0	0	0	1	29.8	34.6
09:30	35	0	0	16	18	1	0	0	0	0	0	0	29.8	33.1
09:45	43	0	0	14	28	1	0	0	0	0	0	0	31.3	35.4
10:00	32	0	1	15	16	0	0	0	0	0	0	0	30.7	35.7
10:15	34	0	1	13	18	2	0	0	0	0	0	0	30.7	34.5
10:30	32	0	0	13	18	0	0	0	0	0	0	1	30.3	35.1
10:45	39	1	0	7	31	0	0	0	0	0	0	0	29.5	33.8
11:00	39	0	0	18	20	1	0	0	0	0	0	0	30.2	32.9
11:15	37	0	0	19	17	1	0	0	0	0	0	0	30.4	33.3
11:30	44	0	1	20	21	2	0	0	0	0	0	0	30.3	35
11:45	41	0	0	21	19	1	0	0	0	0	0	0	30.2	35.2
12:00	46	0	0	16	27	3	0	0	0	0	0	0	31.1	33.9
12:15	35	0	0	10	23	2	0	0	0	0	0	0	31.5	34.8
12:30	37	0	0	13	23	1	0	0	0	0	0	0	29.9	35.3
12:45	37	0	0	16	21	0	0	0	0	0	0	0	30.1	33.4
13:00	53	0	1	20	30	2	0	0	0	0	0	0	30.4	33.5
13:15	56	0	0	26	29	1	0	0	0	0	0	0	29.6	34.7
13:30	42	0	0	17	25	0	0	0	0	0	0	0	29.1	33.6
13:45	41	0	0	15	26	0	0	0	0	0	0	0	31.1	34.2
14:00	37	0	1	8	27	1	0	0	0	0	0	0	30.4	35.7
14:15	36	0	1	17	16	2	0	0	0	0	0	0	29.3	32.4
14:30	53	0	0	13	39	1	0	0	0	0	0	0	29	32.4
14:45	50	0	1	21	27	1	0	0	0	0	0	0	29.4	33.1
15:00	70	0	0	37	31	2	0	0	0	0	0	0	26.4	30.5
15:15	88	0	0	34	51	3	0	0	0	0	0	0	24	28.1
15:30	58	0	0	30	26	2	0	0	0	0	0	0	26.9	31.7
15:45	49	0	1	20	27	1	0	0	0	0	0	0	28.1	33.4
16:00	60	0	1	26	29	3	0	0	1	0	0	0	29.1	32.5
16:15	57	0	0	16	38	3	0	0	0	0	0	0	28.9	31.3
16:30	59	0	0	24	33	2	0	0	0	0	0	0	28.8	32.6
16:45	39	0	0	15	21	2	1	0	0	0	0	0	29.1	33.1
17:00	59	0	0	28	30	1	0	0	0	0	0	0	27.9	32.8
17:15	55	0	1	21	33	0	0	0	0	0	0	0	28.4	31.9
17:30	46	0	0	22	24	0	0	0	0	0	0	0	28.3	31.6
17:45	46	0	0	15	28	3	0	0	0	0	0	0	29.7	32.7
18:00	51	0	0	21	29	1	0	0	0	0	0	0	29.2	33.8
18:15	42	0	0	17	25	0	0	0	0	0	0	0	29.7	33
18:30	37	0	0	14	23	0	0	0	0	0	0	0	30.6	33.4
18:45	41	0	0	15	24	2	0	0	0	0	0	0	29.7	34.4
19:00	29	0	0	15	14	0	0	0	0	0	0	0	30.4	33.3
19:15	33	0	0	9	24	0	0	0	0	0	0	0	28.2	32.4
19:30	28	0	0	13	14	1	0	0	0	0	0	0	30.9	34.3
19:45	34	1	0	10	23	0	0	0	0	0	0	0	29.9	34.1
20:00	31	0	0	16	14	1	0	0	0	0	0	0	30.4	34.6
20:15	23	0	0	9	14	0	0	0	0	0	0	0	29.5	33.4
20:30	19	0	1	7	11	0	0	0	0	0	0	0	32.4	36.6
20:45	33	1	0	16	14	2	0	0	0	0	0	0	29.2	34.4
21:00	30	0	2	10	18	0	0	0	0	0	0	0	29.9	34.5
21:15	14	0	0	6	7	1	0	0	0	0	0	0	29.7	35.6
21:30	21	0	0	13	8	0	0	0	0	0	0	0	31.4	35.7
21:45	15	0	0	4	9	2	0	0	0	0	0	0	29.9	33.1
22:00	20	0	0	9	11	0	0	0	0	0	0	0	30.4	34.7
22:15	17	0	0	8	9	0	0	0	0	0	0	0	30.9	34.4
22:30	8	0	1	3	3	1	0	0	0	0	0	0	29.7	-
22:45	15	0	0	7	8	0	0	0	0	0	0	0	29.3	35.5
23:00	6	0	0	1	5	0	0	0	0	0	0	0	31.4	-
23:15	13	0	0	5	8	0	0	0	0	0	0	0	30.3	37.5
23:30	4	0	0	0	3	1	0	0	0	0	0	0	28	-
23:45	9	0	0	1	7	1	0	0	0	0	0	0	31.6	-
07-19	2615	1	15	1029	1492	72	1	0	3	0	0	2	28.9	33.1
06-22	3126	3	22	1224	1778	92	2	0	3	0	0	2	29.1	33.3
06-00	3218	3	23	1258	1832	95	2	0	3	0	0	2	29.2	33.3
00-00	3389	4	26	1302	1946	102	3	0	4	0	0	2	29.3	33.4

Date	Friday	09/11/2018													
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	2	0	0	0	0	0	0	0	0	27.8	-
00:15	3	0	1	0	2	0	0	0	0	0	0	0	25.8	-
00:30	5	0	0	2	3	0	0	0	0	0	0	0	31.4	-
00:45	3	0	0	1	2	0	0	0	0	0	0	0	35	-
01:00	2	0	0	1	1	0	0	0	0	0	0	0	33.9	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	30.3	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	30.3	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	25.5	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	28	-
02:30	2	0	0	1	1	0	0	0	0	0	0	0	27	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	2	0	0	0	1	1	0	0	0	0	0	0	28.8	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	29.9	-
03:30	5	0	0	2	3	0	0	0	0	0	0	0	31.9	-
03:45	4	0	0	1	3	0	0	0	0	0	0	0	29.9	-
04:00	3	0	0	1	2	0	0	0	0	0	0	0	25.8	-
04:15	7	0	0	1	5	1	0	0	0	0	0	0	31	-
04:30	8	0	0	5	3	0	0	0	0	0	0	0	31.4	-
04:45	7	0	1	2	3	1	0	0	0	0	0	0	32	-
05:00	11	0	0	4	5	2	0	0	0	0	0	0	30.3	35.1
05:15	20	0	0	5	15	0	0	0	0	0	0	0	32.6	36.1
05:30	39	0	0	12	27	0	0	0	0	0	0	0	31.6	35.8
05:45	36	0	1	10	25	0	0	0	0	0	0	0	32.4	36.4
06:00	31	0	2	10	17	2	0	0	0	0	0	0	32.3	37.2
06:15	59	0	0	25	31	3	0	0	0	0	0	0	30.9	34.7
06:30	45	1	0	17	25	2	0	0	0	0	0	0	29.8	33.3
06:45	61	0	1	25	32	3	0	0	0	0	0	0	30.5	34.1
07:00	59	0	0	22	34	3	0	0	0	0	0	0	31.2	34.8
07:15	73	0	1	26	45	1	0	0	0	0	0	0	30.1	34.6
07:30	80	0	1	31	47	1	0	0	0	0	0	0	30	34.1
07:45	71	0	0	35	34	2	0	0	0	0	0	0	30	34.5
08:00	80	0	1	37	40	2	0	0	0	0	0	0	28.3	32
08:15	72	0	1	30	38	3	0	0	0	0	0	0	29.2	32.5
08:30	104	0	0	44	57	1	1	0	0	0	1	0	24.8	29.4
08:45	95	0	1	37	56	1	0	0	0	0	0	0	26.7	29.8
09:00	42	0	0	16	26	0	0	0	0	0	0	0	27.9	34.1
09:15	55	0	1	17	35	1	0	0	1	0	0	0	30.2	34
09:30	50	0	0	20	29	1	0	0	0	0	0	0	29.6	33.8
09:45	32	0	2	13	15	2	0	0	0	0	0	0	30.3	34.6
10:00	37	0	0	16	19	2	0	0	0	0	0	0	30.4	34.6
10:15	32	0	0	10	18	3	0	0	0	0	1	0	29.3	32.8
10:30	48	0	0	18	28	1	0	0	0	0	0	1	28.4	32.3
10:45	41	0	0	17	22	2	0	0	0	0	0	0	28.4	33.1
11:00	29	0	0	16	11	2	0	0	0	0	0	0	31.3	37.7
11:15	45	0	0	18	25	2	0	0	0	0	0	0	29.1	32.2
11:30	39	0	0	16	18	5	0	0	0	0	0	0	29	33.7
11:45	41	0	0	19	20	1	0	0	0	0	0	1	20.9	29.4
12:00	33	0	0	12	20	1	0	0	0	0	0	0	30	35.3
12:15	40	0	0	12	28	0	0	0	0	0	0	0	29.6	34
12:30	41	0	0	14	24	3	0	0	0	0	0	0	28.3	32.3
12:45	37	0	0	18	19	0	0	0	0	0	0	0	30.8	34.9
13:00	42	0	0	16	24	2	0	0	0	0	0	0	30.7	33.8
13:15	34	0	0	13	19	2	0	0	0	0	0	0	30.3	35
13:30	36	0	0	15	18	3	0	0	0	0	0	0	30.8	33.6
13:45	35	0	0	15	19	1	0	0	0	0	0	0	30.1	34.1
14:00	43	0	1	17	25	0	0	0	0	0	0	0	30	34.2
14:15	44	0	1	15	27	1	0	0	0	0	0	0	29.7	34.4
14:30	56	0	1	23	32	0	0	0	0	0	0	0	29.4	34.7
14:45	63	0	1	19	40	3	0	0	0	0	0	0	28.2	31.6
15:00	57	0	0	27	28	2	0	0	0	0	0	0	26.5	30.2
15:15	80	0	1	29	48	2	0	0	0	0	0	0	24.8	28.4
15:30	64	0	0	35	29	0	0	0	0	0	0	0	28.2	33.1
15:45	52	0	0	26	24	1	0	0	0	0	0	1	29	33.1
16:00	61	0	0	24	37	0	0	0	0	0	0	0	28.2	32
16:15	58	0	0	21	35	2	0	0	0	0	0	0	28.3	32.5
16:30	63	0	0	25	37	1	0	0	0	0	0	0	26.7	31
16:45	44	0	0	21	22	1	0	0	0	0	0	0	33.9	36.7
17:00	54	0	0	23	30	1	0	0	0	0	0	0	28.8	32.4
17:15	51	0	0	23	27	1	0	0	0	0	0	0	26.3	30.2
17:30	60	0	1	27	31	1	0	0	0	0	0	0	27.6	31.7
17:45	49	0	0	25	24	0	0	0	0	0	0	0	27.8	31.8
18:00	47	0	0	21	24	2	0	0	0	0	0	0	28.9	33
18:15	43	0	0	22	21	0	0	0	0	0	0	0	29.1	33
18:30	58	0	0	25	32	1	0	0	0	0	0	0	27	31
18:45	52	0	0	22	29	0	0	1	0	0	0	0	28	32.2
19:00	43	0	0	18	25	0	0	0	0	0	0	0	29.1	34.5
19:15	39	0	2	19	16	2	0	0	0	0	0	0	27	31.1
19:30	47	0	0	18	29	0	0	0	0	0	0	0	27.1	31.8
19:45	36	0	0	15	21	0	0	0	0	0	0	0	28.5	31.7
20:00	33	0	0	20	13	0	0	0	0	0	0	0	28.9	32.4
20:15	32	0	0	11	20	1	0	0	0	0	0	0	28.4	32
20:30	12	0	0	4	8	0	0	0	0	0	0	0	29.4	33.4
20:45	18	0	0	7	11	0	0	0	0	0	0	0	28.6	32.4
21:00	58	0	1	17	40	0	0	0	0	0	0	0	25.9	30
21:15	22	0	0	8	14	0	0	0	0	0	0	0	27.5	31.4
21:30	27	1	1	9	15	1	0	0	0	0	0	0	28.1	34.3
21:45	14	0	0	6	8	0	0	0	0	0	0	0	30.2	35.3
22:00	17	0	0	9	8	0	0	0	0	0	0	0	29.5	33.7
22:15	12	0	0	7	5	0	0	0	0	0	0	0	29.6	33.7
22:30	6	0	0	5	1	0	0	0	0	0	0	0	29.7	-
22:45	11	0	0	4	6	1	0	0	0	0	0	0	27.6	32.2
23:00	13	0	0	7	6	0	0	0	0	0	0	0	29.8	33.6
23:15	2	0	0	1	1	0	0	0	0	0	0	0	30.8	-
23:30	7	0	0	6	1	0	0	0	0	0	0	0	28.4	-
23:45	17	0	0	7	10	0	0	0	0	0	0	0	29.1	33
07-19	2522	0	14	1043	1390	67	1	1	1	0	2	3	28.5	33.0
06-22	3099	2	21	1272	1715	81	1	1	1	0	2	3	28.6	33.0
06-00	3184	2	21	1318	1753	82	1	1	1	0	2	3	28.6	33.0
00-00	3349	2	24	1370	1858	87	1	1	1	0	2	3	28.8	33.1

Date Saturday 10/11/2018

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	10	0	0	3	6	1	0	0	0	0	0	0	28.7	-
00:15	10	0	1	3	5	1	0	0	0	0	0	0	28.8	-
00:30	2	0	0	1	1	0	0	0	0	0	0	0	28.8	-
00:45	6	0	1	0	5	0	0	0	0	0	0	0	30.7	-
01:00	5	0	0	1	4	0	0	0	0	0	0	0	32.5	-
01:15	2	0	0	1	1	0	0	0	0	0	0	0	31	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	32.4	-
01:45	1	0	0	0	1	0	0	0	0	0	0	0	36.5	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	29.8	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	26.8	-
02:30	1	0	0	0	0	0	0	0	0	0	1	0	21.4	-
02:45	3	0	0	2	1	0	0	0	0	0	0	0	30.4	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	36.1	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	26.7	-
03:30	2	0	0	0	2	0	0	0	0	0	0	0	37.9	-
03:45	5	0	0	1	4	0	0	0	0	0	0	0	33.2	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	33.2	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	26.4	-
04:30	6	0	0	5	1	0	0	0	0	0	0	0	32.1	-
04:45	7	0	0	2	4	1	0	0	0	0	0	0	31.6	-
05:00	5	0	0	2	3	0	0	0	0	0	0	0	31.5	-
05:15	16	0	0	4	10	2	0	0	0	0	0	0	31.4	36.1
05:30	17	0	0	2	15	0	0	0	0	0	0	0	31.2	36.2
05:45	5	0	0	0	5	0	0	0	0	0	0	0	30.6	-
06:00	15	1	1	7	6	0	0	0	0	0	0	0	31.8	37.2
06:15	19	0	1	5	13	0	0	0	0	0	0	0	31.4	34.6
06:30	23	0	1	10	11	1	0	0	0	0	0	0	30	35.2
06:45	31	0	0	14	16	1	0	0	0	0	0	0	30.9	36
07:00	21	0	0	7	13	1	0	0	0	0	0	0	30.8	36.7
07:15	20	0	0	6	14	0	0	0	0	0	0	0	32.1	35.3
07:30	26	0	0	9	17	0	0	0	0	0	0	0	31.4	35
07:45	24	0	0	9	14	1	0	0	0	0	0	0	31.1	36.5
08:00	36	0	0	17	15	4	0	0	0	0	0	0	30.4	34.8
08:15	36	0	0	13	21	2	0	0	0	0	0	0	31	33.8
08:30	51	0	0	26	22	3	0	0	0	0	0	0	32	35.8
08:45	38	0	0	14	20	4	0	0	0	0	0	0	31.1	34.3
09:00	36	0	0	15	19	2	0	0	0	0	0	0	30.1	34.1
09:15	36	0	0	15	18	3	0	0	0	0	0	0	30	33.3
09:30	49	0	0	15	32	2	0	0	0	0	0	0	31.7	35.4
09:45	40	0	0	12	27	1	0	0	0	0	0	0	30.7	34.4
10:00	41	0	0	15	25	1	0	0	0	0	0	0	30.4	36.8
10:15	39	0	0	14	23	2	0	0	0	0	0	0	30.3	33.2
10:30	37	0	0	16	19	2	0	0	0	0	0	0	31.5	36.1
10:45	44	0	0	17	24	3	0	0	0	0	0	0	29.6	34.5
11:00	49	0	0	15	31	3	0	0	0	0	0	0	29.6	34
11:15	50	0	0	19	29	2	0	0	0	0	0	0	29	33.2
11:30	59	0	0	28	31	0	0	0	0	0	0	0	29.3	32.5
11:45	60	1	0	27	29	3	0	0	0	0	0	0	31.6	34.2
12:00	53	0	0	24	29	0	0	0	0	0	0	0	30.3	34.8
12:15	39	0	1	15	23	0	0	0	0	0	0	0	30.3	35.7
12:30	53	0	0	15	36	2	0	0	0	0	0	0	31.2	35.7
12:45	41	0	0	14	27	0	0	0	0	0	0	0	30.8	35.4
13:00	52	0	2	24	26	0	0	0	0	0	0	0	31.2	36.3
13:15	46	0	0	19	27	0	0	0	0	0	0	0	31.9	35.6
13:30	44	0	0	19	25	0	0	0	0	0	0	0	30.5	34
13:45	40	0	1	16	23	0	0	0	0	0	0	0	31	36
14:00	34	0	0	14	18	2	0	0	0	0	0	0	30.2	34.3
14:15	45	0	0	17	25	3	0	0	0	0	0	0	30.2	35.5
14:30	32	0	0	11	21	0	0	0	0	0	0	0	31.9	35.5
14:45	44	0	0	18	25	1	0	0	0	0	0	0	30.3	33.2
15:00	53	0	1	24	27	0	0	0	0	0	0	1	29.8	33.3
15:15	41	0	0	18	21	2	0	0	0	0	0	0	30.6	33.2
15:30	56	0	0	14	41	1	0	0	0	0	0	0	30	33.3
15:45	41	0	2	17	20	2	0	0	0	0	0	0	29	35.2
16:00	43	0	0	20	20	3	0	0	0	0	0	0	30.7	34.2
16:15	37	0	1	20	15	1	0	0	0	0	0	0	27.9	31.8
16:30	34	0	1	13	19	1	0	0	0	0	0	0	29.5	32.8
16:45	43	0	0	16	27	0	0	0	0	0	0	0	28.1	32.8
17:00	65	0	1	27	36	1	0	0	0	0	0	0	26.7	30.3
17:15	49	0	1	17	30	1	0	0	0	0	0	0	27.5	31.7
17:30	37	0	1	15	21	0	0	0	0	0	0	0	29.2	34.4
17:45	48	0	0	18	29	1	0	0	0	0	0	0	29	32.6
18:00	57	1	3	28	25	0	0	0	0	0	0	0	27.8	31.7
18:15	49	0	0	20	28	1	0	0	0	0	0	0	27.8	31
18:30	35	0	0	18	17	0	0	0	0	0	0	0	29.9	32.9
18:45	42	0	1	11	30	0	0	0	0	0	0	0	27.9	30.3
19:00	26	0	0	9	16	1	0	0	0	0	0	0	27.5	31.1
19:15	24	0	0	10	14	0	0	0	0	0	0	0	28.1	30.5
19:30	29	0	0	12	17	0	0	0	0	0	0	0	28.5	32.2
19:45	27	0	0	15	12	0	0	0	0	0	0	0	27.8	30.5
20:00	21	0	0	9	12	0	0	0	0	0	0	0	28.6	32.6
20:15	20	0	0	1	19	0	0	0	0	0	0	0	28	32.1
20:30	18	0	1	12	5	0	0	0	0	0	0	0	27.2	32.4
20:45	12	0	0	9	3	0	0	0	0	0	0	0	29.5	32.5
21:00	10	0	0	4	6	0	0	0	0	0	0	0	31	-
21:15	21	0	0	8	13	0	0	0	0	0	0	0	28.9	33.6
21:30	16	0	0	11	5	0	0	0	0	0	0	0	30.5	36.8
21:45	7	0	0	1	6	0	0	0	0	0	0	0	32.3	-
22:00	19	0	0	9	10	0	0	0	0	0	0	0	28.3	34
22:15	10	0	0	5	5	0	0	0	0	0	0	0	26.6	-
22:30	17	0	0	9	7	0	0	0	1	0	0	0	28.3	31.9
22:45	11	0	2	4	5	0	0	0	0	0	0	0	26.2	29.9
23:00	8	0	0	6	2	0	0	0	0	0	0	0	31.2	-
23:15	12	0	0	5	7	0	0	0	0	0	0	0	28.4	31.4
23:30	10	0	1	6	3	0	0	0	0	0	0	0	28	-
23:45	8	0	0	5	3	0	0	0	0	0	0	0	30.3	-
07-19	2045	2	16	811	1154	61	0	0	0	0	0	1	30.0	34.0
06-22	2364	3	20	948	1328	64	0	0	0	0	0	1	29.9	33.9
06-00	2459	3	23	997	1370	64	0	0	1	0	0	1	29.8	33.9
00-00	2570	3	25	1028	1442	69	0	0	1	0	1	1	29.9	33.9

Date Sunday 11/11/2018

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	8	0	0	2	6	0	0	0	0	0	0	0	28.9	-
00:15	12	0	0	2	10	0	0	0	0	0	0	0	29.7	32.7
00:30	10	0	0	3	7	0	0	0	0	0	0	0	30.1	-
00:45	4	0	0	0	4	0	0	0	0	0	0	0	27.2	-
01:00	6	0	0	2	4	0	0	0	0	0	0	0	31.1	-
01:15	4	0	0	3	1	0	0	0	0	0	0	0	29	-
01:30	4	0	0	1	3	0	0	0	0	0	0	0	28.5	-
01:45	3	0	0	2	1	0	0	0	0	0	0	0	30.4	-
02:00	5	0	0	3	2	0	0	0	0	0	0	0	29.4	-
02:15	4	0	0	3	1	0	0	0	0	0	0	0	30.9	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	33.2	-
02:45	3	0	0	1	2	0	0	0	0	0	0	0	26.2	-
03:00	2	0	0	0	2	0	0	0	0	0	0	0	28.7	-
03:15	2	0	0	0	2	0	0	0	0	0	0	0	36.9	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	29.1	-
03:45	2	0	0	0	2	0	0	0	0	0	0	0	32	-
04:00	5	0	0	1	4	0	0	0	0	0	0	0	30.4	-
04:15	7	0	0	3	4	0	0	0	0	0	0	0	28.9	-
04:30	3	0	0	0	3	0	0	0	0	0	0	0	28.2	-
04:45	4	0	0	1	3	0	0	0	0	0	0	0	29.7	-
05:00	3	0	0	2	1	0	0	0	0	0	0	0	30.4	-
05:15	7	0	0	2	5	0	0	0	0	0	0	0	30.4	-
05:30	7	0	0	2	5	0	0	0	0	0	0	0	33.3	-
05:45	9	0	1	4	4	0	0	0	0	0	0	0	31.1	-
06:00	7	0	0	2	5	0	0	0	0	0	0	0	30.2	-
06:15	10	0	0	4	6	0	0	0	0	0	0	0	29.9	-
06:30	10	0	0	3	7	0	0	0	0	0	0	0	31.7	-
06:45	10	0	0	4	6	0	0	0	0	0	0	0	32.8	-
07:00	12	0	0	2	10	0	0	0	0	0	0	0	32.5	39.5
07:15	11	0	0	3	7	1	0	0	0	0	0	0	29.9	34.3
07:30	18	0	0	6	11	1	0	0	0	0	0	0	31.5	35.6
07:45	14	0	0	7	7	0	0	0	0	0	0	0	31.8	35.2
08:00	15	0	0	3	11	1	0	0	0	0	0	0	29.8	35
08:15	10	0	0	4	5	1	0	0	0	0	0	0	30.9	-
08:30	13	1	1	5	5	1	0	0	0	0	0	0	28.95	-
08:45	16	0	0	5	11	0	0	0	0	0	0	0	31.7	37.4
09:00	27	0	0	9	15	3	0	0	0	0	0	0	31.1	36.8
09:15	25	0	0	9	16	0	0	0	0	0	0	0	30.2	34
09:30	39	0	0	13	23	3	0	0	0	0	0	0	31	34.1
09:45	37	0	1	17	18	1	0	0	0	0	0	0	30.3	34.1
10:00	39	0	0	18	21	0	0	0	0	0	0	0	30.6	34.1
10:15	42	0	0	17	25	0	0	0	0	0	0	0	30.7	34.3
10:30	32	0	1	13	17	0	0	0	1	0	0	0	28.8	33.9
10:45	41	0	1	17	23	0	0	0	0	0	0	0	30.7	34.8
11:00	38	0	0	14	22	2	0	0	0	0	0	0	30	34.2
11:15	45	0	0	23	22	0	0	0	0	0	0	0	30	33.7
11:30	69	0	1	29	39	0	0	0	0	0	0	0	28.2	31.6
11:45	46	0	1	20	25	0	0	0	0	0	0	0	29.1	34
12:00	46	0	0	21	24	1	0	0	0	0	0	0	28.8	32.9
12:15	51	0	0	28	23	0	0	0	0	0	0	0	28.9	32.9
12:30	41	0	0	12	27	2	0	0	0	0	0	0	29.2	32.7
12:45	37	0	1	20	16	0	0	0	0	0	0	0	30	34.1
13:00	46	0	0	23	23	0	0	0	0	0	0	0	30.3	33.3
13:15	51	0	0	26	24	1	0	0	0	0	0	0	30.3	33
13:30	48	0	0	23	24	1	0	0	0	0	0	0	29.8	33.5
13:45	40	0	0	15	25	0	0	0	0	0	0	0	30.2	33.3
14:00	30	0	0	13	16	1	0	0	0	0	0	0	31.4	35
14:15	43	1	0	22	20	0	0	0	0	0	0	0	30.4	34.8
14:30	44	0	1	26	17	0	0	0	0	0	0	0	29.4	33.1
14:45	42	0	0	16	26	0	0	0	0	0	0	0	28.5	34.5
15:00	45	0	1	19	25	0	0	0	0	0	0	0	30.4	34.1
15:15	38	0	0	15	23	0	0	0	0	0	0	0	29.8	32.9
15:30	29	0	0	10	19	0	0	0	0	0	0	0	31	34.6
15:45	40	0	0	16	23	1	0	0	0	0	0	0	29.8	33.5
16:00	43	0	0	19	24	0	0	0	0	0	0	0	29.9	34
16:15	26	0	0	4	21	1	0	0	0	0	0	0	31.1	34.8
16:30	23	0	0	12	10	1	0	0	0	0	0	0	31	34.4
16:45	37	0	0	12	25	0	0	0	0	0	0	0	29.3	33.5
17:00	24	0	0	10	14	0	0	0	0	0	0	0	30.5	35.7
17:15	24	0	0	10	14	0	0	0	0	0	0	0	28.4	32
17:30	22	0	0	9	13	0	0	0	0	0	0	0	32	37.5
17:45	38	0	0	16	20	2	0	0	0	0	0	0	27.2	30.2
18:00	27	0	0	14	13	0	0	0	0	0	0	0	29.8	33.1
18:15	41	0	1	15	23	2	0	0	0	0	0	0	29.5	33.3
18:30	33	0	0	11	21	1	0	0	0	0	0	0	28.5	33.8
18:45	35	0	0	13	21	1	0	0	0	0	0	0	29.8	34.5
19:00	27	0	0	13	14	0	0	0	0	0	0	0	31.8	34.3
19:15	17	0	0	8	9	0	0	0	0	0	0	0	29.7	32.2
19:30	18	0	0	10	8	0	0	0	0	0	0	0	30.7	33.5
19:45	17	0	0	8	9	0	0	0	0	0	0	0	29.6	36
20:00	18	0	0	7	11	0	0	0	0	0	0	0	28.4	33
20:15	15	0	0	10	5	0	0	0	0	0	0	0	28.7	33.6
20:30	18	0	0	10	7	1	0	0	0	0	0	0	29.1	32.2
20:45	16	0	0	10	6	0	0	0	0	0	0	0	28.1	31.9
21:00	17	0	0	6	11	0	0	0	0	0	0	0	28.3	32.4
21:15	16	0	0	5	11	0	0	0	0	0	0	0	29.6	35.2
21:30	19	0	0	7	12	0	0	0	0	0	0	0	31	34.7
21:45	7	0	0	2	5	0	0	0	0	0	0	0	30.1	-
22:00	9	0	1	1	7	0	0	0	0	0	0	0	30.9	-
22:15	6	0	0	1	4	1	0	0	0	0	0	0	29.9	-
22:30	4	0	0	3	1	0	0	0	0	0	0	0	30.3	-
22:45	8	0	0	3	5	0	0	0	0	0	0	0	28.3	-
23:00	3	0	1	2	0	0	0	0	0	0	0	0	30.3	-
23:15	5	0	0	2	3	0	0	0	0	0	0	0	28	-
23:30	5	0	0	0	5	0	0	0	0	0	0	0	31.9	-
23:45	1	0	0	0	0	1	0	0	0	0	0	0	31.6	-
07-19	1633	2	10	684	907	29	0	0	1	0	0	0	30.4	34.2
06-22	1875	2	10	793	1039	30	0	0	1	0	0	0	30.5	34.5
06-00	1916	2	12	805	1064	32	0	0	1	0	0	0	30.5	34.5
00-00	2032	2	13	844	1140	32	0	0	1	0	0	0	30.2	34.3

Date	Monday	12/11/2018												
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	5	0	0	3	2	0	0	0	0	0	0	0	28.4	-
00:15	3	0	0	0	3	0	0	0	0	0	0	0	30	-
00:30	7	0	0	2	5	0	0	0	0	0	0	0	28.2	-
00:45	3	0	0	2	1	0	0	0	0	0	0	0	26.9	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	32.5	-
01:15	5	0	0	1	4	0	0	0	0	0	0	0	35.3	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	2	0	0	1	1	0	0	0	0	0	0	0	30.7	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	25.8	-
02:15	2	0	0	1	1	0	0	0	0	0	0	0	29.4	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	0	1	0	0	0	0	0	0	0	35.8	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	30.1	-
03:30	7	0	0	0	6	1	0	0	0	0	0	0	31.4	-
03:45	3	0	0	1	2	0	0	0	0	0	0	0	31.5	-
04:00	3	0	0	3	0	0	0	0	0	0	0	0	29.9	-
04:15	6	0	0	2	4	0	0	0	0	0	0	0	30.5	-
04:30	12	0	0	2	10	0	0	0	0	0	0	0	31.1	35.9
04:45	9	0	0	4	3	2	0	0	0	0	0	0	32	-
05:00	17	0	0	2	14	1	0	0	0	0	0	0	31.8	36.7
05:15	21	0	0	9	12	0	0	0	0	0	0	0	33.3	36.4
05:30	33	0	0	7	23	3	0	0	0	0	0	0	30.7	34.7
05:45	30	0	1	8	20	0	0	0	1	0	0	0	31.6	34.7
06:00	45	0	3	12	30	0	0	0	0	0	0	0	30.7	34.6
06:15	50	0	0	16	31	3	0	0	0	0	0	0	29.6	34
06:30	51	0	1	15	31	4	0	0	0	0	0	0	28.6	32.9
06:45	74	0	1	27	45	1	0	0	0	0	0	0	30.2	34
07:00	70	0	0	19	49	2	0	0	0	0	0	0	29.8	33.7
07:15	92	0	0	33	56	3	0	0	0	0	0	0	29.6	33.1
07:30	111	0	2	44	62	3	0	0	0	0	0	0	29.9	34.4
07:45	78	0	0	30	46	2	0	0	0	0	0	0	29.6	34.6
08:00	95	0	0	35	58	2	0	0	0	0	0	0	28.4	32.1
08:15	72	0	0	26	44	1	0	0	1	0	0	0	28.5	32.3
08:30	103	0	1	51	47	4	0	0	0	0	0	0	26.4	30.3
08:45	93	0	0	42	50	1	0	0	0	0	0	0	25.5	28.5
09:00	44	0	0	13	31	0	0	0	0	0	0	0	28.7	33.8
09:15	44	0	0	17	26	1	0	0	0	0	0	0	29.3	33.7
09:30	34	0	1	16	16	1	0	0	0	0	0	0	29.6	32.5
09:45	46	0	1	15	25	3	2	0	0	0	0	0	28.7	32.4
10:00	30	0	0	10	19	1	0	0	0	0	0	0	29.7	33.8
10:15	37	0	0	15	21	1	0	0	0	0	0	0	28.2	33.7
10:30	39	0	0	17	20	2	0	0	0	0	0	0	28.1	32.1
10:45	30	0	0	6	22	2	0	0	0	0	0	0	28	33.1
11:00	33	0	0	13	19	1	0	0	0	0	0	0	28.1	32.6
11:15	29	0	0	12	16	1	0	0	0	0	0	0	30.8	35.3
11:30	31	0	0	14	16	1	0	0	0	0	0	0	30.4	34.1
11:45	33	0	1	11	20	1	0	0	0	0	0	0	30.9	34.4
12:00	35	0	1	14	18	2	0	0	0	0	0	0	28.7	32.2
12:15	36	0	0	13	21	1	0	0	0	0	0	1	28.9	32.1
12:30	43	0	0	22	18	3	0	0	0	0	0	0	29.6	33.5
12:45	33	0	0	14	19	0	0	0	0	0	0	0	27.5	32.2
13:00	39	0	0	15	23	0	1	0	0	0	0	0	28.2	31.5
13:15	42	0	0	16	23	2	1	0	0	0	0	0	29.9	33.9
13:30	40	0	0	10	27	3	0	0	0	0	0	0	30.4	32.7
13:45	40	0	0	19	20	1	0	0	0	0	0	0	29.3	33.7
14:00	32	0	0	13	17	2	0	0	0	0	0	0	29.9	32.9
14:15	64	0	0	23	37	4	0	0	0	0	0	0	28.6	33.5
14:30	53	0	0	20	31	1	0	0	1	0	0	0	29	33.3
14:45	67	0	0	26	39	2	0	0	0	0	0	0	27.2	31
15:00	54	0	0	21	32	1	0	0	0	0	0	0	27.8	31.8
15:15	82	0	0	42	36	4	0	0	0	0	0	0	26.9	30.1
15:30	65	1	2	20	41	1	0	0	0	0	0	0	26.7	30.9
15:45	56	0	0	26	28	2	0	0	0	0	0	0	28.3	30.5
16:00	62	0	0	24	36	2	0	0	0	0	0	0	27.6	31.6
16:15	47	0	1	21	22	3	0	0	0	0	0	0	27.9	30.8
16:30	43	0	0	14	28	1	0	0	0	0	0	0	26.9	30.3
16:45	45	0	0	18	26	1	0	0	0	0	0	0	26.2	29.2
17:00	50	0	0	22	27	1	0	0	0	0	0	0	28.3	31.6
17:15	45	0	0	20	25	0	0	0	0	0	0	0	27.8	32.4
17:30	58	0	0	29	29	0	0	0	0	0	0	0	26.8	30
17:45	51	0	0	24	27	0	0	0	0	0	0	0	27.3	33.3
18:00	56	0	0	23	33	0	0	0	0	0	0	0	28.4	31.4
18:15	33	0	0	14	19	0	0	0	0	0	0	0	28	32.1
18:30	47	0	0	23	24	0	0	0	0	0	0	0	28.2	32.4
18:45	22	0	0	7	14	1	0	0	0	0	0	0	26.7	30.9
19:00	26	0	0	10	15	1	0	0	0	0	0	0	28.7	33.1
19:15	38	0	0	23	15	0	0	0	0	0	0	0	28.2	32.5
19:30	34	0	0	11	23	0	0	0	0	0	0	0	27.5	32.7
19:45	19	0	1	6	12	0	0	0	0	0	0	0	27.6	32.6
20:00	29	0	0	8	19	2	0	0	0	0	0	0	25.8	31.1
20:15	21	0	0	7	14	0	0	0	0	0	0	0	27.7	32.1
20:30	13	0	0	4	9	0	0	0	0	0	0	0	29.7	35.5
20:45	16	0	0	8	8	0	0	0	0	0	0	0	29.6	33.3
21:00	21	0	0	8	12	1	0	0	0	0	0	0	29.1	34.3
21:15	15	0	0	1	14	0	0	0	0	0	0	0	30.8	37.4
21:30	17	0	0	4	13	0	0	0	0	0	0	0	29.3	31.7
21:45	8	0	0	3	5	0	0	0	0	0	0	0	31	-
22:00	19	0	0	10	9	0	0	0	0	0	0	0	28.8	34.1
22:15	13	0	0	6	6	1	0	0	0	0	0	0	30.3	39.6
22:30	8	0	0	2	6	0	0	0	0	0	0	0	29.3	-
22:45	6	0	0	1	5	0	0	0	0	0	0	0	28.5	-
23:00	5	0	0	2	3	0	0	0	0	0	0	0	30.7	-
23:15	10	0	1	0	8	1	0	0	0	0	0	0	27.8	-
23:30	3	0	0	1	2	0	0	0	0	0	0	0	27.7	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	31.6	-
07-19	2484	1	10	992	1403	71	4	0	2	0	0	1	28.3	32.4
06-22	2961	1	16	1155	1699	83	4	0	2	0	0	1	28.4	32.5
06-00	3026	1	17	1178	1738	85	4	0	2	0	0	1	28.5	32.5
00-00	3198	1	18	1226	1853	92	4	0	3	0	0	1	28.6	32.8

Date	Tuesday	13/11/2018												
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	1	1	0	0	0	0	0	0	0	29.2	-
00:15	2	0	1	1	0	0	0	0	0	0	0	0	26.1	-
00:30	4	0	0	1	3	0	0	0	0	0	0	0	28	-
00:45	3	0	0	1	2	0	0	0	0	0	0	0	28.2	-
01:00	2	0	0	1	1	0	0	0	0	0	0	0	28.9	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	25.2	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	0	1	0	0	0	0	0	0	0	26.2	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	31.9	-
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	2	0	0	1	1	0	0	0	0	0	0	0	26.2	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	33	-
03:15	2	0	0	0	2	0	0	0	0	0	0	0	35.8	-
03:30	5	0	0	0	4	1	0	0	0	0	0	0	32.4	-
03:45	3	0	0	1	1	1	0	0	0	0	0	0	30.8	-
04:00	5	0	0	3	2	0	0	0	0	0	0	0	31.3	-
04:15	9	0	0	4	5	0	0	0	0	0	0	0	30.3	-
04:30	2	0	0	1	0	1	0	0	0	0	0	0	25.1	-
04:45	12	0	0	6	5	1	0	0	0	0	0	0	31	36.7
05:00	19	0	0	6	11	2	0	0	0	0	0	0	30.5	35.7
05:15	36	0	1	15	20	0	0	0	0	0	0	0	32.7	36.7
05:30	34	0	0	9	23	2	0	0	0	0	0	0	29.8	34.1
05:45	45	1	1	8	34	1	0	0	0	0	0	0	30.7	36
06:00	48	0	2	17	27	1	0	0	1	0	0	0	30.5	33.4
06:15	46	0	0	17	26	3	0	0	0	0	0	0	31.2	36.2
06:30	44	0	2	13	28	1	0	0	0	0	0	0	29.8	34
06:45	61	0	3	25	28	5	0	0	0	0	0	0	29.7	33.3
07:00	67	0	0	23	41	3	0	0	0	0	0	0	30.1	34.5
07:15	80	0	1	23	54	2	0	0	0	0	0	0	29.5	33.2
07:30	99	0	1	44	52	2	0	0	0	0	0	0	27.3	31.9
07:45	79	0	1	30	46	2	0	0	0	0	0	0	28.5	32.6
08:00	95	0	0	41	50	4	0	0	0	0	0	0	28.7	33.3
08:15	108	0	0	43	61	4	0	0	0	0	0	0	27.1	31.4
08:30	89	0	0	38	51	0	0	0	0	0	0	0	26.7	29.7
08:45	108	1	1	45	58	3	0	0	0	0	0	0	25	28.7
09:00	54	0	0	25	29	0	0	0	0	0	0	0	27.8	31.6
09:15	42	0	1	18	21	2	0	0	0	0	0	0	29.7	32.4
09:30	47	0	1	15	29	2	0	0	0	0	0	0	29.7	32.8
09:45	44	0	1	14	26	3	0	0	0	0	0	0	28.1	33.2
10:00	24	0	0	8	16	0	0	0	0	0	0	0	31	34.2
10:15	27	0	0	12	12	3	0	0	0	0	0	0	30.3	33.8
10:30	44	1	0	19	23	1	0	0	0	0	0	0	29.9	33.6
10:45	33	0	0	11	20	2	0	0	0	0	0	0	28.2	34
11:00	33	0	0	10	22	1	0	0	0	0	0	0	30.3	32.8
11:15	31	1	0	8	21	1	0	0	0	0	0	0	29	32.8
11:30	34	0	0	15	17	2	0	0	0	0	0	0	31.6	34
11:45	33	0	0	9	21	3	0	0	0	0	0	0	30.2	32.2
12:00	39	0	0	11	27	1	0	0	0	0	0	0	28.4	32.6
12:15	35	0	0	13	21	1	0	0	0	0	0	0	30.2	35.2
12:30	40	0	0	18	21	0	1	0	0	0	0	0	31.4	35.6
12:45	30	0	1	11	18	0	0	0	0	0	0	0	31	35.6
13:00	48	0	0	20	26	2	0	0	0	0	0	0	28	33.7
13:15	36	0	0	16	20	0	0	0	0	0	0	0	32.3	35.5
13:30	45	0	1	19	25	0	0	0	0	0	0	0	30.2	35.2
13:45	46	1	1	12	32	0	0	0	0	0	0	0	30.3	34
14:00	37	0	0	9	27	1	0	0	0	0	0	0	30.5	34.5
14:15	38	0	0	9	26	3	0	0	0	0	0	0	30.3	33.6
14:30	49	0	0	24	23	2	0	0	0	0	0	0	28.7	32.5
14:45	55	0	0	22	31	2	0	0	0	0	0	0	29.6	33.3
15:00	62	1	0	20	39	1	0	0	0	0	0	1	27.8	32
15:15	77	0	0	27	48	2	0	0	0	0	0	0	26.7	29.5
15:30	61	0	0	24	37	0	0	0	0	0	0	0	28	32.6
15:45	52	0	0	23	26	3	0	0	0	0	0	0	28.7	32.2
16:00	52	0	1	16	31	4	0	0	0	0	0	0	29	32.6
16:15	42	0	1	17	24	0	0	0	0	0	0	0	30.1	35.4
16:30	69	0	0	22	45	0	0	0	2	0	0	0	26.5	30.4
16:45	49	0	1	20	28	0	0	0	0	0	0	0	28.8	34
17:00	54	0	2	23	28	1	0	0	0	0	0	0	26.6	30.9
17:15	51	0	1	24	24	2	0	0	0	0	0	0	28.1	31.4
17:30	57	0	0	21	34	2	0	0	0	0	0	0	26.7	31.1
17:45	56	0	0	29	26	1	0	0	0	0	0	0	29.2	32.9
18:00	41	0	0	21	19	1	0	0	0	0	0	0	28	31.2
18:15	36	0	1	10	24	1	0	0	0	0	0	0	29.3	32.6
18:30	38	0	1	18	18	1	0	0	0	0	0	0	29.1	32.4
18:45	37	0	0	15	20	0	0	1	1	0	0	0	28.7	33.4
19:00	35	0	0	12	23	0	0	0	0	0	0	0	29.7	32.5
19:15	44	0	0	20	24	0	0	0	0	0	0	0	29.6	32.8
19:30	41	0	0	12	28	1	0	0	0	0	0	0	29.7	33
19:45	22	0	0	9	12	0	0	1	0	0	0	0	30	33.7
20:00	20	0	0	9	11	0	0	0	0	0	0	0	30.7	35.9
20:15	22	0	0	7	14	1	0	0	0	0	0	0	27.9	30.3
20:30	14	0	0	8	6	0	0	0	0	0	0	0	29	34.6
20:45	15	0	1	4	10	0	0	0	0	0	0	0	29.4	36.5
21:00	18	0	0	12	6	0	0	0	0	0	0	0	28.5	31.8
21:15	15	0	1	6	8	0	0	0	0	0	0	0	30.1	35.6
21:30	17	0	0	9	6	2	0	0	0	0	0	0	30.9	38.6
21:45	15	0	0	6	9	0	0	0	0	0	0	0	30.3	36.9
22:00	14	0	0	4	10	0	0	0	0	0	0	0	30	35.6
22:15	12	0	0	6	6	0	0	0	0	0	0	0	29	32.1
22:30	14	0	0	5	8	1	0	0	0	0	0	0	28.6	32.6
22:45	8	0	0	4	3	1	0	0	0	0	0	0	29.4	-
23:00	5	0	0	2	3	0	0	0	0	0	0	0	27.5	-
23:15	7	0	0	4	2	1	0	0	0	0	0	0	27.2	-
23:30	7	0	0	0	7	0	0	0	0	0	0	0	29.8	-
23:45	6	0	1	3	2	0	0	0	0	0	0	0	29.5	-
07-19	2503	5	18	965	1438	71	1	1	3	0	0	1	28.6	32.7
06-22	2980	5	27	1151	1704	85	1	2	4	0	0	1	28.8	32.8
06-00	3053	5	28	1179	1745	88	1	2	4	0	0	1	28.8	32.8
00-00	3244	6	31	1238	1864	97	1	2	4	0	0	1	28.9	33.0

Date Wednesday 14/11/2018

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	7	0	0	2	5	0	0	0	0	0	0	0	30.5	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	4	0	0	3	1	0	0	0	0	0	0	0	29.5	-
01:00	7	0	0	1	6	0	0	0	0	0	0	0	33.7	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	33.6	-
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	1	0	0	0	1	0	0	0	0	0	0	0	24.1	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	31.7	-
02:30	3	0	0	1	2	0	0	0	0	0	0	0	31.3	-
02:45	1	0	0	0	1	0	0	0	0	0	0	0	31.1	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	35.5	-
03:15	2	0	0	1	0	1	0	0	0	0	0	0	32	-
03:30	3	0	0	0	3	0	0	0	0	0	0	0	33.2	-
03:45	4	0	0	1	3	0	0	0	0	0	0	0	32.5	-
04:00	4	0	0	2	2	0	0	0	0	0	0	0	34	-
04:15	7	0	0	2	5	0	0	0	0	0	0	0	30.2	-
04:30	4	0	0	1	3	0	0	0	0	0	0	0	29.8	-
04:45	12	0	0	6	5	1	0	0	0	0	0	0	31.2	34.8
05:00	20	0	0	7	10	3	0	0	0	0	0	0	31.4	34.9
05:15	25	0	1	9	15	0	0	0	0	0	0	0	31.3	35
05:30	30	0	0	9	21	0	0	0	0	0	0	0	31.4	35.8
05:45	44	0	4	8	29	3	0	0	0	0	0	0	31.1	34.7
06:00	46	0	0	14	27	5	0	0	0	0	0	0	30.4	34.6
06:15	49	0	0	15	32	2	0	0	0	0	0	0	31.3	36.5
06:30	58	0	3	18	35	2	0	0	0	0	0	0	29.9	32.6
06:45	55	0	0	20	33	1	0	0	0	0	0	1	30.1	34.7
07:00	59	0	1	17	36	5	0	0	0	0	0	0	29.4	32.8
07:15	71	0	1	25	42	3	0	0	0	0	0	0	30.5	34.1
07:30	82	0	0	43	39	0	0	0	0	0	0	0	29.9	33.3
07:45	78	0	1	28	43	5	1	0	0	0	0	0	29.2	33
08:00	80	0	1	35	42	2	0	0	0	0	0	0	29.7	32.6
08:15	102	0	1	34	65	2	0	0	0	0	0	0	28.9	32.3
08:30	93	0	0	31	59	3	0	0	0	0	0	0	28.9	32
08:45	118	0	0	42	73	2	0	0	0	0	0	1	24.9	29.7
09:00	59	0	0	24	31	3	0	0	1	0	0	0	28.7	32.3
09:15	51	1	1	19	28	2	0	0	0	0	0	0	27.4	31.6
09:30	50	0	0	18	29	3	0	0	0	0	0	0	29.3	33.4
09:45	32	0	1	10	20	1	0	0	0	0	0	0	27.5	33.6
10:00	24	0	1	10	12	1	0	0	0	0	0	0	30.4	35.9
10:15	33	0	0	10	19	4	0	0	0	0	0	0	29.8	33.9
10:30	29	0	0	17	9	2	0	0	1	0	0	0	27.7	31.4
10:45	37	0	0	12	22	3	0	0	0	0	0	0	28.8	32.8
11:00	38	0	0	16	20	2	0	0	0	0	0	0	29.1	33.3
11:15	40	0	0	15	23	2	0	0	0	0	0	0	29.7	34.4
11:30	30	0	0	11	17	2	0	0	0	0	0	0	31.7	35
11:45	41	0	0	17	23	1	0	0	0	0	0	0	29.6	34.8
12:00	35	0	0	10	24	1	0	0	0	0	0	0	30.8	34.2
12:15	41	0	0	18	22	1	0	0	0	0	0	0	30.3	35
12:30	31	0	0	15	15	0	0	0	1	0	0	0	32	35.5
12:45	43	0	0	14	27	2	0	0	0	0	0	0	30.7	36.7
13:00	34	0	0	13	20	1	0	0	0	0	0	0	31.3	34.7
13:15	37	1	0	14	21	1	0	0	0	0	0	0	30.9	34.9
13:30	36	0	0	15	21	0	0	0	0	0	0	0	31.5	35.7
13:45	39	0	0	23	14	2	0	0	0	0	0	0	31.3	35
14:00	44	0	1	16	26	1	0	0	0	0	0	0	30.9	36.7
14:15	33	0	0	18	12	3	0	0	0	0	0	0	28.1	32
14:30	42	0	0	13	28	1	0	0	0	0	0	0	29.5	34.2
14:45	58	0	0	25	33	0	0	0	0	0	0	0	28.7	32.1
15:00	65	0	0	30	34	1	0	0	0	0	0	0	27.9	31.5
15:15	72	0	1	29	37	5	0	0	0	0	0	0	23.7	29.9
15:30	62	0	0	19	41	2	0	0	0	0	0	0	28.3	31.9
15:45	53	0	0	16	35	2	0	0	0	0	0	0	28.7	32.1
16:00	39	0	1	15	21	1	0	0	1	0	0	0	29.3	33.3
16:15	43	0	0	15	27	1	0	0	0	0	0	0	29.8	32.6
16:30	56	0	0	17	37	2	0	0	0	0	0	0	26.9	31.6
16:45	39	0	0	18	20	1	0	0	0	0	0	0	28.5	32.8
17:00	61	0	2	27	30	2	0	0	0	0	0	0	28.5	32.3
17:15	52	0	0	18	33	1	0	0	0	0	0	0	28.7	33.2
17:30	60	0	2	25	32	1	0	0	0	0	0	0	28	31.4
17:45	59	0	0	26	33	0	0	0	0	0	0	0	26.6	29.6
18:00	42	0	1	18	23	0	0	0	0	0	0	0	28.8	31.4
18:15	55	0	0	26	29	0	0	0	0	0	0	0	27.7	31.5
18:30	35	0	1	12	21	1	0	0	0	0	0	0	27.6	31.6
18:45	50	0	0	22	28	0	0	0	0	0	0	0	28.4	31.9
19:00	46	0	2	13	31	0	0	0	0	0	0	0	29.5	32.9
19:15	38	0	0	11	26	1	0	0	0	0	0	0	30.8	34.8
19:30	22	0	0	10	11	1	0	0	0	0	0	0	29.2	34.3
19:45	37	0	0	18	18	1	0	0	0	0	0	0	30.4	34.4
20:00	29	0	1	17	11	0	0	0	0	0	0	0	30.5	35.7
20:15	28	0	0	12	16	0	0	0	0	0	0	0	27.1	30.9
20:30	23	0	0	7	16	0	0	0	0	0	0	0	29.6	35.3
20:45	16	0	0	5	11	0	0	0	0	0	0	0	30	32.9
21:00	15	0	0	10	5	0	0	0	0	0	0	0	31.6	35.4
21:15	28	0	1	13	14	0	0	0	0	0	0	0	30.4	34.1
21:30	12	0	0	6	6	0	0	0	0	0	0	0	33.2	35.8
21:45	10	0	0	2	8	0	0	0	0	0	0	0	31.8	-
22:00	16	0	0	5	11	0	0	0	0	0	0	0	31.2	35.4
22:15	11	0	0	4	7	0	0	0	0	0	0	0	30.4	33.9
22:30	8	0	0	4	4	0	0	0	0	0	0	0	28.5	-
22:45	7	0	0	3	3	1	0	0	0	0	0	0	31.4	-
23:00	5	0	0	2	3	0	0	0	0	0	0	0	32.3	-
23:15	9	0	0	1	8	0	0	0	0	0	0	0	31.2	-
23:30	5	0	0	2	3	0	0	0	0	0	0	0	34.7	-
23:45	3	0	0	0	2	1	0	0	0	0	0	0	36	-
07-19	2463	2	17	961	1396	81	1	0	4	0	0	1	28.8	32.9
06-22	2975	2	24	1152	1696	94	1	0	4	0	0	2	29.0	33.1
06-00	3039	2	24	1173	1737	96	1	0	4	0	0	2	29.1	33.2
00-00	3220	2	29	1228	1850	104	1	0	4	0	0	2	29.2	33.3

Date Thursday 15/11/2018

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	29.9	-
00:15	4	0	1	1	2	0	0	0	0	0	0	0	32.4	-
00:30	9	0	0	3	6	0	0	0	0	0	0	0	28.6	-
00:45	3	0	0	2	1	0	0	0	0	0	0	0	35.3	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	33.8	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	34.1	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	27.1	-
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	40.7	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	3	0	0	2	1	0	0	0	0	0	0	0	29.1	-
02:45	2	0	0	0	2	0	0	0	0	0	0	0	33	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	35.2	-
03:15	4	0	0	0	4	0	0	0	0	0	0	0	32.9	-
03:30	4	0	0	1	2	1	0	0	0	0	0	0	31.3	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	3	0	0	1	2	0	0	0	0	0	0	0	27.8	-
04:15	7	0	0	2	5	0	0	0	0	0	0	0	28.4	-
04:30	11	0	0	4	7	0	0	0	0	0	0	0	29.1	32.9
04:45	10	0	0	3	6	1	0	0	0	0	0	0	31.9	-
05:00	21	0	0	9	10	2	0	0	0	0	0	0	32	36.8
05:15	28	0	0	10	17	1	0	0	0	0	0	0	30.7	34.1
05:30	40	0	0	10	30	0	0	0	0	0	0	0	30.5	34.9
05:45	42	1	3	4	29	4	0	0	1	0	0	0	31.3	35.6
06:00	42	0	0	11	28	3	0	0	0	0	0	0	31.6	34.5
06:15	42	0	0	15	23	3	0	0	1	0	0	0	30.7	34.9
06:30	50	0	2	11	35	2	0	0	0	0	0	0	30.5	35.2
06:45	62	1	1	26	33	0	0	0	0	0	0	1	30.5	34.2
07:00	57	1	1	17	35	3	0	0	0	0	0	0	28.8	33.3
07:15	88	0	0	32	53	3	0	0	0	0	0	0	29.8	33.3
07:30	99	0	1	39	57	2	0	0	0	0	0	0	28.9	32.4
07:45	91	0	1	33	52	5	0	0	0	0	0	0	28.3	31.9
08:00	81	0	0	37	42	2	0	0	0	0	0	0	29.7	32.9
08:15	101	0	1	45	52	3	0	0	0	0	0	0	26.3	30.5
08:30	120	0	0	59	60	1	0	0	0	0	0	0	26.9	30.7
08:45	90	0	1	44	43	2	0	0	0	0	0	0	25.2	29.4
09:00	59	0	0	24	34	1	0	0	0	0	0	0	27.9	31.5
09:15	43	0	0	18	24	1	0	0	0	0	0	0	29.4	34.4
09:30	44	0	1	12	30	1	0	0	0	0	0	0	30.8	34.9
09:45	37	0	0	11	22	4	0	0	0	0	0	0	29.7	33.4
10:00	31	0	1	13	17	0	0	0	0	0	0	0	29.2	33.1
10:15	46	0	0	11	32	2	0	0	1	0	0	0	29.7	34.5
10:30	26	0	0	3	20	2	1	0	0	0	0	0	29.8	35.5
10:45	23	0	0	9	12	2	0	0	0	0	0	0	28.9	33.3
11:00	36	0	2	18	15	1	0	0	0	0	0	0	27.3	32.4
11:15	21	0	0	10	11	0	0	0	0	0	0	0	29.4	32.8
11:30	36	0	0	18	16	2	0	0	0	0	0	0	28.6	32.8
11:45	34	0	0	17	15	2	0	0	0	0	0	0	30.1	33.4
12:00	39	0	0	10	29	0	0	0	0	0	0	0	29.9	32.8
12:15	32	0	0	12	20	0	0	0	0	0	0	0	30.2	34.1
12:30	45	0	0	21	24	0	0	0	0	0	0	0	28.5	32.7
12:45	44	0	0	18	21	5	0	0	0	0	0	0	30	33.1
13:00	29	0	0	6	22	1	0	0	0	0	0	0	30	33.4
13:15	31	1	0	15	15	0	0	0	0	0	0	0	30.8	34.5
13:30	31	0	0	11	19	1	0	0	0	0	0	0	28.8	34.2
13:45	39	0	0	14	24	1	0	0	0	0	0	0	30.5	36.3
14:00	39	0	0	12	27	0	0	0	0	0	0	0	29.3	34.1
14:15	37	0	1	15	20	1	0	0	0	0	0	0	29.9	34.2
14:30	58	1	0	19	35	3	0	0	0	0	0	0	29.2	33.8
14:45	57	0	1	15	40	1	0	0	0	0	0	0	29.6	32.9
15:00	71	0	0	29	38	4	0	0	0	0	0	0	25.4	29.5
15:15	72	0	0	26	42	2	1	0	1	0	0	0	24.2	27.8
15:30	74	0	0	32	41	1	0	0	0	0	0	0	26.8	31.6
15:45	55	0	0	19	32	4	0	0	0	0	0	0	29.9	34.1
16:00	55	0	1	30	24	0	0	0	0	0	0	0	28.8	32.4
16:15	53	0	0	22	30	1	0	0	0	0	0	0	26.9	31.1
16:30	44	0	0	14	29	1	0	0	0	0	0	0	28	31.9
16:45	36	0	0	13	22	1	0	0	0	0	0	0	29	32.6
17:00	58	0	3	25	29	0	0	0	0	0	1	0	27.6	30.4
17:15	46	1	1	20	24	0	0	0	0	0	0	0	28.7	32.5
17:30	53	0	1	18	33	1	0	0	0	0	0	0	27.7	31.3
17:45	50	0	0	20	30	0	0	0	0	0	0	0	28.7	31.6
18:00	41	0	0	18	22	1	0	0	0	0	0	0	28.5	32.1
18:15	44	0	0	16	28	0	0	0	0	0	0	0	30.3	33.9
18:30	44	0	0	19	25	0	0	0	0	0	0	0	28.9	33.2
18:45	43	0	0	23	19	1	0	0	0	0	0	0	30.4	34.8
19:00	33	0	0	16	17	0	0	0	0	0	0	0	30.2	34.1
19:15	43	1	0	12	28	2	0	0	0	0	0	0	29.9	34.7
19:30	34	0	0	15	18	1	0	0	0	0	0	0	29.3	35.7
19:45	21	0	1	4	16	0	0	0	0	0	0	0	31	36
20:00	24	0	0	13	11	0	0	0	0	0	0	0	29.4	33.7
20:15	26	0	0	8	18	0	0	0	0	0	0	0	29	33.9
20:30	22	0	1	8	12	1	0	0	0	0	0	0	28.7	31.1
20:45	20	0	0	7	12	1	0	0	0	0	0	0	30.7	36.3
21:00	24	0	0	7	17	0	0	0	0	0	0	0	30.9	39.2
21:15	18	0	0	5	13	0	0	0	0	0	0	0	30.5	34.8
21:30	14	0	0	5	8	1	0	0	0	0	0	0	30.1	38.8
21:45	17	0	0	11	6	0	0	0	0	0	0	0	31.5	36.4
22:00	18	0	1	8	9	0	0	0	0	0	0	0	30	37.1
22:15	21	0	0	7	14	0	0	0	0	0	0	0	29.6	36.1
22:30	12	0	0	6	6	0	0	0	0	0	0	0	29.4	33.1
22:45	17	0	0	9	8	0	0	0	0	0	0	0	30.6	35
23:00	5	0	0	1	4	0	0	0	0	0	0	0	28	-
23:15	13	0	2	5	6	0	0	0	0	0	0	0	30.3	34.9
23:30	5	0	0	1	3	1	0	0	0	0	0	0	32.1	-
23:45	2	0	0	1	1	0	0	0	0	0	0	0	32.5	-
07-19	2483	4	17	982	1406	69	2	0	2	0	1	0	28.4	32.6
06-22	2975	6	22	1156	1701	83	2	0	3	0	1	1	28.7	32.9
06-00	3068	6	25	1194	1752	84	2	0	3	0	1	1	28.8	32.9
00-00	3268	7	29	1252	1879	93	2	0	4	0	1	1	28.9	33.1

Date Friday 16/11/2018

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	8	0	0	2	6	0	0	0	0	0	0	0	31.3	-
00:15	3	0	2	0	1	0	0	0	0	0	0	0	26.5	-
00:30	5	0	0	2	3	0	0	0	0	0	0	0	31	-
00:45	3	0	0	1	2	0	0	0	0	0	0	0	31.6	-
01:00	8	0	0	3	5	0	0	0	0	0	0	0	28.2	-
01:15	2	0	0	0	2	0	0	0	0	0	0	0	23.3	-
01:30	1	0	1	0	0	0	0	0	0	0	0	0	27.6	-
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	31.5	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	2	0	0	2	0	0	0	0	0	0	0	0	35.8	-
02:45	2	0	0	0	2	0	0	0	0	0	0	0	26.3	-
03:00	3	0	0	1	1	1	0	0	0	0	0	0	28	-
03:15	3	0	0	0	3	0	0	0	0	0	0	0	29.5	-
03:30	4	0	0	0	3	1	0	0	0	0	0	0	28.5	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	6	0	0	2	4	0	0	0	0	0	0	0	31.2	-
04:15	7	0	0	0	6	1	0	0	0	0	0	0	30.2	-
04:30	5	0	0	2	3	0	0	0	0	0	0	0	30.9	-
04:45	7	0	0	3	3	1	0	0	0	0	0	0	32.5	-
05:00	18	0	0	6	9	3	0	0	0	0	0	0	30.9	35.6
05:15	33	0	0	11	22	0	0	0	0	0	0	0	31.5	35.6
05:30	37	0	0	10	27	0	0	0	0	0	0	0	30.6	35.3
05:45	41	0	1	7	32	1	0	0	0	0	0	0	29.7	33.4
06:00	37	0	1	9	24	3	0	0	0	0	0	0	30.7	35.1
06:15	44	1	0	18	20	4	1	0	0	0	0	0	30.4	34.5
06:30	49	0	1	17	27	4	0	0	0	0	0	0	30.9	33.7
06:45	63	1	3	15	42	2	0	0	0	0	0	0	30.1	34.9
07:00	63	0	1	20	40	2	0	0	0	0	0	0	30.2	32.9
07:15	61	0	1	21	38	1	0	0	0	0	0	0	30.2	33.4
07:30	98	0	1	41	50	6	0	0	0	0	0	0	29.3	32.5
07:45	86	0	1	31	52	2	0	0	0	0	0	0	28.6	31.6
08:00	92	0	0	35	57	0	0	0	0	0	0	0	29.2	32.1
08:15	87	0	0	40	44	2	1	0	0	0	0	0	28.7	32.3
08:30	97	0	0	52	44	1	0	0	0	0	0	0	27.1	31.1
08:45	92	0	0	33	54	5	0	0	0	0	0	0	24.6	28.3
09:00	73	0	0	33	40	0	0	0	0	0	0	0	26.5	31.3
09:15	43	0	0	20	22	1	0	0	0	0	0	0	27.7	32.3
09:30	48	0	0	16	31	1	0	0	0	0	0	0	27.6	31.5
09:45	44	0	0	17	23	3	1	0	0	0	0	0	27.8	32.2
10:00	58	0	0	21	34	3	0	0	0	0	0	0	25.9	28.8
10:15	38	0	0	16	20	2	0	0	0	0	0	0	28.2	31.4
10:30	39	0	1	10	27	1	0	0	0	0	0	0	27.9	30.9
10:45	34	0	0	10	23	1	0	0	0	0	0	0	28.6	34.3
11:00	42	0	0	16	24	2	0	0	0	0	0	0	28	32.3
11:15	26	0	1	8	17	0	0	0	0	0	0	0	26.8	30.3
11:30	35	0	0	12	22	1	0	0	0	0	0	0	28.4	33
11:45	22	0	1	10	10	1	0	0	0	0	0	0	28.6	32.3
12:00	49	1	0	18	30	0	0	0	0	0	0	0	30.7	34.1
12:15	35	0	0	11	23	0	0	0	0	0	0	1	28.4	33.4
12:30	39	0	0	21	17	1	0	0	0	0	0	0	29.9	34.2
12:45	41	0	0	18	20	2	1	0	0	0	0	0	29.4	33.7
13:00	42	0	0	19	18	4	1	0	0	0	0	0	27.8	31.4
13:15	33	0	1	7	22	2	0	0	0	0	0	1	29.7	33.4
13:30	53	0	0	21	32	0	0	0	0	0	0	0	28.8	32.9
13:45	39	0	0	14	24	1	0	0	0	0	0	0	31.7	33.8
14:00	61	0	1	24	32	4	0	0	0	0	0	0	29.5	32.6
14:15	53	0	0	13	38	2	0	0	0	0	0	0	28.5	32.2
14:30	46	0	0	14	27	4	0	0	0	1	0	0	29.8	33.6
14:45	67	0	0	22	44	1	0	0	0	0	0	0	28.7	31.7
15:00	75	0	0	34	41	0	0	0	0	0	0	0	26.9	30.6
15:15	92	0	0	43	47	1	0	0	1	0	0	0	24.3	27.2
15:30	70	0	0	21	47	2	0	0	0	0	0	0	27.5	31.4
15:45	50	0	0	26	23	1	0	0	0	0	0	0	27.7	30.8
16:00	67	0	1	30	33	3	0	0	0	0	0	0	27.3	31.6
16:15	44	0	0	22	20	2	0	0	0	0	0	0	27.6	31.3
16:30	58	0	0	22	33	3	0	0	0	0	0	0	26.7	30.6
16:45	49	0	0	19	27	3	0	0	0	0	0	0	28.6	32.8
17:00	55	0	5	22	28	0	0	0	0	0	0	0	28.3	31.8
17:15	46	0	0	17	28	1	0	0	0	0	0	0	28	31.6
17:30	63	0	0	33	30	0	0	0	0	0	0	0	27.5	31.5
17:45	59	0	0	26	31	2	0	0	0	0	0	0	27.8	32.3
18:00	41	0	0	13	27	1	0	0	0	0	0	0	26.9	30.1
18:15	44	0	0	23	20	1	0	0	0	0	0	0	28.5	32.4
18:30	45	0	0	20	24	1	0	0	0	0	0	0	27	30
18:45	47	0	0	15	32	0	0	0	0	0	0	0	27.2	31.1
19:00	37	0	0	24	12	0	1	0	0	0	0	0	29.3	32.7
19:15	45	0	1	22	22	0	0	0	0	0	0	0	29.2	33.5
19:30	33	0	0	15	18	0	0	0	0	0	0	0	30.2	34.8
19:45	19	0	0	11	8	0	0	0	0	0	0	0	29.5	33.8
20:00	35	0	1	12	22	0	0	0	0	0	0	0	29.8	33.6
20:15	31	0	0	14	16	1	0	0	0	0	0	0	29.8	34.2
20:30	17	0	0	7	10	0	0	0	0	0	0	0	27.7	31.9
20:45	30	0	0	10	20	0	0	0	0	0	0	0	31.8	37.5
21:00	22	0	0	9	13	0	0	0	0	0	0	0	31.6	35.6
21:15	13	0	0	5	8	0	0	0	0	0	0	0	30	35.4
21:30	23	0	0	12	11	0	0	0	0	0	0	0	28.9	32.8
21:45	15	0	0	4	11	0	0	0	0	0	0	0	28.8	30.8
22:00	14	0	0	10	4	0	0	0	0	0	0	0	28.4	31.4
22:15	12	0	0	6	6	0	0	0	0	0	0	0	29.4	33.9
22:30	19	0	0	8	10	1	0	0	0	0	0	0	29	34.7
22:45	11	0	0	4	7	0	0	0	0	0	0	0	30.6	35.8
23:00	5	0	0	1	4	0	0	0	0	0	0	0	31.8	-
23:15	15	0	0	1	14	0	0	0	0	0	0	0	27.2	32.6
23:30	10	0	0	6	4	0	0	0	0	0	0	0	31.4	-
23:45	13	0	0	4	9	0	0	0	0	0	0	0	28.1	33.7
07-19	2641	1	15	1050	1490	77	4	0	1	1	0	2	28.0	32.0
06-22	3154	3	22	1254	1774	91	6	0	1	1	0	2	28.3	32.4
06-00	3253	3	22	1294	1832	92	6	0	1	1	0	2	28.4	32.4
00-00	3452	3	26	1347	1966	100	6	0	1	1	0	2	28.5	32.5

Date Saturday 17/11/2018

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	11	0	0	3	7	1	0	0	0	0	0	0	30.6	35
00:15	8	0	0	3	5	0	0	0	0	0	0	0	29.4	-
00:30	5	0	0	3	2	0	0	0	0	0	0	0	31	-
00:45	4	0	0	2	2	0	0	0	0	0	0	0	27.1	-
01:00	7	0	0	1	5	1	0	0	0	0	0	0	29.3	-
01:15	4	0	0	3	1	0	0	0	0	0	0	0	30.4	-
01:30	6	0	0	3	3	0	0	0	0	0	0	0	29.4	-
01:45	2	0	0	1	1	0	0	0	0	0	0	0	29.1	-
02:00	2	0	0	0	2	0	0	0	0	0	0	0	16.5	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	30.6	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	25.9	-
02:45	1	0	0	0	1	0	0	0	0	0	0	0	32.4	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	3	0	0	0	3	0	0	0	0	0	0	0	37.2	-
03:30	2	0	0	1	1	0	0	0	0	0	0	0	32	-
03:45	2	0	0	0	2	0	0	0	0	0	0	0	23.5	-
04:00	1	0	0	0	1	0	0	0	0	0	0	0	30.6	-
04:15	7	0	0	2	5	0	0	0	0	0	0	0	32.2	-
04:30	4	0	0	0	4	0	0	0	0	0	0	0	27.4	-
04:45	6	0	1	1	4	0	0	0	0	0	0	0	29.9	-
05:00	4	0	0	2	2	0	0	0	0	0	0	0	28.1	-
05:15	14	0	0	4	9	1	0	0	0	0	0	0	33.2	36.6
05:30	13	0	0	4	9	0	0	0	0	0	0	0	31.4	36.8
05:45	12	0	0	6	6	0	0	0	0	0	0	0	31.2	36
06:00	12	0	0	6	6	0	0	0	0	0	0	0	28.9	34.1
06:15	16	0	1	6	8	1	0	0	0	0	0	0	29.3	33.9
06:30	28	0	0	11	16	1	0	0	0	0	0	0	30.3	33.8
06:45	27	0	0	6	19	2	0	0	0	0	0	0	31.3	35.5
07:00	25	0	1	8	14	2	0	0	0	0	0	0	31.8	35.9
07:15	31	0	0	11	19	1	0	0	0	0	0	0	31.5	35.5
07:30	24	0	0	6	15	3	0	0	0	0	0	0	30.4	35.8
07:45	36	0	0	12	20	4	0	0	0	0	0	0	30.5	34.4
08:00	36	0	0	11	24	1	0	0	0	0	0	0	30.2	33.2
08:15	32	0	0	14	15	3	0	0	0	0	0	0	29.8	33.8
08:30	31	0	1	11	16	3	0	0	0	0	0	0	30.8	33.6
08:45	39	0	0	17	22	0	0	0	0	0	0	0	29.6	32.5
09:00	39	0	0	20	19	0	0	0	0	0	0	0	29.7	34.5
09:15	36	1	0	15	17	2	0	0	1	0	0	0	31.3	37.1
09:30	48	0	1	16	28	3	0	0	0	0	0	0	29.1	32.1
09:45	38	0	0	12	23	3	0	0	0	0	0	0	30.6	34.4
10:00	38	0	0	13	24	1	0	0	0	0	0	0	29.9	33.8
10:15	48	0	0	18	26	4	0	0	0	0	0	0	28.2	31.3
10:30	52	0	0	17	33	2	0	0	0	0	0	0	30.6	33
10:45	56	0	0	24	30	2	0	0	0	0	0	0	30.2	32.9
11:00	44	0	0	19	23	2	0	0	0	0	0	0	31.2	35.9
11:15	46	0	0	17	29	0	0	0	0	0	0	0	32.1	36.5
11:30	48	0	1	20	25	2	0	0	0	0	0	0	30.5	34.9
11:45	53	0	0	24	29	0	0	0	0	0	0	0	30.4	33.6
12:00	45	1	0	19	23	2	0	0	0	0	0	0	30.2	34.2
12:15	54	1	1	17	35	0	0	0	0	0	0	0	30.8	35.1
12:30	50	0	0	21	27	2	0	0	0	0	0	0	30	35.2
12:45	48	0	0	20	26	2	0	0	0	0	0	0	31.3	36.1
13:00	40	0	0	17	22	1	0	0	0	0	0	0	31	35
13:15	32	0	0	15	16	0	0	0	1	0	0	0	30.8	35.4
13:30	43	0	0	19	24	0	0	0	0	0	0	0	31	36.7
13:45	42	0	0	20	22	0	0	0	0	0	0	0	31.3	34.9
14:00	54	0	2	24	26	2	0	0	0	0	0	0	31.4	34.9
14:15	46	0	0	18	28	0	0	0	0	0	0	0	30.5	35.4
14:30	46	0	0	25	20	1	0	0	0	0	0	0	31.1	35
14:45	32	0	1	13	18	0	0	0	0	0	0	0	31.5	35.4
15:00	49	0	0	12	35	2	0	0	0	0	0	0	28.9	33.1
15:15	46	0	0	23	23	0	0	0	0	0	0	0	30.8	37
15:30	29	0	0	7	22	0	0	0	0	0	0	0	28.2	31.8
15:45	39	0	1	8	29	1	0	0	0	0	0	0	30.6	35.1
16:00	47	1	1	18	27	0	0	0	0	0	0	0	29.7	34.3
16:15	45	0	0	20	24	1	0	0	0	0	0	0	29.2	33.2
16:30	44	0	0	22	21	1	0	0	0	0	0	0	28.4	32.8
16:45	45	0	0	18	27	0	0	0	0	0	0	0	27.1	31.3
17:00	54	0	1	19	34	0	0	0	0	0	0	0	28.5	32.3
17:15	50	0	0	12	38	0	0	0	0	0	0	0	27.8	30.8
17:30	49	0	0	22	27	0	0	0	0	0	0	0	27.5	31.3
17:45	45	0	0	14	30	1	0	0	0	0	0	0	28.9	34.3
18:00	51	0	0	22	29	0	0	0	0	0	0	0	28.7	33.1
18:15	42	0	0	18	24	0	0	0	0	0	0	0	28	32.5
18:30	35	0	0	15	20	0	0	0	0	0	0	0	30	34.7
18:45	36	0	0	15	20	0	0	1	0	0	0	0	29.6	34.1
19:00	47	0	0	19	25	3	0	0	0	0	0	0	29.4	32.8
19:15	26	0	1	6	19	0	0	0	0	0	0	0	27.7	33.8
19:30	33	0	0	13	20	0	0	0	0	0	0	0	29.3	31.3
19:45	24	0	0	10	13	1	0	0	0	0	0	0	28.2	31
20:00	28	0	0	15	12	1	0	0	0	0	0	0	27.8	30.3
20:15	20	0	0	8	12	0	0	0	0	0	0	0	29.9	33.4
20:30	27	0	1	12	13	1	0	0	0	0	0	0	29.8	34.6
20:45	18	0	0	6	11	1	0	0	0	0	0	0	30.5	34.6
21:00	17	0	0	7	10	0	0	0	0	0	0	0	30.2	36
21:15	25	0	0	9	16	0	0	0	0	0	0	0	28.5	33.1
21:30	13	0	0	6	7	0	0	0	0	0	0	0	28.6	36.2
21:45	13	0	0	8	5	0	0	0	0	0	0	0	29.1	33.5
22:00	12	0	0	3	9	0	0	0	0	0	0	0	29.3	33.3
22:15	9	0	0	4	5	0	0	0	0	0	0	0	28.6	-
22:30	20	0	0	14	6	0	0	0	0	0	0	0	29.5	33.9
22:45	8	0	0	3	5	0	0	0	0	0	0	0	28.1	-
23:00	16	0	0	6	10	0	0	0	0	0	0	0	31.4	36.7
23:15	15	0	0	5	10	0	0	0	0	0	0	0	30.5	34.2
23:30	11	0	0	2	9	0	0	0	0	0	0	0	28.9	32.3
23:45	9	0	0	5	3	1	0	0	0	0	0	0	30.1	-
07-19	2038	4	11	798	1168	54	0	1	2	0	0	0	30.0	34.2
06-22	2412	4	14	946	1380	65	0	1	2	0	0	0	29.9	34.1
06-00	2512	4	14	988	1437	66	0	1	2	0	0	0	29.9	34.1
00-00	2632	4	15	1028	1513	69	0	1	2	0	0	0	29.9	34.1

Date	Sunday	18/11/2018												
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	8	0	0	3	5	0	0	0	0	0	0	0	32.2	-
00:15	8	0	0	3	5	0	0	0	0	0	0	0	32.3	-
00:30	5	0	0	2	3	0	0	0	0	0	0	0	29.9	-
00:45	8	0	0	6	2	0	0	0	0	0	0	0	32.2	-
01:00	10	0	0	6	3	1	0	0	0	0	0	0	33.1	-
01:15	5	0	0	2	3	0	0	0	0	0	0	0	30.5	-
01:30	3	0	0	2	1	0	0	0	0	0	0	0	29	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	31.9	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	29.6	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	28.5	-
02:45	2	0	0	0	2	0	0	0	0	0	0	0	28.3	-
03:00	4	0	0	1	3	0	0	0	0	0	0	0	32.3	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	2	0	0	0	2	0	0	0	0	0	0	0	30.5	-
03:45	4	0	0	3	1	0	0	0	0	0	0	0	26.9	-
04:00	3	0	0	2	0	1	0	0	0	0	0	0	32.2	-
04:15	4	0	0	3	1	0	0	0	0	0	0	0	27.7	-
04:30	5	0	0	2	3	0	0	0	0	0	0	0	26.3	-
04:45	4	0	0	0	4	0	0	0	0	0	0	0	29.5	-
05:00	3	0	0	1	2	0	0	0	0	0	0	0	30.7	-
05:15	9	0	0	1	7	1	0	0	0	0	0	0	32	-
05:30	9	0	0	1	8	0	0	0	0	0	0	0	32.2	-
05:45	7	0	0	4	3	0	0	0	0	0	0	0	31.3	-
06:00	12	0	0	5	5	2	0	0	0	0	0	0	30.7	34.7
06:15	12	0	1	5	6	0	0	0	0	0	0	0	31.6	34.1
06:30	16	0	1	4	11	0	0	0	0	0	0	0	29.1	34.9
06:45	7	0	0	2	5	0	0	0	0	0	0	0	27.3	-
07:00	10	0	0	2	8	0	0	0	0	0	0	0	34.7	-
07:15	12	0	0	1	11	0	0	0	0	0	0	0	30.9	35.2
07:30	19	0	1	6	11	1	0	0	0	0	0	0	33.6	37.2
07:45	12	0	0	2	10	0	0	0	0	0	0	0	31.5	33.9
08:00	21	1	0	6	12	2	0	0	0	0	0	0	31.5	36.8
08:15	36	0	0	13	21	2	0	0	0	0	0	0	31	33.2
08:30	24	0	2	10	12	0	0	0	0	0	0	0	32.4	35.4
08:45	33	0	0	10	19	4	0	0	0	0	0	0	30.6	35
09:00	27	0	0	11	15	1	0	0	0	0	0	0	31.8	36.9
09:15	31	0	0	13	16	2	0	0	0	0	0	0	30.8	34.4
09:30	43	0	1	21	21	0	0	0	0	0	0	0	30.3	33.9
09:45	37	0	0	16	20	1	0	0	0	0	0	0	31.3	34.9
10:00	47	0	1	19	26	1	0	0	0	0	0	0	31.8	35.1
10:15	36	0	0	14	21	1	0	0	0	0	0	0	30.5	33.9
10:30	42	0	0	17	25	0	0	0	0	0	0	0	31.5	36.2
10:45	46	0	0	17	28	1	0	0	0	0	0	0	29.7	33.4
11:00	36	0	0	15	21	0	0	0	0	0	0	0	30	34.1
11:15	55	0	0	24	31	0	0	0	0	0	0	0	29.9	33
11:30	45	0	0	15	30	0	0	0	0	0	0	0	31.6	36.7
11:45	39	0	0	19	19	1	0	0	0	0	0	0	28.8	31.8
12:00	56	0	0	32	23	1	0	0	0	0	0	0	29.6	33.2
12:15	50	0	0	24	26	0	0	0	0	0	0	0	28.9	33.5
12:30	49	0	1	15	31	2	0	0	0	0	0	0	30.9	35.6
12:45	44	0	0	15	28	1	0	0	0	0	0	0	29.9	33.2
13:00	42	0	0	23	19	0	0	0	0	0	0	0	29.5	33
13:15	43	0	1	17	25	0	0	0	0	0	0	0	30.7	34.7
13:30	43	0	0	17	26	0	0	0	0	0	0	0	30	33.4
13:45	34	0	1	13	19	1	0	0	0	0	0	0	31.2	34.4
14:00	42	1	0	15	25	1	0	0	0	0	0	0	30.7	34.9
14:15	45	0	1	18	26	0	0	0	0	0	0	0	30.8	35.6
14:30	30	0	0	16	14	0	0	0	0	0	0	0	29.1	33
14:45	34	0	0	9	25	0	0	0	0	0	0	0	31	36
15:00	35	0	0	14	20	1	0	0	0	0	0	0	30.4	34.1
15:15	39	0	0	17	22	0	0	0	0	0	0	0	30.5	33.9
15:30	40	0	0	15	25	0	0	0	0	0	0	0	30.6	34.7
15:45	25	0	0	11	13	1	0	0	0	0	0	0	31	34.6
16:00	36	0	0	20	15	1	0	0	0	0	0	0	30.4	35.3
16:15	26	0	0	7	19	0	0	0	0	0	0	0	31.4	36
16:30	40	0	1	15	24	0	0	0	0	0	0	0	28.6	32
16:45	41	0	0	18	22	1	0	0	0	0	0	0	29	34.1
17:00	37	1	0	12	24	0	0	0	0	0	0	0	26.4	30.5
17:15	31	0	0	11	20	0	0	0	0	0	0	0	30.1	35.7
17:30	26	0	1	9	16	0	0	0	0	0	0	0	29.9	35.2
17:45	30	0	0	14	16	0	0	0	0	0	0	0	30.1	33.7
18:00	24	0	1	14	9	0	0	0	0	0	0	0	31.8	34.5
18:15	40	0	0	13	27	0	0	0	0	0	0	0	29.3	32.3
18:30	25	0	0	12	13	0	0	0	0	0	0	0	30.3	34
18:45	31	0	0	15	16	0	0	0	0	0	0	0	28.4	30.6
19:00	31	0	0	10	21	0	0	0	0	0	0	0	29.3	33
19:15	38	0	1	18	18	1	0	0	0	0	0	0	30.2	34.2
19:30	21	0	0	3	17	1	0	0	0	0	0	0	32.4	36.6
19:45	27	0	0	14	13	0	0	0	0	0	0	0	29.2	33.2
20:00	13	0	0	4	9	0	0	0	0	0	0	0	32.1	39.3
20:15	23	0	0	8	15	0	0	0	0	0	0	0	29.1	33.8
20:30	11	0	0	2	9	0	0	0	0	0	0	0	30.1	35.6
20:45	16	0	2	4	10	0	0	0	0	0	0	0	32	37.7
21:00	13	0	0	5	8	0	0	0	0	0	0	0	30.8	36
21:15	11	0	1	6	3	1	0	0	0	0	0	0	29.3	34.1
21:30	13	0	1	5	7	0	0	0	0	0	0	0	28.9	33.6
21:45	12	0	0	4	8	0	0	0	0	0	0	0	32.5	39.3
22:00	4	0	0	1	3	0	0	0	0	0	0	0	33.3	-
22:15	6	0	0	2	4	0	0	0	0	0	0	0	31.4	-
22:30	5	0	0	2	3	0	0	0	0	0	0	0	30.4	-
22:45	4	0	0	1	3	0	0	0	0	0	0	0	33.1	-
23:00	12	0	0	7	5	0	0	0	0	0	0	0	29	35.2
23:15	5	0	0	0	5	0	0	0	0	0	0	0	25.7	-
23:30	7	0	0	4	3	0	0	0	0	0	0	0	33.9	-
23:45	2	0	0	0	2	0	0	0	0	0	0	0	28.1	-
07-19	1689	3	12	682	965	27	0	0	0	0	0	0	30.3	34.2
06-22	1965	3	19	781	1130	32	0	0	0	0	0	0	30.3	34.2
06-00	2010	3	19	798	1158	32	0	0	0	0	0	0	30.3	34.3
00-00	2116	3	19	843	1216	35	0	0	0	0	0	0	30.4	34.3

Date Monday 19/11/2018

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	26.4	-
00:15	3	0	0	2	1	0	0	0	0	0	0	0	29.9	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	33.3	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	2	0	0	0	2	0	0	0	0	0	0	0	24.9	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	28.9	-
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	2	0	0	0	2	0	0	0	0	0	0	0	37.8	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	37.3	-
03:00	1	0	0	0	0	1	0	0	0	0	0	0	26.5	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	29.9	-
03:30	7	0	0	1	5	1	0	0	0	0	0	0	30	-
03:45	3	0	0	0	3	0	0	0	0	0	0	0	26.4	-
04:00	2	0	0	1	1	0	0	0	0	0	0	0	33.8	-
04:15	6	0	0	2	4	0	0	0	0	0	0	0	27.4	-
04:30	8	0	0	3	5	0	0	0	0	0	0	0	31	-
04:45	7	0	0	2	5	0	0	0	0	0	0	0	30	-
05:00	25	0	0	7	14	4	0	0	0	0	0	0	32.6	37.1
05:15	26	0	0	6	20	0	0	0	0	0	0	0	31.9	34.5
05:30	44	0	1	10	32	1	0	0	0	0	0	0	30.4	36
05:45	39	0	2	9	26	2	0	0	0	0	0	0	30.6	34.4
06:00	51	0	1	18	28	4	0	0	0	0	0	0	31.3	34.3
06:15	58	0	0	25	30	3	0	0	0	0	0	0	30.6	33.9
06:30	42	0	1	14	26	1	0	0	0	0	0	0	30.1	35
06:45	64	0	2	20	40	2	0	0	0	0	0	0	29.7	32.9
07:00	78	1	1	31	43	2	0	0	0	0	0	0	28.7	33
07:15	71	0	1	21	48	1	0	0	0	0	0	0	29.6	33.4
07:30	90	0	1	36	51	2	0	0	0	0	0	0	29.8	33.9
07:45	78	0	2	27	47	2	0	0	0	0	0	0	27.7	31.3
08:00	102	0	2	36	60	4	0	0	0	0	0	0	28.3	32.3
08:15	76	0	0	39	36	1	0	0	0	0	0	0	29	32.9
08:30	102	0	2	46	48	6	0	0	0	0	0	0	26.8	31.3
08:45	96	0	0	36	60	0	0	0	0	0	0	0	26.7	29.7
09:00	62	0	0	24	37	1	0	0	0	0	0	0	28.4	31.7
09:15	43	0	2	11	25	5	0	0	0	0	0	0	28.6	31.4
09:30	39	0	0	16	22	0	0	0	1	0	0	0	29	32.4
09:45	37	0	0	10	26	1	0	0	0	0	0	0	28.4	32.3
10:00	33	0	0	11	21	1	0	0	0	0	0	0	28.7	32.4
10:15	26	0	0	12	12	2	0	0	0	0	0	0	28.7	31.6
10:30	32	0	0	12	17	2	0	0	0	0	0	1	30.7	33.9
10:45	38	0	0	16	21	1	0	0	0	0	0	0	30.3	32.4
11:00	39	0	0	14	21	4	0	0	0	0	0	0	29.2	33.3
11:15	26	0	0	9	17	0	0	0	0	0	0	0	29.7	33.9
11:30	52	0	0	25	24	3	0	0	0	0	0	0	29.8	33.2
11:45	36	0	0	15	19	2	0	0	0	0	0	0	28.4	32.3
12:00	37	0	0	16	21	0	0	0	0	0	0	0	29.8	33.2
12:15	34	0	0	18	14	2	0	0	0	0	0	0	28.5	32.8
12:30	42	0	0	12	29	1	0	0	0	0	0	0	30.2	33.7
12:45	35	0	0	16	19	0	0	0	0	0	0	0	29.6	32.9
13:00	32	0	0	11	20	0	0	0	1	0	0	0	27.5	32.9
13:15	42	0	0	10	27	5	0	0	0	0	0	0	29.5	34
13:30	34	0	0	11	22	1	0	0	0	0	0	0	30.4	33.1
13:45	36	0	0	20	15	1	0	0	0	0	0	0	29.2	33.2
14:00	40	0	0	14	26	0	0	0	0	0	0	0	29.2	33.3
14:15	30	0	0	6	22	2	0	0	0	0	0	0	30.6	34.6
14:30	43	0	0	16	27	0	0	0	0	0	0	0	28.8	32.7
14:45	58	0	1	28	27	2	0	0	0	0	0	0	28.2	31.5
15:00	59	0	0	15	43	1	0	0	0	0	0	0	26.9	31
15:15	83	0	0	38	42	3	0	0	0	0	0	0	22.1	26.7
15:30	57	0	1	18	36	2	0	0	0	0	0	0	28.9	33
15:45	48	0	0	16	28	4	0	0	0	0	0	0	28	30.6
16:00	56	0	2	17	36	1	0	0	0	0	0	0	27.5	31.1
16:15	37	0	0	11	25	1	0	0	0	0	0	0	26.2	30.2
16:30	68	0	0	28	39	1	0	0	0	0	0	0	24.9	29.1
16:45	48	0	1	14	31	2	0	0	0	0	0	0	26.9	30.3
17:00	64	0	0	34	28	1	0	0	0	0	1	0	20.7	27.3
17:15	51	0	0	20	26	4	0	1	0	0	0	0	25.3	30.2
17:30	48	0	0	18	29	1	0	0	0	0	0	0	27.3	31.2
17:45	44	0	0	19	25	0	0	0	0	0	0	0	27.6	32.3
18:00	50	0	0	17	32	0	0	0	1	0	0	0	27.6	32.2
18:15	35	0	0	14	21	0	0	0	0	0	0	0	28.8	32.6
18:30	39	0	1	19	19	0	0	0	0	0	0	0	25.8	30.4
18:45	30	0	0	14	15	1	0	0	0	0	0	0	29.3	33.4
19:00	32	0	0	12	19	1	0	0	0	0	0	0	28.5	31.5
19:15	36	0	0	15	21	0	0	0	0	0	0	0	28.1	33.8
19:30	32	0	0	14	18	0	0	0	0	0	0	0	28.5	32.7
19:45	26	1	0	12	12	1	0	0	0	0	0	0	26.7	30.1
20:00	16	0	0	9	7	0	0	0	0	0	0	0	27.6	31.8
20:15	23	0	0	6	17	0	0	0	0	0	0	0	25.9	31.7
20:30	16	0	1	3	12	0	0	0	0	0	0	0	30.9	36.2
20:45	21	0	0	9	11	1	0	0	0	0	0	0	28.1	30.9
21:00	13	0	0	5	7	1	0	0	0	0	0	0	30.9	35.3
21:15	10	0	0	4	6	0	0	0	0	0	0	0	31	-
21:30	10	0	0	7	3	0	0	0	0	0	0	0	28.9	-
21:45	13	0	0	6	7	0	0	0	0	0	0	0	28.9	35.8
22:00	17	0	0	7	10	0	0	0	0	0	0	0	29.8	34.9
22:15	10	0	0	3	7	0	0	0	0	0	0	0	29.8	-
22:30	12	0	0	4	8	0	0	0	0	0	0	0	28.1	33.9
22:45	7	0	0	4	3	0	0	0	0	0	0	0	29.2	-
23:00	7	0	0	2	4	1	0	0	0	0	0	0	30.2	-
23:15	7	0	1	1	5	0	0	0	0	0	0	0	28.8	-
23:30	3	0	0	2	1	0	0	0	0	0	0	0	26.4	-
23:45	3	0	0	2	1	0	0	0	0	0	0	0	28.1	-
07-19	2436	1	17	937	1399	76	0	1	3	0	1	1	27.4	31.6
06-22	2899	2	22	1116	1663	90	0	1	3	0	1	1	27.8	31.9
06-00	2965	2	23	1141	1702	91	0	1	3	0	1	1	27.9	32.0
00-00	3148	2	26	1190	1824	100	0	1	3	0	1	1	28.0	32.2

Date Tuesday 20/11/2018

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	5	0	0	2	3	0	0	0	0	0	0	0	32	-
00:15	5	0	0	2	3	0	0	0	0	0	0	0	30.5	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	29.1	-
00:45	2	0	0	1	1	0	0	0	0	0	0	0	31.5	-
01:00	3	0	0	0	3	0	0	0	0	0	0	0	34.2	-
01:15	2	0	0	1	1	0	0	0	0	0	0	0	30.3	-
01:30	2	0	0	0	2	0	0	0	0	0	0	0	26.5	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	27.2	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	2	0	0	1	1	0	0	0	0	0	0	0	29.3	-
02:30	2	0	0	1	1	0	0	0	0	0	0	0	35.5	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	2	0	0	0	2	0	0	0	0	0	0	0	29.6	-
03:15	2	0	0	0	2	0	0	0	0	0	0	0	35.6	-
03:30	4	0	0	2	2	0	0	0	0	0	0	0	31.2	-
03:45	3	0	0	1	1	1	0	0	0	0	0	0	29.9	-
04:00	3	0	0	1	2	0	0	0	0	0	0	0	28.6	-
04:15	6	0	0	2	4	0	0	0	0	0	0	0	28.6	-
04:30	7	0	0	2	4	1	0	0	0	0	0	0	32.3	-
04:45	11	0	0	4	6	1	0	0	0	0	0	0	30.1	33.7
05:00	21	0	0	8	10	3	0	0	0	0	0	0	32	36.4
05:15	26	0	1	7	16	2	0	0	0	0	0	0	30.9	35.4
05:30	47	0	0	10	36	1	0	0	0	0	0	0	30.8	34.7
05:45	33	0	2	11	20	0	0	0	0	0	0	0	31.8	34.6
06:00	34	0	1	6	23	4	0	0	0	0	0	0	30.5	34.1
06:15	53	0	0	15	34	4	0	0	0	0	0	0	29.8	33.6
06:30	57	0	3	22	30	2	0	0	0	0	0	0	27.9	31.7
06:45	64	0	0	19	44	1	0	0	0	0	0	0	28.1	32
07:00	69	1	1	23	41	3	0	0	0	0	0	0	28.7	32.1
07:15	85	0	0	29	55	1	0	0	0	0	0	0	27.7	31.9
07:30	80	0	0	35	41	4	0	0	0	0	0	0	28.8	33.3
07:45	80	0	1	27	49	3	0	0	0	0	0	0	29.4	33.4
08:00	87	0	0	36	48	3	0	0	0	0	0	0	28.8	32.7
08:15	97	0	0	44	51	2	0	0	0	0	0	0	27.7	31.1
08:30	111	0	2	49	56	4	0	0	0	0	0	0	24.6	28.6
08:45	94	0	0	31	62	1	0	0	0	0	0	0	25.1	29
09:00	60	0	1	24	35	0	0	0	0	0	0	0	27.1	29.3
09:15	52	0	0	18	31	2	0	0	1	0	0	0	28.9	33.5
09:30	38	0	0	14	24	0	0	0	0	0	0	0	28.9	33.3
09:45	41	0	0	21	20	0	0	0	0	0	0	0	27.9	32.8
10:00	36	0	0	11	24	1	0	0	0	0	0	0	28.6	32.8
10:15	32	0	0	11	17	4	0	0	0	0	0	0	28.2	31.1
10:30	32	0	1	12	17	1	0	0	1	0	0	0	28.6	32.9
10:45	36	0	0	15	20	1	0	0	0	0	0	0	27.7	30.5
11:00	21	0	0	9	12	0	0	0	0	0	0	0	30.5	35.7
11:15	48	0	0	20	27	1	0	0	0	0	0	0	28.8	32.3
11:30	41	0	0	15	26	0	0	0	0	0	0	0	29.3	34.1
11:45	31	0	1	11	16	2	0	0	1	0	0	0	29.9	33.5
12:00	40	0	0	13	27	0	0	0	0	0	0	0	28.7	33.9
12:15	48	0	0	19	28	1	0	0	0	0	0	0	28.4	31.7
12:30	39	0	0	20	16	3	0	0	0	0	0	0	26.7	31.4
12:45	36	0	1	15	18	2	0	0	0	0	0	0	27.8	32.8
13:00	3	0	0	0	2	1	0	0	0	0	0	0	28.6	-
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	1337	1	8	522	763	40	0	0	3	0	0	0	36.5	40.5
06-22	1545	1	12	584	894	51	0	0	3	0	0	0	36.4	40.4
06-00	1545	1	12	584	894	51	0	0	3	0	0	0	36.4	40.4
00-00	1736	1	15	643	1014	60	0	0	3	0	0	0	36.7	40.8

Date Wednesday 21/11/2018

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 Thursday 22/11/2018

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	Friday	23/11/2018												
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 Saturday 24/11/2018

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 25/11/2018

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: 05/11/2018
Road Name: Springhead Road
Flow from : A226 Thames Way (S) to: Mountside Close (N)
Vehicle Classification: All Vehicles

Prepared by: Conor Lenehan
Checked by: Luke Martin

Hour Ending	Monday 05/11/2018	Tuesday 06/11/2018	Wednesday 07/11/2018	Thursday 08/11/2018	Friday 09/11/2018	Saturday 10/11/2018	Sunday 11/11/2018	Monday 12/11/2018	Tuesday 13/11/2018	Wednesday 14/11/2018	Thursday 15/11/2018	Friday 16/11/2018	Saturday 17/11/2018	Sunday 18/11/2018	Monday 19/11/2018	Tuesday 20/11/2018	Wednesday 21/11/2018	Thursday 22/11/2018	Friday 23/11/2018	Saturday 24/11/2018	Sunday 25/11/2018
01:00	*	10	23	20	26	35	45	22	19	23	24	22	39	39	11	15	*	*	*	*	*
02:00	*	10	10	10	10	29	33	9	9	6	15	13	25	33	7	9	*	*	*	*	*
03:00	*	10	8	7	14	10	23	3	6	13	16	15	13	15	2	5	*	*	*	*	*
04:00	*	16	10	13	7	14	17	10	8	10	11	12	15	18	6	8	*	*	*	*	*
05:00	*	20	22	22	18	20	21	12	14	15	30	25	15	11	22	27	*	*	*	*	*
06:00	*	27	43	29	31	21	16	33	37	39	37	43	27	17	26	37	*	*	*	*	*
07:00	*	51	45	50	56	38	21	74	58	57	45	63	33	26	60	51	*	*	*	*	*
08:00	*	115	112	130	100	73	36	125	117	119	107	114	56	32	108	128	*	*	*	*	*
09:00	*	229	197	230	252	110	36	234	254	202	220	239	90	54	243	224	*	*	*	*	*
10:00	*	205	207	201	162	140	91	206	179	188	216	174	110	99	195	205	*	*	*	*	*
11:00	*	168	139	149	160	157	170	137	142	129	133	146	163	133	154	127	*	*	*	*	*
12:00	*	171	169	155	145	189	144	168	133	148	155	173	155	153	172	164	*	*	*	*	*
13:00	*	150	145	162	168	210	161	143	140	146	150	141	178	185	161	141	*	*	*	*	*
14:00	*	155	146	155	170	210	177	183	149	169	166	181	207	190	190	*	*	*	*	*	*
15:00	196	200	185	187	205	219	186	203	186	212	192	220	190	182	204	*	*	*	*	*	*
16:00	280	266	228	276	266	200	169	233	224	256	251	274	187	182	318	*	*	*	*	*	*
17:00	299	268	295	254	303	217	161	245	281	254	289	296	201	210	269	*	*	*	*	*	*
18:00	325	300	289	285	302	201	154	276	285	283	306	271	191	151	307	*	*	*	*	*	*
19:00	271	257	266	251	275	177	145	245	255	288	250	256	178	157	265	*	*	*	*	*	*
20:00	190	185	198	179	209	136	118	193	207	202	186	221	139	141	156	*	*	*	*	*	*
21:00	114	136	105	146	141	103	120	113	116	107	122	143	110	93	114	*	*	*	*	*	*
22:00	94	83	99	96	113	101	81	87	96	117	109	115	84	69	88	*	*	*	*	*	*
23:00	69	86	69	88	93	77	45	73	73	65	83	93	77	55	61	*	*	*	*	*	*
00:00	36	31	39	29	53	71	27	27	30	36	26	63	78	31	36	*	*	*	*	*	*
Summary Data																					
0700-1900	1371	2484	2378	2435	2508	2103	1630	2398	2345	2394	2435	2484	1906	1728	2586	989	0	0	0	0	0
0600-2200	1769	2939	2825	2906	3027	2481	1970	2865	2822	2877	2897	3026	2272	2057	3004	1040	0	0	0	0	0
0600-0000	1874	3056	2933	3023	3173	2629	2042	2965	2925	2978	3006	3182	2427	2143	3101	1040	0	0	0	0	0
0000-0000	1874	3149	3049	3124	3279	2758	2197	3054	3018	3084	3139	3312	2561	2276	3175	1141	0	0	0	0	0
0700-1000	0	549	516	561	514	323	163	565	550	509	543	526	256	185	546	557	0	0	0	0	0
1600-1900	895	825	850	790	880	595	460	766	821	825	845	823	570	518	841	0	0	0	0	0	0
Peak Hour Analysis																					
07:00-10:00	0	229	207	230	252	140	91	234	254	202	220	238	110	99	243	224	0	0	0	0	0
10:00-16:00	280	266	228	276	266	219	186	233	224	256	251	274	207	190	318	164	0	0	0	0	0
16:00-19:00	325	300	295	285	303	217	161	276	285	288	306	296	201	210	307	0	0	0	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: 05/11/2018
Road Name: Springhead Road
Flow from : Mountside Close (N) to: A226 Thames Way (S)
Vehicle Classification: All Vehicles

Prepared by: Conor Lenehan
Checked by: Luke Martin

Hour Ending	Monday 05/11/2018	Tuesday 06/11/2018	Wednesday 07/11/2018	Thursday 08/11/2018	Friday 09/11/2018	Saturday 10/11/2018	Sunday 11/11/2018	Monday 12/11/2018	Tuesday 13/11/2018	Wednesday 14/11/2018	Thursday 15/11/2018	Friday 16/11/2018	Saturday 17/11/2018	Sunday 18/11/2018	Monday 19/11/2018	Tuesday 20/11/2018	Wednesday 21/11/2018	Thursday 22/11/2018	Friday 23/11/2018	Saturday 24/11/2018	Sunday 25/11/2018
01:00	*	10	13	10	13	28	34	18	11	11	19	19	28	29	8	14	*	*	*	*	*
02:00	*	7	12	7	4	9	17	8	4	8	3	11	19	19	3	8	*	*	*	*	*
03:00	*	3	5	3	4	6	13	4	3	6	7	5	5	4	3	4	*	*	*	*	*
04:00	*	5	6	9	13	10	7	11	11	10	9	10	7	10	12	11	*	*	*	*	*
05:00	*	31	30	31	25	15	19	30	28	27	31	25	18	16	23	27	*	*	*	*	*
06:00	*	127	115	111	106	43	26	101	134	119	131	129	43	28	134	127	*	*	*	*	*
07:00	*	207	182	201	196	88	37	220	199	208	196	193	83	47	215	208	*	*	*	*	*
08:00	*	320	368	380	283	91	55	351	325	290	335	308	116	53	317	314	*	*	*	*	*
09:00	*	390	395	377	351	161	54	363	400	393	392	368	138	114	376	389	*	*	*	*	*
10:00	*	183	177	180	179	161	128	168	187	192	183	208	161	138	181	191	*	*	*	*	*
11:00	*	136	144	137	158	161	154	136	128	123	126	169	194	171	129	136	*	*	*	*	*
12:00	*	126	166	161	154	218	198	126	131	149	127	125	191	175	153	141	*	*	*	*	*
13:00	*	139	155	155	151	186	175	147	144	150	160	164	197	199	148	163	*	*	*	*	*
14:00	*	153	150	192	147	182	185	161	175	146	130	167	157	162	144	*	*	*	*	*	*
15:00	157	207	167	176	206	155	159	216	179	177	191	227	178	151	171	*	*	*	*	*	*
16:00	240	263	252	265	253	191	152	257	252	252	272	287	163	139	247	*	*	*	*	*	*
17:00	237	220	212	215	226	157	129	197	212	177	188	218	181	143	209	*	*	*	*	*	*
18:00	201	198	200	206	214	199	108	204	218	232	207	223	198	124	207	*	*	*	*	*	*
19:00	171	186	169	171	200	183	136	158	152	182	172	177	164	120	154	*	*	*	*	*	*
20:00	129	128	141	124	165	106	79	117	142	143	131	134	130	117	126	*	*	*	*	*	*
21:00	86	86	77	106	95	71	67	79	71	96	92	113	93	63	76	*	*	*	*	*	*
22:00	52	54	80	80	121	54	59	61	65	65	73	73	68	49	46	*	*	*	*	*	*
23:00	35	42	42	60	46	57	27	46	48	42	68	56	49	19	46	*	*	*	*	*	*
00:00	16	20	21	32	39	38	14	19	25	22	25	43	51	26	20	*	*	*	*	*	*
Summary Data																					
0700-1900	1006	2521	2555	2615	2522	2045	1633	2484	2503	2463	2483	2641	2038	1689	2436	1334	0	0	0	0	0
0600-2200	1273	2996	3035	3126	3099	2364	1875	2961	2980	2975	2975	3154	2412	1965	2899	1542	0	0	0	0	0
0600-0000	1324	3058	3098	3218	3184	2459	1916	3026	3053	3039	3068	3253	2512	2010	2965	1542	0	0	0	0	0
0000-0000	1324	3241	3279	3389	3349	2570	2032	3198	3244	3220	3268	3452	2632	2116	3148	1733	0	0	0	0	0
0700-1000	0	893	940	937	813	413	237	882	912	875	910	884	415	305	874	894	0	0	0	0	0
1600-1900	609	604	581	592	640	539	373	559	582	591	567	618	543	387	570	0	0	0	0	0	0
Peak Hour Analysis																					
07:00-10:00	0	390	395	380	351	161	128	363	400	393	392	368	161	138	376	389	0	0	0	0	0
10:00-16:00	240	263	252	265	253	218	198	257	252	252	272	287	197	199	247	163	0	0	0	0	0
16:00-19:00	237	220	212	215	226	199	136	204	218	232	207	223	198	143	209	0	0	0	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: 05/11/2018
Road Name: Springhead Road

Prepared by: Conor Lenehan
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/11/2018	30.0	34.2
06/11/2018	30.4	34.3
07/11/2018	30.3	34.3
08/11/2018	30.7	34.7
09/11/2018	30.2	34.1
10/11/2018	30.7	34.7
11/11/2018	30.5	34.4
12/11/2018	30.4	34.3
13/11/2018	30.8	34.8
14/11/2018	30.6	34.6
15/11/2018	30.6	34.4
16/11/2018	30.2	34.2
17/11/2018	31.1	35.1
18/11/2018	31.4	35.5
19/11/2018	30.1	34.0
20/11/2018	29.8	33.7
21/11/2018	-	-
22/11/2018	-	-
23/11/2018	-	-
24/11/2018	-	-
25/11/2018	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/11/2018	28.2	32.4
06/11/2018	28.7	32.9
07/11/2018	28.4	32.7
08/11/2018	29.3	33.4
09/11/2018	28.8	33.1
10/11/2018	29.9	33.9
11/11/2018	30.2	34.3
12/11/2018	28.6	32.8
13/11/2018	28.9	33.0
14/11/2018	29.2	33.3
15/11/2018	28.9	33.1
16/11/2018	28.5	32.5
17/11/2018	29.9	34.1
18/11/2018	30.4	34.3
19/11/2018	28.0	32.2
20/11/2018	36.7	40.8
21/11/2018	-	-
22/11/2018	-	-
23/11/2018	-	-
24/11/2018	-	-
25/11/2018	-	-

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

Intelligent Data Collection Limited
Ebbsfleet

Client:	WSP		
Project Number:	ID04231		
Site Number:	Site 9		
Week Commencing:	05/11/2018		
Road Name:	B262 Springhead Road		
Survey Type:	ATC		
Direction AB	Flow from	Springhead Enterprise Park (S)	to A226 Thames Way (N)
Direction BA	Flow from	A226 Thames Way (N)	to Springhead Enterprise Park (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	30.11.2018			
Prepared by	Conor Lenehan			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID04231			
File Ref	ID04231 Ebbsfleet - ATC Site 9			

Issue Sheet

Issued to	Date			
	03.12.2018			
Charles Edmonds	E-mail			

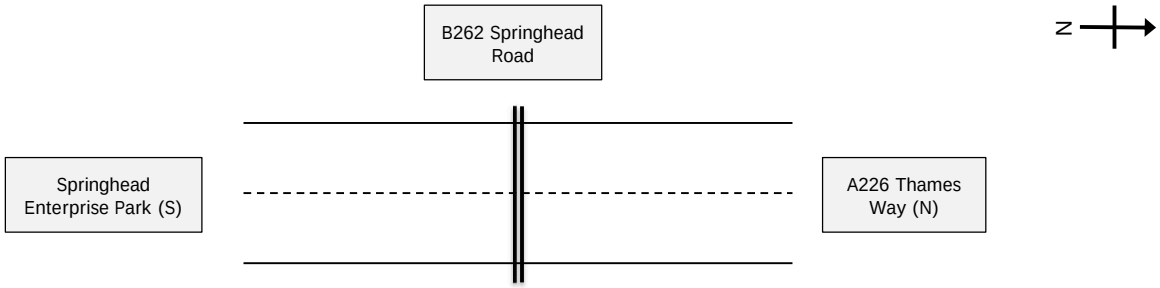
Intelligent Data - Automatic Traffic Count Output

Road Name	B262 Springhead Road		
Direction AB	Springhead Enterprise Park (S) to:	A226 Thames Way (N)	
Direction BA	A226 Thames Way (N) to:	Springhead Enterprise Park (S)	

Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
51.436179,0.334904	05/11/2018	20/11/2018	30

Link to location on Google Maps
Click Here

Location Plan



Photograph Record

Comments

Prepared by	Conor Lenehan	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data - Automatic Traffic Count Output

WSP
Ebbsfleet

Flow Reporting

Table 1 - Two Way Flow Analysis

Time Interval	Average Car/LGV Tue-Thur (Dir AB)	Average Car/LGV Tue-Thur (Dir BA)	Average OGVs Tue-Thur (Dir AB)	Average OGVs Tue-Thur (Dir BA)	Profile all
00:00	15	8	0	0	23
00:15	15	8	0	1	23
00:30	11	7	1	0	18
00:45	10	6	0	0	17
01:00	10	6	0	1	17
01:15	6	5	0	1	12
01:30	7	3	1	1	11
01:45	5	3	1	1	10
02:00	8	3	0	0	12
02:15	7	4	0	0	11
02:30	5	7	1	0	13
02:45	4	3	0	0	8
03:00	8	3	0	0	11
03:15	6	4	1	0	10
03:30	8	4	0	0	12
03:45	12	5	1	0	19
04:00	15	8	1	0	23
04:15	19	10	1	1	30
04:30	19	15	1	1	37
04:45	29	19	1	1	50
05:00	30	31	2	2	64
05:15	34	36	1	2	72
05:30	50	51	3	1	105
05:45	62	38	4	2	106
06:00	59	50	2	4	115
06:15	72	57	4	3	136
06:30	101	58	4	4	167
06:45	119	66	6	6	196
07:00	117	70	6	5	198
07:15	135	94	6	4	239
07:30	174	106	5	4	289
07:45	206	107	6	4	324
08:00	195	117	10	3	325
08:15	201	130	8	5	343
08:30	204	139	10	4	357
08:45	195	124	7	4	330
09:00	195	103	9	6	313
09:15	182	99	8	6	294
09:30	179	89	10	4	281
09:45	167	93	9	5	274
10:00	143	89	10	6	248
10:15	138	95	8	8	249
10:30	137	97	8	5	247
10:45	139	96	10	6	251
11:00	138	98	10	6	251
11:15	142	110	9	5	267
11:30	137	105	8	5	256
11:45	152	106	10	7	274
12:00	136	114	7	6	263
12:15	143	121	9	6	280
12:30	150	114	9	5	278
12:45	147	115	9	8	279
13:00	142	122	8	6	279
13:15	126	102	9	5	242
13:30	151	123	9	4	287
13:45	136	119	12	5	271
14:00	142	120	10	5	276
14:15	143	112	12	6	272
14:30	144	129	10	5	288
14:45	174	126	11	5	316
15:00	162	147	10	6	325
15:15	161	149	8	7	324
15:30	183	136	8	4	331
15:45	184	141	9	4	338
16:00	184	147	8	5	344
16:15	182	127	12	3	324
16:30	191	138	9	3	342
16:45	165	134	9	4	312
17:00	208	146	12	3	368
17:15	187	133	9	3	332
17:30	176	153	9	3	340
17:45	175	129	6	2	313
18:00	163	142	7	3	314
18:15	162	107	5	2	276
18:30	159	108	5	3	274
18:45	141	104	5	1	251
19:00	130	85	5	2	222
19:15	118	87	4	1	211
19:30	92	79	3	4	178
19:45	85	66	2	1	153
20:00	81	62	3	2	147
20:15	73	56	3	2	134
20:30	69	53	3	3	128
20:45	59	46	3	1	109
21:00	59	43	2	2	105
21:15	56	40	1	1	98
21:30	57	36	2	3	97
21:45	50	32	1	1	84
22:00	50	37	1	2	90
22:15	51	30	1	1	82
22:30	36	25	1	2	63
22:45	27	25	1	1	54
23:00	22	22	1	0	45
23:15	23	21	1	1	46
23:30	19	15	1	1	35
23:45	18	9	1	1	28

Fig 1 - Average Two Way Flows Tue-Thur

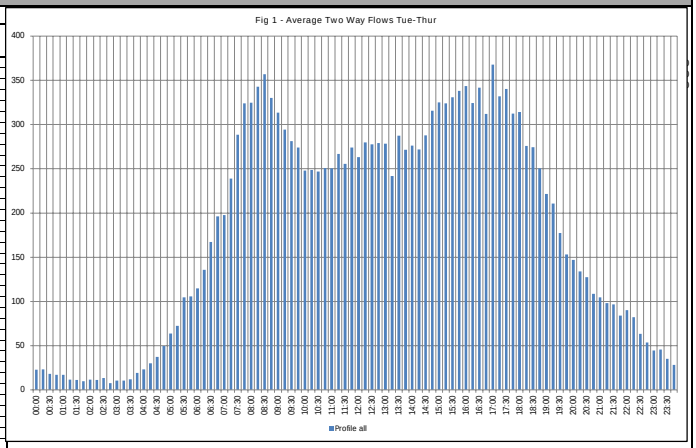
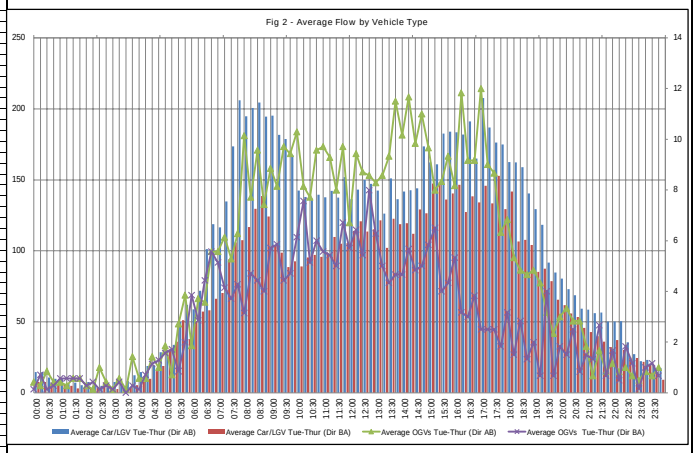


Fig 2 - Average Flow by Vehicle Type



Peak Interval Analysis - Tue-Thurs

Table 2 - Peak Interval Analysis

Peak	Time From	Time To	Two Way Flow
AM Peak	08:30:00	08:45:00	357
Inter-Peak	15:45:00	16:00:00	338
PM Peak	17:00:00	17:15:00	368

Table 3 - Average HGV Content (Excluding PSV, M/C, P/C)

Category	% HGV - (AB)	% HGV - (BA)	% HGV - (All)
All	4.8%	3.9%	4.4%

Fig 3- Peak Interval Analysis

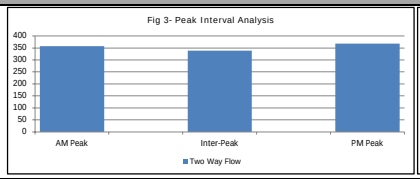
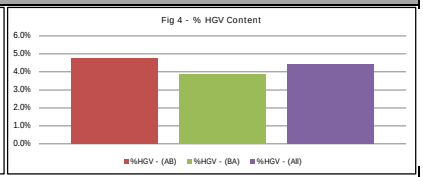


Fig 4 - % HGV Content



Variation Analysis - Week on Week (By Direction)

Fig 5 - Summary of Total Vehicles by Week - Channel AB

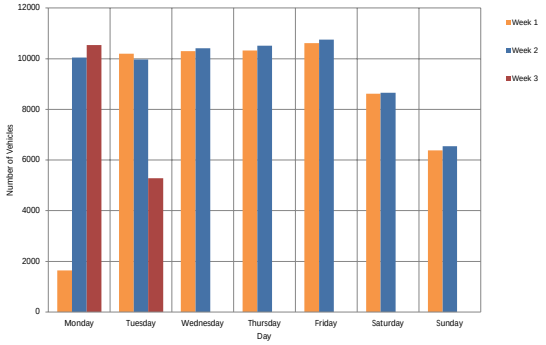
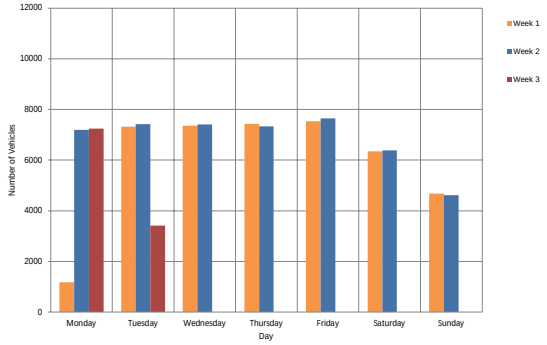


Fig 6 - Summary of Total Vehicles by Week - Channel BA



Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 9
Flow from: Springhead Enterprise Park (S) to: A226 Thames Way (N)

Date Monday 05/11/2018

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	55	0	0	30	22	2	0	0	1	0	0	0	24.7	27.4
18:15	173	0	2	83	84	1	0	0	2	0	1	0	24.5	27.8
18:30	152	0	0	64	85	2	0	0	1	0	0	0	23.7	27.1
18:45	135	0	1	55	78	1	0	0	0	0	0	0	24.7	28.8
19:00	115	0	0	40	71	3	0	0	1	0	0	0	26.1	29.9
19:15	115	1	2	50	59	3	0	0	0	0	0	0	25.4	29.6
19:30	84	0	1	28	50	5	0	0	0	0	0	0	27.1	30
19:45	89	0	0	31	56	2	0	0	0	0	0	0	25.5	28.7
20:00	88	0	0	35	51	2	0	0	0	0	0	0	26.6	29.4
20:15	75	0	1	22	49	2	0	0	0	0	0	1	25.5	29.8
20:30	64	0	0	26	35	3	0	0	0	0	0	0	26	30.2
20:45	58	0	0	25	31	2	0	0	0	0	0	0	26.9	30.2
21:00	63	0	0	21	38	3	0	0	0	0	0	1	26.6	30.7
21:15	59	0	0	29	30	0	0	0	0	0	0	0	27	30.9
21:30	52	0	1	21	29	1	0	0	0	0	0	0	26.5	30.1
21:45	41	0	0	15	24	2	0	0	0	0	0	0	28.5	32.7
22:00	42	0	0	18	22	2	0	0	0	0	0	0	26.9	29.8
22:15	54	0	0	22	32	0	0	0	0	0	0	0	27.3	31.5
22:30	35	0	0	12	21	2	0	0	0	0	0	0	27.8	32.7
22:45	23	0	0	10	12	1	0	0	0	0	0	0	28.3	31.7
23:00	20	0	1	5	13	1	0	0	0	0	0	0	28.4	31
23:15	20	0	0	8	12	0	0	0	0	0	0	0	28.1	31.5
23:30	23	0	0	10	12	0	0	0	0	0	1	0	28.9	32.7
23:45	16	0	0	4	9	0	0	0	0	0	1	2	27.1	32.2
07-19	515	0	3	232	269	6	0	0	4	0	1	0	24.3	27.7
06-22	1418	1	8	575	792	34	0	0	5	0	1	2	25.6	29.3
06-00	1651	1	9	664	925	40	0	0	5	0	3	4	25.9	29.8
00-00	1651	1	9	664	925	40	0	0	5	0	3	4	25.9	29.8

Date Tuesday 06/11/2018

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	8	0	0	4	3	0	1	0	0	0	0	0	29.3	-
00:15	13	0	0	6	6	1	0	0	0	0	0	0	29.2	34.5
00:30	11	0	0	3	8	0	0	0	0	0	0	0	28.1	34.4
00:45	7	0	0	2	4	0	0	0	1	0	0	0	29.4	-
01:00	5	0	0	0	5	0	0	0	0	0	0	0	25.4	-
01:15	8	0	0	4	4	0	0	0	0	0	0	0	27.9	-
01:30	8	0	0	3	5	0	0	0	0	0	0	0	30.2	-
01:45	9	0	0	4	4	1	0	0	0	0	0	0	29.5	-
02:00	8	0	0	1	7	0	0	0	0	0	0	0	27.2	-
02:15	8	0	0	2	6	0	0	0	0	0	0	0	30.8	-
02:30	11	0	0	6	4	1	0	0	0	0	0	0	27.1	31.8
02:45	4	0	0	2	2	0	0	0	0	0	0	0	31.1	-
03:00	20	1	0	6	13	0	0	0	0	0	0	0	23.1	28
03:15	5	0	0	2	3	0	0	0	0	0	0	0	29.2	-
03:30	9	0	0	3	6	0	0	0	0	0	0	0	30	-
03:45	10	0	0	3	7	0	0	0	0	0	0	0	28.6	-
04:00	13	0	0	3	10	0	0	0	0	0	0	0	31.7	36.3
04:15	21	0	1	6	12	2	0	0	0	0	0	0	27.8	32.1
04:30	21	0	0	8	12	1	0	0	0	0	0	0	28.5	32.2
04:45	33	0	0	10	20	0	0	0	0	0	3	0	28.8	33.1
05:00	24	0	0	9	14	1	0	0	0	0	0	0	29.5	32.8
05:15	27	0	1	13	12	1	0	0	0	0	0	0	27.6	31.2
05:30	55	0	0	23	30	1	0	0	1	0	0	0	27.7	30
05:45	46	0	1	17	24	2	0	0	0	0	0	2	26.6	30.8
06:00	51	0	1	18	31	0	0	0	0	0	0	1	28	31
06:15	77	0	0	30	43	3	0	0	0	0	1	0	25.8	29.8
06:30	111	0	2	46	56	6	0	0	0	0	0	1	23	27.8
06:45	119	0	1	54	62	1	1	0	0	0	0	0	24.3	28.9
07:00	122	2	2	40	72	3	0	0	3	0	0	0	24.4	29.6
07:15	149	1	2	68	70	6	0	1	1	0	0	0	22	27.9
07:30	184	2	3	92	79	5	0	0	2	0	0	1	19.5	26.3
07:45	212	1	1	104	100	2	0	0	4	0	0	0	18	25.7
08:00	221	0	1	106	104	9	1	0	0	0	0	0	22.1	27.4
08:15	198	0	1	99	92	4	0	0	2	0	0	0	22.9	27
08:30	241	0	1	106	125	8	0	0	1	0	0	0	23.1	27.5
08:45	203	0	0	101	95	6	0	0	0	0	1	0	23.3	27.1
09:00	180	0	1	82	88	7	0	0	1	0	1	0	22.1	26.8
09:15	181	0	0	76	102	3	0	0	0	0	0	0	23.5	26.6
09:30	168	0	1	58	101	7	1	0	0	0	0	0	24.8	27.7
09:45	184	0	1	72	107	3	0	0	1	0	0	0	24.4	27.9
10:00	127	0	0	43	76	6	0	0	2	0	0	0	25.2	29
10:15	161	0	0	76	81	4	0	0	0	0	0	0	23.5	27.3
10:30	163	0	0	71	78	11	2	0	0	0	0	1	23.1	26.8
10:45	145	0	1	67	66	7	0	0	0	0	3	1	24.2	27.6
11:00	172	0	1	68	89	13	0	0	1	0	0	0	24.9	27.7
11:15	119	0	0	39	74	6	0	0	0	0	0	0	25.4	29.1
11:30	157	0	1	62	86	6	0	0	1	0	0	1	23.6	28.3
11:45	163	0	1	58	97	6	1	0	0	0	0	0	25.2	29.2
12:00	161	0	0	73	81	6	1	0	0	0	0	0	24.8	28.2
12:15	140	1	1	60	74	3	0	0	1	0	0	0	24.2	28.2
12:30	174	0	0	65	99	7	1	0	1	0	0	1	24.4	28.7
12:45	144	0	0	65	72	6	0	0	1	0	0	0	24.8	29.1
13:00	160	0	1	67	82	9	0	0	0	0	1	0	24.5	28.6
13:15	151	0	1	62	80	4	0	0	1	0	3	0	24.9	28.5
13:30	173	0	2	74	80	11	2	0	2	0	0	2	21.8	26.6
13:45	165	0	3	54	90	11	0	0	4	0	1	2	22.7	27.7
14:00	183	0	0	78	96	7	1	0	0	0	0	1	24.6	28.2
14:15	136	0	0	41	80	11	3	0	0	0	0	1	25	28.4
14:30	131	0	0	62	56	13	0	0	0	0	0	0	25.3	28.3
14:45	189	0	0	77	103	6	1	1	1	0	0	0	22.6	28.5
15:00	178	0	0	87	85	3	0	0	1	0	2	0	22.9	26.8
15:15	173	0	0	70	92	7	1	0	3	0	0	0	24.6	28.8
15:30	176	0	0	66	104	5	0	0	0	0	0	1	23.1	27.4
15:45	200	0	1	91	100	4	0	0	1	0	0	3	23.1	27.1
16:00	148	0	0	67	72	7	0	0	1	0	0	1	24.9	28.8
16:15	219	0	0	118	91	9	0	0	1	0	0	0	22.3	27.1
16:30	199	0	0	80	111	5	0	0	3	0	0	0	22.7	27.3
16:45	172	0	1	69	90	9	0	0	1	0	1	1	24.1	28.2
17:00	236	0	1	125	100	7	0	0	1	0	1	1	19.9	25
17:15	221	0	4	111	96	6	0	0	3	0	0	1	22	27
17:30	192	1	2	99	84	4	0	0	1	0	0	1	21.6	26.8
17:45	179	1	2	77	91	6	0	0	0	0	1	1	21.5	25.9
18:00	191	0	4	86	95	4	1	0	1	0	0	0	22.8	27.1
18:15	158	0	2	60	92	3	0	0	1	0	0	0	24.5	27.8
18:30	163	0	2	53	103	3	0	0	1	0	0	1	24.5	28.2
18:45	129	0	0	63	63	2	1	0	0	0	0	0	25.7	29.3
19:00	119	0	4	43	66	6	0	0	0	0	0	0	25.5	29.1
19:15	116	0	3	51	59	1	0	0	2	0	0	0	25.9	29.5
19:30	100	0	0	38	57	5	0	0	0	0	0	0	26.2	30.1
19:45	99	0	0	41	55	1	1	0	1	0	0	0	26	28.8
20:00	80	0	0	35	39	5	0	0	0	0	0	1	26	29.6
20:15	72	0	4	30	34	3	0	0	0	0	1	0	27.7	31.7
20:30	76	0	0	32	43	1	0	0	0	0	0	0	27.5	30.7
20:45	60	0	1	24	31	4	0	0	0	0	0	0	27.1	31.2
21:00	53	0	0	21	29	2	0	0	1	0	0	0	27.3	30.6
21:15	45	0	0	16	29	0	0	0	0	0	0	0	27.4	31.1
21:30	56	0	0	26	29	1	0	0	0	0	0	0	26.2	29.7
21:45	42	0	0	17	25	0	0	0	0	0	0	0	27.4	31
22:00	58	0	0	25	32	1	0	0	0	0	0	0	27.2	31.1
22:15	50	0	0	15	34	1	0	0	0	0	0	0	27.4	30.6
22:30	35	0	1	17	17	0	0	0	0	0	0	0	28	31.4
22:45	28	0	1	11	14	1	0	0	0	0	1	0	28.1	32.1
23:00	19	0	0	8	10	0	0	0	0	0	0	1	26.2	35.2
23:15	28	0	0	11	17	0	0	0	0	0	0	0	27.2	30.4
23:30	19	0	1	10	7	1	0	0	0	0	0	0	29	32.2
23:45	9	0	0	5	3	1	0	0	0	0	0	0	27.8	-
07-19	8291	9	45	3588	4244	300	17	2	49	0	15	22	23.3	27.7
06-22	9567	9	61	4110	4932	339	19	2	53	0	17	25	23.6	28.1
06-00	9813	9	64	4212	5066	344	19	2	53	0	18	26	23.7	28.2
00-00	10197	10	67	4352	5287	355	20	2	55	0	21	28	23.9	28.4

Date Wednesday 07/11/2018

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	15	0	1	7	6	1	0	0	0	0	0	0	28.7	32
00:15	20	0	0	7	13	0	0	0	0	0	0	0	27.3	33.9
00:30	10	0	0	3	5	0	0	0	1	0	1	0	25.9	-
00:45	13	0	0	7	6	0	0	0	0	0	0	0	29.1	36
01:00	8	0	0	2	5	1	0	0	0	0	0	0	26.3	-
01:15	7	0	0	2	4	1	0	0	0	0	0	0	29.5	-
01:30	6	0	0	3	3	0	0	0	0	0	0	0	24.3	-
01:45	8	0	0	4	4	0	0	0	0	0	0	0	27.9	-
02:00	9	0	0	4	4	1	0	0	0	0	0	0	28.5	-
02:15	7	0	0	4	3	0	0	0	0	0	0	0	26.4	-
02:30	5	0	0	2	2	0	0	0	0	0	1	0	21.3	-
02:45	5	0	0	3	1	1	0	0	0	0	0	0	28.1	-
03:00	8	0	0	4	3	1	0	0	0	0	0	0	23.7	-
03:15	7	0	0	4	2	0	0	0	1	0	0	0	21.8	-
03:30	11	0	0	4	7	0	0	0	0	0	0	0	27.1	30.5
03:45	17	0	0	6	10	0	0	0	0	0	1	0	28.9	33.1
04:00	15	1	0	5	9	0	0	0	0	0	0	0	25.6	30.5
04:15	19	0	0	8	11	0	0	0	0	0	0	0	29.4	32.4
04:30	24	0	1	10	12	1	0	0	0	0	0	0	29	33
04:45	32	0	1	11	19	1	0	0	0	0	0	0	29.2	34.4
05:00	37	1	0	15	18	1	0	0	1	0	1	0	27.5	30.9
05:15	46	0	0	20	23	0	0	0	0	0	0	3	26.7	29.6
05:30	62	1	0	19	38	3	0	0	0	0	0	1	27.1	31
05:45	52	0	2	18	28	3	0	0	0	0	1	0	25.9	29.9
06:00	66	0	1	31	31	2	0	0	0	0	0	1	27	30.1
06:15	77	0	1	27	47	2	0	0	0	0	0	0	25.9	29.8
06:30	95	0	1	40	51	1	0	0	1	0	0	1	24.8	29.6
06:45	121	0	1	40	76	4	0	0	0	0	0	0	24.6	29
07:00	111	0	0	46	60	4	0	0	0	0	0	1	22.9	28.4
07:15	117	0	0	66	45	1	2	0	0	0	1	2	11.3	16.1
07:30	169	1	1	95	63	2	0	0	2	0	2	3	13.7	23.1
07:45	191	1	1	99	83	5	0	0	0	0	1	1	20.5	26.5
08:00	201	0	1	122	72	4	0	0	0	0	0	2	21.1	27.6
08:15	179	0	1	86	82	8	0	0	1	0	0	1	23.8	27.8
08:30	218	0	3	105	97	8	2	0	1	0	2	0	22	27.4
08:45	186	0	0	77	101	4	0	1	1	0	1	1	21.9	25.9
09:00	208	0	1	93	106	7	0	0	0	0	1	0	23.1	27.5
09:15	197	0	0	77	112	5	0	0	2	0	0	1	22.5	27.1
09:30	223	0	0	101	105	10	1	0	3	0	1	2	21.2	25.8
09:45	192	0	1	98	86	6	0	0	1	0	0	0	19.9	26.1
10:00	207	2	1	94	90	13	1	0	4	0	1	1	23	27.3
10:15	175	0	1	78	87	8	0	0	0	0	0	1	24.4	27.5
10:30	129	0	1	65	57	5	0	0	1	0	0	0	25.2	28.1
10:45	143	0	1	67	65	9	0	0	0	0	0	1	24.3	28.5
11:00	140	0	0	58	71	11	0	0	0	0	0	0	24.5	28.9
11:15	154	0	0	60	84	8	0	0	2	0	0	0	25.3	29.2
11:30	157	0	0	66	83	6	0	0	1	0	0	1	22.7	27.6
11:45	189	0	1	86	92	8	0	0	1	0	1	0	23.4	27.6
12:00	146	0	2	56	77	8	1	0	0	0	0	2	24.6	28
12:15	163	0	0	71	85	7	0	0	0	0	0	0	24.6	28.7
12:30	150	0	0	66	71	11	0	0	0	0	0	2	24.4	28.1
12:45	166	0	0	64	90	12	0	0	0	0	0	0	24.9	28.7
13:00	153	0	0	59	84	7	0	0	1	0	1	1	24	27.6
13:15	158	0	1	63	87	7	0	0	0	0	0	0	24.5	28.8
13:30	146	0	0	73	68	4	0	0	0	0	0	1	24.7	27.7
13:45	160	0	1	56	91	10	0	1	1	0	0	0	23.4	27.5
14:00	142	0	0	57	75	8	0	0	0	0	1	1	24	28.7
14:15	159	0	0	65	80	10	0	0	2	0	1	1	23	27.9
14:30	140	0	0	52	81	5	1	0	1	0	0	0	23.4	27.6
14:45	191	0	0	77	101	10	0	0	2	0	0	1	23.7	27.7
15:00	173	0	1	78	82	8	0	1	1	0	1	1	23.7	27.1
15:15	184	0	0	96	82	6	0	0	0	0	0	0	24.4	27.6
15:30	191	0	1	91	90	4	0	1	1	0	0	3	22	26.5
15:45	188	1	0	64	108	13	0	0	1	0	1	0	22.2	26.2
16:00	203	0	1	99	92	7	0	0	3	0	1	0	22	26.1
16:15	201	0	0	92	92	12	1	0	2	0	0	2	21	26.2
16:30	209	0	2	105	93	6	0	1	2	0	0	0	22.5	26.1
16:45	159	0	0	52	98	6	0	1	1	0	0	1	23.2	27
17:00	217	1	1	126	79	6	0	0	3	0	1	0	19.8	23.9
17:15	175	0	4	87	76	4	1	0	1	0	2	0	23.4	26.7
17:30	175	0	1	90	79	3	0	0	2	0	0	0	22.6	25.9
17:45	180	0	1	98	78	2	0	0	1	0	0	0	22.7	26.3
18:00	166	0	3	84	78	1	0	0	0	0	0	0	23.5	27.7
18:15	178	0	0	99	68	6	0	0	4	0	0	1	22.8	26.3
18:30	170	0	1	72	94	2	0	0	1	0	0	0	24	27.7
18:45	153	0	1	85	64	2	1	0	0	0	0	0	24.8	28.6
19:00	159	0	0	83	69	7	0	0	0	0	0	0	23.3	28.1
19:15	134	0	0	73	57	3	0	0	1	0	0	0	25.3	28.9
19:30	94	0	2	40	50	2	0	0	0	0	0	0	24.7	28.6
19:45	80	1	0	33	43	3	0	0	0	0	0	0	26.1	29.2
20:00	97	0	1	42	52	2	0	0	0	0	0	0	26.3	30.3
20:15	68	0	0	34	30	4	0	0	0	0	0	0	25.3	28.9
20:30	68	0	1	32	33	1	0	0	0	0	0	1	26.9	30.8
20:45	57	0	0	25	25	5	0	0	2	0	0	0	27.1	30.3
21:00	52	0	0	21	30	1	0	0	0	0	0	0	28.1	32.8
21:15	58	0	1	20	37	0	0	0	0	0	0	0	27.3	29.8
21:30	63	1	0	31	29	2	0	0	0	0	0	0	26	29.4
21:45	43	0	0	23	19	1	0	0	0	0	0	0	26.7	30
22:00	44	0	0	21	20	1	0	0	1	0	0	1	26.8	30.9
22:15	45	0	0	24	20	1	0	0	0	0	0	0	27.8	31.9
22:30	34	0	0	20	14	0	0	0	0	0	0	0	28.6	31.7
22:45	28	0	1	11	16	0	0	0	0	0	0	0	28.1	30.5
23:00	31	0	0	10	20	0	0	0	0	0	1	0	27.3	31
23:15	20	0	0	7	13	0	0	0	0	0	0	0	28.5	33.5
23:30	26	0	0	13	12	1	0	0	0	0	0	0	29	34
23:45	16	0	0	7	8	0	1	0	0	0	0	0	28.3	32.6
07-19	8282	6	35	3816	3984	319	11	6	50	0	20	35	22.7	27.3
06-22	9614	8	44	4411	4663	359	11	6	54	0	20	38	23.1	27.7
06-00	9858	8	45	4524	4786	362	12	6	55	0	21	39	23.2	27.8
00-00	10301	11	50	4696	5022	377	12	6	58	0	26	43	23.4	28.1

Date	Thursday	08/11/2018												
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	16	0	0	7	9	0	0	0	0	0	0	0	28.9	32.1
00:15	14	0	0	8	6	0	0	0	0	0	0	0	29	32.4
00:30	13	0	0	6	7	0	0	0	0	0	0	0	31.1	37.5
00:45	7	0	0	3	4	0	0	0	0	0	0	0	29.9	-
01:00	10	0	0	5	5	0	0	0	0	0	0	0	25.3	-
01:15	2	0	0	1	1	0	0	0	0	0	0	0	26.9	-
01:30	13	1	0	8	3	0	0	0	1	0	0	0	23.9	27.8
01:45	7	0	0	2	4	1	0	0	0	0	0	0	32.4	-
02:00	13	0	0	4	8	0	0	0	1	0	0	0	23	27.4
02:15	9	0	0	7	2	0	0	0	0	0	0	0	24.3	-
02:30	2	0	0	0	2	0	0	0	0	0	0	0	29.4	-
02:45	2	0	0	1	1	0	0	0	0	0	0	0	33.9	-
03:00	3	0	0	2	1	0	0	0	0	0	0	0	27.7	-
03:15	8	0	0	6	2	0	0	0	0	0	0	0	27.8	-
03:30	6	0	0	2	3	1	0	0	0	0	0	0	25.5	-
03:45	19	0	0	7	7	2	1	0	0	0	2	0	28.6	34.3
04:00	15	0	0	9	5	0	1	0	0	0	0	0	28.5	31
04:15	16	0	0	11	5	0	0	0	0	0	0	0	29.7	33.2
04:30	22	0	1	11	7	1	1	0	0	0	1	0	29	33.6
04:45	33	0	0	20	13	0	0	0	0	0	0	0	30.6	33.8
05:00	30	0	0	13	17	0	0	0	0	0	0	0	29.7	33.3
05:15	34	0	0	15	14	1	1	0	0	0	0	3	26.5	31.8
05:30	44	0	0	16	24	2	0	0	1	0	0	1	27.8	32.1
05:45	80	0	3	40	32	2	0	0	0	0	0	3	27.1	31.2
06:00	50	1	2	23	22	2	0	0	0	0	0	0	26.5	30.9
06:15	73	0	1	28	39	4	0	0	0	0	0	1	26	31.4
06:30	83	0	2	37	40	3	0	0	0	0	1	0	25.1	29.5
06:45	131	0	1	55	68	5	1	0	0	0	0	1	25.8	29.4
07:00	128	0	3	59	59	4	1	0	2	0	0	0	20.2	25.7
07:15	154	0	0	101	45	4	1	0	2	0	0	1	13.8	19.6
07:30	165	2	3	93	65	0	0	0	0	0	0	2	17	24.6
07:45	211	1	0	114	91	1	1	0	2	0	1	0	17.3	25.5
08:00	215	0	1	95	99	11	2	0	6	0	1	0	21.3	26.5
08:15	207	0	1	114	86	3	1	0	2	0	0	0	21.8	26.4
08:30	210	0	1	106	96	7	0	0	0	0	0	0	22.9	27.6
08:45	212	0	0	93	111	4	0	1	2	0	1	0	23.6	27.2
09:00	193	0	0	76	106	6	0	0	3	0	1	1	22.6	28.3
09:15	176	0	0	77	95	4	0	0	0	0	0	0	25.5	29.4
09:30	199	0	0	71	112	12	3	0	0	0	0	1	23	27.9
09:45	153	0	0	69	73	9	0	0	1	0	0	1	24.4	27.9
10:00	162	0	1	69	78	10	1	0	1	0	1	1	23.1	27.9
10:15	144	0	0	59	76	6	0	0	0	0	2	1	23.8	28.2
10:30	161	1	0	64	89	3	0	0	2	0	1	1	24.4	28.6
10:45	162	1	1	71	83	5	0	0	1	0	0	0	23.7	28.2
11:00	129	0	0	51	68	8	0	0	2	0	0	0	25.2	28.2
11:15	161	0	2	69	78	9	1	0	1	0	0	1	24.4	28.1
11:30	137	0	1	58	65	11	2	0	0	0	0	0	24.6	28.5
11:45	158	0	0	67	80	9	0	1	1	0	0	0	23.2	28.2
12:00	147	0	1	52	81	7	0	0	5	0	0	1	24.6	28.6
12:15	177	1	2	84	79	11	0	0	0	0	0	0	24.2	28.9
12:30	172	0	0	74	88	6	2	0	1	0	1	0	23	27.2
12:45	165	0	1	64	89	8	0	0	1	0	1	1	25	28
13:00	151	0	0	74	69	6	1	0	1	0	0	0	24.2	28.7
13:15	167	0	1	86	72	8	0	0	0	0	0	0	25.2	27.8
13:30	149	0	0	66	73	5	0	0	2	0	2	1	24.5	28
13:45	160	2	1	57	90	6	1	0	1	0	0	2	25.3	28.6
14:00	139	0	0	54	73	7	1	0	1	0	1	2	24.9	28.7
14:15	177	0	2	65	95	10	0	0	3	0	1	1	25.1	29
14:30	164	0	0	71	88	4	1	0	0	0	0	0	25.5	29.8
14:45	167	0	1	63	91	10	0	0	1	1	0	0	23	28.1
15:00	180	0	1	87	83	7	0	0	1	0	1	0	22.4	27.4
15:15	169	0	1	78	80	7	0	1	2	0	0	0	24.2	27.5
15:30	212	0	0	109	92	9	0	1	0	0	0	1	20.8	25.2
15:45	190	1	0	84	95	8	0	0	1	0	1	0	24.3	27.7
16:00	202	0	1	94	99	7	0	0	0	0	1	0	22	26.5
16:15	183	0	1	79	84	13	1	0	2	0	0	3	24	27.9
16:30	174	0	1	82	86	2	1	0	2	0	0	0	22.4	27.1
16:45	181	0	2	73	99	5	0	0	2	0	0	0	23.5	27.1
17:00	222	3	3	115	89	1	2	0	7	0	1	1	19.2	24.9
17:15	182	0	0	95	81	5	0	0	0	0	1	0	21.2	26.7
17:30	197	1	3	88	93	4	2	0	4	0	2	0	22.6	26.3
17:45	177	1	2	87	76	7	0	0	4	0	0	0	23.2	26.4
18:00	165	0	2	78	80	4	0	0	1	0	0	0	23.7	27.5
18:15	180	0	1	92	83	2	0	0	2	0	0	0	22.5	25.9
18:30	170	0	2	85	82	1	0	0	0	0	0	0	23.8	28.1
18:45	151	0	1	67	76	3	0	0	1	0	3	0	24.4	28.5
19:00	135	0	0	62	69	4	0	0	0	0	0	0	23.6	27.8
19:15	122	0	2	49	65	5	0	0	0	0	1	0	25.3	27.7
19:30	88	0	1	46	38	2	0	0	0	0	0	1	26.8	31.3
19:45	78	0	0	29	48	1	0	0	0	0	0	0	27.2	30.1
20:00	89	0	0	51	33	5	0	0	0	0	0	0	26.7	29.8
20:15	87	0	0	37	49	1	0	0	0	0	0	0	25.7	30
20:30	75	0	0	36	35	3	0	1	0	0	0	0	26.3	29.8
20:45	63	0	1	34	27	1	0	0	0	0	0	0	27.1	29.7
21:00	51	0	0	29	21	1	0	0	0	0	0	0	27.9	30.3
21:15	66	1	0	42	22	1	0	0	0	0	0	0	26.4	30.1
21:30	54	0	0	29	24	0	0	0	1	0	0	0	27.8	30
21:45	64	0	0	27	37	0	0	0	0	0	0	0	27.7	30.9
22:00	48	0	0	24	23	1	0	0	0	0	0	0	26.6	28.8
22:15	58	0	0	35	22	1	0	0	0	0	0	0	27.1	29.8
22:30	44	0	0	19	24	1	0	0	0	0	0	0	27.1	30.1
22:45	29	0	0	15	14	0	0	0	0	0	0	0	28.2	30.5
23:00	23	0	0	10	12	1	0	0	0	0	0	0	27.3	30.3
23:15	23	0	0	9	13	1	0	0	0	0	0	0	27.4	32.2
23:30	26	0	0	11	14	0	1	0	0	0	0	0	30.1	34.1
23:45	30	0	0	15	12	2	0	1	0	0	0	0	27.8	31.2
07-19	8307	14	44	3779	4021	299	25	4	73	1	24	23	22.9	27.7
06-22	9616	16	54	4393	4658	337	26	5	74	1	26	26	23.4	28.1
06-00	9897	16	54	4531	4792	344	27	6	74	1	26	26	23.5	28.2
00-00	10315	17	58	4735	4974	354	31	6	77	1	29	33	23.7	28.5

Date Friday 09/11/2018

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	26	0	0	13	12	0	0	0	0	0	0	1	27.9	31
00:15	18	0	0	4	14	0	0	0	0	0	0	0	29.6	33.3
00:30	9	0	0	1	8	0	0	0	0	0	0	0	27.3	-
00:45	7	0	0	2	4	0	0	0	1	0	0	0	28.7	-
01:00	11	0	0	4	6	1	0	0	0	0	0	0	28.1	39.4
01:15	7	0	0	3	4	0	0	0	0	0	0	0	27.5	-
01:30	6	0	0	3	3	0	0	0	0	0	0	0	33.5	-
01:45	11	0	1	1	7	1	0	1	0	0	0	0	25.9	31.5
02:00	12	1	0	5	6	0	0	0	0	0	0	0	25.9	32.6
02:15	8	0	0	3	5	0	0	0	0	0	0	0	28.1	-
02:30	13	0	0	3	10	0	0	0	0	0	0	0	22.9	31.2
02:45	3	0	0	2	1	0	0	0	0	0	0	0	29.5	-
03:00	5	0	0	1	3	1	0	0	0	0	0	0	28.5	-
03:15	2	0	0	2	0	0	0	0	0	0	0	0	26.6	-
03:30	6	0	0	3	3	0	0	0	0	0	0	0	30.5	-
03:45	13	0	0	6	5	0	0	0	0	0	2	0	27.6	33.9
04:00	10	0	0	3	6	1	0	0	0	0	0	0	29.7	-
04:15	15	0	0	12	3	0	0	0	0	0	0	0	25.4	32.1
04:30	17	0	0	9	7	0	1	0	0	0	0	0	29.8	32.7
04:45	31	0	1	23	7	0	0	0	0	0	0	0	29.2	31.9
05:00	31	0	0	12	17	0	0	0	0	0	2	0	27.5	30.3
05:15	49	0	0	26	19	1	0	0	1	0	0	2	26.1	31.1
05:30	55	0	0	27	22	2	0	0	0	0	1	3	25.9	30.5
05:45	69	1	0	42	25	1	0	0	0	0	0	0	26.7	30.3
06:00	72	1	1	33	31	2	2	0	1	0	0	1	26.5	31.9
06:15	74	0	1	38	33	2	0	0	0	0	0	0	26.8	29.4
06:30	107	1	1	41	59	4	1	0	0	0	0	0	25.7	29.7
06:45	107	0	3	49	46	6	1	1	0	0	1	0	24.7	29.8
07:00	102	1	2	40	47	5	3	0	0	0	3	1	23.9	28.8
07:15	145	0	1	72	64	8	0	0	0	0	0	0	23.1	28
07:30	187	2	2	78	95	7	1	0	1	0	1	0	20.8	25.9
07:45	193	1	0	98	88	6	0	0	0	0	0	0	22.8	26.4
08:00	219	0	0	112	99	6	0	0	2	0	0	0	20.4	27.1
08:15	226	0	3	123	94	5	0	0	0	0	0	1	20.3	25.7
08:30	194	0	1	89	90	11	0	1	0	0	0	2	21.4	26.7
08:45	209	0	2	119	77	11	0	0	0	0	0	0	22.4	27.3
09:00	182	0	0	67	108	6	0	0	1	0	0	0	25.7	28.7
09:15	170	0	0	74	86	8	1	0	0	0	1	0	23.6	27.2
09:30	212	0	1	93	110	6	2	0	0	0	0	0	22.5	26.7
09:45	169	0	0	66	88	11	0	0	2	0	1	1	23.5	27.7
10:00	164	0	1	68	86	3	3	0	1	0	1	1	22.9	28.4
10:15	142	0	2	60	75	2	1	0	0	0	1	1	23.7	28.1
10:30	142	0	0	62	73	5	0	0	1	0	1	0	23.5	27
10:45	160	0	0	57	96	6	0	0	1	0	0	0	23.7	27.1
11:00	145	1	0	50	87	3	1	0	2	0	0	1	23.8	27.9
11:15	164	0	0	66	93	3	0	1	0	0	1	0	25	28.7
11:30	127	0	0	42	74	9	0	1	0	0	0	1	24.1	27.9
11:45	164	2	0	78	74	6	1	0	0	0	1	2	22.4	27.8
12:00	158	0	0	57	87	13	1	0	0	0	0	0	25.6	28.6
12:15	155	0	0	74	75	3	2	0	0	0	0	1	24.1	27.8
12:30	182	0	1	92	80	4	0	1	4	0	0	0	23.4	26.9
12:45	211	0	1	95	108	5	0	0	1	0	1	0	21.9	26.8
13:00	174	0	1	69	92	9	0	1	0	0	1	1	22.8	27.3
13:15	165	0	0	63	88	9	0	0	3	0	0	2	24.4	28.8
13:30	167	0	4	79	78	6	0	0	0	0	0	0	23.7	27.2
13:45	160	0	1	67	82	8	0	0	0	0	0	2	25.5	29.8
14:00	156	0	0	69	74	7	1	0	1	0	2	2	22.3	27.4
14:15	136	0	1	38	88	7	1	0	1	0	0	0	24.4	27.8
14:30	160	0	1	79	74	6	0	0	0	0	0	0	24.4	27.5
14:45	178	0	0	78	91	7	0	0	1	0	1	0	24.5	28.3
15:00	185	0	0	92	79	12	1	1	0	0	0	0	21.5	27.4
15:15	201	0	1	96	99	4	0	0	1	0	0	0	24.6	27.8
15:30	191	0	1	77	102	6	1	0	2	0	1	1	22.4	27
15:45	191	0	1	83	99	7	0	0	1	0	0	0	23.2	27.2
16:00	204	0	0	85	114	3	0	0	0	0	0	2	22	27.1
16:15	196	0	1	89	92	11	0	0	2	0	1	0	23.2	28.4
16:30	217	0	2	98	109	7	0	0	0	0	0	1	23.6	27.4
16:45	200	0	2	101	90	3	0	1	2	0	0	1	22.6	27.9
17:00	218	1	3	107	90	10	1	0	5	0	0	1	20.9	24.9
17:15	198	0	3	92	97	4	0	1	1	0	0	0	20.8	26.3
17:30	196	0	1	100	85	7	0	1	2	0	0	0	22	26.3
17:45	193	0	4	89	96	4	0	0	0	0	0	0	22.9	26.4
18:00	179	0	2	73	96	4	0	0	0	0	0	4	23.4	28
18:15	193	0	1	94	92	5	0	1	0	0	0	0	22.6	26.4
18:30	186	0	1	74	107	4	0	0	0	0	0	0	24.1	28.2
18:45	154	0	0	71	77	6	0	0	0	0	0	0	24.4	27.8
19:00	133	0	1	47	77	7	0	0	0	0	0	1	24.3	28.9
19:15	114	0	2	40	68	3	0	0	1	0	0	0	25.9	29.1
19:30	99	0	1	48	46	3	0	0	1	0	0	0	26.5	29.5
19:45	93	0	0	43	45	2	0	0	2	0	0	1	26.1	29.9
20:00	90	0	1	44	44	1	0	0	0	0	0	0	26.2	29.5
20:15	66	0	0	32	31	2	0	0	1	0	0	0	27.4	30.5
20:30	81	0	0	33	47	1	0	0	0	0	0	0	26.6	30.2
20:45	70	0	0	27	41	1	0	1	0	0	0	0	25.5	28.8
21:00	62	0	0	26	31	4	0	0	1	0	0	0	27	31.3
21:15	58	0	0	23	35	0	0	0	0	0	0	0	26.6	30
21:30	63	0	0	33	30	0	0	0	0	0	0	0	27.5	30.8
21:45	62	0	0	26	35	1	0	0	0	0	0	0	26.4	29
22:00	61	0	0	28	33	0	0	0	0	0	0	0	25.7	30.1
22:15	47	0	0	20	26	1	0	0	0	0	0	0	26.9	30.1
22:30	38	0	1	15	20	1	0	0	0	0	0	1	26.5	30.6
22:45	36	0	0	15	18	1	0	0	0	0	1	1	26.1	30.3
23:00	23	0	0	10	13	0	0	0	0	0	0	0	26.6	28.8
23:15	34	0	1	12	21	0	0	0	0	0	0	0	28.4	33.2
23:30	37	0	0	14	22	0	0	0	0	0	0	1	26.7	30.8
23:45	29	0	0	17	10	2	0	0	0	0	0	0	26.5	31.6
07-19	8520	8	48	3795	4245	308	21	10	38	0	18	29	23.0	27.5
06-22	9871	10	59	4378	4944	347	25	12	45	0	19	32	23.4	27.9
06-00	10176	10	61	4509	5107	352	25	12	45	0	20	35	23.5	28.0
00-00	10610	12	63	4719	5304	360	26	13	47	0	25	41	23.7	28.2

Date Saturday 10/11/2018

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	36	0	0	17	18	0	0	0	0	0	0	1	26	29
00:15	23	0	0	7	16	0	0	0	0	0	0	0	29.5	31.3
00:30	17	0	0	7	9	1	0	0	0	0	0	0	26.5	30.2
00:45	15	0	0	6	8	0	0	0	0	0	1	0	28.3	33.3
01:00	15	1	1	5	8	0	0	0	0	0	0	0	26.7	32.3
01:15	11	0	0	5	6	0	0	0	0	0	0	0	27.3	31.3
01:30	26	0	0	9	17	0	0	0	0	0	0	0	23.9	29.7
01:45	10	0	0	0	10	0	0	0	0	0	0	0	27.7	-
02:00	11	0	0	6	5	0	0	0	0	0	0	0	27.6	32.1
02:15	10	0	0	1	8	1	0	0	0	0	0	0	28.2	-
02:30	8	0	0	2	4	2	0	0	0	0	0	0	26	-
02:45	5	0	0	3	2	0	0	0	0	0	0	0	31	-
03:00	10	0	0	4	5	0	0	0	0	0	0	1	29.5	-
03:15	7	0	0	3	4	0	0	0	0	0	0	0	29.1	-
03:30	6	0	0	2	4	0	0	0	0	0	0	0	28.6	-
03:45	5	0	0	0	5	0	0	0	0	0	0	0	29.3	-
04:00	9	0	0	0	8	1	0	0	0	0	0	0	30.4	-
04:15	11	0	0	1	10	0	0	0	0	0	0	0	30.3	36.6
04:30	17	0	0	4	11	2	0	0	0	0	0	0	28.1	32.7
04:45	21	0	0	8	12	1	0	0	0	0	0	0	29.3	32.8
05:00	13	0	0	6	7	0	0	0	0	0	0	0	29	33
05:15	22	0	0	9	12	0	0	0	0	0	0	1	28.4	33.1
05:30	36	0	0	21	12	0	0	0	0	0	0	3	27	31.7
05:45	32	0	0	14	17	0	0	0	0	0	0	1	28.2	32
06:00	32	0	0	6	26	0	0	0	0	0	0	0	30.3	33.7
06:15	39	0	2	21	15	0	0	0	0	0	1	0	28	30.3
06:30	51	0	1	21	25	2	0	0	0	0	1	1	26.6	30.2
06:45	47	0	0	21	23	2	0	0	0	0	0	1	29.4	32.2
07:00	36	0	0	12	21	2	0	0	0	0	1	0	28.5	32.1
07:15	49	1	0	21	24	2	0	0	0	0	0	1	28.9	32.5
07:30	52	1	0	17	32	2	0	0	0	0	0	0	28.2	31.4
07:45	105	1	0	47	52	3	1	1	0	0	0	0	26.8	30.3
08:00	73	0	0	28	36	7	0	1	1	0	0	0	27.1	30.2
08:15	100	0	1	48	42	8	0	0	1	0	0	0	26.7	30.5
08:30	110	0	2	46	57	4	0	0	0	0	1	0	25.3	30.4
08:45	115	0	0	50	58	7	0	0	0	0	0	0	27.5	30.5
09:00	105	0	0	37	64	4	0	0	0	0	0	0	26.1	29.3
09:15	142	0	0	60	78	4	0	0	0	0	0	0	26	29.6
09:30	141	1	0	67	68	5	0	0	0	0	0	0	25.9	29.3
09:45	159	0	0	70	86	3	0	0	0	0	0	0	25.4	27.9
10:00	152	0	0	65	82	5	0	0	0	0	0	0	25.9	28.5
10:15	164	0	0	72	87	5	0	0	0	0	0	0	24.2	28
10:30	166	1	1	80	78	6	0	0	0	0	0	0	25.3	28.3
10:45	165	0	0	75	85	5	0	0	0	0	0	0	25	29.2
11:00	177	0	0	68	102	5	0	0	2	0	0	0	24.9	28.6
11:15	170	0	0	83	79	6	0	0	2	0	0	0	24.4	28.1
11:30	164	0	0	88	72	2	0	0	1	0	0	1	24.7	28.6
11:45	153	0	2	60	87	3	0	1	0	0	0	0	24.8	29.1
12:00	200	0	0	90	106	3	0	0	1	0	0	0	24.1	28.1
12:15	198	0	2	80	109	4	0	1	2	0	0	0	24.6	28.8
12:30	161	0	0	71	85	4	0	0	1	0	0	0	24.1	28.9
12:45	187	0	1	76	108	1	0	0	1	0	0	0	24.6	28.1
13:00	182	0	1	77	96	5	0	0	1	0	1	1	24.1	28.3
13:15	177	0	1	59	112	5	0	0	0	0	0	0	25.8	29.2
13:30	197	0	1	82	109	3	0	0	1	0	0	1	24.3	27.5
13:45	184	0	0	81	96	5	1	0	0	0	1	0	24.7	27.7
14:00	207	0	0	95	102	10	0	0	0	0	0	0	24.7	28.1
14:15	181	0	1	76	99	3	1	0	0	0	0	1	25.5	28.8
14:30	184	1	0	86	91	4	0	0	0	0	0	2	25.1	27.9
14:45	165	0	1	63	92	7	0	0	1	0	0	1	25.1	28.6
15:00	175	0	0	70	98	5	0	0	1	0	1	0	25.6	29.2
15:15	139	0	0	66	71	2	0	0	0	0	0	0	26.7	30.3
15:30	163	0	0	77	82	2	0	0	0	0	0	2	25.2	28.5
15:45	161	1	1	70	85	2	1	0	1	0	0	0	25.8	29.1
16:00	124	0	1	54	63	4	0	0	2	0	0	0	26.1	29.3
16:15	147	0	0	58	83	5	1	0	0	0	0	0	25.3	28.2
16:30	184	0	0	66	113	4	0	0	0	0	0	1	24.5	28
16:45	142	0	0	64	73	1	0	1	1	0	2	0	22.9	27.4
17:00	147	0	0	83	59	4	0	0	1	0	0	0	22.8	26.9
17:15	131	0	1	62	66	0	1	0	1	0	0	0	25.2	28.3
17:30	141	0	0	52	88	1	0	0	0	0	0	0	25.6	28.7
17:45	135	0	0	61	71	3	0	0	0	0	0	0	23.5	27.4
18:00	97	0	0	32	62	3	0	0	0	0	0	0	25.9	29.2
18:15	82	0	1	29	49	3	0	0	0	0	0	0	25.6	29
18:30	112	0	1	34	74	1	0	0	1	0	0	1	24.7	28.4
18:45	105	0	0	45	56	3	0	0	0	0	0	1	23.7	27.5
19:00	95	0	0	35	59	1	0	0	0	0	0	0	24.6	27.8
19:15	79	0	0	29	47	1	0	0	0	0	0	2	25.3	27.8
19:30	90	0	1	35	51	2	0	0	0	0	0	1	25.2	28
19:45	78	0	0	21	57	0	0	0	0	0	0	0	25.2	28.9
20:00	72	0	0	29	41	1	0	0	1	0	0	0	25.3	29.3
20:15	77	0	0	26	50	1	0	0	0	0	0	0	24.9	28.6
20:30	76	0	0	26	46	4	0	0	0	0	0	0	26.2	29.4
20:45	56	1	2	17	36	0	0	0	0	0	0	0	26.8	31
21:00	50	0	1	19	29	0	1	0	0	0	0	0	26.7	30.4
21:15	57	0	0	28	26	3	0	0	0	0	0	0	27	30.5
21:30	59	0	0	31	28	0	0	0	0	0	0	0	26.8	30.7
21:45	37	0	0	6	29	1	0	0	0	0	0	1	26.8	30.5
22:00	45	0	0	18	26	1	0	0	0	0	0	0	27.7	31.3
22:15	56	0	0	23	32	0	0	0	1	0	0	0	27.4	29.9
22:30	49	0	0	19	28	2	0	0	0	0	0	0	25.5	29.3
22:45	41	0	0	23	18	0	0	0	0	0	0	0	28	30.9
23:00	38	0	0	20	18	0	0	0	0	0	0	0	27.6	30.7
23:15	34	0	0	13	21	0	0	0	0	0	0	0	27.2	30.5
23:30	32	0	0	14	16	2	0	0	0	0	0	0	26.4	30
23:45	38	0	0	13	23	1	1	0	0	0	0	0	26.9	30
07-19	6906	7	19	2953	3688	185	6	5	23	0	7	13	25.1	28.8
06-22	7901	8	26	3324	4276	203	7	5	24	0	9	19	25.3	28.9
06-00	8234	8	26	3467	4458	209	8	5	25	0	9	19	25.3	29.0
00-00	8610	9	27	3607	4676	217	8	5	25	0	10	26	25.4	29.1

Date	Sunday	11/11/2018												
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	25	0	0	10	14	1	0	0	0	0	0	0	26.9	29.7
00:15	27	0	0	8	18	1	0	0	0	0	0	0	28.7	32.6
00:30	20	0	0	5	15	0	0	0	0	0	0	0	27.9	32.6
00:45	16	0	0	8	8	0	0	0	0	0	0	0	27.4	31.6
01:00	19	0	0	5	13	1	0	0	0	0	0	0	26.4	29.9
01:15	25	0	0	7	17	1	0	0	0	0	0	0	27.3	31.3
01:30	13	0	0	3	10	0	0	0	0	0	0	0	27.5	30.3
01:45	13	0	0	6	7	0	0	0	0	0	0	0	26.8	30
02:00	11	0	0	2	9	0	0	0	0	0	0	0	27.9	31.3
02:15	9	0	0	0	9	0	0	0	0	0	0	0	28.6	-
02:30	13	0	1	7	5	0	0	0	0	0	0	0	29.5	32.7
02:45	13	0	0	2	11	0	0	0	0	0	0	0	27.8	30
03:00	7	0	0	2	5	0	0	0	0	0	0	0	29.3	-
03:15	9	0	0	2	7	0	0	0	0	0	0	0	30.4	-
03:30	4	0	0	2	2	0	0	0	0	0	0	0	27.1	-
03:45	9	0	0	2	7	0	0	0	0	0	0	0	28.4	-
04:00	7	0	0	3	4	0	0	0	0	0	0	0	28.7	-
04:15	8	0	0	4	4	0	0	0	0	0	0	0	26.8	-
04:30	12	0	0	3	9	0	0	0	0	0	0	0	28.6	32.4
04:45	22	0	0	8	13	0	0	0	0	0	1	0	27.6	31.5
05:00	11	0	0	3	8	0	0	0	0	0	0	0	28	33.5
05:15	13	0	0	8	5	0	0	0	0	0	0	0	28.1	30.7
05:30	22	0	0	6	12	1	0	0	0	0	1	2	26.8	32
05:45	14	0	0	1	13	0	0	0	0	0	0	0	28.5	31.8
06:00	8	0	0	3	5	0	0	0	0	0	0	0	28.1	-
06:15	28	1	0	8	18	0	0	0	1	0	0	0	25.9	31.1
06:30	18	0	0	6	11	1	0	0	0	0	0	0	28	30.6
06:45	28	0	1	7	19	0	0	0	0	0	1	0	28.9	32
07:00	24	0	0	7	14	1	0	0	0	0	2	0	29.3	31.8
07:15	21	0	0	7	14	0	0	0	0	0	0	0	28.8	33
07:30	38	0	0	12	26	0	0	0	0	0	0	0	29.4	33.6
07:45	38	0	0	15	22	1	0	0	0	0	0	0	29.4	33.1
08:00	38	0	1	9	26	2	0	0	0	0	0	0	28.9	34.2
08:15	34	0	0	13	19	1	0	0	0	0	1	0	27.8	31.8
08:30	31	0	1	12	16	0	0	0	0	0	1	1	28.5	32.9
08:45	42	0	0	14	27	1	0	0	0	0	0	0	28.4	31.2
09:00	58	0	0	20	36	1	1	0	0	0	0	0	28.1	31.2
09:15	65	0	0	25	38	2	0	0	0	0	0	0	28.9	31.9
09:30	78	0	0	31	43	3	0	0	1	0	0	0	28	30.8
09:45	119	0	0	53	64	1	0	0	1	0	0	0	26.3	29.7
10:00	130	1	0	45	81	3	0	0	0	0	0	0	26.9	29.9
10:15	142	0	0	66	75	1	0	0	0	0	0	0	23.7	28.4
10:30	139	0	1	60	74	2	1	0	1	0	0	0	25.2	29.4
10:45	149	0	3	55	89	1	0	0	1	0	0	0	24.5	29.1
11:00	135	0	0	48	82	3	0	0	1	0	1	0	25.4	29.1
11:15	162	0	0	70	89	2	0	0	1	0	0	0	24.9	29.8
11:30	147	0	0	60	85	2	0	0	0	0	0	0	26.8	29.8
11:45	146	0	0	63	81	2	0	0	0	0	0	0	25.7	28.4
12:00	147	0	1	63	81	2	0	0	0	0	0	0	27.1	30.6
12:15	157	0	0	69	83	3	0	0	2	0	0	0	25.7	29.1
12:30	154	0	3	66	81	2	1	0	1	0	0	0	24.2	28.9
12:45	177	0	1	71	101	2	0	1	0	0	0	1	25	28.5
13:00	161	0	1	77	78	2	0	0	2	0	0	1	25	29.1
13:15	174	0	0	80	88	2	1	0	3	0	0	0	23.9	27
13:30	191	0	0	66	122	3	0	0	0	0	0	0	24.5	27.6
13:45	170	0	0	68	97	2	0	0	0	0	1	2	25.2	28.5
14:00	171	0	1	66	103	0	0	0	1	0	0	0	25.2	28.5
14:15	146	0	1	53	90	2	0	0	0	0	0	0	26	29.7
14:30	166	0	2	57	103	3	1	0	0	0	0	0	25.6	28.6
14:45	162	0	0	70	90	2	0	0	0	0	0	0	25.7	29
15:00	134	0	0	62	66	5	1	0	0	0	0	0	24.8	29.2
15:15	117	0	1	49	63	3	0	0	1	0	0	0	27.1	30.4
15:30	121	1	1	55	59	1	1	0	3	0	0	0	26.6	29
15:45	105	0	0	46	56	2	0	0	1	0	0	0	27.2	29.7
16:00	103	0	0	38	60	3	0	0	0	0	2	0	27.1	30.8
16:15	97	0	0	39	55	3	0	0	0	0	0	0	25.6	29.2
16:30	97	0	1	43	48	4	0	0	0	0	1	0	26.1	29.9
16:45	79	1	0	35	41	1	0	1	0	0	0	0	26.2	29.6
17:00	107	0	0	53	51	3	0	0	0	0	0	0	24.6	29.6
17:15	83	0	0	37	45	1	0	0	0	0	0	0	27.1	30.3
17:30	79	0	1	37	41	0	0	0	0	0	0	0	26.7	31.3
17:45	85	0	0	36	49	0	0	0	0	0	0	0	25.5	28.7
18:00	87	0	1	35	50	1	0	0	0	0	0	0	25.5	29.6
18:15	60	0	0	28	32	0	0	0	0	0	0	0	27.4	30.5
18:30	77	0	2	30	42	3	0	0	0	0	0	0	26.7	30.4
18:45	67	0	0	32	34	1	0	0	0	0	0	0	28.4	31.2
19:00	49	0	0	21	28	0	0	0	0	0	0	0	28.2	31.4
19:15	76	0	1	28	45	2	0	0	0	0	0	0	27.8	31.4
19:30	55	0	1	26	26	2	0	0	0	0	0	0	27.5	31.4
19:45	41	0	0	11	29	0	0	0	0	0	0	1	27.5	31.1
20:00	54	0	0	20	31	3	0	0	0	0	0	0	27.5	31.1
20:15	58	0	0	22	35	1	0	0	0	0	0	0	28	31.9
20:30	64	0	1	27	33	2	0	0	1	0	0	0	28.5	31.7
20:45	41	0	0	16	23	1	0	0	0	0	1	0	26.4	29.3
21:00	48	0	0	24	24	0	0	0	0	0	0	0	26.9	30.8
21:15	43	0	2	16	24	1	0	0	0	0	0	0	26.9	30.2
21:30	37	0	0	13	22	2	0	0	0	0	0	0	27.9	31.6
21:45	28	0	0	14	13	0	1	0	0	0	0	0	28.1	31.8
22:00	17	0	0	13	4	0	0	0	0	0	0	0	29.4	33.6
22:15	35	0	0	21	13	1	0	0	0	0	0	0	29.3	33.8
22:30	18	0	0	6	12	0	0	0	0	0	0	0	28.3	31.2
22:45	18	0	0	11	7	0	0	0	0	0	0	0	27.8	30.5
23:00	13	0	0	9	3	1	0	0	0	0	0	0	28.3	31
23:15	14	0	0	3	11	0	0	0	0	0	0	0	28.7	34
23:30	25	0	0	9	15	1	0	0	0	0	0	0	26	31.5
23:45	13	0	0	5	7	0	0	0	1	0	0	0	27.6	32.4
07-19	5210	3	23	2146	2910	85	7	2	20	0	9	5	27.4	31.1
06-22	5886	4	29	2408	3296	100	8	2	22	0	11	6	27.3	31.0
06-00	6039	4	29	2485	3368	103	8	2	23	0	11	6	27.3	31.0
00-00	6381	4	30	2592	3593	108	8	2	23	0	13	8	27.1	30.8

Date	Monday	12/11/2018													
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	8	0	0	2	6	0	0	0	0	0	0	0	27.9	-
00:15	13	0	0	6	7	0	0	0	0	0	0	0	27.5	31.2
00:30	5	0	0	2	3	0	0	0	0	0	0	0	30.6	-
00:45	7	0	0	2	4	1	0	0	0	0	0	0	31.3	-
01:00	7	0	0	4	3	0	0	0	0	0	0	0	31.9	-
01:15	3	0	0	1	2	0	0	0	0	0	0	0	30.8	-
01:30	8	0	0	3	5	0	0	0	0	0	0	0	29.9	-
01:45	4	0	0	0	4	0	0	0	0	0	0	0	28.6	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	32.1	-
02:15	3	0	0	1	1	1	0	0	0	0	0	0	29.6	-
02:30	8	0	0	3	5	0	0	0	0	0	0	0	25.6	-
02:45	5	0	0	1	4	0	0	0	0	0	0	0	26.4	-
03:00	17	0	0	6	10	0	0	0	0	0	1	0	23.3	27.8
03:15	4	0	1	0	3	0	0	0	0	0	0	0	29.8	-
03:30	9	0	0	2	7	0	0	0	0	0	0	0	30.1	-
03:45	10	0	0	1	8	0	0	0	0	0	1	0	27.6	-
04:00	9	0	0	5	4	0	0	0	0	0	0	0	29.1	-
04:15	20	0	0	11	7	1	0	0	0	0	1	0	26.4	32.5
04:30	18	0	1	5	11	1	0	0	0	0	0	0	28.7	31.3
04:45	12	0	0	3	8	0	1	0	0	0	0	0	29.1	33.9
05:00	27	0	0	10	17	0	0	0	0	0	0	0	29.2	32
05:15	40	0	0	20	16	2	0	0	0	0	0	2	27.1	31.6
05:30	60	1	0	22	33	2	0	0	0	0	0	2	27.4	30.6
05:45	71	0	0	21	45	2	0	0	0	0	1	2	27.1	30.6
06:00	70	1	2	25	36	4	1	0	0	0	1	0	25.8	29.9
06:15	92	0	1	29	55	6	0	0	0	0	0	1	23.8	28.1
06:30	121	0	0	50	66	2	1	1	1	0	0	0	22	27.2
06:45	110	0	2	51	50	5	0	0	2	0	0	0	20.6	27.7
07:00	112	0	0	56	49	5	0	0	1	0	0	1	19.2	26.1
07:15	143	1	0	67	67	7	1	0	0	0	0	0	20	26.4
07:30	166	2	2	81	73	6	0	0	1	0	0	1	18.4	24.8
07:45	224	1	1	110	107	1	0	0	4	0	0	0	18.8	25.3
08:00	224	0	0	126	88	6	1	0	0	0	1	2	18.7	25.6
08:15	214	0	1	103	105	3	1	0	0	0	0	1	20.5	25.9
08:30	206	0	1	92	107	3	0	0	2	0	0	1	22.6	26.7
08:45	219	0	0	92	119	4	0	0	3	0	1	0	23.3	27.7
09:00	191	0	1	59	120	7	1	0	2	0	1	0	23.3	27.6
09:15	193	0	0	65	117	7	2	0	1	0	0	1	25	28.1
09:30	206	0	0	89	107	8	0	0	1	0	1	0	23.2	27.6
09:45	162	0	0	67	90	4	0	0	0	0	0	1	24.8	28.6
10:00	152	1	0	57	83	6	1	0	0	0	3	1	24.1	28.1
10:15	142	0	1	60	71	6	1	0	1	0	1	1	24.4	28.8
10:30	148	0	0	54	82	10	0	0	1	0	0	1	24.4	27.8
10:45	170	0	2	69	86	8	3	0	2	0	0	0	22.7	27.4
11:00	163	0	1	81	78	2	0	0	0	0	0	1	23.4	27.6
11:15	138	1	0	47	80	7	0	0	1	0	1	1	24.4	27.7
11:30	151	0	0	58	85	5	0	0	0	0	0	3	25.4	28.9
11:45	153	0	0	65	78	6	0	0	2	0	1	1	23.4	27.8
12:00	165	0	0	56	101	5	1	0	1	0	0	1	23.6	27.7
12:15	152	0	1	73	69	6	0	0	1	0	2	0	24.8	29.1
12:30	142	0	0	66	70	5	0	0	0	0	1	0	24.7	29.8
12:45	163	0	1	60	97	2	0	1	0	0	1	1	23.7	28.4
13:00	167	0	0	84	77	6	0	0	0	0	0	0	24.5	28.2
13:15	136	0	0	60	70	4	0	0	1	0	0	1	24.4	28.2
13:30	158	1	1	70	78	7	0	0	0	1	0	0	24.4	28.5
13:45	173	0	0	69	91	7	1	0	1	0	1	3	23.5	28.4
14:00	137	0	0	56	68	11	0	0	0	0	0	2	24.3	28.4
14:15	147	0	0	52	79	13	1	0	1	0	1	0	24.3	28
14:30	168	0	0	85	75	7	0	0	1	0	0	0	24.7	28.3
14:45	186	0	0	78	91	11	0	0	2	0	1	3	22.7	27.5
15:00	171	1	0	68	88	13	0	0	1	0	0	0	23.6	27.7
15:15	146	1	0	63	76	4	0	0	1	0	0	1	24.5	27.6
15:30	157	0	1	66	84	4	0	0	1	0	1	0	24	27.9
15:45	185	0	0	77	95	10	0	0	1	0	1	1	23	27.2
16:00	181	0	0	91	82	4	0	0	2	0	1	1	22.5	27.6
16:15	173	0	1	76	83	9	0	0	0	0	2	2	22.3	27
16:30	184	0	0	79	94	10	0	0	1	0	0	0	23.5	27.6
16:45	189	0	2	87	91	6	1	0	1	0	0	1	23	27.4
17:00	220	0	0	104	103	9	0	0	2	0	1	1	21.9	25.2
17:15	201	0	1	104	88	4	0	1	1	0	1	1	21.9	26.8
17:30	182	1	1	80	96	3	0	0	1	0	0	0	22.4	26.2
17:45	176	0	0	85	83	5	0	0	2	0	0	1	22.1	25.9
18:00	177	0	1	85	85	5	1	0	0	0	0	0	22.6	27.1
18:15	190	0	2	78	105	4	0	0	0	0	1	0	22.5	26.8
18:30	120	0	2	50	63	2	0	0	1	0	0	2	24.3	28.1
18:45	143	0	2	55	78	6	0	0	1	0	1	0	23.6	27.5
19:00	118	1	1	49	62	3	0	0	0	0	0	2	25	28.5
19:15	149	0	0	54	88	6	0	0	1	0	0	0	24.3	27.5
19:30	113	0	1	47	58	6	1	0	0	0	0	0	24.4	27.6
19:45	81	0	0	17	62	2	0	0	0	0	0	0	25.6	28.3
20:00	73	0	0	22	50	1	0	0	0	0	0	0	26	29.1
20:15	72	0	0	31	37	4	0	0	0	0	0	0	25.4	28.9
20:30	61	0	0	20	39	1	0	1	0	0	0	0	25.9	30.2
20:45	54	0	0	24	28	2	0	0	0	0	0	0	26.7	29.8
21:00	48	0	0	20	25	2	0	0	0	0	0	1	26.2	30.2
21:15	44	0	0	22	22	0	0	0	0	0	0	0	26.9	29.2
21:30	57	0	0	20	36	1	0	0	0	0	0	0	27.6	31.6
21:45	39	0	0	18	20	1	0	0	0	0	0	0	27.5	31.4
22:00	37	0	0	12	23	2	0	0	0	0	0	0	27.6	31.3
22:15	40	0	0	25	15	0	0	0	0	0	0	0	27.2	29.8
22:30	37	0	0	18	18	0	0	0	0	0	0	1	25.7	29.3
22:45	29	0	0	12	16	1	0	0	0	0	0	0	26.1	29.6
23:00	31	1	2	9	18	1	0	0	0	0	0	0	25.9	30.7
23:15	13	0	0	5	8	0	0	0	0	0	0	0	27.8	31.5
23:30	8	0	0	4	4	0	0	0	0	0	0	0	26.1	-
23:45	13	0	0	5	7	1	0	0	0	0	0	0	28.5	30.5
07-19	8166	10	26	3555	4152	293	16	2	46	1	26	39	23.0	27.5
06-22	9468	12	33	4054	4886	339	19	4	50	1	27	43	23.2	27.7
06-00	9676	13	35	4144	4995	344	19	4	50	1	27	44	23.3	27.8
00-00	10045	14	37	4275	5209	354	20	4	50	1	31	50	23.4	28.0

Date Tuesday 13/11/2018

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	12	0	0	6	5	1	0	0	0	0	0	0	28.1	34.1
00:15	12	1	0	6	5	0	0	0	0	0	0	0	26.2	32.6
00:30	5	0	1	2	2	0	0	0	0	0	0	0	29.3	-
00:45	15	0	0	9	5	1	0	0	0	0	0	0	28.5	30.8
01:00	8	0	0	2	6	0	0	0	0	0	0	0	31.9	-
01:15	8	0	0	4	4	0	0	0	0	0	0	0	26	-
01:30	7	0	0	2	5	0	0	0	0	0	0	0	27.1	-
01:45	6	0	0	4	2	0	0	0	0	0	0	0	24.3	-
02:00	4	0	0	0	4	0	0	0	0	0	0	0	31.1	-
02:15	5	0	0	2	3	0	0	0	0	0	0	0	28	-
02:30	8	0	0	3	3	2	0	0	0	0	0	0	26.7	-
02:45	5	0	0	0	5	0	0	0	0	0	0	0	29.9	-
03:00	5	0	0	2	3	0	0	0	0	0	0	0	21.7	-
03:15	4	0	0	1	3	0	0	0	0	0	0	0	24.8	-
03:30	9	0	0	2	7	0	0	0	0	0	0	0	31.4	-
03:45	11	0	0	5	4	2	0	0	0	0	0	0	26.7	36
04:00	27	0	0	9	17	0	0	0	0	0	1	0	26	31.1
04:15	18	0	0	8	10	0	0	0	0	0	0	0	30.7	36.8
04:30	14	0	1	8	4	1	0	0	0	0	0	0	30	33.6
04:45	22	0	1	7	14	0	0	0	0	0	0	0	29	32.6
05:00	31	0	0	11	18	1	0	0	0	0	0	1	28	33.6
05:15	47	0	1	25	20	1	0	0	0	0	0	0	27.3	31.7
05:30	53	1	0	21	29	0	0	0	1	0	0	1	26.7	31.1
05:45	72	0	1	33	31	5	0	0	0	0	0	2	26.5	31.3
06:00	72	0	0	29	38	3	0	0	0	0	0	2	25.5	30.5
06:15	75	0	1	33	38	2	0	0	0	0	0	1	28.2	32
06:30	89	0	2	43	42	1	0	0	1	0	0	0	26.1	29.4
06:45	103	0	1	49	48	1	3	0	0	0	1	0	23.2	27.1
07:00	122	0	1	62	50	2	1	0	3	0	1	2	22.8	28.6
07:15	132	1	2	56	68	3	1	0	1	0	0	0	23.4	27.7
07:30	185	2	2	86	89	3	0	0	1	0	0	2	21.3	27.3
07:45	219	1	1	116	96	2	0	0	1	0	0	2	19.4	25.7
08:00	198	0	0	100	92	2	1	0	2	0	1	0	20	25.4
08:15	203	0	1	108	89	3	0	0	2	0	0	0	22.1	26
08:30	207	0	1	108	90	5	0	0	1	0	1	1	21.3	25.4
08:45	217	0	0	113	97	4	1	0	0	0	2	0	22.2	27.9
09:00	221	0	0	127	85	7	1	0	0	0	0	1	23	27.1
09:15	161	1	2	58	92	3	0	0	1	0	2	2	23.9	27.7
09:30	172	0	2	77	84	5	0	0	2	0	2	0	23.4	27.7
09:45	157	1	2	66	82	4	0	1	1	0	0	0	24.7	28.6
10:00	102	0	1	37	58	6	0	0	0	0	0	0	24.6	27.5
10:15	147	0	1	54	80	8	0	1	1	0	1	1	23.9	28.2
10:30	130	0	0	49	75	2	0	0	1	0	2	1	23.9	27.9
10:45	152	0	0	56	82	12	0	0	1	0	0	1	24.3	27.7
11:00	148	1	0	54	86	5	0	0	1	0	0	1	23.2	27.1
11:15	149	0	0	61	78	7	1	1	1	0	0	0	25	28.3
11:30	145	0	1	60	76	5	0	1	1	0	1	0	25.6	29
11:45	137	0	0	56	73	6	1	0	0	0	0	1	24.5	29
12:00	117	0	0	46	65	4	0	1	0	0	0	1	24.1	27.8
12:15	143	0	0	71	60	11	0	0	1	0	0	0	24.5	28.3
12:30	145	0	1	65	74	5	0	0	0	0	0	0	24.4	29.3
12:45	162	0	0	61	90	9	0	0	0	0	0	2	25.1	29
13:00	147	0	1	65	77	2	1	0	0	0	1	0	23.4	27.8
13:15	137	0	0	55	70	10	0	0	1	0	0	1	24.8	27.9
13:30	161	0	0	62	88	9	0	1	1	0	0	0	25.6	29.2
13:45	137	0	3	50	71	9	0	0	1	0	1	2	24.6	28.9
14:00	140	0	2	46	77	11	0	0	0	0	1	3	25.7	29.2
14:15	174	0	2	72	92	6	0	0	0	0	1	1	24.2	27.6
14:30	179	0	1	70	93	11	0	0	2	0	1	1	24.5	28.7
14:45	189	0	0	81	99	8	0	0	1	0	0	0	23.5	27.4
15:00	159	0	1	62	82	10	1	0	2	0	1	0	24.7	29.2
15:15	144	0	0	62	78	3	0	0	0	0	0	1	26.6	30
15:30	176	0	2	59	104	9	0	0	1	0	0	1	23.9	27.6
15:45	175	0	0	82	86	6	0	0	0	0	1	0	24.4	28.1
16:00	196	0	1	95	90	7	1	0	0	0	0	2	21.7	27.3
16:15	193	0	1	81	103	6	0	0	1	0	0	1	24.4	27.1
16:30	218	0	0	110	97	6	0	0	3	0	0	2	19.9	25.6
16:45	176	0	2	77	86	6	1	0	1	0	1	2	20.8	26.4
17:00	227	0	3	111	108	2	0	0	2	0	1	0	21.1	25.7
17:15	208	0	3	104	85	12	1	0	2	0	1	0	21.1	25.7
17:30	213	1	1	111	94	5	0	0	1	0	0	0	21.3	25.9
17:45	199	0	2	89	101	6	1	0	0	0	0	0	22.8	26.8
18:00	144	0	0	64	72	4	0	0	2	0	1	1	22.3	26.7
18:15	165	0	2	72	86	2	1	1	1	0	0	0	23.2	28.2
18:30	154	0	1	68	78	3	0	0	3	0	0	1	24.5	26.9
18:45	155	0	2	78	70	3	0	1	0	0	0	1	24.6	28.2
19:00	149	0	0	65	77	6	0	0	0	0	0	1	25.3	29.3
19:15	134	0	1	49	77	5	0	0	0	0	1	1	24.7	28.9
19:30	89	0	0	36	49	3	0	0	0	0	0	1	26.4	29.9
19:45	85	0	0	34	50	1	0	0	0	0	0	0	26.6	30.4
20:00	83	0	1	29	49	4	0	0	0	0	0	0	25.7	29.2
20:15	67	0	0	33	32	1	0	0	0	0	0	1	27.3	31
20:30	77	0	0	28	43	5	0	0	0	0	1	0	25.4	29.5
20:45	60	0	0	24	34	1	0	0	0	0	0	1	26.7	29.9
21:00	61	0	1	31	27	2	0	0	0	0	0	0	27.1	31.6
21:15	55	0	0	26	27	2	0	0	0	0	0	0	27.8	31.9
21:30	52	0	0	26	24	2	0	0	0	0	0	0	28.6	33.1
21:45	52	0	0	27	24	1	0	0	0	0	0	0	26.8	30.3
22:00	45	0	0	23	20	1	0	0	0	0	0	1	27.6	31.3
22:15	44	1	0	16	27	0	0	0	0	0	0	0	27.1	29.7
22:30	44	0	1	17	23	3	0	0	0	0	0	0	26.5	30.3
22:45	19	0	0	7	12	0	0	0	0	0	0	0	28.5	31.1
23:00	17	0	0	6	11	0	0	0	0	0	0	0	28.7	31.3
23:15	26	0	1	14	11	0	0	0	0	0	0	0	28	33.4
23:30	11	0	0	2	9	0	0	0	0	0	0	0	26.8	33.9
23:45	18	0	0	4	13	0	0	0	0	0	0	1	28.9	32.7
07-19	8037	8	48	3573	3998	279	14	8	47	0	24	38	23.2	27.7
06-22	9340	8	55	4135	4677	319	17	8	48	0	27	46	23.6	28.1
06-00	9564	9	57	4224	4803	323	17	8	48	0	27	48	23.7	28.2
00-00	9972	11	62	4396	5012	337	17	8	49	0	28	52	23.9	28.4

Date Wednesday 14/11/2018

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	18	0	0	12	6	0	0	0	0	0	0	0	26.7	29.2
00:15	12	0	0	4	8	0	0	0	0	0	0	0	26.9	30.9
00:30	11	0	0	5	5	1	0	0	0	0	0	0	29.3	35
00:45	8	0	0	0	8	0	0	0	0	0	0	0	30.4	-
01:00	8	0	0	3	2	1	0	0	0	0	1	1	24.7	-
01:15	3	0	0	0	3	0	0	0	0	0	0	0	24.8	-
01:30	7	0	1	0	5	0	0	0	1	0	0	0	29.3	-
01:45	3	0	0	1	1	1	0	0	0	0	0	0	28.7	-
02:00	11	0	0	5	6	0	0	0	0	0	0	0	25	31
02:15	7	0	0	3	3	0	0	0	0	0	1	0	25.5	-
02:30	6	0	0	1	3	1	0	0	0	0	1	0	26.8	-
02:45	3	0	0	0	3	0	0	0	0	0	0	0	29.9	-
03:00	5	0	0	0	5	0	0	0	0	0	0	0	28.3	-
03:15	6	0	0	1	3	1	0	0	0	0	1	0	26.7	-
03:30	9	0	0	3	6	0	0	0	0	0	0	0	26.7	-
03:45	10	0	0	4	6	0	0	0	0	0	0	0	30.2	-
04:00	13	0	0	7	6	0	0	0	0	0	0	0	29.8	35.9
04:15	22	0	0	6	14	2	0	0	0	0	0	0	28.3	31.1
04:30	27	0	1	9	16	0	0	0	0	0	1	0	27.8	34.9
04:45	29	0	0	15	14	0	0	0	0	0	0	0	28	32
05:00	26	0	0	7	18	0	0	0	0	0	1	0	27.3	30.9
05:15	38	0	0	12	25	0	0	0	0	0	0	1	27.4	32.6
05:30	63	0	0	21	35	1	0	1	1	0	0	4	27.2	31.5
05:45	81	0	1	41	35	3	0	0	0	0	0	1	25.8	30.5
06:00	70	1	0	25	42	0	1	0	0	0	1	0	26.5	29.9
06:15	78	0	1	28	46	1	0	1	0	0	0	1	25.6	29.5
06:30	114	1	2	41	66	2	1	0	0	0	1	0	24.5	28.7
06:45	132	0	2	48	73	6	1	0	1	0	1	0	22.8	28.4
07:00	135	0	2	51	75	4	0	1	0	0	2	0	24.5	29.6
07:15	137	1	1	53	76	5	0	0	0	0	0	1	23.9	27.9
07:30	195	2	2	81	97	6	1	1	2	0	0	3	20.4	26.9
07:45	229	2	1	115	102	8	0	1	0	0	0	0	21.4	27.1
08:00	228	0	0	126	88	10	0	0	1	0	1	2	20.4	25.7
08:15	237	0	2	124	106	4	0	0	0	0	0	1	20.5	27.7
08:30	206	0	2	84	109	6	0	0	2	0	1	2	22.1	27
08:45	196	1	0	109	77	6	0	0	1	0	1	1	19	25.2
09:00	211	1	0	90	106	10	0	0	2	0	1	1	23.1	27.6
09:15	220	0	0	98	106	8	0	0	5	0	2	1	20.7	25.6
09:30	208	0	1	90	110	5	0	0	1	0	0	1	23	27.7
09:45	197	0	0	75	100	16	1	1	1	0	2	1	21.9	26.3
10:00	177	0	2	70	96	7	2	0	0	0	0	0	23.4	27.4
10:15	129	0	0	42	77	9	0	0	0	0	1	0	24.9	28.3
10:30	126	0	1	49	70	5	0	0	0	0	1	0	24.8	28.4
10:45	148	0	1	51	84	10	0	0	2	0	0	0	24.1	28
11:00	153	1	0	65	73	12	0	1	1	0	0	0	23.3	27.5
11:15	128	0	1	53	70	4	0	0	0	0	0	0	24.9	28.6
11:30	133	0	0	56	68	4	1	0	2	0	1	1	24.4	28.2
11:45	160	0	0	75	74	9	0	0	2	0	0	0	24	28.2
12:00	163	0	0	70	87	2	0	0	2	0	0	2	25.1	29.5
12:15	139	0	0	57	72	8	0	0	1	0	1	0	25.3	28.8
12:30	160	0	1	81	70	7	0	0	1	0	0	0	24.4	28.6
12:45	155	0	0	71	72	11	1	0	0	0	0	0	24	28.7
13:00	151	0	0	68	71	9	1	0	1	0	1	0	22.4	26.6
13:15	161	0	3	68	74	10	1	1	1	0	1	2	23.5	27.9
13:30	163	0	2	77	77	5	0	0	2	0	0	0	25.3	29.3
13:45	145	0	0	57	80	7	0	0	0	0	0	1	25.1	28.9
14:00	153	0	1	69	70	11	0	0	0	0	1	1	23.7	28.7
14:15	156	0	1	67	76	11	0	0	0	0	0	1	24.8	28.5
14:30	157	0	0	62	84	11	0	0	0	0	0	0	24.5	28.2
14:45	181	0	0	73	93	15	0	0	0	0	0	0	24.2	28.3
15:00	169	0	0	73	83	10	0	0	1	0	1	1	24.3	28.4
15:15	173	0	0	82	79	6	0	0	1	0	1	4	22.8	28.2
15:30	207	0	1	89	107	9	1	0	0	0	0	0	23.7	27.8
15:45	217	0	0	96	108	11	0	0	2	0	0	0	23	26.9
16:00	180	0	1	70	101	5	0	0	1	0	1	1	24.2	27.8
16:15	182	0	0	82	93	6	0	0	0	0	0	1	23.6	27.8
16:30	187	0	1	84	88	11	0	0	2	0	0	1	22.1	26.4
16:45	188	1	1	90	82	11	0	0	1	0	1	1	21.9	26.2
17:00	216	1	1	96	101	8	5	2	2	0	0	0	21.1	26
17:15	210	0	2	116	81	5	0	0	4	0	1	1	21	26.8
17:30	155	0	1	75	67	6	1	0	3	0	1	1	21.5	26.6
17:45	166	0	0	73	88	4	0	0	1	0	0	0	24.9	28.3
18:00	176	0	1	93	69	6	1	0	5	0	0	1	23.4	27.9
18:15	173	0	2	88	79	3	0	0	1	0	0	0	23.3	26.7
18:30	180	0	2	82	90	4	0	0	2	0	0	0	22.5	27.3
18:45	136	1	1	64	63	7	0	0	0	0	0	0	25.5	28.8
19:00	116	0	0	46	67	2	0	0	0	0	0	1	25.9	28.4
19:15	116	0	0	46	68	2	0	0	0	0	0	0	24.4	28.4
19:30	99	0	2	42	52	3	0	0	0	0	0	0	26.1	30
19:45	103	0	0	43	56	4	0	0	0	0	0	0	25.6	28.8
20:00	81	0	0	34	46	1	0	0	0	0	0	0	26.6	29.9
20:15	76	0	0	27	42	7	0	0	0	0	0	0	27.1	30.1
20:30	72	0	1	29	39	2	0	0	0	0	1	0	26.8	30.5
20:45	58	0	1	19	37	1	0	0	0	0	0	0	27.9	30.8
21:00	68	0	0	38	27	3	0	0	0	0	0	0	27.1	31.5
21:15	63	0	0	23	38	1	0	0	0	0	0	1	28	31.9
21:30	72	1	0	29	39	3	0	0	0	0	0	0	26.4	31.1
21:45	59	0	1	25	31	2	0	0	0	0	0	0	27.3	30
22:00	59	0	0	24	34	1	0	0	0	0	0	0	26.9	31.1
22:15	46	0	2	20	23	1	0	0	0	0	0	0	27.5	30.6
22:30	33	0	0	9	22	1	0	0	0	0	0	1	27.6	31.1
22:45	29	0	0	11	17	0	0	0	0	0	1	0	28.2	32.9
23:00	22	0	1	9	12	0	0	0	0	0	0	0	28.1	30.9
23:15	34	0	0	7	25	2	0	0	0	0	0	0	27.8	32.7
23:30	13	0	0	9	4	0	0	0	0	0	0	0	28.9	32.8
23:45	19	0	0	6	12	0	0	0	0	0	0	1	26.9	28.9
07-19	8352	11	38	3730	4069	367	16	8	56	0	23	34	23.1	27.7
06-22	9729	14	48	4273	4838	407	19	9	57	0	27	37	23.5	28.1
06-00	9984	14	51	4368	4987	412	19	9	57	0	28	39	23.6	28.2
00-00	10410	14	54	4528	5223	423	19	10	59	0	34	46	23.7	28.4

Date Thursday 15/11/2018

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	19	0	0	6	13	0	0	0	0	0	0	0	29.4	34.1
00:15	21	0	0	9	12	0	0	0	0	0	0	0	29.2	31.8
00:30	18	0	0	3	13	1	0	0	1	0	0	0	28.8	35
00:45	17	0	0	8	9	0	0	0	0	0	0	0	25.6	29.6
01:00	26	0	0	13	13	0	0	0	0	0	0	0	22.3	31.5
01:15	6	0	0	1	4	1	0	0	0	0	0	0	28.1	-
01:30	10	0	0	2	7	0	0	0	0	0	1	0	27.4	-
01:45	2	0	0	1	0	1	0	0	0	0	0	0	27.2	-
02:00	7	0	1	2	4	0	0	0	0	0	0	0	30.5	-
02:15	10	0	1	6	3	0	0	0	0	0	0	0	25.7	-
02:30	5	0	0	0	5	0	0	0	0	0	0	0	28.1	-
02:45	8	0	0	1	6	1	0	0	0	0	0	0	29.1	-
03:00	3	0	0	1	2	0	0	0	0	0	0	0	28.7	-
03:15	6	0	0	3	2	0	0	0	0	0	1	0	27.4	-
03:30	8	0	0	3	5	0	0	0	0	0	0	0	29.6	-
03:45	16	0	1	1	13	0	0	0	0	0	1	0	29.1	35.4
04:00	11	0	0	5	5	0	0	0	1	0	0	0	26.1	29.6
04:15	19	0	0	3	16	0	0	0	0	0	0	0	30.6	35.1
04:30	24	0	0	10	13	1	0	0	0	0	0	0	28.5	30.6
04:45	31	0	0	13	17	1	0	0	0	0	0	0	29.4	32.3
05:00	37	0	0	7	26	3	0	0	0	0	1	0	25.7	30.2
05:15	26	0	0	8	18	0	0	0	0	0	0	0	31	33.1
05:30	49	2	0	16	26	1	0	1	2	0	0	1	26.1	31.4
05:45	77	1	0	28	38	5	0	0	1	0	1	3	24.9	30.1
06:00	51	0	0	18	30	2	0	0	0	0	0	1	24.9	29.3
06:15	73	0	1	21	41	6	0	0	1	1	1	1	24	29.3
06:30	106	0	1	38	61	3	1	0	1	0	0	1	25.2	28.4
06:45	120	0	2	36	73	9	0	0	0	0	0	0	24.1	28.2
07:00	111	0	3	45	57	4	0	1	0	0	0	1	21.1	27.5
07:15	153	0	1	76	68	7	1	0	0	0	0	0	21.8	26.7
07:30	191	2	0	85	99	3	1	0	0	0	1	0	21.2	26.9
07:45	222	0	0	110	105	3	0	0	2	0	2	0	19.6	26
08:00	185	0	2	88	84	6	0	0	3	0	2	0	22.6	28
08:15	239	0	3	126	98	8	2	0	1	0	1	0	19.5	26.2
08:30	220	0	0	112	94	7	2	0	1	0	1	3	21.3	25.9
08:45	218	0	3	90	110	10	1	0	0	0	3	1	21.4	26.5
09:00	211	0	0	81	119	7	0	0	0	0	3	1	22.5	27.5
09:15	180	0	0	55	111	12	0	0	2	0	0	0	24.7	28.2
09:30	171	0	1	65	93	8	1	0	2	0	1	0	23.5	27.5
09:45	162	0	0	71	82	8	0	0	1	0	0	0	23.4	27.9
10:00	158	0	0	77	71	8	0	0	0	0	1	1	23.2	27.7
10:15	132	0	0	49	73	5	1	0	2	0	0	2	24.5	28.7
10:30	152	0	0	63	79	7	1	0	2	0	0	0	23.8	27.8
10:45	157	0	2	64	82	8	0	0	0	0	1	0	24.4	27.9
11:00	148	1	2	70	68	6	0	0	0	0	1	0	23.4	28.4
11:15	177	0	1	84	79	11	1	0	1	0	0	0	23.3	27.1
11:30	127	0	0	48	71	6	1	0	0	0	0	1	24.3	28.4
11:45	171	0	2	67	89	11	0	0	1	0	0	1	24.3	28.1
12:00	122	0	0	46	71	4	0	0	0	0	0	1	25.2	29
12:15	165	0	1	70	80	12	0	0	1	0	1	0	23.3	26.7
12:30	162	1	2	72	79	6	0	0	2	0	0	0	21.4	26.9
12:45	167	0	0	75	86	5	0	0	1	0	0	0	24.1	28.2
13:00	160	0	0	67	84	7	0	0	1	0	0	1	24.2	27.6
13:15	159	0	0	61	86	8	0	1	2	0	0	1	23.9	27.8
13:30	179	0	0	74	94	6	1	0	3	0	0	1	24.1	27.8
13:45	138	0	0	57	65	14	0	0	1	0	0	1	24.1	27.2
14:00	167	0	1	71	85	5	0	0	2	0	3	0	22.8	27.4
14:15	134	0	0	56	67	10	0	1	0	0	0	0	24.8	28.7
14:30	154	0	0	55	90	7	0	0	1	0	1	0	25.1	28.8
14:45	192	0	0	87	96	7	0	1	0	0	1	0	22.5	27
15:00	179	0	0	80	92	5	1	0	0	0	0	1	22.6	27.6
15:15	177	0	0	68	98	9	0	0	1	0	0	1	22.6	27.4
15:30	196	0	1	96	88	6	0	1	2	0	0	2	21.1	26.5
15:45	195	0	0	80	109	4	0	2	0	0	0	0	24.3	27.8
16:00	230	0	1	122	100	6	0	0	1	0	0	0	21.5	25.9
16:15	195	0	0	77	100	12	0	0	5	0	0	1	22	27.4
16:30	223	0	0	100	111	7	1	1	1	0	1	1	21.3	25.9
16:45	184	0	2	79	95	6	0	0	1	0	0	1	24	28.2
17:00	218	0	3	112	83	10	2	0	5	0	3	0	21.5	26
17:15	196	0	0	92	98	4	0	0	1	0	0	1	22	26.6
17:30	193	1	2	85	92	9	1	0	3	0	0	0	22.1	26.3
17:45	199	0	2	96	96	5	0	0	0	0	0	0	21.8	27.1
18:00	186	0	0	86	90	7	0	0	2	0	1	0	23.1	26.6
18:15	163	0	3	86	69	4	0	0	1	0	0	0	24.7	27.9
18:30	158	0	2	73	74	9	0	0	0	0	0	0	24.2	27.7
18:45	155	0	1	62	88	2	1	0	1	0	0	0	24.6	28.6
19:00	134	0	0	57	73	3	0	0	1	0	0	0	25	28.6
19:15	125	0	3	57	59	3	0	0	2	0	0	1	24.7	29.5
19:30	108	0	2	41	61	4	0	0	0	0	0	0	27	29.6
19:45	78	0	0	29	47	1	0	0	1	0	0	0	26.5	29.8
20:00	75	0	1	31	42	1	0	0	0	0	0	0	27	30.2
20:15	94	0	1	34	56	2	0	0	0	0	1	0	26.3	30.1
20:30	67	0	1	26	37	2	0	0	0	0	0	1	26.7	30.7
20:45	80	0	2	30	45	3	0	0	0	0	0	0	27.3	32
21:00	80	0	1	30	48	1	0	0	0	0	0	0	27.4	31.7
21:15	57	0	0	17	40	0	0	0	0	0	0	0	28.1	31.2
21:30	54	0	0	27	26	1	0	0	0	0	0	0	26.9	31
21:45	48	0	0	23	24	1	0	0	0	0	0	0	27.5	30.9
22:00	57	0	0	22	34	1	0	0	0	0	0	0	28	32
22:15	69	0	1	24	43	1	0	0	0	0	0	0	27.9	31.7
22:30	33	0	0	19	13	1	0	0	0	0	0	0	27.4	31.7
22:45	38	0	1	14	22	0	0	0	0	0	1	0	27.3	30.8
23:00	26	0	0	10	15	1	0	0	0	0	0	0	29.4	32.9
23:15	15	0	0	5	8	1	0	0	1	0	0	0	29.8	33.4
23:30	22	0	0	13	8	1	0	0	0	0	0	0	28.2	32.9
23:45	21	0	0	6	14	1	0	0	0	0	0	0	29.3	31.6
07-19	8431	5	41	3711	4198	341	19	8	56	0	28	24	22.8	27.4
06-22	9781	5	56	4226	4961	383	20	8	62	1	30	29	23.2	27.8
06-00	10062	5	58	4339	5118	390	20	8	63	1	31	29	23.4	28.0
00-00	10518	8	61	4489	5388	405	20	9	68	1	36	33	23.6	28.3

Date	Friday	16/11/2018												
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	19	0	0	5	13	1	0	0	0	0	0	0	30.5	37.1
00:15	16	0	0	5	9	1	0	0	0	0	1	0	27.9	34.7
00:30	16	0	0	6	10	0	0	0	0	0	0	0	28.7	31.9
00:45	14	0	0	4	10	0	0	0	0	0	0	0	27.3	30.7
01:00	11	1	0	2	7	1	0	0	0	0	0	0	28.7	33.9
01:15	7	0	0	1	6	0	0	0	0	0	0	0	25.4	-
01:30	9	0	0	2	6	1	0	0	0	0	0	0	26.9	-
01:45	7	1	0	2	4	0	0	0	0	0	0	0	26.9	-
02:00	11	0	0	7	4	0	0	0	0	0	0	0	26.7	31.3
02:15	8	0	2	1	5	0	0	0	0	0	0	0	29.2	-
02:30	10	0	0	3	7	0	0	0	0	0	0	0	29.5	-
02:45	5	0	0	1	4	0	0	0	0	0	0	0	32.1	-
03:00	16	0	0	5	10	1	0	0	0	0	0	0	23.1	30.1
03:15	6	0	0	4	2	0	0	0	0	0	0	0	27.7	-
03:30	11	0	0	2	7	1	0	0	0	0	1	0	29	32.7
03:45	11	0	0	2	8	0	0	0	0	0	1	0	28.7	32.4
04:00	19	0	1	3	14	0	0	0	0	0	0	1	28.5	34.5
04:15	20	0	1	6	10	1	0	1	0	0	1	0	28.9	34.2
04:30	17	0	0	1	14	2	0	0	0	0	0	0	29.3	33.3
04:45	27	0	0	14	13	0	0	0	0	0	0	0	29.9	32.8
05:00	33	0	0	8	23	1	0	0	1	0	0	0	29.1	33.4
05:15	32	1	0	10	17	3	0	0	0	0	0	1	27.6	31.9
05:30	66	1	0	23	41	0	0	0	0	0	0	1	26.6	30.3
05:45	73	0	1	27	36	6	0	1	0	0	0	2	26.6	31.8
06:00	65	0	0	22	40	0	0	0	0	0	1	2	26.8	30.9
06:15	84	0	2	33	44	3	0	0	0	0	1	1	25	30.5
06:30	100	0	2	37	57	2	0	0	1	0	0	1	25.5	28.8
06:45	125	0	3	37	75	6	0	1	3	0	0	0	23.6	28.7
07:00	120	0	2	42	65	7	3	0	0	0	0	1	24.1	28
07:15	163	0	1	61	91	8	0	0	0	1	0	1	23.9	27.3
07:30	198	1	2	97	87	4	0	0	4	0	1	2	18.9	25.5
07:45	222	1	2	105	107	6	0	0	0	0	1	0	21.1	26.5
08:00	215	0	0	115	98	1	1	0	0	0	0	0	19.6	24.5
08:15	210	0	1	82	111	10	0	1	4	0	0	1	20.3	25.9
08:30	219	0	1	112	95	8	0	1	2	0	0	0	20.3	25.9
08:45	206	0	2	104	96	2	1	0	0	0	1	0	22.4	26.8
09:00	186	0	0	83	96	6	1	0	0	0	0	0	23.5	27.7
09:15	191	0	0	94	91	5	0	0	1	0	0	0	23.2	26.8
09:30	160	0	0	58	91	11	0	0	0	0	0	0	23.5	28.3
09:45	194	0	2	74	106	7	1	1	2	0	1	0	24.3	27.4
10:00	153	0	0	71	70	10	0	0	0	1	1	0	24.6	27.5
10:15	164	0	0	61	93	7	0	1	1	0	1	0	23	27
10:30	159	0	2	73	74	7	1	0	1	0	0	1	23	26.8
10:45	174	0	1	66	97	9	0	0	0	0	0	1	22.2	26.9
11:00	141	0	2	60	72	5	1	0	0	0	0	1	25	28.2
11:15	164	0	1	69	85	6	0	0	1	0	1	1	23.4	27.5
11:30	164	0	1	70	81	10	1	0	1	0	0	0	22.1	27.6
11:45	170	0	0	90	71	5	1	0	0	0	2	1	24.4	28.6
12:00	157	0	1	70	76	6	0	0	4	0	0	0	22.9	27.3
12:15	173	0	0	89	74	9	0	0	0	0	0	1	22.9	27.7
12:30	169	0	2	72	85	6	0	2	2	0	0	0	23.1	26.8
12:45	171	0	0	66	95	4	1	1	1	0	0	3	22	27.6
13:00	153	0	3	66	69	13	1	0	0	0	0	1	24	28.1
13:15	194	0	0	87	97	8	0	0	2	0	0	0	23	27.4
13:30	178	0	1	73	85	13	1	0	2	0	2	1	23.2	26.9
13:45	155	0	0	58	83	10	1	0	2	0	0	1	24.6	28.7
14:00	149	0	1	59	78	6	1	0	3	0	1	0	22.9	27.6
14:15	152	0	0	61	76	10	0	0	3	0	1	1	24	28
14:30	184	0	0	66	106	10	0	0	1	0	1	0	23.6	27.6
14:45	184	0	0	77	98	7	0	0	1	0	1	0	21.5	26.7
15:00	164	1	0	74	80	4	1	0	4	0	0	0	24	27.6
15:15	166	0	0	79	80	6	0	0	0	0	1	0	24.8	28
15:30	219	0	0	93	115	10	0	0	1	0	0	0	23.7	28.1
15:45	230	0	1	94	123	8	0	0	4	0	0	0	22.8	26.3
16:00	215	0	1	107	99	7	0	0	0	0	0	1	21.8	26.1
16:15	206	0	0	98	100	6	0	0	1	0	0	1	22.4	26.8
16:30	196	0	0	94	92	7	0	0	1	0	0	2	21.7	25.9
16:45	185	1	2	79	90	8	0	0	4	0	0	1	21.7	25.7
17:00	209	0	1	112	87	5	1	0	2	0	1	0	21.1	26.6
17:15	194	0	2	81	102	7	1	0	1	0	0	0	22.1	27.3
17:30	181	0	1	104	71	5	0	0	0	0	0	0	21.3	25.6
17:45	172	0	1	84	81	3	0	0	1	0	0	2	21.4	26.9
18:00	175	0	0	85	82	3	0	0	4	0	0	1	21.4	27.1
18:15	147	0	3	63	78	1	0	0	2	0	0	0	24.1	27.7
18:30	160	0	0	67	84	6	0	0	0	0	1	2	24.3	27.5
18:45	115	0	0	42	67	4	0	0	2	0	0	0	25.6	29.3
19:00	133	0	1	51	71	8	0	0	1	0	1	0	23.8	28.2
19:15	141	0	1	70	64	3	2	0	0	0	1	0	25.1	29.8
19:30	107	0	0	48	53	6	0	0	0	0	0	0	25.5	28.9
19:45	105	0	0	48	53	2	0	0	1	0	0	1	25.1	29.9
20:00	88	0	1	32	49	4	0	0	1	0	0	1	26.6	30.3
20:15	89	0	1	40	47	1	0	0	0	0	0	0	27.1	30.5
20:30	83	0	0	40	41	2	0	0	0	0	0	0	26.1	28.9
20:45	62	0	1	34	24	3	0	0	0	0	0	0	27.1	30.2
21:00	51	0	0	26	24	1	0	0	0	0	0	0	27.4	31.1
21:15	62	0	1	31	30	0	0	0	0	0	0	0	27.6	30.8
21:30	56	0	0	30	26	0	0	0	0	0	0	0	27.4	32.1
21:45	54	0	1	17	34	2	0	0	0	0	0	0	27.2	30.3
22:00	36	0	0	14	20	1	0	0	1	0	0	0	28	32
22:15	60	0	1	30	28	0	0	0	0	0	0	1	26.2	30.5
22:30	54	0	0	24	27	2	0	0	0	0	0	1	27.5	31.9
22:45	48	0	0	16	32	0	0	0	0	0	0	0	27.8	31.2
23:00	42	0	0	17	24	1	0	0	0	0	0	0	28.1	31.4
23:15	48	0	1	21	24	2	0	0	0	0	0	0	27.7	30.9
23:30	32	1	0	13	17	1	0	0	0	0	0	0	28.4	31.3
23:45	38	0	0	19	16	1	0	0	0	0	0	2	27.8	30.5
07-19	8526	4	40	3787	4230	326	19	7	65	2	18	28	22.7	27.2
06-22	9931	4	54	4383	4962	369	21	8	72	2	22	34	23.1	27.6
06-00	10289	5	56	4537	5150	377	21	8	73	2	22	38	23.3	27.8
00-00	10753	9	61	4681	5430	396	21	10	74	2	26	43	23.5	28.0

Date Saturday 17/11/2018

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	22	0	0	13	8	1	0	0	0	0	0	0	29.6	33.5
00:15	26	0	0	10	15	1	0	0	0	0	0	0	28.4	32
00:30	23	0	0	8	14	0	0	0	0	0	1	0	28.3	32.8
00:45	25	0	0	8	16	1	0	0	0	0	0	0	29.8	32.4
01:00	20	0	0	7	13	0	0	0	0	0	0	0	29.3	32.7
01:15	17	0	0	4	11	1	0	0	0	0	1	0	27.3	31.4
01:30	14	0	0	7	7	0	0	0	0	0	0	0	27.1	30.8
01:45	16	1	1	3	11	0	0	0	0	0	0	0	26.1	30.4
02:00	15	0	0	5	9	1	0	0	0	0	0	0	25.2	31.8
02:15	10	0	0	4	6	0	0	0	0	0	0	0	27.3	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	27.6	-
02:45	9	0	0	3	5	1	0	0	0	0	0	0	29.4	-
03:00	5	0	0	2	3	0	0	0	0	0	0	0	26.1	-
03:15	10	0	0	5	5	0	0	0	0	0	0	0	26.7	-
03:30	5	0	0	2	3	0	0	0	0	0	0	0	30	-
03:45	12	0	0	4	8	0	0	0	0	0	0	0	26.7	31.2
04:00	6	0	0	4	2	0	0	0	0	0	0	0	31	-
04:15	10	0	0	3	6	1	0	0	0	0	0	0	27.3	-
04:30	15	0	0	4	11	0	0	0	0	0	0	0	31.5	33.4
04:45	21	0	1	8	12	0	0	0	0	0	0	0	29.8	32.7
05:00	21	0	0	7	13	0	0	0	0	0	0	1	27.2	32.5
05:15	22	0	0	11	10	0	0	0	0	0	0	1	26.9	31.9
05:30	30	0	0	11	18	0	0	0	0	0	0	1	27.5	30.4
05:45	32	0	0	8	24	0	0	0	0	0	0	0	28.3	31.3
06:00	19	0	0	7	11	1	0	0	0	0	0	0	27.7	31.8
06:15	36	0	1	12	23	0	0	0	0	0	0	0	27.7	30.8
06:30	60	0	1	21	33	4	0	0	1	0	0	0	26.7	31.8
06:45	51	0	0	13	36	1	0	0	0	0	1	0	29.4	33
07:00	40	0	0	13	21	5	0	0	0	0	0	1	27.8	31
07:15	52	0	0	21	21	9	0	0	1	0	0	0	27.2	32
07:30	68	0	0	33	35	0	0	0	0	0	0	0	28.9	33
07:45	78	0	1	37	40	0	0	0	0	0	0	0	28.2	30.6
08:00	83	1	0	45	36	1	0	0	0	0	0	0	27.3	30.3
08:15	78	0	1	39	36	2	0	0	0	0	0	0	27.5	30.9
08:30	94	0	0	50	40	4	0	0	0	0	0	0	26.7	30.8
08:45	125	1	0	56	59	7	0	0	1	0	1	0	25.9	28.5
09:00	105	0	0	44	58	3	0	0	0	0	0	0	25.6	29.1
09:15	133	0	0	57	68	6	0	0	1	0	1	0	25.5	28.1
09:30	126	0	0	69	54	2	0	0	1	0	0	0	25.8	29.9
09:45	150	0	0	62	83	4	1	0	0	0	0	0	23.3	28.1
10:00	184	0	0	79	99	5	0	0	0	0	1	0	24.1	27.8
10:15	146	0	1	63	80	1	0	0	0	0	0	1	25	28.8
10:30	169	0	0	66	96	6	0	0	1	0	0	0	25.2	28.5
10:45	159	0	1	71	85	1	0	0	1	0	0	0	25.5	28.5
11:00	196	0	0	89	102	3	0	0	2	0	0	0	22.9	27.3
11:15	165	0	0	67	96	2	0	0	0	0	0	0	24.4	28.4
11:30	175	0	2	79	91	3	0	0	0	0	0	0	25.1	28.3
11:45	164	0	0	68	94	1	0	0	1	0	0	0	24.2	28.4
12:00	195	0	2	88	103	2	0	0	0	0	0	0	24.1	28
12:15	188	0	0	87	95	3	1	0	2	0	0	0	24.7	29.6
12:30	175	0	0	87	85	2	1	0	0	0	0	0	24.3	28.3
12:45	189	1	1	74	110	3	0	0	0	0	0	0	23.3	28.1
13:00	172	0	0	65	102	4	0	0	1	0	0	0	25	28.8
13:15	173	0	0	80	85	3	1	0	3	0	0	1	23.1	27.4
13:30	198	0	1	94	96	4	0	0	2	0	0	1	24.1	27.9
13:45	206	0	1	84	114	4	1	0	1	0	1	0	24.1	27.5
14:00	183	0	0	91	83	6	1	0	1	0	0	1	23.4	27.9
14:15	183	2	1	80	96	2	0	0	1	0	0	1	24.1	27.5
14:30	176	0	1	81	91	2	0	0	1	0	0	0	25	28.4
14:45	191	0	1	104	78	5	0	0	1	0	1	1	23.4	27.5
15:00	164	0	1	66	94	2	0	0	1	0	0	0	24.6	28.5
15:15	169	0	0	77	87	4	0	0	0	0	1	0	25.3	28.3
15:30	144	1	0	53	85	4	0	0	1	0	0	0	25	28.5
15:45	147	0	1	56	83	6	0	0	1	0	0	0	25.1	28.2
16:00	155	0	1	52	95	4	1	0	2	0	0	0	24.1	28.1
16:15	143	0	1	69	70	2	0	0	0	0	0	1	25.2	29.1
16:30	181	0	2	84	90	3	1	0	1	0	0	0	23.5	27.1
16:45	132	0	0	62	64	4	0	0	2	0	0	0	25	27.9
17:00	156	0	0	71	81	2	1	0	1	0	0	0	24.5	27.7
17:15	139	0	0	69	68	2	0	0	0	0	0	0	25.1	28.2
17:30	128	0	1	61	64	2	0	0	0	0	0	0	24.9	28.4
17:45	142	0	1	61	73	6	0	0	0	0	1	0	24.9	28.8
18:00	159	0	1	75	80	3	0	0	0	0	0	0	24.1	28.1
18:15	135	1	1	49	80	3	0	0	0	0	0	1	23.8	27.1
18:30	106	0	0	39	58	9	0	0	0	0	0	0	24.3	28.1
18:45	89	0	0	37	47	3	0	0	1	0	1	0	25.4	29.4
19:00	99	0	0	35	62	1	0	0	0	0	1	0	25.2	28.5
19:15	94	0	1	38	52	2	0	0	0	0	1	0	26.1	29.1
19:30	81	0	1	37	41	2	0	0	0	0	0	0	26.1	29.8
19:45	62	0	0	24	37	1	0	0	0	0	0	0	27.4	30.3
20:00	78	0	0	38	36	3	0	0	1	0	0	0	26.9	31
20:15	64	0	0	29	33	1	1	0	0	0	0	0	26.1	29.2
20:30	70	0	1	30	37	2	0	0	0	0	0	0	26.3	31.4
20:45	54	0	1	22	31	0	0	0	0	0	0	0	26.4	29.6
21:00	46	0	0	22	24	0	0	0	0	0	0	0	27.2	31.1
21:15	47	0	0	22	25	0	0	0	0	0	0	0	27.1	30.6
21:30	53	0	0	27	25	1	0	0	0	0	0	0	27.5	30.9
21:45	50	0	0	31	18	0	0	0	0	0	0	1	27.6	30.9
22:00	50	0	1	20	28	1	0	0	0	0	0	0	26.7	29.7
22:15	41	0	0	22	18	0	1	0	0	0	0	0	27.3	31.1
22:30	32	0	0	15	15	2	0	0	0	0	0	0	26.9	30.9
22:45	32	0	0	14	17	1	0	0	0	0	0	0	28.5	33.5
23:00	38	0	0	24	14	0	0	0	0	0	0	0	27.7	30.6
23:15	36	0	1	12	21	2	0	0	0	0	0	0	27.8	31.1
23:30	28	0	0	11	17	0	0	0	0	0	0	0	28.1	30.6
23:45	31	0	0	19	10	1	0	0	0	0	0	1	26.9	31.7
07-19	7008	7	24	3104	3651	164	9	0	32	0	8	9	24.7	28.4
06-22	7972	7	30	3512	4175	183	10	0	34	0	11	10	24.9	28.7
06-00	8260	7	32	3649	4315	190	11	0	34	0	11	11	25.0	28.8
00-00	8647	8	34	3791	4545	197	11	0	34	0	13	14	25.2	29.1

Date Sunday 18/11/2018

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	39	0	0	19	19	1	0	0	0	0	0	0	28	30.8
00:15	17	0	0	11	6	0	0	0	0	0	0	0	25.8	27.9
00:30	19	0	0	8	11	0	0	0	0	0	0	0	30.1	36
00:45	11	0	0	5	6	0	0	0	0	0	0	0	28.7	32.4
01:00	18	0	0	7	10	0	1	0	0	0	0	0	27.9	32.3
01:15	12	0	0	6	6	0	0	0	0	0	0	0	28.8	32.6
01:30	9	0	0	2	6	0	1	0	0	0	0	0	30.5	-
01:45	19	0	0	9	7	2	1	0	0	0	0	0	28.5	31.8
02:00	12	0	0	7	5	0	0	0	0	0	0	0	29.2	31.2
02:15	7	1	0	4	2	0	0	0	0	0	0	0	26.7	-
02:30	8	0	0	5	3	0	0	0	0	0	0	0	28.9	-
02:45	7	0	0	4	3	0	0	0	0	0	0	0	25.8	-
03:00	14	0	0	7	4	0	2	0	0	0	1	0	28.3	32.8
03:15	15	0	0	5	10	0	0	0	0	0	0	0	32.2	37.7
03:30	11	0	0	6	4	0	1	0	0	0	0	0	29.6	32.2
03:45	8	0	0	4	4	0	0	0	0	0	0	0	29.1	-
04:00	15	0	0	10	5	0	0	0	0	0	0	0	31.1	34.8
04:15	7	0	0	4	2	0	1	0	0	0	0	0	27.8	-
04:30	10	0	0	7	3	0	0	0	0	0	0	0	31.8	-
04:45	17	0	2	11	4	0	0	0	0	0	0	0	29.8	31.6
05:00	23	0	0	12	11	0	0	0	0	0	0	0	27.5	32.5
05:15	10	0	0	6	4	0	0	0	0	0	0	0	29.6	-
05:30	18	0	0	11	4	0	2	0	0	0	0	1	27.6	33.2
05:45	12	0	0	4	7	0	0	0	0	0	0	1	28.3	32.2
06:00	14	0	0	7	7	0	0	0	0	0	0	0	30.5	34.2
06:15	34	0	1	20	12	0	1	0	0	0	0	0	29.9	32.4
06:30	27	0	0	17	10	0	0	0	0	0	0	0	29	31.9
06:45	28	0	0	16	11	0	0	0	0	0	0	1	27.3	31
07:00	18	0	0	10	7	0	1	0	0	0	0	0	29.6	35.6
07:15	22	0	0	9	12	0	1	0	0	0	0	0	29.4	35.2
07:30	41	0	0	23	18	0	0	0	0	0	0	0	30.2	33.6
07:45	43	0	0	27	15	1	0	0	0	0	0	0	26.5	30.4
08:00	50	0	1	26	20	1	1	0	0	0	1	0	27.2	31.1
08:15	23	0	0	9	13	1	0	0	0	0	0	0	27.5	30.4
08:30	37	0	0	17	19	1	0	0	0	0	0	0	26.5	30.3
08:45	51	0	0	22	27	2	0	0	0	0	0	0	27.9	32.1
09:00	48	0	0	29	18	0	1	0	0	0	0	0	27.3	31.1
09:15	68	0	0	24	43	1	0	0	0	0	0	0	27.1	30.2
09:30	87	0	0	39	44	2	1	0	1	0	0	0	26.7	30.6
09:45	121	0	0	52	69	0	0	0	0	0	0	0	25.5	29
10:00	102	0	0	40	59	2	1	0	0	0	0	0	27.1	30.3
10:15	125	1	0	48	75	0	0	0	0	0	1	0	25.3	28.6
10:30	130	0	0	59	69	2	0	0	0	0	0	0	25.5	28.9
10:45	152	0	0	65	87	0	0	0	0	0	0	0	25.8	29
11:00	149	0	0	50	96	1	0	0	1	0	1	0	25.1	28.4
11:15	159	1	0	74	84	0	0	0	0	0	0	0	24.7	28
11:30	158	0	0	71	81	3	0	1	2	0	0	0	24.4	27.6
11:45	158	0	1	73	78	1	2	0	0	0	2	1	25.5	29
12:00	162	0	1	64	96	0	0	0	1	0	0	0	24.8	28.1
12:15	158	0	0	72	83	2	0	0	0	0	0	1	24.1	28.6
12:30	186	0	0	89	96	1	0	0	0	0	0	0	23.8	28.1
12:45	192	0	0	81	107	2	0	0	0	0	0	2	23.8	27.8
13:00	161	0	0	61	98	2	0	0	0	0	0	0	25	28.1
13:15	156	0	0	73	80	1	0	0	1	0	1	0	25.8	29.2
13:30	193	0	0	88	97	4	0	0	3	0	0	1	24.5	27.8
13:45	181	1	0	73	104	2	0	0	1	0	0	0	24.7	28.1
14:00	166	0	0	72	91	3	0	0	0	0	0	0	24.6	29.1
14:15	174	0	0	84	85	4	0	0	1	0	0	0	24.7	28.4
14:30	139	0	1	53	80	4	0	0	1	0	0	0	26.9	30.3
14:45	140	1	0	51	85	0	0	0	1	0	1	1	25.6	29
15:00	143	0	1	65	72	4	0	0	0	0	1	0	26.4	29.6
15:15	137	1	0	49	84	2	1	0	0	0	0	0	25.2	29.6
15:30	110	0	1	37	67	3	0	1	1	0	0	0	26.5	29.5
15:45	125	0	1	55	64	3	0	0	2	0	0	0	25.2	29.5
16:00	104	0	0	41	60	3	0	0	0	0	0	0	27	30
16:15	113	0	1	49	60	2	0	0	1	0	0	0	26.6	29.8
16:30	107	0	3	41	59	2	0	0	1	0	1	0	26.7	29.4
16:45	92	0	2	45	45	0	0	0	0	0	0	0	25.5	28.5
17:00	87	0	0	40	44	2	0	0	1	0	0	0	26.2	29.8
17:15	93	0	0	44	48	0	0	0	0	0	1	0	25.3	29
17:30	96	0	0	48	46	2	0	0	0	0	0	0	25.5	28.6
17:45	98	0	2	45	49	2	0	0	0	0	0	0	25.9	29.1
18:00	87	0	2	44	41	0	0	0	0	0	0	0	27.5	29.8
18:15	67	0	0	34	32	1	0	0	0	0	0	0	27.6	30.2
18:30	77	0	0	41	35	1	0	0	0	0	0	0	27	30.2
18:45	68	0	1	31	34	2	0	0	0	0	0	0	27.1	29.9
19:00	62	0	1	28	31	1	0	0	0	0	0	1	27.4	30.4
19:15	73	0	1	31	39	1	0	0	1	0	0	0	26.5	29.4
19:30	58	0	0	28	28	1	0	0	0	0	0	1	27.2	30.8
19:45	62	0	0	33	28	1	0	0	0	0	0	0	28.1	31.1
20:00	45	0	0	21	23	0	0	0	1	0	0	0	26.2	29.4
20:15	50	0	0	29	20	1	0	0	0	0	0	0	26.9	31.5
20:30	41	0	1	20	19	1	0	0	0	0	0	0	28.2	32.1
20:45	43	0	0	21	21	1	0	0	0	0	0	0	27.7	32.2
21:00	30	0	0	19	11	0	0	0	0	0	0	0	27.4	29.8
21:15	42	0	1	14	27	0	0	0	0	0	0	0	27.4	31.2
21:30	30	0	0	12	17	1	0	0	0	0	0	0	26.1	30.3
21:45	36	0	0	16	20	0	0	0	0	0	0	0	28.5	30.9
22:00	27	0	0	15	12	0	0	0	0	0	0	0	27.2	30.9
22:15	24	0	0	11	12	1	0	0	0	0	0	0	28.4	32.4
22:30	27	0	0	12	15	0	0	0	0	0	0	0	28.1	34.5
22:45	28	0	0	14	14	0	0	0	0	0	0	0	28.4	32.1
23:00	25	0	0	12	13	0	0	0	0	0	0	0	26.9	31.4
23:15	16	0	0	11	5	0	0	0	0	0	0	0	29.2	34.2
23:30	12	0	0	6	6	0	0	0	0	0	0	0	26.1	32.7
23:45	17	0	0	10	6	1	0	0	0	0	0	0	29	30.3
07-19	5354	5	18	2337	2876	72	9	2	19	0	10	6	25.6	29.2
06-22	6029	5	23	2669	3200	80	10	2	21	0	10	9	25.8	29.4
06-00	6205	5	23	2760	3283	82	10	2	21	0	10	9	25.9	29.5
00-00	6543	6	25	2934	3429	85	19	2	21	0	11	11	26.0	29.7

Date Monday 19/11/2018

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	14	1	0	7	6	0	0	0	0	0	0	0	26.4	32.5
00:15	5	0	0	3	1	1	0	0	0	0	0	0	26.8	-
00:30	7	0	0	4	3	0	0	0	0	0	0	0	25.1	-
00:45	7	0	0	4	3	0	0	0	0	0	0	0	29.3	-
01:00	7	0	0	4	3	0	0	0	0	0	0	0	28.8	-
01:15	5	2	0	0	2	0	0	0	0	0	1	0	19.2	-
01:30	5	0	0	2	3	0	0	0	0	0	0	0	29.1	-
01:45	3	0	0	3	0	0	0	0	0	0	0	0	29.6	-
02:00	4	0	0	1	2	0	0	0	0	0	1	0	26.2	-
02:15	2	0	0	1	1	0	0	0	0	0	0	0	28.7	-
02:30	4	0	0	1	3	0	0	0	0	0	0	0	25.9	-
02:45	4	0	0	1	3	0	0	0	0	0	0	0	30.6	-
03:00	5	0	0	2	2	1	0	0	0	0	0	0	26.5	-
03:15	9	0	0	4	5	0	0	0	0	0	0	0	22.1	-
03:30	4	0	0	0	4	0	0	0	0	0	0	0	30.4	-
03:45	17	0	0	7	8	0	0	0	0	0	2	0	25.8	32.6
04:00	14	1	0	5	8	0	0	0	0	0	0	0	28	34.9
04:15	17	0	1	3	13	0	0	0	0	0	0	0	29.8	33.6
04:30	22	0	0	11	7	3	1	0	0	0	0	0	28.6	33.8
04:45	24	0	0	7	17	0	0	0	0	0	0	0	27.2	32.8
05:00	21	0	0	4	17	0	0	0	0	0	0	0	29.1	33.8
05:15	41	0	0	19	22	0	0	0	0	0	0	0	28.4	31.9
05:30	56	1	0	25	24	2	0	0	0	0	0	4	26.5	30.9
05:45	64	1	2	23	34	1	1	0	0	0	0	2	27	30.7
06:00	59	0	0	22	36	1	0	0	0	0	0	0	26.7	29.9
06:15	92	0	0	30	56	4	0	0	1	0	0	1	25.3	28.4
06:30	106	0	0	40	61	3	0	1	0	0	0	1	24.5	29.5
06:45	118	0	2	43	63	8	0	1	1	0	0	0	22	28
07:00	121	1	2	52	55	5	1	1	2	0	1	1	22.3	27.6
07:15	155	1	1	64	85	2	0	0	2	0	0	0	23	27.7
07:30	171	0	1	84	81	3	0	0	2	0	0	0	20.7	26.7
07:45	223	1	1	130	83	7	0	0	1	0	0	0	17.5	24.5
08:00	227	0	1	135	82	5	1	0	3	0	0	0	19.3	25.5
08:15	207	0	0	105	93	6	0	0	0	0	2	1	19.6	24.9
08:30	203	0	2	96	97	8	0	0	0	0	0	0	22.4	26.6
08:45	214	0	1	102	104	6	0	0	1	0	0	0	21.9	26.5
09:00	203	0	1	91	100	6	1	0	3	0	1	0	23.7	27.7
09:15	206	1	1	94	98	11	1	0	0	0	0	0	21.6	26.6
09:30	163	0	1	63	93	4	1	0	1	0	0	0	24.9	28
09:45	187	0	0	80	94	10	0	0	1	0	2	0	22.5	26.8
10:00	145	0	0	70	69	4	1	0	0	0	0	1	24.3	27.4
10:15	150	0	0	68	79	2	0	0	0	0	1	0	22	26.8
10:30	135	0	0	67	63	4	0	0	0	0	1	0	24.2	27.8
10:45	172	0	1	81	82	7	1	0	0	0	0	0	22.7	27.1
11:00	154	0	1	68	73	9	0	2	1	0	0	0	24.6	28
11:15	167	0	0	70	85	9	0	0	3	0	0	0	24.2	27.2
11:30	179	0	1	96	76	4	1	0	1	0	0	0	22.2	27.2
11:45	198	0	0	105	84	5	1	1	1	0	1	0	23.4	26.7
12:00	149	0	0	82	60	6	0	0	1	0	0	0	23	26.8
12:15	168	0	0	82	78	7	0	0	0	0	1	0	23.1	27.2
12:30	163	0	0	68	84	9	0	1	0	0	1	0	23.1	27.3
12:45	188	0	0	95	87	5	0	0	1	0	0	0	23.7	27.5
13:00	167	0	0	76	83	6	0	1	1	0	0	0	23.2	27.3
13:15	166	0	0	67	94	5	0	0	0	0	0	0	23.6	26.8
13:30	177	0	0	83	81	9	1	0	2	0	0	1	22.1	26.1
13:45	169	0	1	87	71	7	0	0	2	0	1	0	23.2	26.8
14:00	159	0	1	70	77	10	0	0	1	0	0	0	24.1	27.1
14:15	176	0	0	85	84	5	1	0	1	0	0	0	23.4	28.2
14:30	149	0	1	70	68	6	0	0	3	0	0	1	24	27.7
14:45	176	0	1	85	83	5	1	1	0	0	0	0	21.5	27.2
15:00	178	0	0	82	86	6	1	1	1	0	0	1	22.7	26.3
15:15	220	1	1	119	89	6	0	1	0	0	2	1	20.1	25.7
15:30	217	0	2	96	111	6	0	0	2	0	0	0	21.4	25.9
15:45	201	0	0	105	90	3	0	0	3	0	0	0	21	26.6
16:00	189	0	0	90	91	2	1	1	3	0	1	0	22.9	27.1
16:15	191	0	1	89	89	8	0	0	4	0	0	0	21.3	25.5
16:30	199	0	1	104	85	4	1	0	3	0	1	0	22.3	26.7
16:45	179	0	1	105	67	5	0	0	0	0	0	1	22.3	26.5
17:00	229	0	2	141	75	8	0	0	2	0	1	0	19.8	24.7
17:15	226	0	1	124	95	3	0	0	2	0	1	0	20.4	24.5
17:30	194	1	1	100	88	3	0	0	1	0	0	0	21.5	25.8
17:45	188	0	3	100	79	3	0	0	3	0	0	0	21	24.4
18:00	198	0	5	103	83	3	0	1	2	0	1	0	22.6	27.1
18:15	174	0	0	86	83	5	0	0	0	0	0	0	23.6	26.5
18:30	154	0	2	77	72	2	0	0	0	0	1	0	22.8	26.7
18:45	142	0	0	79	62	0	0	0	1	0	0	0	24.9	27.7
19:00	133	0	0	65	66	0	0	0	2	0	0	0	24.4	28.6
19:15	109	0	1	57	49	1	1	0	0	0	0	0	24.8	28.6
19:30	95	0	1	45	47	2	0	0	0	0	0	0	25.8	29.1
19:45	93	0	0	44	47	2	0	0	0	0	0	0	26.3	29.6
20:00	75	0	0	43	31	1	0	0	0	0	0	0	25.9	30
20:15	75	0	2	40	32	1	0	0	0	0	0	0	25.6	27.7
20:30	60	0	0	30	29	1	0	0	0	0	0	0	26.1	29
20:45	46	0	0	26	19	1	0	0	0	0	0	0	25.4	29.1
21:00	59	0	0	28	27	4	0	0	0	0	0	0	26.7	29.2
21:15	49	0	0	30	19	0	0	0	0	0	0	0	25.4	28.4
21:30	54	0	0	22	30	1	1	0	0	0	0	0	25.9	30.2
21:45	40	0	0	24	15	1	0	0	0	0	0	0	26.3	30.7
22:00	53	0	2	28	21	1	1	0	0	0	0	0	25.9	29.2
22:15	56	0	0	30	24	1	0	0	0	0	0	1	26.7	29.1
22:30	27	0	0	11	15	1	0	0	0	0	0	0	29.3	32.7
22:45	34	0	0	18	15	0	1	0	0	0	0	0	28.1	31.8
23:00	22	0	0	16	6	0	0	0	0	0	0	0	25.3	30.1
23:15	15	0	0	8	7	0	0	0	0	0	0	0	29.8	33.3
23:30	18	0	0	6	11	1	0	0	0	0	0	0	27.2	30.9
23:45	20	0	0	8	12	0	0	0	0	0	0	0	31.6	37.8
07-19	8666	6	39	4271	3971	264	15	11	61	0	20	8	22.2	26.6
06-22	9929	6	45	4860	4598	295	17	13	65	0	20	10	22.7	27.2
06-00	10174	6	47	4985	4709	299	19	13	65	0	20	11	22.9	27.4
00-00	10535	12	50	5126	4900	307	21	13	65	0	24	17	23.0	27.5

Date Tuesday 20/11/2018

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	19	0	0	11	8	0	0	0	0	0	0	0	27.1	31.2
00:15	13	0	0	6	6	0	0	0	1	0	0	0	29	32.6
00:30	14	0	0	7	6	0	0	0	0	0	1	0	26.8	31.1
00:45	6	0	0	2	3	1	0	0	0	0	0	0	26.2	-
01:00	9	0	0	3	6	0	0	0	0	0	0	0	27.6	-
01:15	10	0	0	4	6	0	0	0	0	0	0	0	30.7	-
01:30	6	0	1	2	2	1	0	0	0	0	0	0	25.3	-
01:45	7	0	0	3	4	0	0	0	0	0	0	0	28.2	-
02:00	5	0	0	2	3	0	0	0	0	0	0	0	30.2	-
02:15	6	0	0	4	2	0	0	0	0	0	0	0	25.9	-
02:30	5	0	0	1	3	0	1	0	0	0	0	0	28.7	-
02:45	3	0	0	0	2	0	1	0	0	0	0	0	23.9	-
03:00	12	0	0	7	5	0	0	0	0	0	0	0	22.8	26.8
03:15	9	0	0	2	7	0	0	0	0	0	0	0	29	-
03:30	7	0	0	3	4	0	0	0	0	0	0	0	29	-
03:45	15	0	0	7	7	0	1	0	0	0	0	0	28.4	35.8
04:00	14	0	0	4	9	1	0	0	0	0	0	0	27.2	30.2
04:15	24	1	0	12	11	0	0	0	0	0	0	0	29	33
04:30	18	0	0	12	4	2	0	0	0	0	0	0	28.4	30.9
04:45	29	0	0	9	18	2	0	0	0	0	0	0	29.3	32.7
05:00	37	0	0	14	20	3	0	0	0	0	0	0	29.5	33.2
05:15	33	0	0	16	15	1	0	0	0	0	0	1	27.1	32.1
05:30	56	1	0	29	23	2	0	0	0	0	1	0	27.4	30.7
05:45	76	0	1	41	28	3	0	0	0	0	1	2	25.2	29.5
06:00	77	0	0	39	35	2	0	0	0	0	0	1	26.7	30.2
06:15	89	0	2	38	45	2	0	0	1	0	0	1	25.1	29.2
06:30	150	0	0	71	77	1	0	0	1	0	0	0	23.8	27.8
06:45	154	0	0	86	64	2	0	0	2	0	0	0	19.8	25.2
07:00	146	0	1	68	72	3	0	0	0	0	0	2	20.5	25.9
07:15	160	1	0	87	64	5	0	0	1	0	0	2	16.5	24.2
07:30	205	1	4	122	69	3	0	0	2	0	0	4	14.7	20.5
07:45	216	0	1	125	82	4	0	0	4	0	0	0	19.9	25.3
08:00	198	0	1	93	94	4	1	0	2	0	1	2	18.5	25.5
08:15	209	0	2	120	74	9	0	0	3	0	0	1	20.1	24.7
08:30	211	0	1	119	80	7	1	0	2	0	1	0	21.1	25.8
08:45	191	0	1	115	73	1	0	0	0	0	0	1	20.8	26.5
09:00	214	0	2	122	86	3	0	0	1	0	0	0	20.9	25.4
09:15	222	0	1	121	92	3	2	0	2	0	1	0	21.4	25.8
09:30	188	0	1	104	80	3	0	0	0	0	0	0	22.5	26.3
09:45	202	1	0	117	74	6	0	1	2	0	0	1	22.8	26.8
10:00	147	0	0	73	66	6	1	0	0	0	1	0	22.9	26.3
10:15	142	0	0	67	66	6	0	1	1	0	0	1	22.7	26.4
10:30	158	0	1	69	80	8	0	0	0	0	0	0	22.5	27.1
10:45	146	0	0	62	76	6	2	0	0	0	0	0	22	26.3
11:00	151	0	1	64	79	4	0	0	2	0	0	1	22.2	26.6
11:15	179	0	0	94	73	7	2	0	1	0	1	1	22.8	28.1
11:30	171	0	1	83	80	5	0	0	0	0	1	1	23.8	27.6
11:45	160	0	0	90	60	8	1	0	0	0	1	0	23	26.3
12:00	158	0	1	93	57	5	1	0	0	0	0	1	21.4	26.1
12:15	148	0	0	84	55	3	1	0	4	0	0	1	23.2	26.3
12:30	156	0	0	77	69	8	1	0	1	0	0	0	23.2	26.5
12:45	137	0	0	63	69	2	0	1	1	0	0	1	26.8	28.4
13:00	137	0	0	61	69	6	0	0	1	0	0	0	23	27
13:15	20	0	0	11	8	1	0	0	0	0	0	0	21.5	26.2
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	4372	3	19	2304	1847	126	13	3	30	0	7	20	21.4	26.2
06-22	4842	3	21	2538	2068	133	13	3	34	0	7	22	21.6	26.5
06-00	4842	3	21	2538	2068	133	13	3	34	0	7	22	21.6	26.5
00-00	5275	5	23	2739	2270	149	16	3	35	0	10	25	22.0	27.1

Date Wednesday 21/11/2018

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 Thursday 22/11/2018

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	Friday	23/11/2018												
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 Saturday 24/11/2018

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 25/11/2018

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: WSP
Project Number: ID04231
Junction Number: Site 9
Flow from: A226 Thames Way (N) to: Springhead Enterprise Park (S)

Date Monday 05/11/2018

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	38	0	1	22	15	0	0	0	0	0	0	0	24.7	29
18:15	100	0	0	68	30	1	0	0	0	0	1	0	27.4	31
18:30	121	0	0	74	45	2	0	0	0	0	0	0	27.8	31.1
18:45	108	0	0	78	29	1	0	0	0	0	0	0	28.6	32.9
19:00	96	0	0	58	34	4	0	0	0	0	0	0	29.1	33.4
19:15	85	0	0	55	30	0	0	0	0	0	0	0	28.4	32.8
19:30	61	0	0	36	21	3	0	0	0	0	0	1	28.4	32
19:45	64	0	0	36	28	0	0	0	0	0	0	0	28.7	33.4
20:00	63	0	1	43	18	1	0	0	0	0	0	0	29.2	32.2
20:15	42	0	0	27	14	1	0	0	0	0	0	0	30	33.6
20:30	53	0	0	37	13	3	0	0	0	0	0	0	28	31.8
20:45	30	0	0	18	11	0	0	0	0	0	0	1	29.7	34.2
21:00	40	0	1	24	13	2	0	0	0	0	0	0	27.4	31.5
21:15	38	0	0	25	12	1	0	0	0	0	0	0	27.9	31.7
21:30	39	0	0	27	10	2	0	0	0	0	0	0	28.4	33.7
21:45	36	0	0	22	12	1	0	0	0	0	0	1	29.9	34.6
22:00	44	0	2	25	14	2	0	0	0	0	1	0	28.8	33
22:15	20	0	0	15	5	0	0	0	0	0	0	0	28.5	33.1
22:30	18	0	0	13	4	1	0	0	0	0	0	0	30.8	34.4
22:45	25	0	0	17	6	2	0	0	0	0	0	0	29.2	31.9
23:00	15	0	0	10	4	1	0	0	0	0	0	0	29.2	32.5
23:15	16	0	2	4	9	1	0	0	0	0	0	0	31	36
23:30	8	0	0	4	4	0	0	0	0	0	0	0	30.3	-
23:45	16	0	0	7	7	1	0	0	0	0	0	1	30.5	33.9
07-19	367	0	1	242	119	4	0	0	0	0	1	0	27.6	31.1
06-22	1014	0	3	650	335	22	0	0	0	0	1	3	28.3	32.4
06-00	1176	0	7	745	388	30	0	0	0	0	2	4	28.5	32.6
00-00	1176	0	7	745	388	30	0	0	0	0	2	4	28.5	32.6

Date Tuesday 06/11/2018

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	8	0	0	5	2	0	0	0	0	0	0	1	26.7	-
00:15	5	0	1	1	1	1	0	0	0	0	1	0	27.8	-
00:30	7	0	0	6	1	0	0	0	0	0	0	0	31.1	-
00:45	9	0	0	5	4	0	0	0	0	0	0	0	29.9	-
01:00	7	0	0	4	2	1	0	0	0	0	0	0	29.6	-
01:15	10	0	0	6	3	0	0	0	1	0	0	0	29.4	-
01:30	3	0	0	2	1	0	0	0	0	0	0	0	30.5	-
01:45	2	0	0	1	1	0	0	0	0	0	0	0	30.4	-
02:00	5	0	0	2	0	0	0	0	0	0	2	1	22.8	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	25	-
02:30	9	0	1	4	4	0	0	0	0	0	0	0	25.5	-
02:45	3	0	0	1	2	0	0	0	0	0	0	0	26	-
03:00	2	0	0	1	1	0	0	0	0	0	0	0	26.6	-
03:15	4	0	0	2	1	0	0	0	0	0	1	0	27.2	-
03:30	1	0	0	0	1	0	0	0	0	0	0	0	25.8	-
03:45	3	0	0	3	0	0	0	0	0	0	0	0	31.1	-
04:00	7	0	0	5	2	0	0	0	0	0	0	0	31.6	-
04:15	9	0	0	5	3	1	0	0	0	0	0	0	29.9	-
04:30	19	0	1	9	8	1	0	0	0	0	0	0	28.5	34.2
04:45	22	0	0	8	12	2	0	0	0	0	0	0	28.2	34
05:00	33	0	1	12	19	1	0	0	0	0	0	0	29	32.8
05:15	30	0	0	14	14	2	0	0	0	0	0	0	29.9	32.9
05:30	71	0	2	37	31	0	0	0	0	0	1	0	29.6	33.6
05:45	42	0	2	22	16	1	0	0	0	0	1	0	30.4	34.2
06:00	53	1	2	25	23	2	0	0	0	0	0	0	30	33.8
06:15	58	0	1	34	22	1	0	0	0	0	0	0	28.8	32.7
06:30	71	0	0	38	25	7	0	0	0	0	0	1	25.8	29.7
06:45	71	0	3	43	18	7	0	0	0	0	0	0	27.2	31
07:00	81	0	0	39	37	5	0	0	0	0	0	0	27	31.2
07:15	105	0	2	67	32	4	0	0	0	0	0	0	27.9	31.4
07:30	103	0	2	71	27	3	0	0	0	0	0	0	25.2	30.1
07:45	116	0	0	76	35	2	2	0	1	0	0	0	24.5	29.2
08:00	120	0	1	76	39	4	0	0	0	0	0	0	27.3	30.6
08:15	122	0	0	80	39	2	0	0	0	0	1	0	27.2	31.3
08:30	128	0	0	83	42	2	0	0	0	0	1	0	25.9	30.6
08:45	129	0	1	90	34	4	0	0	0	0	0	0	25.8	29.6
09:00	120	0	0	87	29	4	0	0	0	0	0	0	26.6	31.2
09:15	106	0	1	68	26	10	1	0	0	0	0	0	26.4	30
09:30	96	0	1	56	35	3	0	0	0	0	0	1	28.2	32
09:45	88	0	0	59	26	2	0	0	1	0	0	0	27.4	30.4
10:00	97	0	0	57	34	5	0	0	0	0	1	0	26.4	30.2
10:15	94	0	0	57	31	5	1	0	0	0	0	0	27.1	31.6
10:30	123	0	1	74	41	7	0	0	0	0	0	0	26.5	30.6
10:45	118	0	1	76	33	5	0	0	0	0	3	0	26.9	30
11:00	90	0	0	57	30	3	0	0	0	0	0	0	27.1	30.9
11:15	130	0	0	88	38	4	0	0	0	0	0	0	26.2	29.7
11:30	116	1	0	73	37	5	0	0	0	0	0	0	27.3	31.4
11:45	129	0	0	74	49	6	0	0	0	0	0	0	26.8	30.5
12:00	113	0	0	64	45	2	2	0	0	0	0	0	27.1	30.2
12:15	131	0	0	85	39	6	0	0	0	0	1	0	25.5	29.5
12:30	120	0	0	78	37	4	0	0	1	0	0	0	27.4	30.8
12:45	107	0	1	62	39	5	0	0	0	0	0	0	27	31.3
13:00	111	0	0	73	35	3	0	0	0	0	0	0	27	31.4
13:15	120	0	0	68	47	4	0	0	0	0	1	0	26.6	29.7
13:30	137	0	0	95	38	3	0	1	0	0	0	0	24.5	29.7
13:45	124	0	1	85	37	1	0	0	0	0	0	0	23.4	28.7
14:00	146	0	0	99	41	5	1	0	0	0	0	0	26.6	31.1
14:15	132	0	0	75	53	2	0	0	0	0	1	1	25.4	29.8
14:30	144	0	1	85	48	8	0	0	1	0	0	1	26.1	30.6
14:45	143	0	1	84	55	2	0	0	0	0	0	1	25.8	29.7
15:00	153	0	1	98	51	3	0	0	0	0	0	0	27.2	30.4
15:15	148	0	0	81	63	4	0	0	0	0	0	0	26.4	30.5
15:30	159	0	0	102	52	4	0	1	0	0	0	0	25.9	29.9
15:45	132	1	0	84	42	3	1	0	0	0	1	0	26.5	31.3
16:00	162	0	2	97	56	3	0	0	2	0	1	1	25.6	30.1
16:15	130	0	0	91	35	3	0	0	0	0	1	0	26.6	30.5
16:30	148	0	0	94	50	4	0	0	0	0	0	0	26.1	30.2
16:45	142	0	1	79	59	3	0	0	0	0	0	0	26	30
17:00	109	0	1	71	36	1	0	0	0	0	0	0	26.9	30.1
17:15	151	1	2	101	44	1	1	0	0	0	0	1	26.1	30.6
17:30	138	0	0	79	57	2	0	0	0	0	0	0	27.6	30.8
17:45	139	0	1	100	37	1	0	0	0	0	0	0	26.9	30.5
18:00	146	1	0	94	48	2	0	0	0	0	1	0	27.6	31.4
18:15	110	0	0	74	34	1	1	0	0	0	0	0	28.9	32.4
18:30	125	0	0	77	47	1	0	0	0	0	0	0	28.7	32.6
18:45	102	0	2	58	40	0	0	0	1	0	0	1	29	32.2
19:00	79	0	0	51	27	1	0	0	0	0	0	0	29	33.7
19:15	89	1	1	59	28	0	0	0	0	0	0	0	27.8	31.7
19:30	76	1	1	51	19	3	0	0	0	0	1	0	27.9	32
19:45	38	0	0	23	14	1	0	0	0	0	0	0	29.3	32.3
20:00	64	1	0	31	29	3	0	0	0	0	0	0	28.2	34.1
20:15	56	0	0	40	15	0	0	0	0	0	0	1	29.9	34
20:30	51	0	0	37	11	2	0	0	0	0	1	0	28.8	32.4
20:45	43	1	1	26	15	0	0	0	0	0	0	0	30	35.2
21:00	29	0	0	21	7	1	0	0	0	0	0	0	31	36.7
21:15	41	0	0	23	18	0	0	0	0	0	0	0	30.4	34.2
21:30	34	0	1	19	9	5	0	0	0	0	0	0	28.7	35.1
21:45	34	0	0	20	14	0	0	0	0	0	0	0	30.2	34.2
22:00	37	0	0	21	14	1	0	0	0	0	0	1	29.3	32.7
22:15	26	0	0	17	9	0	0	0	0	0	0	0	29.3	34
22:30	24	2	1	5	14	2	0	0	0	0	0	0	28.7	34.8
22:45	20	0	0	15	5	0	0	0	0	0	0	0	29.7	35.9
23:00	24	0	0	14	9	0	0	0	0	0	0	1	28.4	32.2
23:15	36	0	0	24	10	0	1	0	0	0	0	1	27.2	31.2
23:30	14	0	0	9	4	1	0	0	0	0	0	0	26.9	31.3
23:45	10	0	1	7	1	1	0	0	0	0	0	0	29.5	-
07-19	5933	4	24	3741	1959	166	10	2	7	0	13	7	26.6	30.6
06-22	6820	9	34	4282	2253	199	10	2	7	0	15	9	26.8	30.9
06-00	7011	11	36	4394	2319	204	11	2	7	0	15	12	26.9	30.9
00-00	7323	11	44	4549	2449	214	11	2	8	0	21	14	27.0	31.1

Date Wednesday 07/11/2018

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	7	0	0	3	4	0	0	0	0	0	0	0	30.7	-
00:15	7	0	1	4	2	0	0	0	0	0	0	0	29.9	-
00:30	11	0	0	7	4	0	0	0	0	0	0	0	31.4	35.3
00:45	4	0	1	2	1	0	0	0	0	0	0	0	29.1	-
01:00	8	0	0	6	2	0	0	0	0	0	0	0	30.7	-
01:15	7	0	0	4	2	0	0	0	0	0	0	1	26	-
01:30	3	0	0	2	0	0	0	0	1	0	0	0	26.4	-
01:45	4	0	0	1	3	0	0	0	0	0	0	0	28.4	-
02:00	4	0	0	2	2	0	0	0	0	0	0	0	28	-
02:15	8	0	0	5	3	0	0	0	0	0	0	0	29.9	-
02:30	6	0	0	2	3	0	0	0	0	0	0	1	27.4	-
02:45	4	0	0	1	1	0	0	0	0	0	1	1	23.7	-
03:00	1	0	0	0	0	1	0	0	0	0	0	0	25.5	-
03:15	2	0	0	1	0	1	0	0	0	0	0	0	30.9	-
03:30	7	0	0	2	5	0	0	0	0	0	0	0	29.8	-
03:45	6	0	0	4	1	0	0	0	0	0	1	0	26.5	-
04:00	8	0	0	7	1	0	0	0	0	0	0	0	26.1	-
04:15	8	0	0	6	1	0	0	0	0	0	0	1	29.5	-
04:30	19	0	0	8	8	2	0	0	0	0	0	1	28.6	32
04:45	20	0	0	12	8	0	0	0	0	0	0	0	29.1	33
05:00	32	0	0	15	16	1	0	0	0	0	0	0	30.1	32.9
05:15	24	0	0	13	9	2	0	0	0	0	0	0	29.2	32.2
05:30	56	0	0	29	26	0	0	0	1	0	0	0	28.6	32.1
05:45	40	1	2	21	13	3	0	0	0	0	0	0	28.8	32.9
06:00	55	0	1	33	16	4	1	0	0	0	0	0	29.3	32
06:15	62	0	1	26	32	3	0	0	0	0	0	0	28.3	33
06:30	68	1	0	45	18	3	0	0	0	0	1	0	27.6	32
06:45	61	0	0	38	15	6	2	0	0	0	0	0	27.6	31.6
07:00	72	0	1	37	26	6	1	0	0	0	0	1	26.9	30.6
07:15	79	0	1	60	15	2	0	0	0	0	0	1	25.9	28.6
07:30	105	0	1	81	22	1	0	0	0	0	0	0	25.2	31
07:45	121	0	0	75	42	4	0	0	0	0	0	0	25.6	28.5
08:00	120	1	0	83	33	2	1	0	0	0	0	0	26	29.9
08:15	131	1	1	85	39	4	1	0	0	0	0	0	26.3	30.4
08:30	120	0	1	75	39	3	1	0	0	0	1	0	27.4	31
08:45	161	0	2	93	57	5	2	0	0	0	1	1	25.7	29.8
09:00	94	0	0	59	28	4	0	0	0	0	2	1	26.8	29.9
09:15	91	0	0	59	27	4	0	0	0	0	1	0	26.3	30.8
09:30	83	0	0	50	26	4	3	0	0	0	0	0	26.4	30.3
09:45	114	0	1	76	31	5	0	0	0	0	0	1	25.9	30.3
10:00	84	0	0	49	31	4	0	0	0	0	0	0	26.8	30.3
10:15	100	0	1	53	38	7	0	0	0	0	0	1	26.4	30.5
10:30	86	0	0	41	37	5	1	0	0	0	1	1	25.4	29.3
10:45	101	0	0	60	33	6	0	0	0	0	1	1	27.3	31
11:00	110	0	1	57	46	5	0	0	1	0	0	0	27	31.3
11:15	131	0	0	86	37	8	0	0	0	0	0	0	27.2	30.7
11:30	111	0	0	73	32	3	1	0	1	0	1	0	25.1	29.4
11:45	120	0	0	75	34	8	2	0	1	0	0	0	24.7	29
12:00	127	0	0	76	41	7	1	0	1	0	0	1	25.2	30.1
12:15	124	0	0	85	33	5	0	0	0	0	0	1	26.6	30.4
12:30	120	0	0	61	53	4	1	0	1	0	0	0	27.1	30.9
12:45	146	0	0	90	50	6	0	0	0	0	0	0	27.4	30.3
13:00	117	0	0	65	43	8	0	0	1	0	0	0	26.6	29.9
13:15	130	0	0	80	43	7	0	0	0	0	0	0	26.3	30.3
13:30	136	0	1	97	28	9	0	1	0	0	0	0	23.4	29
13:45	125	0	0	75	46	2	0	0	0	0	1	1	26.7	30.4
14:00	129	0	0	81	40	5	1	0	1	0	0	1	26.4	29.6
14:15	118	0	0	74	35	3	0	0	0	0	2	4	26.1	31.7
14:30	128	0	0	77	48	3	0	0	0	0	0	0	28	30.9
14:45	141	0	0	103	33	4	1	0	0	0	0	0	28.4	31.9
15:00	149	0	0	97	45	6	0	0	0	0	0	1	26.7	31.3
15:15	170	0	1	109	54	3	0	0	1	0	0	2	26.4	30
15:30	144	0	0	100	40	3	0	0	1	0	0	0	23.8	30.1
15:45	150	0	0	92	50	5	0	0	0	0	1	2	23.1	28.2
16:00	146	0	0	98	44	3	0	0	0	0	0	1	27.1	29.9
16:15	143	0	1	94	41	4	1	0	1	0	0	1	25.9	30.1
16:30	138	1	0	94	39	2	0	0	1	0	0	1	26.5	30.5
16:45	159	0	1	112	40	5	0	0	0	0	1	0	24.8	29.6
17:00	171	0	1	128	41	1	0	0	0	0	0	0	25.1	29.5
17:15	144	0	1	96	45	1	0	0	0	0	1	0	26.8	30
17:30	144	0	0	99	43	2	0	0	0	0	0	0	27.1	31
17:45	108	0	0	66	42	0	0	0	0	0	0	0	28.1	31
18:00	135	0	2	93	38	2	0	0	0	0	0	0	26.9	30.3
18:15	112	1	0	79	30	2	0	0	0	0	0	0	27.6	31.4
18:30	108	0	2	63	40	1	0	0	0	0	2	0	27	30.3
18:45	117	0	1	72	41	2	0	0	0	0	1	0	27.3	31.7
19:00	93	0	1	68	22	0	0	0	1	0	0	1	27.4	31.3
19:15	79	0	0	50	29	0	0	0	0	0	0	0	28.5	32.5
19:30	84	0	0	51	31	2	0	0	0	0	0	0	29.5	32.1
19:45	67	1	1	39	25	1	0	0	0	0	0	0	27.6	31.8
20:00	53	0	1	33	16	3	0	0	0	0	0	0	27.1	31.7
20:15	54	0	0	36	17	0	1	0	0	0	0	0	29.8	33.6
20:30	57	0	1	37	16	3	0	0	0	0	0	0	28.8	33
20:45	49	0	0	30	19	0	0	0	0	0	0	0	29	32
21:00	50	1	0	31	17	1	0	0	0	0	0	0	29.1	34.5
21:15	43	0	0	25	14	3	0	0	0	0	1	0	29.7	33.7
21:30	35	0	1	22	10	2	0	0	0	0	0	0	29.8	35
21:45	34	0	0	21	13	0	0	0	0	0	0	0	29.8	33
22:00	43	0	0	33	9	1	0	0	0	0	0	0	29.7	33.9
22:15	35	1	0	20	14	0	0	0	0	0	0	0	28.6	34.2
22:30	27	0	2	15	8	2	0	0	0	0	0	0	27.6	32.8
22:45	19	0	0	12	7	0	0	0	0	0	0	0	29.7	33.6
23:00	33	0	0	25	8	0	0	0	0	0	0	0	28.4	32.6
23:15	15	0	0	9	4	1	0	0	0	0	1	0	29.5	33.6
23:30	17	0	0	13	3	1	0	0	0	0	0	0	28.5	32
23:45	9	0	0	4	2	1	0	0	0	0	0	2	25.8	-
07-19	5913	4	21	3783	1839	195	18	1	11	0	17	24	26.3	30.3
06-22	6857	7	28	4368	2149	226	22	1	12	0	19	25	26.6	30.6
06-00	7055	8	30	4499	2204	232	22	1	12	0	20	27	26.6	30.7
00-00	7351	9	34	4656	2319	242	22	1	14	0	22	32	26.7	30.8

Date Thursday 08/11/2018

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	13	0	0	10	3	0	0	0	0	0	0	0	31.2	34.5
00:15	10	0	1	4	4	0	0	0	0	0	0	1	27.8	-
00:30	6	0	0	2	4	0	0	0	0	0	0	0	28.5	-
00:45	9	0	0	7	1	0	0	0	0	0	1	0	31.7	-
01:00	5	0	0	3	2	0	0	0	0	0	0	0	32.8	-
01:15	6	0	0	1	5	0	0	0	0	0	0	0	26.2	-
01:30	5	0	0	2	1	0	0	0	0	0	0	2	26.4	-
01:45	9	0	0	5	2	1	0	0	1	0	0	0	28.8	-
02:00	4	0	0	2	2	0	0	0	0	0	0	0	31.1	-
02:15	3	0	0	1	2	0	0	0	0	0	0	0	26.8	-
02:30	7	0	0	3	4	0	0	0	0	0	0	0	28.9	-
02:45	3	0	0	2	1	0	0	0	0	0	0	0	29.8	-
03:00	5	0	0	2	3	0	0	0	0	0	0	0	27.1	-
03:15	3	0	0	2	1	0	0	0	0	0	0	0	33.3	-
03:30	3	0	0	0	3	0	0	0	0	0	0	0	27.2	-
03:45	6	0	0	2	3	0	0	0	0	0	1	0	28.6	-
04:00	8	0	0	3	5	0	0	0	0	0	0	0	32.1	-
04:15	14	0	0	5	8	1	0	0	0	0	0	0	29.7	34.4
04:30	18	0	0	9	7	2	0	0	0	0	0	0	29.3	34.1
04:45	25	0	1	14	9	1	0	0	0	0	0	0	29.1	35.3
05:00	35	0	1	18	15	0	0	0	0	0	1	0	29.5	33.6
05:15	45	0	0	27	17	1	0	0	0	0	0	0	29.3	32.1
05:30	50	0	1	27	21	0	1	0	0	0	0	0	29.6	32.7
05:45	26	0	0	18	8	0	0	0	0	0	0	0	29.4	32.5
06:00	55	0	2	32	16	5	0	0	0	0	0	0	30.4	33.2
06:15	63	0	0	33	26	4	0	0	0	0	0	0	29.4	33.9
06:30	66	0	0	39	25	0	2	0	0	0	0	0	30.1	33.9
06:45	78	0	2	52	17	7	0	0	0	0	0	0	28.7	32.4
07:00	85	0	1	62	20	2	0	0	0	0	0	0	24.6	30.6
07:15	82	0	0	51	30	1	0	0	0	0	0	0	27	30.9
07:30	114	2	1	81	28	1	1	0	0	0	0	0	26.5	31
07:45	113	0	2	84	24	1	0	0	1	0	1	0	27.1	31.5
08:00	132	0	0	91	39	2	0	0	0	0	0	0	25.8	31.1
08:15	131	0	0	79	44	5	0	0	0	2	1	0	25.4	29.8
08:30	153	0	0	112	37	4	0	0	0	0	0	0	24.9	30.4
08:45	126	0	0	91	31	2	1	0	0	0	0	1	26.6	31.1
09:00	107	0	0	68	31	7	0	0	0	0	0	1	26.9	30.9
09:15	102	0	0	72	26	3	1	0	0	0	0	0	26.5	31.7
09:30	77	0	0	39	33	5	0	0	0	0	0	0	26.6	30.8
09:45	96	1	0	53	36	5	0	0	0	0	0	1	28.9	31.6
10:00	103	0	3	67	26	6	0	0	1	0	0	0	27.5	30.9
10:15	102	0	1	58	37	5	0	0	0	0	1	0	27.8	31.6
10:30	100	1	0	61	35	3	0	0	0	0	0	0	27.5	30.9
10:45	104	0	0	47	49	4	0	0	2	0	2	0	25.2	30.6
11:00	106	0	0	68	34	1	0	0	1	0	1	1	28.2	32.5
11:15	107	0	0	68	33	5	0	0	0	0	0	1	26.9	30.7
11:30	117	0	1	84	25	6	1	0	0	0	0	0	27	31.2
11:45	109	0	0	68	35	6	0	0	0	0	0	0	27.4	30.8
12:00	128	0	1	81	40	5	0	0	0	0	1	0	27.3	31.5
12:15	113	0	0	66	38	7	1	0	1	0	0	0	27.2	30.3
12:30	115	0	0	78	31	4	0	0	0	0	2	0	26	30.6
12:45	123	0	0	65	49	5	1	0	0	0	2	1	27	30.9
13:00	126	0	1	67	54	3	0	0	0	0	0	1	24.7	29.7
13:15	128	1	0	74	44	5	0	0	1	0	0	3	26.3	31.1
13:30	114	0	0	68	41	5	0	0	0	0	0	0	27.5	31
13:45	125	0	0	80	38	5	0	0	0	0	1	1	27.8	31.2
14:00	116	0	1	70	39	4	0	0	0	0	0	2	27.5	31.1
14:15	106	0	1	59	40	5	1	0	0	0	0	0	27.7	31.3
14:30	132	0	0	74	54	1	0	0	1	0	0	2	27.8	31.3
14:45	132	1	0	86	41	2	0	0	1	0	0	1	27.3	30.8
15:00	172	1	0	115	48	7	0	0	0	0	1	0	26.2	30.4
15:15	157	0	0	107	43	6	0	0	0	0	1	0	25.7	29.8
15:30	138	0	0	94	39	3	0	0	1	0	0	1	26	30.1
15:45	158	0	1	108	46	2	0	0	0	0	1	0	26.9	31.9
16:00	178	0	2	123	48	4	0	0	1	0	0	0	26.1	31
16:15	119	1	1	76	36	4	0	0	0	0	1	0	27	30.1
16:30	156	0	2	100	51	2	0	0	1	0	0	0	27.9	31.7
16:45	125	0	1	81	41	2	0	0	0	0	0	0	25.7	29.8
17:00	115	0	0	77	37	1	0	0	0	0	0	0	28	31.7
17:15	141	0	3	86	48	3	0	0	0	0	0	1	27.5	31.8
17:30	176	1	0	128	43	1	1	0	2	0	0	0	25.7	30
17:45	141	0	0	94	44	2	0	1	0	0	0	0	25	31.6
18:00	141	0	0	95	40	5	0	0	0	0	0	1	26.9	30.3
18:15	118	0	1	80	36	1	0	0	0	0	0	0	27.3	31.1
18:30	95	0	1	58	34	1	0	0	0	0	0	1	27.9	30.3
18:45	90	0	0	59	30	1	0	0	0	0	0	0	27.4	31
19:00	83	0	0	53	26	3	0	0	1	0	0	0	28.6	33.9
19:15	88	0	1	51	36	0	0	0	0	0	0	0	28.3	31.7
19:30	73	0	0	47	22	3	0	0	0	0	1	0	29	32.6
19:45	86	1	0	54	30	1	0	0	0	0	0	0	28.7	31.6
20:00	83	0	0	59	23	1	0	0	0	0	0	0	29.8	32.6
20:15	67	0	0	39	25	2	0	0	0	0	0	1	28.3	31.5
20:30	59	0	1	39	18	1	0	0	0	0	0	0	29.7	32.4
20:45	53	0	0	35	15	3	0	0	0	0	0	0	29.8	33.9
21:00	63	0	0	42	19	1	1	0	0	0	0	0	28.9	32.4
21:15	32	0	0	19	13	0	0	0	0	0	0	0	30.9	34.4
21:30	49	0	0	37	11	1	0	0	0	0	0	0	30.5	34.5
21:45	35	0	0	23	10	2	0	0	0	0	0	0	28.7	31.6
22:00	40	0	0	28	10	1	0	1	0	0	0	0	30.2	34.7
22:15	32	0	0	22	10	0	0	0	0	0	0	0	29.2	35.1
22:30	32	0	0	19	11	2	0	0	0	0	0	0	29.9	33.6
22:45	44	0	0	34	8	2	0	0	0	0	0	0	29.6	33.3
23:00	29	0	0	16	12	1	0	0	0	0	0	0	29.8	34.2
23:15	26	0	0	12	10	2	0	0	0	0	0	2	29.2	33.3
23:30	17	0	0	9	6	1	0	0	0	0	1	0	29.4	36
23:45	15	0	0	7	8	0	0	0	0	0	0	0	31.8	36.1
07-19	5844	9	25	3753	1826	170	8	1	14	2	16	20	26.7	30.9
06-22	6877	10	31	4407	2158	204	11	1	15	2	17	21	27.1	31.3
06-00	7112	10	31	4554	2233	213	11	2	15	2	18	23	27.2	31.4
00-00	7430	10	35	4723	2364	219	12	2	16	2	21	26	27.3	31.5

Date	Friday	09/11/2018												
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	7	0	0	5	1	1	0	0	0	0	0	0	30.4	-
00:15	9	0	1	3	5	0	0	0	0	0	0	0	31.1	-
00:30	9	0	0	5	3	1	0	0	0	0	0	0	32.4	-
00:45	3	0	0	3	0	0	0	0	0	0	0	0	32	-
01:00	18	0	0	10	8	0	0	0	0	0	0	0	30.1	34.5
01:15	9	0	0	7	2	0	0	0	0	0	0	0	29.4	-
01:30	7	0	0	4	2	0	0	0	0	0	1	0	30.4	-
01:45	6	0	0	5	1	0	0	0	0	0	0	0	31.1	-
02:00	3	0	0	3	0	0	0	0	0	0	0	0	29.9	-
02:15	6	0	0	4	2	0	0	0	0	0	0	0	27.8	-
02:30	9	0	0	3	6	0	0	0	0	0	0	0	28.3	-
02:45	1	0	0	0	1	0	0	0	0	0	0	0	23	-
03:00	2	0	0	2	0	0	0	0	0	0	0	0	26.2	-
03:15	5	0	0	5	0	0	0	0	0	0	0	0	27.2	-
03:30	8	0	0	5	3	0	0	0	0	0	0	0	28.8	-
03:45	7	0	0	6	1	0	0	0	0	0	0	0	29.5	-
04:00	6	0	0	4	2	0	0	0	0	0	0	0	29.3	-
04:15	19	0	0	12	4	3	0	0	0	0	0	0	29.7	31.5
04:30	17	0	0	13	4	0	0	0	0	0	0	0	27.6	32.5
04:45	15	0	1	5	8	1	0	0	0	0	0	0	29.2	33.4
05:00	28	0	1	20	7	0	0	0	0	0	0	0	29.7	34.5
05:15	28	0	0	14	13	0	1	0	0	0	0	0	30.6	34.6
05:30	51	0	1	22	26	0	1	0	0	0	1	0	29.5	34.7
05:45	43	0	0	30	12	1	0	0	0	0	0	0	29.7	35
06:00	44	0	2	25	15	2	0	0	0	0	0	0	30	34.3
06:15	61	0	0	40	21	0	0	0	0	0	0	0	29.1	33.2
06:30	61	0	0	42	16	2	0	0	1	0	0	0	28.6	31.9
06:45	84	0	1	56	23	4	0	0	0	0	0	0	27.5	30.8
07:00	72	0	1	45	24	2	0	0	0	0	0	0	28.3	32.4
07:15	103	0	1	66	32	1	1	0	2	0	0	0	25.8	30.1
07:30	111	1	1	69	35	5	0	0	0	0	0	0	25.9	30.2
07:45	123	0	0	78	41	3	0	0	0	0	1	0	26.9	30.3
08:00	111	0	0	67	39	4	0	0	0	0	1	0	25.6	30.3
08:15	116	0	0	66	46	4	0	0	0	0	0	0	27.1	30.8
08:30	153	0	1	101	50	0	1	0	0	0	0	0	27.1	30.5
08:45	132	0	0	86	42	4	0	0	0	0	0	0	27.5	31.4
09:00	92	0	0	59	27	4	2	0	0	0	0	0	27.6	31.9
09:15	127	0	1	89	31	3	0	1	1	0	0	1	25.7	31.5
09:30	112	0	0	78	28	4	1	1	0	0	0	0	25.1	30.5
09:45	102	0	2	63	31	5	0	0	0	0	1	0	25.3	29.9
10:00	92	0	1	58	28	5	0	0	0	0	0	0	26.4	31.8
10:15	127	0	0	70	49	7	0	0	0	0	1	0	25.3	29.9
10:30	114	0	0	71	40	2	1	0	0	0	0	0	27.4	31.6
10:45	113	0	0	60	43	4	2	0	0	0	3	1	25.2	29.8
11:00	108	0	0	65	36	4	0	0	0	0	3	0	26.1	29.7
11:15	125	0	2	80	37	3	0	1	0	0	1	1	27.7	30.8
11:30	123	0	0	84	31	4	0	0	0	0	3	1	24.5	29.7
11:45	142	0	1	91	42	5	2	0	0	0	1	0	26	29.8
12:00	98	0	0	60	34	4	0	0	0	0	0	0	27.8	31
12:15	120	0	0	77	38	3	0	0	1	0	0	1	26.5	30.2
12:30	141	0	0	85	48	3	2	0	0	0	0	3	24.1	29
12:45	114	0	0	70	42	2	0	0	0	0	0	0	26.3	29.8
13:00	126	0	0	79	42	4	0	0	0	0	0	1	27.2	31.4
13:15	128	0	0	70	54	2	0	0	0	0	1	1	26.2	29.8
13:30	132	0	1	73	50	7	0	1	0	0	0	0	26.4	30.2
13:45	120	0	0	78	39	3	0	0	0	0	0	0	25.7	30.4
14:00	134	0	1	84	47	0	0	0	0	0	1	1	25.8	29.8
14:15	161	0	1	102	53	4	0	0	0	0	0	1	26.3	30.6
14:30	143	1	0	96	38	7	0	0	0	0	0	1	23	29.1
14:45	162	0	1	95	62	2	0	0	0	0	0	2	26	30.3
15:00	124	0	0	88	33	2	0	0	0	0	0	1	25.5	31.3
15:15	155	0	0	93	57	3	0	0	1	0	1	0	26.2	30.5
15:30	140	0	0	91	45	4	0	0	0	0	0	0	27.5	31.3
15:45	128	0	0	84	37	6	0	0	0	0	1	0	27	30
16:00	141	0	0	87	52	2	0	0	0	0	0	0	28.2	32.1
16:15	157	0	0	100	49	7	1	0	0	0	0	0	23.2	30.6
16:30	134	0	0	84	47	2	0	0	0	0	1	0	26.4	30.5
16:45	132	0	1	74	51	4	1	0	0	0	0	1	25.3	29.8
17:00	144	0	0	100	43	1	0	0	0	0	0	0	27.5	31
17:15	134	0	0	95	38	1	0	0	0	0	0	0	26.7	29.9
17:30	132	0	1	93	38	0	0	0	0	0	0	0	27.1	32
17:45	146	0	1	97	47	0	0	0	1	0	0	0	27.5	31.1
18:00	141	1	0	90	46	3	0	0	0	0	1	0	27.4	31.1
18:15	113	0	0	84	28	1	0	0	0	0	0	0	28.4	32.2
18:30	101	0	0	67	29	3	0	0	0	0	2	0	28.6	31.2
18:45	113	0	0	83	28	2	0	0	0	0	0	0	28.2	32
19:00	82	0	0	46	33	2	0	0	0	0	1	0	28.2	31.3
19:15	75	0	1	48	26	0	0	0	0	0	0	0	28.3	32.8
19:30	85	0	0	53	30	2	0	0	0	0	0	0	28.4	31.4
19:45	75	0	0	42	32	1	0	0	0	0	0	0	29.4	32.6
20:00	55	0	1	35	17	2	0	0	0	0	0	0	28.4	31.8
20:15	65	0	0	43	20	2	0	0	0	0	0	0	28	30.7
20:30	50	0	0	29	19	2	0	0	0	0	0	0	28.1	30.9
20:45	48	1	0	31	14	1	1	0	0	0	0	0	27.9	33.4
21:00	57	0	1	35	20	1	0	0	0	0	0	0	28.6	32.5
21:15	38	0	1	18	17	1	0	0	0	0	1	0	29.2	32.1
21:30	58	1	1	33	19	4	0	0	0	0	0	0	27	31.5
21:45	28	1	1	20	6	0	0	0	0	0	0	0	27.8	32.8
22:00	37	0	0	23	14	0	0	0	0	0	0	0	27.1	32.3
22:15	44	0	0	29	15	0	0	0	0	0	0	0	28.6	32.2
22:30	29	0	0	23	5	1	0	0	0	0	0	0	27.3	30.8
22:45	28	0	0	16	10	2	0	0	0	0	0	0	29.3	32.3
23:00	38	0	0	28	9	0	0	0	0	0	0	1	28	30.9
23:15	29	0	0	14	14	0	0	0	0	0	0	1	26.4	31.8
23:30	20	0	1	12	6	1	0	0	0	0	0	0	28.6	33.5
23:45	22	0	0	15	7	0	0	0	0	0	0	0	29.2	32.5
07-19	6012	3	18	3825	1947	155	14	4	6	0	23	17	26.4	30.6
06-22	6978	6	27	4421	2275	181	15	4	7	0	25	17	26.7	30.9
06-00	7225	6	28	4581	2355	185	15	4	7	0	25	19	26.7	30.9
00-00	7541	6	32	4771	2466	192	17	4	7	0	27	19	26.8	31.0

Date Saturday 10/11/2018

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	16	0	0	9	7	0	0	0	0	0	0	0	29.1	33.5
00:15	11	0	1	5	4	1	0	0	0	0	0	0	28.2	33.5
00:30	9	0	0	5	3	0	0	0	0	0	0	1	26.8	-
00:45	10	0	1	1	7	1	0	0	0	0	0	0	30.9	-
01:00	15	0	0	6	9	0	0	0	0	0	0	0	29.2	33.3
01:15	6	0	0	2	4	0	0	0	0	0	0	0	28.9	-
01:30	5	0	0	1	4	0	0	0	0	0	0	0	26.1	-
01:45	4	0	0	1	2	0	0	0	0	0	0	1	26.1	-
02:00	4	0	0	1	3	0	0	0	0	0	0	0	23.2	-
02:15	6	0	0	2	3	0	0	0	0	0	0	1	28.7	-
02:30	5	0	0	2	1	1	0	0	0	0	1	0	25.4	-
02:45	6	0	0	4	1	1	0	0	0	0	0	0	30.8	-
03:00	9	0	0	5	4	0	0	0	0	0	0	0	31.4	-
03:15	9	0	0	6	3	0	0	0	0	0	0	0	28.4	-
03:30	5	0	0	2	3	0	0	0	0	0	0	0	31.7	-
03:45	10	0	0	4	6	0	0	0	0	0	0	0	29.7	-
04:00	5	0	0	4	1	0	0	0	0	0	0	0	30.2	-
04:15	8	0	0	4	4	0	0	0	0	0	0	0	27.8	-
04:30	11	0	1	8	2	0	0	0	0	0	0	0	27.9	31.5
04:45	15	0	0	4	11	0	0	0	0	0	0	0	29.5	34.1
05:00	17	0	0	13	4	0	0	0	0	0	0	0	29.6	33.2
05:15	16	0	0	8	7	1	0	0	0	0	0	0	30.7	35.4
05:30	32	0	1	19	12	0	0	0	0	0	0	0	30.3	34.2
05:45	24	0	0	15	8	1	0	0	0	0	0	0	28.3	33.7
06:00	20	1	0	13	5	1	0	0	0	0	0	0	29.7	36
06:15	32	0	1	19	10	1	0	0	0	0	1	0	28.8	32.8
06:30	25	0	1	10	14	0	0	0	0	0	0	0	30.1	35.1
06:45	43	0	1	23	18	1	0	0	0	0	0	0	29.6	33.3
07:00	40	0	0	27	11	1	0	0	0	0	0	1	29.2	33.1
07:15	37	0	0	27	9	1	0	0	0	0	0	0	28.8	32.5
07:30	69	0	0	36	27	4	0	0	0	0	2	0	27.8	32.7
07:45	48	0	0	28	17	3	0	0	0	0	0	0	28.2	31.9
08:00	59	0	0	32	23	4	0	0	0	0	0	0	28.8	33.4
08:15	64	0	0	35	24	4	0	0	1	0	0	0	29.1	33.7
08:30	86	0	0	57	27	2	0	0	0	0	0	0	29	32.5
08:45	93	0	0	54	33	5	0	0	0	0	1	0	27.6	30.8
09:00	91	0	0	65	18	6	0	0	0	0	2	0	28.3	32.2
09:15	84	0	0	56	25	3	0	0	0	0	0	0	28.5	31.6
09:30	85	0	0	49	32	4	0	0	0	0	0	0	29.5	32.6
09:45	100	0	0	58	40	2	0	0	0	0	0	0	28.6	32.5
10:00	106	0	0	63	42	1	0	0	0	0	0	0	27.7	31.2
10:15	108	0	0	76	29	3	0	0	0	0	0	0	26.8	30.5
10:30	121	0	0	67	50	3	0	0	0	0	0	1	27.6	32
10:45	103	0	0	58	39	6	0	0	0	0	0	0	28.1	32
11:00	112	0	0	71	38	2	0	0	0	0	0	1	27.6	30.7
11:15	112	0	0	85	25	2	0	0	0	0	0	0	27.5	31.4
11:30	131	0	2	84	44	1	0	0	0	0	0	0	28.5	31.2
11:45	131	1	0	81	45	4	0	0	0	0	0	0	27.8	31.7
12:00	147	1	0	94	51	1	0	0	0	0	0	0	26.7	30.8
12:15	125	0	0	86	37	2	0	0	0	0	0	0	27.7	32.2
12:30	122	0	0	72	47	2	0	0	0	0	0	1	29	32.6
12:45	132	0	0	95	32	5	0	0	0	0	0	0	28	31.7
13:00	144	0	1	100	41	1	0	0	0	0	0	1	27.7	31.5
13:15	127	0	0	89	37	1	0	0	0	0	0	0	28.1	30.8
13:30	119	0	0	79	37	2	0	0	0	0	1	0	27.8	31
13:45	111	0	0	71	36	2	0	0	1	0	0	1	27.6	31.9
14:00	114	0	0	89	23	2	0	0	0	0	0	0	28	30.6
14:15	120	0	0	81	32	6	0	0	0	0	0	1	27.6	30.7
14:30	122	0	1	90	30	0	0	0	0	0	1	0	27.9	30.9
14:45	138	0	0	95	35	4	0	0	2	0	2	0	26.4	31.2
15:00	132	0	1	98	32	1	0	0	0	0	0	0	27.3	30.9
15:15	131	0	0	81	44	4	0	0	1	0	1	0	27.6	31.1
15:30	129	1	1	82	44	1	0	0	0	0	0	0	27.6	31.6
15:45	118	0	2	77	36	3	0	0	0	0	0	0	28.6	31
16:00	131	0	1	83	42	4	0	0	1	0	0	0	27.9	30.7
16:15	126	0	1	85	39	1	0	0	0	0	0	0	28.5	32.6
16:30	102	0	1	60	40	0	0	0	0	0	1	0	28.1	31.6
16:45	116	0	0	75	40	1	0	0	0	0	0	0	28.5	31.3
17:00	186	0	2	116	67	1	0	0	0	0	0	0	25.6	29.8
17:15	128	0	1	76	49	2	0	0	0	0	0	0	28.7	32.6
17:30	94	0	1	66	24	3	0	0	0	0	0	0	28.6	34.1
17:45	125	0	0	80	41	4	0	0	0	0	0	0	28.2	31.8
18:00	124	1	3	79	38	2	0	0	0	0	0	1	27.9	31.9
18:15	105	0	0	66	35	4	0	0	0	0	0	0	28.3	31.4
18:30	71	0	0	47	23	1	0	0	0	0	0	0	28.4	32.6
18:45	75	0	0	39	32	4	0	0	0	0	0	0	28.5	31.8
19:00	63	0	0	26	33	4	0	0	0	0	0	0	27.5	31.5
19:15	68	0	0	46	19	2	0	0	0	0	0	1	27.8	31.2
19:30	67	0	0	42	23	1	1	0	0	0	0	0	27.7	31.5
19:45	59	0	0	31	27	0	0	0	0	0	1	0	27.9	30.6
20:00	45	0	0	23	21	1	0	0	0	0	0	0	28.5	32.4
20:15	46	0	0	22	21	1	0	0	0	0	2	0	27.7	31
20:30	43	1	0	22	18	2	0	0	0	0	0	0	28.5	33.6
20:45	46	0	0	26	20	0	0	0	0	0	0	0	29.8	34.2
21:00	34	0	0	20	12	2	0	0	0	0	0	0	29.3	33.1
21:15	29	0	0	15	12	0	0	0	0	0	1	1	28	31.8
21:30	24	0	0	14	8	2	0	0	0	0	0	0	29.1	32.7
21:45	28	1	0	14	12	0	0	0	0	0	0	1	28.5	35.8
22:00	31	0	0	20	10	0	0	0	0	0	0	1	29.6	33
22:15	28	0	0	14	14	0	0	0	0	0	0	0	27.6	31.3
22:30	41	0	0	26	12	2	0	0	1	0	0	0	28.5	31.9
22:45	28	0	0	18	8	0	0	1	0	0	1	0	28	32.5
23:00	23	0	0	14	7	2	0	0	0	0	0	0	30	33.7
23:15	30	0	0	18	11	0	0	0	0	0	0	1	28.5	31.6
23:30	24	0	1	12	11	0	0	0	0	0	0	0	29.3	32.6
23:45	19	0	0	12	7	0	0	0	0	0	0	0	29.3	32.1
07-19	5194	4	18	3360	1662	125	0	0	6	0	11	8	27.9	31.6
06-22	5866	7	21	3726	1935	143	1	0	6	0	16	11	28.0	31.7
06-00	6090	7	22	3860	2015	147	1	1	7	0	17	13	28.0	31.7
00-00	6348	7	26	3991	2128	153	1	1	7	0	18	16	28.0	31.8

Date	Sunday	11/11/2018												
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	14	0	0	8	6	0	0	0	0	0	0	0	30.1	33.3
00:15	21	0	0	10	10	1	0	0	0	0	0	0	29.2	34.4
00:30	20	0	0	10	10	0	0	0	0	0	0	0	29	33.4
00:45	9	0	0	3	6	0	0	0	0	0	0	0	28.9	-
01:00	14	0	0	5	9	0	0	0	0	0	0	0	28.8	33.4
01:15	8	0	0	5	3	0	0	0	0	0	0	0	28.7	-
01:30	10	0	0	6	4	0	0	0	0	0	0	0	26.6	-
01:45	9	0	0	6	3	0	0	0	0	0	0	0	31.1	-
02:00	6	0	0	4	2	0	0	0	0	0	0	0	30.2	-
02:15	6	0	0	6	0	0	0	0	0	0	0	0	29.2	-
02:30	3	0	0	2	1	0	0	0	0	0	0	0	29	-
02:45	9	0	0	6	3	0	0	0	0	0	0	0	32	-
03:00	10	0	0	8	2	0	0	0	0	0	0	0	31	-
03:15	6	0	0	5	1	0	0	0	0	0	0	0	32.3	-
03:30	8	0	0	5	3	0	0	0	0	0	0	0	28.4	-
03:45	3	0	0	1	2	0	0	0	0	0	0	0	32	-
04:00	7	0	0	4	3	0	0	0	0	0	0	0	31.4	-
04:15	11	0	0	5	6	0	0	0	0	0	0	0	28.7	31.9
04:30	7	0	1	4	2	0	0	0	0	0	0	0	27.9	-
04:45	13	0	0	5	8	0	0	0	0	0	0	0	28.5	30.9
05:00	12	0	0	10	2	0	0	0	0	0	0	0	30.5	35.6
05:15	18	0	0	10	7	1	0	0	0	0	0	0	29.8	32.4
05:30	12	0	0	5	7	0	0	0	0	0	0	0	29.5	36.2
05:45	19	0	0	13	6	0	0	0	0	0	0	0	30.9	34.2
06:00	13	0	0	6	6	1	0	0	0	0	0	0	28.7	34.4
06:15	13	0	0	8	5	0	0	0	0	0	0	0	30.5	32.8
06:30	13	1	0	6	6	0	0	0	0	0	0	0	28.3	33.7
06:45	21	0	0	11	9	1	0	0	0	0	0	0	29.2	35.2
07:00	22	0	1	13	8	0	0	0	0	0	0	0	30.8	37.1
07:15	14	0	0	9	3	2	0	0	0	0	0	0	30.1	33.8
07:30	22	0	0	11	10	1	0	0	0	0	0	0	31.5	35.7
07:45	22	0	0	11	11	0	0	0	0	0	0	0	30.9	37.1
08:00	24	0	0	9	13	2	0	0	0	0	0	0	30.8	33.6
08:15	30	0	1	17	12	0	0	0	0	0	0	0	29.7	31.6
08:30	27	1	1	20	5	0	0	0	0	0	0	0	29	33
08:45	41	1	0	21	19	0	0	0	0	0	0	0	27.9	31
09:00	53	0	0	30	20	3	0	0	0	0	0	0	31.3	35.6
09:15	50	1	0	25	22	2	0	0	0	0	0	0	29.3	32.4
09:30	61	0	0	40	19	2	0	0	0	0	0	0	29.5	33.3
09:45	67	0	1	40	23	2	1	0	0	0	0	0	26.4	31.4
10:00	70	0	0	54	15	1	0	0	0	0	0	0	30.3	34.9
10:15	90	0	0	66	23	1	0	0	0	0	0	0	28.9	32.7
10:30	107	0	1	71	34	1	0	0	0	0	0	0	28	31.4
10:45	109	0	1	75	31	1	0	0	0	0	0	1	28.7	32.2
11:00	85	0	0	54	30	1	0	0	0	0	0	0	27.5	32.7
11:15	111	0	0	80	29	1	0	0	0	0	1	0	27.5	31.6
11:30	131	0	1	88	39	2	0	0	0	0	1	0	27.6	31.1
11:45	129	0	1	80	47	1	0	0	0	0	0	0	27.2	31.7
12:00	125	0	0	81	42	2	0	0	0	0	0	0	27.6	31.2
12:15	105	0	0	71	33	1	0	0	0	0	0	0	27.3	31
12:30	131	0	0	80	50	1	0	0	0	0	0	0	27.5	30.2
12:45	97	0	1	63	33	0	0	0	0	0	0	0	28.3	31.9
13:00	124	0	1	80	42	1	0	0	0	0	0	0	27.9	31.2
13:15	109	0	0	65	42	1	1	0	0	0	0	0	26.8	30.2
13:30	120	0	0	83	34	2	0	0	0	0	1	0	27.9	30.9
13:45	125	0	0	88	35	1	0	0	0	0	1	0	28.1	31.2
14:00	114	1	0	67	42	4	0	0	0	0	0	0	28.1	32
14:15	131	2	0	92	35	1	0	0	0	0	1	0	27.7	31
14:30	110	0	1	75	34	0	0	0	0	0	0	0	28.2	31
14:45	94	0	0	55	39	0	0	0	0	0	0	0	27.7	31.7
15:00	98	0	0	63	34	1	0	0	0	0	0	0	28.7	32.7
15:15	97	0	0	68	26	0	0	0	0	0	2	1	28.3	31.9
15:30	118	0	1	82	33	2	0	0	0	0	0	0	28.5	32
15:45	97	0	0	68	25	1	0	0	1	0	2	0	27.3	33
16:00	108	0	0	73	34	1	0	0	0	0	0	0	28.5	31.8
16:15	74	0	1	43	26	2	0	0	0	0	2	0	28.7	33.2
16:30	70	0	0	45	21	3	0	0	0	0	1	0	27.9	31.7
16:45	66	0	0	38	28	0	0	0	0	0	0	0	29.6	31.9
17:00	67	0	0	49	17	1	0	0	0	0	0	0	29.1	34.7
17:15	58	0	0	39	18	1	0	0	0	0	0	0	28.4	32
17:30	54	0	0	36	18	0	0	0	0	0	0	0	30.8	35.4
17:45	78	0	2	48	26	2	0	0	0	0	0	0	28.4	31.9
18:00	65	0	0	44	20	1	0	0	0	0	0	0	29.3	32.8
18:15	73	0	1	49	21	1	0	0	0	0	0	1	29.1	32.4
18:30	47	0	0	24	19	3	1	0	0	0	0	0	29.2	33.9
18:45	43	0	0	29	14	0	0	0	0	0	0	0	29.2	34.7
19:00	60	0	1	46	12	0	0	0	0	0	0	1	29.9	33
19:15	32	0	0	19	12	1	0	0	0	0	0	0	30.3	35.1
19:30	41	0	0	29	10	2	0	0	0	0	0	0	29.5	33.5
19:45	36	0	0	25	11	0	0	0	0	0	0	0	29.9	33.8
20:00	34	0	0	22	12	0	0	0	0	0	0	0	29.9	34.2
20:15	28	0	0	19	7	0	0	0	1	0	1	0	30.2	33.2
20:30	37	0	0	25	10	2	0	0	0	0	0	0	30	33.7
20:45	22	0	0	16	6	0	0	0	0	0	0	0	30.2	34
21:00	25	0	0	13	12	0	0	0	0	0	0	0	30.7	34.8
21:15	26	0	0	14	12	0	0	0	0	0	0	0	27.9	32
21:30	39	0	0	26	13	0	0	0	0	0	0	0	30.1	35.4
21:45	16	0	0	8	7	1	0	0	0	0	0	0	29.4	33
22:00	16	0	1	9	6	0	0	0	0	0	0	0	30.2	35.5
22:15	15	0	0	10	4	1	0	0	0	0	0	0	29.9	32.6
22:30	21	0	0	13	7	1	0	0	0	0	0	0	29.4	31.2
22:45	19	0	0	11	7	0	0	0	0	0	0	1	29.2	34.4
23:00	13	0	1	9	3	0	0	0	0	0	0	0	28.2	32.1
23:15	10	1	0	3	6	0	0	0	0	0	0	0	25.8	-
23:30	8	0	0	2	3	1	0	0	1	0	1	0	27.8	-
23:45	6	0	0	3	2	1	0	0	0	0	0	0	29.1	-
07-19	3863	6	16	2512	1254	56	3	0	1	0	12	3	29.2	32.9
06-22	4319	7	17	2805	1404	64	3	0	2	0	13	4	29.2	33.1
06-00	4427	8	19	2865	1442	68	3	0	3	0	14	5	29.2	33.1
00-00	4682	8	20	3011	1548	70	3	0	3	0	14	5	29.1	33.0

Date	Monday	12/11/2018													
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	8	0	0	6	2	0	0	0	0	0	0	0	28.7	-
00:15	10	0	0	6	4	0	0	0	0	0	0	0	27.8	-
00:30	9	0	0	6	3	0	0	0	0	0	0	0	29.4	-
00:45	5	0	0	5	0	0	0	0	0	0	0	0	30.5	-
01:00	5	0	0	3	2	0	0	0	0	0	0	0	32.1	-
01:15	7	0	0	6	1	0	0	0	0	0	0	0	34	-
01:30	8	0	0	5	3	0	0	0	0	0	0	0	32	-
01:45	5	0	0	4	1	0	0	0	0	0	0	0	31.9	-
02:00	3	0	0	2	1	0	0	0	0	0	0	0	32.3	-
02:15	8	0	0	3	4	1	0	0	0	0	0	0	29.4	-
02:30	6	0	0	2	4	0	0	0	0	0	0	0	28.4	-
02:45	2	0	0	1	1	0	0	0	0	0	0	0	27.7	-
03:00	4	0	0	3	1	0	0	0	0	0	0	0	27.2	-
03:15	2	0	0	2	0	0	0	0	0	0	0	0	28.4	-
03:30	10	0	0	2	7	0	0	0	0	0	1	0	30.4	-
03:45	4	0	0	2	2	0	0	0	0	0	0	0	29.6	-
04:00	4	0	0	3	1	0	0	0	0	0	0	0	31.5	-
04:15	13	0	0	6	6	0	0	0	0	0	0	1	28.9	34.9
04:30	17	0	1	6	8	2	0	0	0	0	0	0	29.4	34.6
04:45	22	0	0	11	9	2	0	0	0	0	0	0	29.8	33.8
05:00	32	0	0	15	14	3	0	0	0	0	0	0	30.6	33.8
05:15	34	0	0	18	15	1	0	0	0	0	0	0	30	34.3
05:30	54	0	1	32	21	0	0	0	0	0	0	0	30	33.7
05:45	32	0	1	16	11	1	0	0	1	0	2	0	27.2	33.1
06:00	52	0	3	25	22	2	0	0	0	0	0	0	29.6	33.7
06:15	61	0	0	39	19	2	0	0	1	0	0	0	28.6	32.7
06:30	79	0	1	43	32	3	0	0	0	0	0	0	29.4	32.8
06:45	90	0	2	57	28	3	0	0	0	0	0	0	28.2	30.7
07:00	74	0	0	45	25	3	0	0	0	0	0	1	26.4	30
07:15	98	0	1	59	34	3	0	0	0	0	1	0	27.2	32.1
07:30	115	0	0	81	26	6	0	0	1	0	0	1	26	31.4
07:45	92	0	2	57	29	3	0	1	0	0	0	0	26.8	32
08:00	117	1	0	73	37	3	0	1	2	0	0	0	24.8	30
08:15	110	0	0	59	47	1	0	0	2	0	1	0	27.3	31.6
08:30	162	0	1	111	46	3	1	0	0	0	0	0	26	30.5
08:45	110	0	0	76	32	2	0	0	0	0	0	0	27.9	32.2
09:00	100	0	1	68	25	1	2	1	0	0	2	0	25.5	29.9
09:15	112	0	0	67	38	6	1	0	0	0	0	0	26.9	29.9
09:30	81	0	1	46	29	4	0	0	0	0	0	1	25.7	31.2
09:45	105	0	0	58	41	4	2	0	0	0	0	0	28.2	31.8
10:00	110	0	0	63	44	2	0	0	0	0	0	1	27.5	30.6
10:15	101	0	0	54	37	8	0	0	1	0	0	1	26.2	30
10:30	108	2	0	60	42	4	0	0	0	0	0	0	27	30.6
10:45	110	0	0	66	37	6	0	0	0	0	1	0	26.4	29.8
11:00	124	0	0	85	36	2	0	0	0	0	1	0	26.4	29.9
11:15	95	0	0	54	37	2	0	1	0	0	1	0	27.1	30.3
11:30	126	2	0	75	45	3	1	0	0	0	0	0	26.9	31
11:45	113	0	0	70	37	4	1	0	0	0	0	1	26.2	30.4
12:00	120	0	1	74	44	1	0	0	0	0	0	0	27.3	30.7
12:15	123	1	0	67	48	4	1	0	0	0	0	2	26.2	30.5
12:30	130	0	0	86	38	4	0	0	1	0	0	1	27.3	30.3
12:45	115	0	0	68	40	4	0	0	0	0	3	0	23.4	29.2
13:00	123	0	0	77	42	2	1	0	1	0	0	0	25.7	29
13:15	114	0	1	73	34	4	0	0	0	0	1	1	26.5	31.8
13:30	129	0	1	72	48	3	0	0	1	0	2	2	25.9	29.5
13:45	101	0	0	63	35	2	0	0	0	0	0	1	27.5	30.9
14:00	109	0	0	72	32	4	0	0	0	1	0	0	26.5	29.6
14:15	137	0	0	92	41	3	0	0	1	0	0	0	26.8	30.2
14:30	129	0	0	78	45	4	1	0	0	0	0	1	26.7	31
14:45	125	0	0	84	37	4	0	0	0	0	0	0	25.8	29
15:00	156	0	1	103	45	4	0	1	0	0	0	2	27.5	31.2
15:15	155	1	1	88	54	9	1	0	0	0	0	1	25.9	30.9
15:30	156	0	1	100	45	6	1	0	0	0	2	1	24.9	29.7
15:45	124	0	1	77	41	3	0	0	0	0	1	1	26	29.9
16:00	172	0	2	122	46	1	0	0	1	0	0	0	26.4	30
16:15	134	0	0	83	46	5	0	0	0	0	0	0	26.7	30.1
16:30	135	0	1	83	46	4	0	0	1	0	0	0	26.9	30.1
16:45	144	0	0	87	52	4	0	0	0	0	0	1	26.6	30.5
17:00	135	0	1	82	50	2	0	0	0	0	0	0	26.9	30.5
17:15	128	0	0	79	45	3	0	0	1	0	0	0	26.8	30.9
17:30	158	1	0	112	43	1	0	0	0	0	1	0	25.4	30
17:45	132	0	0	85	42	2	0	0	1	0	0	2	26.2	31.4
18:00	164	0	0	102	60	1	0	0	0	0	1	0	27.5	31.3
18:15	114	0	0	66	47	1	0	0	0	0	0	0	28.2	32
18:30	109	0	0	69	37	3	0	0	0	0	0	0	27.5	30.8
18:45	95	0	1	60	33	1	0	0	0	0	0	0	28.1	31.6
19:00	79	0	0	52	25	2	0	0	0	0	0	0	27.6	31.4
19:15	75	0	0	47	28	0	0	0	0	0	0	0	28.3	32.9
19:30	82	0	0	48	32	1	0	0	0	0	1	0	27.5	30.8
19:45	57	0	1	40	16	0	0	0	0	0	0	0	29.3	32.7
20:00	62	0	1	31	27	3	0	0	0	0	0	0	28.8	32.6
20:15	54	0	0	32	20	0	0	0	0	0	2	0	29.1	33.2
20:30	31	0	0	15	12	2	0	0	0	0	1	1	28.9	32.5
20:45	34	0	0	22	12	0	0	0	0	0	0	0	28.8	31.6
21:00	46	0	0	31	13	2	0	0	0	0	0	0	28.4	32.1
21:15	27	0	0	18	9	0	0	0	0	0	0	0	30.8	34.7
21:30	36	1	0	17	17	1	0	0	0	0	0	0	29.2	34.9
21:45	23	0	0	13	8	1	0	0	0	0	0	1	29.7	34.5
22:00	45	0	0	25	18	1	0	0	0	0	1	0	28.3	32.1
22:15	29	0	0	15	13	1	0	0	0	0	0	0	30.6	34.2
22:30	23	0	0	12	9	1	0	0	0	0	1	0	30.3	34.7
22:45	15	0	0	7	6	1	0	0	0	0	1	0	27	32.7
23:00	16	0	0	15	1	0	0	0	0	0	0	0	30.3	34.6
23:15	25	0	1	11	12	1	0	0	0	0	0	0	29.9	33.4
23:30	11	0	0	7	2	0	0	0	0	0	1	1	29.2	37.8
23:45	3	0	1	2	0	0	0	0	0	0	0	0	34.4	-
07-19	5829	8	18	3631	1940	159	13	5	14	1	18	22	26.5	30.5
06-22	6717	9	26	4161	2260	181	13	5	15	1	22	24	26.8	30.9
06-00	6884	9	28	4255	2321	186	13	5	15	1	26	25	26.9	30.9
00-00	7188	9	31	4420	2442	196	13	5	16	1	29	26	27.0	31.1

Date	Tuesday	13/11/2018												
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	8	0	0	6	2	0	0	0	0	0	0	0	28.9	-
00:15	8	0	1	3	3	1	0	0	0	0	0	0	28.5	-
00:30	4	0	0	2	2	0	0	0	0	0	0	0	30.6	-
00:45	6	0	0	4	2	0	0	0	0	0	0	0	31.2	-
01:00	5	0	0	3	2	0	0	0	0	0	0	0	32.2	-
01:15	4	0	0	2	1	1	0	0	0	0	0	0	26	-
01:30	3	0	0	1	1	0	0	0	1	0	0	0	27.9	-
01:45	5	0	0	1	3	0	0	0	0	0	0	1	26.4	-
02:00	3	0	0	1	2	0	0	0	0	0	0	0	26.4	-
02:15	6	0	0	2	3	0	0	0	0	0	1	0	26.1	-
02:30	5	0	0	2	2	1	0	0	0	0	0	0	26.4	-
02:45	3	0	0	1	2	0	0	0	0	0	0	0	26	-
03:00	3	0	0	1	2	0	0	0	0	0	0	0	34.2	-
03:15	5	0	0	2	2	0	0	0	0	0	1	0	27.9	-
03:30	4	0	0	0	4	0	0	0	0	0	0	0	31.7	-
03:45	4	0	0	2	2	0	0	0	0	0	0	0	30.8	-
04:00	9	0	0	7	2	0	0	0	0	0	0	0	31.8	-
04:15	16	0	0	7	9	0	0	0	0	0	0	0	29	33.8
04:30	14	0	1	4	9	0	0	0	0	0	0	0	29.1	33.8
04:45	18	0	0	9	8	1	0	0	0	0	0	0	27.6	31.9
05:00	29	0	1	14	12	2	0	0	0	0	0	0	30.2	34
05:15	44	0	0	27	16	0	0	0	0	0	0	1	29.4	33.8
05:30	48	0	1	25	21	1	0	0	0	0	0	0	29.7	33.6
05:45	51	1	1	26	21	2	0	0	0	0	0	0	30.2	33.7
06:00	64	0	2	39	21	2	0	0	0	0	0	0	29.9	33.2
06:15	62	0	0	35	23	4	0	0	0	0	0	0	29.4	33.7
06:30	60	0	2	37	17	4	0	0	0	0	0	0	28.5	30.9
06:45	80	1	2	46	28	2	1	0	0	0	0	0	25.3	31.8
07:00	92	0	2	47	33	8	0	0	0	0	1	1	27.5	31.3
07:15	106	0	2	54	41	7	1	0	0	0	1	0	27	30.5
07:30	134	0	0	82	47	5	0	0	0	0	0	0	27	30.5
07:45	119	0	1	79	37	2	0	0	0	0	0	0	25.5	28.7
08:00	119	0	0	81	35	2	0	0	0	0	0	1	26.4	29.7
08:15	137	0	0	90	43	3	1	0	0	0	0	0	25.3	30.8
08:30	160	0	0	120	34	5	0	0	0	0	1	0	25.6	30.5
08:45	119	0	1	73	40	5	0	0	0	0	0	0	26	30.4
09:00	116	1	0	77	31	5	0	0	0	0	1	1	24.7	30.6
09:15	125	0	1	74	43	5	0	0	0	0	2	0	24.7	29.5
09:30	115	0	1	67	40	6	0	0	1	0	0	0	25.5	30.4
09:45	82	0	2	47	30	3	0	0	0	0	0	0	26.7	31
10:00	105	0	1	65	31	4	0	0	0	0	3	1	25.9	30.7
10:15	99	0	0	57	31	9	1	0	0	0	1	0	26.9	30.1
10:30	104	1	0	65	34	4	0	0	0	0	0	0	27	30.3
10:45	102	0	0	63	34	5	0	0	0	0	0	0	26	29.9
11:00	90	0	0	44	38	6	0	0	0	0	2	0	26.8	31.1
11:15	95	1	0	57	33	3	0	0	0	0	1	0	27.5	31.5
11:30	98	1	0	52	36	5	0	0	1	0	0	3	26.4	31
11:45	126	0	0	80	40	3	1	0	0	0	1	1	26.4	31.3
12:00	121	0	0	79	37	2	0	1	0	0	1	1	25.7	30.5
12:15	139	1	1	86	45	3	0	1	0	0	2	0	26.1	30
12:30	116	0	1	67	44	0	2	0	1	0	1	0	26.1	30.9
12:45	124	0	1	83	32	7	1	0	0	0	0	0	26.9	31.9
13:00	154	0	1	98	42	10	0	0	3	0	0	0	25.4	29.2
13:15	125	0	0	69	46	6	1	0	0	0	0	3	25.2	30.4
13:30	127	0	1	78	45	1	0	0	0	0	0	2	26.7	30
13:45	132	1	0	71	54	3	0	0	0	0	1	2	24.7	29.9
14:00	116	0	0	64	47	4	0	0	0	0	0	1	27.6	31
14:15	121	0	0	67	45	7	0	0	0	0	1	1	26.1	29.7
14:30	136	0	0	90	43	2	1	0	0	0	0	0	26.6	30.4
14:45	112	0	1	71	33	5	0	0	2	0	0	0	24.8	29.5
15:00	155	0	2	104	44	3	0	1	0	0	0	1	26.4	29.8
15:15	159	0	0	101	53	4	0	0	0	0	0	1	27.2	30.5
15:30	126	0	0	89	33	3	0	0	0	0	0	1	26.8	31.4
15:45	136	0	0	91	41	3	0	0	1	0	0	0	26.7	30.4
16:00	146	0	1	102	37	4	0	0	1	0	1	0	26.6	30.4
16:15	140	1	0	88	50	0	0	0	0	0	0	1	27	30.3
16:30	143	0	0	95	46	2	0	0	0	0	0	0	25.9	29.1
16:45	149	0	1	93	49	4	0	0	0	0	0	2	26.4	31.2
17:00	167	1	1	113	48	2	1	0	0	0	0	1	25.7	29.6
17:15	137	0	1	95	37	4	0	0	0	0	0	0	26.5	30.6
17:30	169	0	1	128	38	1	0	0	1	0	0	0	24.2	29.3
17:45	130	0	0	89	37	3	0	0	0	0	1	0	27.9	31.2
18:00	152	0	0	111	38	3	0	0	0	0	0	0	27.8	30.8
18:15	102	0	1	71	28	1	0	0	0	0	1	0	29.1	32.3
18:30	97	0	0	70	24	2	1	0	0	0	0	0	29.9	32.7
18:45	106	0	1	65	38	0	0	0	1	0	0	1	28.8	31.5
19:00	82	0	0	49	30	1	0	0	0	0	1	1	28.7	34
19:15	105	0	0	71	33	0	0	1	0	0	0	0	28.9	32.3
19:30	93	0	1	60	28	2	0	0	0	0	1	1	27.8	31.8
19:45	56	1	0	37	18	0	0	0	0	0	0	0	28.9	32.4
20:00	48	0	0	25	22	1	0	0	0	0	0	0	28.9	32.2
20:15	59	0	0	39	16	3	1	0	0	0	0	0	27.5	33.1
20:30	49	0	0	37	9	2	0	0	0	0	0	1	28.1	30.9
20:45	44	0	2	26	16	0	0	0	0	0	0	0	29.5	32.9
21:00	43	0	1	30	11	1	0	0	0	0	0	0	30.5	35
21:15	44	0	1	27	15	1	0	0	0	0	0	0	31.4	35.2
21:30	46	0	0	31	10	3	0	0	1	0	1	0	30	33.6
21:45	26	0	0	18	7	0	0	0	0	0	1	0	26.7	30.8
22:00	39	0	0	20	17	1	0	0	0	0	0	1	29.5	34.7
22:15	33	0	1	20	11	1	0	0	0	0	0	0	28.6	33.6
22:30	27	0	0	12	13	1	0	0	1	0	0	0	29.3	31.9
22:45	27	0	0	17	7	3	0	0	0	0	0	0	29.4	33
23:00	12	0	0	9	3	0	0	0	0	0	0	0	29.3	34.6
23:15	12	0	0	4	7	1	0	0	0	0	0	0	30	35.4
23:30	15	0	0	7	5	0	0	0	1	0	0	2	29.5	37.1
23:45	6	0	1	3	2	0	0	0	0	0	0	0	29.6	-
07-19	5980	8	26	3802	1885	184	11	3	12	0	23	26	26.4	30.6
06-22	6941	10	37	4409	2189	210	13	4	13	0	27	29	26.7	30.9
06-00	7112	10	39	4501	2254	217	13	4	15	0	27	32	26.8	31.0
00-00	7417	11	44	4653	2387	226	13	4	16	0	29	34	26.9	31.1

Date Wednesday 14/11/2018

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	27.1	-
00:15	10	0	0	4	6	0	0	0	0	0	0	0	29.5	-
00:30	7	0	0	2	4	0	0	0	0	0	0	1	27.5	-
00:45	10	0	0	6	4	0	0	0	0	0	0	0	28.8	-
01:00	11	0	0	3	6	2	0	0	0	0	0	0	30.2	36.4
01:15	5	0	0	3	1	0	0	0	1	0	0	0	27.9	-
01:30	2	0	0	0	1	0	0	0	0	0	0	1	23.6	-
01:45	3	0	0	2	1	0	0	0	0	0	0	0	30.3	-
02:00	4	0	0	2	2	0	0	0	0	0	0	0	26.8	-
02:15	2	0	0	1	1	0	0	0	0	0	0	0	28.8	-
02:30	4	0	0	2	2	0	0	0	0	0	0	0	26.8	-
02:45	3	0	0	1	2	0	0	0	0	0	0	0	28.7	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	38.5	-
03:15	6	0	0	3	3	0	0	0	0	0	0	0	30.9	-
03:30	3	0	0	0	3	0	0	0	0	0	0	0	26.9	-
03:45	8	0	0	2	6	0	0	0	0	0	0	0	28.9	-
04:00	7	0	0	5	2	0	0	0	0	0	0	0	29.8	-
04:15	14	0	0	8	5	1	0	0	0	0	0	0	29.9	35.2
04:30	17	0	2	7	7	1	0	0	0	0	0	0	28.8	33.5
04:45	21	0	0	9	8	2	1	0	0	0	1	0	26.8	30.7
05:00	31	0	0	16	13	2	0	0	0	0	0	0	31	34.8
05:15	38	0	0	21	15	2	0	0	0	0	0	0	29.9	34.2
05:30	42	1	2	21	16	1	0	0	0	0	0	1	29.4	34.6
05:45	44	2	0	19	21	2	0	0	0	0	0	0	29.6	33.1
06:00	59	0	2	28	24	4	0	0	0	0	1	0	30.8	33.8
06:15	62	0	0	37	21	3	0	0	0	0	1	0	28.7	33.3
06:30	63	1	0	39	15	7	0	1	0	0	0	0	26.5	31.2
06:45	71	0	2	36	28	4	1	0	0	0	0	0	27.9	31.8
07:00	66	0	1	29	29	5	1	0	0	0	0	1	28.4	31.5
07:15	119	0	0	82	33	3	0	0	0	0	1	0	28	32.5
07:30	119	0	0	76	39	3	0	0	1	0	0	0	26.6	31.2
07:45	102	0	0	60	35	5	1	1	0	0	0	0	24.6	31
08:00	97	0	0	61	33	1	0	1	0	0	1	0	27.9	31.3
08:15	148	0	0	102	41	1	2	0	1	0	1	0	25.7	30.3
08:30	150	0	1	94	52	3	0	0	0	0	0	0	27.3	31.2
08:45	121	0	0	94	26	0	0	0	0	0	1	0	24.6	30.5
09:00	98	0	0	64	29	4	0	0	0	0	1	0	26.2	30.2
09:15	101	2	0	70	26	2	1	0	0	0	0	0	24.7	30
09:30	75	0	0	50	22	3	0	0	0	0	0	0	29.4	32.6
09:45	101	0	0	65	31	3	0	0	0	0	2	0	26.4	31.3
10:00	90	1	0	58	25	6	0	0	0	0	0	0	27.1	30.3
10:15	112	0	0	59	44	9	0	0	0	0	0	0	28	32
10:30	102	0	1	63	30	6	1	0	1	0	0	0	27.4	31.3
10:45	96	0	0	55	35	5	0	0	0	0	1	0	27.6	31.4
11:00	132	0	1	78	45	4	0	0	2	0	0	2	23.7	29.3
11:15	121	0	1	73	38	6	0	1	1	0	1	0	27.1	31.8
11:30	112	1	0	53	51	3	0	0	0	0	2	2	25.1	30.2
11:45	98	0	0	60	34	2	1	0	0	0	0	1	26	30.9
12:00	104	0	0	64	34	6	0	0	0	0	0	0	27.2	30.7
12:15	144	0	0	87	49	7	0	0	1	0	0	0	26.7	30.4
12:30	120	0	0	70	44	5	0	0	1	0	0	0	27.5	31.5
12:45	135	0	0	85	40	6	2	0	0	0	2	0	25.4	30.4
13:00	145	0	1	84	54	4	0	1	1	0	0	0	23.9	29.6
13:15	118	0	1	73	34	7	0	0	0	0	1	2	25.6	30.9
13:30	133	0	1	79	49	2	1	0	0	0	0	1	27.4	30.3
13:45	97	0	0	58	32	6	0	0	0	0	0	1	27.5	32.9
14:00	128	0	1	73	50	3	0	0	0	0	1	0	26.7	30.2
14:15	120	0	0	82	33	5	0	0	0	0	0	0	26.3	30.1
14:30	128	0	0	79	40	5	1	0	1	0	0	2	26.3	31.3
14:45	140	0	0	77	53	4	1	1	0	0	1	3	25.5	30.2
15:00	152	0	3	93	50	5	0	0	0	0	0	1	26.9	31.4
15:15	154	1	1	99	42	9	0	0	0	0	0	2	24.9	29.4
15:30	137	0	0	70	61	6	0	0	0	0	0	0	26.1	30.1
15:45	140	0	0	93	46	1	0	0	0	0	0	0	26.5	29.7
16:00	142	0	1	87	46	5	0	0	2	0	0	1	26	30.1
16:15	146	0	2	89	51	1	0	0	0	0	2	1	26.4	30
16:30	145	0	0	94	48	2	0	0	1	0	0	0	26.3	30.7
16:45	124	0	1	76	43	4	0	0	0	0	0	0	27.2	31.9
17:00	184	1	0	133	45	4	0	0	0	0	1	0	25.9	29.8
17:15	122	0	0	84	38	0	0	0	0	0	0	0	27.7	30.9
17:30	171	0	2	111	55	3	0	0	0	0	0	0	28.1	32
17:45	138	0	0	87	49	1	0	0	1	0	0	0	27.7	30.5
18:00	158	0	1	110	43	4	0	0	0	0	0	0	27.3	31.6
18:15	112	0	1	75	35	1	0	0	0	0	0	0	27.4	31.2
18:30	129	0	1	73	48	6	1	0	0	0	0	0	25.7	31
18:45	119	0	0	76	41	1	0	0	0	0	0	1	28.7	31.9
19:00	100	0	3	58	36	2	0	0	0	0	1	0	28.2	31
19:15	81	0	1	48	32	0	0	0	0	0	0	0	29.8	32.4
19:30	88	0	0	52	28	6	0	0	0	0	2	0	28.3	31.6
19:45	71	0	0	49	20	1	0	0	0	0	0	1	30.1	33.3
20:00	68	0	1	50	16	1	0	0	0	0	0	0	29.7	33.3
20:15	54	0	1	32	19	2	0	0	0	0	0	0	28.4	31.8
20:30	53	0	0	36	15	2	0	0	0	0	0	0	29.6	33.3
20:45	52	0	0	30	22	0	0	0	0	0	0	0	30.5	34.9
21:00	33	0	0	21	11	1	0	0	0	0	0	0	28.6	32.5
21:15	61	0	1	42	16	2	0	0	0	0	0	0	28.2	32.5
21:30	37	0	0	21	14	2	0	0	0	0	0	0	29	33
21:45	28	0	0	18	10	0	0	0	0	0	0	0	28.8	33.5
22:00	41	0	0	22	15	2	0	0	0	0	2	0	29.4	32.9
22:15	30	0	0	17	13	0	0	0	0	0	0	0	29.6	33.9
22:30	28	0	0	20	6	1	0	0	0	0	1	0	28.6	32.2
22:45	18	0	0	6	11	1	0	0	0	0	0	0	31.1	37.1
23:00	15	0	0	11	4	0	0	0	0	0	0	0	30.7	34.3
23:15	25	0	0	14	11	0	0	0	0	0	0	0	28.9	31.4
23:30	16	0	0	12	3	0	0	0	0	0	1	0	30.4	34.5
23:45	10	0	1	2	5	1	0	0	0	0	0	1	26.9	-
07-19	5945	6	22	3707	1951	187	13	5	14	0	19	21	26.5	30.7
06-22	6926	7	33	4304	2278	224	14	6	14	0	24	22	26.9	31.1
06-00	7109	7	34	4408	2346	229	14	6	14	0	28	23	26.9	31.2
00-00	7405	10	38	4547	2477	242	15	6	15	0	29	26	27.0	31.3

Date Thursday 15/11/2018

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	7	0	0	4	2	0	0	0	0	0	0	1	28.3	-
00:15	12	0	1	6	3	0	0	0	0	0	1	1	29	33.1
00:30	10	0	0	7	2	1	0	0	0	0	0	0	27.2	-
00:45	5	0	0	1	2	1	0	0	0	0	0	1	27.9	-
01:00	5	0	0	2	2	1	0	0	0	0	0	0	29.9	-
01:15	4	0	0	3	0	0	0	0	0	0	1	0	26.7	-
01:30	6	0	0	3	3	0	0	0	0	0	0	0	29.9	-
01:45	3	0	0	2	0	0	0	0	1	0	0	0	27.2	-
02:00	7	0	0	3	3	0	0	0	0	0	0	1	30.4	-
02:15	5	0	0	0	3	0	0	0	1	0	1	0	23.9	-
02:30	11	0	0	5	6	0	0	0	0	0	0	0	27	36
02:45	5	0	0	1	3	0	0	0	0	0	1	0	27.7	-
03:00	4	0	0	3	1	0	0	0	0	0	0	0	28.4	-
03:15	4	0	0	1	3	0	0	0	0	0	0	0	28.7	-
03:30	5	0	0	3	2	0	0	0	0	0	0	0	29.2	-
03:45	6	0	0	3	3	0	0	0	0	0	0	0	30.9	-
04:00	13	0	1	8	4	0	0	0	0	0	0	0	29.4	36.3
04:15	9	0	0	4	4	1	0	0	0	0	0	0	30.5	-
04:30	16	0	0	8	7	1	0	0	0	0	0	0	27.5	30.9
04:45	17	0	0	9	6	1	0	0	0	0	0	1	28.4	32.5
05:00	36	0	0	15	20	1	0	0	0	0	0	0	30.9	34.2
05:15	43	0	0	21	19	2	0	0	0	0	1	0	29.8	33.6
05:30	44	0	1	20	23	0	0	0	0	0	0	0	30	34.3
05:45	48	1	1	19	24	2	0	0	0	0	0	1	30.2	33.6
06:00	50	0	1	25	19	4	0	0	0	0	1	0	29	32.6
06:15	54	0	0	28	23	2	1	0	0	0	0	0	28.6	32.8
06:30	58	0	1	30	22	3	0	0	1	0	0	1	29.5	33
06:45	74	1	2	43	24	2	0	0	1	0	1	0	28.3	32.3
07:00	73	2	1	41	25	3	0	0	1	0	0	0	25.7	30.5
07:15	106	0	2	63	34	6	0	0	0	0	1	0	27.2	31.9
07:30	125	0	1	73	42	6	1	1	0	0	1	0	25.7	30.8
07:45	103	0	0	64	34	5	0	0	0	0	0	0	25.9	30.1
08:00	131	0	0	92	35	2	1	0	0	0	0	1	25.9	30.7
08:15	143	0	0	97	44	1	1	0	0	0	0	0	26.7	30.5
08:30	156	0	1	114	33	4	2	0	0	0	1	1	25.6	30.1
08:45	117	0	0	66	46	4	0	0	0	0	1	0	25.9	30.5
09:00	115	0	0	79	29	7	0	0	0	0	0	0	27.1	30
09:15	96	0	0	61	30	4	0	0	0	0	1	0	25	30.3
09:30	116	0	2	69	40	4	0	0	0	0	0	1	26	30.8
09:45	95	0	0	53	33	4	0	0	1	0	2	2	25	30.7
10:00	112	0	2	66	36	7	0	0	0	0	1	0	25.8	30.1
10:15	103	0	0	60	35	5	1	0	1	0	0	1	28.5	32.2
10:30	102	0	0	67	32	3	0	0	0	0	0	0	27.5	31.1
10:45	81	2	0	47	29	3	0	0	0	0	0	0	27.5	30.4
11:00	113	0	2	65	38	5	0	0	1	0	1	1	24.5	29.4
11:15	118	0	0	84	30	4	0	0	0	0	0	0	26.8	29.6
11:30	106	1	0	61	38	5	0	0	0	0	0	1	26.2	30.3
11:45	94	0	0	49	36	5	1	0	1	0	1	1	26.8	30.1
12:00	128	0	2	72	48	3	0	0	0	0	3	0	26.4	30.6
12:15	108	0	0	67	35	5	0	0	0	0	0	1	26.4	30
12:30	125	0	0	83	35	6	0	0	1	0	0	0	26.8	31
12:45	110	0	0	63	35	10	1	0	0	0	0	1	26.6	30.9
13:00	124	0	0	78	39	5	1	0	0	0	1	0	25.6	29.9
13:15	114	1	0	75	36	1	0	0	0	0	1	0	27	30.4
13:30	122	0	0	82	36	3	0	0	0	0	0	1	27	30.1
13:45	145	0	0	96	41	5	1	0	1	0	1	0	25.4	29.9
14:00	116	0	0	74	39	2	0	0	1	0	0	0	26.8	31.4
14:15	116	0	0	77	32	7	0	0	0	0	0	0	25.6	30.6
14:30	143	1	0	92	45	4	0	0	0	0	1	0	27	31.6
14:45	128	0	0	78	44	5	1	0	0	0	0	0	26.6	30.3
15:00	148	0	0	94	45	8	0	0	1	0	0	0	26.9	31.3
15:15	151	0	0	86	53	7	1	1	2	0	0	1	26.3	30.7
15:30	139	0	0	91	46	2	0	0	0	0	0	0	26.6	30.7
15:45	158	0	1	108	42	7	0	0	0	0	0	0	26.5	30.9
16:00	147	0	1	98	43	3	0	1	1	0	0	0	27.1	31.1
16:15	114	0	0	72	41	0	0	1	0	0	0	0	27.1	30.9
16:30	123	0	1	79	40	3	0	0	0	0	0	0	27.4	30.2
16:45	137	0	1	93	39	4	0	0	0	0	0	0	28	30.7
17:00	152	0	2	106	40	2	1	0	0	0	1	0	26.9	30.2
17:15	130	0	0	91	35	3	0	0	0	0	1	0	25.9	30.4
17:30	139	0	1	85	51	2	0	0	0	0	0	0	27.7	31.4
17:45	134	1	1	90	41	1	0	0	0	0	0	0	26.9	31.2
18:00	144	0	1	108	33	2	0	0	0	0	0	0	27.7	30.9
18:15	100	0	1	65	33	1	0	0	0	0	0	0	29.2	32
18:30	114	0	0	72	40	1	0	0	0	0	1	0	28.3	31.1
18:45	105	0	0	71	33	1	0	0	0	0	0	0	28.6	31.7
19:00	93	0	1	57	34	1	0	0	0	0	0	0	27.3	32.7
19:15	90	0	0	54	33	3	0	0	0	0	0	0	29.4	33.9
19:30	86	0	0	44	39	3	0	0	0	0	0	0	29.3	32.4
19:45	86	0	1	57	27	0	0	0	0	0	0	1	28.5	31.9
20:00	69	0	1	46	20	1	0	0	0	0	1	0	28.3	31.8
20:15	58	0	0	41	17	0	0	0	0	0	0	0	29.9	32.1
20:30	72	2	1	41	24	4	0	0	0	0	0	0	30.3	33.3
20:45	45	0	2	33	8	2	0	0	0	0	0	0	30.5	34.4
21:00	51	0	1	30	17	2	0	0	0	0	1	0	30.1	34.4
21:15	28	0	0	13	14	1	0	0	0	0	0	0	29.4	34.1
21:30	33	0	0	21	11	1	0	0	0	0	0	0	30.5	34.2
21:45	42	0	0	25	15	1	0	0	0	0	0	1	29.6	33.8
22:00	36	0	1	25	9	1	0	0	0	0	0	0	28.5	31.7
22:15	31	0	0	18	11	2	0	0	0	0	0	0	30.4	35.2
22:30	27	0	0	16	10	0	0	0	0	0	1	0	28.5	32
22:45	26	0	0	15	10	0	0	0	0	0	1	0	29.7	33
23:00	20	0	0	12	8	0	0	0	0	0	0	0	29.7	34.1
23:15	21	0	2	8	10	0	0	0	0	0	0	1	30.7	36.3
23:30	18	0	0	6	11	1	0	0	0	0	0	0	31.3	36.2
23:45	15	0	0	9	5	1	0	0	0	0	0	0	28.8	31.9
07-19	5819	8	23	3717	1819	190	13	4	12	0	20	13	26.7	30.7
06-22	6808	11	34	4305	2166	220	14	4	14	0	24	16	27.0	31.1
06-00	7002	11	37	4414	2240	225	14	4	14	0	26	17	27.1	31.1
00-00	7327	12	41	4565	2385	236	14	4	16	0	31	23	27.2	31.3

Date	Friday	16/11/2018												
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	12	0	0	4	7	0	0	0	0	0	0	1	28.6	31.7
00:15	13	0	2	4	6	0	0	0	0	0	1	0	27.2	32.3
00:30	10	0	0	6	3	1	0	0	0	0	0	0	31.1	-
00:45	10	0	0	10	0	0	0	0	0	0	0	0	30.2	-
01:00	13	0	0	9	4	0	0	0	0	0	0	0	29.9	35.3
01:15	5	0	0	2	2	0	0	0	0	0	0	1	31.1	-
01:30	7	0	1	3	2	1	0	0	0	0	0	0	28.9	-
01:45	6	0	1	3	0	0	0	0	0	0	1	1	29	-
02:00	2	0	0	1	1	0	0	0	0	0	0	0	28.7	-
02:15	5	0	0	3	2	0	0	0	0	0	0	0	30.5	-
02:30	8	0	0	5	3	0	0	0	0	0	0	0	26.6	-
02:45	4	0	0	2	2	0	0	0	0	0	0	0	27.7	-
03:00	5	0	0	1	3	0	0	0	0	0	1	0	24.9	-
03:15	3	0	0	1	2	0	0	0	0	0	0	0	29.7	-
03:30	2	0	0	1	1	0	0	0	0	0	0	0	32.3	-
03:45	5	0	0	4	0	0	0	0	0	0	0	1	25.7	-
04:00	13	0	0	8	4	0	0	0	0	0	1	0	29.5	33
04:15	14	0	0	7	4	3	0	0	0	0	0	0	29.1	32.7
04:30	16	0	1	9	6	0	0	0	0	0	0	0	28.6	34.4
04:45	21	0	0	10	10	1	0	0	0	0	0	0	31	35.2
05:00	31	0	0	15	15	1	0	0	0	0	0	0	30.8	33.1
05:15	37	0	0	18	17	2	0	0	0	0	0	0	31	34.9
05:30	54	0	1	26	26	1	0	0	0	0	0	0	29.6	32.7
05:45	52	0	1	26	24	1	0	0	0	0	0	0	30.8	34.2
06:00	50	0	1	24	23	2	0	0	0	0	0	0	29	32.6
06:15	60	0	0	32	26	2	0	0	0	0	0	0	29.6	32.2
06:30	72	0	0	42	27	3	0	0	0	0	0	0	29.2	33.8
06:45	87	1	5	49	25	7	0	0	0	0	0	0	27.6	31.5
07:00	79	0	0	48	28	2	0	0	0	0	1	0	28.4	31.4
07:15	97	0	1	65	27	4	0	0	0	0	0	0	26.6	30.6
07:30	114	1	1	75	29	7	1	0	0	0	0	0	24.4	29.7
07:45	114	0	0	72	40	1	1	0	0	0	0	0	25.2	29.8
08:00	120	0	0	81	37	1	1	0	0	0	0	0	26.9	31.1
08:15	129	0	1	85	39	2	0	1	0	0	1	0	26	29
08:30	128	0	2	89	33	4	0	0	0	0	0	0	25.9	30.4
08:45	153	0	1	108	38	4	1	0	0	0	1	0	25.9	30.6
09:00	111	0	0	76	26	8	1	0	0	0	0	0	27.9	31.1
09:15	78	0	0	45	29	2	0	0	1	0	1	0	25.5	31.3
09:30	118	0	1	64	47	5	0	0	0	0	1	0	26.4	30.4
09:45	96	0	0	54	33	7	1	0	0	0	1	0	27.8	30.9
10:00	122	0	0	75	39	8	0	0	0	0	0	0	25.5	30.8
10:15	102	0	0	64	30	6	0	0	0	0	2	0	26.1	28.6
10:30	138	0	2	76	55	3	0	0	0	0	2	0	26.6	30.3
10:45	93	0	0	53	36	4	0	0	0	0	0	0	26.4	30.4
11:00	132	0	0	83	43	4	1	1	0	0	0	0	26.9	30.5
11:15	117	0	1	74	39	2	1	0	0	0	0	0	26.6	30.8
11:30	118	0	0	82	31	3	0	1	0	0	1	0	25.4	30.7
11:45	112	0	1	64	41	4	0	0	1	0	1	0	27.2	30.5
12:00	134	0	0	92	36	5	1	0	0	0	0	0	27.9	31.5
12:15	125	0	0	77	37	4	0	0	2	0	2	3	24.8	29.4
12:30	138	0	0	81	50	2	2	0	0	0	2	1	25.8	29.2
12:45	119	0	1	72	40	5	0	0	0	0	1	0	27	31
13:00	137	0	1	87	43	4	1	0	0	0	0	1	26.6	30.2
13:15	125	0	0	84	36	5	0	0	0	0	0	0	26.4	29.9
13:30	121	0	0	76	39	3	1	0	1	0	0	1	28.4	31.3
13:45	129	0	0	82	42	5	0	0	0	0	0	0	25.9	32
14:00	122	0	1	73	44	3	0	0	1	0	0	0	27.5	32
14:15	163	0	0	96	56	7	1	0	2	0	1	0	26.7	30.1
14:30	125	0	0	83	37	4	0	0	0	0	0	1	28	32.2
14:45	128	1	0	84	40	3	0	0	0	0	0	0	27	30.2
15:00	160	0	1	112	40	4	1	0	0	0	0	2	25.2	30.1
15:15	185	0	0	127	52	6	0	0	0	0	0	0	27.4	31.1
15:30	126	0	0	66	52	7	1	0	0	0	0	0	27.3	31.4
15:45	135	0	0	89	36	8	0	1	0	0	1	0	24.9	29.8
16:00	153	0	2	94	52	4	0	0	0	0	1	0	26.5	30.9
16:15	141	0	0	92	44	3	0	0	0	0	0	2	26.6	30.6
16:30	127	1	1	88	34	3	0	0	0	0	0	0	26.4	29.7
16:45	121	1	0	79	35	6	0	0	0	0	0	0	27.4	31
17:00	140	0	4	94	39	3	0	0	0	0	0	0	27.1	31.7
17:15	121	0	0	80	39	1	0	0	1	0	0	0	27.3	30
17:30	178	0	0	123	52	3	0	0	0	0	0	0	26.3	30.3
17:45	134	0	0	97	35	1	0	0	0	0	0	1	27.7	31.3
18:00	147	0	0	99	46	1	0	0	0	0	1	0	27.2	31.4
18:15	128	0	1	93	33	1	0	0	0	0	0	0	28.3	32
18:30	102	0	0	66	33	2	0	0	0	0	0	1	29	32.3
18:45	99	0	0	64	34	1	0	0	0	0	0	0	28.3	31.2
19:00	108	0	0	82	23	2	0	0	0	0	0	1	28.6	32.7
19:15	93	0	1	61	29	2	0	0	0	0	0	0	28.7	32
19:30	83	0	0	49	33	1	0	0	0	0	0	0	28.8	32.2
19:45	55	0	0	34	21	0	0	0	0	0	0	0	28.1	31.5
20:00	61	0	1	39	21	0	0	0	0	0	0	0	30.5	34.7
20:15	50	0	0	33	14	2	0	1	0	0	0	0	29.1	33.2
20:30	49	0	0	31	16	2	0	0	0	0	0	0	29.2	31
20:45	57	0	0	35	20	1	0	0	0	0	1	0	28.7	32.4
21:00	54	0	0	36	16	1	0	0	0	0	0	1	29	32.7
21:15	39	1	0	25	12	1	0	0	0	0	0	0	28.4	31.4
21:30	46	0	0	35	10	1	0	0	0	0	0	0	29.5	32.5
21:45	54	0	1	30	21	2	0	0	0	0	0	0	28.9	32.9
22:00	33	0	0	25	7	1	0	0	0	0	0	0	29	31.2
22:15	36	0	0	23	12	1	0	0	0	0	0	0	29.1	33.3
22:30	41	0	0	24	15	2	0	0	0	0	0	0	29.9	35
22:45	24	0	0	18	6	0	0	0	0	0	0	0	29.4	33.6
23:00	20	0	0	11	9	0	0	0	0	0	0	0	29.2	34.1
23:15	34	0	0	19	15	0	0	0	0	0	0	0	28.6	33.3
23:30	35	0	0	23	12	0	0	0	0	0	0	0	29.9	34.1
23:45	26	0	0	12	14	0	0	0	0	0	0	0	29.3	32.6
07-19	6034	4	23	3883	1876	185	16	4	9	0	21	13	26.7	30.7
06-22	7052	6	32	4520	2213	214	16	5	9	0	22	15	27.0	31.0
06-00	7301	6	32	4675	2303	218	16	5	9	0	22	15	27.1	31.1
00-00	7649	6	39	4853	2447	229	16	5	9	0	26	19	27.2	31.2

Date	Saturday	17/11/2018												
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	21	0	0	10	11	0	0	0	0	0	0	0	30.8	34.8
00:15	19	0	0	10	9	0	0	0	0	0	0	0	30.3	32.9
00:30	13	0	0	13	0	0	0	0	0	0	0	0	29.9	32.1
00:45	16	0	0	7	7	1	0	0	0	0	0	1	28.4	34.5
01:00	14	0	0	11	2	1	0	0	0	0	0	0	32.1	41.7
01:15	11	0	0	8	1	1	0	0	0	0	0	1	28.7	33
01:30	9	0	0	4	5	0	0	0	0	0	0	0	31.9	-
01:45	10	0	0	6	3	0	0	0	0	0	0	1	27.5	-
02:00	8	0	0	4	4	0	0	0	0	0	0	0	27.1	-
02:15	8	0	0	6	2	0	0	0	0	0	0	0	28.2	-
02:30	4	0	0	0	4	0	0	0	0	0	0	0	30.6	-
02:45	11	0	0	8	2	0	0	0	0	0	1	0	29.9	33.8
03:00	8	0	0	4	3	0	0	0	0	0	1	0	28.2	-
03:15	3	0	0	0	3	0	0	0	0	0	0	0	29.2	-
03:30	2	0	0	1	1	0	0	0	0	0	0	0	29.3	-
03:45	4	0	0	2	2	0	0	0	0	0	0	0	32	-
04:00	5	0	0	5	0	0	0	0	0	0	0	0	29.3	-
04:15	14	0	0	7	7	0	0	0	0	0	0	0	31.1	35.3
04:30	10	0	0	7	3	0	0	0	0	0	0	0	25.1	-
04:45	12	0	1	6	4	0	0	0	0	0	1	0	29.3	38.6
05:00	24	0	1	16	6	1	0	0	0	0	0	0	30.8	35.2
05:15	19	0	0	11	7	1	0	0	0	0	0	0	30	34.8
05:30	20	0	0	8	12	0	0	0	0	0	0	0	28.3	32.4
05:45	20	0	0	11	9	0	0	0	0	0	0	0	29.3	33.1
06:00	20	0	0	10	9	0	0	0	0	0	0	1	29.2	33.5
06:15	28	0	0	19	9	0	0	0	0	0	0	0	29.1	32.8
06:30	33	0	1	18	14	0	0	0	0	0	0	0	29.9	33.7
06:45	41	0	0	23	17	1	0	0	0	0	0	0	28.8	32.6
07:00	44	0	1	19	19	4	0	0	0	0	0	1	30.3	35
07:15	44	0	0	25	17	2	0	0	0	0	0	0	28.3	32.1
07:30	45	0	0	21	20	4	0	0	0	0	0	0	29.1	33.8
07:45	63	0	0	38	22	3	0	0	0	0	0	0	29.4	34
08:00	60	0	0	39	18	3	0	0	0	0	0	0	29	32.9
08:15	61	0	0	40	19	2	0	0	0	0	0	0	29.3	32.5
08:30	71	0	0	44	21	6	0	0	0	0	0	0	29.4	32.3
08:45	74	0	0	39	32	2	0	1	0	0	0	0	28.1	32.9
09:00	95	0	0	62	31	2	0	0	0	0	0	0	29.1	32
09:15	83	1	1	49	28	4	0	0	0	0	0	0	28.7	32.4
09:30	100	1	0	61	35	3	0	0	0	0	0	0	27.6	31.9
09:45	100	1	0	65	30	4	0	0	0	0	0	0	29	31.8
10:00	118	0	0	88	29	1	0	0	0	0	0	0	27.3	30.7
10:15	125	0	0	80	40	5	0	0	0	0	0	0	28.7	32.3
10:30	97	0	1	61	31	4	0	0	0	0	0	0	29.1	32
10:45	122	0	0	88	31	3	0	0	0	0	0	0	28.6	31.8
11:00	113	0	0	77	35	1	0	0	0	0	0	0	28.5	32.6
11:15	120	0	1	84	33	1	0	0	0	0	1	0	28	32.4
11:30	117	0	2	81	30	2	0	0	0	0	2	0	27.5	30.4
11:45	134	0	0	85	47	2	0	0	0	0	0	0	28	31.3
12:00	126	0	0	92	31	2	0	0	0	0	0	1	27.3	30
12:15	137	1	1	92	43	0	0	0	0	0	0	0	28.6	32.2
12:30	123	0	1	77	42	1	0	0	0	0	2	0	27.8	31
12:45	146	0	0	107	36	1	1	0	0	0	1	0	26.7	31.1
13:00	124	0	1	83	37	2	0	0	0	0	1	0	28.9	32.6
13:15	116	0	0	78	35	1	0	0	1	0	1	0	25.7	31.1
13:30	115	0	0	82	32	1	0	0	0	0	0	0	28.3	32
13:45	106	0	1	77	26	1	1	0	0	0	0	0	27.7	32
14:00	132	0	1	90	39	2	0	0	0	0	0	0	28.3	31.5
14:15	118	0	0	80	35	3	0	0	0	0	0	0	27.1	30.7
14:30	113	0	1	77	30	3	0	0	0	0	1	1	28.9	32.2
14:45	133	1	1	91	37	1	1	0	0	0	0	1	27.7	31.1
15:00	107	0	0	81	26	0	0	0	0	0	0	0	28.6	31.4
15:15	118	0	0	85	29	2	0	0	0	0	1	1	27.3	31
15:30	115	0	0	82	33	0	0	0	0	0	0	0	29.4	32
15:45	136	0	1	79	52	2	0	0	1	0	1	0	28.5	32.2
16:00	123	3	1	69	49	1	0	0	0	0	0	0	28.4	32.8
16:15	138	0	0	90	46	2	0	0	0	0	0	0	28.8	31.8
16:30	122	0	0	88	33	1	0	0	0	0	0	0	28.2	30.4
16:45	130	0	1	84	42	3	0	0	0	0	0	0	28.5	31.9
17:00	139	0	1	83	53	1	0	0	0	0	1	0	27.1	31.3
17:15	116	0	0	69	44	2	0	0	1	0	0	0	28.2	31.6
17:30	112	0	0	75	36	0	0	0	0	0	0	1	29	31.8
17:45	101	0	0	65	34	2	0	0	0	0	0	0	28.8	32.7
18:00	128	0	0	80	46	1	0	0	0	0	0	1	27.8	32.7
18:15	108	1	1	73	32	1	0	0	0	0	0	0	28.6	32.7
18:30	84	0	0	67	17	0	0	0	0	0	0	0	29.1	32.7
18:45	73	0	0	45	25	3	0	0	0	0	0	0	28.3	32.3
19:00	93	0	0	56	34	2	0	0	0	0	1	0	28.2	32.2
19:15	66	0	0	37	24	5	0	0	0	0	0	0	28.7	32.1
19:30	67	0	0	40	24	2	0	0	0	0	0	1	29	32.5
19:45	47	0	0	30	16	0	0	0	0	0	0	1	29.3	33.7
20:00	50	0	0	27	20	3	0	0	0	0	0	0	28.2	32.4
20:15	51	0	0	32	19	0	0	0	0	0	0	0	29.1	34.1
20:30	48	0	0	23	22	3	0	0	0	0	0	0	30.1	34.7
20:45	33	0	0	18	14	1	0	0	0	0	0	0	29.8	34.7
21:00	35	0	1	23	9	2	0	0	0	0	0	0	30.2	37.2
21:15	44	0	0	32	12	0	0	0	0	0	0	0	30	34.3
21:30	37	0	0	24	10	3	0	0	0	0	0	0	29.7	35.6
21:45	47	1	0	33	12	1	0	0	0	0	0	0	28.3	32
22:00	41	0	0	29	11	1	0	0	0	0	0	0	28.1	31.2
22:15	25	0	0	14	11	0	0	0	0	0	0	0	29.2	32.9
22:30	36	0	0	25	9	2	0	0	0	0	0	0	30.4	35
22:45	23	0	0	14	9	0	0	0	0	0	0	0	31.1	37.5
23:00	30	0	0	19	10	1	0	0	0	0	0	0	30.4	34.6
23:15	34	0	0	19	15	0	0	0	0	0	0	0	31.9	37.2
23:30	20	0	0	16	4	0	0	0	0	0	0	0	29.4	31.7
23:45	23	0	0	13	9	1	0	0	0	0	0	0	30.4	33.7
07-19	5125	9	18	3387	1588	97	3	1	3	0	12	7	28.2	31.8
06-22	5865	10	20	3832	1853	120	3	1	3	0	13	10	28.3	32.0
06-00	6097	10	20	3981	1931	125	3	1	3	0	13	10	28.4	32.0
00-00	6382	10	22	4146	2038	130	3	1	3	0	16	13	28.5	32.1

Date Sunday 18/11/2018

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	17	0	0	13	4	0	0	0	0	0	0	0	30.5	36
00:15	10	0	0	8	2	0	0	0	0	0	0	0	30.7	-
00:30	17	0	0	10	7	0	0	0	0	0	0	0	28.2	29.5
00:45	14	0	0	11	2	0	0	0	0	0	0	1	29.7	33.5
01:00	12	0	0	9	3	0	0	0	0	0	0	0	32.6	39.9
01:15	8	0	0	4	3	0	0	0	0	0	0	1	30.5	-
01:30	10	0	0	8	2	0	0	0	0	0	0	0	28.6	-
01:45	9	0	0	6	2	0	0	0	0	0	1	0	27.8	-
02:00	7	0	0	6	1	0	0	0	0	0	0	0	32.4	-
02:15	12	0	0	6	6	0	0	0	0	0	0	0	27.6	32.5
02:30	3	0	0	1	2	0	0	0	0	0	0	0	30.9	-
02:45	6	0	0	4	2	0	0	0	0	0	0	0	28.8	-
03:00	8	0	0	5	3	0	0	0	0	0	0	0	32.5	-
03:15	5	0	0	2	2	1	0	0	0	0	0	0	27.6	-
03:30	5	0	0	3	2	0	0	0	0	0	0	0	28.5	-
03:45	8	0	0	5	3	0	0	0	0	0	0	0	30.7	-
04:00	8	0	0	5	1	1	0	0	0	0	1	0	29.8	-
04:15	7	0	0	5	2	0	0	0	0	0	0	0	31.4	-
04:30	7	0	0	5	1	1	0	0	0	0	0	0	26.5	-
04:45	10	0	0	9	1	0	0	0	0	0	0	0	26.1	-
05:00	12	0	0	11	1	0	0	0	0	0	0	0	29.5	31.3
05:15	15	0	0	10	4	1	0	0	0	0	0	0	29.3	31.4
05:30	20	0	0	12	7	0	0	0	0	0	1	0	30.6	33.7
05:45	13	0	0	10	2	0	0	0	0	0	1	0	29.1	35.5
06:00	20	0	1	14	4	0	1	0	0	0	0	0	28.9	32.4
06:15	17	0	1	10	6	0	0	0	0	0	0	0	30.5	32.7
06:30	20	1	0	16	3	0	0	0	0	0	0	0	28	35.8
06:45	18	0	0	12	6	0	0	0	0	0	0	0	29.9	35.1
07:00	26	0	0	16	9	0	1	0	0	0	0	0	29.1	33
07:15	18	0	0	13	4	0	0	0	0	0	1	0	30.5	36.5
07:30	21	0	1	14	5	1	0	0	0	0	0	0	31.8	36.4
07:45	24	0	0	15	9	0	0	0	0	0	0	0	30.2	34.3
08:00	28	0	0	18	8	2	0	0	0	0	0	0	31.5	35
08:15	47	0	0	27	20	0	0	0	0	0	0	0	29	32.4
08:30	37	0	2	24	11	0	0	0	0	0	0	0	29.7	34
08:45	49	0	0	29	18	2	0	0	0	0	0	0	30.6	33.6
09:00	42	0	0	25	15	2	0	0	0	0	0	0	29	31.3
09:15	50	0	0	27	22	1	0	0	0	0	0	0	29.7	33.7
09:30	55	0	0	34	19	2	0	0	0	0	0	0	30.4	35.5
09:45	65	0	0	44	21	0	0	0	0	0	0	0	29.1	32.6
10:00	90	0	0	61	28	0	0	0	1	0	0	0	30.5	34.1
10:15	85	0	0	53	29	2	0	0	0	0	0	1	29.1	32.3
10:30	100	0	0	65	34	1	0	0	0	0	0	0	28.7	32.3
10:45	104	0	1	72	30	1	0	0	0	0	0	0	29.7	33
11:00	121	0	0	79	39	2	0	0	0	0	1	0	27.9	32.3
11:15	119	1	0	76	39	2	0	0	0	0	1	0	28.3	31.8
11:30	92	0	0	65	26	0	0	0	0	0	0	1	28.4	31.9
11:45	105	0	1	72	31	1	0	0	0	0	0	0	28.4	31.6
12:00	141	0	0	108	30	1	0	0	1	0	1	0	27.7	31.6
12:15	106	0	0	73	33	0	0	0	0	0	0	0	27.9	32.5
12:30	106	0	0	67	35	4	0	0	0	0	0	0	28.3	32.6
12:45	115	0	0	68	45	1	0	0	0	0	1	0	27.2	31.6
13:00	133	0	0	100	32	1	0	0	0	0	0	0	28.5	31.5
13:15	114	0	1	74	38	1	0	0	0	0	0	0	29.2	32.7
13:30	123	0	0	79	41	1	1	0	0	0	0	1	24.2	30.4
13:45	104	0	1	74	29	0	0	0	0	0	0	0	28.3	31.3
14:00	110	0	0	70	36	2	0	0	1	0	0	1	26.4	30.1
14:15	112	0	1	67	41	2	0	0	0	0	1	0	28.9	32.2
14:30	90	0	0	56	31	2	0	0	0	0	1	0	27.7	31.7
14:45	100	0	0	64	35	0	0	0	0	0	1	0	29.1	33.3
15:00	85	0	0	52	30	2	0	0	0	0	0	1	28.3	31.9
15:15	100	0	0	62	36	2	0	0	0	0	0	0	28	30.9
15:30	108	0	0	75	28	2	0	0	1	0	2	0	27.3	32.3
15:45	88	0	0	64	23	1	0	0	0	0	0	0	27.5	32
16:00	93	0	1	68	20	2	0	0	0	0	1	1	27.7	32.5
16:15	83	0	0	54	27	1	0	0	0	0	1	0	27.8	31.6
16:30	79	0	1	42	35	1	0	0	0	0	0	0	28.9	32.4
16:45	75	0	0	54	19	0	0	0	0	0	2	0	29.3	33.7
17:00	70	1	0	41	24	3	0	0	0	0	0	1	28	32.1
17:15	60	0	0	41	18	0	0	0	1	0	0	0	28.9	34
17:30	64	0	1	46	17	0	0	0	0	0	0	0	28.5	32.6
17:45	60	0	0	38	21	1	0	0	0	0	0	0	29.3	31.9
18:00	48	0	1	32	13	2	0	0	0	0	0	0	30.7	34.2
18:15	72	0	0	48	24	0	0	0	0	0	0	0	30.4	33.5
18:30	54	0	0	43	8	2	0	0	0	0	0	1	29.4	33.9
18:45	54	0	0	37	17	0	0	0	0	0	0	0	30.2	33.5
19:00	41	0	0	27	14	0	0	0	0	0	0	0	30.9	35.2
19:15	44	0	0	26	17	1	0	0	0	0	0	0	30.5	34.6
19:30	41	0	1	28	10	1	0	0	1	0	0	0	29.6	34
19:45	42	0	0	27	14	1	0	0	0	0	0	0	29.7	33.8
20:00	34	0	0	23	9	1	0	0	0	0	1	0	30.2	35.2
20:15	35	0	0	21	13	1	0	0	0	0	0	0	30.7	34.8
20:30	23	0	0	15	7	1	0	0	0	0	0	0	28.6	34.1
20:45	20	0	1	15	4	0	0	0	0	0	0	0	31.7	34.5
21:00	28	0	0	17	10	1	0	0	0	0	0	0	28.5	33.2
21:15	23	0	0	18	4	1	0	0	0	0	0	0	30.5	35.4
21:30	24	0	1	11	12	0	0	0	0	0	0	0	30.9	35.5
21:45	20	0	0	12	7	1	0	0	0	0	0	0	31.3	36.5
22:00	12	0	0	8	4	0	0	0	0	0	0	0	29.6	32.2
22:15	10	0	0	7	3	0	0	0	0	0	0	0	32.3	-
22:30	9	0	0	7	2	0	0	0	0	0	0	0	30	-
22:45	20	0	0	17	3	0	0	0	0	0	0	0	33.6	39.6
23:00	20	0	0	11	8	0	0	0	0	0	0	1	28.8	32.6
23:15	6	0	0	1	5	0	0	0	0	0	0	0	31.9	-
23:30	13	0	0	5	7	0	0	0	1	0	0	0	30.6	36.8
23:45	7	0	0	1	6	0	0	0	0	0	0	0	27.7	-
07-19	3825	2	12	2526	1203	53	2	0	5	0	14	8	28.5	32.4
06-22	4275	3	17	2818	1343	62	3	0	6	0	15	8	28.7	32.5
06-00	4372	3	17	2875	1381	62	3	0	7	0	15	9	28.7	32.6
00-00	4615	3	17	3043	1446	66	3	0	7	0	19	11	28.8	32.7

Date Monday 19/11/2018

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	8	0	0	7	1	0	0	0	0	0	0	0	31.2	-
00:15	15	0	1	12	2	0	0	0	0	0	0	0	31.1	34.5
00:30	11	0	0	8	3	0	0	0	0	0	0	0	31.3	36.8
00:45	7	0	0	7	0	0	0	0	0	0	0	0	28.6	-
01:00	8	0	0	6	1	0	0	0	0	0	1	0	28.4	-
01:15	6	0	0	4	1	0	0	1	0	0	0	0	25	-
01:30	4	0	0	3	1	0	0	0	0	0	0	0	30	-
01:45	3	0	0	3	0	0	0	0	0	0	0	0	29.2	-
02:00	4	0	0	3	1	0	0	0	0	0	0	0	36	-
02:15	4	0	0	1	3	0	0	0	0	0	0	0	27	-
02:30	4	0	0	1	3	0	0	0	0	0	0	0	27.5	-
02:45	3	0	0	2	1	0	0	0	0	0	0	0	35.6	-
03:00	6	0	0	1	2	2	0	0	0	0	1	0	25.6	-
03:15	3	0	0	1	1	0	0	0	0	0	1	0	24.2	-
03:30	4	0	0	0	4	0	0	0	0	0	0	0	30.8	-
03:45	6	0	0	3	3	0	0	0	0	0	0	0	27.3	-
04:00	6	0	0	5	1	0	0	0	0	0	0	0	32.9	-
04:15	9	0	0	4	5	0	0	0	0	0	0	0	30.7	-
04:30	11	0	1	8	2	0	0	0	0	0	0	0	29.7	33.3
04:45	17	0	0	8	9	0	0	0	0	0	0	0	29	32.4
05:00	30	0	0	13	13	4	0	0	0	0	0	0	30.2	34.1
05:15	41	0	0	20	20	1	0	0	0	0	0	0	29.7	33
05:30	51	0	0	29	22	0	0	0	0	0	0	0	30.5	35
05:45	52	0	2	25	23	2	0	0	0	0	0	0	29.7	33.4
06:00	50	0	1	24	22	2	0	0	0	0	1	0	30.1	33.6
06:15	60	0	1	31	24	2	0	0	1	0	0	1	28.9	33.8
06:30	56	1	0	38	14	3	0	0	0	0	0	0	29	33
06:45	85	0	3	53	23	6	0	0	0	0	0	0	27.5	31.7
07:00	77	1	0	49	23	4	0	0	0	0	0	0	26.6	30.7
07:15	88	0	3	45	36	4	0	0	0	0	0	0	26.7	31.2
07:30	81	0	0	51	24	5	0	0	0	0	0	1	25.7	30.7
07:45	82	0	0	51	29	2	0	0	0	0	0	0	23.9	28.2
08:00	135	0	1	95	35	3	0	1	0	0	0	0	25.7	30.2
08:15	136	0	0	100	33	2	0	0	0	0	1	0	24.3	29.4
08:30	146	0	1	97	42	3	1	0	0	0	2	0	25.5	30.3
08:45	140	0	0	101	36	2	0	0	1	0	0	0	25.7	30.3
09:00	104	0	0	67	33	2	0	0	0	0	2	0	25.9	29.2
09:15	95	0	1	64	20	10	0	0	0	0	0	0	25.5	29.9
09:30	103	0	0	56	39	5	1	0	1	0	0	1	26	30.6
09:45	90	0	0	50	31	6	1	0	0	0	2	0	28	32.5
10:00	113	0	0	66	41	4	1	0	0	0	1	0	24.9	29.4
10:15	99	0	0	63	30	6	0	0	0	0	0	0	26.7	30.6
10:30	100	0	1	61	34	4	0	0	0	0	0	0	27.1	31.4
10:45	93	0	1	62	27	3	0	0	0	0	0	0	27.5	31.4
11:00	118	0	1	71	42	4	0	0	0	0	0	0	26.3	30.7
11:15	106	0	1	71	29	3	0	0	0	0	2	0	25.8	29.8
11:30	121	0	1	81	30	7	0	0	0	0	2	0	27.4	31.4
11:45	98	1	0	60	28	8	0	0	0	1	0	0	27.3	31.4
12:00	152	0	1	103	36	10	0	1	1	0	0	0	25.5	29.4
12:15	134	0	0	85	41	5	1	0	0	0	1	1	24.7	29.6
12:30	128	0	0	80	42	5	0	0	0	0	1	0	25.2	30.3
12:45	127	0	0	75	48	4	0	0	0	0	0	0	24.6	30.4
13:00	129	0	0	83	38	6	1	0	0	0	1	0	25.4	30.1
13:15	117	0	0	67	43	6	0	0	1	0	0	0	26.5	30.3
13:30	134	0	0	86	46	2	0	0	0	0	0	0	26.9	31.3
13:45	111	0	0	73	35	1	1	0	0	0	1	0	26.3	29.9
14:00	108	0	0	67	37	1	0	0	0	0	2	1	27.2	31.3
14:15	115	0	0	72	39	3	0	0	0	0	0	1	28	31.4
14:30	120	0	0	78	38	3	0	0	0	0	1	0	27.4	30.9
14:45	143	0	1	90	46	6	0	0	0	0	0	0	26.6	30.8
15:00	172	1	1	109	58	2	1	0	0	0	0	0	27	30.5
15:15	144	0	1	106	33	3	0	1	0	0	0	0	26.3	29.8
15:30	146	0	1	96	46	3	0	0	0	0	0	0	25.3	30.5
15:45	143	0	0	93	44	5	0	0	0	0	1	0	27.1	31.9
16:00	173	0	0	107	60	4	1	0	1	0	0	0	26.2	29.8
16:15	138	0	0	80	52	5	0	1	0	0	0	0	26.3	30.7
16:30	139	0	1	87	48	1	0	0	1	0	0	1	26.8	29.8
16:45	137	0	2	71	57	4	0	0	1	0	1	1	26.5	30.4
17:00	149	1	0	100	45	1	1	0	0	0	1	0	24.1	29.1
17:15	140	0	1	102	35	2	0	0	0	0	0	0	26.7	29.4
17:30	142	0	0	89	49	4	0	0	0	0	0	0	26.3	29.8
17:45	147	0	0	92	53	2	0	0	0	0	0	0	27.4	30.9
18:00	132	0	0	94	37	0	0	0	0	1	0	0	27.9	30.9
18:15	109	0	0	74	30	3	1	0	0	0	1	0	27	31.6
18:30	134	0	2	89	41	2	0	0	0	0	0	0	26.8	29.9
18:45	82	0	0	62	19	1	0	0	0	0	0	0	29.1	32.6
19:00	86	0	0	59	24	2	0	0	0	0	0	1	28.8	32.8
19:15	77	0	0	53	23	1	0	0	0	0	0	0	29.6	32.8
19:30	88	0	0	55	32	1	0	0	0	0	0	0	28.6	32.2
19:45	66	0	0	44	21	0	0	0	0	0	1	0	29.4	32.1
20:00	75	0	0	51	21	3	0	0	0	0	0	0	28.8	33.2
20:15	54	0	0	36	18	0	0	0	0	0	0	0	28	30.1
20:30	44	0	1	25	16	2	0	0	0	0	0	0	30	34
20:45	36	0	0	23	12	1	0	0	0	0	0	0	28.5	30.9
21:00	36	0	0	24	11	1	0	0	0	0	0	0	28.4	32.7
21:15	31	0	0	19	11	1	0	0	0	0	0	0	28.7	32.5
21:30	32	0	0	23	8	1	0	0	0	0	0	0	27	30.6
21:45	26	0	0	20	5	1	0	0	0	0	0	0	27.5	32.3
22:00	44	0	0	28	15	1	0	0	0	0	0	0	28.8	32.8
22:15	18	0	0	13	5	0	0	0	0	0	0	0	30.6	34.9
22:30	26	0	1	13	10	2	0	0	0	0	0	0	27.2	32.3
22:45	22	0	0	14	7	0	0	0	0	0	0	1	30.2	33
23:00	15	0	0	8	6	0	0	0	0	0	1	0	32.4	38
23:15	16	0	1	11	4	0	0	0	0	0	0	0	32.7	38.9
23:30	13	0	1	8	3	1	0	0	0	0	0	0	29.5	36.5
23:45	9	0	0	4	3	1	0	0	0	0	0	1	28.3	-
07-19	5870	4	22	3771	1838	181	11	4	7	2	23	7	26.4	30.5
06-22	6772	5	28	4349	2123	208	11	4	8	2	25	9	26.8	30.8
06-00	6935	5	31	4448	2176	213	11	4	8	2	26	11	26.8	30.9
00-00	7248	5	35	4622	2298	222	11	5	8	2	29	11	26.9	31.0

Date Tuesday 20/11/2018

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	10	0	0	4	5	1	0	0	0	0	0	0	29.2	-
00:15	13	0	0	7	5	0	0	0	0	0	1	0	27.1	31.4
00:30	3	0	0	2	1	0	0	0	0	0	0	0	28.7	-
00:45	7	0	0	5	1	0	0	0	0	0	0	1	31.9	-
01:00	5	0	0	3	2	0	0	0	0	0	0	0	32.2	-
01:15	3	0	0	3	0	0	0	0	0	0	0	0	30.4	-
01:30	7	0	0	3	2	0	0	0	1	0	1	0	23.8	-
01:45	2	0	0	1	0	1	0	0	0	0	0	0	27.2	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	30.4	-
02:15	3	0	0	2	1	0	0	0	0	0	0	0	31.1	-
02:30	12	0	0	8	4	0	0	0	0	0	0	0	26.7	30
02:45	5	0	0	5	0	0	0	0	0	0	0	0	28.8	-
03:00	4	0	0	2	2	0	0	0	0	0	0	0	31.5	-
03:15	4	0	0	1	3	0	0	0	0	0	0	0	30	-
03:30	3	0	0	2	1	0	0	0	0	0	0	0	32.1	-
03:45	6	0	0	4	2	0	0	0	0	0	0	0	31.1	-
04:00	4	0	0	3	0	0	0	0	0	0	1	0	27.7	-
04:15	7	0	0	3	2	1	0	0	0	0	0	1	25.2	-
04:30	19	0	1	10	7	1	0	0	0	0	0	0	27.8	30.4
04:45	20	0	0	11	9	0	0	0	0	0	0	0	30.6	35.5
05:00	33	0	0	17	13	2	0	0	0	0	1	0	29.7	33.4
05:15	42	0	0	21	19	2	0	0	0	0	0	0	29.8	32.6
05:30	62	0	0	30	31	1	0	0	0	0	0	0	30.3	33.4
05:45	42	0	2	23	14	2	1	0	0	0	0	0	28.4	32.5
06:00	56	0	1	23	29	3	0	0	0	0	0	0	29.1	33
06:15	61	0	0	31	29	1	0	0	0	0	0	0	29.1	32.1
06:30	60	0	1	40	17	2	0	0	0	0	0	0	29.2	31.8
06:45	82	0	2	50	25	5	0	0	0	0	0	0	26.4	30.7
07:00	72	0	2	41	26	3	0	0	0	0	0	0	25.9	31.8
07:15	98	0	0	65	31	2	0	0	0	0	0	0	26.6	30.3
07:30	76	0	1	59	14	2	0	0	0	0	0	0	25.2	29.3
07:45	112	0	1	76	31	4	0	0	0	0	0	0	25.6	30
08:00	125	1	0	86	33	5	0	0	0	0	0	0	25.2	29.6
08:15	131	0	0	88	37	6	0	0	0	0	0	0	25	29.4
08:30	139	0	1	97	38	2	0	0	0	1	0	0	24.6	29.8
08:45	130	0	0	92	36	2	0	0	0	0	0	0	24.5	28.5
09:00	119	0	1	83	30	5	0	0	0	0	0	0	27	30.8
09:15	115	0	0	72	37	5	0	0	0	0	1	0	27.2	31
09:30	97	1	1	61	32	2	0	0	0	0	0	0	26	30.5
09:45	115	1	0	75	33	3	0	0	2	0	0	1	25.1	28.8
10:00	84	0	0	51	27	4	0	0	1	0	0	1	27.6	31.1
10:15	116	0	0	73	34	7	0	0	0	0	0	2	25.6	30.1
10:30	106	0	0	65	36	3	0	0	1	0	0	1	25.6	29.7
10:45	116	0	1	74	36	2	0	1	0	0	2	0	26.3	30.1
11:00	90	0	1	56	27	5	1	0	0	0	0	0	25.4	29.7
11:15	108	0	1	52	51	4	0	0	0	0	0	0	26.7	30.1
11:30	122	0	0	74	47	1	0	0	0	0	0	0	26.1	29.8
11:45	115	1	1	65	40	6	0	0	1	0	1	0	25.2	30.1
12:00	123	0	0	73	45	4	0	1	0	0	0	0	25.1	29.7
12:15	138	0	2	80	51	4	1	0	0	0	0	0	25.6	29.3
12:30	119	0	0	77	37	3	1	0	0	0	0	1	26.1	29.5
12:45	124	0	1	65	48	8	0	0	0	0	0	2	25.9	29.2
13:00	122	0	0	72	47	2	0	0	0	0	1	0	26.5	29.9
13:15	25	0	0	17	8	0	0	0	0	0	0	0	20.1	26.7
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	2837	4	14	1789	912	94	3	2	5	1	5	8	25.7	29.8
06-22	3096	4	18	1933	1012	105	3	2	5	1	5	8	25.9	30.1
06-00	3096	4	18	1933	1012	105	3	2	5	1	5	8	25.9	30.1
00-00	3413	4	21	2104	1136	116	4	2	6	1	9	10	26.2	30.5

Date Wednesday 21/11/2018

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 Thursday 22/11/2018

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	Friday	23/11/2018												
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 Saturday 24/11/2018

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 25/11/2018

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: 05/11/2018
Road Name: B262 Springhead Road
Flow from : Springhead Enterprise Park (S) to: A226 Thames Way (N)
Vehicle Classification: All Vehicles

Prepared by: Conor Lenehan
Checked by: Luke Martin

Hour Ending	Monday 05/11/2018	Tuesday 06/11/2018	Wednesday 07/11/2018	Thursday 08/11/2018	Friday 09/11/2018	Saturday 10/11/2018	Sunday 11/11/2018	Monday 12/11/2018	Tuesday 13/11/2018	Wednesday 14/11/2018	Thursday 15/11/2018	Friday 16/11/2018	Saturday 17/11/2018	Sunday 18/11/2018	Monday 19/11/2018	Tuesday 20/11/2018	Wednesday 21/11/2018	Thursday 22/11/2018	Friday 23/11/2018	Saturday 24/11/2018	Sunday 25/11/2018
01:00	*	39	58	50	60	91	88	33	44	49	75	65	96	86	33	52	*	*	*	*	*
02:00	*	30	29	32	35	62	70	22	29	21	44	34	67	58	20	32	*	*	*	*	*
03:00	*	31	26	26	36	34	46	17	22	27	30	34	35	34	14	19	*	*	*	*	*
04:00	*	44	43	36	26	28	29	40	29	30	33	44	32	48	35	43	*	*	*	*	*
05:00	*	88	90	86	73	58	49	59	81	91	85	83	52	49	77	85	*	*	*	*	*
06:00	*	152	197	188	204	103	60	198	203	208	189	204	105	63	182	202	*	*	*	*	*
07:00	*	358	359	337	360	169	82	393	339	394	350	374	166	103	375	470	*	*	*	*	*
08:00	*	667	588	658	627	242	121	645	658	696	677	703	238	124	670	727	*	*	*	*	*
09:00	*	863	784	844	848	398	145	863	825	867	862	850	380	161	851	809	*	*	*	*	*
10:00	*	713	820	721	733	547	320	752	711	836	724	731	514	324	759	826	*	*	*	*	*
11:00	*	596	654	629	608	647	560	612	531	580	599	650	658	509	602	593	*	*	*	*	*
12:00	*	611	640	585	600	664	590	605	579	574	623	639	700	624	698	661	*	*	*	*	*
13:00	*	619	625	661	706	746	635	622	567	617	616	670	747	698	668	599	*	*	*	*	*
14:00	*	649	617	627	666	740	696	634	582	620	636	680	749	691	679	*	*	*	*	*	*
15:00	*	639	632	647	630	737	645	638	682	647	647	669	733	619	660	*	*	*	*	*	*
16:00	*	727	736	751	768	638	477	659	654	766	747	779	624	515	816	*	*	*	*	*	*
17:00	*	738	772	740	817	597	376	727	783	737	832	802	611	416	758	*	*	*	*	*	*
18:00	*	828	747	778	805	554	354	779	847	747	806	756	565	374	837	*	*	*	*	*	*
19:00	515	641	667	666	712	396	291	630	618	665	662	597	489	299	668	*	*	*	*	*	*
20:00	403	434	467	423	439	342	221	461	457	434	445	486	336	255	430	*	*	*	*	*	*
21:00	285	288	290	314	307	281	217	260	287	287	316	322	266	179	256	*	*	*	*	*	*
22:00	215	196	216	235	245	203	156	188	220	262	239	223	196	138	202	*	*	*	*	*	*
23:00	154	171	151	179	182	191	88	143	152	167	197	198	155	106	170	*	*	*	*	*	*
00:00	79	75	93	102	123	142	65	65	72	88	84	160	133	70	75	*	*	*	*	*	*
Summary Data																					
0700-1900	515	8291	8282	8307	8520	6906	5210	8166	8037	8352	8431	8526	7008	5354	8666	4215	0	0	0	0	0
0600-2200	1418	9567	9614	9616	9871	7901	5886	9468	9340	9729	9781	9931	7972	6029	9929	4685	0	0	0	0	0
0600-0000	1651	9813	9858	9897	10176	8234	6039	9676	9564	9984	10062	10289	8260	6205	10174	4685	0	0	0	0	0
0000-0000	1651	10197	10301	10315	10610	8610	6381	10045	9972	10410	10518	10753	8647	6543	10535	5118	0	0	0	0	0
0700-1000	0	2243	2192	2223	2208	1187	586	2260	2194	2399	2263	2284	1132	609	2280	2362	0	0	0	0	0
1600-1900	515	2207	2186	2184	2334	1547	1021	2136	2248	2149	2300	2155	1665	1089	2263	0	0	0	0	0	0
Peak Hour Analysis																					
07:00-10:00	0	863	820	844	848	547	320	863	825	867	862	850	514	324	851	826	0	0	0	0	0
10:00-16:00	0	727	736	751	768	746	696	659	682	766	747	779	749	698	816	661	0	0	0	0	0
16:00-19:00	515	828	772	778	817	597	376	779	847	747	832	802	611	416	837	0	0	0	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: 05/11/2018
Road Name: B262 Springhead Road
Flow from : A226 Thames Way (N) to: Springhead Enterprise Park (S)
Vehicle Classification: All Vehicles

Prepared by: Conor Lenehan
Checked by: Luke Martin

Hour Ending	Monday 05/11/2018	Tuesday 06/11/2018	Wednesday 07/11/2018	Thursday 08/11/2018	Friday 09/11/2018	Saturday 10/11/2018	Sunday 11/11/2018	Monday 12/11/2018	Tuesday 13/11/2018	Wednesday 14/11/2018	Thursday 15/11/2018	Friday 16/11/2018	Saturday 17/11/2018	Sunday 18/11/2018	Monday 19/11/2018	Tuesday 20/11/2018	Wednesday 21/11/2018	Thursday 22/11/2018	Friday 23/11/2018	Saturday 24/11/2018	Sunday 25/11/2018
01:00	*	29	29	38	28	46	64	32	26	30	34	45	69	58	41	33	*	*	*	*	*
02:00	*	22	22	25	40	30	41	25	17	21	18	31	44	39	21	17	*	*	*	*	*
03:00	*	18	22	17	19	21	24	19	17	13	28	19	31	28	15	21	*	*	*	*	*
04:00	*	10	16	17	22	33	27	20	16	18	19	15	17	26	19	17	*	*	*	*	*
05:00	*	57	55	65	57	39	38	56	57	59	55	64	41	32	43	50	*	*	*	*	*
06:00	*	176	152	156	150	89	61	152	172	155	171	174	83	60	174	179	*	*	*	*	*
07:00	*	253	246	262	250	120	60	282	266	255	236	269	122	75	251	259	*	*	*	*	*
08:00	*	405	377	394	409	194	80	379	451	406	407	404	196	89	328	358	*	*	*	*	*
09:00	*	499	532	542	512	302	122	499	535	516	547	530	266	161	557	525	*	*	*	*	*
10:00	*	410	382	382	433	360	231	398	438	375	422	403	378	212	392	446	*	*	*	*	*
11:00	*	432	371	409	446	438	376	429	410	400	398	455	462	379	405	422	*	*	*	*	*
12:00	*	465	472	439	498	486	456	458	409	463	431	479	484	437	443	435	*	*	*	*	*
13:00	*	471	517	479	473	526	458	488	500	503	471	516	532	468	541	504	*	*	*	*	*
14:00	*	492	508	493	506	501	478	467	538	493	505	512	461	474	491	*	*	*	*	*	*
15:00	*	565	516	486	600	494	449	500	485	516	503	538	496	412	486	*	*	*	*	*	*
16:00	*	592	613	625	547	510	410	591	576	583	596	606	476	381	605	*	*	*	*	*	*
17:00	*	582	586	578	564	475	318	585	578	557	521	542	513	330	587	*	*	*	*	*	*
18:00	*	537	567	573	556	533	257	553	603	615	555	573	468	254	578	*	*	*	*	*	*
19:00	367	483	472	444	468	375	228	482	457	518	463	476	393	228	457	*	*	*	*	*	*
20:00	306	282	323	330	317	257	169	293	336	340	355	339	273	168	317	*	*	*	*	*	*
21:00	188	214	213	262	218	180	121	181	200	227	244	217	182	112	209	*	*	*	*	*	*
22:00	153	138	162	179	181	115	106	132	159	159	154	193	163	95	125	*	*	*	*	*	*
23:00	107	107	124	148	138	128	71	112	126	117	120	134	125	51	110	*	*	*	*	*	*
00:00	55	84	74	87	109	96	37	55	45	66	74	115	107	46	53	*	*	*	*	*	*
Summary Data																					
0700-1900	367	5933	5913	5844	6012	5194	3863	5829	5980	5945	5819	6034	5125	3825	5870	2690	0	0	0	0	0
0600-2200	1014	6820	6857	6877	6978	5866	4319	6717	6941	6926	6808	7052	5865	4275	6772	2949	0	0	0	0	0
0600-0000	1176	7011	7055	7112	7225	6090	4427	6884	7112	7109	7002	7301	6097	4372	6935	2949	0	0	0	0	0
0000-0000	1176	7323	7351	7430	7541	6348	4682	7188	7417	7405	7327	7649	6382	4615	7248	3266	0	0	0	0	0
0700-1000	0	1314	1291	1318	1354	856	433	1276	1424	1297	1376	1337	840	462	1277	1329	0	0	0	0	0
1600-1900	367	1602	1625	1595	1588	1383	803	1620	1638	1690	1539	1591	1374	812	1622	0	0	0	0	0	0
Peak Hour Analysis																					
07:00-10:00	0	499	532	542	512	360	231	499	535	516	547	530	378	212	557	525	0	0	0	0	0
10:00-16:00	0	592	613	625	600	526	478	591	576	583	596	606	532	474	605	504	0	0	0	0	0
16:00-19:00	367	582	586	578	564	533	318	585	603	615	555	573	513	330	587	0	0	0	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: 05/11/2018
Road Name: B262 Springhead Road

Prepared by: Conor Lenehan
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/11/2018	25.9	29.8
06/11/2018	23.9	28.4
07/11/2018	23.4	28.1
08/11/2018	23.7	28.5
09/11/2018	23.7	28.2
10/11/2018	25.4	29.1
11/11/2018	27.1	30.8
12/11/2018	23.4	28.0
13/11/2018	23.9	28.4
14/11/2018	23.7	28.4
15/11/2018	23.6	28.3
16/11/2018	23.5	28.0
17/11/2018	25.2	29.1
18/11/2018	26.0	29.7
19/11/2018	23.0	27.5
20/11/2018	22.0	27.1
21/11/2018	-	-
22/11/2018	-	-
23/11/2018	-	-
24/11/2018	-	-
25/11/2018	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/11/2018	28.5	32.6
06/11/2018	27.0	31.1
07/11/2018	26.7	30.8
08/11/2018	27.3	31.5
09/11/2018	26.8	31.0
10/11/2018	28.0	31.8
11/11/2018	29.1	33.0
12/11/2018	27.0	31.1
13/11/2018	26.9	31.1
14/11/2018	27.0	31.3
15/11/2018	27.2	31.3
16/11/2018	27.2	31.2
17/11/2018	28.5	32.1
18/11/2018	28.8	32.7
19/11/2018	26.9	31.0
20/11/2018	26.2	30.5
21/11/2018	-	-
22/11/2018	-	-
23/11/2018	-	-
24/11/2018	-	-
25/11/2018	-	-

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

Kent

Report Id	173/17
Site Name	Site 4A of 9
Description	B255, 195m south of A226 London Road.
Direction	Northbound

Saturday 15 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	143	39	40	40	24	0	0	132	0	9	0	0	0	1	0	1	0	0	0	0	0	0	0	4	35	41	33	14	5
0100 - 0200	111	48	21	26	16	0	0	103	2	4	0	0	0	0	2	0	0	0	0	0	0	0	0	7	38	22	18	9	7
0200 - 0300	58	11	19	12	16	0	0	54	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4	18	14	12	3	4
0300 - 0400	37	7	12	10	8	0	0	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	11	6	4	4
0400 - 0500	41	12	5	9	15	0	1	36	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	2	6	9	12	5	4
0500 - 0600	87	18	12	28	29	0	2	77	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	4	17	25	22	10	7
0600 - 0700	150	22	29	48	51	0	1	125	1	21	0	0	0	0	1	1	0	0	0	0	0	0	2	7	19	47	40	21	4
0700 - 0800	191	42	39	47	63	1	1	156	0	29	1	1	0	0	2	0	0	0	0	0	0	2	1	7	41	50	49	25	12
0800 - 0900	313	63	72	63	115	0	1	261	1	48	0	0	0	1	1	0	0	0	0	0	0	0	2	14	69	107	64	42	12
0900 - 1000	424	78	93	118	135	0	0	367	3	41	2	1	1	6	3	0	0	0	0	0	1	0	0	33	159	118	77	26	7
1000 - 1100	658	161	165	160	172	0	4	592	4	43	1	2	0	7	3	1	0	1	0	0	0	0	2	28	168	240	135	56	15
1100 - 1200	758	181	173	177	227	0	2	680	5	49	3	2	0	11	4	2	0	0	0	0	0	0	3	71	247	255	116	43	13
1200 - 1300	864	210	205	221	228	0	2	777	20	44	1	3	1	10	1	5	0	0	0	0	0	0	9	109	293	271	133	31	12
1300 - 1400	994	247	234	249	264	1	2	910	12	39	3	5	0	16	0	5	0	1	0	1	0	2	9	134	343	304	138	44	11
1400 - 1500	1001	235	267	243	256	1	7	918	17	35	5	1	0	12	1	3	0	1	0	1	0	1	34	133	306	318	130	51	17
1500 - 1600	1036	246	261	283	246	0	5	956	15	39	4	0	0	15	1	1	0	0	0	0	0	0	4	93	374	331	150	59	14
1600 - 1700	1080	278	274	261	267	1	5	992	13	44	2	1	0	18	1	3	0	0	0	1	0	0	14	148	390	325	150	38	10
1700 - 1800	1155	280	302	283	290	0	3	1073	14	31	4	3	3	18	2	1	1	2	0	0	0	0	50	219	372	306	142	47	14
1800 - 1900	971	255	277	215	224	0	1	905	10	33	5	1	0	14	0	2	0	0	0	0	2	2	14	118	334	302	126	46	15
1900 - 2000	852	215	212	224	201	0	5	794	6	30	2	1	1	8	3	1	0	1	0	0	0	1	1	65	274	276	153	53	13
2000 - 2100	730	185	176	178	191	0	5	681	6	20	5	1	0	9	0	2	0	1	0	0	0	0	13	107	263	210	79	38	15
2100 - 2200	708	245	180	147	136	0	2	671	10	18	2	1	0	3	0	1	0	0	0	1	0	0	11	88	257	188	116	28	11
2200 - 2300	432	136	112	99	85	0	1	410	0	19	1	0	0	0	1	0	0	0	0	0	0	0	1	27	105	147	83	36	17
2300 - 0000	269	83	81	56	49	0	0	247	0	18	0	0	0	2	1	1	0	0	0	0	0	0	3	10	63	86	56	23	9
0700 - 1900	9445	2276	2362	2320	2487	4	33	8587	114	475	31	20	5	128	19	23	1	5	0	3	3	7	142	1107	3096	2927	1410	508	152
0600 - 2200	11885	2943	2959	2917	3066	4	46	10858	137	564	40	23	6	148	23	28	1	7	0	4	3	8	169	1374	3909	3648	1798	648	195
0600 - 0000	12586	3162	3152	3072	3200	4	47	11515	137	601	41	23	6	150	25	29	1	7	0	4	3	8	173	1411	4077	3881	1937	707	221
0000 - 0000	13063	3297	3261	3197	3308	4	50	11952	139	628	42	23	6	151	28	32	1	7	0	4	3	8	173	1432	4200	4003	2040	752	252

Sunday 16 April 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme											Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	185	67	46	46	26	0	1	173	1	10	0	0	0	0	0	0	0	0	0	0	0	1	2	11	49	52	32	24	10
0100 - 0200	100	33	25	22	20	0	0	92	0	6	0	0	0	1	0	1	0	0	0	0	0	0	0	12	21	33	20	9	1
0200 - 0300	67	19	15	19	14	0	1	65	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	15	21	16	5	2
0300 - 0400	38	12	8	7	11	0	0	35	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	11	12	8	1
0400 - 0500	22	5	6	7	4	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	3	6	1	1
0500 - 0600	47	12	7	14	14	0	0	44	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	4	11	7	11	6	3
0600 - 0700	101	21	18	27	35	0	1	91	0	8	0	0	0	0	1	0	0	0	0	0	0	0	1	1	21	28	25	16	5
0700 - 0800	103	21	22	23	37	1	0	93	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	6	20	36	24	11	2
0800 - 0900	127	30	23	33	41	1	1	110	0	15	0	0	0	0	0	0	0	0	0	0	1	0	0	10	13	38	34	21	4
0900 - 1000	185	37	49	46	53	0	0	163	1	19	0	0	0	1	1	0	0	0	0	0	1	0	0	20	32	61	47	16	7
1000 - 1100	332	76	76	80	100	1	2	301	0	24	0	0	0	3	1	0	0	0	0	1	0	0	0	17	61	107	90	31	17
1100 - 1200	463	93	122	130	118	1	4	419	4	28	1	1	0	2	2	1	0	0	0	0	1	0	2	33	124	153	86	41	13
1200 - 1300	529	137	124	118	150	0	0	495	4	22	0	1	0	4	0	2	0	1	0	0	0	0	1	38	145	179	111	36	13
1300 - 1400	568	135	133	138	162	0	3	522	4	26	2	1	2	6	0	0	0	2	0	0	0	1	7	39	144	207	103	40	20
1400 - 1500	495	121	115	122	137	0	1	451	8	31	0	0	0	3	1	0	0	0	0	0	1	0	6	34	143	147	107	35	15
1500 - 1600	465	130	113	92	130	0	2	425	6	28	1	0	0	2	1	0	0	0	0	0	0	1	0	17	108	157	104	50	16
1600 - 1700	426	104	103	95	124	0	3	389	3	25	2	0	0	4	0	0	0	0	0	0	0	0	1	19	98	138	99	41	15
1700 - 1800	438	106	116	110	106	0	3	396	4	26	1	0	0	5	1	1	1	0	0	0	0	0	4	24	113	123	91	52	21
1800 - 1900	489	109	145	134	101	0	4	449	2	25	0	0	0	7	1	1	0	0	0	0	0	1	7	14	89	179	109	58	13
1900 - 2000	449	113	123	103	110	0	2	419	6	20	0	0	0	1	0	0	0	1	0	0	0	0	2	15	76	141	116	54	27
2000 - 2100	385	104	96	83	102	0	3	357	2	20	0	0	0	2	0	0	1	0	0	0	0	0	0	27	117	117	74	30	13
2100 - 2200	313	75	87	77	74	0	1	293	1	16	0	0	0	2	0	0	0	0	0	0	0	0	1	19	55	100	85	35	6
2200 - 2300	290	92	66	84	48	0	2	271	0	15	1	0	0	1	0	0	0	0	0	0	0	0	4	17	80	85	67	21	12
2300 - 0000	151	41	42	35	33	0	1	135	0	14	0	1	0	0	0	0	0	0	0	0	0	0	1	5	33	53	26	18	8
0700 - 1900	4620	1099	1141	1121	1259	4	23	4213	36	278	7	3	2	37	8	5	1	3	0	1	4	4	28	271	1090	1525	1005	432	156
0600 - 2200	5868	1412	1465	1411	1580	4	30	5373	45	342	7	3	2	42	9	5	2	4	0	1	4	4	32	333	1359	1911	1305	567	207
0600 - 0000	6309	1545	1573	1530	1661	4	33	5779	45	371	8	4	2	43	9	5	2	4	0	1	4	4	37	355	1472	2049	1398	606	227
0000 - 0000	6768	1693	1680	1645	1750	4	35	6210	46	393	8	4	2	44	10	6	2	4	0	1	4	6	39	390	1574	2176	1495	659	245

Monday 17 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	111	28	23	32	28	0	1	98	0	12	0	0	0	0	0	0	0	0	0	0	0	0	2	5	23	32	25	10	4
0100 - 0200	75	26	15	13	21	0	0	70	0	3	0	0	0	1	0	1	0	0	0	0	0	0	2	3	13	18	19	11	7
0200 - 0300	46	15	12	10	9	0	0	41	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	11	13	7	2
0300 - 0400	37	9	10	10	8	0	0	33	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	2	11	7	8	5	4
0400 - 0500	37	8	12	9	8	0	0	32	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	1	6	11	8	6	3
0500 - 0600	63	8	13	23	19	0	0	57	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	3	14	13	17	6	5
0600 - 0700	118	23	24	33	38	0	1	106	0	7	3	0	0	0	0	1	0	0	0	0	0	0	1	8	26	33	27	16	5
0700 - 0800	134	29	36	35	34	0	1	112	0	17	0	0	0	0	2	1	1	0	0	0	0	0	0	4	32	36	37	14	7
0800 - 0900	192	39	39	55	59	0	2	166	0	18	0	0	1	1	2	1	0	1	0	0	0	0	1	9	51	45	44	29	5
0900 - 1000	297	54	59	74	110	1	5	238	3	39	1	1	1	4	3	1	0	0	0	0	2	0	2	22	77	103	59	21	6
1000 - 1100	494	94	119	126	155	0	2	449	4	28	1	1	1	6	2	0	0	0	0	0	0	0	3	29	130	160	107	49	13
1100 - 1200	760	174	166	219	201	0	2	705	11	23	1	2	1	7	2	5	0	1	0	0	0	0	0	70	260	256	126	37	7
1200 - 1300	910	201	216	219	274	0	2	831	15	30	4	0	1	20	1	5	0	1	0	0	1	0	18	122	299	269	149	35	8
1300 - 1400	1090	271	262	259	298	0	3	996	17	34	3	1	0	20	2	7	1	6	0	0	0	2	30	191	371	303	132	36	14
1400 - 1500	1103	235	291	297	280	0	3	1036	15	30	3	0	0	13	1	1	0	1	0	0	1	11	31	179	373	296	144	48	16
1500 - 1600	1156	291	273	292	300	0	5	1076	16	33	1	0	0	17	1	4	1	2	0	0	0	5	26	186	388	311	169	46	12
1600 - 1700	1057	274	275	268	240	0	4	981	12	29	2	4	0	18	0	5	2	0	0	0	0	0	41	127	318	331	155	58	13
1700 - 1800	1023	271	259	233	260	0	3	940	14	30	3	4	2	18	1	8	0	0	0	0	0	0	21	98	299	343	175	59	16
1800 - 1900	815	244	200	208	163	0	2	758	8	25	3	3	1	11	1	2	1	0	0	0	0	1	3	51	203	261	179	75	30
1900 - 2000	747	206	202	150	189	0	7	686	9	31	1	0	0	6	2	2	0	3	0	0	0	0	5	70	225	226	130	60	20
2000 - 2100	527	166	137	111	113	0	2	487	6	27	0	0	0	2	2	1	0	0	0	0	0	0	3	34	125	196	98	47	14
2100 - 2200	511	167	145	114	85	0	2	477	0	19	1	2	0	6	3	1	0	0	0	0	0	0	2	39	142	163	85	42	26
2200 - 2300	268	84	64	61	59	0	0	249	0	17	0	0	0	2	0	0	0	0	0	0	0	1	0	10	68	89	49	29	9
2300 - 0000	111	36	44	22	9	0	3	92	0	15	0	0	0	0	1	0	0	0	0	0	0	0	1	8	21	25	23	22	5
0700 - 1900	9031	2177	2195	2285	2374	1	34	8288	115	336	22	16	8	135	18	40	6	12	0	0	4	19	176	1088	2801	2714	1476	507	147
0600 - 2200	10934	2739	2703	2693	2799	1	46	10044	130	420	27	18	8	149	25	45	6	15	0	0	4	19	187	1239	3319	3332	1816	672	212
0600 - 0000	11313	2859	2811	2776	2867	1	49	10385	130	452	27	18	8	151	26	45	6	15	0	0	4	20	188	1257	3408	3446	1888	723	226
0000 - 0000	11682	2953	2896	2873	2960	1	50	10716	130	480	29	20	8	152	28	47	6	15	0	0	4	20	192	1274	3481	3538	1978	768	251

Tuesday 18 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car	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	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	89	25	21	21	22	0	0	77	0	11	0	0	0	0	1	0	0	0	0	0	0	0	2	5	16	31	16	10	4
0100 - 0200	37	12	8	12	5	0	0	33	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	2	6	11	10	4	2
0200 - 0300	28	5	5	6	12	0	0	19	0	7	0	0	0	1	0	1	0	0	0	0	0	0	0	1	4	7	11	2	2
0300 - 0400	29	8	7	3	11	0	0	23	0	2	0	1	0	0	1	2	0	0	0	0	0	0	0	1	5	6	4	9	2
0400 - 0500	53	6	8	14	25	0	2	44	0	5	0	0	0	0	2	0	0	0	0	0	0	0	0	2	8	12	15	7	5
0500 - 0600	229	26	42	72	89	0	2	193	1	27	1	1	1	0	1	1	0	1	0	0	0	0	0	8	45	58	59	42	12
0600 - 0700	384	80	79	90	135	0	7	309	3	47	2	5	0	2	6	3	0	0	0	0	0	0	0	13	75	126	95	42	19
0700 - 0800	826	128	173	227	298	0	4	702	14	65	5	7	2	13	6	7	0	1	0	0	0	7	12	129	339	207	89	27	15
0800 - 0900	1147	283	305	281	278	0	2	1010	25	60	5	7	2	22	2	7	2	3	0	0	0	0	35	174	384	347	152	39	9
0900 - 1000	637	194	163	134	146	0	3	492	10	84	3	14	3	13	6	7	0	2	0	0	0	1	9	63	192	215	106	31	16
1000 - 1100	567	141	140	125	161	0	1	461	3	74	2	11	1	2	4	7	1	0	0	0	0	0	2	57	186	186	97	32	3
1100 - 1200	659	165	161	163	170	1	1	551	9	59	6	8	3	11	6	3	0	1	0	1	0	0	7	44	210	213	129	37	10
1200 - 1300	769	171	182	195	221	1	8	644	6	70	6	13	1	12	3	4	1	0	0	1	0	4	8	87	279	231	106	45	5
1300 - 1400	929	233	240	229	227	0	2	803	7	72	3	9	0	18	4	9	0	2	0	0	1	2	10	127	314	287	139	36	11
1400 - 1500	859	238	222	203	196	0	4	738	12	73	7	5	2	12	2	4	0	0	0	0	0	0	15	82	280	301	114	50	14
1500 - 1600	1017	247	244	248	278	0	1	852	17	90	4	11	2	26	2	9	0	3	0	0	0	1	17	115	417	313	102	33	14
1600 - 1700	954	258	237	252	207	0	6	827	17	64	7	3	0	21	0	7	1	1	0	0	0	1	25	121	350	276	127	40	9
1700 - 1800	1027	257	255	274	241	0	5	904	16	61	6	4	0	22	2	5	0	2	0	0	0	0	15	118	352	352	143	34	6
1800 - 1900	991	277	255	264	195	0	8	870	16	51	7	10	1	21	2	2	1	2	0	0	0	0	5	79	340	339	139	60	17
1900 - 2000	746	219	200	172	155	0	6	665	14	37	1	2	0	13	0	3	1	4	0	0	0	0	5	56	214	249	133	53	20
2000 - 2100	615	157	163	141	154	0	3	550	8	37	1	2	1	10	0	3	0	0	0	0	0	0	6	47	181	190	116	47	16
2100 - 2200	576	188	147	131	110	0	3	533	5	26	2	1	1	2	1	1	0	1	0	1	0	0	7	43	164	186	108	41	17
2200 - 2300	326	110	92	67	57	0	1	289	2	29	0	1	0	3	0	1	0	0	0	0	0	0	3	25	95	104	53	28	9
2300 - 0000	154	52	35	29	38	0	1	132	1	18	0	0	0	0	1	1	0	0	0	0	0	0	1	7	32	43	42	17	6
0700 - 1900	10382	2592	2577	2595	2618	2	45	8854	152	823	61	102	17	193	39	71	6	17	0	2	1	16	160	1196	3643	3267	1443	464	129
0600 - 2200	12703	3236	3166	3129	3172	2	64	10911	182	970	67	112	19	220	46	81	7	22	0	3	1	16	178	1355	4277	4018	1895	647	201
0600 - 0000	13183	3398	3293	3225	3267	2	66	11332	185	1017	67	113	19	223	47	83	7	22	0	3	1	16	182	1387	4404	4165	1990	692	216
0000 - 0000	13648	3480	3384	3353	3431	2	70	11721	186	1072	68	115	20	224	52	88	7	23	0	3	1	16	184	1406	4488	4290	2105	766	243

Wednesday 19 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	86	24	17	27	18	0	1	67	0	15	0	0	0	0	1	2	0	0	0	0	0	0	6	24	21	25	4	3
0100 - 0200	42	21	8	12	1	0	0	35	0	6	1	0	0	0	0	0	0	0	0	0	0	1	2	12	9	7	1	5
0200 - 0300	27	3	7	8	9	0	0	20	0	3	0	1	0	0	0	3	0	0	0	0	0	0	1	4	6	10	5	1
0300 - 0400	35	7	13	6	9	0	1	26	0	4	1	1	0	1	0	1	0	0	0	0	0	0	1	2	9	6	7	6	3
0400 - 0500	62	11	9	12	30	0	1	43	0	9	0	0	0	1	4	4	0	0	0	0	0	0	0	4	9	20	12	10	3
0500 - 0600	259	31	57	73	98	0	5	223	1	25	0	0	0	0	3	2	0	0	0	0	0	0	1	11	45	60	60	42	27
0600 - 0700	385	84	79	111	111	0	5	317	4	49	2	1	0	1	2	2	1	1	0	0	1	0	1	11	68	107	94	60	21
0700 - 0800	846	173	156	228	289	1	6	709	12	66	8	5	0	22	2	10	0	5	0	1	0	0	18	105	305	246	117	31	14
0800 - 0900	1127	291	310	294	232	0	5	983	19	68	6	8	2	23	3	4	0	6	0	0	0	2	44	164	399	319	146	41	9
0900 - 1000	660	198	161	145	156	0	3	535	10	70	12	11	4	10	2	3	0	0	0	0	0	1	3	44	160	244	128	56	19
1000 - 1100	532	128	135	134	135	0	0	422	4	70	2	10	2	10	9	2	1	0	0	0	0	2	10	31	123	190	115	48	11
1100 - 1200	657	165	154	163	175	0	1	544	10	68	4	7	0	4	9	5	0	5	0	0	0	0	3	69	219	231	89	38	7
1200 - 1300	761	168	180	210	203	1	3	633	10	78	5	11	1	10	6	1	0	2	0	0	1	0	2	79	244	262	121	40	10
1300 - 1400	937	218	236	236	247	0	3	780	16	86	3	15	1	15	7	9	0	2	0	0	0	1	3	113	307	288	158	45	17
1400 - 1500	889	213	231	225	220	0	4	751	11	75	6	13	1	17	1	7	1	2	0	0	0	1	6	84	247	313	161	52	14
1500 - 1600	1012	221	257	272	262	1	6	853	20	82	8	10	0	19	4	7	0	2	0	1	0	5	14	115	330	347	148	40	8
1600 - 1700	921	222	221	245	233	0	2	813	13	65	2	3	0	15	0	5	0	3	0	0	0	0	14	96	291	300	144	54	15
1700 - 1800	1068	283	283	267	235	0	10	936	18	57	7	4	5	20	4	3	2	2	0	0	0	1	9	128	345	339	152	67	17
1800 - 1900	1049	278	262	254	255	0	17	919	19	55	6	4	0	19	1	6	0	3	0	0	0	0	9	79	333	363	159	69	26
1900 - 2000	737	184	181	181	191	0	6	663	8	41	4	1	0	10	1	2	0	1	0	0	0	0	2	40	171	282	156	48	28
2000 - 2100	696	189	176	172	159	0	4	621	8	45	2	2	1	8	0	4	1	0	0	0	0	0	13	46	208	241	124	43	12
2100 - 2200	712	209	193	169	141	0	5	657	5	32	0	1	0	9	0	2	0	1	0	0	0	0	4	68	239	225	120	33	13
2200 - 2300	332	96	99	84	53	0	2	301	2	19	1	0	1	3	0	2	1	0	0	0	0	0	4	16	83	117	67	28	9
2300 - 0000	181	49	55	50	27	0	3	153	1	19	2	0	0	2	1	0	0	0	0	0	0	1	4	9	43	49	32	18	10
0700 - 1900	10459	2558	2586	2673	2642	3	60	8878	162	840	69	101	16	184	48	62	4	32	0	2	1	13	135	1107	3303	3442	1638	581	167
0600 - 2200	12989	3224	3215	3306	3244	3	80	11136	187	1007	77	106	17	212	51	72	6	35	0	2	2	13	155	1272	3989	4297	2132	765	241
0600 - 0000	13502	3369	3369	3440	3324	3	85	11590	190	1045	80	106	18	217	52	74	7	35	0	2	2	14	163	1297	4115	4463	2231	811	260
0000 - 0000	14013	3466	3480	3578	3489	3	93	12004	191	1107	82	108	18	219	60	86	7	35	0	2	2	14	166	1323	4218	4585	2352	879	302

Thursday 20 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	104	32	31	21	20	0	0	86	0	12	0	1	0	1	2	2	0	0	0	0	0	0	2	4	23	40	17	13	4
0100 - 0200	56	19	13	14	10	0	0	47	0	5	1	0	0	0	0	3	0	0	0	0	0	0	0	4	9	19	11	9	1
0200 - 0300	29	4	10	6	9	0	1	20	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	9	9	4	1
0300 - 0400	35	10	7	7	11	0	0	25	0	3	0	3	0	1	1	2	0	0	0	0	0	0	0	1	1	8	7	11	3
0400 - 0500	54	8	7	13	26	0	0	46	1	5	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	16	16	9	7
0500 - 0600	258	36	48	67	107	1	4	220	3	25	1	1	0	1	0	2	0	0	0	0	1	0	0	2	33	81	59	40	26
0600 - 0700	403	82	84	97	140	0	6	334	1	45	1	5	0	4	3	4	0	0	0	0	1	0	2	22	70	110	93	61	28
0700 - 0800	789	128	173	222	266	0	6	656	15	61	4	5	1	26	4	9	0	2	0	0	0	0	8	126	262	249	98	34	9
0800 - 0900	1130	294	283	288	265	1	3	985	19	69	12	7	1	18	3	12	0	0	0	0	1	6	22	131	319	347	219	52	23
0900 - 1000	630	191	150	146	143	0	1	497	5	85	6	13	3	5	5	6	1	3	0	0	0	1	11	34	184	206	119	51	17
1000 - 1100	554	138	132	127	157	0	2	452	4	67	2	11	0	5	5	6	0	0	0	0	0	0	3	53	128	201	106	39	14
1100 - 1200	607	139	148	153	167	0	2	493	5	69	3	9	2	15	3	5	0	1	0	0	0	0	2	35	181	215	117	42	9
1200 - 1300	794	191	209	187	207	1	1	685	9	60	5	12	1	11	2	6	0	1	0	1	0	0	6	65	226	266	139	69	17
1300 - 1400	900	231	226	216	227	0	1	783	13	64	6	9	2	9	3	7	1	2	0	0	0	0	7	79	300	289	159	45	17
1400 - 1500	846	217	230	209	190	0	1	712	11	76	2	8	2	15	7	8	1	3	0	0	0	1	6	107	286	260	124	42	13
1500 - 1600	926	192	219	239	276	0	2	785	13	82	4	5	0	12	10	7	2	4	0	0	0	0	16	128	331	274	121	41	11
1600 - 1700	1065	275	311	227	252	0	9	903	22	60	8	9	3	25	6	15	1	4	0	2	2	5	34	232	346	282	114	38	6
1700 - 1800	1024	275	246	275	228	0	7	863	24	75	5	3	4	22	6	8	1	6	0	0	0	1	27	160	347	296	141	35	12
1800 - 1900	1011	238	299	270	204	1	9	898	12	55	4	3	4	18	1	4	0	2	0	0	1	0	26	127	351	311	123	47	14
1900 - 2000	775	193	190	222	170	0	5	710	3	38	2	7	0	6	0	3	1	0	0	0	0	1	4	50	222	228	175	60	19
2000 - 2100	696	178	165	176	177	0	3	638	5	35	4	1	0	10	0	0	0	0	0	0	0	0	0	64	255	197	117	47	10
2100 - 2200	672	197	187	164	124	0	4	615	3	31	2	2	1	12	1	1	0	0	0	0	0	0	2	54	196	208	131	50	18
2200 - 2300	337	121	80	69	67	0	3	307	1	18	2	0	0	3	1	2	0	0	0	0	0	0	9	24	65	119	68	35	7
2300 - 0000	164	53	39	38	34	0	0	139	0	25	0	0	0	0	0	0	0	0	0	0	1	0	0	12	40	47	35	20	4
0700 - 1900	10276	2509	2626	2559	2582	3	44	8712	152	823	61	94	23	181	55	93	7	28	0	3	4	14	168	1277	3261	3196	1580	535	162
0600 - 2200	12822	3159	3252	3218	3193	3	62	11009	164	972	70	109	24	213	59	101	8	28	0	3	5	15	176	1467	4004	3939	2096	753	237
0600 - 0000	13323	3333	3371	3325	3294	3	65	11455	165	1015	72	109	24	216	60	103	8	28	0	3	6	15	185	1503	4109	4105	2199	808	248
0000 - 0000	13859	3442	3487	3453	3477	4	70	11899	169	1071	74	114	24	221	65	112	8	28	0	3	7	15	187	1515	4183	4278	2318	894	290

Friday 21 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	105	35	26	27	17	0	2	88	0	12	0	1	0	0	2	0	0	0	0	0	0	0	0	5	22	32	17	15	7
0100 - 0200	59	15	19	9	16	0	0	51	0	4	0	0	0	1	1	2	0	0	0	0	0	0	0	1	8	24	16	4	3
0200 - 0300	30	10	4	6	10	0	0	22	0	3	0	1	0	0	3	1	0	0	0	0	0	0	0	0	9	7	2	4	2
0300 - 0400	40	8	10	9	13	0	1	28	0	8	0	0	0	0	0	3	0	0	0	0	0	0	0	1	7	14	7	7	4
0400 - 0500	70	10	12	23	25	0	3	55	0	10	1	0	0	0	0	1	0	0	0	0	0	0	0	1	10	11	20	16	8
0500 - 0600	258	46	36	78	98	0	4	219	1	24	0	2	0	2	2	3	0	1	0	0	0	0	1	4	33	59	53	58	28
0600 - 0700	424	73	95	124	132	0	9	331	5	57	2	7	0	4	3	4	0	2	0	0	0	0	2	17	62	135	111	65	16
0700 - 0800	788	161	160	227	240	0	5	658	12	67	3	5	2	23	3	8	1	1	0	0	0	9	27	93	294	204	111	33	11
0800 - 0900	1058	257	286	257	258	0	6	926	11	64	7	10	1	20	5	3	2	3	0	0	0	0	23	142	335	322	162	58	11
0900 - 1000	689	194	151	171	173	0	0	566	6	72	3	15	1	14	6	5	0	1	0	0	0	0	8	66	215	239	102	37	18
1000 - 1100	598	139	143	156	160	0	2	479	10	70	6	9	1	7	2	9	1	2	0	0	0	0	8	67	191	185	101	33	9
1100 - 1200	756	171	199	209	177	0	4	602	12	86	7	12	2	10	7	9	2	3	0	0	0	0	5	90	281	231	95	34	12
1200 - 1300	880	196	203	216	265	1	3	712	14	90	11	12	1	14	8	8	2	4	0	0	1	0	22	158	298	251	101	28	17
1300 - 1400	1048	265	234	281	268	0	8	875	17	80	7	10	2	19	11	16	0	3	0	0	1	1	40	165	375	296	102	50	12
1400 - 1500	1089	279	296	260	254	1	3	897	9	96	8	24	3	27	9	8	1	3	0	0	0	2	30	164	346	321	160	43	17
1500 - 1600	1044	244	275	271	254	0	3	859	15	97	9	11	6	26	10	7	0	1	0	0	0	12	46	170	367	303	100	31	11
1600 - 1700	1090	272	260	276	282	0	7	918	23	82	9	4	0	23	5	11	1	7	0	0	0	4	40	185	417	296	112	23	8
1700 - 1800	1125	283	272	307	263	1	6	977	16	70	5	4	0	30	6	8	0	2	0	0	0	7	40	171	380	327	151	34	10
1800 - 1900	1086	287	306	250	243	0	9	967	16	54	6	3	0	21	1	5	0	4	0	0	0	0	9	114	399	331	143	54	18
1900 - 2000	867	245	179	235	208	1	5	788	7	39	3	2	0	13	5	3	0	1	0	0	0	0	6	96	290	288	128	37	14
2000 - 2100	779	197	203	187	192	0	7	721	7	34	2	1	1	5	1	0	0	0	0	0	0	1	5	71	220	268	112	63	19
2100 - 2200	747	216	234	171	126	0	1	696	7	25	1	4	0	10	1	2	0	0	0	0	1	0	1	60	237	263	123	40	12
2200 - 2300	475	133	137	117	88	0	0	447	3	20	0	0	0	5	0	0	0	0	0	0	0	1	6	28	127	148	97	30	17
2300 - 0000	275	86	82	49	58	0	3	240	2	27	1	0	0	0	0	1	0	1	0	0	0	0	0	18	76	85	56	20	9
0700 - 1900	11251	2748	2785	2881	2837	3	56	9436	161	928	81	119	19	234	73	97	10	34	0	0	2	35	298	1585	3898	3306	1440	458	154
0600 - 2200	14068	3479	3496	3598	3495	4	78	11972	187	1083	89	133	20	266	83	106	10	37	0	0	3	36	312	1829	4707	4260	1914	663	215
0600 - 0000	14818	3698	3715	3764	3641	4	81	12659	192	1130	90	133	20	271	83	107	10	38	0	0	3	37	318	1875	4910	4493	2067	713	241
0000 - 0000	15380	3822	3822	3916	3820	4	91	13122	193	1191	91	137	20	274	91	117	10	39	0	0	3	37	319	1887	4999	4640	2182	817	293

Saturday 22 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	172	48	55	38	31	0	0	158	1	11	1	1	0	0	0	0	0	0	0	0	0	0	0	4	32	58	37	26	3
0100 - 0200	108	42	20	23	23	0	1	99	0	4	0	1	0	1	1	1	0	0	0	0	0	0	0	6	26	24	21	10	9
0200 - 0300	51	19	13	8	11	0	1	48	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	8	13	14	4	5	5
0300 - 0400	41	10	11	10	10	0	1	37	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	2	8	13	5	6	3
0400 - 0500	41	11	11	9	10	0	1	32	1	5	0	0	0	0	1	1	0	0	0	0	0	0	1	0	11	8	9	7	3
0500 - 0600	146	22	19	48	57	0	1	127	0	16	0	1	0	0	0	1	0	0	0	0	0	0	1	3	29	45	27	23	9
0600 - 0700	155	30	28	40	57	0	2	130	0	20	1	0	0	0	1	1	0	0	0	0	1	0	0	6	25	51	33	19	11
0700 - 0800	234	46	58	56	74	0	0	196	1	27	1	4	0	1	2	1	1	0	0	0	0	0	1	19	59	68	44	27	6
0800 - 0900	346	89	74	78	105	0	0	289	1	47	2	2	0	4	0	1	0	0	0	0	0	0	3	26	78	120	68	38	9
0900 - 1000	481	104	120	131	126	0	1	428	3	36	1	1	0	6	2	2	0	1	0	0	0	0	3	24	141	169	93	32	16
1000 - 1100	603	128	128	161	186	0	1	527	4	55	1	4	0	6	1	3	0	1	0	0	0	0	10	66	193	186	94	34	16
1100 - 1200	795	181	192	201	221	0	1	721	7	48	5	4	0	3	1	3	0	2	0	0	0	0	9	68	278	242	139	39	14
1200 - 1300	887	208	201	230	248	0	0	809	11	37	7	2	2	11	3	2	0	3	0	0	0	2	13	175	323	239	92	27	9
1300 - 1400	1032	244	283	249	256	0	3	953	14	38	1	2	1	13	1	4	0	2	0	0	0	1	21	141	351	324	139	42	9
1400 - 1500	1050	242	259	282	267	0	4	963	17	46	5	0	1	10	1	1	0	2	0	0	0	3	46	177	322	306	141	28	19
1500 - 1600	1118	268	283	264	303	0	1	1038	20	30	3	0	1	16	3	5	0	1	0	0	1	5	36	163	381	315	155	43	13
1600 - 1700	1176	277	290	306	303	0	7	1062	23	40	5	5	1	26	2	5	0	0	0	0	0	2	13	144	407	355	171	56	18
1700 - 1800	1177	296	310	316	255	0	0	1087	23	36	3	0	1	18	0	7	1	1	0	0	0	7	34	185	397	327	152	51	14
1800 - 1900	986	266	264	207	249	0	4	903	9	33	5	1	0	26	2	1	0	2	0	0	0	0	8	123	346	292	139	45	21
1900 - 2000	851	230	212	221	188	0	2	779	10	29	4	1	0	19	0	4	2	1	0	0	0	3	12	82	293	250	147	38	17
2000 - 2100	782	192	178	198	214	0	2	734	10	23	2	3	1	5	1	1	0	0	0	0	0	1	28	101	274	222	90	40	13
2100 - 2200	774	250	214	155	155	0	3	730	6	20	2	1	0	7	2	3	0	0	0	0	0	2	25	97	237	261	89	41	11
2200 - 2300	434	109	118	119	88	0	3	405	2	20	0	0	0	4	0	0	0	0	0	0	0	0	1	24	98	140	95	37	20
2300 - 0000	283	86	86	67	44	0	5	256	0	18	1	0	0	2	1	0	0	0	0	0	0	0	2	15	65	82	71	24	12
0700 - 1900	9885	2349	2462	2481	2593	0	22	8976	133	473	39	25	7	140	18	35	2	15	0	0	1	20	197	1311	3276	2943	1427	462	164
0600 - 2200	12447	3051	3094	3095	3207	0	31	11349	159	565	48	30	8	171	22	44	4	16	0	0	2	26	262	1597	4105	3727	1786	600	216
0600 - 0000	13164	3246	3298	3281	3339	0	39	12010	161	603	49	30	8	177	23	44	4	16	0	0	2	26	265	1636	4268	3949	1952	661	248
0000 - 0000	13723	3398	3427	3417	3481	0	44	12511	163	640	51	33	8	179	25	49	4	16	0	0	3	26	267	1659	4387	4111	2055	738	280

Sunday 23 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	213	62	60	41	50	0	3	193	0	15	0	0	0	1	0	1	0	0	0	0	0	0	0	13	51	67	39	20	14
0100 - 0200	121	36	36	19	30	0	1	112	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	6	23	24	29	17	5
0200 - 0300	59	19	12	12	16	0	1	56	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	11	18	19	7	0
0300 - 0400	36	7	12	7	10	0	0	34	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	13	9	3	3
0400 - 0500	51	13	13	11	14	0	2	46	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	12	14	10	0
0500 - 0600	68	12	14	21	21	0	0	65	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8	17	23	11	4
0600 - 0700	102	16	21	35	30	0	0	92	0	7	1	0	0	2	0	0	0	0	0	0	0	0	1	5	24	26	25	11	6
0700 - 0800	120	32	29	22	37	1	1	104	0	10	1	0	0	2	1	0	0	0	0	0	0	2	0	3	24	42	31	11	6
0800 - 0900	157	33	39	37	48	0	0	141	0	14	0	0	0	2	0	0	0	0	0	0	0	0	0	6	31	45	39	20	10
0900 - 1000	288	54	62	71	101	0	0	259	0	24	0	1	0	4	0	0	0	0	0	0	0	1	0	20	72	85	70	28	8
1000 - 1100	410	95	108	95	112	0	2	369	4	28	0	1	1	2	3	0	0	0	0	0	0	0	0	16	113	123	100	42	8
1100 - 1200	604	126	159	154	165	0	5	547	2	34	3	2	1	9	0	1	0	0	0	0	1	0	5	33	147	210	122	63	16
1200 - 1300	1043	185	233	295	330	0	3	956	23	32	4	2	0	17	2	2	0	2	0	0	0	0	19	178	390	271	125	37	11
1300 - 1400	1371	350	349	367	305	0	4	1255	32	33	8	4	0	26	2	5	0	2	0	0	1	34	91	301	509	314	91	25	3
1400 - 1500	972	257	241	234	240	0	3	898	16	31	5	3	1	13	0	2	0	0	0	0	0	0	7	140	263	319	156	61	15
1500 - 1600	968	245	259	230	234	0	3	912	12	23	2	1	0	11	1	1	0	2	0	0	0	0	19	107	275	327	167	50	14
1600 - 1700	997	252	245	265	235	0	6	910	24	32	2	5	0	14	0	3	0	1	0	0	0	0	13	124	314	333	142	49	13
1700 - 1800	984	323	299	208	154	0	8	887	20	34	2	3	2	19	2	4	0	3	0	0	0	0	23	143	301	279	146	53	22
1800 - 1900	572	140	156	140	136	1	3	525	7	25	0	1	0	7	0	3	0	0	0	0	0	1	2	25	103	190	141	65	27
1900 - 2000	489	150	131	111	97	0	2	447	6	23	2	0	1	3	1	2	0	2	0	0	0	0	3	13	102	163	95	62	32
2000 - 2100	392	118	103	90	81	0	3	358	2	24	1	1	0	1	2	0	0	0	0	0	0	0	4	7	94	142	82	29	21
2100 - 2200	303	71	85	70	77	0	3	279	2	18	0	0	0	1	0	0	0	0	0	0	0	0	3	15	61	118	65	24	6
2200 - 2300	225	67	51	54	53	0	2	207	0	14	0	1	0	0	1	0	0	0	0	0	0	0	0	17	37	68	47	32	11
2300 - 0000	116	29	35	36	16	0	0	100	0	13	0	1	0	0	2	0	0	0	0	0	0	0	2	7	29	33	18	13	7
0700 - 1900	8486	2092	2179	2118	2097	2	38	7763	140	320	27	23	5	126	11	21	0	10	0	0	2	38	179	1096	2542	2538	1330	504	153
0600 - 2200	9772	2447	2519	2424	2382	2	46	8939	150	392	31	24	6	133	14	23	0	12	0	0	2	38	190	1136	2823	2987	1597	630	218
0600 - 0000	10113	2543	2605	2514	2451	2	48	9246	150	419	31	26	6	133	17	23	0	12	0	0	2	38	192	1160	2889	3088	1662	675	236
0000 - 0000	10661	2692	2752	2625	2592	2	55	9752	150	450	32	26	6	135	17	24	0	12	0	0	2	39	193	1186	2989	3239	1795	743	262

Monday 24 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	72	22	19	12	19	0	1	63	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	8	10	24	14	7	4
0100 - 0200	33	12	7	7	7	0	0	28	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	2	8	12	7	2	1
0200 - 0300	31	9	8	9	5	0	1	23	0	4	0	0	0	1	0	2	0	0	0	0	0	0	0	1	6	8	5	8	1
0300 - 0400	34	1	6	12	15	0	0	26	0	1	0	2	0	0	3	2	0	0	0	0	0	0	1	1	7	9	8	5	1
0400 - 0500	64	11	6	19	28	0	1	50	1	8	0	0	0	0	2	2	0	0	0	0	0	0	1	6	13	15	11	11	5
0500 - 0600	225	25	41	71	88	3	5	195	3	17	1	0	0	0	0	1	0	0	0	0	2	1	0	4	24	69	57	38	18
0600 - 0700	335	73	52	90	120	1	7	266	0	53	1	4	0	2	1	0	0	0	0	0	0	1	0	12	68	107	81	42	12
0700 - 0800	834	157	170	221	286	0	6	708	13	62	6	6	1	14	5	7	1	5	0	0	0	0	12	117	288	243	127	29	14
0800 - 0900	1293	307	332	354	300	1	6	1113	26	71	6	11	3	42	2	6	5	1	0	2	7	23	79	222	471	335	113	34	6
0900 - 1000	708	226	177	168	137	0	3	590	8	76	1	9	1	10	5	5	0	0	0	0	0	1	6	78	228	214	116	47	13

1000 - 1100	589	138	145	158	148	0	2	477	5	79	3	7	1	7	4	4	0	0	1	0	0	1	8	69	163	178	124	33	9
1100 - 1200	599	133	153	156	157	0	1	487	11	69	4	8	3	6	5	4	0	1	0	0	0	0	0	53	190	212	98	30	7
1200 - 1300	739	177	179	186	197	1	9	618	8	62	3	10	3	13	3	7	0	2	0	0	1	2	4	88	280	214	110	24	10
1300 - 1400	846	203	222	190	231	0	4	721	13	69	4	6	1	14	6	4	3	1	0	0	0	0	10	119	289	281	92	39	10
1400 - 1500	950	274	203	248	225	0	3	764	13	113	10	10	3	15	10	6	1	2	0	0	0	6	22	136	323	294	101	51	13
1500 - 1600	945	220	233	240	252	2	2	777	11	100	4	15	2	16	3	9	0	4	0	1	0	1	24	109	320	284	138	46	16
1600 - 1700	938	231	238	244	225	0	10	820	13	53	6	3	0	16	5	8	0	4	0	0	0	1	17	101	288	281	150	70	24
1700 - 1800	986	237	240	269	240	0	6	857	18	60	7	5	2	18	4	7	0	2	0	0	0	3	10	90	305	337	159	51	21
1800 - 1900	935	254	249	234	198	0	9	838	12	51	2	2	1	16	1	1	0	2	0	0	0	0	7	82	258	315	176	67	18
1900 - 2000	730	196	188	175	171	0	8	662	9	34	2	3	0	8	2	2	0	0	0	0	0	1	2	35	191	268	147	57	19
2000 - 2100	703	188	177	174	164	0	6	641	8	32	1	3	0	8	1	3	0	0	0	0	0	0	9	54	199	221	129	59	19
2100 - 2200	628	215	157	151	105	1	3	586	4	23	1	0	0	9	0	1	0	0	0	0	0	0	12	66	221	177	103	32	12
2200 - 2300	300	109	83	50	58	1	3	269	2	20	0	0	0	3	1	1	0	0	0	1	0	0	3	24	88	87	48	33	13
2300 - 0000	158	51	44	35	28	0	0	131	0	24	0	1	0	1	0	1	0	0	0	0	0	0	1	12	38	47	32	15	7
0700 - 1900	10362	2557	2541	2668	2596	4	61	8770	151	865	56	92	21	187	53	68	10	24	1	3	8	38	199	1264	3403	3188	1504	521	161
0600 - 2200	12758	3229	3115	3258	3156	6	85	10925	172	1007	61	102	21	214	57	74	10	24	1	3	8	40	222	1431	4082	3961	1964	711	223
0600 - 0000	13216	3389	3242	3343	3242	7	88	11325	174	1051	61	103	21	218	58	76	10	24	1	4	8	40	226	1467	4208	4095	2044	759	243
0000 - 0000	13675	3469	3329	3473	3404	10	96	11710	178	1093	62	105	21	219	64	83	10	24	1	4	10	41	229	1489	4276	4232	2146	830	273

Tuesday 25 April 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	84	25	28	15	16	0	0	68	0	14	0	1	0	0	1	0	0	0	0	0	0	0	0	5	23	27	15	4	7
0100 - 0200	38	11	7	12	8	0	1	30	0	4	0	0	0	1	1	1	0	0	0	0	0	0	0	4	9	14	3	3	2
0200 - 0300	28	9	6	6	7	0	1	20	0	3	0	0	0	0	2	2	0	0	0	0	0	0	0	1	4	10	8	4	0
0300 - 0400	36	11	7	8	10	0	1	27	0	2	0	2	0	1	2	1	0	0	0	0	0	0	1	1	7	4	9	10	2
0400 - 0500	52	5	11	10	26	0	3	38	0	5	0	1	0	0	2	3	0	0	0	0	0	0	2	1	10	15	8	8	5
0500 - 0600	231	39	38	69	85	1	5	198	1	22	0	1	0	0	1	2	0	0	0	0	1	0	0	5	43	52	68	38	17
0600 - 0700	367	63	81	88	135	0	8	277	3	57	2	10	0	2	5	1	0	2	0	0	0	0	1	14	77	117	97	36	19
0700 - 0800	820	155	154	206	305	0	11	696	14	60	2	8	1	13	3	8	0	4	0	0	0	3	42	144	286	193	107	26	12
0800 - 0900	1145	286	291	292	276	0	6	991	27	58	8	10	1	28	4	4	2	6	0	3	5	27	88	189	368	276	129	45	12
0900 - 1000	675	228	161	148	138	1	3	566	3	69	5	13	1	9	3	2	0	0	0	0	0	0	1	57	217	221	123	38	11
1000 - 1100	520	130	131	126	133	1	1	405	1	82	3	11	0	4	7	4	0	1	0	1	0	0	1	42	137	194	90	34	16
1100 - 1200	577	129	147	149	152	0	0	466	2	85	3	7	2	7	1	3	0	1	0	0	0	0	4	56	192	178	98	31	14
1200 - 1300	760	186	186	166	222	0	3	647	7	68	3	10	2	7	6	7	0	0	0	0	0	0	7	88	267	246	101	33	14
1300 - 1400	837	192	232	204	209	0	5	731	6	63	4	8	1	10	5	3	0	1	0	0	0	7	11	19	102	309	230	102	41	13
1400 - 1500	849	227	203	218	201	0	5	702	7	95	2	12	0	13	3	9	0	1	0	0	0	0	21	109	266	273	124	43	10
1500 - 1600	866	191	206	220	249	2	4	730	7	77	5	6	4	19	3	7	1	1	0	1	1	5	12	105	299	276	121	36	5
1600 - 1700	962	268	219	237	238	0	7	833	19	65	3	7	1	14	2	8	0	3	0	0	0	0	14	135	343	270	148	42	6
1700 - 1800	1051	250	297	257	247	0	5	931	18	54	4	8	0	17	4	7	1	2	0	0	0	1	16	120	353	347	151	47	14
1800 - 1900	915	245	241	210	219	0	10	799	22	40	6	6	2	20	0	5	2	3	0	0	0	0	13	98	282	304	139	54	15
1900 - 2000	774	199	202	190	183	0	2	693	9	44	2	1	1	15	1	4	0	2	0	0	0	0	2	61	234	251	148	52	17
2000 - 2100	689	162	191	165	171	1	6	621	7	40	1	3	0	7	2	1	0	0	0	1	0	0	0	35	185	229	143	54	21
2100 - 2200	713	229	196	156	132	1	2	669	2	22	4	2	0	8	0	3	0	0	0	0	1	0	10	55	236	220	117	50	14
2200 - 2300	319	103	92	74	50	0	1	289	4	21	0	0	0	2	2	0	0	0	0	0	0	0	3	29	82	101	62	25	12
2300 - 0000	150	38	37	34	41	0	0	120	0	23	0	0	0	3	3	1	0	0	0	0	0	0	2	12	33	44	27	16	13
0700 - 1900	9977	2487	2468	2433	2589	4	60	8497	133	816	48	106	15	161	41	67	6	23	0	5	13	47	238	1245	3319	3008	1433	470	142
0600 - 2200	12520	3140	3138	3032	3210	6	78	10757	154	979	57	122	16	193	49	76	6	27	0	6	14	47	251	1410	4051	3825	1938	662	213
0600 - 0000	12989	3281	3267	3140	3301	6	79	11166	158	1023	57	122	16	198	54	77	6	27	0	6	14	47	256	1451	4166	3970	2027	703	238
0000 - 0000	13458	3381	3364	3260	3453	7	90	11547	159	1073	57	127	16	200	63	86	6	27	0	6	15	47	259	1468	4262	4092	2138	770	271

Wednesday 26 April 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	79	24	18	13	24	0	0	67	0	11	0	0	0	0	1	0	0	0	0	0	0	0	2	6	21	20	16	7	3
0100 - 0200	40	18	10	6	6	0	0	35	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	2	11	12	6	3	4
0200 - 0300	24	6	5	7	6	0	0	22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	5	3	2
0300 - 0400	46	14	12	12	8	0	0	32	0	2	0	1	0	1	7	3	0	0	0	0	0	0	1	0	5	16	12	8	3
0400 - 0500	57	9	8	13	27	0	1	45	0	6	0	0	1	0	3	1	0	0	0	0	0	0	1	1	7	17	11	13	2
0500 - 0600	277	38	57	78	104	1	8	241	1	22	1	1	0	0	0	2	0	0	0	1	0	0	0	6	43	60	66	50	27
0600 - 0700	387	74	81	98	134	1	8	303	2	52	1	7	0	8	1	3	0	1	0	0	1	0	1	9	84	119	88	47	21
0700 - 0800	880	155	178	231	316	1	10	751	13	58	4	6	3	20	4	9	1	0	2	5	12	31	64	144	246	232	96	31	11
0800 - 0900	1318	364	301	346	307	2	11	1121	29	79	10	13	2	29	7	11	1	3	31	23	40	49	131	239	379	279	115	20	7
0900 - 1000	704	256	175	139	134	1	5	571	7	81	6	3	3	16	7	2	1	1	0	0	0	0	4	82	224	225	117	38	13
1000 - 1100	535	133	134	124	144	0	0	425	4	72	3	11	1	9	5	4	0	1	0	0	0	0	6	41	164	197	87	30	6
1100 - 1200	639	155	148	169	167	0	1	530	4	64	5	6	3	15	8	3	0	0	0	0	0	0	2	35	214	228	105	36	13
1200 - 1300	725	154	163	206	202	0	2	628	8	56	3	4	4	5	9	5	1	0	0	0	0	0	13	77	228	251	109	35	7
1300 - 1400	852	194	215	227	216	0	2	719	4	80	4	10	4	10	5	10	1	3	0	0	0	0	19	121	298	241	113	45	10
1400 - 1500	797	218	163	191	225	1	4	664	14	75	11	5	2	10	4	4	3	0	0	0	2	3	9	103	279	241	99	43	11
1500 - 1600	892	219	217	228	228	1	7	743	9	87	3	10	1	17	5	6	1	2	0	1	0	0	15	97	323	297	106	36	13
1600 - 1700	916	220	212	237	247	0	8	800	15	64	2	10	0	6	0	7	1	3	0	0	2	2	15	109	329	285	122	38	7
1700 - 1800	942	227	217	252	246	0	12	810	20	61	4	4	0	18	4	6	2	1	0	0	0	0	2	68	306	328	156	56	17
1800 - 1900	939	248	263	221	207	1	13	816	18	38	4	6	2	32	1	6	0	2	0	0	1	0	15	96	272	332	154	53	8
1900 - 2000	783	195	212	194	182	1	9	703	5	35	3	4	0	17	1	3	0	2	0	1	0	0	1	67	222	279	134	57	17
2000 - 2100	735	209	176	164	186	0	5	667	9	32	3	3	1	10	2	2	1	0	0	0	0	0	5	79	217	235	130	43	12
2100 - 2200	762	248	204	179	131	2	8	701	7	29	1	1	0	5	2	6	0	0	0	1	1	0	9	98	236	242	112	42	8
2200 - 2300	365	108	102	83	72	0	5	330	2	22	0	1	1	1	2	1	0	0	0	0	0	0	2	23	92	129	72	24	11
2300 - 0000	170	54	38	46	32	0	0	147	0	21	0	0	0	2	0	0	0	0	0	0	0	0	3	16	36	51	29	20	8
0700 - 1900	10139	2543	2386	2571	2639	7	75	8578	145	815	59	88	25	187	59	73	12	16	33	29	57	85	295	1212	3262	3136	1379	461	123
0600 - 2200	12806	3269	3059	3206	3272	11	105	10952	168	963	67	103	26	227	65	87	13	19	33	31	59	85	311	1465	4021	4011	1843	650	181
0600 - 0000	13341	3431	3199	3335	3376	11	110	11429	170	1006	67	104	27	230	67	88	13	19	33	31	59	85	316	1504	4149	4191	1944	694	200

0000 - 0000	13864	3540	3309	3464	3551	12	119	11871	171	1052	69	106	28	231	78	95	13	19	33	32	59	85	320	1519	4241	4323	2060	778	241

Thursday 27 April 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	98	29	23	25	21	0	0	80	0	13	0	2	0	0	1	2	0	0	0	0	0	0	2	9	27	28	20	4	4
0100 - 0200	46	12	17	9	8	0	0	38	1	5	0	1	0	0	1	0	0	0	0	0	0	0	0	3	16	16	4	5	1
0200 - 0300	25	9	5	6	5	0	0	16	0	4	1	0	0	0	0	4	0	0	0	0	0	0	0	3	4	7	5	4	2
0300 - 0400	43	6	11	10	16	0	0	28	0	5	0	2	0	2	4	2	0	0	0	0	0	0	0	2	9	12	11	3	2
0400 - 0500	61	7	13	16	25	0	2	48	0	7	0	1	0	0	2	1	0	0	0	0	0	0	1	5	10	18	16	5	4
0500 - 0600	259	44	45	74	96	0	3	231	2	20	0	0	1	2	0	0	0	0	0	0	0	0	0	3	50	63	72	41	23
0600 - 0700	381	73	76	98	134	1	6	300	1	57	2	3	0	4	5	2	0	0	0	0	0	0	1	26	90	116	83	43	13
0700 - 0800	812	148	189	201	274	0	6	691	19	53	6	5	0	23	1	6	0	2	0	0	0	0	11	106	277	277	91	30	16
0800 - 0900	1084	276	266	269	273	0	2	945	24	58	9	4	3	30	2	4	0	3	0	0	0	14	41	182	356	315	131	32	6
0900 - 1000	629	199	141	133	156	1	2	517	6	69	1	12	0	9	4	8	0	0	0	0	0	0	7	39	194	220	111	39	11
1000 - 1100	561	140	142	138	141	0	2	458	2	70	1	8	0	10	3	7	0	0	0	0	0	0	7	57	174	203	91	17	9
1100 - 1200	625	130	168	161	166	0	2	528	3	59	4	4	1	10	7	5	1	1	0	0	0	0	2	48	243	216	74	25	13
1200 - 1300	779	189	163	213	214	0	3	657	11	70	4	8	2	10	8	4	0	2	0	0	0	0	11	64	299	255	105	33	7
1300 - 1400	957	225	243	238	251	1	2	830	17	68	4	10	2	12	4	5	0	2	0	1	0	7	28	120	330	269	133	46	15
1400 - 1500	879	207	229	214	229	1	1	752	7	77	6	9	0	16	4	4	0	2	0	1	0	2	37	174	293	242	90	27	12
1500 - 1600	943	201	249	251	242	0	2	776	12	85	7	15	3	21	4	13	1	4	0	0	0	8	32	211	356	222	78	26	8
1600 - 1700	1028	273	262	244	249	0	4	893	17	78	2	6	0	18	2	4	0	4	0	0	3	4	49	192	336	297	102	35	6
1700 - 1800	990	234	231	263	262	0	8	875	19	55	6	5	0	14	3	4	0	1	0	0	0	0	26	202	410	255	68	23	4
1800 - 1900	943	267	236	235	205	1	9	837	19	43	7	3	0	11	4	5	1	3	0	1	0	4	56	175	337	241	94	26	6
1900 - 2000	819	232	222	167	198	0	3	738	15	43	4	3	1	6	2	3	0	1	0	0	0	0	24	144	271	242	89	38	7
2000 - 2100	704	170	192	165	177	1	3	646	8	30	2	3	1	9	1	0	0	0	0	1	0	0	14	99	228	233	89	26	9
2100 - 2200	675	215	176	161	123	0	5	626	6	25	0	1	0	5	4	2	0	1	0	0	0	0	12	76	298	182	80	21	5
2200 - 2300	357	124	90	76	67	0	1	337	0	17	0	0	0	1	1	0	0	0	0	0	0	1	5	38	127	121	47	10	3
2300 - 0000	197	55	60	49	33	0	1	171	0	24	0	1	0	0	0	0	0	0	0	0	0	0	2	18	56	66	35	10	7
0700 - 1900	10230	2489	2519	2560	2662	4	43	8759	156	785	57	89	11	184	46	69	3	24	0	3	3	39	307	1570	3605	3012	1168	359	113
0600 - 2200	12809	3179	3185	3151	3294	6	60	11069	186	940	65	99	13	208	58	76	3	26	0	4	3	39	358	1915	4492	3785	1509	487	147
0600 - 0000	13363	3358	3335	3276	3394	6	62	11577	186	981	65	100	13	209	59	76	3	26	0	4	3	40	365	1971	4675	3972	1591	507	157
0000 - 0000	13895	3465	3449	3416	3565	6	67	12018	189	1035	66	106	14	213	67	85	3	26	0	4	3	40	368	1996	4791	4116	1719	569	193

Friday 28 April 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	84	23	22	17	22	0	0	71	0	12	0	0	0	0	1	0	0	0	0	0	0	0	1	6	30	29	14	3	1
0100 - 0200	51	21	11	10	9	0	0	43	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	4	14	14	10	4	5
0200 - 0300	39	15	9	6	9	0	1	27	0	3	0	1	0	0	5	2	0	0	0	0	0	0	0	4	11	11	6	6	1
0300 - 0400	38	10	5	12	11	0	0	29	0	4	0	1	0	0	3	1	0	0	0	0	0	0	0	1	10	11	7	4	4
0400 - 0500	68	9	12	15	32	0	2	52	0	8	0	1	0	0	2	3	0	0	0	0	0	0	3	5	10	16	18	11	5
0500 - 0600	260	40	57	57	106	0	2	219	0	29	2	0	0	1	4	3	0	0	0	0	0	0	2	10	44	77	50	44	22
0600 - 0700	496	87	106	141	162	0	3	387	4	71	7	8	0	4	4	6	1	1	0	0	0	1	2	40	105	150	104	64	19
0700 - 0800	837	187	159	203	288	0	4	677	14	83	6	12	0	12	9	17	2	1	0	10	8	11	33	148	272	214	89	39	9
0800 - 0900	1121	296	278	250	297	1	3	961	11	71	12	14	5	13	6	13	5	6	140	142	105	92	116	202	177	97	39	5	4
0900 - 1000	810	263	228	159	160	0	0	678	15	62	6	10	2	20	6	7	2	2	0	1	5	12	33	102	278	233	104	29	9
1000 - 1100	635	144	155	171	165	0	0	504	3	87	9	15	1	7	4	2	2	1	0	0	0	0	10	86	233	200	69	25	11
1100 - 1200	767	161	193	191	222	0	1	633	8	78	6	8	0	13	8	8	2	2	0	0	0	3	13	119	278	225	97	26	5
1200 - 1300	916	204	212	255	245	0	4	764	8	95	6	13	3	10	5	6	0	2	0	0	0	0	8	123	361	269	118	25	9
1300 - 1400	1039	252	276	257	254	0	3	882	14	90	5	6	0	23	5	6	2	3	0	0	0	2	23	193	383	263	124	34	12
1400 - 1500	1036	275	257	233	271	0	0	894	12	77	7	13	5	10	3	10	2	3	0	0	0	2	47	191	370	265	118	31	8
1500 - 1600	1072	252	263	265	292	0	1	907	20	90	4	7	5	21	7	9	0	1	0	0	0	0	30	175	405	295	120	35	5
1600 - 1700	1069	267	262	272	268	0	4	924	19	60	6	11	2	26	2	11	2	2	0	0	0	0	33	153	385	325	121	36	10
1700 - 1800	1130	255	315	298	262	0	6	1003	19	58	7	5	4	18	3	3	2	2	0	0	0	0	46	178	395	332	118	45	9
1800 - 1900	1053	266	292	253	242	0	5	938	24	44	6	5	1	23	0	5	0	2	0	0	0	2	37	151	346	335	120	46	9
1900 - 2000	900	261	234	197	208	0	5	829	9	27	5	1	0	18	0	3	0	3	0	0	2	4	22	148	313	263	103	30	9
2000 - 2100	772	186	201	195	190	0	2	706	15	28	3	1	0	9	2	5	0	1	0	0	0	0	3	90	284	238	105	37	9
2100 - 2200	856	264	230	185	177	0	6	794	7	24	8	4	1	11	0	1	0	0	0	0	0	0	10	136	307	274	76	35	10
2200 - 2300	510	154	141	106	109	0	5	473	2	23	1	2	1	0	1	2	0	0	0	0	0	0	8	41	155	149	83	34	15
2300 - 0000	320	93	75	88	64	0	1	287	2	25	2	1	0	2	0	0	0	0	0	0	0	1	6	22	130	96	40	14	6
0700 - 1900	11485	2822	2890	2807	2966	1	31	9765	167	895	80	119	28	196	58	97	21	27	140	153	118	124	429	1821	3883	3053	1237	376	100
0600 - 2200	14509	3620	3661	3525	3703	1	47	12481	202	1045	103	133	29	238	64	112	22	32	140	153	120	129	466	2235	4892	3978	1625	542	147
0600 - 0000	15339	3867	3877	3719	3876	1	53	13241	206	1093	106	136	30	240	65	114	22	32	140	153	120	130	480	2298	5177	4223	1748	590	168
0000 - 0000	15879	3985	3993	3836	4065	1	58	13682	206	1156	108	139	30	241	81	123	22	32	140	153	120	130	486	2328	5296	4381	1853	662	206

Saturday 29 April 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	178	56	47	43	32	0	0	163	0	12	0	1	0	1	1	0	0	0	0	0	0	0	0	6	43	49	47	21	7
0100 - 0200	106	29	29	27	21	0	0	98	1	5	0	0	0	0	2	0	0	0	0	0	0	0	0	3	34	24	19	13	4
0200 - 0300	55	15	16	12	12	0	1	45	1	5	0	0	0	0	3	0	0	0	0	0	0	0	0	0	12	16	14	6	3
0300 - 0400	43	8	10	18	7	0	0	34	0	1	0	0	0	0	4	4	0	0	0	0	0	0	0	4	15	5	6	8	2
0400 - 0500	64	14	15	17	18	0	1	55	0	2	0	2	0	1	1	1	0	0	0	0	0	0	1	7	8	24	11	3	3
0500 - 0600	135	16	28	44	47	0	2	118	0	10	0	1	0	0	2	2	0	0	0	0	0	0	1	4	31	39	25	15	9
0600 - 0700	183	34	31	50	68	0	2	145	1	26	1	5	0	1	1	1	0	0	0	0	0	0	0	3	28	46	54	26	15
0700 - 0800	246	50	47	61	88	0	4	196	1	36	0	1	0	3	2	2	0	1	0	0	0	0	0	12	61	70	57	27	9
0800 - 0900	321	72	70	84	95	0	2	257	3	53	1	1	1	1	1	1	0	0	0	0	0	0	0	13	74	112	70	34	12

0900 - 1000	497	120	105	124	148	0	2	430	5	44	1	5	0	9	1	0	0	0	0	0	0	0	4	35	171	145	95	34	5
1000 - 1100	625	141	156	173	155	0	1	549	8	43	2	6	2	7	1	5	0	1	0	0	0	0	4	67	234	190	77	37	7
1100 - 1200	798	183	197	171	247	0	5	720	11	41	2	1	0	15	1	2	0	0	0	0	0	0	8	72	241	290	118	50	14
1200 - 1300	868	226	211	206	225	1	3	781	9	40	3	2	1	19	2	5	1	1	0	0	1	0	9	153	294	241	117	39	7
1300 - 1400	1018	242	231	269	276	0	4	924	18	44	2	2	0	11	1	10	0	2	0	0	0	1	46	132	342	299	129	47	13
1400 - 1500	1101	287	257	280	277	0	7	1007	17	31	6	5	0	21	1	4	1	1	0	0	0	0	40	214	360	325	115	34	8
1500 - 1600	1118	287	276	263	292	0	6	1016	20	30	9	4	0	26	1	4	0	2	0	0	0	5	61	219	385	274	110	45	12
1600 - 1700	1176	307	285	286	298	0	3	1067	17	48	4	5	0	27	1	2	0	2	0	0	0	1	56	214	390	315	136	44	17
1700 - 1800	1201	289	357	287	268	0	2	1117	16	37	2	1	0	20	2	3	0	1	0	4	9	11	43	162	418	321	156	58	11
1800 - 1900	1122	306	288	287	241	0	12	1027	19	32	4	1	1	17	1	7	0	1	0	0	0	5	25	168	368	347	143	42	12
1900 - 2000	895	223	246	198	228	0	4	829	10	27	4	5	0	14	0	2	0	0	0	0	0	0	26	106	322	266	111	44	13
2000 - 2100	832	226	215	210	181	0	1	784	8	29	1	1	0	7	1	0	0	0	0	0	0	0	5	94	303	263	108	37	13
2100 - 2200	828	257	237	173	161	0	0	777	12	24	2	1	0	9	0	3	0	0	0	0	1	9	36	160	301	197	77	35	3
2200 - 2300	485	140	124	127	94	0	0	456	3	20	2	1	0	2	0	1	0	0	0	0	0	2	4	43	151	167	64	27	17
2300 - 0000	306	81	95	71	59	0	1	278	3	18	1	0	0	4	0	1	0	0	0	0	0	0	0	14	75	92	68	30	12
0700 - 1900	10091	2510	2480	2491	2610	1	51	9091	144	479	36	34	5	176	15	45	2	12	0	4	10	23	296	1461	3338	2929	1323	491	127
0600 - 2200	12829	3250	3209	3122	3248	1	58	11626	175	585	44	46	5	207	17	51	2	12	0	4	11	32	363	1824	4292	3701	1673	633	171
0600 - 0000	13620	3471	3428	3320	3401	1	59	12360	181	623	47	47	5	213	17	53	2	12	0	4	11	34	367	1881	4518	3960	1805	690	200
0000 - 0000	14201	3609	3573	3481	3538	1	63	12873	183	658	47	51	5	215	30	60	3	12	0	4	11	34	369	1905	4661	4117	1927	756	228

Sunday 30 April 2017

Time	15 Minute Bin Drops					Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
	Hourly Totals	00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	202	63	55	47	37	0	0	185	0	15	0	0	0	1	0	0	0	1	0	1	0	0	0	9	54	57	41	23	15
0100 - 0200	127	48	28	31	20	0	1	119	0	6	0	0	0	0	0	1	0	0	0	0	0	0	2	4	33	49	24	9	6
0200 - 0300	59	15	14	12	18	0	0	58	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	17	11	8	2
0300 - 0400	42	6	12	10	14	1	0	37	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	11	12	11	4	0
0400 - 0500	45	12	7	11	15	0	1	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8	13	10	5	2
0500 - 0600	62	13	12	14	23	0	1	57	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	9	10	19	10	6
0600 - 0700	88	17	14	23	34	0	2	76	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0	3	14	19	16	21	10
0700 - 0800	124	28	28	33	35	0	0	110	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	8	24	30	30	20	9
0800 - 0900	189	42	34	46	67	1	2	168	0	17	0	0	0	0	1	0	0	0	0	0	0	1	0	3	30	58	54	28	10
0900 - 1000	298	60	81	80	77	0	1	265	1	27	1	0	0	3	0	0	0	0	0	0	0	0	2	15	50	100	85	31	6
1000 - 1100	445	110	125	103	107	1	3	397	4	33	1	0	0	4	1	1	0	0	0	0	0	1	0	22	109	149	98	37	16
1100 - 1200	588	113	153	159	163	0	2	544	5	29	3	3	0	1	0	0	0	1	0	0	0	0	3	40	184	209	91	40	17
1200 - 1300	803	182	192	220	209	0	3	730	9	41	1	0	0	14	2	1	0	2	0	0	0	0	9	81	269	262	111	43	20
1300 - 1400	1002	215	260	248	279	1	5	926	15	22	2	5	0	20	0	4	2	0	0	0	0	4	19	126	358	290	133	52	12
1400 - 1500	963	233	211	261	258	0	4	888	10	30	5	0	0	18	0	6	0	2	0	0	0	0	13	118	358	302	118	37	12
1500 - 1600	1006	256	250	250	250	1	4	946	11	21	1	3	0	13	0	4	1	1	0	0	0	11	21	90	382	284	142	49	19
1600 - 1700	976	252	222	238	264	0	5	910	14	25	3	3	1	9	2	2	0	2	1	14	2	5	29	117	280	301	144	54	20
1700 - 1800	1011	316	315	206	174	0	1	943	13	22	6	2	2	16	2	3	0	1	0	0	0	0	33	161	292	288	161	50	18
1800 - 1900	653	166	171	155	161	1	5	603	7	27	1	0	0	7	1	0	0	1	0	0	0	1	2	29	165	214	146	68	19
1900 - 2000	510	148	131	121	110	0	5	469	4	20	2	1	0	7	0	1	1	0	0	0	0	0	9	22	117	165	99	59	23
2000 - 2100	445	129	118	91	107	0	2	412	4	19	1	1	0	6	0	0	0	0	0	0	0	0	1	8	101	149	109	43	16
2100 - 2200	418	117	98	82	121	0	3	387	2	19	1	0	0	4	1	1	0	0	0	0	0	0	1	26	109	146	75	38	13
2200 - 2300	263	76	79	63	45	0	2	239	2	19	0	1	0	0	0	0	0	0	0	0	0	0	1	13	83	73	57	21	7
2300 - 0000	122	38	34	33	17	0	1	105	1	14	0	0	0	0	0	1	0	0	0	0	0	0	2	15	33	26	26	9	5
0700 - 1900	8058	1973	2042	1999	2044	5	35	7430	89	308	24	16	3	105	9	21	3	10	1	14	2	23	131	810	2501	2487	1313	509	178
0600 - 2200	9519	2384	2403	2316	2416	5	47	8774	99	375	28	18	3	122	11	23	4	10	1	14	2	23	142	869	2842	2966	1612	670	240
0600 - 0000	9904	2498	2516	2412	2478	5	50	9118	102	408	28	19	3	122	11	24	4	10	1	14	2	23	145	897	2958	3065	1695	700	252
0000 - 0000	10441	2655	2644	2537	2605	6	53	9618	102	438	28	19	3	123	11	25	4	11	1	15	3	23	148	919	3090	3223	1811	759	283

Monday 01 May 2017

Time	15 Minute Bin Drops					Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
	Hourly Totals	00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	117	27	26	33	31	1	1	104	0	11	0	0	0	0	0	0	0	0	0	0	1	0	0	5	25	26	29	15	10
0100 - 0200	124	41	27	30	26	0	1	119	0	3	0	0	0	0	1	0	0	0	0	0	0	1	6	36	44	28	5	3
0200 - 0300	67	26	22	12	7	0	1	62	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	5	15	17	15	4	3
0300 - 0400	43	12	12	6	13	0	0	40	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	5	9	8	11	7	3
0400 - 0500	45	14	6	10	15	0	2	37	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	9	13	6	4
0500 - 0600	64	15	11	20	18	2	1	53	0	5	0	0	0	0	1	2	0	0	0	1	1	0	1	4	8	16	16	8	8
0600 - 0700	91	17	17	25	32	0	0	81	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	5	21	26	21	13	1
0700 - 0800	126	29	23	29	45	0	1	116	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	5	27	44	23	14	9
0800 - 0900	197	44	38	50	65	0	3	178	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	6	38	70	45	23	11
0900 - 1000	290	51	69	82	88	0	2	255	1	28	0	0	1	3	0	0	0	0	0	0	0	0	0	17	77	93	67	15	14
1000 - 1100	439	108	115	99	117	0	4	405	4	21	0	0	1	2	0	1	0	1	0	0	0	0	0	20	94	162	87	52	13
1100 - 1200	596	125	133	169	169	0	4	547	3	30	2	0	2	8	0	0	0	0	0	0	0	0	1	52	195	203	97	35	7
1200 - 1300	770	192	201	187	190	0	4	714	6	22	4	3	0	14	0	2	1	0	0	0	0	0	7	123	255	213	110	42	11
1300 - 1400	882	213	245	221	203	0	9	815	12	23	4	4	1	9	1	3	0	1	0	0	1	5	8	114	284	290	114	43	16
1400 - 1500	833	218	195	196	224	1	4	759	19	23	5	1	0	17	2	2	0	0	0	0	1	1	31	138	321	208	91	26	10
1500 - 1600	927	246	232	231	218	0	6	860	11	31	2	2	1	9	1	3	0	1	0	0	0	0	21	132	297	285	119	44	19
1600 - 1700	985	225	263	240	257	0	3	909	17	29	6	4	0	12	2	1	0	2	0	2	6	7	25	158	353	264	122	30	10
1700 - 1800	1113	323	364	225	201	0	4	1027	15	28	9	1	0	23	2	1	0	3	0	0	0	11	78	200	384	280	115	35	5
1800 - 1900	522	146	140	117	119	0	2	488	2	21	1	1	0	6	1	0	0	0	0	0	0	0	4	25	135	171	105	53	17
1900 - 2000	474	125	111	125	113	0	2	436	4	26	0	1	0	2	1	0	0	2	0	0	0	0	1	20	108	157	103	39	24
2000 - 2100	409	77	107	106	119	0	2	372	1	27	0	0	0	7	0	0	0	0	0	0	0	0	1	23	103	124	106	37	9
2100 - 2200	394	78	87	97	132	1	6	331	3	40	3	3	0	2	3	2	0	0	0	0	0	1	5	24	68	107	100	58	18
2200 - 2300	248	32	51	70	95	1	4	213	3	23	3	0	0	0	1	0	0	0	0	0	0	1	0	7	37	60	58	47	23
2300 - 0000	103	39	24	26	14	0	2	97	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	3	23	30	20	6	8
0700 - 1900	7680	1920	2018	1846	1896	1	46	7073	90	281	33	16	6	103	9	13	1	8	0	2	8	24	175	990	2460	2283	1095	412	142
0600 - 2200	9048	2217	2340	2199	2292	2	56	8293	98	384	36	20	6	114	13	15	1	10	0	2	8	25	182	1062	2760	2697	1425	559	194

0600 - 0000	9399	2288	2415	2295	2401	3	62	8603	101	411	39	20	6	114	14	15	1	10	0	2	8	26	184	1072	2820	2787	1503	612	225
0000 - 0000	9859	2423	2519	2406	2511	6	68	9018	101	441	39	20	6	114	16	18	2	10	0	3	10	26	186	1099	2921	2907	1615	657	256

Tuesday 02 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme											Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	87	18	12	28	29	0	2	77	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	4	17	25	22	10	7
0100 - 0200	37	12	8	12	5	0	0	33	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	2	6	11	10	4	2
0200 - 0300	29	4	9	7	9	0	1	20	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	9	9	4	1
0300 - 0400	36	7	10	8	11	0	0	34	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	13	9	3	3
0400 - 0500	58	10	15	16	17	0	0	54	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4	18	14	12	3	4
0500 - 0600	259	41	54	69	95	0	5	223	1	25	0	0	0	0	3	2	0	0	0	0	0	0	1	11	45	60	60	42	27
0600 - 0700	338	66	78	93	101	0	1	274	4	49	0	2	0	5	2	1	0	0	0	0	0	0	1	22	80	99	75	32	19
0700 - 0800	855	195	217	222	221	0	5	789	2	38	5	1	1	8	1	2	0	3	0	0	0	0	2	68	244	293	169	44	20
0800 - 0900	1084	268	269	272	275	0	2	945	24	58	9	4	3	30	2	4	0	3	0	0	0	14	41	182	356	315	131	32	6
0900 - 1000	653	155	166	171	161	1	5	603	7	27	1	0	0	7	1	0	0	1	0	0	0	1	2	29	165	214	146	68	19
1000 - 1100	535	133	124	136	142	0	0	425	4	72	3	11	1	9	5	4	0	1	0	0	0	0	6	41	164	197	87	30	6
1100 - 1200	642	158	150	174	160	0	3	601	9	20	0	1	0	7	0	1	0	0	0	0	0	1	2	71	196	216	104	34	11
1200 - 1300	730	176	179	182	193	0	5	681	6	20	5	1	0	9	0	2	0	1	0	0	0	0	13	107	263	210	79	38	15
1300 - 1400	910	207	210	222	271	0	2	831	15	30	4	0	1	20	1	5	0	1	0	0	1	0	18	122	299	269	149	35	8
1400 - 1500	859	198	211	216	234	0	4	738	12	73	7	5	2	12	2	4	0	0	0	0	0	0	15	82	280	301	114	50	14
1500 - 1600	937	218	236	236	247	0	3	780	16	86	3	15	1	15	7	9	0	2	0	0	0	1	3	113	307	288	158	45	17
1600 - 1700	1065	275	286	252	252	0	9	903	22	60	8	9	3	25	6	15	1	4	0	2	2	5	34	232	346	282	114	38	6
1700 - 1800	867	231	221	213	202	1	5	788	7	39	3	2	0	13	5	3	0	1	0	0	0	0	6	96	290	288	128	37	14
1800 - 1900	774	220	203	179	172	0	3	730	6	20	2	1	0	7	2	3	0	0	0	0	0	2	25	97	237	261	89	41	11
1900 - 2000	604	165	159	154	126	0	5	547	2	34	3	2	1	9	0	1	0	0	0	0	1	0	5	33	147	210	122	63	16
2000 - 2100	529	147	129	129	124	0	0	425	1	67	3	12	1	11	3	6	0	0	0	0	0	0	8	45	166	167	104	25	12
2100 - 2200	446	133	124	118	71	0	1	422	0	13	1	1	1	6	0	0	0	1	0	0	0	0	3	34	159	124	90	25	6
2200 - 2300	281	79	73	67	62	0	1	251	0	24	1	0	0	1	1	2	0	0	0	0	0	0	3	16	63	93	58	27	16
2300 - 0000	107	34	28	29	16	0	2	100	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8	28	30	16	12	7
0700 - 1900	9911	2434	2472	2475	2530	2	46	8814	130	543	50	50	12	162	32	52	1	17	0	2	3	24	167	1240	3147	3134	1468	492	147
0600 - 2200	11828	2945	2962	2969	2952	2	53	10482	137	706	57	67	15	193	37	60	1	18	0	2	4	24	184	1374	3699	3734	1859	637	200
0600 - 0000	12216	3058	3063	3065	3030	2	56	10833	138	734	58	67	15	194	38	62	1	18	0	2	4	24	187	1398	3790	3857	1933	676	223
0000 - 0000	12722	3150	3171	3205	3196	2	64	11274	139	780	58	67	15	196	42	66	1	18	0	2	4	24	188	1421	3883	3989	2055	742	267

Wednesday 03 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme											Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	71	25	17	18	11	0	0	68	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	6	24	14	17	5	5
0100 - 0200	41	11	9	10	11	0	1	36	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	3	10	11	8	4	1
0200 - 0300	38	9	6	7	16	0	0	36	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	9	13	7	4	1
0300 - 0400	52	10	3	26	13	0	0	48	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	7	15	12	11	2
0400 - 0500	84	15	13	21	35	0	0	76	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	1	17	18	28	15	3
0500 - 0600	117	27	26	33	31	1	1	104	0	11	0	0	0	0	0	0	0	0	0	0	1	0	0	5	25	26	29	15	10
0600 - 0700	163	33	31	46	53	0	0	142	2	17	0	0	0	0	2	0	0	0	0	0	0	0	0	5	32	47	41	22	6
0700 - 0800	281	67	60	70	84	0	1	251	0	24	1	0	0	1	1	2	0	0	0	0	0	0	3	16	63	93	58	27	16
0800 - 0900	409	77	107	106	119	0	2	372	1	27	0	0	0	7	0	0	0	0	0	0	0	0	1	23	103	124	106	37	9
0900 - 1000	583	117	127	166	173	0	3	542	7	15	1	1	0	12	2	0	0	0	0	0	0	0	4	22	150	224	119	46	15
1000 - 1100	558	133	149	121	155	0	0	475	5	55	2	3	1	11	1	4	0	1	0	0	0	0	5	55	190	186	86	26	5
1100 - 1200	609	134	142	169	164	0	1	499	8	68	4	8	2	8	5	5	0	1	0	0	0	0	6	83	209	198	78	25	6
1200 - 1300	755	161	180	203	211	0	2	630	11	74	7	4	3	13	8	2	0	1	0	0	0	0	5	105	259	234	111	37	3
1300 - 1400	908	207	240	240	221	0	1	769	14	80	7	14	2	12	7	2	0	0	0	0	0	0	20	144	316	275	108	27	14
1400 - 1500	892	233	214	223	222	0	3	740	19	80	4	10	0	21	2	10	0	3	0	0	0	1	22	155	306	264	105	25	11
1500 - 1600	900	209	235	243	213	0	1	757	14	74	4	7	3	24	3	8	1	4	0	0	0	0	33	141	310	264	101	40	7
1600 - 1700	1016	219	285	244	268	0	4	860	25	66	8	6	2	24	7	10	1	3	0	1	1	9	36	216	386	234	100	24	6
1700 - 1800	1002	264	247	247	244	0	4	885	16	58	5	2	2	21	3	6	0	0	0	0	0	4	44	213	379	246	91	18	4
1800 - 1900	954	232	268	245	209	0	8	858	10	42	2	1	0	26	2	4	0	1	0	0	3	6	21	158	367	275	96	22	6
1900 - 2000	803	214	210	203	176	0	4	725	7	49	3	0	2	12	1	0	0	0	0	0	0	0	15	99	284	242	114	33	13
2000 - 2100	677	177	145	179	176	0	2	625	8	31	1	0	0	8	1	1	0	0	0	0	0	0	9	86	216	224	99	32	6
2100 - 2200	635	189	172	158	116	0	0	596	8	18	1	1	0	8	1	1	0	1	0	0	0	2	21	95	231	179	79	17	9
2200 - 2300	376	127	97	83	69	0	1	344	1	20	1	4	0	2	1	1	0	1	0	0	0	0	4	43	114	141	47	17	7
2300 - 0000	168	55	43	42	28	0	1	141	2	23	0	0	0	0	1	0	0	0	0	0	0	0	0	17	48	41	33	16	10
0700 - 1900	8867	2053	2254	2277	2283	0	30	7638	130	663	45	56	15	180	41	53	2	14	0	1	4	20	200	1331	3038	2617	1159	354	102
0600 - 2200	11145	2666	2812	2863	2804	0	36	9726	155	778	50	57	17	208	46	55	2	15	0	1	4	22	245	1616	3801	3309	1492	458	136
0600 - 0000	11689	2848	2952	2988	2901	0	38	10211	158	821	51	61	17	210	48	56	2	16	0	1	4	22	249	1676	3963	3491	1572	491	153
0000 - 0000	12092	2945	3026	3103	3018	1	40	10579	158	848	53	61	17	210	49	58	2	16	0	1	5	22	250	1694	4055	3588	1673	545	175

Thursday 04 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme											Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	96	40	30	13	13	0	0	85	0	10	0	0	0	0	0	1	0	0	0	0	0	0	3	9	28	19	15	11	4
0100 - 0200	50	11	12	13	14	0	1	44	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	5	13	12	10	5	2
0200 - 0300	26	12	2	5	7	0	0	20	0	2	1	1	0	0	0	2	0	0	0	0	0	0	1	2	6	4	7	0	4
0300 - 0400	36	4	8	15	9	0	1	26	0	4	0	2	0	0	1	2	0	0	0	0	0	0	0	2	8	12	6	6	1
0400 - 0500	71	13	11	18	29	0	2	57	0	8	0	1	0	0	1	2	0	0	0	0	0	0	0	3	16	13	24	8	5
0500 - 0600	267	37	55	67	108	1	7	224	1	23	1	1	0	3	4	2	0	0	1	0	0	0	0	9	51	63	64	41	21
0600 - 0700	408	79	69	117	143	0	6	326	1	61	0	5	0	5	2	2	0	0	0	0	0	0	2	15	83	136	99	45	20
0700 - 0800	919	167	214	238	300	1	6	787	23	60	5	7	3	15	2	6	2	2	0	0	1	18	44	124	304	265	122	32	6

0800 - 0900	1206	346	312	273	275	0	8	1060	24	65	6	9	1	19	2	9	2	1	0	0	0	6	32	182	397	360	165	45	10
0900 - 1000	662	222	167	138	135	0	2	547	4	68	9	7	2	10	5	7	0	1	0	0	0	0	5	73	202	226	96	47	8
1000 - 1100	563	139	152	128	144	0	3	445	3	77	5	15	1	6	2	5	1	0	0	0	0	0	3	44	131	195	122	47	11
1100 - 1200	664	148	156	170	190	0	4	540	11	69	2	9	7	11	2	8	0	1	0	0	0	0	4	59	217	215	108	44	9
1200 - 1300	723	173	182	187	181	0	3	609	6	66	8	9	3	8	4	4	1	2	0	0	1	0	7	54	222	248	126	42	10
1300 - 1400	863	223	225	206	209	0	3	731	12	68	6	12	3	14	3	6	0	5	0	0	0	0	10	94	300	258	132	44	15
1400 - 1500	864	232	213	211	208	0	7	730	7	78	3	7	3	13	5	7	1	3	0	1	0	0	8	107	272	269	143	38	14
1500 - 1600	887	218	221	227	221	1	8	751	14	83	5	9	0	9	2	4	0	1	0	1	0	0	3	97	301	265	140	52	18
1600 - 1700	937	238	238	231	230	1	9	793	13	68	4	10	6	24	1	7	0	1	0	0	0	0	4	103	271	332	165	48	10
1700 - 1800	1021	266	265	251	239	0	8	894	15	61	5	1	0	24	2	7	0	4	0	0	0	0	13	124	282	349	171	62	11
1800 - 1900	974	266	263	225	220	0	6	880	9	44	7	2	1	16	2	6	0	1	0	0	0	1	6	90	313	316	166	56	17
1900 - 2000	889	219	225	226	219	0	6	804	10	46	5	3	3	7	0	4	1	0	0	0	0	0	5	73	290	273	164	57	17
2000 - 2100	781	196	196	174	215	1	5	721	6	32	0	2	1	10	1	2	0	0	0	0	0	1	1	71	207	267	143	53	22
2100 - 2200	782	237	234	167	144	1	2	729	9	26	0	2	1	8	2	0	2	0	0	0	1	1	5	100	223	257	134	39	17
2200 - 2300	421	132	98	98	93	0	4	386	1	26	0	1	1	1	1	0	0	0	0	0	0	0	4	36	98	157	69	33	12
2300 - 0000	269	91	77	57	44	0	2	235	0	28	0	3	0	1	0	0	0	0	0	0	0	1	5	20	66	84	56	19	12
0700 - 1900	10283	2638	2608	2485	2552	3	67	8767	141	807	65	97	30	169	32	76	7	22	0	2	2	25	139	1151	3212	3298	1656	557	139
0600 - 2200	13143	3369	3332	3169	3273	5	86	11347	167	972	70	109	35	199	37	84	10	22	0	2	3	27	152	1410	4015	4231	2196	751	215
0600 - 0000	13833	3592	3507	3324	3410	5	92	11968	168	1026	70	113	36	201	38	84	10	22	0	2	3	28	161	1466	4179	4472	2321	803	239
0000 - 0000	14379	3709	3625	3455	3590	6	103	12424	169	1076	72	119	36	204	44	94	10	22	1	2	3	28	165	1496	4301	4595	2447	874	276

Friday 05 May 2017

		15 Minute Bin Drops					Number Vehicle Classes ARX Scheme												Vehicle Speed										
Time	Hourly Totals	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
0000 - 0100	84	15	13	21	35	0	0	76	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	1	17	18	28	15	3
0100 - 0200	45	14	6	10	15	0	2	37	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	9	13	6	4
0200 - 0300	36	4	8	15	9	0	1	26	0	4	0	2	0	0	1	2	0	0	0	0	0	0	0	2	8	12	6	6	1
0300 - 0400	117	27	26	33	31	1	1	104	0	11	0	0	0	0	0	0	0	0	0	0	1	0	0	5	25	26	29	15	10
0400 - 0500	229	141	37	19	32	0	5	148	1	32	1	2	0	5	15	16	3	1	0	0	0	0	1	17	54	61	49	28	11
0500 - 0600	264	36	45	90	93	2	4	230	0	16	1	3	0	1	6	1	0	0	0	1	0	1	0	4	32	58	78	52	18
0600 - 0700	404	74	91	112	127	1	8	322	2	58	1	5	1	1	3	2	0	0	0	0	0	1	3	19	68	142	90	45	22
0700 - 0800	788	139	159	209	281	0	8	654	16	75	4	5	1	14	4	4	0	3	0	0	0	2	27	106	234	236	120	42	15
0800 - 0900	1019	252	285	266	216	0	5	883	17	70	9	9	3	16	1	4	0	2	0	0	0	0	18	111	278	353	178	52	19
0900 - 1000	704	216	182	156	150	0	1	592	9	65	3	6	0	15	5	6	2	0	0	0	0	0	10	44	194	265	126	42	15
1000 - 1100	645	144	162	161	178	0	3	546	4	62	4	7	0	6	8	4	1	0	0	0	0	0	6	59	197	208	107	40	18
1100 - 1200	770	173	206	200	191	0	2	636	7	91	5	6	1	10	4	3	2	3	0	0	0	0	5	97	261	240	109	38	14
1200 - 1300	837	190	215	213	219	0	5	705	7	70	10	7	1	16	4	9	0	3	0	0	0	3	7	74	273	304	116	41	15
1300 - 1400	966	216	236	238	276	0	6	819	15	76	4	5	2	16	8	10	1	4	0	0	0	1	32	128	318	283	139	45	18
1400 - 1500	997	250	234	264	249	0	2	814	15	102	8	11	2	13	10	12	0	8	0	0	0	2	11	106	323	319	159	54	15
1500 - 1600	1050	251	250	246	303	0	2	900	15	76	1	8	0	18	3	14	4	9	0	0	0	8	38	123	337	323	140	52	14
1600 - 1700	1119	285	270	265	299	0	11	941	21	88	11	4	2	26	3	11	0	1	0	0	5	6	36	153	382	333	143	42	12
1700 - 1800	1095	286	300	246	263	0	9	943	22	66	8	6	1	18	5	14	1	2	0	0	0	4	38	155	331	325	160	50	15
1800 - 1900	1069	281	283	254	251	0	5	947	19	60	9	1	2	12	6	3	2	3	0	0	0	0	8	114	343	342	169	63	22
1900 - 2000	895	249	207	224	215	0	5	791	16	52	2	3	0	16	4	2	1	3	0	0	0	1	21	96	280	272	141	65	10
2000 - 2100	847	199	224	210	214	0	3	786	8	26	2	1	0	11	6	3	0	1	0	0	0	4	24	95	243	265	124	55	23
2100 - 2200	918	278	266	218	156	0	3	846	18	29	3	1	1	15	1	1	0	0	0	0	0	13	44	186	298	234	80	30	19
2200 - 2300	526	146	159	115	106	1	5	485	3	26	0	2	0	2	1	0	0	1	0	0	0	0	11	53	146	186	78	33	8
2300 - 0000	206	61	48	58	39	0	1	190	0	11	0	0	0	2	1	1	0	0	0	0	0	0	0	14	42	76	45	18	5
0700 - 1900	11059	2683	2782	2718	2876	0	59	9380	167	901	76	75	15	180	61	94	13	38	0	0	5	26	236	1270	3471	3531	1666	561	192
0600 - 2200	14123	3483	3570	3482	3588	1	78	12125	211	1066	84	85	17	223	75	102	14	42	0	0	5	45	328	1666	4360	4444	2101	756	266
0600 - 0000	14855	3690	3777	3655	3733	2	84	12800	214	1103	84	87	17	227	77	103	14	43	0	0	5	45	339	1733	4548	4706	2224	807	279
0000 - 0000	15630	3927	3912	3843	3948	5	97	13421	215	1180	86	94	17	233	99	122	17	44	0	1	6	46	341	1764	4692	4890	2427	929	326

Saturday 06 May 2017

		15 Minute Bin Drops					Number Vehicle Classes ARX Scheme												Vehicle Speed										
Time	Hourly Totals	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
0000 - 0100	157	53	38	33	33	0	3	143	0	8	0	0	0	1	1	1	0	0	0	0	0	0	1	5	28	49	37	12	13
0100 - 0200	99	37	27	20	15	0	0	89	0	5	0	1	0	1	1	2	0	0	0	0	0	0	0	4	22	33	23	10	7
0200 - 0300	67	14	20	18	15	0	2	60	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	3	9	16	15	18	4
0300 - 0400	52	14	14	10	14	0	0	44	1	4	0	0	0	0	0	2	1	0	0	0	0	0	0	2	13	7	9	13	7
0400 - 0500	44	12	7	8	17	0	0	38	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8	16	11	5	2
0500 - 0600	133	22	23	44	44	1	0	113	0	13	0	1	0	0	4	1	0	0	0	0	1	0	0	2	15	35	30	27	15
0600 - 0700	175	35	38	44	58	1	2	144	1	23	2	0	0	1	0	1	0	0	0	0	0	0	1	2	22	60	46	24	9
0700 - 0800	228	51	48	42	87	0	3	185	3	30	2	1	0	1	1	1	1	0	0	0	0	0	0	13	51	69	48	30	12
0800 - 0900	338	68	76	96	98	0	1	274	4	49	0	2	0	5	2	1	0	0	0	0	0	0	1	22	80	99	75	32	19
0900 - 1000	495	100	119	120	156	0	0	424	6	52	1	2	1	5	3	1	0	0	0	0	0	1	3	38	155	141	111	30	8
1000 - 1100	650	155	149	160	186	0	2	582	6	42	3	2	1	10	2	0	0	0	0	0	0	0	4	34	184	213	135	51	20
1100 - 1200	799	181	198	193	227	0	3	707	8	54	8	2	1	14	0	2	0	0	0	0	0	0	6	84	265	271	122	37	9
1200 - 1300	873	218	189	255	211	1	2	778	8	51	4	2	2	18	4	3	0	0	0	1	0	8	6	113	315	262	125	32	10
1300 - 1400	1001	249	259	250	243	0	3	916	12	44	4	1	1	13	2	4	0	1	0	0	0	0	20	142	368	277	129	45	12
1400 - 1500	1081	255	260	298	268	1	7	984	14	40	2	3	0	21	2	6	0	1	0	0	0	1	18	212	361	308	123	37	13
1500 - 1600	1130	312	279	262	277	0	5	1042	14	36	2	4	1	16	2	5	0	3	0	0	0	4	29	137	392	362	138	45	16
1600 - 1700	1144	290	271	310	273	0	5	1039	22	41	7	2	0	17	5	5	0	1	0	0	0	5	37	152	423	340	119	45	16
1700 - 1800	1220	333	308	279	300	0	1	1121	22	36	3	5	1	18	1	10	0	2	0	0	0	1	30	132	447	371	175	40	15
1800 - 1900	1025	290	260	226	249	1	5	930	22	34	3	3	2	18	0	5	0	2	0	0	1	0	20	166	320	297	148	49	16
1900 - 2000	917	238	254	229	196	0	2	856	10	33	4	1	0	8	0	3	0	0	0	0	0	0	3	63	285	290	167	66	26
2000 - 2100	776	197	205	173	201	0	1	728	4	25	9	2	0	6	1	0	0	0	0	0	0	2	5	65	253	266	114	49	16
2100 - 2200	803	287	212	162	142	0	4	763	5	21	0	1	1	5	2	1	0	0	0	0	0	0	7	79	326	238	98	36	9
2200 - 2300	446	133	124	118	71	0	1	422	0	13	1	1	1	6	0	0	0	1	0	0	0	0	3	34	159	124	90	25	6
2300 - 0000	258	66	74	58	60	0	1	232	1	20	0	1	0	3	0	0	0	0	0	0	0	0	1	24	66	79	44	22	10
0700 - 1900	9984	2502	2416	2491	2575	3	37	8982	141	509	39	29	10	156	24	43	1	10	0	1	1	20	174	1245	3361	3010	1448	473	166

0600 - 2200	12655	3259	3125	3099	3172	4	46	11473	161	611	54	33	11	176	27	48	1	10	0	1	1	22	190	1454	4247	3864	1873	648	226
0600 - 0000	13359	3458	3323	3275	3303	4	48	12127	162	644	55	35	12	185	27	48	1	11	0	1	1	22	194	1512	4472	4067	2007	695	242
0000 - 0000	13911	3610	3452	3408	3441	5	53	12614	163	681	55	38	12	188	35	54	2	11	0	1	2	22	195	1529	4567	4223	2132	780	290

Sunday 07 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	155	35	32	42	46	0	2	130	0	20	1	0	0	0	1	1	0	0	0	0	1	0	0	6	25	51	33	19	11
0100 - 0200	106	29	29	27	21	0	0	98	1	5	0	0	0	0	2	0	0	0	0	0	0	0	0	3	34	24	19	13	4
0200 - 0300	55	6	10	20	19	0	1	46	0	6	0	0	0	0	1	1	0	0	0	0	0	0	1	2	11	10	13	12	2
0300 - 0400	46	12	14	11	9	0	0	38	1	5	0	1	0	0	1	0	0	0	0	0	0	0	0	3	16	16	4	5	1
0400 - 0500	34	7	6	9	12	0	0	26	0	1	0	2	0	0	3	2	0	0	0	0	0	0	1	1	7	9	8	5	1
0500 - 0600	79	19	18	19	23	0	0	67	0	11	0	0	0	0	1	0	0	0	0	0	0	0	2	6	21	20	16	7	3
0600 - 0700	91	15	19	27	30	0	0	81	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	5	21	26	21	13	1
0700 - 0800	111	16	21	26	48	0	0	103	2	4	0	0	0	0	2	0	0	0	0	0	0	0	0	7	38	22	18	9	7
0800 - 0900	163	29	34	49	51	0	0	142	2	17	0	0	0	0	2	0	0	0	0	0	0	0	0	5	32	47	41	22	6
0900 - 1000	248	38	51	68	91	1	4	213	3	23	3	0	0	0	1	0	0	0	0	0	0	1	0	7	37	60	58	47	23
1000 - 1100	381	73	76	98	134	1	6	300	1	57	2	3	0	4	5	2	0	0	0	0	0	0	1	26	90	116	83	43	13
1100 - 1200	596	125	133	169	169	0	4	547	3	30	2	0	2	8	0	0	0	0	0	0	0	0	1	52	195	203	97	35	7
1200 - 1300	855	197	215	218	225	0	5	789	2	38	5	1	1	8	1	2	0	3	0	0	0	0	2	68	244	293	169	44	20
1300 - 1400	1002	239	246	256	261	0	4	885	16	58	5	2	2	21	3	6	0	0	0	0	0	4	44	213	379	246	91	18	4
1400 - 1500	937	240	224	232	241	1	9	793	13	68	4	10	6	24	1	7	0	1	0	0	0	0	4	103	271	332	165	48	10
1500 - 1600	1019	249	251	257	262	0	5	883	17	70	9	9	3	16	1	4	0	2	0	0	0	0	18	111	278	353	178	52	19
1600 - 1700	1101	269	274	277	281	0	7	1007	17	31	6	5	0	21	1	4	1	1	0	0	0	0	40	214	360	325	115	34	8
1700 - 1800	997	261	251	245	240	0	6	910	24	32	2	5	0	14	0	3	0	1	0	0	0	0	13	124	314	333	142	49	13
1800 - 1900	755	161	180	203	211	0	2	630	11	74	7	4	3	13	8	2	0	1	0	0	0	0	5	105	259	234	111	37	3
1900 - 2000	583	117	127	166	173	0	3	542	7	15	1	1	0	12	2	0	0	0	0	0	0	0	4	22	150	224	119	46	15
2000 - 2100	376	127	97	83	69	0	1	344	1	20	1	4	0	2	1	1	0	1	0	0	0	0	4	43	114	141	47	17	7
2100 - 2200	234	75	63	65	31	0	2	213	0	13	0	0	0	5	1	0	0	0	0	0	0	0	2	23	59	65	44	28	10
2200 - 2300	225	67	51	54	53	0	2	207	0	14	0	1	0	0	1	0	0	0	0	0	0	0	0	17	37	68	47	32	11
2300 - 0000	106	29	29	27	21	0	0	98	1	5	0	0	0	0	2	0	0	0	0	0	0	0	0	3	34	24	19	13	4
0700 - 1900	8165	1897	1956	2098	2214	3	52	7202	111	502	45	39	17	129	25	30	1	9	0	0	0	5	128	1035	2497	2564	1268	438	133
0600 - 2200	9449	2231	2262	2439	2517	3	58	8382	119	560	47	44	17	148	29	31	1	10	0	0	0	5	138	1128	2841	3020	1499	542	166
0600 - 0000	9780	2327	2342	2520	2591	3	60	8687	120	579	47	45	17	148	32	31	1	10	0	0	0	5	138	1148	2912	3112	1565	587	181
0000 - 0000	10255	2435	2451	2648	2721	3	63	9092	122	627	48	48	17	148	41	35	1	10	0	0	1	5	142	1169	3026	3242	1658	648	203

Monday 08 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	89	23	22	20	24	0	0	77	0	11	0	0	0	0	1	0	0	0	0	0	0	0	2	5	16	31	16	10	4
0100 - 0200	107	34	28	29	16	0	2	100	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8	28	30	16	12	7
0200 - 0300	56	17	11	17	11	0	0	50	0	3	0	0	0	0	2	1	0	0	0	0	0	1	0	1	11	22	7	6	3
0300 - 0400	49	12	16	8	13	0	1	40	0	3	0	0	0	1	2	2	0	0	0	0	0	0	0	3	11	12	6	7	3
0400 - 0500	70	15	14	21	20	0	3	55	0	10	1	0	0	0	0	1	0	0	0	0	0	0	0	1	10	11	20	16	8
0500 - 0600	128	17	15	48	48	2	4	108	0	11	0	0	0	1	0	2	0	0	0	0	2	0	1	3	19	28	38	19	9
0600 - 0700	177	29	36	46	66	0	3	150	1	23	0	0	0	0	0	0	0	0	0	0	0	0	0	7	30	61	36	28	8
0700 - 0800	242	58	56	55	73	0	2	204	1	30	0	2	0	1	1	1	0	0	0	0	0	1	0	7	51	76	52	42	9
0800 - 0900	359	75	76	100	108	0	0	306	2	46	0	2	0	1	0	2	0	0	0	0	0	0	1	11	77	114	95	39	14
0900 - 1000	544	116	120	134	174	0	2	472	4	52	0	0	1	10	3	0	0	0	0	0	0	0	2	44	191	183	86	25	8
1000 - 1100	734	179	193	178	184	0	4	611	6	74	7	5	1	12	5	6	0	3	0	0	0	0	6	75	238	245	109	38	15
1100 - 1200	878	203	186	226	263	0	6	788	21	40	3	3	2	11	1	3	0	0	0	0	0	2	15	121	285	289	106	40	17
1200 - 1300	1135	298	274	288	275	0	5	1034	18	46	5	5	1	18	0	2	0	1	0	0	3	8	48	238	371	281	122	37	17
1300 - 1400	1127	285	296	293	253	0	5	983	19	68	6	8	2	23	3	4	0	6	0	0	0	2	44	164	399	319	146	41	9
1400 - 1500	935	248	216	236	235	0	6	846	15	36	3	5	2	17	2	1	1	1	0	0	0	0	5	91	313	288	153	50	28
1500 - 1600	883	230	241	213	199	0	5	805	11	40	5	1	0	10	2	3	0	1	0	0	0	0	10	48	261	286	172	73	17
1600 - 1700	938	250	234	206	248	0	7	859	11	37	2	2	0	13	0	5	0	2	0	0	0	0	11	59	291	310	154	74	21
1700 - 1800	937	252	240	206	239	0	4	867	11	40	4	1	0	7	1	2	0	0	0	0	0	2	17	81	304	308	151	40	18
1800 - 1900	799	207	194	210	188	0	3	733	11	30	2	1	0	10	3	5	0	1	0	0	0	0	9	74	228	251	141	58	23
1900 - 2000	756	211	196	178	171	0	4	689	6	35	5	3	0	11	1	1	0	1	0	0	0	0	4	65	209	254	151	40	18
2000 - 2100	640	174	153	161	152	0	2	595	9	25	1	0	0	6	2	0	0	0	0	0	0	0	1	53	190	218	113	44	11
2100 - 2200	703	220	201	150	132	1	3	653	7	24	0	3	1	10	0	1	0	0	0	0	1	0	13	63	213	250	94	38	20
2200 - 2300	399	112	105	88	94	0	2	369	1	22	0	0	0	4	0	1	0	0	0	0	0	0	4	34	127	114	66	34	13
2300 - 0000	181	52	47	48	34	0	3	153	1	19	2	0	0	2	1	0	0	0	0	0	0	1	4	9	43	49	32	18	10
0700 - 1900	9511	2401	2326	2345	2439	0	49	8508	130	539	37	35	9	133	21	34	1	15	0	0	3	15	168	1013	3009	2950	1487	557	196
0600 - 2200	11787	3035	2912	2880	2960	1	61	10595	153	646	43	41	10	160	24	36	1	16	0	0	4	15	186	1201	3651	3733	1881	707	253
0600 - 0000	12367	3199	3064	3016	3088	1	66	11117	155	687	45	41	10	166	25	37	1	16	0	0	4	16	194	1244	3821	3896	1979	759	276
0000 - 0000	12866	3317	3170	3159	3220	3	76	11547	156	729	46	41	10	168	30	43	1	16	0	0	6	17	197	1265	3916	4030	2082	829	310

Tuesday 09 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	91	15	19	24	33	0	0	81	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	5	21	26	21	13	1
0100 - 0200	37	10	11	7	9	0	0	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	11	6	4	4
0200 - 0300	22	4	7	6	5	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	3	6	1	1
0300 - 0400	37	8	10	10	9	0	0	32	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	1	6	11	8	6	3
0400 - 0500	53	7	9	13	24	0	2	44	0	5	0	0	0	0	2	0	0	0	0	0	0	0	0	2	8	12	15	7	5
0500 - 0600	259	34	56	72	97	0	5	223	1	25	0	0	0	0	3	2	0	0	0	0	0	0	1	11	45	60	60	42	27
0600 - 0700	337	121	80	69	67	0	3	307	1	18	2	0	0	3	1	2	0	0	0	0	0	0	9	24	65	119	68	35	7

0700 - 0800	880	199	204	214	263	1	3	712	14	90	11	12	1	14	8	8	2	4	0	0	1	0	22	158	298	251	101	28	17
0800 - 0900	1050	239	259	267	285	0	4	963	17	46	5	0	1	10	1	1	0	2	0	0	0	3	46	177	322	306	141	28	19
0900 - 1000	604	141	148	153	162	0	5	547	2	34	3	2	1	9	0	1	0	0	0	0	1	0	5	33	147	210	122	63	16
1000 - 1100	529	139	121	130	139	0	0	425	1	67	3	12	1	11	3	6	0	0	0	0	0	0	8	45	166	167	104	25	12
1100 - 1200	650	155	149	160	186	0	2	582	6	42	3	2	1	10	2	0	0	0	0	0	0	0	4	34	184	213	135	51	20
1200 - 1300	755	176	183	195	201	0	2	630	11	74	7	4	3	13	8	2	0	1	0	0	0	0	5	105	259	234	111	37	3
1300 - 1400	957	225	243	238	251	1	2	830	17	68	4	10	2	12	4	5	0	2	0	1	0	7	28	120	330	269	133	46	15
1400 - 1500	837	206	198	211	222	0	4	677	14	83	6	12	0	12	9	17	2	1	0	10	8	11	33	148	272	214	89	39	9
1500 - 1600	1018	251	246	253	268	0	4	924	18	44	2	2	0	11	1	10	0	2	0	0	0	1	46	132	342	299	129	47	13
1600 - 1700	976	252	222	238	264	0	5	910	14	25	3	3	1	9	2	2	0	2	1	14	2	5	29	117	280	301	144	54	20
1700 - 1800	1021	261	259	256	245	0	8	894	15	61	5	1	0	24	2	7	0	4	0	0	0	0	13	124	282	349	171	62	11
1800 - 1900	918	251	234	227	206	0	3	846	18	29	3	1	1	15	1	1	0	0	0	0	0	13	44	186	298	234	80	30	19
1900 - 2000	756	208	197	176	175	0	4	689	6	35	5	3	0	11	1	1	0	1	0	0	0	0	4	65	209	254	151	40	18
2000 - 2100	642	164	168	158	152	0	3	601	9	20	0	1	0	7	0	1	0	0	0	0	0	1	2	71	196	216	104	34	11
2100 - 2200	385	104	96	83	102	0	3	357	2	20	0	0	0	2	0	0	1	0	0	0	0	0	0	27	117	117	74	30	13
2200 - 2300	268	84	64	61	59	0	0	249	0	17	0	0	0	2	0	0	0	0	0	0	0	1	0	10	68	89	49	29	9
2300 - 0000	105	30	28	25	22	0	2	88	0	12	0	1	0	0	2	0	0	0	0	0	0	0	0	5	22	32	17	15	7
0700 - 1900	10195	2495	2466	2542	2692	2	42	8940	147	663	55	61	12	150	41	60	4	18	1	25	12	40	283	1379	3180	3047	1460	510	174
0600 - 2200	12315	3092	3007	3028	3188	2	55	10894	165	756	62	65	12	173	43	64	5	19	1	25	12	41	298	1566	3767	3753	1857	649	223
0600 - 0000	12688	3206	3099	3114	3269	2	57	11231	165	785	62	66	12	175	45	64	5	19	1	25	12	42	298	1581	3857	3874	1923	693	239
0000 - 0000	13187	3284	3211	3246	3446	2	64	11668	166	830	63	66	12	175	51	66	5	19	1	25	12	42	299	1603	3950	3997	2039	766	280

Wednesday 10 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	53	15	10	14	14	0	0	47	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	2	12	19	12	3	2
0100 - 0200	38	10	12	5	11	0	0	33	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12	4	5	4
0200 - 0300	31	9	10	3	9	0	1	27	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2	6	6	11	2
0300 - 0400	34	7	11	5	11	0	1	29	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	7	12	6	2
0400 - 0500	55	6	10	20	19	0	1	46	0	6	0	0	0	0	1	1	0	0	0	0	0	0	1	2	11	10	13	12	2
0500 - 0600	248	32	51	70	95	1	4	213	3	23	3	0	0	0	1	0	0	0	0	0	0	1	0	7	37	60	58	47	23
0600 - 0700	394	78	87	97	132	1	6	331	3	40	3	3	0	2	3	2	0	0	0	0	0	1	5	24	68	107	100	58	18
0700 - 0800	863	159	193	213	298	0	7	735	21	57	9	9	1	9	6	6	0	3	0	0	0	0	12	112	290	279	107	48	10
0800 - 0900	1240	315	327	307	291	0	4	1077	26	60	8	14	2	30	3	8	0	8	0	0	2	19	83	239	448	295	111	34	7
0900 - 1000	638	210	152	135	141	0	1	519	2	91	8	5	0	6	4	2	0	0	0	0	0	0	5	61	204	207	105	38	10
1000 - 1100	529	139	121	130	139	0	0	425	1	67	3	12	1	11	3	6	0	0	0	0	0	0	8	45	166	167	104	25	12
1100 - 1200	582	157	138	147	140	0	2	490	6	57	1	7	2	7	2	6	0	2	0	0	1	2	9	50	160	201	109	34	8
1200 - 1300	734	179	193	178	184	0	4	611	6	74	7	5	1	12	5	6	0	3	0	0	0	0	6	75	238	245	109	38	15
1300 - 1400	645	144	162	161	178	0	3	546	4	62	4	7	0	6	8	4	1	0	0	0	0	0	6	59	197	208	107	40	18
1400 - 1500	755	170	185	197	203	0	2	630	11	74	7	4	3	13	8	2	0	1	0	0	0	0	5	105	259	234	111	37	3
1500 - 1600	855	198	214	219	224	0	5	789	2	38	5	1	1	8	1	2	0	3	0	0	0	0	2	68	244	293	169	44	20
1600 - 1700	1069	278	257	272	262	0	8	948	16	56	5	4	1	22	1	6	0	2	0	1	0	6	34	142	402	303	128	34	8
1700 - 1800	1053	253	285	284	231	0	7	943	18	52	4	6	1	14	1	3	0	4	0	0	0	0	9	101	358	335	165	58	19
1800 - 1900	887	228	233	209	217	0	7	802	14	38	3	1	2	12	0	6	0	2	0	0	0	0	12	105	283	275	127	55	17
1900 - 2000	722	183	181	195	163	0	9	651	4	42	2	1	0	9	2	1	0	1	0	0	0	0	1	54	201	238	144	58	13
2000 - 2100	749	267	195	155	132	0	0	700	6	31	1	2	1	6	1	0	0	1	0	0	0	1	13	89	273	226	98	27	13
2100 - 2200	520	148	144	131	97	0	2	477	4	26	1	2	1	4	1	1	0	1	0	0	0	0	2	38	130	165	105	51	21
2200 - 2300	314	86	88	68	72	0	4	285	1	20	1	0	0	1	1	1	0	0	0	0	0	0	1	16	77	76	73	42	15
2300 - 0000	103	31	26	24	22	0	2	97	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	3	23	30	20	6	8
0700 - 1900	9850	2430	2460	2452	2508	0	50	8515	127	726	64	75	15	150	42	57	1	28	0	1	3	27	191	1162	3249	3042	1452	485	147
0600 - 2200	12235	3106	3067	3030	3032	1	67	10674	144	865	71	83	17	171	49	61	1	31	0	1	3	29	212	1367	3921	3778	1899	679	212
0600 - 0000	12652	3223	3181	3122	3126	1	73	11056	145	889	72	83	17	172	50	62	1	31	0	1	3	29	215	1386	4021	3884	1992	727	235
0000 - 0000	13111	3302	3285	3239	3285	2	80	11451	148	932	76	84	17	173	52	64	1	31	0	1	3	31	217	1399	4096	3998	2097	811	270

Thursday 11 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	89	21	22	21	25	0	0	77	0	11	0	0	0	0	1	0	0	0	0	0	0	0	2	5	16	31	16	10	4
0100 - 0200	42	9	12	8	13	0	0	35	0	6	1	0	0	0	0	0	0	0	0	0	0	0	1	2	12	9	7	1	5
0200 - 0300	25	9	5	6	5	0	0	16	0	4	1	0	0	0	0	4	0	0	0	0	0	0	0	3	4	7	5	4	2
0300 - 0400	38	5	10	9	14	0	0	29	0	4	0	1	0	0	3	1	0	0	0	0	0	0	0	1	10	11	7	4	4
0400 - 0500	64	14	15	17	18	0	1	55	0	2	0	2	0	1	1	1	1	0	0	0	0	0	1	7	8	24	11	3	3
0500 - 0600	202	37	45	57	63	0	0	185	0	15	0	0	0	1	0	0	0	1	0	1	0	0	0	9	54	57	41	23	15
0600 - 0700	335	58	67	94	116	1	7	266	0	53	1	4	0	2	1	0	0	0	0	0	0	1	0	12	68	107	81	42	12
0700 - 0800	837	202	218	207	210	0	5	731	6	63	4	8	1	10	5	3	0	1	0	0	7	11	19	102	309	230	102	41	13
0800 - 0900	1156	278	283	292	303	0	5	1076	16	33	1	0	0	17	1	4	1	2	0	0	0	5	26	186	388	311	169	46	12
0900 - 1000	657	165	154	163	175	0	1	544	10	68	4	7	0	4	9	5	0	5	0	0	0	0	3	69	219	231	89	38	7
1000 - 1100	522	128	131	129	134	0	2	488	2	21	1	1	0	6	1	0	0	0	0	0	0	0	4	25	135	171	105	53	17
1100 - 1200	769	171	182	195	221	1	8	644	6	70	6	13	1	12	3	4	1	0	0	1	0	4	8	87	279	231	106	45	5
1200 - 1300	794	191	209	187	207	1	1	685	9	60	5	12	1	11	2	6	0	1	0	1	0	0	6	65	226	266	139	69	17
1300 - 1400	915	223	226	235	231	0	10	799	22	40	6	6	2	20	0	5	2	3	0	0	0	0	13	98	282	304	139	54	15
1400 - 1500	846	201	217	208	220	0	4	721	13	69	4	6	1	14	6	4	3	1	0	0	0	0	10	119	289	281	92	39	10
1500 - 1600	963	233	211	261	258	0	4	888	10	30	5	0	0	18	0	6	0	2	0	0	0	0	13	118	358	302	118	37	12
1600 - 1700	1176	289	299	287	301	0	3	1067	17	48	4	5	0	27	1	2	0	2	0	0	0	1	56	214	390	315	136	44	17
1700 - 1800	1089	281	278	269	261	1	3	897	9	96	8	24	3	27	9	8	1	3	0	0	0	2	30	164	346	321	160	43	17
1800 - 1900	851	230	212	221	188	0	2	779	10	29	4	1	0	19	0	4	2	1	0	0	0	3	12	82	293	250	147	38	17
1900 - 2000	774	250	214	155	155	0	3	730	6	20	2	1	0	7	2	3	0	0	0	0	0	2	25	97	237	261	89	41	11
2000 - 2100	696	173	176	175	172	0	3	638	5	35	4	1	0	10	0	0	0	0	0	0	0	0	0	64	255	197	117	47	10
2100 - 2200	332	92	87	84	69	0	2	301	2	19	1	0	1	3	0	2	1	0	0	0	0	0	4	16	83	117	67	28	9
2200 - 2300	234	67	64	61	42	0	2	213	0	13	0	0	0	5	1	0	0	0	0	0	0	0	2	23	59	65	44	28	10
2300 - 0000	111	37	29	24	21	0	0	103	2	4	0	0	0	0	2	0	0	0	0	0	0	0	0	7	38	22	18	9	7

0700 - 1900	10575	2592	2620	2654	2709	3	48	9319	130	627	52	83	9	185	37	51	10	21	0	2	7	26	200	1329	3514	3213	1502	547	159
0600 - 2200	12712	3165	3164	3162	3221	4	63	11254	143	754	60	89	10	207	40	56	11	21	0	2	7	29	229	1518	4157	3895	1856	705	201
0600 - 0000	13057	3269	3257	3247	3284	4	65	11570	145	771	60	89	10	212	43	56	11	21	0	2	7	29	231	1548	4254	3982	1918	742	218
0000 - 0000	13517	3364	3366	3365	3422	4	66	11967	145	813	62	92	10	214	48	62	12	22	0	3	7	29	235	1575	4358	4121	2005	787	251

Friday 12 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	52	11	9	19	13	0	0	48	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	7	15	12	11	2
0100 - 0200	34	7	9	7	11	0	1	29	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	7	12	6	2
0200 - 0300	71	12	16	20	23	0	0	68	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	6	24	14	17	5	5
0300 - 0400	84	25	20	19	20	0	0	71	0	12	0	0	0	0	1	0	0	0	0	0	0	0	1	6	30	29	14	3	1
0400 - 0500	197	58	52	45	42	0	0	179	0	14	0	0	0	3	0	1	0	0	0	0	0	0	2	5	45	62	49	22	4
0500 - 0600	281	72	65	68	76	0	1	251	0	24	1	0	0	1	1	2	0	0	0	0	0	0	3	16	63	93	58	27	16
0600 - 0700	376	116	102	86	72	0	1	344	1	20	1	4	0	2	1	1	0	1	0	0	0	0	4	43	114	141	47	17	7
0700 - 0800	722	183	181	195	163	0	9	651	4	42	2	1	0	9	2	1	0	1	0	0	0	0	1	54	201	238	144	58	13
0800 - 0900	954	232	268	245	209	0	8	858	10	42	2	1	0	26	2	4	0	1	0	0	3	6	21	158	367	275	96	22	6
0900 - 1000	985	225	263	240	257	0	3	909	17	29	6	4	0	12	2	1	0	2	0	2	6	7	25	158	353	264	122	30	10
1000 - 1100	1069	278	257	272	262	0	8	948	16	56	5	4	1	22	1	6	0	2	0	1	0	6	34	142	402	303	128	34	8
1100 - 1200	1144	292	276	304	272	0	5	1039	22	41	7	2	0	17	5	5	0	1	0	0	0	5	37	152	423	340	119	45	16
1200 - 1300	1240	322	321	305	292	0	4	1077	26	60	8	14	2	30	3	8	0	8	0	0	2	19	83	239	448	295	111	34	7
1300 - 1400	1023	242	261	259	261	0	4	932	14	38	4	3	1	20	4	2	0	1	1	0	0	5	32	210	333	266	123	36	9
1400 - 1500	915	286	218	203	208	0	2	849	13	27	5	2	0	11	2	2	0	2	0	0	0	2	13	127	327	262	120	38	20
1500 - 1600	992	208	232	222	330	0	1	926	10	27	4	2	0	16	1	4	1	0	0	1	6	5	58	194	341	228	109	35	12
1600 - 1700	978	291	271	232	184	0	0	910	16	22	4	1	0	23	0	2	0	0	0	0	0	6	46	243	372	211	64	26	6
1700 - 1800	808	205	201	184	218	1	2	752	9	25	2	2	1	13	0	1	0	0	0	0	1	0	8	90	283	272	101	33	13
1800 - 1900	799	205	213	179	202	0	7	740	10	27	1	2	0	10	0	2	0	0	0	0	0	0	13	91	261	271	91	40	20
1900 - 2000	642	158	150	184	150	0	3	601	9	20	0	1	0	7	0	1	0	0	0	0	0	1	2	71	196	216	104	34	11
2000 - 2100	765	245	177	174	169	0	5	704	7	25	4	0	0	14	1	3	0	2	0	0	0	0	12	112	309	202	86	29	7
2100 - 2200	403	136	92	90	85	0	4	373	4	16	2	1	0	2	1	0	0	0	0	0	0	1	1	23	111	116	77	36	15
2200 - 2300	314	86	88	68	72	0	4	285	1	20	1	0	0	1	1	1	0	0	0	0	0	0	1	16	77	76	73	42	15
2300 - 0000	234	75	63	65	31	0	2	213	0	13	0	0	0	5	1	0	0	0	0	0	0	0	2	23	59	65	44	28	10
0700 - 1900	11629	2969	2962	2840	2858	1	53	10591	167	436	50	38	5	209	22	38	1	18	1	4	18	61	371	1858	4111	3225	1328	431	140
0600 - 2200	13815	3624	3483	3374	3334	1	66	12613	188	517	57	44	5	234	25	43	1	21	1	4	18	63	390	2107	4841	3900	1642	547	180
0600 - 0000	14363	3785	3634	3507	3437	1	72	13111	189	550	58	44	5	240	27	44	1	21	1	4	18	63	393	2146	4977	4041	1759	617	205
0000 - 0000	15082	3970	3805	3685	3622	1	74	13757	189	607	61	45	5	244	29	48	1	21	1	4	18	63	399	2181	5149	4261	1921	691	235

Virtual Day (28)

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed										
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	112	32	28	27	26	0	1	99	0	11	0	0	0	0	1	0	0	0	0	0	0	0	1	6	26	33	24	12	6
0100 - 0200	68	22	17	15	14	0	0	61	0	4	0	0	0	0	1	1	0	0	0	0	0	0	0	4	17	19	14	7	4
0200 - 0300	42	11	10	10	11	0	1	36	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	2	9	11	9	6	2
0300 - 0400	44	10	11	11	12	0	0	37	0	4	0	1	0	0	1	1	0	0	0	0	0	0	0	2	9	12	9	7	3
0400 - 0500	66	17	13	15	22	0	1	54	0	6	0	0	0	0	2	2	0	0	0	0	0	0	1	3	12	17	16	9	4
0500 - 0600	184	29	35	53	67	1	3	160	1	16	1	0	0	1	1	1	0	0	0	0	0	0	1	6	32	47	44	29	16
0600 - 0700	277	56	58	73	90	0	4	227	1	35	1	3	0	2	2	1	0	0	0	0	0	0	1	14	55	86	64	34	13
0700 - 0800	551	111	120	142	179	0	4	469	8	44	3	4	1	9	3	4	0	1	0	1	1	4	13	69	176	160	81	30	11
0800 - 0900	759	187	191	191	190	0	3	663	12	48	4	5	1	14	2	4	1	2	6	6	6	10	31	108	229	208	105	34	10
0900 - 1000	560	150	136	133	141	0	2	476	6	52	3	5	1	8	3	3	0	1	0	0	1	1	6	47	167	183	100	37	12
1000 - 1100	565	135	139	139	152	0	2	477	4	57	3	7	1	7	3	4	0	1	0	0	0	0	6	49	167	186	101	37	12
1100 - 1200	691	158	167	179	187	0	3	600	8	54	4	5	1	9	3	3	0	1	0	0	0	1	6	67	227	228	107	38	11
1200 - 1300	830	195	200	212	222	0	3	725	10	55	5	6	1	13	4	4	0	2	0	0	0	2	13	109	281	252	117	38	11
1300 - 1400	951	228	240	238	244	0	4	838	14	56	4	6	1	15	4	6	1	2	0	0	0	3	23	136	326	277	125	41	13
1400 - 1500	915	232	224	229	231	0	4	797	13	62	5	7	1	15	4	5	1	2	0	0	0	2	19	130	300	279	124	41	13
1500 - 1600	969	233	240	242	254	0	4	856	13	58	4	6	1	16	3	6	0	2	0	0	0	3	23	126	329	291	132	44	13
1600 - 1700	1012	257	253	250	252	0	6	900	17	50	5	5	1	19	2	6	0	2	0	1	1	3	28	151	341	295	130	43	12
1700 - 1800	1020	264	269	250	236	0	5	911	16	49	5	4	1	18	3	5	0	2	0	0	0	2	25	137	335	310	143	46	14
1800 - 1900	888	234	235	215	203	0	6	801	13	39	4	2	1	16	2	3	0	1	0	0	0	2	15	101	281	280	132	51	16
1900 - 2000	741	198	189	181	172	0	5	676	8	33	3	2	0	10	1	2	0	1	0	0	0	1	8	65	219	240	130	49	17
2000 - 2100	656	175	166	156	159	0	3	602	6	30	2	2	0	7	1	1	0	0	0	0	0	0	7	64	206	209	106	40	14
2100 - 2200	598	184	162	136	116	0	3	555	5	23	1	1	0	6	1	1	0	0	0	0	0	1	9	65	190	183	93	36	13
2200 - 2300	349	104	93	82	71	0	2	321	1	20	1	1	0	2	1	1	0	0	0	0	0	0	3	25	93	110	65	30	12
2300 - 0000	181	54	50	44	33	0	1	160	1	17	0	0	0	1	1	0	0	0	0	0	0	0	2	12	46	53	35	17	8
0700 - 1900	9710	2386	2414	2421	2490	2	46	8512	134	623	49	61	13	159	34	53	5	18	6	9	11	31	208	1229	3160	2949	1396	481	149
0600 - 2200	11982	2998	2988	2968	3028	3	60	10573	155	744	56	69	14	185	39	59	5	20	6	10	11	33	232	1436	3829	3668	1789	641	205
0600 - 0000	12512	3157	3131	3093	3132	3	64	11054	157	780	57	69	14	188	41	60	6	20	6	10	11	33	237	1474	3968	3832	1888	687	225
0000 - 0000	13029	3278	3244	3225	3282	4	70	11501	158	824	58	72	14	190	47	66	6	20	6	10	12	33	240	1496	4073	3971	2004	757	259

Virtual Week (4)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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
Mon	12021	3041	2979	2978	3024	5	73	10748	141	686	44	47	11	163	35	48	5	16	0	2	8	26	201	1282	3649	3677	1955	771	273
Tue	13254	3324	3283	3266	3382	3	72	11553	163	939	62	94	16	199	52	77	5	22	0	9	8	32	233	1475	4146	4092	2084	761	265
Wed	13244	3306	3269	3340	3330	5	83	11452	167	984	70	90	20	208	60	76	6	25	8	9	17	38	238	1483	4147	4116	2041	752	245
Thu	13913	3495	3482	3422	3514	5	77	12077	168	999	69	108	21	213	56	88	8	25	0	3	5	28	239	1646	4408	4278	2122	781	253
Fri	15493	3926	3883	3820	3864	3	80	13496	201	1034	87	104	18	248	75	103	13	34	35	40	37	69	386	2040	5034	4543	2096	775	265
Sat	13725	3479	3428	3376	3442	3	53	12488	162	652	49	36	8	183	30	49	3	12	0	2	5	23	251	1631	4454	4114	2039	757	263
Sun	9531	2369	2382	2364	2417	4	52	8668	105	477	29	24	7	113	20	23	2	9	0	4	3	18	131	916	2670	2970	1690	702	248

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
2	9	52.1	45.8	9.1
3	7	56.9	45.2	10.3
3	0	52.6	43.9	7.4
1	2	55.9	47.0	8.4
1	2	57.4	47.1	8.9
1	1	53.2	45.1	7.3
8	2	52.3	45.9	7.6
4	0	52.3	44.7	7.2
2	1	50.7	43.9	6.3
2	1	47.5	41.7	5.7
6	8	49.3	43.4	6.5
7	3	47.5	41.8	6.0
4	2	46.3	40.9	5.7
4	4	46.3	40.7	6.0
5	5	46.7	40.7	6.5
7	4	47.0	41.5	5.8
2	2	46.0	40.4	5.6
1	4	46.0	39.7	6.4
5	7	47.1	41.0	6.4
11	5	47.9	42.2	6.1
3	2	46.1	40.5	6.2
3	5	47.5	40.9	6.3
8	8	50.6	43.9	7.8
6	13	51.5	45.1	9.6
49	41	47.7	41.7	6.2
74	55	47.9	41.9	6.3
88	76	48.3	42.2	6.5
99	97	49.9	43.0	7.0

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	3	51.3	44.0	7.7
3	1	49.9	43.0	6.9
2	2	50.2	44.5	8.0
1	1	51.2	46.8	7.3
2	2	62.9	47.1	12.5
4	1	56.9	46.1	8.7
1	3	52.1	45.8	7.6
2	1	50.4	44.1	6.8
2	4	52.5	45.8	8.3
1	0	49.4	43.3	6.5
5	3	50.4	44.5	6.7
7	3	49.9	43.0	6.8
3	3	49.0	42.8	6.4
5	2	48.8	42.7	6.4
3	4	49.0	42.8	6.6
4	8	50.6	44.3	6.8
8	7	50.4	44.4	7.3
5	5	50.8	43.9	7.1
12	7	51.1	44.8	6.9
2	16	52.1	45.7	8.1
3	4	49.3	42.8	6.6
6	6	50.8	44.7	7.1
1	3	49.4	43.2	6.7
3	4	53.0	44.8	7.8
57	47	50.2	43.9	6.9
69	76	50.4	44.1	7.0
73	83	50.5	44.1	7.0
86	93	51.3	44.4	7.4

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
4	6	52.5	45.6	9.4
2	0	54.3	45.4	7.5
3	1	53.8	46.9	8.5
0	0	51.9	44.3	7.1
1	1	55.1	46.6	7.6
2	3	55.7	46.1	8.6
1	1	51.5	44.5	7.2
3	1	51.1	45.0	6.7
5	3	51.6	44.7	7.5
1	4	48.7	42.6	6.7
3	0	49.0	43.1	5.9
2	2	46.7	41.4	5.4
4	5	46.9	40.8	6.1
6	5	45.6	39.9	6.3
2	2	46.0	39.9	6.3
5	8	46.6	40.4	6.4
8	6	47.5	41.0	6.6
5	7	47.8	41.7	6.4
8	4	49.7	43.4	6.5
9	2	48.5	42.3	6.5
4	6	49.6	43.4	6.3
8	4	50.4	43.3	7.1
6	7	51.4	44.5	7.9
2	4	53.9	46.1	8.7
52	47	48.1	42.0	6.4
74	60	48.6	42.3	6.5
82	71	49.0	42.7	6.7
94	82	50.2	43.5	7.1

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
3	2	53.7	44.9	8.6
1	1	52.3	45.4	8.5
1	0	52.7	45.9	6.5
1	1	55.3	48.2	8.2
2	2	55.2	47.0	7.9
3	2	52.3	45.7	6.7
8	6	51.1	45.1	7.0
1	0	45.3	39.6	5.8
5	2	45.8	40.1	5.8
1	3	47.0	41.6	6.1
4	0	47.1	41.4	5.5
5	3	48.1	42.2	6.2
2	1	46.6	40.7	6.0
0	2	46.2	40.5	5.6
3	0	46.5	41.2	5.7
2	3	45.0	40.3	5.7
2	3	45.9	40.3	5.9
5	2	45.7	40.7	5.3
9	3	48.0	41.8	5.9
6	10	48.8	42.7	6.7
7	5	49.0	42.7	6.8
5	4	48.8	42.7	6.9
4	5	49.9	43.0	7.6
3	3	51.2	45.0	8.2
39	22	46.4	40.9	5.8
65	47	47.2	41.5	6.1
72	55	47.6	41.8	6.3
83	63	49.1	42.9	6.6

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	2	48.7	43.3	7.4
1	4	56.9	46.7	12.6
0	0	53.0	45.7	5.7
0	1	54.0	44.9	8.5
1	3	53.9	46.6	9.3
9	4	55.2	46.6	8.2
12	10	53.6	46.2	7.7
5	4	46.4	40.6	6.3
2	1	45.7	39.8	6.0
2	3	48.8	43.0	6.3
2	0	48.7	42.7	5.9
1	0	46.4	41.2	5.3
2	0	46.8	41.3	5.5
1	4	47.2	41.3	6.0
7	4	47.6	42.1	6.1
3	1	46.2	40.7	5.6
4	3	47.3	41.5	6.0
2	8	47.3	41.4	6.4
4	7	48.0	42.1	6.3
6	4	48.8	43.3	6.1
7	2	47.6	42.1	6.1
5	5	47.3	41.8	6.5
4	4	49.4	43.5	7.0
6	9	54.7	45.7	10.8
35	35	47.2	41.5	6.0
65	56	47.7	41.9	6.1
75	69	48.2	42.2	6.4
87	83	49.6	43.1	7.0

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	0	50.3	43.7	6.1
3	0	53.5	45.3	7.2
1	0	51.3	45.8	6.0
3	1	59.0	50.1	8.2
1	1	56.4	47.8	6.7
13	3	55.4	47.3	7.4
10	6	52.8	45.7	7.7
2	1	45.9	40.3	5.8
7	3	47.5	41.5	6.5
5	2	48.8	42.6	6.3
6	4	48.1	42.7	6.5
2	4	48.0	42.6	5.8
2	3	48.6	42.3	6.2
2	2	47.5	41.6	5.7
5	2	46.8	41.0	6.0
3	1	46.1	40.4	5.8
2	2	45.1	39.2	6.1
3	2	46.0	40.2	6.0
8	3	46.3	40.6	6.1
9	7	49.0	43.1	6.8
4	2	47.5	41.7	5.9
5	8	48.9	42.8	6.6
6	4	50.2	43.5	7.5
2	3	50.6	43.8	7.6
47	29	47.1	41.3	6.1
75	52	47.7	41.8	6.2
83	59	48.0	42.0	6.4
105	64	49.6	43.2	6.5

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
6	1	53.9	45.7	7.9
3	0	50.5	45.6	6.0
4	2	61.8	48.8	11.9
0	0	54.0	45.6	6.4
3	1	55.5	48.2	7.6
15	7	56.9	48.4	7.9
10	6	51.8	45.4	6.9
4	2	46.5	40.3	6.5
2	3	47.0	40.8	6.1
3	1	47.3	41.7	5.9
0	4	47.1	41.4	6.1
7	1	46.3	40.9	5.8
2	2	46.0	39.9	6.1
4	2	45.4	39.8	6.1
4	2	46.4	40.5	6.2
3	1	44.6	39.3	6.0
2	3	44.6	39.2	5.8
4	1	45.7	39.8	6.1
10	8	46.8	41.3	6.3
4	4	46.7	41.2	6.0
11	9	48.9	42.5	6.9
5	5	47.5	41.9	6.2
9	12	49.9	43.7	7.5
6	5	49.9	43.8	7.4
45	30	46.1	40.4	6.1
75	54	46.8	41.0	6.2
90	71	47.1	41.3	6.3
121	82	49.2	42.7	6.7

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
7	5	52.2	46.1	9.3
4	8	57.6	46.8	10.4
0	1	53.8	42.3	9.1
3	1	55.6	46.1	8.4
1	1	53.7	45.7	8.3
3	6	53.8	46.1	8.5
6	3	53.7	45.8	8.0
6	4	50.7	43.8	7.7
1	3	50.0	43.4	6.4
3	0	48.1	42.7	5.8
3	1	47.9	41.6	6.1
4	2	46.9	41.6	5.8
5	2	45.1	39.6	5.8
4	0	46.1	40.4	5.7
5	3	45.9	39.9	6.6
4	2	46.5	40.2	6.2
6	4	46.4	40.9	6.0
9	1	46.5	40.0	6.3
5	7	47.1	41.2	6.2
6	3	46.8	41.4	6.3
11	2	46.6	40.5	6.6
8	3	46.6	40.8	6.4
10	9	51.0	44.6	7.6
5	7	50.5	44.5	7.9
55	29	47.3	41.3	6.2
86	40	47.6	41.5	6.4
101	56	47.9	41.8	6.5
119	78	49.5	42.8	7.1

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
6	3	53.0	44.5	7.4
3	13	57.6	48.5	12.4
3	0	51.2	45.1	7.0
1	3	56.8	47.6	9.3
1	4	53.4	47.2	10.0
4	1	54.2	47.3	6.8
3	1	52.9	45.0	7.7
1	0	50.1	44.3	6.6
4	2	53.2	45.5	7.2
3	1	49.9	43.4	6.4
4	4	49.9	43.8	6.3
5	2	49.7	43.2	6.3
8	4	45.8	40.0	6.1
0	2	43.2	37.5	5.9
6	5	47.4	41.4	6.4
6	3	47.2	41.4	6.1
3	6	46.7	41.0	6.1
11	6	47.9	41.3	7.0
13	5	51.4	44.9	7.2
14	5	52.5	45.2	7.2
10	3	50.4	44.3	7.0
6	5	49.6	43.9	7.1
5	8	52.8	45.5	8.5
4	3	54.7	45.0	10.1
64	40	48.5	42.3	6.5
97	54	49.2	42.9	6.7
106	65	49.7	43.1	7.0
124	89	50.9	44.0	7.4

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	3	52.8	44.7	9.0
1	0	49.7	42.7	6.7
2	0	53.5	46.3	7.4
0	2	51.4	45.3	9.1
1	1	54.2	44.9	7.9
7	5	54.6	47.0	8.0
4	8	51.1	45.0	7.2
3	1	46.1	40.6	5.7
0	1	44.1	38.3	6.2
2	3	47.8	41.5	6.2

2	1	47.7	41.5	6.3
5	4	47.0	41.8	5.9
5	1	46.1	40.8	6.0
6	0	45.6	40.5	5.6
3	1	45.9	40.2	5.9
5	1	46.9	40.8	6.1
4	2	48.0	41.6	6.3
7	3	47.4	41.6	6.1
8	4	48.3	42.4	6.3
7	3	49.0	43.2	6.0
4	9	49.3	42.7	6.8
3	2	46.9	41.2	6.1
0	3	50.3	42.8	7.4
4	2	51.1	44.1	7.3
50	22	46.7	41.0	6.1
68	44	47.3	41.5	6.2
72	49	47.7	41.7	6.3
84	60	49.0	42.6	6.7

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	2	51.7	43.9	7.5
2	1	53.4	44.2	8.6
1	0	50.3	45.0	5.9
1	1	54.1	47.1	8.3
2	1	55.4	46.2	9.2
4	3	53.5	46.1	7.1
6	0	50.5	44.6	6.3
5	2	46.0	39.5	6.4
2	1	45.3	38.6	7.0
4	3	47.8	42.0	6.0
2	3	48.0	42.5	6.2
3	1	47.4	41.6	5.9
1	3	46.2	41.0	5.9
2	1	46.2	40.0	6.5
3	0	46.4	40.8	5.8
5	0	46.3	40.5	5.8
3	1	46.6	40.5	5.7
1	1	46.4	40.9	5.6
5	5	47.2	41.5	6.4
6	3	48.2	42.4	6.0
7	14	49.3	43.7	6.8
5	5	47.8	41.9	6.6
4	1	49.4	42.9	6.6
0	3	53.1	44.2	8.0
36	21	46.7	40.8	6.1
60	43	47.2	41.4	6.2
64	47	47.7	41.6	6.3
75	55	49.0	42.6	6.7

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
2	2	52.1	43.7	8.3
1	1	55.2	44.8	8.3
1	1	55.5	46.6	8.2
1	0	52.6	45.8	6.7
4	1	54.1	47.3	7.9
9	15	56.5	48.2	9.0
11	6	52.8	45.2	7.3
4	2	45.3	38.3	8.0
4	1	43.7	35.7	9.2
1	0	47.0	41.4	5.6
2	2	47.5	41.8	5.8
3	3	47.9	42.2	5.8
4	1	47.0	41.1	5.7
1	4	46.9	40.6	6.5
5	2	46.8	40.7	6.2
2	2	45.9	40.6	5.8
4	3	46.2	40.5	5.9
7	2	47.9	42.0	5.7
5	3	47.3	41.5	5.8
4	1	47.9	42.2	5.9
7	7	47.5	42.0	6.8
10	3	46.7	41.2	6.5
7	5	49.1	43.5	7.3
2	5	51.7	44.3	8.9
42	25	46.6	40.5	6.3
74	42	47.1	41.1	6.4
83	52	47.5	41.4	6.6

101	72	49.2	42.6	7.0

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
3	1	48.6	42.8	7.3
1	0	50.6	42.3	6.6
0	0	53.3	44.6	7.2
2	2	54.7	45.7	8.8
1	1	50.9	44.5	7.5
5	2	53.9	46.3	6.9
6	3	50.7	43.8	6.8
3	1	45.9	40.7	5.6
5	2	45.3	39.5	6.1
8	0	47.8	42.2	5.8
2	1	46.4	41.3	5.6
2	2	45.9	41.2	5.4
3	2	46.3	41.0	5.4
6	2	46.8	40.4	6.4
0	1	45.0	39.3	6.0
2	0	44.4	38.6	5.8
3	1	44.9	39.2	6.0
1	1	43.5	38.8	5.1
1	2	44.7	38.8	6.0
2	2	45.6	39.9	6.0
5	0	46.2	40.5	5.7
1	0	45.3	39.9	5.3
3	2	45.9	40.8	5.8
1	2	48.5	42.4	6.8
36	15	45.6	40.1	5.8
50	20	45.9	40.3	5.8
54	24	46.1	40.5	5.9
66	30	47.5	41.4	6.2

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	0	46.8	41.1	5.4
0	0	52.7	43.7	7.0
0	0	51.2	42.5	6.7
0	1	54.9	45.4	7.3
0	0	52.4	44.6	7.5
9	2	53.8	46.1	7.4
8	3	51.0	44.0	6.8
3	1	45.7	38.9	7.3
1	1	39.6	26.4	12.4
2	2	45.7	39.7	6.6
0	1	45.4	40.4	5.6
1	0	45.6	39.8	5.4
3	0	45.6	40.1	5.3
2	3	45.5	39.6	5.9
2	2	45.2	39.3	5.9
4	3	45.2	39.7	5.7
4	2	45.5	40.0	5.8
5	2	45.2	39.9	6.0
2	5	45.9	40.1	6.1
3	3	45.4	39.9	6.0
1	5	46.3	41.0	5.9
5	3	45.1	40.2	6.0
9	16	49.9	43.4	9.4
5	0	47.1	41.0	6.1
29	22	45.0	38.7	6.5
46	36	45.5	39.3	6.4
60	52	45.8	39.6	6.6
69	55	47.4	40.7	6.6

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
5	0	51.0	44.6	6.6
6	3	53.8	45.3	8.4
4	0	53.4	46.2	6.8
2	1	54.1	44.7	8.8
3	4	56.4	46.0	11.6
4	7	55.0	46.0	9.2
8	3	54.7	46.9	7.4
5	5	51.5	44.7	7.3
3	3	50.3	44.1	6.4

3	5	47.7	42.1	6.3
8	1	46.8	41.1	5.9
1	4	46.9	41.6	5.9
5	2	46.4	40.3	6.0
3	6	46.5	40.4	6.6
5	0	45.0	39.5	5.8
2	5	45.2	39.2	6.6
2	1	45.7	39.5	6.2
4	4	46.0	39.8	6.8
7	5	46.3	40.4	6.2
5	2	46.6	40.6	6.1
4	5	46.1	41.0	5.9
6	3	45.0	39.1	6.5
6	4	47.5	42.0	6.8
7	8	51.5	44.6	7.6
48	41	47.0	41.1	6.3
71	54	47.3	41.3	6.4
84	66	47.5	41.5	6.5
108	81	49.1	42.5	7.0

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	1	51.4	44.1	7.1
0	0	48.7	43.2	5.7
2	1	52.4	45.1	8.8
1	2	50.6	44.4	8.8
1	1	52.7	44.6	8.0
2	2	55.4	46.9	8.5
3	2	56.3	48.0	9.5
2	1	53.6	45.3	7.3
1	4	51.9	45.9	6.7
5	4	50.2	44.4	6.9
7	6	49.9	43.9	6.8
4	0	48.0	42.1	5.8
5	3	47.1	41.5	6.1
5	3	46.3	40.6	6.2
2	3	45.6	40.5	5.6
6	2	46.9	40.8	6.4
5	4	47.3	40.5	7.6
5	3	47.2	40.8	6.4
6	3	49.9	43.6	6.2
7	9	51.6	44.2	7.4
6	12	50.8	44.9	7.0
5	5	49.9	43.4	7.3
5	3	49.7	43.3	6.9
4	2	50.5	43.1	8.1
53	36	48.7	42.5	6.5
74	64	49.5	43.2	6.8
83	69	49.6	43.2	6.9
90	76	50.2	43.5	7.1

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
6	0	53.9	45.6	7.9
0	1	47.9	42.7	6.1
2	6	56.5	47.0	12.4
0	0	52.3	44.2	6.9
2	1	55.6	47.1	8.3
1	0	54.8	44.7	9.1
1	3	51.5	44.6	7.5
3	1	52.4	44.8	6.7
2	2	51.5	44.9	6.7
3	4	49.5	43.6	6.6
6	5	51.0	44.1	6.5
4	2	47.2	41.8	5.7
6	3	47.2	40.9	6.3
4	3	46.3	40.9	6.2
3	3	45.4	39.5	6.2
4	6	46.6	40.9	6.4
3	5	45.8	39.7	6.6
4	1	44.9	38.7	6.3
8	4	50.1	43.7	6.7
5	17	50.9	44.9	7.9
4	2	49.3	43.5	6.1
10	3	52.0	44.9	7.2
10	5	55.0	47.4	8.0
3	8	56.7	46.4	10.8
50	39	48.2	42.0	6.4
70	64	48.9	42.6	6.6

83	77	49.6	43.1	6.9
94	85	50.6	43.6	7.3

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	1	53.2	45.1	7.3
1	1	52.3	45.4	8.5
1	0	51.3	45.8	6.0
1	3	56.8	47.6	9.3
3	0	52.6	43.9	7.4
9	4	55.2	46.6	8.2
6	4	51.4	44.2	7.1
11	4	48.4	42.5	6.1
5	2	45.3	39.5	6.1
6	3	49.9	43.6	6.2
2	2	47.5	41.8	5.8
5	2	46.9	41.6	6.0
3	2	46.1	40.5	6.2
4	5	46.9	40.8	6.1
3	0	46.5	41.2	5.7
1	4	47.2	41.3	6.0
2	2	45.1	39.2	6.1
4	4	46.7	41.2	6.0
8	3	46.6	40.8	6.4
5	2	49.7	43.2	6.3
1	1	47.7	41.8	5.8
3	2	47.7	41.9	5.9
3	2	50.9	43.8	7.2
3	3	53.9	44.5	8.1
54	33	46.9	41.2	6.1
69	42	47.5	41.6	6.1
75	47	48.0	41.9	6.3
91	56	49.4	42.8	6.7

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	0	49.9	42.7	6.6
3	1	53.1	44.9	8.4
1	1	52.4	44.7	7.4
4	0	53.9	47.1	7.2
1	0	52.1	45.2	6.4
6	0	53.9	45.6	7.9
5	5	52.4	45.9	7.9
3	2	50.9	43.8	7.2
4	2	49.3	43.5	6.1
2	1	48.3	43.0	5.6
4	1	46.5	41.2	5.6
3	1	46.0	40.6	5.6
1	0	46.5	40.7	5.4
3	1	45.6	40.1	5.6
2	1	45.3	39.8	5.6
1	3	45.6	39.9	6.0
3	0	44.2	38.6	5.8
1	2	44.0	38.4	5.6
0	0	44.5	39.3	5.5
2	1	46.3	40.7	5.7
2	3	46.3	40.9	5.7
1	1	45.6	39.8	5.9
1	2	46.4	41.2	5.8
1	2	51.0	43.4	7.4
27	14	46.4	40.7	5.8
37	24	46.7	41.0	5.9
39	28	46.9	41.2	6.0
54	30	48.3	42.1	6.3

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
4	3	53.7	44.2	9.8
3	0	53.7	44.2	8.3
1	1	58.4	45.3	10.0
1	0	51.9	44.5	6.7
1	1	54.5	45.9	7.8
8	9	54.6	46.6	8.3
6	2	51.1	44.5	6.6
3	0	45.5	39.6	6.2

4	5	46.0	40.1	6.0
4	1	47.6	41.5	5.9
7	3	49.1	43.1	6.2
5	3	47.3	41.8	6.0
9	4	47.5	42.2	6.2
9	1	47.0	41.2	6.1
8	4	47.6	41.4	6.5
1	9	47.4	41.6	6.5
3	1	46.8	41.5	5.5
6	3	47.4	41.6	6.0
6	3	47.5	41.8	5.9
5	5	47.9	42.0	6.1
10	6	48.9	42.8	6.5
3	2	47.8	41.6	6.4
5	7	49.3	43.1	7.2
3	3	49.5	43.2	7.5
65	37	47.2	41.5	6.1
89	52	47.7	41.8	6.2
97	62	47.8	41.9	6.3
115	76	49.5	42.7	6.8

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	0	52.1	45.2	6.4
2	1	55.6	47.1	8.3
1	0	51.9	44.5	6.7
6	0	53.9	45.6	7.9
5	3	51.2	44.4	7.4
16	4	54.6	47.7	8.0
7	7	51.5	44.8	7.5
6	0	47.6	40.7	6.4
8	2	47.4	41.6	6.1
6	2	47.8	42.3	5.9
7	3	48.6	42.2	6.3
4	2	46.5	41.1	5.9
2	2	46.7	41.4	5.7
2	0	46.6	40.5	6.0
5	3	46.9	41.4	5.9
12	3	46.6	40.8	6.6
5	2	45.8	40.0	6.4
6	11	46.9	40.8	6.9
5	3	47.2	41.5	6.0
4	5	47.5	41.4	6.4
7	7	47.8	41.5	7.0
6	8	45.1	39.3	7.2
5	6	47.9	41.8	6.9
4	2	49.9	44.0	7.0
68	33	47.1	41.2	6.2
92	60	47.3	41.3	6.4
101	68	47.5	41.5	6.5
132	76	48.9	42.6	6.7

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
5	7	55.2	46.5	9.2
0	0	52.0	44.2	6.2
2	0	53.5	46.7	7.0
1	0	55.1	46.6	7.6
0	1	51.6	45.0	7.0
4	4	56.3	47.9	8.1
5	6	53.0	46.5	7.4
2	3	51.1	44.5	6.9
6	4	51.4	44.2	7.1
6	2	48.4	42.3	6.3
6	3	49.3	43.1	6.5
4	1	46.4	41.2	5.5
0	1	46.1	40.4	5.7
5	3	46.3	40.4	6.0
5	3	45.6	39.9	6.0
3	4	45.9	40.5	6.0
3	4	45.5	40.0	6.1
5	4	46.1	40.5	5.8
4	4	46.6	40.6	6.3
8	9	48.8	42.7	6.5
4	2	47.5	41.7	6.1
6	4	46.3	41.0	6.1
3	2	47.7	41.9	5.9
2	10	50.6	44.1	9.1
49	36	47.4	41.5	6.2

72	57	47.8	41.8	6.3
77	69	47.9	42.0	6.4
89	81	49.4	43.0	6.7

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
6	3	53.7	45.8	8.0
6	3	53.8	45.3	8.4
2	2	54.6	46.5	8.3
1	0	50.6	42.3	6.6
0	2	51.4	45.3	9.1
2	2	52.1	43.7	8.3
1	3	51.5	44.6	7.5
3	7	56.9	45.2	10.3
5	5	52.4	45.9	7.9
10	5	55.0	47.4	8.0
6	3	50.7	43.8	6.8
4	2	47.2	41.8	5.7
11	4	48.4	42.5	6.1
1	2	44.0	38.4	5.6
3	1	46.8	41.5	5.5
8	2	47.4	41.6	6.1
5	0	45.0	39.5	5.8
3	6	46.7	41.0	6.1
1	0	46.5	40.7	5.4
2	1	48.3	43.0	5.6
1	2	46.4	41.2	5.8
1	2	50.9	43.2	6.9
5	8	52.8	45.5	8.5
6	3	53.8	45.3	8.4
60	37	48.9	42.4	6.6
65	45	49.0	42.6	6.6
76	56	49.5	42.9	6.8
93	68	50.3	43.4	7.1

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
3	2	53.7	44.9	8.6
3	3	53.9	44.5	8.1
2	3	55.1	45.8	9.9
4	3	59.7	47.0	10.2
3	1	55.5	48.2	7.6
5	4	54.5	46.6	8.6
5	2	53.2	45.4	7.0
3	1	52.0	44.8	6.6
6	2	50.7	44.4	6.3
4	1	46.9	41.7	5.5
7	1	47.0	41.5	6.0
2	1	46.2	40.5	6.0
6	4	45.4	39.2	6.6
2	1	45.7	39.8	6.0
4	3	47.8	41.9	6.1
7	9	49.1	42.8	6.5
10	8	48.7	42.6	6.5
10	6	47.0	41.6	6.5
6	9	49.0	42.4	6.7
3	12	48.5	42.6	6.8
8	2	48.3	42.3	6.2
3	8	47.1	41.8	7.1
2	5	49.1	42.3	6.9
6	9	54.7	45.7	10.8
67	46	48.0	41.9	6.3
86	70	48.3	42.2	6.4
94	84	48.7	42.4	6.7
114	100	50.4	43.3	7.2

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	3	51.5	44.6	7.5
1	2	55.9	47.0	8.4
2	2	62.9	47.1	12.5
1	1	55.1	46.6	7.6
2	2	55.2	47.0	7.9
9	4	55.2	46.6	8.2
6	4	50.2	43.5	7.5

2	2	46.0	39.9	6.1
5	3	45.9	39.9	6.6
5	2	49.7	43.2	6.3
1	1	47.7	41.8	5.8
6	3	49.3	43.1	6.5
1	0	46.5	40.7	5.4
6	2	46.8	40.4	6.4
3	1	45.7	38.9	7.3
3	6	46.5	40.4	6.6
5	4	47.3	40.5	7.6
6	3	47.4	41.6	6.0
6	8	45.1	39.3	7.2
3	12	48.5	42.6	6.8
5	2	46.9	41.6	6.0
3	4	49.3	42.8	6.6
6	7	51.4	44.5	7.9
6	1	53.9	45.7	7.9
49	35	47.0	40.8	6.5
66	57	47.4	41.3	6.5
78	65	48.0	41.7	6.7
94	79	50.0	42.9	7.2

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	2	49.2	44.0	8.3
2	1	57.8	46.2	8.6
1	1	54.4	48.5	8.8
1	2	55.1	48.1	7.8
2	2	54.6	46.5	8.3
10	5	55.0	47.4	8.0
10	3	52.0	44.9	7.2
5	0	46.4	40.7	5.8
0	2	44.2	38.2	6.1
7	1	47.5	41.9	6.0
1	1	47.7	41.8	5.8
4	4	48.2	42.1	6.3
7	1	47.0	41.5	6.0
7	3	48.6	42.2	6.3
1	0	46.5	40.7	5.4
11	4	48.4	42.5	6.1
5	6	45.6	39.9	6.3
2	6	47.4	41.6	6.0
3	10	47.8	41.5	6.7
10	3	48.8	42.7	6.3
3	6	46.1	40.8	6.2
6	2	50.1	43.3	6.5
6	8	52.8	45.1	7.9
3	8	56.7	46.4	10.8
53	38	47.1	41.2	6.1
82	52	47.6	41.6	6.2
91	68	48.4	42.1	6.5
107	81	49.9	43.3	7.0

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
3	2	53.7	44.9	8.6
1	4	56.9	46.7	12.6
0	0	53.3	44.6	7.2
0	1	54.9	45.4	7.3
3	4	56.4	46.0	11.6
1	1	51.4	44.1	7.1
4	8	51.1	45.0	7.2
2	1	46.2	40.0	6.5
5	8	46.6	40.4	6.4
1	0	46.4	41.2	5.3
8	4	50.1	43.7	6.7
2	1	46.6	40.7	6.0
2	3	48.6	42.3	6.2
5	5	47.2	41.5	6.4
6	0	45.6	40.5	5.6
2	3	45.6	40.5	5.6
2	1	45.7	39.5	6.2
4	2	46.4	40.5	6.2
6	3	46.8	41.4	6.3
8	3	46.6	40.8	6.4
4	2	47.5	41.7	5.9
4	4	49.4	43.5	7.0
1	2	50.9	43.2	6.9
3	7	56.9	45.2	10.3

45	31	46.8	41.0	6.1
65	48	47.3	41.5	6.2
69	57	48.0	41.8	6.5
77	69	49.6	42.6	7.1

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
4	0	53.9	47.1	7.2
1	2	55.1	48.1	7.8
0	0	49.9	42.7	6.6
0	0	46.8	41.1	5.4
5	3	50.7	44.5	7.3
3	2	50.9	43.8	7.2
1	2	46.4	41.2	5.8
10	3	48.8	42.7	6.3
0	0	44.5	39.3	5.5
3	5	45.8	39.7	6.6
5	6	45.6	39.9	6.3
3	4	45.5	40.0	6.1
0	2	44.2	38.2	6.1
4	4	45.7	39.5	6.5
4	2	46.4	40.6	6.1
2	1	45.4	38.8	6.5
3	1	43.8	38.2	5.8
5	2	46.0	40.9	5.8
7	5	46.5	41.2	6.4
5	2	46.9	41.6	6.0
4	4	45.6	40.1	6.0
10	13	51.3	44.5	9.0
6	8	52.8	45.1	7.9
1	2	50.9	43.2	6.9
46	35	45.7	39.9	6.2
66	56	46.2	40.4	6.3
73	66	46.8	40.8	6.4
86	73	47.9	41.8	6.5

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
3	2	52.0	44.6	7.8
2	2	53.6	45.2	8.3
2	1	53.7	45.5	8.0
1	1	54.0	45.9	7.9
2	2	54.3	46.1	8.4
6	4	54.5	46.3	8.0
6	4	51.9	45.1	7.3
4	2	48.8	42.1	6.7
3	3	47.8	41.3	6.8
4	2	48.3	42.4	6.2
4	3	48.2	42.3	6.1
4	2	47.2	41.6	5.9
4	2	46.6	40.9	5.9
4	3	46.3	40.4	6.1
4	2	46.4	40.6	6.1
4	4	46.5	40.7	6.1
4	3	46.2	40.3	6.2
5	4	46.6	40.7	6.1
6	5	47.5	41.6	6.3
6	5	48.4	42.4	6.4
5	5	47.8	42.0	6.3
5	4	48.1	42.0	6.7
5	6	50.1	43.5	7.3
4	5	52.2	44.5	8.4
49	33	47.2	41.3	6.2
71	51	47.7	41.7	6.3
79	61	48.1	41.9	6.5
95	73	49.5	42.8	6.9

MPH 60 <65mph	MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
97	82	49.2	42.5	6.9
86	63	48.6	42.1	6.7
87	65	48.3	42.0	6.7
91	60	47.9	41.6	6.5
102	72	47.5	41.2	6.9
104	84	47.4	41.3	6.6
98	82	49.5	42.9	7.1

Kent

Report Id 173/17
Site Name Site 4B of 9
Description B255, 195m south of A226 London Road.
Direction Southbound

Saturday 15 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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	94	27	26	19	22	0	0	86	0	7	0	0	0	0	1	0	0	0	0	0	0	0	2	11	22	29	21	7	2	0
0100 - 0200	70	25	16	13	16	0	0	65	0	4	0	0	0	0	0	1	0	0	0	0	0	0	2	11	24	14	7	5	3	3
0200 - 0300	33	10	10	8	5	0	0	31	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	5	8	4	6	1	0	2
0300 - 0400	40	10	8	12	10	0	0	35	0	4	0	0	0	0	0	1	0	0	0	0	0	0	1	3	9	12	10	2	3	0
0400 - 0500	42	5	7	17	13	0	0	35	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	11	9	7	7	2	0
0500 - 0600	89	11	24	23	31	0	0	77	0	9	0	0	0	0	2	1	0	0	0	0	0	0	3	8	20	22	23	7	3	3
0600 - 0700	175	39	35	44	57	0	1	145	0	24	0	1	0	1	3	0	0	0	0	0	0	0	4	14	38	47	42	18	8	4
0700 - 0800	282	50	59	61	112	1	1	235	0	39	1	1	0	2	2	0	0	0	0	1	0	1	6	25	73	70	57	40	5	1
0800 - 0900	535	86	132	150	167	0	7	468	5	46	2	1	1	3	2	0	0	0	0	0	0	1	12	50	129	171	101	43	17	8
0900 - 1000	784	173	186	214	211	1	3	702	3	60	7	1	0	4	2	1	0	0	0	1	0	0	35	125	232	203	134	35	12	7
1000 - 1100	952	235	247	226	244	0	2	874	7	49	5	3	1	8	1	2	0	0	0	0	1	5	20	132	304	286	148	34	16	4
1100 - 1200	1078	277	258	270	273	0	5	994	6	58	2	3	2	5	2	1	0	0	0	0	7	18	73	190	320	291	136	28	9	4
1200 - 1300	1098	276	280	281	261	0	9	1018	4	48	4	3	1	8	1	1	0	1	0	4	4	21	71	213	339	284	116	28	12	5
1300 - 1400	1045	248	274	260	263	0	3	968	8	39	6	3	0	16	1	1	0	0	0	0	0	9	38	156	369	318	117	22	11	4
1400 - 1500	989	277	250	236	226	0	7	914	6	39	1	2	0	16	1	3	0	0	0	0	2	20	60	162	311	281	98	38	12	2
1500 - 1600	879	231	216	219	213	0	6	816	5	40	2	0	2	7	0	1	0	0	0	0	0	4	33	135	272	251	121	45	11	5
1600 - 1700	803	203	190	215	195	0	1	735	11	47	2	0	2	3	1	1	0	0	0	0	0	2	32	103	242	240	124	36	14	8
1700 - 1800	836	211	206	232	187	0	3	775	9	39	1	0	0	8	1	0	0	0	0	0	2	0	15	106	282	238	136	33	18	5
1800 - 1900	760	195	184	209	172	0	0	712	2	32	1	1	0	11	0	1	0	0	0	0	1	4	23	95	243	220	114	37	13	6
1900 - 2000	666	187	185	148	146	0	3	620	0	34	1	0	1	6	0	1	0	0	0	0	0	4	25	78	198	198	95	42	15	4
2000 - 2100	465	137	119	123	86	0	5	428	2	28	0	0	0	2	0	0	0	0	0	0	0	2	15	61	164	126	59	24	7	2
2100 - 2200	358	90	117	79	72	0	1	330	1	23	1	2	0	0	0	0	0	0	0	0	0	3	7	38	116	102	48	28	6	4
2200 - 2300	232	67	61	54	50	0	0	214	0	15	0	0	0	3	0	0	0	0	0	0	0	0	7	37	60	52	45	20	4	2
2300 - 0000	204	64	61	46	33	0	1	180	0	22	0	0	0	1	0	0	0	0	0	0	0	0	12	25	54	58	36	11	3	3
0700 - 1900	10041	2462	2482	2573	2524	2	47	9211	66	536	34	18	9	91	14	12	0	1	0	6	17	85	418	1492	3116	2853	1402	419	150	59
0600 - 2200	11705	2915	2938	2967	2885	2	57	10734	69	645	36	21	10	100	17	13	0	1	0	6	17	94	469	1683	3632	3326	1646	531	186	73
0600 - 0000	12141	3046	3060	3067	2968	2	58	11128	69	682	36	21	10	104	17	13	0	1	0	6	17	94	488	1745	3746	3436	1727	562	193	78
0000 - 0000	12509	3134	3151	3159	3065	2	58	11457	69	714	36	21	10	104	20	17	0	1	0	6	17	94	498	1787	3840	3526	1801	591	206	86

Sunday 16 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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	127	38	29	24	36	0	1	115	0	9	0	0	0	0	1	1	0	0	0	0	0	0	2	18	46	32	18	5	1	1
0100 - 0200	61	18	19	14	10	0	0	56	0	5	0	0	0	0	0	0	0	0	0	0	0	1	10	9	18	8	10	3	1	1
0200 - 0300	37	9	6	7	15	0	0	36	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	7	8	9	4	4	0	0
0300 - 0400	35	7	12	9	7	0	0	34	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	12	8	3	3	1	0
0400 - 0500	28	7	8	7	6	0	1	24	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	4	7	5	5	4	1	0
0500 - 0600	39	3	8	14	14	0	1	35	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	5	11	13	4	4	1	0
0600 - 0700	88	17	16	28	27	0	2	72	0	9	0	0	0	0	5	0	0	0	0	0	0	0	1	11	22	20	20	8	1	3
0700 - 0800	129	32	31	37	29	0	2	108	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	15	30	36	29	10	6	2
0800 - 0900	186	35	46	52	53	1	1	160	0	22	0	0	0	2	0	0	0	0	0	1	0	1	6	15	51	60	28	16	1	4
0900 - 1000	322	65	78	83	96	3	1	291	1	25	0	0	0	1	0	0	0	0	0	3	0	0	6	35	58	108	70	26	10	5
1000 - 1100	417	102	100	109	106	0	4	382	0	30	0	0	0	1	0	0	0	0	0	0	0	0	2	38	118	124	82	36	8	5
1100 - 1200	527	115	120	151	141	0	4	481	0	35	3	0	0	3	1	0	0	0	0	0	0	0	10	64	126	169	92	45	14	3
1200 - 1300	595	156	132	144	163	0	6	550	6	31	0	1	1	0	0	0	0	0	0	0	0	1	11	78	177	188	85	27	17	11
1300 - 1400	535	140	156	121	118	0	1	504	0	23	0	2	0	3	1	1	0	0	0	0	0	0	20	97	148	148	80	26	9	7
1400 - 1500	465	122	123	108	112	0	0	435	1	27	0	1	0	1	0	0	0	0	0	0	1	1	12	51	140	142	78	25	6	2
1500 - 1600	373	99	97	81	96	1	2	335	2	29	1	2	0	1	0	0	0	0	0	0	1	0	6	38	85	110	75	37	17	3
1600 - 1700	339	89	91	75	84	0	1	312	0	23	0	0	0	0	1	1	0	1	0	0	0	1	4	29	105	101	62	25	7	4
1700 - 1800	329	85	73	90	81	1	1	300	2	25	0	0	0	0	0	0	0	0	0	0	1	3	14	36	74	88	59	38	9	3
1800 - 1900	362	85	89	100	88	0	2	331	0	26	0	0	0	2	0	1	0	0	0	0	0	0	2	37	101	93	67	36	14	9
1900 - 2000	434	102	114	104	114	0	1	408	2	21	1	0	0	1	0	0	0	0	0	0	0	1	9	50	124	135	70	26	6	4
2000 - 2100	277	84	66	65	62	0	2	253	1	17	0	0	0	1	3	0	0	0	0	0	0	0	6	38	95	76	45	7	5	2
2100 - 2200	201	59	55	41	46	0	2	183	0	15	0	0	0	1	0	0	0	0	0	0	0	1	8	25	67	56	24	12	2	2
2200 - 2300	185	58	42	44	41	0	2	168	1	13	0	0	0	1	0	0	0	0	0	0	0	1	8	22	45	61	30	10	4	3
2300 - 0000	127	48	33	26	20	0	1	111	0	14	0	0	0	1	0	0	0	0	0	0	0	0	4	17	37	33	17	8	4	2
0700 - 1900	4579	1125	1136	1151	1167	6	25	4189	13	314	4	6	1	14	3	3	0	1	0	4	3	7	93	533	1213	1367	807	347	118	58
0600 - 2200	5579	1387	1387	1389	1416	6	32	5105	16	376	5	6	1	17	11	3	0	1	0	4	3	9	117	657	1521	1654	966	400	132	69
0600 - 0000	5891	1493	1462	1459	1477	6	35	5384	17	403	5	6	1	19	11	3	0	1	0	4	3	10	129	696	1603	1748	1013	418	140	74
0000 - 0000	6218	1575	1544	1534	1565	6	38	5684	17	424	5	6	1	19	12	5	0	1	0	4	3	12	149	745	1705	1823	1057	441	145	76

Monday 17 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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	76	23	17	17	19	0	0	70	0	6	0	0	0	0	0	0	0	0	0	0	2	0	5	11	14	24	12	6	2	0
0100 - 0200	50	21	7	10	12	0	0	47	0	2	0	0	0	0	0	1	0	0	0	0	0	0	2	7	9	18	6	5	2	1
0200 - 0300	36	11	11	8	6	0	0	30	1	3	0	0	0	0	1	1	0	0	0	0	0	1	0	1	12	10	6	2	2	2
0300 - 0400	28	4	9	6	9	0	0	23	0	1	0	1	0	0	0	3	0	0	0	0	0	0	2	6	3	9	5	3	0	0
0400 - 0500	34	8	10	6	10	0	0	26	0	4	0	0	0	1	2	1	0	0	0	0	0	0	0	3	14	5	3	4	3	1
0500 - 0600	83	13	17	23	30	0	2	71	0	8	0	0	0	0	1	1	0	0	0	0	0	0	0	6	20	22	18	9	4	4
0600 - 0700	151	24	38	34	55	0	2	135	0	11	0	0	0	0	1	2	0	0	0	0	0	0	0	12	35	41	32	20	6	3
0700 - 0800	181	43	39	43	56	0	2	147	0	29	1	0	0	0	2	0	0	0	0	0	0	0	1	18	36	56	42	17	8	2
0800 - 0900	284	55	53	81	95	0	2	253	0	24	0	0	0	3	1	1	0	0	0	0	0	0	6	17	69	96	58	27	8	2
0900 - 1000	637	107	129	163	238	1	4	580	5	40	1	0	1	3	1	1	0	0	0	0	5	5	19	80	190	186	97	32	15	6
1000 - 1100	1013	261	252	250	250	0	2	954	11	33	1	1	2	5	1	2	0	1	1	2	3	11	52	146	348	278	117	41	13	0
1100 - 1200	1179	282	309	287	301	1	4	1102	12	43	1	0	1	11	2	2	0	0	0	0	5	14	59	219	393	305	134	41	7	0
1200 - 1300	1187	290	298	298	301	1	4	1111	12	39	2	2	0	15	0	0	0	1	0	0	1	18	74	201	364	353	131	32	10	2
1300 - 1400	1048	275	260	263	250	0	2	986	9	36	2	0	3	7	0	3	0	0	0	0	2	17	53	186	338	284	123	32	6	7
1400 - 1500	896	241	231	224	200	0	3	846	3	34	3	0	0	5	0	2	0	0	0	0	0	2	36	105	271	298	125	40	15	3
1500 - 1600	715	194	177	168	176	0	3	658	8	35	2	1	1	4	1	2	0	0	0	0	0	0	17	79	235	216	116	32	13	1
1600 - 1700	644	158	176	167	143	0	7	595	2	34	1	2	0	3	0	0	0	0	0	0	0	6	23	58	180	178	140	37	16	3
1700 - 1800	615	180	149	131	155	0	3	577	5	24	0	0	0	4	0	1	1	0	0	0	0	1	22	69	207	189	82	33	7	2
1800 - 1900	543	159	155	127	102	0	2	509	2	25	0	0	1	2	2	0	0	0	0	0	0	1	5	49	133	186	102	42	16	7
1900 - 2000	447	123	119	100	105	0	2	414	2	26	0	0	0	0	2	1	0	0	0	0	0	1	11	57	113	148	69	25	15	5
2000 - 2100	292	87	74	72	59	0	2	266	2	19	0	0	0	0	2	1	0	0	0	0	1	2	9	27	102	86	37	18	5	2
2100 - 2200	271	68	77	59	67	0	1	244	1	22	0	0	0	1	2	0	0	0	0	0	0	0	0	40	69	70	57	20	10	2
2200 - 2300	163	71	35	30	27	0	0	146	0	16	0	0	0	1	0	0	0	0	0	0	0	1	4	23	47	40	33	6	7	1
2300 - 0000	90	33	31	12	14	0	0	78	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	11	25	23	16	9	4	0
0700 - 1900	8942	2245	2228	2202	2267	3	38	8318	69	396	14	6	9	62	10	14	1	2	1	2	16	75	367	1227	2764	2625	1267	406	134	35
0600 - 2200	10103	2547	2536	2467	2553	3	45	9377	74	474	14	6	9	63	17	18	1	2	1	2	17	78	387	1363	3083	2970	1462	489	170	47
0600 - 0000	10356	2651	2602	2509	2594	3	45	9601	74	502	14	6	9	64	17	18	1	2	1	2	17	79	392	1397	3155	3033	1511	504	181	48
0000 - 0000	10663	2731	2673	2579	2680	3	47	9868	75	526	14	7	9	65	21	25	1	2	1	2	19	80	401	1431	3227	3121	1561	533	194	56

Tuesday 18 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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	58	18	19	10	11	0	1	45	0	10	0	0	0	0	2	0	0	0	0	0	0	1	4	7	19	14	5	5	2	0
0100 - 0200	28	7	7	10	4	0	0	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	7	6	2	1	0
0200 - 0300	21	5	2	5	9	0	0	13	0	4	0	0	0	0	3	1	0	0	0	0	0	0	1	2	6	6	5	1	0	0
0300 - 0400	24	6	4	7	7	0	0	17	0	4	0	0	0	1	1	1	0	0	0	0	0	0	1	2	10	5	4	1	1	0
0400 - 0500	46	6	8	16	16	0	1	30	0	10	0	0	0	0	4	1	0	0	0	0	0	0	0	9	10	7	9	9	2	0
0500 - 0600	196	20	40	60	76	1	5	147	0	34	0	0	0	2	5	1	0	1	0	1	0	2	2	14	41	57	44	22	9	2
0600 - 0700	454	97	93	114	150	0	8	350	4	75	2	2	2	4	3	4	0	0	0	0	0	1	7	50	103	141	87	39	15	7
0700 - 0800	708	131	182	191	204	0	7	598	1	78	0	6	2	8	2	4	1	1	0	0	0	13	24	110	229	173	100	43	12	1
0800 - 0900	772	200	197	190	185	0	6	653	3	80	5	5	0	8	0	11	0	1	0	0	0	5	20	121	223	209	118	51	19	4
0900 - 1000	669	149	173	156	191	0	4	543	8	83	1	11	2	8	6	1	0	2	0	0	0	2	19	112	212	196	94	24	5	2
1000 - 1100	798	191	196	210	201	0	2	688	2	77	4	10	0	7	4	4	0	0	0	0	0	6	50	121	282	230	74	28	5	2
1100 - 1200	826	203	209	204	210	1	4	721	4	72	3	8	0	6	3	3	1	0	0	1	1	6	34	138	299	240	75	23	6	1
1200 - 1300	904	235	241	210	218	1	4	779	10	83	3	7	1	5	3	6	1	1	0	1	0	1	32	158	318	255	104	26	5	3
1300 - 1400	836	227	233	197	179	0	5	728	4	74	1	9	1	8	1	5	0	0	0	0	2	10	61	146	247	225	104	26	9	4
1400 - 1500	849	194	222	217	216	0	5	736	6	77	2	6	0	13	3	1	0	0	0	0	1	5	25	109	276	247	117	42	21	5
1500 - 1600	775	178	160	210	227	1	2	668	7	79	1	6	0	3	5	3	0	0	0	0	1	5	39	116	259	198	111	35	9	1
1600 - 1700	970	241	250	270	209	0	9	861	5	70	2	0	1	13	4	4	0	1	0	0	5	13	60	171	297	259	125	28	9	2
1700 - 1800	1194	298	315	279	302	0	11	1090	9	59	2	4	0	10	3	3	1	2	0	0	5	19	71	179	358	334	154	55	12	4
1800 - 1900	880	249	240	221	170	0	0	803	8	46	5	1	0	14	1	1	0	1	0	0	0	2	28	108	260	255	138	60	21	6
1900 - 2000	671	191	186	143	151	0	6	602	3	53	0	2	0	2	1	1	1	0	0	0	0	2	6	72	180	231	119	37	16	3
2000 - 2100	402	122	125	83	72	0	5	354	1	33	0	2	0	5	2	0	0	0	0	0	0	0	0	7	55	125	117	61	24	7	2
2100 - 2200	301	86	78	69	68	0	2	274	0	23	0	0	0	1	1	0	0	0	0	0	0	0	0	6	46	92	76	45	21	7	6
2200 - 2300	221	75	65	45	36	0	0	197	0	22	0	0	0	0	1	1	0	0	0	0	0	1	1	34	79	54	32	17	3	0
2300 - 0000	117	31	39	30	17	0	2	92	0	21	0	0	0	0	1	1	0	0	0	0	0	0	4	12	38	30	21	8	1	3
0700 - 1900	10181	2496	2618	2555	2512	3	59	8868	67	878	29	73	7	103	35	46	4	9	0	2	15	87	463	1589	3260	2821	1314	441	133	35
0600 - 2200	12009	2992	3100	2964	2953	3	80	10448	75	1062	31	79	9	115	42	51	5	9	0	2	15	90	489	1812	3760	3386	1626	562	178	53
0600 - 0000	12347	3098	3204	3039	3006	3	82	10737	75	1105	31	79	9	115	44	53	5	9	0	2	15	91	494	1858	3877	3470	1679	587	182	56
0000 - 0000	12720	3160	3284	3147	3129	4	89	11015	75	1169	31	79	9	118	59	57	5	10	0	3	15	94	502	1896	3971	3566	1752	627	197	58

Wednesday 19 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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	55	17	14	17	7	0	0	46	0	6	0	0	0	1	1	1	0	0	0	0	0	0	4	7	14	12	9	4	4	0
0100 - 0200	35	12	12	6	5	0	1	26	0	6	1	0	0	0	1	0	0	0	0	0	0	0	1	4	8	9	5	5	3	0
0200 - 0300	15	5	5	1	4	0	0	13	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	4	4	4	1	1	0
0300 - 0400	26	4	12	3	7	0	1	19	0	4	0	0	0	0	1	1	0	0	0	0	0	0	0	2	5	8	6	4	1	0
0400 - 0500	62	12	13	15	22	0	0	41	0	13	0	0	0	1	5	2	0	0	0	0	0	0	4	9	9	12	18	5	4	0
0500 - 0600	209	29	36	59	85	1	3	164	0	30	1	1	0	2	5	2	0	0	0	1	0	0	1	19	56	55	38	27	8	3
0600 - 0700	501	98	110	132	161	0	9	391	2	79	1	4	1	3	4	6	0	1	0	0	0	1	5	49	131	140	99	48	20	4
0700 - 0800	756	170	186	185	215	0	6	605	5	107	1	6	2	13	4	5	1	1	0	0	1	6	41	97	233	179	119	51	20	8
0800 - 0900	764	188	203	186	187	0	2	651	3	91	2	3	2	6	1	2	1	0	0	0	0	6	47	136	218	195	101	46	8	6
0900 - 1000	714	176	148	168	222	1	2	601	6	79	3	10	0	9	2	1	0	0	0	1	0	4	26	89	249	227	84	24	8	1
1000 - 1100	764	186	208	194	176	0	1	652	4	79	3	6	0	6	7	6	0	0	0	0	0	3	36	157	258	191	81	27	9	1
1100 - 1200	782	182	186	193	221	0	4	685	1	71	2	9	1	3	2	3	1	0	0	0	1	4	50	138	286	199	80	18	5	1
1200 - 1300	874	221	238	196	219	1	6	753	10	75	4	8	1	7	5	3	0	1	0	0	1	6	34	173	287	236	89	30	13	3
1300 - 1400	785	234	179	180	192	0	2	651	8	93	4	10	2	8	4	2	0	1	0	2	6	12	47	123	275	194	91	23	10	2
1400 - 1500	790	201	152	217	220	0	5	666	11	91	2	7	0	5	1	2	0	0	0	0	4	9	31	118	260	214	101	34	15	4
1500 - 1600	803	196	181	223	203	0	6	702	8	64	2	8	2	6	2	3	0	0	0	0	0	13	51	117	242	220	105	34	16	4
1600 - 1700	947	257	225	246	219	0	8	839	8	73	2	1	1	10	3	1	0	1	0	0	0	3	36	140	314	272	129	35	11	4
1700 - 1800	1194	294	328	296	276	0	9	1073	10	63	3	4	2	19	3	6	1	1	0	0	0	8	52	185	326	367	165	63	18	6
1800 - 1900	951	282	256	210	203	0	10	856	8	58	4	0	0	9	2	4	0	0	0	0	0	1	27	109	303	288	154	46	17	5
1900 - 2000	687	203	193	157	134	0	7	611	7	53	0	1	0	2	3	3	0	0	0	0	0	3	16	91	181	204	111	44	19	10
2000 - 2100	480	144	123	113	100	0	6	430	0	38	0	0	0	3	1	2	0	0	0	0	0	2	24	75	125	126	79	36	6	5
2100 - 2200	321	88	86	71	76	0	1	289	0	28	1	0	0	1	1	0	0	0	0	0	0	1	9	47	122	90	26	15	6	1
2200 - 2300	219	80	58	42	39	0	1	195	0	19	0	0	0	1	3	0	0	0	0	0	0	2	9	28	65	54	39	15	4	3
2300 - 0000	125	42	35	32	16	0	1	104	0	17	0	0	0	1	0	2	0	0	0	0	0	1	7	19	38	26	10	12	8	1
0700 - 1900	10124	2587	2490	2494	2553	2	61	8734	82	944	32	72	13	101	36	38	4	5	0	3	13	75	478	1582	3251	2782	1299	431	150	45
0600 - 2200	12113	3120	3002	2967	3024	2	84	10455	91	1142	34	77	14	110	45	49	4	6	0	3	13	82	532	1844	3810	3342	1614	574	201	65
0600 - 0000	12457	3242	3095	3041	3079	2	86	10754	91	1178	34	77	14	112	48	51	4	6	0	3	13	85	548	1891	3913	3422	1663	601	213	69
0000 - 0000	12859	3321	3187	3142	3209	3	91	11063	91	1237	36	78	14	116	62	58	4	6	0	4	13	85	558	1933	4009	3522	1743	647	234	72

Thursday 20 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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	70	22	16	18	14	0	0	61	0	8	1	0	0	0	0	0	0	0	0	0	0	0	1	9	16	24	13	4	1	1
0100 - 0200	35	12	7	8	8	0	2	28	0	1	1	1	0	0	2	0	0	0	0	0	0	0	2	4	8	8	5	3	3	2
0200 - 0300	27	3	9	10	5	0	0	24	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	6	8	3	2	0
0300 - 0400	23	9	4	6	4	0	0	18	0	2	0	1	0	0	0	2	0	0	0	0	0	0	0	3	3	10	4	0	2	1
0400 - 0500	62	8	12	19	23	0	0	49	0	9	0	0	0	0	1	3	0	0	0	0	0	0	2	9	15	17	12	3	3	1
0500 - 0600	232	28	47	75	82	1	6	178	0	35	1	2	0	3	3	3	0	0	0	1	0	0	2	19	51	76	43	24	11	4
0600 - 0700	491	108	99	119	165	0	7	390	0	82	2	5	0	3	1	1	0	0	0	0	1	1	19	80	96	124	106	36	16	9
0700 - 0800	763	179	172	208	204	0	9	638	4	86	2	9	1	8	4	1	0	1	0	0	2	11	38	85	229	208	122	42	15	6
0800 - 0900	753	204	184	194	171	0	1	630	3	89	4	7	3	5	5	6	0	0	0	0	0	3	26	108	222	222	120	37	8	4
0900 - 1000	722	174	160	181	207	2	2	604	6	84	2	9	0	4	5	3	0	1	0	1	1	5	27	78	236	222	103	40	6	2
1000 - 1100	818	219	199	197	203	1	0	713	4	73	2	7	1	9	4	3	1	0	0	1	0	10	27	111	287	255	92	26	5	4
1100 - 1200	801	201	182	188	230	0	4	673	7	89	2	11	2	4	2	7	0	0	0	0	1	11	35	123	258	253	85	27	3	3
1200 - 1300	831	191	239	212	189	0	3	722	5	72	9	8	1	2	3	5	0	1	0	0	1	1	29	124	298	219	100	38	18	2
1300 - 1400	841	221	213	209	198	0	2	723	7	80	4	13	0	4	3	3	0	2	0	0	1	6	33	124	284	231	105	43	11	3
1400 - 1500	783	191	193	203	196	1	6	672	6	76	1	8	0	5	4	4	0	0	0	1	0	9	43	132	232	230	90	32	8	4
1500 - 1600	763	178	161	206	218	0	5	672	3	67	1	3	0	5	5	2	0	0	0	0	0	3	15	115	250	212	115	35	12	2
1600 - 1700	1054	236	248	290	280	0	5	951	5	75	5	2	1	4	0	4	0	2	0	1	8	22	88	165	319	273	127	34	11	5
1700 - 1800	1204	306	298	285	315	2	10	1084	13	64	6	5	1	15	3	1	0	0	0	6	6	21	85	207	355	305	143	53	17	4
1800 - 1900	1133	315	294	294	230	0	5	1037	12	50	3	3	0	10	5	7	0	1	0	1	4	43	78	199	335	267	129	47	25	2
1900 - 2000	677	213	180	149	135	0	4	610	3	46	1	1	0	7	2	3	0	0	0	0	0	3	16	74	184	205	125	55	8	7
2000 - 2100	434	119	121	104	90	0	3	392	2	33	0	0	0	1	3	0	0	0	0	0	0	2	10	52	139	144	48	20	8	4
2100 - 2200	355	96	95	89	75	0	3	317	2	28	0	0	0	2	1	2	0	0	0	0	0	2	8	34	138	91	42	30	4	3
2200 - 2300	250	91	65	53	41	0	2	221	1	22	1	0	0	2	1	0	0	0	0	0	0	0	11	35	81	54	43	15	6	4
2300 - 0000	119	40	38	18	23	0	0	98	0	18	0	1	0	0	2	0	0	0	0	0	0	0	4	18	40	26	17	6	4	3
0700 - 1900	10466	2615	2543	2667	2641	6	52	9119	75	905	41	85	10	75	43	46	1	8	0	11	24	145	524	1571	3305	2897	1331	454	139	41
0600 - 2200	12423	3151	3038	3128	3106	6	69	10828	82	1094	44	91	10	88	50	52	1	8	0	11	25	153	577	1811	3862	3461	1652	595	175	64
0600 - 0000	12792	3282	3141	3199	3170	6	71	11147	83	1134	45	92	10	90	53	52	1	8	0	11	25	153	592	1864	3983	3541	1712	616	185	71
0000 - 0000	13241	3364	3236	3335	3306	7	79	11505	83	1191	48	97	10	93	59	60	1	8	0	12	25	153	599	1908	4084	3682	1797	653	207	80

Friday 21 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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	77	29	19	17	12	0	0	63	0	10	0	0	0	1	1	2	0	0	0	0	0	0	1	16	19	17	10	11	2	1
0100 - 0200	33	7	11	8	7	0	1	31	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4	3	13	7	3	0	0
0200 - 0300	30	5	7	10	8	0	0	25	0	3	0	0	0	0	1	1	0	0	0	0	0	0	2	0	6	10	5	5	2	0
0300 - 0400	36	15	6	6	9	0	0	31	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5	7	10	9	3	2	0
0400 - 0500	61	9	10	18	24	0	0	42	0	11	0	0	0	2	0	6	0	0	0	0	0	0	2	5	22	10	12	8	1	1
0500 - 0600	227	27	56	60	84	1	3	170	0	37	1	0	0	3	9	3	0	0	0	1	0	0	1	18	54	63	49	26	14	1
0600 - 0700	482	104	108	133	137	0	9	361	0	88	5	3	3	3	5	5	0	0	0	0	0	4	15	63	131	120	82	43	12	8
0700 - 0800	729	147	168	196	218	1	8	597	2	91	5	6	1	7	3	7	1	0	0	1	1	8	21	112	198	215	120	34	13	6
0800 - 0900	784	198	203	203	180	1	8	674	2	79	1	7	1	5	2	4	0	0	0	0	1	8	30	119	229	225	110	39	16	3
0900 - 1000	794	188	185	191	230	1	4	661	7	94	3	10	0	6	2	5	0	1	0	1	1	16	30	174	260	209	64	34	2	2
1000 - 1100	853	215	233	218	187	0	3	719	6	89	7	10	3	4	3	8	0	1	0	0	0	11	52	161	298	209	90	21	5	6
1100 - 1200	846	219	223	204	200	0	3	732	4	75	4	7	0	11	5	5	0	0	0	0	1	18	57	145	312	194	90	21	5	2
1200 - 1300	912	226	235	195	256	0	5	792	8	81	6	9	0	7	1	2	1	0	0	0	0	7	71	155	295	237	98	32	9	5
1300 - 1400	889	273	227	179	210	0	6	767	6	75	4	14	1	5	3	7	0	1	0	0	0	13	39	121	305	232	121	42	6	6
1400 - 1500	862	193	224	248	197	0	5	754	3	74	1	8	1	7	3	6	0	0	0	0	2	5	29	131	260	241	145	33	9	4
1500 - 1600	814	190	194	205	225	0	2	715	5	73	2	6	1	4	4	2	0	0	0	0	1	4	38	123	295	201	104	32	14	1
1600 - 1700	1047	251	246	277	273	0	6	953	13	59	3	3	0	7	3	0	0	0	0	0	3	20	60	213	315	261	119	38	12	4
1700 - 1800	1201	300	306	301	294	0	7	1088	11	64	5	1	0	11	7	6	1	0	0	0	2	18	74	151	324	383	157	63	17	6
1800 - 1900	986	266	251	242	227	0	6	903	8	53	3	2	0	6	3	1	0	1	0	0	0	7	41	115	332	287	131	48	14	3
1900 - 2000	772	211	237	170	154	0	1	716	3	36	2	1	0	5	5	3	0	0	0	0	0	3	25	111	245	217	109	43	9	2
2000 - 2100	502	152	145	108	97	0	2	457	2	36	0	1	0	1	3	0	0	0	0	0	0	0	12	63	141	162	73	24	14	5
2100 - 2200	389	98	98	100	93	0	0	362	1	20	2	0	0	1	3	0	0	0	0	0	0	0	13	39	100	128	61	26	13	5
2200 - 2300	297	81	82	72	62	0	1	268	0	26	0	0	1	0	1	0	0	0	0	0	0	0	5	49	91	78	34	21	11	6
2300 - 0000	198	64	57	45	32	0	1	172	0	20	0	1	0	1	2	1	0	0	0	0	0	1	5	32	63	55	24	5	9	1
0700 - 1900	10717	2666	2695	2659	2697	3	63	9355	75	907	44	83	8	80	39	53	3	4	0	2	12	135	542	1720	3423	2894	1349	437	122	48
0600 - 2200	12862	3231	3283	3170	3178	3	75	11251	81	1087	53	88	11	90	55	61	3	4	0	2	12	142	607	1996	4040	3521	1674	573	170	68
0600 - 0000	13357	3376	3422	3287	3272	3	77	11691	81	1133	53	89	12	91	58	62	3	4	0	2	12	143	617	2077	4194	3654	1732	599	190	75
0000 - 0000	13821	3468	3531	3406	3416	4	81	12053	81	1199	54	89	12	97	69	75	3	4	0	3	12	143	626	2125	4305	3777	1824	655	211	78

Saturday 22 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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	116	39	31	24	22	0	0	108	0	5	1	0	0	0	1	1	0	0	0	0	0	1	4	6	40	37	14	5	5	1
0100 - 0200	88	28	28	15	17	0	1	75	0	8	0	0	0	1	3	0	0	0	0	0	1	0	4	11	21	21	15	4	5	3
0200 - 0300	47	13	11	14	9	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	14	13	8	4	2	0
0300 - 0400	50	8	15	14	13	0	0	43	0	4	0	0	0	0	1	2	0	0	0	0	0	1	1	3	15	13	8	1	3	1
0400 - 0500	53	13	9	11	20	0	0	45	0	6	0	0	0	0	2	0	0	0	0	0	0	0	1	9	15	12	7	8	1	0
0500 - 0600	124	20	19	34	51	0	2	104	1	12	0	1	0	0	2	2	0	0	0	0	0	1	1	13	31	36	26	11	4	1
0600 - 0700	209	49	39	51	70	0	1	160	3	38	0	0	0	1	3	3	0	0	0	0	0	1	2	15	64	52	47	17	8	2
0700 - 0800	346	63	77	91	115	1	0	303	2	31	3	1	0	2	0	3	0	0	0	1	0	2	9	34	88	116	61	25	8	1
0800 - 0900	613	104	146	161	202	0	1	549	1	53	1	2	1	2	1	2	0	0	0	0	0	4	24	79	163	195	96	37	13	2
0900 - 1000	824	185	205	194	240	0	3	762	3	42	3	2	1	2	4	1	1	0	0	0	0	10	46	153	265	202	106	31	9	1
1000 - 1100	1021	229	270	264	258	1	0	943	9	52	5	4	1	2	3	1	0	0	0	1	1	11	51	197	346	274	88	32	18	2
1100 - 1200	1136	264	257	295	320	1	1	1048	10	50	2	2	0	19	0	2	1	0	0	3	8	11	53	223	415	273	100	38	11	1
1200 - 1300	1154	280	286	300	288	0	3	1072	10	54	3	1	0	8	2	1	0	0	0	2	2	23	89	263	373	276	83	36	6	1
1300 - 1400	1081	277	271	260	273	0	3	999	12	49	3	3	0	10	0	2	0	0	0	1	3	16	74	221	364	273	91	27	9	2
1400 - 1500	1028	271	271	250	236	1	3	947	17	40	7	1	1	6	1	4	0	0	0	0	1	3	56	180	362	260	118	26	20	1
1500 - 1600	909	238	207	251	213	0	4	851	7	37	3	1	0	6	0	0	0	0	0	0	0	3	26	133	326	254	120	32	8	3
1600 - 1700	887	241	221	209	216	0	6	820	6	46	1	0	0	7	0	1	0	0	0	0	0	4	17	127	285	276	124	34	13	6
1700 - 1800	837	220	206	214	197	0	0	793	6	28	2	0	1	6	1	0	0	0	0	0	1	2	20	93	289	241	126	40	15	7
1800 - 1900	754	184	183	187	200	0	4	705	4	35	0	0	0	5	0	1	0	0	0	0	2	0	18	83	250	229	103	48	10	6
1900 - 2000	670	175	191	170	134	0	2	627	5	21	4	1	0	7	1	1	0	1	0	0	0	0	13	104	219	182	99	33	13	1
2000 - 2100	467	146	110	109	102	0	1	433	3	27	0	0	0	2	0	1	0	0	0	0	0	1	12	73	159	114	69	24	8	7
2100 - 2200	345	96	100	74	75	0	2	310	3	23	4	0	1	2	0	0	0	0	0	0	0	0	9	61	118	101	29	16	3	3
2200 - 2300	261	70	74	65	52	0	1	239	0	15	5	0	0	1	0	0	0	0	0	0	0	2	10	35	80	77	32	14	5	5
2300 - 0000	197	53	40	55	49	0	0	177	1	19	0	0	0	0	0	0	0	0	0	0	0	1	4	34	72	48	28	7	2	0
0700 - 1900	10590	2556	2600	2676	2758	4	28	9792	87	517	33	17	5	75	12	18	2	0	0	8	18	89	483	1786	3526	2869	1216	406	140	33
0600 - 2200	12281	3022	3040	3080	3139	4	34	11322	101	626	41	18	6	87	16	23	2	1	0	8	18	91	519	2039	4086	3318	1460	496	172	46
0600 - 0000	12739	3145	3154	3200	3240	4	35	11738	102	660	46	18	6	88	16	23	2	1	0	8	18	94	533	2108	4238	3443	1520	517	179	51
0000 - 0000	13217	3266	3267	3312	3372	4	38	12160	103	695	47	19	6	89	25	28	2	1	0	8	19	97	546	2154	4374	3575	1598	550	199	57

Sunday 23 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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	134	41	25	32	36	0	3	124	0	6	0	0	0	0	0	1	0	0	0	0	0	1	8	28	33	32	17	9	3	1
0100 - 0200	82	32	17	17	16	0	0	76	0	5	1	0	0	0	0	0	0	0	0	1	1	0	0	13	30	19	10	4	2	0
0200 - 0300	50	12	13	10	15	0	0	47	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	7	14	10	12	1	2	2
0300 - 0400	28	7	7	6	8	0	1	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	7	9	4	0	0	0
0400 - 0500	43	6	14	10	13	0	0	40	0	2	0	0	0	0	1	0	0	0	0	0	0	0	2	8	7	16	2	5	2	0
0500 - 0600	69	12	11	28	18	0	0	64	0	3	1	0	0	1	0	0	0	0	0	0	0	0	1	2	19	24	12	9	2	0
0600 - 0700	131	28	21	45	37	0	1	123	0	6	0	0	0	0	0	1	0	0	0	1	0	0	2	12	41	34	23	13	2	2
0700 - 0800	156	30	23	38	65	0	2	141	2	10	1	0	0	0	0	0	0	0	0	0	0	0	5	8	33	55	38	12	2	2
0800 - 0900	299	54	60	89	96	1	0	271	1	24	2	0	0	0	0	0	0	0	0	1	0	0	5	35	82	77	57	25	12	2
0900 - 1000	451	82	113	122	134	0	6	404	1	35	1	0	1	2	1	0	0	0	0	0	1	2	14	64	107	133	85	24	13	5
1000 - 1100	884	158	201	222	303	0	4	837	4	34	0	1	0	3	0	1	0	0	0	0	0	4	37	108	278	308	100	33	12	2
1100 - 1200	1066	258	250	279	279	0	2	991	14	41	3	2	1	9	0	3	0	0	0	0	2	6	63	190	377	288	104	29	3	2
1200 - 1300	1016	254	254	270	238	0	5	950	4	36	0	1	0	17	0	0	1	2	0	0	0	7	48	197	316	278	128	34	6	1
1300 - 1400	984	243	259	245	237	1	4	931	7	27	4	2	0	6	1	1	0	0	0	1	3	17	71	181	325	232	107	34	8	4
1400 - 1500	785	220	199	193	173	0	2	734	6	35	3	0	1	4	0	0	0	0	0	1	1	0	13	110	251	256	104	34	9	5
1500 - 1600	602	144	152	163	143	0	2	566	1	26	1	2	0	3	1	0	0	0	0	0	0	1	21	74	170	202	85	38	5	3
1600 - 1700	545	138	135	117	155	0	2	503	2	32	1	0	1	3	0	1	0	0	0	0	0	5	8	59	181	149	87	37	10	2
1700 - 1800	483	143	102	137	101	0	1	447	2	29	1	0	0	1	1	1	0	0	0	0	0	0	13	45	152	141	77	35	13	5
1800 - 1900	410	105	95	111	99	0	1	371	2	31	1	1	0	2	1	0	0	0	0	0	0	3	8	51	105	126	78	25	5	4
1900 - 2000	379	116	82	91	90	0	3	347	1	20	0	1	0	3	4	0	0	0	0	0	0	0	7	48	112	100	72	25	9	0
2000 - 2100	282	73	72	70	67	0	1	262	0	16	1	0	1	0	1	0	0	0	0	0	0	0	7	39	107	66	41	9	8	2
2100 - 2200	205	63	51	38	53	0	2	183	1	12	4	0	0	1	2	0	0	0	0	0	0	0	10	24	63	53	34	9	6	3
2200 - 2300	139	54	31	22	32	0	2	125	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	14	45	33	26	14	3	1
2300 - 0000	107	41	25	24	17	0	0	92	0	11	2	0	0	0	1	1	0	0	0	0	0	0	1	15	38	27	16	6	2	1
0700 - 1900	7681	1829	1843	1986	2023	2	31	7146	46	360	18	9	4	50	5	7	1	2	0	3	7	45	306	1122	2377	2245	1050	360	98	37
0600 - 2200	8678	2109	2069	2230	2270	2	38	8061	48	414	23	10	5	54	12	8	1	2	0	4	7	45	332	1245	2700	2498	1220	416	123	44
0600 - 0000	8924	2204	2125	2276	2319	2	40	8278	48	434	28	10	5	54	13	9	1	2	0	4	7	45	333	1274	2783	2558	1262	436	128	46
0000 - 0000	9330	2314	2212	2379	2425	2	44	8656	48	453	30	10	5	55	14	10	1	2	0	5	8	46	348	1338	2893	2668	1319	464	139	49

Monday 24 April 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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	42	15	9	12	6	0	2	34	0	5	0	0	0	0	0	1	0	0	0	0	0	1	1	7	12	6	9	3	1	1
0100 - 0200	27	9	9	6	3	0	0	25	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	11	4	1	1	0
0200 - 0300	17	4	6	3	4	0	0	11	1	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	5	9	0	2	1	0
0300 - 0400	29	8	7	5	9	0	1	22	0	3	0	1	0	0	2	0	0	0	0	0	0	0	0	3	7	10	7	1	1	0
0400 - 0500	56	12	9	15	20	0	1	41	0	6	2	1	0	1	2	2	0	0	0	0	0	0	0	5	9	16	16	5	4	1
0500 - 0600	232	22	56	65	89	0	7	193	0	24	1	3	1	0	2	1	0	0	0	0	0	0	2	16	44	79	54	20	12	4
0600 - 0700	455	98	97	111	149	0	6	370	2	60	5	1	1	7	0	3	0	0	0	0	0	0	5	48	125	139	91	34	10	3
0700 - 0800	756	184	183	201	188	0	9	639	2	81	3	7	0	6	3	4	0	0	0	0	0	2	9	100	236	235	113	42	15	4
0800 - 0900	762	204	185	197	176	0	8	623	5	97	6	10	2	5	3	3	0	0	0	0	0	1	20	94	260	225	119	29	11	3
0900 - 1000	720	169	155	173	223	0	2	608	7	87	3	6	0	4	1	1	0	1	0	0	0	0	12	105	262	225	81	31	2	2
1000 - 1100	759	195	184	202	178	0	2	677	1	63	1	4	0	4	3	2	2	0	0	0	0	0	18	115	291	230	73	24	3	5
1100 - 1200	715	154	199	189	173	0	3	608	3	76	4	5	0	6	3	3	2	2	0	0	0	2	20	131	240	192	97	27	3	3
1200 - 1300	881	234	228	196	223	0	3	773	4	79	3	6	0	6	4	2	1	0	0	0	0	0	28	129	310	264	113	32	3	1
1300 - 1400	735	213	201	171	150	0	5	621	5	79	1	8	1	8	2	3	0	2	0	0	1	2	26	115	260	208	79	34	7	1
1400 - 1500	738	177	187	185	189	0	8	613	4	82	4	6	1	9	7	4	0	0	0	0	0	3	25	137	234	196	102	23	14	3

1500 - 1600	768	207	185	193	183	0	9	673	2	62	3	7	1	6	3	2	0	0	0	0	0	1	24	90	242	240	115	45	10	1
1600 - 1700	959	226	233	249	251	0	5	853	12	76	3	1	0	6	2	0	0	1	0	0	0	5	29	134	334	271	127	42	13	3
1700 - 1800	1165	272	312	295	286	0	13	1059	13	53	4	2	0	13	3	4	0	1	0	0	0	3	20	122	336	371	217	65	20	7
1800 - 1900	893	235	253	216	189	0	9	823	7	38	3	1	0	8	1	3	0	0	0	0	0	1	13	87	275	284	165	50	11	5
1900 - 2000	621	175	153	153	140	0	3	576	2	32	0	0	0	3	4	1	0	0	0	0	0	0	7	59	184	221	101	36	6	7
2000 - 2100	419	145	99	85	90	0	2	386	0	25	0	0	0	2	3	1	0	0	0	0	0	3	6	49	114	131	78	26	6	3
2100 - 2200	333	91	88	74	80	0	5	295	1	25	0	1	0	0	4	2	0	0	0	0	0	0	5	39	117	96	44	19	8	3
2200 - 2300	219	82	59	40	38	0	0	198	0	17	1	0	0	1	2	0	0	0	0	0	0	2	5	36	68	64	27	12	3	1
2300 - 0000	111	35	31	24	21	0	0	88	0	22	0	0	0	0	1	0	0	0	0	0	0	0	1	15	43	31	11	4	1	3
0700 - 1900	9851	2470	2505	2467	2409	0	76	8570	65	873	38	63	5	81	35	31	5	9	0	0	1	20	244	1359	3280	2941	1401	444	112	38
0600 - 2200	11679	2979	2942	2890	2868	0	92	10197	70	1015	43	65	6	93	46	38	5	9	0	0	1	23	267	1554	3820	3528	1715	559	142	54
0600 - 0000	12009	3096	3032	2954	2927	0	92	10483	70	1054	44	65	6	94	49	38	5	9	0	0	1	25	273	1605	3931	3623	1753	575	146	58
0000 - 0000	12412	3166	3128	3060	3058	0	103	10809	71	1097	47	70	7	95	57	42	5	9	0	0	1	26	276	1637	4017	3754	1843	607	166	64

Tuesday 25 April 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	72	32	15	12	13	0	1	57	0	11	1	0	0	2	0	0	0	0	0	0	1	1	8	7	25	16	9	3	1	1
0100 - 0200	36	10	14	6	6	0	0	27	0	5	0	0	0	1	1	2	0	0	0	0	1	0	2	5	8	10	6	2	0	2
0200 - 0300	35	7	10	12	6	0	0	27	0	1	0	0	0	0	1	6	0	0	0	0	0	0	1	7	11	4	7	3	2	0
0300 - 0400	32	11	7	6	8	0	1	20	0	5	0	0	0	1	3	2	0	0	0	0	0	0	2	5	6	10	6	2	1	0
0400 - 0500	50	3	11	18	18	0	0	37	0	9	0	0	0	0	3	1	0	0	0	0	0	0	0	9	10	12	7	9	1	2
0500 - 0600	235	32	51	67	85	0	6	185	1	30	0	2	0	2	5	3	1	0	0	0	0	0	7	17	53	72	50	20	10	4
0600 - 0700	472	104	93	114	161	0	7	371	5	69	7	1	2	4	2	3	0	1	0	0	0	1	3	40	112	156	105	38	12	4
0700 - 0800	745	168	189	199	189	0	10	617	8	80	6	8	0	8	3	4	1	0	0	1	0	0	20	107	238	222	98	34	20	4
0800 - 0900	805	167	215	220	203	0	2	660	10	100	4	6	0	11	4	7	0	1	0	0	0	1	17	110	245	252	126	36	8	9
0900 - 1000	775	199	163	202	211	0	2	663	5	82	4	6	1	6	3	2	1	0	0	0	0	3	19	119	307	213	79	30	5	0
1000 - 1100	776	205	170	211	190	1	3	659	2	85	5	3	0	8	5	5	0	0	0	0	1	2	18	119	297	235	76	22	5	0
1100 - 1200	681	159	173	169	180	0	2	584	3	68	3	8	0	9	1	1	0	2	0	1	0	1	12	123	244	174	92	25	6	3
1200 - 1300	777	193	194	191	199	0	4	664	8	71	3	7	0	11	2	6	1	0	0	0	0	2	26	100	284	215	103	33	7	6
1300 - 1400	747	213	187	183	164	0	2	653	2	60	6	4	1	9	5	4	0	1	0	0	0	0	20	107	273	224	81	30	4	6
1400 - 1500	731	170	193	186	182	0	5	646	3	60	2	4	2	5	0	4	0	0	0	0	0	0	18	104	246	231	93	25	9	3
1500 - 1600	751	178	181	196	196	0	5	661	7	62	3	3	1	6	1	2	0	0	0	0	0	1	14	89	234	247	115	34	10	5
1600 - 1700	915	221	221	235	238	0	6	813	7	77	0	1	0	8	2	1	0	0	0	0	0	2	19	146	289	293	112	42	9	2
1700 - 1800	1168	270	304	304	290	0	13	1059	16	52	4	4	0	15	2	3	0	0	0	0	5	2	26	138	367	373	179	50	19	6
1800 - 1900	902	220	253	216	213	0	8	831	4	39	2	4	1	8	1	4	0	0	0	0	0	0	26	101	280	281	138	51	13	7
1900 - 2000	656	178	172	160	146	0	2	593	4	39	2	2	0	4	5	5	0	0	0	0	0	0	14	38	173	232	130	44	17	4
2000 - 2100	466	146	127	106	87	0	6	418	1	35	0	0	1	2	1	1	0	1	0	0	0	1	5	40	148	141	86	25	13	3
2100 - 2200	307	78	77	82	70	0	1	277	1	26	0	0	0	1	1	0	0	0	0	0	0	0	12	42	105	80	36	21	6	4
2200 - 2300	293	103	61	67	62	0	1	266	1	21	1	0	0	0	3	0	0	0	0	0	1	0	4	36	115	79	36	13	4	4
2300 - 0000	148	51	40	30	27	0	0	121	0	21	3	1	0	0	0	1	0	1	0	0	0	0	1	16	58	41	16	9	5	2
0700 - 1900	9773	2363	2443	2512	2455	1	62	8510	75	836	42	58	6	104	29	43	3	4	0	2	6	14	235	1363	3304	2960	1292	412	115	51
0600 - 2200	11674	2869	2912	2974	2919	1	78	10169	86	1005	51	61	9	115	38	52	3	6	0	2	6	16	269	1523	3842	3569	1649	540	163	66
0600 - 0000	12115	3023	3013	3071	3008	1	79	10556	87	1047	55	62	9	115	41	53	3	7	0	2	7	16	274	1575	4015	3689	1701	562	172	72
0000 - 0000	12575	3118	3121	3192	3144	1	87	10909	88	1108	56	64	9	121	54	67	4	7	0	2	9	17	294	1625	4128	3813	1786	601	187	81

Wednesday 26 April 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	65	30	12	10	13	0	1	54	0	7	0	0	0	1	2	0	0	0	0	0	0	0	2	7	14	21	9	7	3	0
0100 - 0200	46	19	11	7	9	0	0	39	0	4	0	0	0	0	1	2	0	0	0	0	0	0	1	5	10	12	10	5	3	0
0200 - 0300	21	3	7	7	4	0	0	16	0	3	0	0	0	0	2	0	0	0	0	0	0	0	1	4	6	4	3	2	1	0
0300 - 0400	36	9	10	11	6	0	0	26	0	4	0	0	0	0	2	4	0	0	0	0	0	0	1	8	12	8	4	1	1	0
0400 - 0500	70	13	18	23	16	0	1	50	0	11	1	0	0	0	4	3	0	0	0	0	0	0	0	7	16	17	19	8	3	0
0500 - 0600	232	38	52	63	79	0	8	170	1	34	1	4	0	3	5	6	0	0	0	0	0	0	2	3	22	62	65	41	26	9	0
0600 - 0700	477	104	101	104	168	0	4	377	4	68	6	2	2	6	4	4	0	0	0	0	0	0	0	9	47	133	142	88	42	12	4
0700 - 0800	712	155	182	182	193	0	13	592	6	74	8	9	0	3	2	5	0	0	0	0	0	0	2	13	102	238	202	96	35	16	6
0800 - 0900	788	196	203	191	198	0	8	679	6	79	2	3	0	7	4	0	0	0	0	0	0	0	3	15	111	253	203	132	53	13	4
0900 - 1000	788	183	169	217	219	0	6	622	5	106	6	11	2	10	4	12	1	3	0	0	0	0	4	37	130	263	202	113	31	6	1
1000 - 1100	785	208	181	200	196	0	3	651	4	100	1	6	0	7	9	2	1	1	0	0	0	0	1	20	123	299	196	94	40	9	3
1100 - 1200	720	174	168	195	183	0	6	609	5	81	1	6	1	3	4	3	1	0	0	0	0	0	24	99	257	210	96	26	7	1
1200 - 1300	782	219	184	187	192	0	4	689	9	63	3	5	0	7	1	1	0	0	0	0	0	1	0	14	99	264	243	113	30	12	2
1300 - 1400	738	196	177	187	178	0	2	635	3	78	2	8	0	1	5	2	0	2	0	0	0	0	1	17	122	249	206	106	29	4	3
1400 - 1500	722	189	178	176	179	0	4	615	7	74	4	3	1	7	4	3	0	0	0	0	0	1	12	98	235	235	99	29	7	3
1500 - 1600	746	184	166	220	176	0	6	659	4	63	1	6	0	4	0	3	0	0	0	0	0	0	2	14	108	237	227	113	30	10	3
1600 - 1700	933	231	200	241	261	1	10	830	6	69	3	2	0	7	1	1	2	1	0	0	0	0	5	21	124	273	326	129	34	17	3
1700 - 1800	1174	286	322	299	267	0	13	1071	5	60	4	4	0	13	0	2	0	2	0	0	0	0	0	16	125	367	367	203	75	19	1
1800 - 1900	926	252	253	253	214	207	0	12	841	7	42	2	2	1	12	3	2	0	2	0	0	0	1	15	82	274	309	151	63	19	8
1900 - 2000	704	203	183	168	150	0	14	635	0	40	1	3	0	5	6	0	0	0	0	0	0	0	4	55	161	233	146	70	15	12
2000 - 2100	472	137	120	104	111	0	9	414	4	38	1	0	0	2	2	1	1	0	0	0	0	2	11	36	152	145	82	16	14	4
2100 - 2200	336	104	79	75	78	0	4	305	0	21	2	1	0	1	2	0	0	0	0	0	0	0	6	38	106	91	47	24	13	7
2200 - 2300	280	86	62	65	67	0	3	250	1	24	0	0	0	0	2	0	0	0	0	0	0	0	9	41	79	91	42	11	3	2
2300 - 0000	217	52	63	62	40	0	1	187	0	24	0	0	0	1	3	1	0	0	0	0	0	1	2	38	75	57	29	8	3	1
0700 - 1900	9814	2473	2383	2509	2449	1	87	8493	67	889	37	65	5	81	37	36	5	11	0	0	1	20	218	1323	3209	2926	1445	475	139	38
0600 - 2200	11803	3021	2866	2960	2956	1	118	10224	75	1056	47	71	7	95	51	41	6	11	0	0	1	22	248	1499	3761	3537	1808	627	193	65
0600 - 0000	12300	3159	2991	3087	3063	1	122	10661	76	1104	47	71	7	96	56	42	6	11	0	0	1	23	259	1578	3915	3685	1879	646	199	68
0000 - 0000	12770	3271	3101	3208	3190	1	132	11016	77	1167	49	75	7	100	72	57	6	11	0	0	1	25	267	1631	4035	3812	1965	695	219	68

Thursday 27 April 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	68	16	15	18	19	0	0	54	0	10	1	1	0	0	0	2	0	0	0	0	0	1	5	9	20	13	12	7	1	0
0100 - 0200	40	13	9	5	13	0	0	32	0	5	0	0	0	0	2	1	0	0	0	1	1	1	1	6	8	17	2	2	1	0

0200 - 0300	26	5	10	5	6	0	0	22	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	7	8	3	6	2	0	0
0300 - 0400	32	9	7	7	9	0	0	24	0	3	0	1	0	1	2	1	0	0	0	0	0	0	0	3	10	9	5	4	1	0
0400 - 0500	65	12	10	18	25	0	1	50	0	11	0	0	0	0	2	1	0	0	0	0	0	0	0	7	17	26	10	5	0	0
0500 - 0600	230	33	50	62	85	0	2	189	0	34	0	1	2	0	1	0	1	0	0	0	0	0	3	17	44	70	58	25	10	2
0600 - 0700	483	107	120	103	153	0	5	394	0	72	1	3	1	4	2	1	0	0	0	0	0	0	5	32	134	162	95	43	6	5
0700 - 0800	776	180	193	200	203	0	7	664	7	76	6	3	0	5	3	4	0	1	0	0	0	0	7	105	253	231	119	41	16	3
0800 - 0900	788	208	197	192	191	0	3	686	6	62	5	8	1	10	6	1	0	0	0	0	0	2	19	132	274	229	96	27	4	3
0900 - 1000	721	154	185	188	194	0	2	615	5	73	5	8	1	5	2	4	0	1	0	0	0	0	17	124	261	199	82	28	8	1
1000 - 1100	803	203	193	207	200	0	0	698	7	76	4	5	2	2	5	3	0	1	0	0	0	5	20	143	286	225	84	32	5	1
1100 - 1200	731	154	182	207	188	0	3	633	10	65	2	9	0	6	2	1	0	0	0	0	1	22	107	246	228	93	25	8	0	
1200 - 1300	854	212	217	214	211	0	2	744	7	75	3	7	0	11	1	4	0	0	0	0	0	2	36	127	292	259	99	31	6	1
1300 - 1400	809	258	210	170	171	0	4	703	7	70	6	4	2	8	4	1	0	0	0	0	2	18	125	273	245	105	29	9	3	
1400 - 1500	766	163	193	178	232	0	1	682	5	61	4	3	2	4	2	2	0	0	0	0	0	2	21	114	289	210	99	27	3	0
1500 - 1600	763	171	182	185	225	0	5	669	5	64	3	6	2	5	0	3	0	1	0	0	0	2	29	154	253	207	79	28	6	3
1600 - 1700	967	267	210	231	259	0	4	859	8	75	5	1	1	8	4	1	0	1	0	0	0	2	33	225	328	243	101	26	7	2
1700 - 1800	1195	291	304	303	297	0	8	1097	15	51	5	2	0	10	5	1	0	1	0	0	5	6	52	233	487	274	102	32	3	1
1800 - 1900	1022	299	273	231	219	0	2	949	10	47	4	2	0	5	1	2	0	0	0	0	3	39	184	363	296	110	18	7	2	
1900 - 2000	717	198	193	167	159	0	0	662	2	39	6	0	0	4	3	1	0	0	0	0	1	8	115	274	206	79	24	5	4	
2000 - 2100	391	110	109	97	75	0	1	353	0	29	4	0	0	2	1	1	0	0	0	0	0	7	64	158	104	36	14	4	3	
2100 - 2200	341	103	83	78	77	0	1	309	1	25	3	0	0	0	0	2	0	0	0	0	0	8	47	136	85	46	14	4	1	
2200 - 2300	255	98	58	52	47	0	1	231	0	21	2	0	0	0	0	0	0	0	0	1	3	9	44	93	64	28	8	5	0	
2300 - 0000	125	33	40	29	23	0	0	105	0	16	2	0	0	0	2	0	0	0	0	0	0	2	8	29	30	39	10	5	2	0
0700 - 1900	10195	2560	2539	2506	2590	0	41	8999	92	795	52	58	11	79	35	27	0	6	0	0	5	27	313	1773	3605	2846	1169	344	82	20
0600 - 2200	12127	3078	3044	2951	3054	0	48	10717	95	960	66	61	12	89	41	32	0	6	0	0	5	28	341	2031	4307	3403	1425	439	101	33
0600 - 0000	12507	3209	3142	3032	3124	0	49	11053	95	997	70	61	12	89	43	32	0	6	0	0	6	33	358	2104	4430	3506	1463	452	108	33
0000 - 0000	12968	3297	3243	3147	3281	0	52	11424	95	1060	71	64	14	90	53	38	1	6	0	1	7	35	367	2153	4537	3644	1556	497	121	35

Friday 28 April 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	68	17	14	12	25	0	0	61	0	5	1	1	0	0	0	0	0	0	0	0	0	1	5	20	20	11	9	1	1	0
0100 - 0200	31	12	9	6	4	0	0	26	0	2	0	1	0	0	2	0	0	0	0	0	0	1	1	9	9	8	3	1	0	0
0200 - 0300	31	12	3	8	8	0	0	25	0	2	0	0	0	0	1	3	0	0	0	0	0	0	1	5	8	7	5	5	0	0
0300 - 0400	33	6	12	9	6	0	0	27	0	3	0	1	0	0	2	0	0	0	0	0	0	0	0	0	11	13	6	3	0	0
0400 - 0500	60	11	12	17	20	0	0	42	0	15	0	0	0	0	2	1	0	0	0	0	1	1	1	7	13	15	13	6	3	0
0500 - 0600	227	35	43	71	78	0	4	173	0	32	2	5	0	4	4	2	0	1	0	0	0	0	1	24	62	68	34	32	4	1
0600 - 0700	472	100	102	120	150	0	0	384	3	65	6	3	1	6	1	3	0	0	0	0	0	1	9	39	131	172	83	28	5	3
0700 - 0800	694	155	177	159	203	0	8	588	5	69	7	2	0	3	2	6	0	4	0	0	0	0	12	87	232	199	114	31	13	4
0800 - 0900	758	172	194	199	193	0	2	662	8	65	5	6	0	5	2	3	0	0	0	0	0	1	9	92	261	242	105	36	11	0
0900 - 1000	834	173	199	219	243	0	1	731	6	63	4	5	3	12	3	6	0	0	0	0	0	1	6	39	175	317	188	77	20	9	2
1000 - 1100	817	210	218	204	185	0	2	705	3	81	8	6	0	6	3	3	0	0	0	0	0	1	8	44	173	322	185	67	13	4	0
1100 - 1200	933	204	222	257	250	0	1	820	7	75	9	3	2	5	3	6	1	1	0	0	0	0	8	35	195	352	248	74	17	1	2
1200 - 1300	914	230	243	208	233	0	4	805	4	71	5	8	0	8	5	3	0	1	0	0	0	1	22	151	334	280	91	27	5	2
1300 - 1400	894	235	237	236	186	0	3	777	5	74	10	4	2	10	3	3	1	2	0	0	0	4	32	138	321	242	110	31	11	3
1400 - 1500	847	210	196	226	215	0	2	739	5	78	3	6	1	6	2	4	0	1	0	0	0	1	14	135	286	264	88	45	9	2
1500 - 1600	810	198	198	216	198	0	5	705	5	74	2	9	1	5	3	1	0	0	0	0	1	2	19	127	268	243	109	29	10	0
1600 - 1700	1051	253	241	274	283	0	3	946	15	70	3	2	0	9	1	0	0	2	0	0	0	2	39	146	385	297	117	46	13	4
1700 - 1800	1270	318	357	322	273	0	10	1165	11	46	4	5	1	18	4	4	1	1	0	0	0	1	38	157	452	383	170	47	10	5
1800 - 1900	1063	298	267	229	269	0	6	995	10	36	4	2	2	4	4	0	0	0	0	0	0	1	15	158	362	316	140	53	14	2
1900 - 2000	855	268	217	196	174	0	2	786	6	30	9	1	1	13	4	3	0	0	0	0	0	5	14	146	308	244	91	30	11	5
2000 - 2100	539	153	145	122	119	0	3	499	2	28	3	0	0	1	2	1	0	0	0	0	0	2	16	55	184	161	73	37	6	4
2100 - 2200	381	112	96	93	80	0	3	347	0	20	3	2	0	1	2	2	0	1	0	0	0	0	8	57	125	102	50	26	6	4
2200 - 2300	322	113	67	59	83	0	1	297	0	13	8	0	0	1	1	0	0	1	0	0	0	1	5	46	116	83	42	16	4	3
2300 - 0000	241	68	81	51	41	0	1	214	0	18	5	2	0	1	0	0	0	0	0	0	0	1	6	44	93	59	16	14	3	3
0700 - 1900	10885	2656	2749	2749	2731	0	47	9638	84	802	64	58	12	91	35	39	3	12	0	0	3	35	318	1734	3892	3087	1262	395	110	26
0600 - 2200	13132	3289	3309	3280	3254	0	55	11654	95	945	85	64	14	112	44	48	3	13	0	0	3	43	365	2031	4640	3766	1559	516	138	42
0600 - 0000	13695	3470	3457	3390	3378	0	57	12165	95	976	98	66	14	114	45	48	3	14	0	0	3	45	376	2121	4849	3908	1617	546	145	48
0000 - 0000	14145	3563	3550	3513	3519	0	61	12519	95	1035	101	74	14	118	56	54	3	15	0	0	4	47	385	2186	4972	4030	1687	594	153	49

Saturday 29 April 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	125	42	38	27	18	0	1	109	0	12	2	0	0	0	1	0	0	0	0	0	0	4	12	46	33	21	6	1	0	
0100 - 0200	66	20	14	18	14	0	0	58	0	3	4	0	0	0	1	0	0	0	0	0	0	1	14	26	11	8	2	4	0	
0200 - 0300	43	11	14	7	11	0	0	38	0	1	2	0	0	0	2	0	0	0	0	0	0	0	3	15	12	7	1	1	3	
0300 - 0400	32	10	4	8	10	0	0	28	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	5	13	7	2	1	0	
0400 - 0500	64	16	17	13	18	0	0	56	0	3	2	0	0	0	1	2	0	0	0	0	0	0	2	6	23	19	7	3	3	0
0500 - 0600	131	22	29	35	45	0	0	106	0	8	6	3	0	0	4	4	0	0	0	0	0	0	6	20	54	25	19	4	1	2
0600 - 0700	212	41	48	52	71	0	1	168	0	27	8	2	0	1	3	1	0	1	0	0	0	1	5	19	50	65	44	21	6	1
0700 - 0800	341	62	66	82	131	0	3	292	1	38	5	1	0	0	0	1	0	0	0	0	0	1	7	38	92	118	52	23	5	4
0800 - 0900	655	114	136	187	218	0	4	573	4	60	4	3	0	4	3	0	0	0	0	0	0	2	17	72	215	188	123	26	7	3
0900 - 1000	886	193	202	228	263	0	6	797	5	63	4	3	0	5	2	1	0	0	0	0	0	2	14	148	305	246	117	33	15	6
1000 - 1100	997	230	259	257	251	0	3	920	8	52	3	1	1	6	1	2	0	0	0	0	0	4	35	196	390	252	85	28	7	0
1100 - 1200	1108	256	284	284	284	0	7	1015	11	55	1	0	0	15	1	3	0	0	0	0	2	10	48	216	403	300	101	21	6	1
1200 - 1300	1097	267	282	267	281	0	5	1012	11	41	4	2	0	18	2	0	1	1	0	0	2	5	65	220	413	261	90	24	8	6
1300 - 1400	1168	299	285	256	328	0	4	1095	10	42	5	2	0	7	1	2	0	0	0	0	0	1	29	203	454	334	118	20	8	1
1400 - 1500	1083	280	279	259	265	0	8	1014	4	39	2	2	1	13	0	0	0	0	0	0	0	10	35	208	413	289	95	25	7	0
1500 - 1600	954	242	227	251	234	0	2	892	11	37	3	2	0	5	0	2	0	0	0	0	0	2	38	182	344	260	89	26	8	2
1600 - 1700	959	230	257	242	230	1	5	887	9	48	0	3	0	6	0	0	0	0	1	0	0	1	20	127	374	262	129	28	8	6
1700 - 1800	840	214	223	184	219	0	4	786	4	39	1	1	0	4	1	0	0	0	0	0	0	1	14	95	307	246	128	34	9	1
1800 - 1900	796	217	203	187	189	0	2	743	2	33	5	1	0	9	0	1	0	0	0	0	0	0	10	89	243	250	138	47	10	5
1900 - 2000	666	177	185	153	151	0	3	621	2	32	1	1	0	6	0	0	0	0	0	0	0	0	7	74	210	209	114	30	9	6
2000 - 2100	458	141	119	101	97	0	3	426	1	26	0	0	0	1	1	0	0	0	0	0	0	0	8	68	153	131	56	31	5	2
2100 - 2200	358	82	94	94	88	0	1	333	1	22	1	0	0	0	0	0	0	0	0	0	0	0	5	82	124	88	36	10	6	4
2200 - 2300	289	91	81	61	56	0	1	263	1	21	1	0	0	1	1	0	0	0	0	0	0	0	11	34	103	76	37	13	6	2
2300 - 0000	232	67	66	60	39	0	0	209	0	22	0	0	0	1	0	0	0	0	0	0	0	0	8	41	76	60	23	13	5	5

0700 - 1900	10884	2604	2703	2684	2893	1	53	10026	80	547	37	21	2	92	11	12	1	1	1	0	4	39	332	1794	3953	3006	1265	335	98	35
0600 - 2200	12578	3045	3149	3084	3300	1	61	11574	84	654	47	24	2	100	15	13	1	2	1	0	4	40	357	2037	4490	3499	1515	427	124	48
0600 - 0000	13099	3203	3296	3205	3395	1	62	12046	85	697	48	24	2	102	16	13	1	2	1	0	4	40	376	2112	4669	3635	1575	453	135	55
0000 - 0000	13560	3324	3412	3313	3511	1	63	12441	85	728	64	27	2	102	25	19	1	2	1	0	4	40	390	2170	4838	3748	1644	471	146	60

Sunday 30 April 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	142	38	42	32	30	0	0	129	0	9	3	0	0	0	0	1	0	0	0	0	0	0	7	29	49	36	14	4	1	1
0100 - 0200	96	33	23	23	17	0	0	91	1	4	0	0	0	0	0	0	0	0	0	0	0	1	4	16	27	34	9	2	3	0
0200 - 0300	53	14	13	8	18	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	22	11	4	2	2	1
0300 - 0400	36	8	12	11	5	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	13	12	2	0	0	0
0400 - 0500	44	9	8	16	11	0	0	41	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5	16	15	4	2	1	1
0500 - 0600	63	15	10	17	21	0	2	55	0	4	1	0	0	1	0	0	0	0	0	0	0	1	4	11	8	16	13	8	2	0
0600 - 0700	139	30	37	33	39	0	4	115	0	12	4	0	0	1	2	1	0	0	0	0	0	0	1	11	35	43	36	9	4	0
0700 - 0800	175	34	40	47	54	0	1	155	0	14	3	0	0	0	2	0	0	0	0	0	0	0	4	15	51	53	35	10	3	3
0800 - 0900	303	38	64	87	114	0	2	277	1	21	1	1	0	0	0	0	0	0	0	0	0	0	2	22	88	92	64	14	10	7
0900 - 1000	461	69	98	136	158	0	4	417	3	32	0	0	1	1	2	0	0	1	0	0	0	0	2	9	50	141	154	64	26	8	5
1000 - 1100	913	156	207	239	311	0	5	860	7	29	4	2	1	4	0	0	1	0	0	0	0	0	7	14	133	305	270	124	43	13	1
1100 - 1200	1073	279	274	273	247	0	5	1006	11	36	2	4	1	5	0	2	0	1	0	0	0	1	3	36	179	386	315	114	23	9	3
1200 - 1300	1003	270	259	240	234	0	2	934	10	34	0	4	1	15	0	3	0	0	0	2	3	4	17	157	377	300	108	25	8	1
1300 - 1400	947	246	243	223	235	0	8	898	2	26	2	3	0	7	1	0	0	0	0	0	0	0	13	127	353	292	120	25	11	3
1400 - 1500	826	234	200	205	187	0	8	768	7	33	1	1	1	5	1	0	1	0	0	0	0	1	24	106	284	247	119	24	14	3
1500 - 1600	677	182	175	167	153	0	5	628	3	33	2	1	0	4	0	1	0	0	0	0	0	2	10	71	216	223	98	38	10	4
1600 - 1700	575	142	158	141	134	0	2	536	2	29	1	1	1	1	2	0	0	0	0	0	0	0	7	52	172	190	100	33	14	4
1700 - 1800	473	136	132	111	94	0	5	430	4	31	0	0	0	0	2	1	0	0	0	0	0	1	4	41	165	137	76	26	12	8
1800 - 1900	472	104	135	106	127	0	4	437	2	23	0	1	0	3	1	1	0	0	0	0	0	1	4	39	133	142	90	43	14	2
1900 - 2000	379	98	92	107	82	0	1	353	2	20	0	0	0	2	0	1	0	0	0	0	0	0	2	34	105	126	75	24	9	1
2000 - 2100	333	78	95	83	77	0	1	307	1	23	1	0	0	0	0	0	0	0	0	0	0	1	3	23	101	109	64	21	5	4
2100 - 2200	239	65	56	53	65	0	1	221	0	15	1	0	0	0	1	0	0	0	0	0	0	2	3	37	63	65	36	13	7	3
2200 - 2300	170	56	36	42	36	0	0	152	0	17	0	0	0	1	0	0	0	0	0	0	0	0	3	24	58	46	22	9	3	2
2300 - 0000	109	31	34	21	23	0	0	98	0	8	0	1	0	2	0	0	0	0	0	0	0	0	2	18	25	33	18	11	1	1
0700 - 1900	7898	1890	1985	1975	2048	0	51	7346	52	341	16	18	6	45	11	8	2	2	0	0	2	4	21	144	992	2671	2415	1112	330	126	44
0600 - 2200	8988	2161	2265	2251	2311	0	58	8342	55	411	22	18	6	48	14	10	2	2	0	2	4	24	153	1097	2975	2758	1323	397	151	52
0600 - 0000	9267	2248	2335	2314	2370	0	58	8592	55	436	22	19	6	51	14	10	2	2	0	2	4	24	158	1139	3058	2837	1363	417	155	55
0000 - 0000	9701	2365	2443	2421	2472	0	60	8997	56	455	27	19	6	52	14	11	2	2	0	2	4	26	175	1218	3193	2961	1409	435	164	58

Monday 01 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	79	26	18	19	16	0	0	75	0	3	0	0	0	0	1	0	0	0	0	0	0	2	2	19	20	19	7	6	3	0
0100 - 0200	55	18	17	13	7	0	0	51	0	3	0	0	0	0	1	0	0	0	0	0	0	0	4	14	17	8	9	2	1	0
0200 - 0300	34	13	7	7	7	0	0	32	0	2	0	0	0	0	0	0	0	0	0	0	0	1	5	5	5	6	7	4	1	0
0300 - 0400	39	7	8	13	11	0	2	32	0	2	0	0	0	0	0	3	0	0	0	0	0	0	3	7	9	8	6	4	1	0
0400 - 0500	58	11	13	11	23	0	2	47	0	5	0	0	0	2	1	1	0	0	0	0	0	1	2	6	12	16	12	7	2	0
0500 - 0600	127	28	32	30	37	0	0	111	0	14	0	0	0	0	2	0	0	0	0	0	0	0	1	16	30	35	30	8	3	0
0600 - 0700	156	23	42	35	56	0	1	140	1	12	0	0	0	0	1	1	0	0	0	0	0	1	5	20	32	48	30	13	5	1
0700 - 0800	290	47	61	74	108	0	3	264	0	21	0	0	0	0	2	0	0	0	0	0	0	0	7	23	85	90	59	13	6	7
0800 - 0900	484	88	104	133	159	1	8	440	0	30	0	1	0	0	2	2	0	0	0	1	0	0	9	47	141	156	90	23	11	4
0900 - 1000	898	169	216	241	272	0	3	852	2	33	1	1	0	4	0	2	0	0	0	0	0	4	24	133	323	270	101	30	8	5
1000 - 1100	1046	274	241	270	261	0	4	976	9	37	2	2	0	14	0	1	0	1	0	0	5	7	47	169	370	290	100	41	9	6
1100 - 1200	989	243	255	272	219	0	2	935	8	33	2	1	0	8	0	0	0	0	0	0	0	1	27	151	369	285	114	27	10	2
1200 - 1300	830	224	186	232	188	0	2	787	7	27	1	1	1	4	0	0	0	0	0	0	0	0	11	114	296	230	118	41	17	2
1300 - 1400	810	225	201	206	178	0	6	746	5	45	0	1	0	4	2	1	0	0	0	0	0	2	22	91	235	276	121	44	12	6
1400 - 1500	626	164	152	158	152	1	5	550	2	62	2	2	0	1	1	0	0	0	0	1	0	1	8	53	155	184	125	64	19	7
1500 - 1600	546	124	137	147	138	0	1	470	0	69	2	0	0	4	0	0	0	0	0	0	0	0	12	36	126	179	115	48	14	9
1600 - 1700	509	137	129	122	121	0	5	450	1	49	1	0	0	1	2	0	0	0	0	0	1	0	9	48	146	157	93	35	8	6
1700 - 1800	398	117	95	83	103	0	0	356	0	34	5	0	0	0	1	2	0	0	0	0	0	0	11	32	111	94	88	31	15	9
1800 - 1900	340	85	96	66	93	0	3	294	0	37	1	1	0	3	1	0	0	0	0	0	0	2	1	32	79	103	63	33	12	9
1900 - 2000	184	101	77	6	0	0	1	162	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	22	38	69	27	11	12	1
2000 - 2100	253	101	56	44	52	0	2	224	0	26	0	0	0	1	0	0	0	0	0	1	1	0	9	45	91	54	37	11	4	0
2100 - 2200	209	59	55	49	46	0	0	184	1	19	4	1	0	0	0	0	0	0	0	0	0	0	3	18	72	58	40	10	3	2
2200 - 2300	116	34	31	26	25	0	0	96	0	17	0	1	0	1	1	0	0	0	0	0	0	0	3	18	41	30	16	6	2	0
2300 - 0000	89	29	24	19	17	0	1	53	0	17	2	1	0	0	8	7	0	0	0	0	0	0	2	9	27	22	18	8	1	2
0700 - 1900	7766	1897	1873	2004	1992	2	42	7120	34	477	17	10	1	43	11	8	0	1	0	2	6	17	188	929	2436	2314	1187	430	141	72
0600 - 2200	8568	2181	2103	2138	2146	2	46	7830	36	555	21	11	1	44	12	9	0	1	0	3	7	18	205	1034	2669	2543	1321	475	165	76
0600 - 0000	8773	2244	2158	2183	2188	2	47	7979	36	589	23	13	1	45	21	16	0	1	0	3	7	18	210	1061	2737	2595	1355	489	168	78
0000 - 0000	9165	2347	2253	2276	2289	2	51	8327	36	618	23	13	1	47	26	20	0	1	0	3	7	22	227	1128	2830	2687	1426	520	179	78

Tuesday 02 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	131	40	34	27	30	0	1	121	0	8	0	0	0	0	0	1	0	0	0	0	0	1	3	32	34	34	13	8	3	0
0100 - 0200	78	24	17	26	11	0	0	73	0	4	0	0	0	0	0	1	0	0	0	0	0	0	2	12	36	14	7	3	4	0
0200 - 0300	52	19	10	14	9	0	0	49	0	1	1	0	0	1	0	0	0	0	0	0	0	0	1	8	10	19	5	5	3	0
0300 - 0400	48	11	15	7	15	0	0	40	0	6	1	0	0	0	1	0	0	0	0	0	0	0	2	3	9	20	8	5	1	0
0400 - 0500	55	14	15	13	13	0	0	44	0	9	0	0	0	0	1	1	0	0	0	0	0	1	2	5	13	18	7	2	4	3
0500 - 0600	105	13	23	28	41	0	4	81	0	13	1	2	0	0	3	1	0	0	0	0	0	0	0	8	32	21	27	11	5	0
0600 - 0700	228	49	52	49	78	0	3	174	1	40	2	1	1	1	4	1	0	0	0	0	0	0	6	28	56	70	39	22	6	1
0700 - 0800	371	72	73	92	134	0	5	312	1	46	1	0	0	2	1	2	1	0	0	0	0	1	5	41	101	129	66	18	6	2
0800 - 0900	653	115	148	179	211	0	1	586	4	51	1	2	0	7	1	0	0	0	0	0	0	2	12	84	207	201	97	37	6	4
0900 - 1000	799	174	189	219	217	0	1	711	8	61	4	3	1	6	2	1	1	0	0	0	0	7	35	136	277	231	87	16	7	3
1000 - 1100	958	221	241	254	242	0	4	883	4	52	2	5	0	4	3	0	1	0	0	0	0	1	27	195	380	224	89	26	12	3

1100 - 1200	987	240	237	243	267	0	6	913	3	48	6	2	0	8	0	0	0	1	1	0	1	7	39	178	374	252	93	28	9	3
1200 - 1300	1087	280	287	246	274	0	1	1010	12	51	2	1	0	7	2	1	0	0	0	0	1	6	49	240	397	261	86	32	10	1
1300 - 1400	982	272	246	224	240	0	4	909	9	46	2	1	1	8	1	1	0	0	0	0	0	7	43	167	307	265	123	49	16	4
1400 - 1500	841	215	234	177	215	0	8	772	2	50	0	0	0	7	0	2	0	0	0	0	0	1	20	134	275	243	100	43	15	8
1500 - 1600	734	189	180	169	196	0	4	678	4	39	2	1	0	3	1	2	0	0	0	0	0	1	16	78	270	234	95	27	7	5
1600 - 1700	713	187	175	170	181	0	2	660	6	41	0	0	0	2	2	0	0	0	0	0	0	1	13	83	195	250	124	31	13	3
1700 - 1800	687	204	183	143	157	0	4	631	6	39	0	1	1	2	3	0	0	0	0	0	0	3	18	72	217	213	111	32	11	7
1800 - 1900	648	175	153	158	162	0	3	604	0	32	0	1	0	8	0	0	0	0	0	0	0	0	3	68	199	216	100	35	18	4
1900 - 2000	575	161	127	148	139	0	0	531	6	33	1	0	0	2	0	2	0	0	0	0	0	0	10	60	169	176	101	33	13	8
2000 - 2100	459	118	128	114	99	0	4	424	0	28	0	0	1	2	0	0	0	0	0	0	0	0	7	61	167	131	53	25	5	4
2100 - 2200	329	74	85	87	83	0	2	301	0	26	0	0	0	0	0	0	0	0	0	0	0	0	8	50	103	99	39	16	8	4
2200 - 2300	271	109	56	56	50	0	1	249	0	21	0	0	0	0	0	0	0	0	0	0	0	0	6	42	103	56	32	17	7	0
2300 - 0000	193	53	46	43	51	0	2	164	1	24	0	0	1	1	0	0	0	0	0	0	0	0	7	31	58	44	30	14	3	4
0700 - 1900	9460	2344	2346	2274	2496	0	43	8669	59	556	20	17	3	64	16	9	3	1	1	0	2	37	280	1476	3199	2719	1171	374	130	47
0600 - 2200	11051	2746	2738	2672	2895	0	52	10099	66	683	23	18	5	69	20	12	3	1	1	0	2	37	311	1675	3694	3195	1403	470	162	64
0600 - 0000	11515	2908	2840	2771	2996	0	55	10512	67	728	23	18	6	70	20	12	3	1	1	0	2	37	324	1748	3855	3295	1465	501	172	68
0000 - 0000	11984	3029	2954	2886	3115	0	60	10920	67	769	26	20	6	71	25	16	3	1	1	0	2	39	334	1816	3989	3421	1532	535	192	71

Wednesday 03 May 2017

		15 Minute Bin Drops					Number Vehicle Classes ARX Scheme											Vehicle Speed												
Time	Hourly Totals	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	53	19	14	9	11	0	1	49	0	2	0	0	0	0	1	0	0	0	0	0	0	0	2	9	18	13	7	2	1	0
0100 - 0200	23	7	6	8	2	0	0	22	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	5	6	7	1	0	0
0200 - 0300	26	5	10	5	6	0	0	22	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	7	8	3	6	2	0	0
0300 - 0400	21	1	7	7	6	0	0	15	0	4	0	0	0	0	1	0	1	0	0	0	0	0	2	5	7	2	3	1	1	0
0400 - 0500	50	11	9	13	17	0	1	34	0	11	0	0	1	0	2	1	0	0	0	0	0	0	0	2	14	16	9	7	2	0
0500 - 0600	214	23	48	78	65	1	4	168	1	32	3	2	1	0	1	1	0	0	0	1	0	0	2	15	50	65	45	23	11	2
0600 - 0700	462	107	94	118	143	0	7	377	1	58	4	2	1	5	3	3	1	0	0	0	0	1	8	49	96	142	102	35	18	10
0700 - 0800	732	158	173	202	199	0	5	636	7	63	7	4	0	6	2	2	0	0	0	0	2	3	23	90	217	186	134	53	17	5
0800 - 0900	732	198	194	177	163	0	8	614	6	79	6	7	0	6	1	5	0	0	0	1	0	6	32	123	221	177	111	43	14	4
0900 - 1000	655	165	155	166	169	0	2	540	1	94	2	5	0	6	1	4	0	0	0	0	1	6	24	97	200	194	91	31	10	1
1000 - 1100	759	197	192	186	184	0	0	642	6	91	3	5	1	6	1	4	0	0	0	0	0	4	39	167	278	188	54	21	7	1
1100 - 1200	770	185	205	187	193	0	0	680	4	66	2	5	2	6	1	3	0	1	0	0	0	2	18	122	287	215	89	28	7	1
1200 - 1300	879	234	200	210	235	0	1	784	9	55	4	9	1	9	2	5	0	0	0	0	0	1	18	128	303	281	111	28	8	1
1300 - 1400	806	217	197	205	187	0	6	692	7	73	2	7	4	6	5	3	1	0	0	0	0	0	14	122	286	236	105	30	6	6
1400 - 1500	774	212	193	185	184	0	4	669	6	76	0	7	0	7	0	5	0	0	0	0	0	1	14	116	278	213	111	31	7	1
1500 - 1600	737	202	162	184	189	0	4	634	9	61	4	6	1	10	3	3	2	0	0	0	0	2	23	111	240	217	98	26	12	4
1600 - 1700	945	217	222	244	262	0	5	851	3	64	4	3	1	11	1	2	0	0	0	0	0	0	24	157	331	268	105	41	14	2
1700 - 1800	1151	285	316	270	280	0	4	1072	12	49	1	3	1	8	0	0	1	0	0	0	0	1	9	35	218	446	305	103	21	9	2
1800 - 1900	932	283	243	219	187	0	2	862	6	43	5	3	1	5	4	1	0	0	0	0	0	0	26	151	383	256	92	15	6	3
1900 - 2000	663	190	190	154	129	0	2	600	8	44	2	1	0	2	2	2	0	0	0	0	0	0	11	82	251	210	75	26	6	2
2000 - 2100	430	125	110	105	90	0	0	394	1	30	1	0	0	1	2	1	0	0	0	0	0	2	6	57	156	134	54	14	4	3
2100 - 2200	315	78	84	65	88	0	2	295	0	14	1	1	0	1	1	0	0	0	0	0	0	2	7	48	136	76	33	9	2	1
2200 - 2300	253	89	61	54	49	0	2	224	0	26	0	0	0	1	0	0	0	0	0	1	1	0	9	45	91	54	37	11	4	0
2300 - 0000	105	34	36	22	13	0	0	88	0	15	0	0	0	1	1	0	0	0	0	0	0	0	3	14	36	28	16	2	5	1
0700 - 1900	9872	2553	2452	2435	2432	0	41	8676	76	814	40	64	12	86	21	37	4	1	0	1	4	34	290	1602	3470	2736	1204	368	117	31
0600 - 2200	11742	3053	2930	2877	2882	0	52	10342	86	960	48	68	13	95	29	43	5	1	0	1	4	39	322	1838	4109	3298	1468	452	147	47
0600 - 0000	12100	3176	3027	2953	2944	0	54	10654	86	1001	48	68	13	97	30	43	5	1	0	2	5	39	334	1897	4236	3380	1521	465	156	48
0000 - 0000	12487	3242	3121	3073	3051	1	60	10964	87	1050	52	70	15	97	38	46	6	1	0	3	5	39	342	1937	4338	3485	1598	501	171	50

Thursday 04 May 2017

		15 Minute Bin Drops					Number Vehicle Classes ARX Scheme											Vehicle Speed												
Time	Hourly Totals	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	186	56	53	51	26	0	5	141	0	19	2	3	0	1	9	6	0	0	0	0	0	2	5	29	67	49	14	9	3	5
0100 - 0200	110	26	27	29	28	0	2	74	0	17	1	1	0	2	6	7	0	0	0	0	0	0	7	25	28	30	15	3	2	0
0200 - 0300	132	18	25	53	36	0	0	86	0	23	0	2	0	2	7	11	0	1	0	0	0	0	5	21	48	31	14	9	1	3
0300 - 0400	89	37	17	21	14	0	1	53	0	17	2	1	0	0	8	7	0	0	0	0	0	0	2	9	27	22	18	8	1	2
0400 - 0500	66	16	9	24	17	0	1	44	0	11	1	0	0	0	3	6	0	0	0	0	0	1	2	10	10	18	13	10	2	0
0500 - 0600	225	31	53	65	76	0	7	175	0	30	2	6	0	2	3	0	0	0	0	0	0	0	2	14	59	75	36	31	6	0
0600 - 0700	502	110	102	124	166	0	6	396	2	75	5	6	0	2	4	5	1	0	0	0	0	0	13	59	119	154	109	27	18	2
0700 - 0800	749	155	187	218	189	0	13	618	4	83	7	8	0	6	4	5	0	1	0	0	1	1	33	92	231	231	100	43	10	4
0800 - 0900	745	177	191	194	183	0	4	647	6	65	4	2	0	7	3	7	0	0	0	0	0	4	16	78	244	226	113	48	10	5
0900 - 1000	733	160	171	189	213	1	4	606	10	84	2	6	1	8	5	4	0	2	0	0	1	7	31	110	226	220	94	31	9	3
1000 - 1100	728	179	183	191	175	0	2	631	1	76	4	4	1	2	4	2	0	1	0	0	0	0	17	97	246	218	112	23	10	3
1100 - 1200	752	197	190	173	192	0	2	633	6	88	4	4	0	11	2	2	0	0	0	0	0	3	17	124	258	222	93	22	5	6
1200 - 1300	805	215	200	189	201	0	8	689	3	77	6	5	0	9	4	4	0	0	0	0	0	3	22	122	284	221	104	37	6	2
1300 - 1400	749	209	192	180	168	1	6	639	4	71	4	6	3	6	5	4	0	0	0	0	0	2	19	101	249	202	120	42	9	5
1400 - 1500	748	189	191	193	175	0	6	638	3	78	2	5	3	6	2	5	0	0	0	0	0	3	20	98	228	231	112	44	8	3
1500 - 1600	736	169	170	193	204	0	7	636	3	66	3	5	1	8	2	5	0	0	0	0	0	3	19	93	250	197	118	35	14	3
1600 - 1700	989	235	250	234	270	0	7	893	8	57	2	2	1	9	5	4	1	0	0	0	0	1	8	130	314	320	143	53	15	4
1700 - 1800	1217	303	320	295	299	0	13	1117	10	56	3	2	1	11	3	1	0	0	0	0	0	5	30	153	382	354	215	52	15	9
1800 - 1900	972	245	272	232	223	0	7	899	5	43	2	1	0	11	3	1	0	0	0	0	0	1	9	63	312	331	180	49	15	7
1900 - 2000	728	202	187	188	151	0	3	666	2	45	0	1	0	5	3	3	0	0	0	0	0	0	10	62	198	240	143	46	15	10
2000 - 2100	498	145	122	121	110	0	3	451	2	36	0	0	0	2	4	0	0	0	0	0	0	1	7	51	152	155	73	38	10	5
2100 - 2200	403	107	106	99	91	0	4	371	0	24	1	0	0	1	1	0	1	0	0	0	0	1	16	59	127	110	52	23	6	6
2200 - 2300	281	105	72	56	48	0	2	254	1	20	0	0	0	1	3	0	0	0	0	0	0	0	6	39	102	76	34	15	6	3
2300 - 0000	171	50	61	32	28	0	0	144	0	23	0	3	0	1	0	0	0	0	0	0	0	0	7	23	47	51	24	11	4	4
0700 - 1900	9923	2433	2517	2481	2492	2	79	8646	63	844	43	50	11	94	42	44	1	4	0	0	2	33	241	1261	3224	2973	1504	479	126	54
0600 - 2200	12054	2997	3034	3013	3010	2	95	10530	69	1024	49	57	11	104	54	52	3	4	0	0	2	35	287	1492	3820	3632	1881	613	175	77
0600 - 0000	12506	3152	3167	3101	3086	2	97	10928	70	1067	49	60	11	106	57	52	3	4	0	0	2	35	300	1554	3969	3759	1939	639	185	84
0000 - 0000	13314	3336	3351	3344	3283	2	113	11501	70	1184	57	73	11	113	93	89	3	5	0	0	2	38	323	1662	4208	3984	2049	709	200	94

Friday 05 May 2017

		15 Minute Bin Drops					Number Vehicle Classes ARX Scheme											Vehicle Speed												
Time	Hourly	00-15	15-30	30-45	45-00				Car	2 Axle	3 Axle	4 Axle	3 Axle	4 Axle	5 Axle	6 Axle	Double	Triple	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH

	Totals					Cycles	Motor Cycles	Car Van	Van Towing	Van Lorry	Rigid	Rigid	Artic	Artic	Artic	Artic	Road Train	Road Train	0 <10mph	10 <15mph	15 <20mph	20 <25mph	25 <30mph	30 <35mph	35 <40mph	40 <45mph	45 <50mph	50 <55mph	55 <60mph	60 <65mph
0000 - 0100	82	25	23	16	18	0	1	71	0	7	1	0	0	0	0	2	0	0	0	0	0	1	0	16	35	16	8	5	1	0
0100 - 0200	60	19	15	11	15	0	0	51	0	4	0	0	0	1	2	2	0	0	0	0	0	2	1	5	23	11	11	5	1	1
0200 - 0300	38	6	10	13	9	0	1	21	0	7	1	0	0	0	4	4	0	0	0	0	0	0	2	5	7	16	6	2	0	0
0300 - 0400	54	6	13	21	14	0	1	40	0	8	0	0	0	1	2	2	0	0	0	0	0	0	1	7	10	19	9	7	1	0
0400 - 0500	101	24	14	25	38	0	1	67	1	13	2	0	0	0	9	8	0	0	0	0	0	1	2	13	27	26	19	11	1	1
0500 - 0600	222	35	51	54	82	0	5	170	1	36	1	3	0	2	2	2	0	0	0	0	0	0	3	14	51	70	46	22	10	5
0600 - 0700	453	97	104	120	132	0	8	367	1	64	3	1	3	2	2	1	0	1	0	0	0	0	6	42	105	162	80	37	12	7
0700 - 0800	716	161	191	169	195	0	10	578	4	92	3	10	1	9	4	3	0	2	0	0	0	0	3	13	105	223	214	97	41	15	5
0800 - 0900	707	190	181	179	157	0	7	592	5	79	5	4	2	6	1	5	0	1	0	0	0	0	11	77	206	237	129	32	10	5
0900 - 1000	789	184	174	205	226	0	5	675	7	79	7	7	0	5	1	2	0	1	0	0	0	0	1	18	107	273	231	119	28	9	3
1000 - 1100	867	206	230	228	203	0	2	762	7	69	6	8	0	9	3	1	0	0	0	0	0	0	1	25	154	318	236	104	23	5	1
1100 - 1200	876	230	214	215	217	0	4	763	4	82	4	6	3	2	1	6	1	0	0	0	0	0	2	18	142	328	231	102	39	12	1
1200 - 1300	871	243	217	209	202	0	6	757	6	78	4	3	1	8	2	4	2	0	0	0	0	0	3	30	129	313	246	103	33	7	4
1300 - 1400	842	229	216	200	197	0	8	743	8	64	2	2	1	5	3	5	1	0	0	0	0	0	2	12	112	267	280	106	44	14	1
1400 - 1500	762	199	181	194	188	0	3	655	3	74	5	3	2	11	5	1	0	0	0	0	0	0	2	21	115	242	216	113	39	11	1
1500 - 1600	776	190	185	193	208	1	6	685	5	66	1	2	0	7	1	2	0	0	0	0	0	0	0	20	97	232	228	131	54	10	3
1600 - 1700	1137	267	241	305	324	0	11	1016	16	68	3	1	0	12	2	4	0	4	0	0	0	0	3	35	125	358	338	195	68	11	4
1700 - 1800	1335	319	355	330	331	0	8	1224	15	54	2	7	0	16	3	5	0	1	0	0	0	0	0	37	156	420	407	203	81	19	7
1800 - 1900	1065	298	263	269	235	0	3	977	12	48	2	4	0	14	1	4	0	0	0	0	0	0	1	11	121	323	346	172	55	29	4
1900 - 2000	947	252	255	216	224	0	6	871	3	43	8	0	1	6	3	3	3	0	0	0	0	0	0	10	135	298	299	129	46	15	7
2000 - 2100	643	169	184	170	120	0	6	573	3	43	2	1	1	3	8	2	1	0	0	0	0	0	0	4	73	210	175	118	44	13	3
2100 - 2200	481	135	128	115	103	0	7	432	0	34	2	0	0	3	2	0	1	0	0	0	0	0	0	14	69	176	134	45	22	11	4
2200 - 2300	377	100	106	93	78	0	4	346	1	23	1	0	0	0	2	0	0	0	0	0	0	1	0	10	57	149	88	40	14	13	3
2300 - 0000	253	73	71	59	50	0	1	221	0	26	1	0	1	1	2	0	0	0	0	0	0	1	0	10	39	83	73	30	7	6	2
0700 - 1900	10743	2716	2648	2696	2683	1	73	9427	92	853	44	57	10	104	27	42	4	9	0	0	0	18	251	1440	3503	3210	1574	537	152	39
0600 - 2200	13267	3369	3319	3317	3262	1	100	11670	99	1037	59	59	15	118	42	48	9	10	0	0	0	18	285	1759	4292	3980	1946	686	203	60
0600 - 0000	13897	3542	3496	3469	3390	1	105	12237	100	1086	61	59	16	119	46	48	9	10	0	0	1	19	305	1855	4524	4141	2016	707	222	65
0000 - 0000	14454	3657	3622	3609	3566	1	114	12657	102	1161	66	62	16	123	65	68	9	10	0	0	1	23	314	1915	4677	4299	2115	759	236	72

Saturday 06 May 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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	108	34	24	23	27	0	1	99	0	7	0	0	0	0	0	1	0	0	0	0	0	0	2	13	30	31	22	7	2	0
0100 - 0200	73	19	22	13	19	0	0	68	0	3	0	1	0	1	0	0	0	0	0	0	0	0	2	10	20	20	14	5	0	1
0200 - 0300	54	13	17	12	12	0	0	52	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	7	15	17	9	1	2	0
0300 - 0400	29	8	8	6	7	0	0	25	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	6	7	7	7	1	1	0
0400 - 0500	51	11	8	11	21	0	0	45	0	5	0	0	0	0	1	0	0	0	0	0	0	0	1	2	15	20	4	4	1	2
0500 - 0600	120	13	26	35	46	0	2	92	0	17	0	3	0	0	4	2	0	0	0	0	0	0	3	16	31	28	16	16	5	3
0600 - 0700	223	60	46	50	67	1	2	182	0	36	0	0	0	0	1	0	0	1	0	0	0	0	2	17	41	78	53	21	4	4
0700 - 0800	365	73	68	88	136	0	1	309	3	48	1	1	0	1	1	0	0	0	0	0	0	1	7	44	101	91	77	31	8	3
0800 - 0900	596	98	117	175	206	0	2	523	4	55	1	3	0	4	3	1	0	0	0	0	0	1	8	62	163	192	107	36	20	6
0900 - 1000	824	181	200	215	228	1	3	738	5	66	0	1	0	6	4	0	0	0	0	1	0	9	34	116	272	226	101	43	16	4
1000 - 1100	1023	253	228	261	281	0	4	948	8	42	5	3	0	9	2	1	0	1	0	0	0	7	15	63	148	338	279	118	41	11	3
1100 - 1200	1103	276	281	259	287	0	3	1011	8	59	9	2	2	7	1	1	0	0	0	0	0	0	22	76	196	366	293	116	26	4	2
1200 - 1300	1130	292	287	269	282	0	6	1044	15	46	2	4	1	10	2	0	0	0	0	0	0	4	22	70	212	387	265	116	42	9	1
1300 - 1400	1079	264	283	277	255	0	4	993	8	49	4	0	2	16	0	3	0	0	0	0	3	4	18	49	161	354	276	147	47	13	5
1400 - 1500	1046	261	267	255	263	1	1	973	5	42	1	4	1	15	1	1	0	1	0	0	0	5	15	54	162	343	295	124	35	7	5
1500 - 1600	957	258	215	268	216	1	5	894	8	38	1	0	0	10	0	0	0	0	0	0	0	0	7	43	138	308	293	122	27	14	4
1600 - 1700	860	228	189	227	216	0	3	801	2	40	2	3	1	8	0	0	0	0	0	1	3	8	31	130	276	254	103	31	11	5
1700 - 1800	824	221	203	192	208	1	3	766	3	37	2	0	0	8	2	2	0	0	0	0	1	0	4	21	100	260	232	136	53	12	5
1800 - 1900	825	221	220	192	192	0	4	763	4	43	4	0	1	6	0	0	0	0	0	0	0	1	0	32	111	243	258	113	51	7	5
1900 - 2000	623	158	168	155	142	0	1	583	1	31	0	1	0	4	1	1	0	0	0	0	0	0	0	11	79	192	177	99	35	23	5
2000 - 2100	438	125	107	96	110	0	1	406	0	28	1	0	0	2	0	0	0	0	0	0	0	0	1	6	43	123	137	70	30	10	10
2100 - 2200	363	94	85	80	104	0	1	337	0	23	1	0	0	1	0	0	0	0	0	0	0	0	0	10	51	112	103	47	19	4	7
2200 - 2300	277	95	68	61	53	0	1	256	0	19	0	0	0	1	0	0	0	0	0	0	0	0	1	10	46	66	86	36	14	11	6
2300 - 0000	213	58	52	52	51	0	2	189	1	20	0	1	0	0	0	0	0	0	0	0	0	0	1	10	34	64	63	21	12	4	3
0700 - 1900	10632	2626	2558	2678	2770	4	39	9763	73	565	32	21	8	100	16	9	0	2	0	6	23	123	488	1580	3411	2954	1380	463	132	48
0600 - 2200	12279	3063	2964	3059	3193	5	44	11271	74	683	34	22	8	107	18	10	0	3	0	6	24	124	517	1770	3879	3449	1649	568	173	74
0600 - 0000	12769	3216	3084	3172	3297	5	47	11716	75	722	34	23	8	108	18	10	0	3	0	6	24	126	537	1850	4009	3598	1706	594	188	83
0000 - 0000	13204	3314	3189	3272	3429	5	50	12097	75	755	34	27	8	110	24	16	0	3	0	6	24	128	545	1904	4127	3721	1778	628	199	89

Sunday 07 May 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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	174	50	54	36	34	0	0	160	0	11	1	0	0	0	1	1	0	0	0	0	0	1	3	16	55	49	24	17	4	1
0100 - 0200	79	20	18	21	20	0	1	73	0	3	0	0	0	1	0	1	0	0	0	0	1	0	3	11	22	22	11	8	1	0
0200 - 0300	63	17	16	17	13	0	1	60	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14	19	19	4	3	2	0
0300 - 0400	32	8	8	9	7	0	0	27	0	2	0	0	0	0	1	2	0	0	0	0	0	0	3	6	8	7	3	4	1	0
0400 - 0500	28	7	6	6	9	0	0	23	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	6	9	5	5	2	1	0
0500 - 0600	60	11	12	16	21	0	2	50	0	6	0	0	0	1	0	1	0	0	0	0	0	0	1	3	14	21	9	9	2	0
0600 - 0700	129	31	40	27	31	1	2	110	0	14	0	0	0	0	2	0	0	0	0	0	0	1	0	1	8	42	27	26	16	4	2
0700 - 0800	154	38	31	36	49	0	1	137	2	12	0	0	0	0	2	0	0	0	0	0	0	0	3	8	32	52	35	13	7	1
0800 - 0900	267	47	46	79	95	3	1	231	1	29	0	0	0	1	1	0	0	0	0	1	2	0	8	18	59	83	62	23	5	4
0900 - 1000	474	83	105	124	162	0	5	431	1	31	1	0	0	4	1	0	0	0	0	0	0	2	14	47	121	143	86	39	11	8
1000 - 1100	910	159	217	259	275	0	5	860	8	29	1	2	0	5	0	0	0	0	0	1	7	17	38	126	305	262	104	33	14	1
1100 - 1200	1115	256	268	290	301	0	8	1040	8	42	3	2	0	7	0	4	0	1	0	0	5	18	59	161	354	304	155	41	10	4
1200 - 1300	1017	254	265	253	245	0	5	948	10	38	0	1	1	10	0	2	1	1	0	2	6	6	26	146	320	301	145	47	12	3
1300 - 1400	941	241	263	223	214	0	2	891	7	30	0	1	1	7	1	1	0	0	0	0	0	1	26	113	312	310	125	35	16	2
1400 - 1500	865	222	230	218	195	0	1	812	7	40	1	0	1	3	0	0	0	0	0	0	2	4	18	112	274	261	127	52	11	1
1500 - 1600	703	184	169	181	169	0	5	655	3	32	3	0	0	4	1	0	0	0	0	1	0	3	18	96	234	204	98	31	14	2
1600 - 1700	583	171	151	136	125	0	1	543	4	31	1	0	1	2	0	0	0	0	0	0	0	4	13	50	137	193	114	42	17	9
1700 - 1800	486	147	130	107	102	0	2	457	1	25	0	0	0	1	0	0	0	0	0	0	0	1	13	54	159	140	81	22	8	1
1800 - 1900	468	99	103	110	156	0	3	433	3	22	2	1	0	2	1	1	0	0	0	0	0	1	15	64	126	138	68	39	10	4
1900 - 2000	378	92	102	98	86	0	2	338	3	32	1	0	0	1	0	1	0	0	0	0	0	0	9	44	74	129	77	33	7	4

2000 - 2100	264	72	54	79	59	0	1	241	0	22	0	0	0	0	0	0	0	0	0	0	0	0	10	30	80	63	44	19	11	4
2100 - 2200	210	59	52	53	46	0	0	187	0	22	0	0	0	1	0	0	0	0	0	0	0	0	4	18	67	60	31	17	7	4
2200 - 2300	167	55	34	44	34	0	0	153	0	13	0	0	0	0	1	0	0	0	0	0	0	0	7	34	55	46	14	5	4	2
2300 - 0000	86	34	22	8	22	0	0	69	0	15	0	0	0	0	2	0	0	0	0	0	0	0	2	17	24	23	12	6	0	1
0700 - 1900	7983	1901	1978	2016	2088	3	39	7438	55	361	12	7	4	46	7	8	1	2	0	5	22	57	251	995	2433	2391	1200	417	135	40
0600 - 2200	8964	2155	2226	2273	2310	4	44	8314	58	451	13	7	4	48	9	9	1	2	0	5	23	57	275	1095	2696	2670	1378	502	164	54
0600 - 0000	9217	2244	2282	2325	2366	4	44	8536	58	479	13	7	4	48	12	9	1	2	0	5	23	57	284	1146	2775	2739	1404	513	168	57
0000 - 0000	9653	2357	2396	2430	2470	4	48	8929	58	506	15	7	4	50	15	14	1	2	0	5	24	58	296	1202	2902	2862	1460	556	179	58

Monday 08 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme											Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	41	12	13	9	7	0	2	34	0	4	0	0	0	0	0	1	0	0	0	0	0	0	1	7	10	10	8	3	1	1
0100 - 0200	26	8	7	3	8	0	0	21	0	4	0	0	0	0	1	0	0	0	0	0	0	0	1	3	8	5	3	4	2	0
0200 - 0300	23	7	4	6	6	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	5	8	2	0	1
0300 - 0400	24	9	2	6	7	0	0	16	0	2	0	1	0	1	1	3	0	0	0	0	0	0	0	4	8	6	3	1	0	1
0400 - 0500	57	4	13	16	24	0	0	42	0	7	0	0	0	0	1	6	0	1	0	0	0	0	1	0	3	11	19	10	8	2	3
0500 - 0600	235	34	56	73	72	1	6	179	0	30	2	4	0	1	4	8	0	0	0	1	0	0	5	17	50	61	54	30	7	9
0600 - 0700	464	100	92	105	167	0	5	378	1	69	2	0	1	4	1	3	0	0	0	0	0	0	3	10	45	107	151	94	40	8	0
0700 - 0800	742	151	184	204	203	1	7	643	3	67	6	4	0	2	4	5	0	0	0	0	0	0	4	26	101	208	212	116	43	20	8
0800 - 0900	724	193	174	192	165	0	5	611	7	85	4	3	2	2	2	2	1	0	0	1	0	5	38	94	198	207	121	44	12	4
0900 - 1000	752	192	171	177	212	0	2	629	7	92	3	5	0	5	6	3	0	0	0	0	0	7	39	112	243	208	89	39	12	3
1000 - 1100	723	190	177	193	163	1	0	615	6	82	4	5	0	4	4	1	1	0	0	0	1	7	16	127	250	200	81	31	6	3
1100 - 1200	773	224	175	191	183	0	3	668	9	78	4	2	0	6	3	0	0	0	0	0	0	2	18	131	268	240	77	27	5	2
1200 - 1300	742	192	209	177	164	0	2	655	2	59	2	5	1	8	2	5	1	0	0	0	0	1	24	92	249	203	129	30	10	3
1300 - 1400	741	213	190	162	176	0	2	641	4	67	4	8	2	7	4	1	1	0	0	0	0	7	24	92	224	240	105	31	15	1
1400 - 1500	741	186	168	196	191	0	4	637	6	80	1	3	1	4	2	3	0	0	0	0	1	7	31	111	198	243	95	40	12	1
1500 - 1600	705	168	159	207	171	0	3	617	2	66	1	3	0	8	2	3	0	0	0	0	2	8	26	115	222	210	71	36	9	5
1600 - 1700	885	209	231	230	215	0	11	791	5	64	1	3	1	6	1	1	1	0	0	0	1	9	44	138	256	257	112	46	16	3
1700 - 1800	1104	301	274	282	247	0	11	987	13	65	2	3	1	14	3	4	0	1	0	0	5	10	68	171	345	288	152	47	13	4
1800 - 1900	856	285	208	183	180	0	6	782	4	46	0	2	0	10	3	3	0	0	0	2	1	10	30	83	228	252	151	68	23	5
1900 - 2000	594	149	196	136	113	0	4	531	1	48	1	1	0	3	3	2	0	0	0	0	0	1	18	64	142	206	110	39	8	5
2000 - 2100	380	128	86	100	66	0	3	332	1	36	0	0	0	4	4	0	0	0	0	0	0	5	11	47	124	100	56	27	6	2
2100 - 2200	309	89	82	72	66	0	1	274	1	32	0	0	0	0	1	0	0	0	0	0	0	0	5	40	83	95	56	18	5	5
2200 - 2300	218	74	42	53	49	0	1	192	1	21	1	0	0	0	1	1	0	0	0	0	0	1	2	32	57	53	51	10	4	6
2300 - 0000	116	31	32	26	27	0	0	96	0	17	0	1	0	1	1	0	0	0	0	0	0	0	3	18	41	30	16	6	2	0
0700 - 1900	9488	2504	2320	2394	2270	2	56	8276	68	851	32	46	8	76	36	31	5	1	0	3	11	77	384	1367	2889	2760	1299	482	153	42
0600 - 2200	11235	2970	2776	2807	2682	2	69	9791	72	1036	35	47	9	87	45	36	5	1	0	3	11	86	428	1563	3345	3312	1615	606	180	54
0600 - 0000	11569	3075	2850	2886	2758	2	70	10079	73	1074	36	48	9	88	47	37	5	1	0	3	11	87	433	1613	3443	3395	1682	622	186	60
0000 - 0000	11975	3149	2945	2999	2882	3	78	10393	73	1122	38	53	9	90	54	55	5	2	0	4	11	88	440	1649	3534	3501	1768	670	198	75

Tuesday 09 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme											Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	55	19	14	10	12	0	1	44	0	8	0	1	0	0	0	1	0	0	0	0	1	0	2	5	13	17	8	6	3	0
0100 - 0200	31	9	5	9	8	0	0	24	0	4	0	0	0	0	1	2	0	0	0	0	0	0	0	2	12	6	6	1	4	0
0200 - 0300	34	6	10	13	5	0	0	27	0	2	0	0	0	0	4	1	0	0	0	0	0	0	1	2	12	7	6	6	0	0
0300 - 0400	33	6	12	8	7	0	0	24	0	4	0	1	0	0	1	3	0	0	0	0	0	0	1	4	10	10	4	4	0	0
0400 - 0500	59	6	14	20	19	0	1	38	0	13	0	1	0	2	2	2	0	0	0	0	0	0	0	5	19	14	6	9	6	0
0500 - 0600	239	25	51	74	89	0	4	185	0	39	1	2	0	0	2	6	0	0	0	0	0	0	1	19	48	73	53	27	12	4
0600 - 0700	514	103	111	119	181	0	6	405	1	83	1	1	1	3	7	6	0	0	0	0	0	1	7	46	123	152	117	43	15	5
0700 - 0800	741	149	176	193	223	0	6	632	7	68	2	7	0	5	6	8	0	0	0	0	0	2	23	91	215	229	114	41	19	3
0800 - 0900	770	201	192	212	165	2	7	634	9	98	3	3	2	9	3	0	0	0	0	0	2	1	26	100	222	225	134	42	14	3
0900 - 1000	714	155	180	162	217	0	2	602	2	84	0	7	1	5	3	7	1	0	0	0	0	4	24	110	240	211	85	25	11	3
1000 - 1100	702	155	167	196	184	0	2	598	5	75	6	5	0	4	3	3	1	0	0	0	0	3	37	138	253	166	70	22	11	2
1100 - 1200	732	194	175	203	160	0	4	619	8	69	3	10	0	8	2	6	1	2	0	1	0	4	21	152	246	189	86	23	8	0
1200 - 1300	778	186	180	226	186	0	2	683	7	65	1	1	1	11	3	4	0	0	0	0	2	8	41	125	252	218	100	20	8	3
1300 - 1400	742	214	186	178	164	0	1	640	1	71	6	7	2	6	4	4	0	0	0	0	0	5	30	110	257	176	110	42	8	3
1400 - 1500	725	171	180	198	176	1	2	620	7	71	3	7	0	8	3	3	0	0	0	1	0	7	36	138	240	191	74	30	7	1
1500 - 1600	777	191	176	206	204	0	2	680	4	75	0	4	0	7	3	2	0	0	0	0	0	3	41	143	266	181	99	31	13	0
1600 - 1700	902	218	202	244	238	0	9	800	9	68	2	0	0	9	1	4	0	0	0	0	3	15	49	136	296	219	123	46	12	2
1700 - 1800	1153	306	322	271	254	0	10	1049	14	53	2	2	1	15	4	0	1	2	3	4	11	34	66	174	342	287	163	54	10	3
1800 - 1900	908	251	238	216	203	0	2	836	7	45	1	0	0	10	5	2	0	0	0	0	1	9	43	123	254	283	120	52	13	5
1900 - 2000	674	201	172	150	151	0	1	613	3	43	2	1	0	2	6	3	0	0	0	0	0	0	10	80	189	195	119	42	25	6
2000 - 2100	424	119	120	96	89	0	3	379	1	34	1	0	1	1	3	1	0	0	0	0	0	0	3	58	143	99	64	36	10	6
2100 - 2200	332	81	89	88	74	0	4	301	1	24	0	0	0	0	1	1	0	0	1	0	0	1	5	52	108	79	48	24	8	3
2200 - 2300	250	91	63	52	44	0	0	219	0	26	0	0	0	1	3	1	0	0	0	0	0	0	4	38	87	79	25	11	3	2
2300 - 0000	112	38	35	24	15	0	0	96	0	16	0	0	0	0	0	0	0	0	0	0	0	0	4	17	30	30	17	9	2	2
0700 - 1900	9644	2391	2374	2505	2374	3	49	8393	80	842	29	53	7	97	40	43	4	4	3	6	19	95	437	1540	3083	2575	1278	428	134	28
0600 - 2200	11588	2895	2866	2958	2869	3	63	10091	86	1026	33	55	9	103	57	54	4	4	4	6	19	97	462	1776	3646	3100	1626	573	192	48
0600 - 0000	11950	3024	2964	3034	2928	3	63	10406	86	1068	33	55	9	104	60	55	4	4	4	6	19	97	470	1831	3763	3209	1668	593	197	52
0000 - 0000	12401	3095	3070	3168	3068	3	69	10748	86	1138	34	60	9	106	70	70	4	4	4	6	20	97	475	1868	3877	3336	1751	646	222	56

Wednesday 10 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme											Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	57	23	15	9	10	0	0	48	0	6	2	0	0	0	1	0	0	0	0	0	0	1	2	9	13	14	8	8	2	0
0100 - 0200	26	9	6	5	6	0	0	21	0	2	0	0	0	1	1	1	0	0	0	0	0	0	1	4	6	6	5	2	0	2
0200 - 0300	27	6	7	6	8	0	0	24	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3	6	13	2	3	0	0
0300 - 0400	26	6	3	8	9	0	0	19	0	3	0	0	0	0	3	1	0	0	0	0	0	0	0	1	7	9	3	6	0	0
0400 - 0500	59	9	14	19	17	0	0	44	0	9	1	0	0	1	2	2	0	0	0	0	0	0	1	4	12	18	9	9	5	1
0500 - 0600	225	31	57	72	65	1	7	166	0	42	1	2	0	0	1	5	0	0	0	1	0	0	3	17	38	68	48	26	17	5
0600 - 0700	500	113	113	116	158	0	5	394	1	79	5	1	1	7	1	2	2	2	0	0	0	0	21	58	112	144	102	45	10	6

0700 - 0800	783	161	212	186	224	0	10	675	6	72	5	2	1	2	3	5	1	1	0	0	5	10	39	104	222	211	123	55	7	4
0800 - 0900	748	197	211	170	170	2	2	635	2	84	5	2	2	9	1	2	0	2	0	1	2	14	33	110	220	223	91	42	7	2
0900 - 1000	704	178	173	182	171	0	3	601	3	78	3	7	0	2	3	4	0	0	0	0	0	2	32	100	232	200	101	24	9	3
1000 - 1100	722	175	197	174	176	0	4	614	2	82	1	7	1	4	1	6	0	0	0	0	0	1	32	146	257	182	78	20	2	3
1100 - 1200	731	153	199	204	175	0	2	612	5	96	3	2	0	2	2	7	0	0	0	0	3	8	38	130	238	184	83	31	11	4
1200 - 1300	828	211	211	195	211	0	2	710	8	81	5	9	1	8	3	1	0	0	0	1	2	10	49	145	283	201	87	43	6	1
1300 - 1400	773	197	212	181	183	0	3	659	9	74	3	6	1	11	3	4	0	0	0	0	3	3	40	143	248	175	107	39	10	4
1400 - 1500	757	195	181	191	190	0	4	651	8	70	3	3	3	8	5	2	0	0	0	0	0	8	39	136	270	184	66	34	16	3
1500 - 1600	758	179	187	207	185	0	4	674	2	67	2	2	1	3	1	2	0	0	0	0	1	4	19	100	253	225	108	38	10	0
1600 - 1700	972	250	250	251	221	0	12	890	4	50	2	1	1	9	1	2	0	0	0	0	0	9	54	162	294	262	121	47	15	4
1700 - 1800	1188	266	308	284	330	0	15	1078	9	67	3	2	0	5	2	7	0	0	1	3	7	27	100	166	291	344	156	74	11	6
1800 - 1900	986	283	282	214	207	0	6	899	10	57	1	1	0	5	4	2	1	0	0	0	0	3	34	124	265	298	174	58	19	6
1900 - 2000	685	199	186	148	152	0	3	625	5	40	0	1	0	4	3	4	0	0	0	0	0	2	20	81	208	209	104	44	11	3
2000 - 2100	428	107	125	98	98	0	2	388	0	33	0	0	0	3	1	0	0	1	0	0	0	0	6	45	117	128	73	28	13	7
2100 - 2200	350	88	86	82	94	0	5	309	1	32	0	0	0	1	1	1	0	0	0	0	1	0	8	51	101	98	59	21	9	0
2200 - 2300	236	94	55	49	38	0	0	209	1	25	0	0	0	1	0	0	0	0	0	0	0	2	8	42	69	67	28	13	3	3
2300 - 0000	105	43	19	23	20	0	1	82	0	18	0	0	0	2	1	0	0	1	0	0	0	1	1	23	36	21	15	5	2	1
0700 - 1900	9950	2445	2623	2439	2443	2	67	8698	68	878	36	44	11	68	29	44	2	3	1	5	23	99	509	1566	3073	2689	1295	505	123	40
0600 - 2200	11913	2952	3133	2883	2945	2	82	10414	75	1062	41	46	12	83	35	51	4	6	1	5	24	101	564	1801	3611	3268	1633	643	166	56
0600 - 0000	12254	3089	3207	2955	3003	2	83	10705	76	1105	41	46	12	86	36	51	4	7	1	5	24	104	573	1866	3716	3356	1676	661	171	60
0000 - 0000	12674	3173	3309	3074	3118	3	90	11027	76	1168	45	48	12	88	44	62	4	7	1	6	24	105	580	1904	3798	3484	1751	715	195	68

Thursday 11 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme											Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	71	26	20	9	16	0	1	59	0	8	1	1	0	0	1	0	0	0	0	0	0	0	2	10	19	25	10	4	1	0
0100 - 0200	32	15	6	5	6	0	0	25	0	3	0	0	0	0	2	2	0	0	0	0	0	0	0	1	12	6	4	4	2	3
0200 - 0300	29	8	4	10	7	0	0	24	0	3	0	0	0	0	1	1	0	0	0	0	0	0	1	1	7	9	8	3	0	0
0300 - 0400	31	8	8	6	9	0	1	25	0	4	0	1	0	0	0	0	0	0	0	0	0	0	2	2	7	9	6	3	1	0
0400 - 0500	59	11	10	10	28	0	0	48	0	7	0	1	0	0	3	0	0	0	0	0	1	0	3	6	15	11	17	5	1	0
0500 - 0600	226	27	52	68	79	0	6	181	0	27	2	1	0	1	4	4	0	0	0	0	0	0	4	12	41	60	61	32	12	3
0600 - 0700	548	126	110	132	180	1	0	439	1	85	5	3	4	5	3	2	0	0	0	1	0	1	5	53	135	159	114	53	17	6
0700 - 0800	728	158	178	194	198	0	6	602	4	92	8	4	1	5	1	3	2	0	0	0	0	4	16	96	197	222	136	38	6	9
0800 - 0900	748	185	182	209	172	0	5	637	4	79	6	4	0	6	3	4	0	0	0	0	1	6	48	111	195	206	128	37	13	2
0900 - 1000	699	156	147	192	204	1	2	587	3	81	4	10	0	5	2	2	2	0	0	0	1	7	24	127	234	179	83	27	16	1
1000 - 1100	760	192	183	201	184	0	4	658	6	71	1	4	0	7	7	2	0	0	0	0	0	4	26	144	267	210	78	23	7	1
1100 - 1200	778	196	188	186	208	0	1	663	5	80	4	5	0	12	5	3	0	0	0	0	1	3	6	20	148	263	210	85	30	9	2
1200 - 1300	851	197	200	226	228	0	3	743	7	67	3	6	1	8	8	5	0	0	0	0	1	5	34	145	293	243	96	18	12	2
1300 - 1400	758	210	201	181	166	0	2	654	5	71	2	6	1	9	2	6	0	0	0	0	1	5	30	103	251	212	100	36	15	5
1400 - 1500	814	215	198	229	172	0	6	698	4	82	3	4	0	9	5	2	0	1	0	0	3	18	33	142	244	209	108	41	10	3
1500 - 1600	730	172	159	203	196	0	4	631	2	78	1	4	1	5	1	3	0	0	0	0	0	1	19	106	227	229	97	34	10	2
1600 - 1700	1001	253	219	257	272	0	7	896	8	62	5	3	3	8	4	5	0	0	0	0	4	19	60	156	303	267	133	41	14	4
1700 - 1800	1260	317	304	320	319	0	11	1142	15	63	5	3	3	11	3	3	1	0	0	8	6	27	87	187	343	347	167	60	18	7
1800 - 1900	981	295	230	256	200	0	8	908	5	39	2	2	1	13	1	2	0	0	0	0	0	7	32	115	253	293	180	65	24	7
1900 - 2000	680	189	186	166	139	0	7	615	3	47	1	4	0	2	1	0	0	0	0	0	0	0	5	69	212	219	114	31	19	4
2000 - 2100	461	138	123	97	103	0	2	414	0	38	2	1	0	2	1	1	0	0	0	0	0	3	13	62	128	125	76	36	11	6
2100 - 2200	352	84	94	97	77	0	1	318	1	26	1	0	0	1	3	1	0	0	0	0	0	1	5	54	96	113	53	14	9	2
2200 - 2300	249	85	57	63	44	0	1	216	1	27	0	0	0	1	3	0	0	0	0	0	0	1	5	33	80	81	34	10	2	2
2300 - 0000	117	36	31	22	28	0	0	94	0	17	0	1	0	2	3	0	0	0	0	0	0	0	8	25	27	28	16	5	6	0
0700 - 1900	10108	2546	2389	2654	2519	1	59	8819	68	865	44	55	11	98	42	40	5	1	0	9	20	109	429	1580	3070	2827	1391	450	154	45
0600 - 2200	12149	3083	2902	3146	3018	2	69	10605	73	1061	53	63	15	108	50	44	5	1	0	10	20	114	457	1818	3641	3443	1748	584	210	63
0600 - 0000	12515	3204	2990	3231	3090	2	70	10915	74	1105	53	64	15	111	56	44	5	1	0	10	20	115	470	1876	3748	3552	1798	599	218	65
0000 - 0000	12963	3299	3090	3339	3235	2	78	11277	74	1157	56	68	15	112	67	51	5	1	0	10	21	115	482	1908	3849	3672	1904	650	235	71

Friday 12 May 2017

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme											Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	69	26	15	12	16	0	0	54	0	9	0	1	2	0	1	2	0	0	0	0	0	2	2	15	19	17	7	4	3	0
0100 - 0200	38	13	8	10	7	0	0	29	0	4	0	0	0	1	3	1	0	0	0	0	0	0	2	4	11	10	5	4	2	0
0200 - 0300	25	7	6	6	6	0	0	22	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	4	6	8	4	2	0	0
0300 - 0400	37	11	10	8	8	0	0	29	0	4	0	0	0	0	3	1	0	0	0	0	0	0	0	4	7	12	6	7	1	0
0400 - 0500	52	13	9	10	20	0	0	38	0	9	1	0	0	1	1	2	0	0	0	0	0	0	0	3	15	13	14	4	1	1
0500 - 0600	220	21	44	76	79	1	4	163	2	41	0	6	0	2	0	1	0	0	1	0	0	0	1	14	52	70	42	25	11	2
0600 - 0700	491	114	106	108	163	0	1	388	5	86	1	0	1	3	3	2	0	1	0	0	0	0	18	52	126	135	93	45	14	4
0700 - 0800	777	163	176	206	232	0	9	634	5	95	6	7	3	6	7	3	1	1	0	0	0	6	43	117	224	228	103	33	15	6
0800 - 0900	799	207	206	194	192	1	3	680	5	86	1	2	1	11	5	3	1	0	0	0	2	13	38	139	230	207	116	43	7	1
0900 - 1000	745	194	180	176	195	0	5	629	2	89	3	3	1	3	7	1	1	1	0	0	0	4	18	127	264	205	91	26	7	2
1000 - 1100	847	234	194	227	192	0	4	746	3	81	1	2	0	2	2	5	0	1	0	0	1	6	44	181	291	232	68	16	3	4
1100 - 1200	855	203	212	213	227	0	2	740	7	87	4	0	0	8	2	2	2	1	0	0	2	11	62	178	325	191	69	13	4	0
1200 - 1300	941	236	241	246	218	0	3	844	9	66	6	5	0	4	3	1	0	0	0	1	3	14	70	179	322	232	87	22	10	1
1300 - 1400	872	252	211	199	210	0	1	766	4	83	2	3	1	5	2	4	0	1	0	2	5	12	41	159	276	215	107	44	5	4
1400 - 1500	834	227	204	208	195	0	2	729	3	86	3	2	0	6	1	2	0	0	0	0	2	13	37	149	269	237	88	29	8	1
1500 - 1600	824	194	184	215	231	0	6	711	4	81	3	5	0	5	5	4	0	0	0	0	3	13	45	123	265	214	106	45	7	3
1600 - 1700	1060	255	266	278	261	0	7	961	7	57	2	5	0	17	1	3	0	0	0	0	0	19	112	203	318	256	103	37	7	2
1700 - 1800	1190	293	310	304	283	2	8	1099	12	55	4	3	0	5	1	1	0	0	1	2	8	29	70	163	358	322	161	53	13	6
1800 - 1900	1015	271	260	243	241	0	5	946	7	39	6	2	0	7	1	2	0	0	0	0	5	3	39	112	307	313	147	62	17	8
1900 - 2000	779	220	231	173	155	0	1	713	5	44	1	4	0	8	1	1	0	1	0	0	0	4	42	88	225	234	114	45	20	3
2000 - 2100	516	158	131	122	105	0	1	469	3	36	0	1	0	3	3	0	0	0	0	0	0	2	10	69	158	149	71	31	13	5
2100 - 2200	410	93	113	103	101	0	0	378	1	27	1	0	0	2	1	0	0	0	0	1	0	0	8	74	140	100	48	26	7	5
2200 - 2300	281	90	77	59	55	0	1	248	2	27	0	0	0	2	1	0	0	0	0	0	0	1	11	30	87	82	45	13	6	2
2300 - 0000	195	54	63	49	29	0	0	172	0	19	0	0	0	1	2	1	0	0	0	0	0	2	9	41	53	44	31	10	2	0
0700 - 1900	10759	2729	2644	2709	2677	3	55	9485	68	905	41	39	6	79	37	31	5	5	1	5	31	143	619	1830	3449	2852	1246	423	103	38
0600 - 2200	12955	3314	3225	3215	3201	3	58	11433	82	1098	44	44	7	95	45	34	5	7	1	6	31	149	697	2113	4098	3470	1572	570	157	55
0600 - 0000	13431	3458	3365	3323	3285	3	59	11853	84	1144	44	44	7	98	48	35	5	7	1	6	31	152	717	2184	4238	3596	1648	593	165	57
0000 - 0000	13872	3549	3457	3445	3421	4	63	12188	86	1213	46	51	9	102	56	42	5	7	2	6	31	154	723	2228	4348	3726	1726	639	183	60

Virtual Day (28)

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme												Vehicle Speed											
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	89	29	23	19	19	0	1	78	0	8	1	0	0	0	1	1	0	0	0	0	0	1	3	14	27	23	12	6	2	1
0100 - 0200	53	17	13	12	11	0	0	46	0	4	0	0	0	0	1	1	0	0	0	0	0	0	2	8	15	13	7	3	2	1
0200 - 0300	39	9	10	10	9	0	0	33	0	3	0	0	0	0	1	1	0	0	0	0	0	0	1	5	11	10	6	3	1	1
0300 - 0400	35	9	9	9	8	0	0	28	0	4	0	0	0	0	1	1	0	0	0	0	0	0	1	4	9	10	6	3	1	0
0400 - 0500	54	10	11	15	18	0	0	41	0	8	0	0	0	0	2	2	0	0	0	0	0	0	1	6	14	14	10	6	2	1
0500 - 0600	170	23	37	50	60	0	4	134	0	23	1	2	0	1	3	2	0	0	0	0	0	0	2	14	40	50	35	19	7	2
0600 - 0700	358	78	77	87	116	0	4	287	1	53	3	2	1	3	3	2	0	0	0	0	0	1	7	36	88	107	73	30	10	4
0700 - 0800	545	116	131	141	158	0	6	458	3	60	4	4	0	4	2	3	0	1	0	0	0	3	16	70	160	158	87	33	11	4
0800 - 0900	630	146	154	165	165	0	4	540	4	64	3	3	1	5	2	2	0	0	0	0	0	3	20	83	187	184	101	35	10	4
0900 - 1000	696	155	161	178	202	0	3	600	4	68	3	5	1	5	3	2	0	1	0	0	0	4	24	107	228	197	92	29	9	3
1000 - 1100	831	198	205	215	213	0	3	741	5	64	3	4	1	5	3	3	0	0	0	0	1	5	32	140	293	229	90	28	8	2
1100 - 1200	883	215	217	224	227	0	3	786	7	65	3	4	1	8	2	3	0	0	0	0	2	7	38	154	307	239	97	28	7	2
1200 - 1300	921	233	234	226	228	0	4	828	8	60	3	5	1	9	2	2	0	0	0	0	1	6	40	156	315	254	105	31	9	3
1300 - 1400	864	234	221	207	203	0	3	773	6	59	3	5	1	7	2	3	0	0	0	0	1	6	33	135	292	239	108	34	10	4
1400 - 1500	817	209	204	206	198	0	4	728	5	61	2	3	1	7	2	2	0	0	0	0	1	5	29	125	266	237	104	34	11	3
1500 - 1600	756	188	177	198	193	0	4	676	5	56	2	3	1	5	2	2	0	0	0	0	0	3	25	107	245	219	105	36	11	3
1600 - 1700	864	214	208	222	220	0	6	781	7	56	2	1	1	7	2	1	0	1	0	0	1	6	34	126	271	248	119	39	12	4
1700 - 1800	974	247	253	239	234	0	7	892	9	48	2	2	0	9	2	2	0	0	0	1	2	8	39	130	306	280	140	47	13	5
1800 - 1900	818	225	213	196	185	0	4	754	5	39	2	1	0	7	2	2	0	0	0	0	1	4	23	98	250	247	126	46	15	5
1900 - 2000	631	176	171	148	137	0	3	577	3	37	2	1	0	4	2	2	0	0	0	0	0	1	12	74	186	196	102	37	13	5
2000 - 2100	422	124	112	98	87	0	3	383	1	30	1	0	0	2	2	1	0	0	0	0	0	1	9	51	134	122	63	25	9	4
2100 - 2200	327	88	85	77	77	0	2	297	1	24	1	0	0	1	1	0	0	0	0	0	0	1	8	47	107	89	43	19	7	3
2200 - 2300	245	83	60	54	48	0	1	221	0	20	1	0	0	1	1	0	0	0	0	0	0	1	7	36	80	65	34	13	5	3
2300 - 0000	152	46	43	34	28	0	1	130	0	18	0	0	0	1	1	0	0	0	0	0	0	0	5	24	48	40	20	8	3	2
0700 - 1900	9599	2379	2379	2415	2426	2	52	8556	68	701	33	42	7	78	26	28	2	4	0	3	11	63	352	1433	3119	2731	1274	420	127	41
0600 - 2200	11336	2845	2824	2825	2843	2	64	10099	74	844	39	45	9	87	33	33	3	4	0	3	11	66	387	1641	3635	3245	1555	531	165	58
0600 - 0000	11733	2974	2927	2912	2919	2	66	10450	75	882	40	45	9	89	35	33	3	5	0	3	12	67	398	1701	3763	3351	1609	552	173	62
0000 - 0000	12173	3071	3030	3027	3045	2	71	10808	75	932	43	48	9	91	44	42	3	5	0	4	12	69	409	1752	3879	3471	1686	592	189	67

Virtual Week (4)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme 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	Vehicle Speed 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
Mon	11054	2848	2750	2729	2727	2	70	9849	64	841	31	36	7	74	40	36	3	4	0	2	10	54	336	1461	3402	3266	1650	583	184	68
Tue	12420	3101	3107	3098	3114	2	76	10898	79	1046	37	56	8	104	52	53	4	6	1	3	12	62	401	1801	3991	3534	1705	602	200	67
Wed	12698	3252	3180	3124	3142	2	93	11018	83	1156	46	68	12	100	54	56	5	6	0	3	11	64	437	1851	4045	3576	1764	640	205	65
Thu	13122	3324	3230	3291	3276	3	81	11427	81	1148	58	76	13	102	68	60	3	5	0	6	14	85	443	1908	4170	3746	1827	627	191	70
Fri	14073	3559	3540	3493	3481	2	80	12354	91	1152	67	69	13	110	62	60	5	9	1	2	12	92	512	2114	4576	3958	1838	662	196	65
Sat	13123	3260	3255	3264	3344	3	52	12039	83	723	45	24	7	101	24	20	1	2	0	5	16	90	495	2004	4295	3643	1705	560	188	73
Sun	8726	2153	2149	2191	2233	3	48	8067	45	460	19	11	4	44	14	10	1	2	0	4	10	36	242	1126	2673	2579	1311	474	157	60

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	48.6	42.0	6.2
1	50.8	41.8	9.0
5	71.5	47.4	16.7
0	49.9	43.2	6.9
2	53.9	44.1	8.8
0	50.1	43.2	7.3
0	50.7	43.7	7.1
3	50.7	42.9	7.5
3	49.3	42.7	7.1
0	47.2	40.4	6.6
2	46.4	40.5	6.2
2	45.5	39.0	6.9
1	45.0	38.5	6.8
1	45.0	39.6	5.9
3	45.4	39.2	6.9
2	46.9	40.3	6.5
2	47.0	40.8	6.6
1	47.0	40.9	6.1
4	47.4	40.9	6.7
7	47.9	41.2	7.2
5	47.2	40.7	7.1
6	48.7	41.7	7.6
5	49.9	42.1	8.1
2	47.6	41.5	7.3
24	46.9	40.5	6.7
42	47.3	40.8	6.8
49	47.5	40.9	6.9
57	49.2	41.6	7.5

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
4	47.8	41.4	8.1
0	46.5	38.6	8.1
0	49.6	39.1	7.8
1	49.1	41.8	10.7
0	51.4	41.5	8.2
0	48.3	41.6	6.4
2	50.3	43.7	8.7
1	50.0	43.4	7.3
3	48.9	42.3	8.1
1	49.6	42.8	7.4
4	49.3	42.7	7.0
4	48.7	42.2	6.8
0	47.3	41.3	6.6
0	46.8	40.5	6.7
7	47.4	41.4	6.9
1	50.5	43.0	7.0
1	48.5	42.2	6.5
4	50.6	42.4	7.9
3	50.9	43.3	7.5
9	48.0	42.1	7.5
3	47.0	40.9	7.2
4	47.7	41.0	7.8
1	47.8	41.5	7.3
5	50.2	42.7	8.8
29	49.0	42.3	7.1
47	48.8	42.2	7.3
53	48.9	42.2	7.4
58	48.8	41.8	7.6

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	47.3	40.5	7.8
0	50.6	41.7	7.7
0	52.1	43.1	7.7
0	49.5	40.9	7.3
1	54.8	43.6	9.3
0	51.4	44.4	7.4
2	51.6	44.4	7.1
1	50.1	43.5	6.8
1	49.5	43.0	6.5
2	47.4	40.9	7.2
1	45.5	39.4	6.5
2	45.2	38.9	6.4
1	45.0	39.0	6.4
0	45.3	39.0	6.4
1	46.5	40.7	6.1
6	47.0	41.2	6.2
3	48.4	41.7	6.9
3	46.9	40.7	6.4
2	48.9	42.6	6.5
3	48.5	41.9	7.1
3	47.9	41.2	7.1
3	49.5	42.6	7.4
1	47.4	41.4	7.2
1	50.1	42.2	7.2
23	47.1	40.9	6.5
34	47.7	41.3	6.7
36	47.8	41.4	6.7
37	48.6	41.6	7.0

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	49.1	40.7	8.7
0	49.6	42.4	6.5
0	47.6	40.8	5.9
0	49.2	41.4	6.2
0	52.9	43.2	7.6
2	50.8	43.5	7.7
4	49.7	42.9	7.3
3	46.8	40.2	7.0
2	48.1	40.9	6.8
3	46.4	40.2	6.1
0	44.6	39.1	6.0
2	44.5	39.1	5.9
1	45.1	39.5	5.8
2	45.7	39.1	6.9
1	46.9	40.7	6.5
1	46.3	39.8	6.4
1	45.6	39.0	6.7
3	46.2	39.6	6.9
2	48.1	41.3	6.7
5	47.7	42.0	6.6
4	47.2	41.2	6.9
2	48.8	41.6	7.5
0	48.6	40.9	6.1
0	49.1	41.7	7.0
21	46.2	39.9	6.5
36	46.7	40.4	6.6
36	47.0	40.5	6.6
39	47.7	40.9	6.7

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	51.2	42.2	8.5
0	54.0	43.3	8.3
0	52.0	42.9	7.3
0	51.4	44.2	6.2
1	50.6	43.2	8.7
1	51.2	43.1	7.5
4	50.1	42.9	7.4
1	48.0	40.7	7.3
1	47.1	39.9	7.0
1	45.2	40.1	6.1
1	45.1	39.0	6.0
0	44.5	38.7	5.9
2	45.2	39.4	6.3
0	45.2	38.7	6.6
0	46.5	39.9	6.7
1	46.8	39.8	7.0
3	46.0	40.2	6.4
4	46.6	40.5	6.7
1	47.1	41.1	6.1
8	48.4	42.0	7.8
2	48.0	40.9	7.0
4	45.4	40.1	6.6
0	47.8	41.2	7.0
3	52.3	41.7	9.9
15	46.1	39.8	6.5
33	46.6	40.2	6.7
36	47.0	40.4	6.9
39	48.2	41.1	7.1

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	47.2	42.1	7.0
0	54.9	43.3	8.8
0	51.0	44.4	6.1
0	51.7	43.6	7.6
0	48.0	41.7	7.2
1	50.9	43.6	7.2
3	49.4	42.1	7.9
5	47.3	40.7	7.3
3	46.8	40.6	6.4
1	46.3	40.3	6.2
0	45.1	39.7	5.9
2	45.0	39.5	6.2
1	45.9	40.1	6.2
0	46.3	39.9	6.3
2	45.8	39.7	7.0
4	46.7	40.6	6.4
1	45.5	38.6	7.2
2	45.8	39.0	7.4
3	45.9	38.8	7.5
0	48.1	41.7	6.5
7	46.6	41.1	7.3
3	48.6	41.1	7.1
1	48.4	41.3	7.3
1	48.4	41.2	7.6
24	46.0	39.8	6.7
37	46.6	40.2	6.8
39	46.8	40.3	6.9
41	47.7	41.0	7.0

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	52.5	41.9	7.7
0	49.0	41.3	6.7
0	53.5	44.0	7.3
0	50.4	43.0	7.0
0	50.4	42.0	7.0
0	50.9	43.5	7.0
4	49.4	41.9	7.8
0	47.4	40.6	6.8
4	46.8	40.4	6.8
1	44.5	38.6	6.4
0	44.9	38.7	6.2
1	44.8	38.5	6.2
3	45.4	39.1	6.6
4	46.1	40.0	6.7
3	47.1	40.3	6.5
1	46.0	39.6	6.4
2	45.6	38.9	6.8
6	46.4	40.2	7.3
8	46.3	40.6	6.9
8	47.0	40.7	6.9
8	48.3	41.9	8.2
4	48.2	42.2	7.3
2	49.0	41.5	7.4
3	48.0	40.9	7.7
33	45.9	39.6	6.6
57	46.5	40.1	6.9
62	46.7	40.3	6.9
62	47.8	40.8	7.0

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
3	49.0	42.5	9.3
3	51.7	42.5	9.5
0	49.8	41.6	7.0
4	55.1	44.5	11.1
0	51.2	41.6	7.1
0	49.7	42.6	7.0
1	49.5	43.0	6.8
1	48.8	41.8	6.8
0	47.7	41.1	6.5
1	45.7	39.2	6.5
0	44.7	39.0	6.3
0	44.5	38.5	6.3
0	43.7	37.8	6.3
0	44.2	38.2	6.2
1	45.3	39.2	6.2
4	45.7	40.0	6.1
1	46.7	40.6	6.1
3	47.2	41.0	6.4
5	47.3	41.2	6.8
6	47.3	40.9	6.8
0	47.4	40.7	6.7
5	45.4	40.2	6.7
1	47.1	40.9	7.5
1	46.4	39.9	6.4
16	46.0	39.8	6.4
28	46.3	40.2	6.5
30	46.4	40.2	6.5
40	47.5	40.8	7.0

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
2	47.6	40.8	9.2
2	46.9	40.4	8.8
0	48.0	41.4	8.2
0	46.2	38.8	5.8
1	50.8	41.5	8.6
0	50.2	43.2	6.2
1	49.8	42.4	7.6
1	49.1	43.0	6.4
3	49.7	42.5	7.7
3	47.8	41.6	7.4
2	45.4	40.2	6.0
2	44.6	38.8	6.0
1	45.5	39.2	6.1
1	45.2	38.6	6.7
1	46.1	40.6	6.0
3	46.6	40.9	6.3
7	48.3	41.5	7.1
2	48.7	41.9	6.8
5	47.6	41.8	7.3
6	48.5	41.9	7.2
3	46.8	40.9	7.3
3	48.4	41.5	7.9
3	50.1	42.8	7.4
1	47.6	41.3	6.6
31	47.1	40.9	6.7
44	47.4	41.1	6.9
48	47.5	41.2	6.9
53	47.7	41.1	7.1

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	49.9	41.5	9.0
0	46.7	41.9	5.0
0	51.6	43.3	5.8
0	48.9	42.4	5.8
0	50.5	44.4	6.9
1	50.8	44.0	6.9
0	48.0	42.0	6.2
0	47.0	41.1	6.0
0	46.6	40.7	5.9
0	45.4	40.0	5.4
0	44.7	39.8	5.5
0	45.9	39.7	5.9
1	45.5	39.8	5.6
2	45.6	39.8	6.1
1	45.9	39.9	6.5

0	46.5	40.7	5.9
1	46.1	40.3	6.2
4	47.8	41.7	6.2
2	47.5	41.6	6.0
0	47.4	41.8	5.8
3	48.4	41.8	6.8
2	47.4	41.4	6.9
1	46.7	40.5	6.5
2	47.3	41.2	7.5
11	46.2	40.4	5.9
16	46.6	40.8	6.1
19	46.7	40.8	6.2
21	47.4	41.3	6.3

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	46.6	39.2	8.0
0	49.2	41.2	8.6
0	50.7	41.5	7.7
0	48.0	41.1	6.9
0	52.0	43.2	7.7
2	50.3	43.4	7.6
1	48.6	42.8	6.3
1	46.5	40.6	6.5
1	47.3	41.0	6.3
0	45.0	39.5	5.4
1	44.5	39.5	5.4
0	45.7	39.9	5.9
1	46.2	40.2	6.0
2	45.7	40.0	6.0
2	45.9	40.3	5.9
2	46.5	41.0	6.0
1	46.0	40.3	5.8
3	46.6	41.0	6.4
5	47.5	41.4	6.6
4	48.1	42.6	6.5
4	47.9	42.1	6.3
1	47.4	40.7	7.0
1	46.7	40.8	6.2
0	47.0	41.2	6.4
19	46.1	40.4	6.0
29	46.6	40.8	6.1
30	46.6	40.8	6.2
32	47.3	41.0	6.6

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
2	51.1	43.3	9.2
0	51.8	43.5	7.1
0	51.5	41.0	8.6
1	47.3	40.7	7.5
0	50.2	43.2	6.9
2	50.8	42.6	7.0
0	48.9	42.3	6.4
2	46.9	40.8	6.5
1	47.8	41.0	6.4
1	46.2	39.7	6.3
0	46.0	40.0	6.0
0	45.6	40.0	5.6
4	46.3	40.8	6.2
1	46.2	40.1	5.9
3	46.3	40.7	6.0
2	46.4	40.7	6.1
1	46.3	40.7	6.0
1	47.5	41.5	5.8
4	47.6	41.9	6.3
8	50.0	43.4	7.0
10	47.4	42.4	8.9
4	49.9	42.3	7.8
2	46.3	40.7	6.5
3	46.7	40.6	7.2
20	46.6	40.7	6.1
42	47.2	41.1	6.5
47	47.1	41.1	6.5
52	48.0	41.4	6.8

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	48.6	40.6	7.4
0	44.8	39.0	8.2

0	46.5	39.3	6.3
0	50.2	42.4	6.1
0	47.8	41.8	5.4
1	50.3	43.8	6.6
1	49.1	42.7	6.1
1	47.1	41.1	6.0
2	45.4	39.8	5.8
1	45.7	39.8	5.8
2	45.2	39.6	5.7
1	45.6	40.0	5.7
1	45.2	39.7	5.7
0	45.6	40.1	5.7
1	45.5	39.8	5.6
2	45.1	39.4	6.1
0	44.7	38.8	5.7
0	43.9	38.4	5.6
0	44.6	39.3	5.5
1	45.4	39.9	5.5
1	45.0	39.8	5.8
0	46.2	40.1	5.7
0	45.4	39.2	6.2
0	44.9	38.6	6.6
11	45.3	39.7	5.7
14	45.6	39.9	5.8
14	45.5	39.8	5.8
15	46.2	40.1	6.0

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	45.4	37.7	6.5
0	44.7	38.6	5.7
0	51.1	42.0	7.0
0	46.3	42.4	4.3
0	50.2	41.9	7.9
1	50.4	42.7	6.6
1	47.1	41.7	5.9
2	47.0	41.1	6.1
1	46.6	40.8	5.7
0	44.4	38.7	6.0
0	43.7	38.1	5.5
1	43.7	38.5	5.4
1	44.8	39.5	5.4
2	45.8	39.8	6.2
3	46.0	40.2	5.9
2	46.0	40.2	5.9
2	45.8	39.9	6.1
7	45.7	40.4	6.1
2	46.1	40.5	5.9
1	45.4	39.9	6.0
1	47.0	40.9	6.3
3	47.1	41.0	6.9
6	47.0	41.0	7.4
2	45.3	39.8	6.7
23	45.5	39.8	5.9
29	45.8	40.1	6.0
37	45.8	40.1	6.1
38	46.4	40.3	6.1

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
2	46.8	41.0	6.9
0	46.3	40.1	6.9
1	50.3	43.3	8.4
0	48.2	42.4	5.4
1	49.1	41.2	7.4
0	46.3	39.9	6.4
0	49.2	42.4	6.6
1	47.5	41.7	6.3
2	47.0	41.1	6.0
0	46.2	40.3	6.0
0	44.3	38.8	5.5
0	44.1	38.6	5.7
3	43.9	38.6	6.1
0	44.6	39.2	5.2
1	44.0	38.7	5.5
3	44.7	39.2	6.1
3	46.0	40.2	6.0
5	46.5	40.9	6.0
4	47.3	41.6	6.4
7	47.0	41.6	6.5
4	46.8	40.9	6.7
3	45.4	39.8	7.1
7	47.0	41.1	7.9
1	47.6	40.5	7.1

22	45.5	39.9	5.9
36	45.9	40.2	6.1
44	46.1	40.3	6.3
48	46.5	40.5	6.4

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	44.8	39.1	6.5
0	44.9	39.9	6.3
0	45.9	40.2	6.7
0	44.1	38.2	4.6
0	47.5	41.4	6.1
0	50.2	41.4	8.0
0	48.7	42.6	6.0
1	48.5	42.1	6.5
4	49.3	43.3	7.4
2	47.1	41.5	6.5
3	46.2	40.4	6.1
4	44.8	39.5	6.0
1	44.8	39.6	5.7
3	45.5	40.2	5.6
4	46.2	40.4	6.1
5	47.4	41.5	6.4
3	47.5	42.0	6.2
3	48.6	42.1	7.1
4	49.2	42.8	7.0
3	48.3	42.4	6.6
2	48.4	42.3	6.3
10	49.5	42.6	9.5
3	47.5	41.2	7.2
0	48.3	41.7	6.5
37	47.1	41.3	6.4
52	47.5	41.6	6.6
55	47.5	41.6	6.6
56	47.2	41.2	6.5

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	48.1	40.2	8.1
0	46.6	38.8	6.7
0	50.0	40.4	8.6
1	50.6	41.0	8.7
0	50.6	42.4	7.4
4	49.2	42.9	7.4
1	49.6	42.1	7.1
0	48.0	42.1	6.5
2	47.4	41.8	6.4
0	45.4	39.9	5.7
2	45.1	39.3	6.3
3	45.3	39.9	5.9
1	46.6	40.7	5.9
1	47.3	41.1	6.3
9	50.6	43.4	8.0
7	49.8	43.4	7.2
6	48.7	42.2	6.9
7	50.3	43.4	8.4
6	51.1	43.8	8.1
4	50.1	43.3	7.8
0	46.6	39.6	6.4
3	48.4	41.9	7.2
0	47.1	40.3	6.1
0	49.9	42.3	6.8
44	48.0	41.8	6.8
52	48.1	41.7	6.9
52	48.2	41.7	6.8
58	48.4	41.5	7.1

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
3	48.8	40.3	8.1
0	46.8	39.9	6.5
1	50.3	42.9	9.0
0	49.7	42.3	6.2
0	51.6	42.2	8.6
1	50.3	43.4	7.4
0	49.0	41.8	6.7
2	47.2	41.6	6.3
3	46.9	41.0	6.2
0	44.9	39.2	5.9
1	44.6	39.1	5.7

2	44.6	39.0	6.1
4	44.2	38.7	6.1
1	46.5	39.9	6.5
2	46.6	40.4	6.5
1	46.0	40.6	5.7
0	46.6	41.3	5.9
3	47.5	41.2	6.5
5	47.5	41.9	6.5
5	48.1	42.0	7.1
6	46.8	41.0	6.7
2	47.7	41.2	7.0
8	48.1	41.2	8.0
2	48.6	41.2	7.6
24	46.1	40.3	6.2
37	46.5	40.6	6.3
47	46.7	40.7	6.5
52	47.5	41.0	6.8

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	48.4	40.8	8.5
0	46.5	41.3	6.3
0	46.5	39.3	6.3
0	46.3	39.3	7.8
0	51.5	43.7	6.3
0	50.4	43.4	7.0
1	49.6	43.0	7.1
2	48.3	41.4	6.8
0	47.3	40.2	6.8
0	46.1	40.2	6.3
0	43.8	38.4	5.7
1	45.4	39.7	5.6
0	45.4	40.1	5.5
1	46.1	40.3	6.1
2	46.1	40.3	5.8
4	46.6	40.3	6.4
3	45.8	40.0	6.1
2	44.1	38.9	5.7
0	44.3	39.2	5.2
0	45.3	40.2	5.4
0	45.5	40.3	5.6
1	44.8	39.5	5.8
0	46.6	39.6	6.4
0	47.4	40.9	6.9
15	45.8	39.9	6.0
17	45.9	40.1	6.0
17	46.0	40.1	6.1
18	46.6	40.4	6.3

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
3	46.8	40.6	8.2
0	46.0	39.5	6.6
0	46.2	40.2	6.9
0	49.9	42.3	6.8
0	50.6	42.2	7.6
2	50.6	43.5	6.8
1	48.5	42.1	6.4
3	47.0	40.7	6.7
1	47.5	41.1	6.3
1	46.4	40.0	6.3
2	46.4	40.6	5.8
2	45.5	40.0	6.0
4	45.9	40.2	6.0
0	47.3	40.8	6.2
1	47.5	40.8	6.2
4	46.9	40.9	6.5
1	46.7	41.1	5.8
2	47.0	40.9	6.2
5	47.6	42.0	5.9
4	48.6	42.5	6.5
6	48.8	42.1	7.4
3	46.9	40.8	7.1
0	46.5	40.6	6.1
0	48.2	41.4	7.1
26	46.8	40.8	6.2
40	47.2	41.0	6.3
40	47.2	41.0	6.4
45	47.5	41.1	6.6

MPH	P-Tile	Average	Standard

65 <140mph	0.85	Speed	deviation
0	45.7	39.6	6.2
0	49.8	41.2	7.5
0	46.6	40.7	5.5
0	50.0	42.3	6.2
0	48.7	41.5	7.0
1	50.6	43.7	7.3
2	48.4	42.7	6.7
0	47.2	40.8	6.4
0	47.3	41.4	5.7
0	46.3	40.4	5.8
0	45.1	39.4	5.5
1	45.9	39.9	5.9
3	45.5	39.9	6.3
4	46.8	41.0	6.3
2	46.9	40.5	6.1
1	47.7	41.2	6.2
0	47.0	40.9	6.0
5	47.4	41.1	6.4
3	47.4	41.6	6.2
8	46.7	41.1	6.3
3	48.1	41.8	6.7
6	46.2	40.6	7.2
2	47.0	40.3	6.9
2	46.3	40.3	7.0
19	46.7	40.7	6.1
38	46.9	40.9	6.2
42	46.8	40.8	6.3
43	47.3	41.0	6.4

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	49.1	42.0	7.2
1	48.1	41.5	7.0
1	48.6	41.4	7.5
0	48.4	41.1	6.5
2	52.4	44.7	9.6
2	52.9	43.3	8.5
2	49.8	43.6	7.0
2	48.5	42.2	7.0
1	48.5	42.1	6.5
2	46.7	40.2	6.8
0	45.7	39.3	6.6
2	44.8	38.5	6.4
2	45.0	38.6	6.7
2	46.1	39.7	6.9
1	45.5	39.2	6.6
1	45.9	40.0	6.1
7	46.0	40.0	7.2
0	47.2	41.0	6.4
4	46.9	40.7	6.4
2	48.1	41.6	6.8
8	49.3	42.7	8.0
10	48.1	42.1	10.1
1	48.4	41.4	7.8
1	47.0	40.3	7.0
24	46.4	40.1	6.6
46	47.0	40.7	7.0
48	47.1	40.7	7.0
55	47.8	41.1	7.2

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
4	50.1	42.5	8.1
0	49.2	40.8	7.4
0	45.5	39.5	6.5
0	50.4	40.7	7.9
0	48.9	41.2	6.5
1	51.9	43.8	7.1
2	51.5	43.6	8.5
3	50.5	43.9	7.4
2	48.9	42.9	7.8
3	48.9	42.3	7.2
2	45.5	39.5	6.8
4	46.0	39.6	6.9
3	46.2	40.3	6.6
1	46.2	40.6	5.8
3	46.9	40.7	6.3
2	46.7	40.5	6.3
4	49.2	42.6	7.0
7	47.1	41.3	6.7
3	48.2	41.5	7.5
1	49.3	42.4	6.7

3	49.8	42.1	7.8
2	49.7	42.2	7.1
0	45.3	39.7	6.7
1	47.3	40.7	7.8
37	47.5	41.3	6.9
45	48.2	41.6	7.0
46	48.0	41.5	7.1
51	48.3	41.5	7.1

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	49.3	41.8	6.9
0	51.3	42.2	7.8
1	51.3	45.8	8.8
1	48.6	42.1	8.8
0	52.4	44.7	7.5
1	51.4	43.9	7.6
6	48.7	42.5	7.2
4	48.3	41.3	7.2
0	47.7	40.7	6.9
0	46.4	39.8	6.6
1	45.3	39.7	6.1
3	45.0	39.8	5.9
1	46.6	40.6	6.0
2	46.2	40.6	6.4
2	46.6	40.3	6.5
1	45.8	39.8	6.5
3	46.6	40.1	6.9
1	46.4	39.5	6.8
3	48.5	41.6	7.2
1	48.4	41.7	6.4
2	47.8	40.8	7.1
2	47.4	41.8	6.7
2	49.1	42.4	7.6
0	47.1	40.3	6.1
21	46.6	40.3	6.6
32	47.0	40.7	6.7
34	47.1	40.7	6.7
37	48.0	41.4	7.0

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	51.0	41.9	7.6
0	54.1	43.0	7.2
0	50.7	42.1	6.2
0	49.7	41.1	6.7
0	52.2	43.4	7.4
2	51.3	44.2	7.0
5	49.3	43.1	6.9
4	47.5	41.2	6.8
1	47.1	40.9	6.4
1	45.7	40.0	6.2
0	45.0	38.9	6.1
2	45.5	39.4	6.1
1	45.4	39.3	6.3
1	47.1	40.2	6.5
0	45.2	39.1	6.3
0	45.9	39.3	6.2
1	46.1	39.6	6.9
2	46.2	39.0	7.6
5	47.0	40.5	6.9
8	48.8	42.2	7.4
5	48.6	41.9	7.6
3	48.7	41.4	8.3
1	46.0	40.6	6.4
1	49.5	41.7	7.9
18	46.1	39.8	6.5
39	46.8	40.4	6.8
41	46.9	40.5	6.8
43	48.1	41.0	6.9

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	50.6	41.7	7.6
0	50.4	42.4	8.9
0	47.2	41.9	5.2
0	50.6	43.7	5.2
0	53.5	44.5	7.2
2	52.6	44.6	7.8
2	49.4	42.1	7.1

3	47.7	40.4	7.2
3	46.2	39.8	7.0
1	46.4	40.2	6.1
1	44.8	39.0	6.1
1	45.7	39.3	6.8
0	45.4	39.0	6.4
1	46.5	39.7	6.8
1	45.5	39.4	6.7
0	46.4	40.4	5.9
4	46.6	39.9	7.0
2	46.6	39.4	7.6
5	47.9	41.3	6.8
3	47.4	41.2	6.5
11	49.7	43.1	8.6
2	47.8	41.2	6.6
1	45.9	40.3	6.7
0	46.3	40.0	6.5
22	46.3	39.8	6.7
40	46.9	40.3	6.8
41	46.8	40.3	6.8
43	47.8	41.0	6.8

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	47.2	40.9	5.9
0	55.5	44.6	8.6
0	49.0	43.4	5.6
1	50.6	43.2	8.4
0	49.1	41.8	7.8
1	51.7	44.8	7.1
4	49.8	42.9	7.0
4	47.5	41.4	6.6
1	47.1	40.2	7.0
0	46.0	39.7	6.4
0	44.8	39.2	5.8
1	45.3	39.5	6.3
2	45.0	39.5	6.1
0	46.9	40.3	6.5
3	46.5	39.6	7.1
5	46.7	40.7	6.4
0	46.2	39.4	7.0
3	46.5	39.5	7.6
5	48.2	41.6	7.1
7	48.0	42.0	6.9
1	48.5	41.6	7.5
5	47.7	41.4	7.2
1	45.9	40.8	6.4
2	48.0	40.5	8.1
24	46.4	40.1	6.7
41	46.9	40.5	6.8
44	46.9	40.5	6.8
46	47.8	41.2	6.9

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
0	46.8	39.7	7.4
0	51.6	41.7	7.2
0	48.2	40.5	6.8
0	52.1	43.5	6.4
1	49.2	43.8	6.9
2	51.0	43.7	7.1
4	49.6	42.2	7.2
2	46.2	40.1	6.8
3	46.7	39.8	6.9
1	45.7	39.7	6.0
1	44.0	38.4	5.9
0	43.4	37.7	5.8
0	44.1	38.2	6.3
2	46.1	39.3	6.9
1	45.1	39.2	6.3
0	46.4	39.6	6.7
3	44.7	38.1	6.9
4	46.1	39.4	7.4
2	47.3	41.0	6.8
4	47.5	40.9	7.0
8	48.2	41.7	7.8
1	47.1	40.4	6.8
4	48.6	41.6	8.7
3	47.7	40.0	7.7
19	45.5	39.2	6.6
36	46.1	39.7	6.7
43	46.4	39.9	6.9
46	47.2	40.4	6.9

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
1	48.4	41.0	7.7
0	49.3	41.4	7.5
0	50.0	41.9	7.3
0	49.4	41.9	7.0
0	50.8	42.7	7.6
1	50.6	43.3	7.2
2	49.4	42.7	7.0
2	48.0	41.5	6.8
2	47.6	41.2	6.7
1	46.3	40.3	6.3
1	45.2	39.5	6.0
2	45.2	39.3	6.1
2	45.3	39.5	6.1
1	46.0	39.9	6.3
2	46.2	40.1	6.3
2	46.7	40.5	6.3
2	46.6	40.4	6.5
3	46.9	40.6	6.7
4	47.5	41.3	6.7
4	47.9	41.7	6.7
4	47.8	41.5	7.2
3	47.6	41.1	7.3
2	47.4	41.0	7.1
1	47.8	40.9	7.2
23	46.5	40.3	6.4
37	46.9	40.7	6.6
41	47.0	40.7	6.6
44	47.7	41.0	6.8

MPH 65 <140mph	P-Tile 0.85	Average Speed	Standard deviation
38	47.3	40.9	6.7
42	46.7	40.5	6.6
38	46.9	40.5	6.6
37	46.6	40.4	6.5
47	46.4	40.2	6.6
50	46.4	40.1	6.7
55	47.4	41.1	6.9

48625	E	2017	25/04/2017	7	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	E	2017	25/04/2017	8	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	E	2017	25/04/2017	9	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	E	2017	25/04/2017	10	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	E	2017	25/04/2017	11	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	E	2017	25/04/2017	12	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	E	2017	25/04/2017	13	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	E	2017	25/04/2017	14	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	E	2017	25/04/2017	15	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	E	2017	25/04/2017	16	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	E	2017	25/04/2017	17	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	E	2017	25/04/2017	18	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	W	2017	25/04/2017	7	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	W	2017	25/04/2017	8	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	W	2017	25/04/2017	9	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	W	2017	25/04/2017	10	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	W	2017	25/04/2017	11	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	W	2017	25/04/2017	12	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	W	2017	25/04/2017	13	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	W	2017	25/04/2017	14	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	W	2017	25/04/2017	15	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	W	2017	25/04/2017	16	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	W	2017	25/04/2017	17	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910
48625	W	2017	25/04/2017	18	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910

	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
Eastbound	723	858	920	636	887	1000	1124	1343	1482	1419	1387	1425
Westbound	21	12	11	11	3	10	15	9	8	5	2	1
Total	744	870	931	647	890	1010	1139	1352	1490	1424	1389	1426

51.43289
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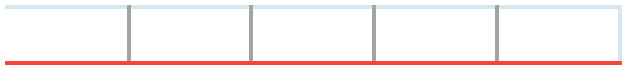
0.285966	1.4	0.87	2	6	550	1	132	11	4	5	0	5	9	34	723
0.285966	1.4	0.87	1	3	664	6	125	25	3	4	6	15	7	60	858
0.285966	1.4	0.87	3	0	659	5	154	26	2	13	8	22	31	102	920
0.285966	1.4	0.87	3	1	470	7	116	18	3	7	1	10	3	42	636
0.285966	1.4	0.87	2	3	731	5	110	13	2	3	4	7	9	38	887
0.285966	1.4	0.87	1	4	841	6	105	11	5	8	2	10	8	44	1000
0.285966	1.4	0.87	1	3	946	5	128	15	6	8	1	10	2	42	1124
0.285966	1.4	0.87	4	0	1195	6	105	17	4	6	3	2	5	37	1343
0.285966	1.4	0.87	5	6	1331	5	111	10	3	7	0	7	2	29	1482
0.285966	1.4	0.87	6	8	1181	8	188	15	4	3	2	4	6	34	1419
0.285966	1.4	0.87	8	15	1154	11	175	10	1	1	2	10	8	32	1387
0.285966	1.4	0.87	3	8	1272	14	116	3	0	0	1	5	6	15	1425

0.285966	1.4	0.87	6	0	12	1	4	0	0	1	0	2	1	4	21
0.285966	1.4	0.87	1	0	2	0	9	0	0	0	0	0	1	1	12
0.285966	1.4	0.87	3	0	2	0	6	1	0	2	0	0	0	3	11
0.285966	1.4	0.87	0	0	4	0	3	3	0	0	0	0	1	4	11
0.285966	1.4	0.87	2	0	0	0	2	1	0	0	0	0	0	1	3
0.285966	1.4	0.87	2	0	4	0	5	1	0	0	0	0	0	1	10
0.285966	1.4	0.87	1	0	5	0	7	1	0	0	0	1	1	3	15
0.285966	1.4	0.87	1	0	3	0	4	2	0	0	0	0	0	2	9
0.285966	1.4	0.87	2	0	5	0	2	1	0	0	0	0	0	1	8
0.285966	1.4	0.87	1	0	3	0	2	0	0	0	0	0	0	0	5
0.285966	1.4	0.87	1	0	2	0	0	0	0	0	0	0	0	0	2
0.285966	1.4	0.87	0	0	1	0	0	0	0	0	0	0	0	0	1

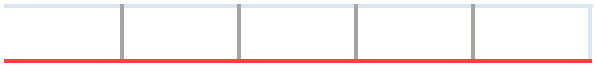


48625	E	2017	25/04/2017	7	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	E	2017	25/04/2017	8	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	E	2017	25/04/2017	9	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	E	2017	25/04/2017	10	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	E	2017	25/04/2017	11	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	E	2017	25/04/2017	12	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	E	2017	25/04/2017	13	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	E	2017	25/04/2017	14	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	E	2017	25/04/2017	15	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	E	2017	25/04/2017	16	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	E	2017	25/04/2017	17	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	E	2017	25/04/2017	18	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	W	2017	25/04/2017	7	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	W	2017	25/04/2017	8	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	W	2017	25/04/2017	9	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	W	2017	25/04/2017	10	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	W	2017	25/04/2017	11	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	W	2017	25/04/2017	12	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	W	2017	25/04/2017	13	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	W	2017	25/04/2017	14	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	W	2017	25/04/2017	15	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	W	2017	25/04/2017	16	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	W	2017	25/04/2017	17	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289
48625	W	2017	25/04/2017	18	9	South East	80	Kent	A296	Major	Bean Lane	A2	559000	172910	51.43289

	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
Eastbound	723	858	920	636	887	1000	1124	1343	1482	1419	1387	1425
Westboun	21	12	11	11	3	10	15	9	8	5	2	1
Total	744	870	931	647	890	1010	1139	1352	1490	1424	1389	1426

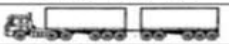
0.285966	1.4	0.87	2	6	550	1	132	11	4	5	0	5	9	34	723
0.285966	1.4	0.87	1	3	664	6	125	25	3	4	6	15	7	60	858
0.285966	1.4	0.87	3	0	659	5	154	26	2	13	8	22	31	102	920
0.285966	1.4	0.87	3	1	470	7	116	18	3	7	1	10	3	42	636
0.285966	1.4	0.87	2	3	731	5	110	13	2	3	4	7	9	38	887
0.285966	1.4	0.87	1	4	841	6	105	11	5	8	2	10	8	44	1000
0.285966	1.4	0.87	1	3	946	5	128	15	6	8	1	10	2	42	1124
0.285966	1.4	0.87	4	0	1195	6	105	17	4	6	3	2	5	37	1343
0.285966	1.4	0.87	5	6	1331	5	111	10	3	7	0	7	2	29	1482
0.285966	1.4	0.87	6	8	1181	8	188	15	4	3	2	4	6	34	1419
0.285966	1.4	0.87	8	15	1154	11	175	10	1	1	2	10	8	32	1387
0.285966	1.4	0.87	3	8	1272	14	116	3	0	0	1	5	6	15	1425

0.285966	1.4	0.87	6	0	12	1	4	0	0	1	0	2	1	4	21
0.285966	1.4	0.87	1	0	2	0	9	0	0	0	0	0	1	1	12
0.285966	1.4	0.87	3	0	2	0	6	1	0	2	0	0	0	3	11
0.285966	1.4	0.87	0	0	4	0	3	3	0	0	0	0	1	4	11
0.285966	1.4	0.87	2	0	0	0	2	1	0	0	0	0	0	1	3
0.285966	1.4	0.87	2	0	4	0	5	1	0	0	0	0	0	1	10
0.285966	1.4	0.87	1	0	5	0	7	1	0	0	0	1	1	3	15
0.285966	1.4	0.87	1	0	3	0	4	2	0	0	0	0	0	2	9
0.285966	1.4	0.87	2	0	5	0	2	1	0	0	0	0	0	1	8
0.285966	1.4	0.87	1	0	3	0	2	0	0	0	0	0	0	0	5
0.285966	1.4	0.87	1	0	2	0	0	0	0	0	0	0	0	0	2
0.285966	1.4	0.87	0	0	1	0	0	0	0	0	0	0	0	0	1



CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: KCC SITE 12 - WROTHAM ROAD (51.421120, 0.361162)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Northbound	Southbound	
Total	57156	29944	
Mean Speed	38.5	37.1	*
85%	42.8	41.6	*

***Mean speed is lower than the signed road speed in both directions, but the VPP 85% is not**

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: KCC SITE 12 - WROTHAM ROAD LOCATION: attached to lamppost

GRID REFERENCE: 51.421120, 0.361162 DIRECTION: NORTHBOUND SPEED LIMIT: 40

15 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	51	46	0	4	0	0	0	0	1	0	0	0	0	0	0	40	47.3
0100	28	25	0	3	0	0	0	0	0	0	0	0	0	0	0	42.4	54.2
0200	19	15	0	4	0	0	0	0	0	0	0	0	0	0	0	40.7	45.4
0300	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	39.7	48.8
0400	40	34	0	4	1	0	1	0	0	0	0	0	0	0	0	42.1	50.4
0500	97	85	0	11	1	0	0	0	0	0	0	0	0	0	0	42.7	48.1
0600	205	173	0	24	0	2	0	0	0	0	0	0	0	3	3	41.4	46.7
0700	509	431	1	65	2	2	1	2	1	0	0	0	0	3	1	38.4	42.3
0800	758	686	2	53	0	4	0	3	3	1	0	0	0	4	2	37.1	41.1
0900	581	503	1	66	1	4	0	2	1	1	0	0	0	2	0	38	42.1
1000	437	382	1	48	2	1	0	0	0	2	0	0	0	1	0	38.1	41.9
1100	454	387	1	55	1	2	0	2	1	1	1	0	0	1	2	38.3	42.4
1200	488	414	1	61	1	2	0	1	1	0	0	0	1	5	1	38.3	42.6
1300	464	407	0	49	1	3	0	0	0	1	0	1	0	2	0	38.4	42.5
1400	551	474	0	59	3	4	1	1	2	0	0	1	0	4	2	38	41.7
1500	656	585	1	56	1	4	0	0	2	0	0	0	0	5	2	38.3	42.3
1600	702	622	2	67	0	1	0	0	0	1	1	0	0	6	2	38.3	41.7
1700	709	645	1	53	2	0	0	0	3	0	0	0	0	5	0	38.5	42.5
1800	671	624	1	33	0	0	0	1	1	1	0	0	0	9	1	38.8	43.1
1900	479	439	0	37	0	1	0	0	0	0	0	0	0	2	0	39.9	44.1
2000	397	376	0	19	0	0	1	0	0	0	0	0	0	1	0	39.7	44.3
2100	239	219	0	15	0	0	0	0	0	0	0	0	0	5	0	39.7	44.1
2200	155	147	0	7	0	0	0	0	0	0	0	0	0	0	1	38.9	43.8
2300	93	87	0	4	0	0	0	0	0	0	0	0	0	2	0	39.9	44.8
07-19	**6980**	**6160**	**12**	**665**	**14**	**27**	**2**	**12**	**15**	**8**	**2**	**2**	**1**	**47**	**13**	**38.2**	**42.2**
06-22	**8300**	**7367**	**12**	**760**	**14**	**30**	**3**	**12**	**15**	**8**	**2**	**2**	**1**	**58**	**16**	**38.5**	**42.6**
06-00	**8548**	**7601**	**12**	**771**	**14**	**30**	**3**	**12**	**15**	**8**	**2**	**2**	**1**	**60**	**17**	**38.5**	**42.6**
00-00	**8807**	**7827**	**12**	**800**	**16**	**30**	**4**	**12**	**16**	**8**	**2**	**2**	**1**	**60**	**17**	**38.6**	**42.8**

16 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	61	53	0	7	0	1	0	0	0	0	0	0	0	0	0	40.1	45
0100	27	22	0	4	0	0	0	0	0	0	0	0	0	1	0	38.3	44.6
0200	22	19	0	2	0	0	0	0	0	0	0	0	0	1	0	39.5	49
0300	32	28	0	2	0	0	0	0	1	1	0	0	0	0	0	39.9	45.1
0400	39	34	0	4	0	0	1	0	0	0	0	0	0	0	0	41.7	49.9
0500	115	105	0	9	0	1	0	0	0	0	0	0	0	0	0	43.8	52.6
0600	226	198	0	22	1	0	1	0	1	0	0	0	0	2	1	41.5	47
0700	498	445	2	42	0	1	0	1	0	0	0	0	0	7	0	38.6	43.1
0800	766	682	1	75	0	1	1	0	3	2	0	0	0	0	1	36.6	40.7
0900	588	508	0	58	6	4	0	2	4	2	0	0	0	3	1	38.5	42.7
1000	459	386	0	60	3	5	1	0	1	1	0	0	0	0	2	39.1	43.5
1100	472	414	2	44	2	4	0	1	1	0	0	0	0	4	0	38.2	41.9
1200	526	460	0	53	3	1	0	1	3	2	0	0	0	1	2	37.7	41.4
1300	547	481	1	45	2	6	0	0	4	2	0	0	0	6	0	38.1	42.3
1400	572	494	2	67	2	2	1	0	1	1	0	0	0	0	2	38.5	42.7
1500	625	564	0	49	2	3	0	0	1	0	0	0	0	6	0	38.3	42.4
1600	667	588	4	63	1	1	0	0	3	0	0	0	0	5	2	38.5	42.6
1700	813	731	2	62	0	1	1	2	1	1	0	0	0	10	2	37.8	41.9
1800	821	765	2	38	1	2	0	0	0	3	0	0	0	8	2	37.7	41.4
1900	477	446	0	22	0	0	0	1	0	1	0	0	0	4	3	38.6	42.9
2000	388	361	0	22	0	1	0	0	1	0	0	0	0	3	0	38.9	43.6
2100	277	265	1	9	0	0	0	0	0	1	0	0	0	1	0	39.1	42.8
2200	177	166	1	9	0	0	1	0	0	0	0	0	0	0	0	37.3	42.6
2300	89	80	0	4	0	2	1	0	0	0	0	0	0	2	0	38.8	44
07-19	**7354**	**6518**	**16**	**656**	**22**	**31**	**4**	**7**	**22**	**14**	**0**	**0**	**0**	**50**	**14**	**38.1**	**42.2**
06-22	**8722**	**7788**	**17**	**731**	**23**	**32**	**5**	**8**	**24**	**16**	**0**	**0**	**0**	**60**	**18**	**38.2**	**42.4**
06-00	**8988**	**8034**	**18**	**744**	**23**	**34**	**7**	**8**	**24**	**16**	**0**	**0**	**0**	**62**	**18**	**38.2**	**42.4**
00-00	**9284**	**8295**	**18**	**772**	**23**	**36**	**8**	**8**	**25**	**17**	**0**	**0**	**0**	**64**	**18**	**38.3**	**42.6**

17 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	50	48	0	1	0	1	0	0	0	0	0	0	0	0	0	38.3	44.3
0100	49	40	0	7	0	1	0	0	0	1	0	0	0	0	0	39.1	43.5
0200	28	24	0	4	0	0	0	0	0	0	0	0	0	0	0	42.8	50.3
0300	28	15	0	12	0	0	0	0	0	1	0	0	0	0	0	42.4	52.3
0400	33	28	0	4	1	0	0	0	0	0	0	0	0	0	0	39.8	44.3
0500	105	90	1	12	0	0	0	2	0	0	0	0	0	0	0	43	49.1
0600	189	159	1	21	0	4	0	0	0	0	0	1	0	1	2	40.7	46.6
0700	413	365	0	42	1	2	0	0	1	2	0	0	0	0	0	38.4	41.9
0800	663	583	0	70	1	2	0	3	2	1	0	0	0	0	1	37.3	41.1
0900	589	511	1	64	1	4	0	2	4	1	0	0	0	0	1	36.8	41.1
1000	437	386	1	37	1	4	0	1	6	0	0	0	0	0	1	37.9	41.6
1100	480	418	0	51	1	3	1	1	1	2	0	1	0	1	0	37.6	41.1
1200	498	441	0	46	0	2	1	2	2	0	0	0	0	4	0	38.2	41.6
1300	446	388	2	49	1	2	0	1	1	1	0	0	0	1	0	39.1	43.5
1400	488	423	0	59	1	2	0	0	1	1	0	0	0	1	0	38.8	42.1
1500	666	615	0	46	0	1	0	0	1	0	0	0	0	3	0	37.7	41.8
1600	621	555	1	53	0	0	0	0	2	0	0	0	0	7	3	39	43.6
1700	617	555	0	49	0	2	0	1	1	3	0	0	0	6	0	38.3	42.4
1800	651	604	1	38	1	2	0	0	0	0	0	0	0	5	0	37.4	41.4
1900	459	426	0	30	0	0	0	1	0	0	0	0	0	1	1	39.2	43.9
2000	396	367	1	21	0	1	0	0	1	1	0	0	0	2	2	38.5	43
2100	237	226	0	10	0	0	0	1	0	0	0	0	0	0	0	39.9	44.9
2200	173	162	0	6	0	2	0	0	0	0	0	0	0	2	1	39.1	45.6
2300	90	83	0	4	0	2	0	0	1	0	0	0	0	0	0	39	45.1
07-19	**6569**	**5844**	**6**	**604**	**8**	**26**	**2**	**11**	**22**	**11**	**0**	**1**	**0**	**28**	**6**	**38**	**41.9**
06-22	**7850**	**7022**	**8**	**686**	**8**	**31**	**2**	**13**	**23**	**12**	**0**	**2**	**0**	**32**	**11**	**38.2**	**42.3**
06-00	**8113**	**7267**	**8**	**696**	**8**	**35**	**2**	**13**	**24**	**12**	**0**	**2**	**0**	**34**	**12**	**38.2**	**42.4**
00-00	**8406**	**7512**	**9**	**736**	**9**	**37**	**2**	**15**	**24**	**14**	**0**	**2**	**0**	**34**	**12**	**38.3**	**42.5**

18 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	58	50	0	6	0	1	0	0	0	0	0	0	0	1	0	39.3	44.7
0100	45	40	0	4	0	0	0	0	0	1	0	0	0	0	0	38.6	42.3
0200	25	22	0	2	0	0	0	1	0	0	0	0	0	0	0	42.3	46.5
0300	22	17	0	3	0	0	0	0	1	0	0	0	0	1	0	39.8	47.7
0400	46	40	0	5	0	0	0	1	0	0	0	0	0	0	0	42.2	46.5
0500	116	101	0	11	0	0	0	0	3	0	0	0	0	0	1	41.1	46.5
0600	186	157	0	24	0	2	0	1	0	0	0	0	0	1	1	40.6	46.6
0700	356	306	0	46	0	1	0	0	0	1	0	0	0	1	1	38.7	43.3
0800	697	637	1	51	0	0	0	2	2	2	0	0	0	1	1	34.3	40.2
0900	537	488	0	41	1	2	1	0	1	2	0	0	0	0	1	35.8	41.6
1000	477	411	2	56	1	3	0	0	1	1	0	0	0	2	0	37.7	41.7
1100	457	408	0	43	0	3	0	0	0	2	0	1	0	0	0	38.2	42.2
1200	552	497	0	49	1	3	0	0	0	1	0	0	0	1	0	37.7	41.6
1300	527	484	0	38	1	0	0	3	0	1	0	0	0	0	0	38.6	42.8
1400	549	492	1	53	1	0	0	0	0	0	0	0	0	1	1	38.3	42.2
1500	613	562	1	47	0	1	0	0	0	0	0	0	0	2	0	37.2	41.6
1600	630	578	0	45	0	3	0	0	0	0	0	0	0	4	0	37.9	42
1700	708	651	0	48	2	0	0	0	1	2	0	0	0	4	0	38.3	42.2
1800	605	567	2	29	2	1	0	0	0	1	0	0	0	2	1	38.7	42.6
1900	540	513	1	23	0	0	0	0	0	0	0	0	0	3	0	39	42.8
2000	292	275	0	16	0	0	0	1	0	0	0	0	0	0	0	39.5	43.7
2100	191	180	0	11	0	0	0	0	0	0	0	0	0	0	0	39.8	43.8
2200	206	198	0	7	0	0	0	0	0	0	0	0	0	1	0	37.7	42.9
2300	161	149	0	12	0	0	0	0	0	0	0	0	0	0	0	38.5	43.6
07-19	**6708**	**6081**	**7**	**546**	**9**	**17**	**1**	**5**	**5**	**13**	**0**	**1**	**0**	**18**	**5**	**37.5**	**42**
06-22	**7917**	**7206**	**8**	**620**	**9**	**19**	**1**	**7**	**5**	**13**	**0**	**1**	**0**	**22**	**6**	**37.8**	**42.3**
06-00	**8284**	**7553**	**8**	**639**	**9**	**19**	**1**	**7**	**5**	**13**	**0**	**1**	**0**	**23**	**6**	**37.8**	**42.3**
00-00	**8596**	**7823**	**8**	**670**	**9**	**20**	**1**	**9**	**9**	**14**	**0**	**1**	**0**	**25**	**7**	**37.9**	**42.4**

19 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	107	101	0	5	0	0	0	0	0	1	0	0	0	0	0	38	42.3
0100	64	61	0	2	0	0	0	0	0	0	0	0	0	1	0	39.5	44.8
0200	57	53	0	4	0	0	0	0	0	0	0	0	0	0	0	41.7	46.6
0300	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	49.2
0400	32	28	0	3	0	0	1	0	0	0	0	0	0	0	0	42.5	48.2
0500	57	52	0	3	0	0	0	0	0	1	0	0	0	0	1	40.3	46.2
0600	101	91	0	8	1	0	0	0	0	0	0	0	0	0	1	42	50.4
0700	171	141	1	25	0	1	0	1	1	0	0	0	0	1	0	41.3	46.8
0800	322	299	1	18	0	0	0	2	0	0	0	0	0	2	0	39.5	43.9
0900	465	430	1	28	1	1	0	0	0	0	0	0	0	3	1	38.7	42.6
1000	507	465	3	35	0	0	0	0	1	0	0	0	0	2	1	38.1	41.9
1100	581	553	0	26	0	1	0	0	0	0	0	0	0	1	0	37.5	42.1
1200	569	532	1	30	0	1	0	1	0	0	0	0	0	2	2	37.7	41.5
1300	594	575	0	16	0	0	0	0	0	0	0	0	0	3	0	37.9	41.4
1400	595	561	0	28	0	0	0	0	0	1	0	0	0	3	2	38	42
1500	554	521	0	30	0	0	0	1	0	0	0	0	0	2	0	38.4	41.9
1600	522	498	1	15	0	1	0	0	1	0	0	0	0	6	0	38.5	42.9
1700	502	472	1	24	0	0	0	0	0	1	0	0	0	3	1	39.4	43.8
1800	444	422	0	17	0	0	0	0	0	1	0	0	0	1	3	39	43.5
1900	411	393	1	15	0	1	0	0	0	0	0	0	0	1	0	39.5	43.7
2000	260	247	0	12	0	0	0	0	0	0	0	0	0	1	0	39.7	44
2100	185	175	0	8	0	0	0	0	0	0	0	0	0	1	1	39.2	43.7
2200	208	195	2	9	0	0	0	0	0	0	0	0	0	2	0	38.2	42.5
2300	157	147	0	9	0	0	0	0	0	0	0	0	0	1	0	38.9	43.5
07-19	**5826**	**5469**	**9**	**292**	**1**	**5**	**0**	**5**	**3**	**3**	**0**	**0**	**0**	**29**	**10**	**38.4**	**42.6**
06-22	**6783**	**6375**	**10**	**335**	**2**	**6**	**0**	**5**	**3**	**3**	**0**	**0**	**0**	**32**	**12**	**38.6**	**42.8**
06-00	**7148**	**6717**	**12**	**353**	**2**	**6**	**0**	**5**	**3**	**3**	**0**	**0**	**0**	**35**	**12**	**38.6**	**42.8**
00-00	**7497**	**7043**	**12**	**371**	**2**	**6**	**1**	**5**	**3**	**5**	**0**	**0**	**0**	**36**	**13**	**38.7**	**42.9**

20 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	100	95	0	3	0	0	0	0	1	1	0	0	0	0	0	38.3	42
0100	58	55	0	3	0	0	0	0	0	0	0	0	0	0	0	39.8	46.8
0200	50	48	0	2	0	0	0	0	0	0	0	0	0	0	0	37.8	43.3
0300	42	37	0	5	0	0	0	0	0	0	0	0	0	0	0	39.6	45.5
0400	24	21	0	2	0	0	0	0	1	0	0	0	0	0	0	39.9	47.6
0500	49	44	0	5	0	0	0	0	0	0	0	0	0	0	0	41.6	49.5
0600	65	60	1	3	1	0	0	0	0	0	0	0	0	0	0	43.1	49.2
0700	98	91	0	6	0	0	0	0	0	0	0	0	0	0	1	41.2	45.7
0800	141	122	0	17	0	0	0	0	0	0	0	0	0	0	2	40.6	46.3
0900	279	260	0	15	1	2	0	1	0	0	0	0	0	0	0	39.3	44.2
1000	415	393	0	20	0	0	0	0	0	0	0	0	0	1	1	39.9	43.8
1100	464	440	1	18	0	0	1	0	0	0	0	0	0	2	2	39	43.9
1200	544	521	1	19	0	1	0	1	0	0	0	0	0	0	1	38.9	43.1
1300	558	530	0	24	0	0	1	0	1	0	0	0	0	2	0	39	42.6
1400	477	458	1	13	0	0	0	0	0	0	0	0	0	4	1	38.8	43.2
1500	482	461	0	18	0	2	0	0	0	0	0	0	0	1	0	38.6	42.7
1600	488	463	0	20	0	0	0	0	0	0	0	0	0	3	2	39.4	44.1
1700	511	500	0	10	0	0	0	0	0	0	0	0	0	1	0	39.3	43.2
1800	452	427	3	19	0	0	0	0	1	0	0	0	0	2	0	39.5	44
1900	328	321	0	7	0	0	0	0	0	0	0	0	0	0	0	41	45.1
2000	307	295	0	10	0	0	0	1	0	0	0	0	0	1	0	40	45.1
2100	217	205	0	11	0	1	0	0	0	0	0	0	0	0	0	39.7	44.5
2200	175	164	0	10	0	0	0	0	0	0	0	0	0	1	0	40.2	46.6
2300	99	94	0	3	0	0	0	0	0	0	0	0	0	2	0	40.1	47.1
07-19	**4909**	**4666**	**6**	**199**	**1**	**5**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**16**	**10**	**39.2**	**43.7**
06-22	**5826**	**5547**	**7**	**230**	**2**	**6**	**2**	**3**	**2**	**0**	**0**	**0**	**0**	**17**	**10**	**39.4**	**43.9**
06-00	**6100**	**5805**	**7**	**243**	**2**	**6**	**2**	**3**	**2**	**0**	**0**	**0**	**0**	**20**	**10**	**39.5**	**44**
00-00	**6423**	**6105**	**7**	**263**	**2**	**6**	**2**	**3**	**4**	**1**	**0**	**0**	**0**	**20**	**10**	**39.5**	**44**

21 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	61	57	0	3	0	0	0	0	0	1	0	0	0	0	0	40.7	47.4
0100	38	37	0	1	0	0	0	0	0	0	0	0	0	0	0	39.1	42.8
0200	22	18	0	3	0	0	0	0	0	0	0	0	0	1	0	40.5	46.5
0300	25	18	0	7	0	0	0	0	0	0	0	0	0	0	0	41.9	49.3
0400	44	39	0	3	0	0	1	0	1	0	0	0	0	0	0	41.9	49.4
0500	110	97	0	13	0	0	0	0	0	0	0	0	0	0	0	41.5	46
0600	183	156	0	19	0	3	0	0	0	0	0	0	0	3	2	41.4	46.9
0700	438	380	1	52	1	1	0	0	0	1	0	0	0	2	0	38.8	43.2
0800	719	650	2	55	0	0	0	1	1	3	1	0	0	5	1	36.2	40
0900	511	466	0	36	0	1	0	1	2	1	0	0	0	4	0	37.5	41.5
1000	452	383	0	62	1	1	0	0	1	1	0	0	0	1	2	37.9	41.7
1100	452	386	0	59	0	2	0	0	0	3	0	1	0	1	0	37.1	40.8
1200	490	434	0	46	1	4	0	0	0	1	0	0	0	3	1	37.6	41.4
1300	445	404	0	34	1	4	0	0	0	2	0	0	0	0	0	38.1	42.2
1400	502	458	2	39	0	0	0	0	0	1	0	0	0	0	2	38.2	42.2
1500	616	555	1	50	0	1	0	1	1	2	0	0	0	4	1	36.6	41.9
1600	576	519	0	53	0	0	0	0	0	0	0	0	0	4	0	38.7	42.7
1700	649	598	1	48	0	0	0	0	0	0	0	0	0	2	0	38.3	42.9
1800	546	507	0	29	0	0	0	0	1	0	0	0	0	9	0	38.5	42.7
1900	405	381	0	17	0	0	0	1	2	0	0	0	0	3	1	39.5	43.6
2000	358	330	0	25	0	0	0	0	0	0	0	0	0	3	0	40	44.1
2100	206	193	0	10	0	0	1	0	1	0	0	0	0	1	0	40.1	45.1
2200	189	181	0	5	0	0	0	0	1	0	0	0	0	2	0	39.5	44.5
2300	106	92	0	12	0	0	0	0	0	0	0	0	0	2	0	39.4	45.8
07-19	**6396**	**5740**	**7**	**563**	**4**	**14**	**0**	**3**	**6**	**15**	**1**	**1**	**0**	**35**	**7**	**37.7**	**42**
06-22	**7548**	**6800**	**7**	**634**	**4**	**17**	**1**	**4**	**9**	**15**	**1**	**1**	**0**	**45**	**10**	**38.1**	**42.5**
06-00	**7843**	**7073**	**7**	**651**	**4**	**17**	**1**	**4**	**10**	**15**	**1**	**1**	**0**	**49**	**10**	**38.2**	**42.6**
00-00	**8143**	**7339**	**7**	**681**	**4**	**17**	**2**	**4**	**11**	**16**	**1**	**1**	**0**	**50**	**10**	**38.3**	**42.7**

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: KCC SITE 12 - WROTHAM ROAD LOCATION: attached to lamppost

GRID REFERENCE: 51.421120, 0.361162 DIRECTION: NORTHBOUND SPEED LIMIT: 40

15 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	51	0	0	1	2	15	16	14	2	1	0	0	0	0	0	0	40	47.3
0100	28	0	0	0	1	8	9	5	2	2	0	1	0	0	0	0	42.4	54.2
0200	19	0	0	0	0	5	7	7	0	0	0	0	0	0	0	0	40.7	45.4
0300	24	0	0	2	1	7	5	7	2	0	0	0	0	0	0	0	39.7	48.8
0400	40	0	0	0	5	4	16	7	6	1	1	0	0	0	0	0	42.1	50.4
0500	97	0	0	0	2	11	46	28	5	2	3	0	0	0	0	0	42.7	48.1
0600	205	0	3	0	1	32	112	39	13	4	1	0	0	0	0	0	41.4	46.7
0700	509	0	0	0	13	198	249	39	6	4	0	0	0	0	0	0	38.4	42.3
0800	758	2	0	0	48	347	319	39	3	0	0	0	0	0	0	0	37.1	41.1
0900	581	0	0	0	10	268	244	54	3	1	1	0	0	0	0	0	38	42.1
1000	437	0	0	1	9	189	206	26	4	2	0	0	0	0	0	0	38.1	41.9
1100	454	0	1	1	12	175	215	44	4	2	0	0	0	0	0	0	38.3	42.4
1200	488	0	1	1	20	189	219	51	4	2	1	0	0	0	0	0	38.3	42.6
1300	464	0	0	0	10	180	218	46	8	1	1	0	0	0	0	0	38.4	42.5
1400	551	1	0	3	30	204	254	47	6	4	1	1	0	0	0	0	38	41.7
1500	656	0	2	1	9	255	323	59	4	3	0	0	0	0	0	0	38.3	42.3
1600	702	0	1	1	10	277	362	46	4	0	0	1	0	0	0	0	38.3	41.7
1700	709	0	0	0	15	263	358	64	8	1	0	0	0	0	0	0	38.5	42.5
1800	671	0	1	0	12	248	321	76	9	4	0	0	0	0	0	0	38.8	43.1
1900	479	0	0	0	16	113	268	63	15	3	1	0	0	0	0	0	39.9	44.1
2000	397	0	0	0	16	99	206	63	12	1	0	0	0	0	0	0	39.7	44.3
2100	239	0	0	0	3	74	117	33	8	3	0	1	0	0	0	0	39.7	44.1
2200	155	1	0	0	12	51	66	16	4	2	3	0	0	0	0	0	38.9	43.8
2300	93	0	0	0	8	22	44	14	3	1	0	0	1	0	0	0	39.9	44.8
07-19	**6980**	**3**	**6**	**8**	**198**	**2793**	**3288**	**591**	**63**	**24**	**4**	**2**	**0**	**0**	**0**	**0**	**38.2**	**42.2**
06-22	**8300**	**3**	**9**	**8**	**234**	**3111**	**3991**	**789**	**111**	**35**	**6**	**3**	**0**	**0**	**0**	**0**	**38.5**	**42.6**
06-00	**8548**	**4**	**9**	**8**	**254**	**3184**	**4101**	**819**	**118**	**38**	**9**	**3**	**1**	**0**	**0**	**0**	**38.5**	**42.6**
00-00	**8807**	**4**	**9**	**11**	**265**	**3234**	**4200**	**887**	**135**	**44**	**13**	**4**	**1**	**0**	**0**	**0**	**38.6**	**42.8**

16 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	61	0	0	0	3	13	28	13	3	1	0	0	0	0	0	0	40.1	45
0100	27	0	0	0	0	12	10	3	2	0	0	0	0	0	0	0	38.3	44.6
0200	22	0	0	0	0	12	4	4	2	0	0	0	0	0	0	0	39.5	49
0300	32	0	0	0	2	7	16	7	0	0	0	0	0	0	0	0	39.9	45.1
0400	39	0	0	0	1	8	18	6	4	1	1	0	0	0	0	0	41.7	49.9
0500	115	0	0	0	2	14	54	23	13	6	2	0	1	0	0	0	43.8	52.6
0600	226	0	1	0	4	39	118	46	14	4	0	0	0	0	0	0	41.5	47
0700	498	0	0	0	16	181	233	60	6	2	0	0	0	0	0	0	38.6	43.1
0800	766	0	1	6	76	322	315	41	4	1	0	0	0	0	0	0	36.6	40.7
0900	588	0	1	4	14	220	281	60	6	0	2	0	0	0	0	0	38.5	42.7
1000	459	0	2	0	5	134	251	62	3	1	1	0	0	0	0	0	39.1	43.5
1100	472	0	1	0	16	178	232	41	4	0	0	0	0	0	0	0	38.2	41.9
1200	526	0	0	2	37	205	239	36	6	1	0	0	0	0	0	0	37.7	41.4
1300	547	0	0	4	19	222	248	47	6	1	0	0	0	0	0	0	38.1	42.3
1400	572	0	2	1	17	208	278	58	6	2	0	0	0	0	0	0	38.5	42.7
1500	625	1	0	0	18	245	294	59	7	1	0	0	0	0	0	0	38.3	42.4
1600	667	0	3	1	13	239	329	73	9	0	0	0	0	0	0	0	38.5	42.6
1700	813	0	2	1	45	327	371	53	11	2	1	0	0	0	0	0	37.8	41.9
1800	821	0	1	3	26	375	355	52	6	3	0	0	0	0	0	0	37.7	41.4
1900	477	0	1	2	12	186	214	54	5	2	1	0	0	0	0	0	38.6	42.9
2000	388	0	0	0	17	136	174	51	8	1	1	0	0	0	0	0	38.9	43.6
2100	277	0	0	1	9	85	147	24	9	2	0	0	0	0	0	0	39.1	42.8
2200	177	0	0	1	11	78	68	16	3	0	0	0	0	0	0	0	37.3	42.6
2300	89	0	0	0	10	33	32	8	2	3	1	0	0	0	0	0	38.8	44
07-19	**7354**	**1**	**13**	**22**	**302**	**2856**	**3426**	**642**	**74**	**14**	**4**	**0**	**0**	**0**	**0**	**0**	**38.1**	**42.2**
06-22	**8722**	**1**	**15**	**25**	**344**	**3302**	**4079**	**817**	**110**	**23**	**6**	**0**	**0**	**0**	**0**	**0**	**38.2**	**42.4**
06-00	**8988**	**1**	**15**	**26**	**365**	**3413**	**4179**	**841**	**115**	**26**	**7**	**0**	**0**	**0**	**0**	**0**	**38.2**	**42.4**
00-00	**9284**	**1**	**15**	**26**	**373**	**3479**	**4309**	**897**	**139**	**34**	**10**	**0**	**1**	**0**	**0**	**0**	**38.3**	**42.6**

17 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	50	0	0	1	3	20	17	7	2	0	0	0	0	0	0	0	38.3	44.3
0100	49	0	0	0	3	17	22	5	1	1	0	0	0	0	0	0	39.1	43.5
0200	28	0	0	0	1	2	16	4	4	0	1	0	0	0	0	0	42.8	50.3
0300	28	0	0	0	2	6	11	4	3	1	1	0	0	0	0	0	42.4	52.3
0400	33	0	0	0	1	9	18	3	1	1	0	0	0	0	0	0	39.8	44.3
0500	105	0	0	0	0	19	41	32	9	2	1	0	1	0	0	0	43	49.1
0600	189	0	2	1	1	41	102	23	13	5	1	0	0	0	0	0	40.7	46.6
0700	413	0	0	0	9	157	207	33	6	0	1	0	0	0	0	0	38.4	41.9
0800	663	1	0	0	37	295	286	38	5	0	1	0	0	0	0	0	37.3	41.1
0900	589	0	1	13	55	236	247	34	3	0	0	0	0	0	0	0	36.8	41.1
1000	437	0	1	0	10	201	191	24	7	2	1	0	0	0	0	0	37.9	41.6
1100	480	0	0	1	21	194	238	20	5	0	1	0	0	0	0	0	37.6	41.1
1200	498	0	0	1	15	191	246	38	7	0	0	0	0	0	0	0	38.2	41.6
1300	446	0	0	1	12	150	218	53	8	3	1	0	0	0	0	0	39.1	43.5
1400	488	0	1	1	7	154	275	40	8	1	1	0	0	0	0	0	38.8	42.1
1500	666	0	0	0	32	310	254	56	9	4	1	0	0	0	0	0	37.7	41.8
1600	621	1	2	0	18	192	311	89	6	1	1	0	0	0	0	0	39	43.6
1700	617	0	0	0	26	221	317	46	6	0	1	0	0	0	0	0	38.3	42.4
1800	651	0	0	0	16	322	267	41	4	1	0	0	0	0	0	0	37.4	41.4
1900	459	1	1	0	13	137	229	69	9	0	0	0	0	0	0	0	39.2	43.9
2000	396	0	2	0	19	119	207	44	4	1	0	0	0	0	0	0	38.5	43
2100	237	0	0	0	5	67	122	32	6	3	2	0	0	0	0	0	39.9	44.9
2200	173	1	0	0	10	67	58	29	5	1	0	1	1	0	0	0	39.1	45.6
2300	90	0	0	0	4	35	34	12	5	0	0	0	0	0	0	0	39	45.1
07-19	**6569**	**2**	**5**	**17**	**258**	**2623**	**3057**	**512**	**74**	**12**	**9**	**0**	**0**	**0**	**0**	**0**	**38**	**41.9**
06-22	**7850**	**3**	**10**	**18**	**296**	**2987**	**3717**	**680**	**106**	**21**	**12**	**0**	**0**	**0**	**0**	**0**	**38.2**	**42.3**
06-00	**8113**	**4**	**10**	**18**	**310**	**3089**	**3809**	**721**	**116**	**22**	**12**	**1**	**1**	**0**	**0**	**0**	**38.2**	**42.4**
00-00	**8406**	**4**	**10**	**19**	**320**	**3162**	**3934**	**776**	**136**	**27**	**15**	**1**	**2**	**0**	**0**	**0**	**38.3**	**42.5**

18 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	58	0	0	1	2	21	24	7	1	1	0	0	1	0	0	0	39.3	44.7
0100	45	0	0	0	4	12	24	3	1	1	0	0	0	0	0	0	38.6	42.3
0200	25	0	0	0	3	3	9	8	0	1	1	0	0	0	0	0	42.3	46.5
0300	22	0	0	0	2	7	5	6	2	0	0	0	0	0	0	0	39.8	47.7
0400	46	0	0	0	2	8	16	16	2	1	1	0	0	0	0	0	42.2	46.5
0500	116	0	1	0	3	20	59	23	7	2	1	0	0	0	0	0	41.1	46.5
0600	186	0	1	0	3	51	83	35	10	2	1	0	0	0	0	0	40.6	46.6
0700	356	1	0	0	3	143	158	45	5	1	0	0	0	0	0	0	38.7	43.3
0800	697	28	15	12	83	317	216	20	5	1	0	0	0	0	0	0	34.3	40.2
0900	537	23	12	2	19	235	205	39	2	0	0	0	0	0	0	0	35.8	41.6
1000	477	0	0	0	22	203	216	32	4	0	0	0	0	0	0	0	37.7	41.7
1100	457	0	0	0	23	161	225	42	5	1	0	0	0	0	0	0	38.2	42.2
1200	552	0	0	0	32	231	247	39	3	0	0	0	0	0	0	0	37.7	41.6
1300	527	0	0	0	18	190	258	55	5	0	0	1	0	0	0	0	38.6	42.8
1400	549	1	0	0	13	207	276	45	6	1	0	0	0	0	0	0	38.3	42.2
1500	613	1	0	1	48	284	225	45	8	1	0	0	0	0	0	0	37.2	41.6
1600	630	0	0	0	43	229	295	55	6	2	0	0	0	0	0	0	37.9	42
1700	708	0	0	1	19	274	349	57	8	0	0	0	0	0	0	0	38.3	42.2
1800	605	0	0	0	12	227	293	63	9	1	0	0	0	0	0	0	38.7	42.6
1900	540	0	0	0	11	176	289	49	10	4	1	0	0	0	0	0	39	42.8
2000	292	0	0	0	8	88	149	38	8	1	0	0	0	0	0	0	39.5	43.7
2100	191	0	0	1	4	49	108	21	8	0	0	0	0	0	0	0	39.8	43.8
2200	206	0	0	0	17	83	80	21	5	0	0	0	0	0	0	0	37.7	42.9
2300	161	0	0	0	10	59	67	20	5	0	0	0	0	0	0	0	38.5	43.6
07-19	**6708**	**54**	**27**	**16**	**335**	**2701**	**2963**	**537**	**66**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**37.5**	**42**
06-22	**7917**	**54**	**28**	**17**	**361**	**3065**	**3592**	**680**	**102**	**15**	**2**	**1**	**0**	**0**	**0**	**0**	**37.8**	**42.3**
06-00	**8284**	**54**	**28**	**17**	**388**	**3207**	**3739**	**721**	**112**	**15**	**2**	**1**	**0**	**0**	**0**	**0**	**37.8**	**42.3**
00-00	**8596**	**54**	**29**	**18**	**404**	**3278**	**3876**	**784**	**125**	**21**	**5**	**1**	**1**	**0**	**0**	**0**	**37.9**	**42.4**

19 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	107	0	0	1	4	44	49	6	1	2	0	0	0	0	0	0	38	42.3
0100	64	0	0	0	4	22	28	5	2	2	0	1	0	0	0	0	39.5	44.8
0200	57	0	0	0	1	15	20	15	4	1	0	0	1	0	0	0	41.7	46.6
0300	32	0	0	0	4	8	13	3	2	0	2	0	0	0	0	0	40.5	49.2
0400	32	0	0	0	0	6	16	6	2	1	0	1	0	0	0	0	42.5	48.2
0500	57	0	1	1	1	12	30	6	4	1	1	0	0	0	0	0	40.3	46.2
0600	101	0	1	0	2	24	42	16	8	6	1	1	0	0	0	0	42	50.4
0700	171	0	0	0	2	36	90	30	11	0	2	0	0	0	0	0	41.3	46.8
0800	322	0	0	0	7	89	174	45	5	2	0	0	0	0	0	0	39.5	43.9
0900	465	1	0	1	6	165	239	45	6	1	1	0	0	0	0	0	38.7	42.6
1000	507	0	0	1	16	192	250	42	4	2	0	0	0	0	0	0	38.1	41.9
1100	581	0	0	3	28	260	238	50	2	0	0	0	0	0	0	0	37.5	42.1
1200	569	1	0	1	24	249	242	46	5	1	0	0	0	0	0	0	37.7	41.5
1300	594	0	1	0	16	258	269	39	10	1	0	0	0	0	0	0	37.9	41.4
1400	595	1	1	0	21	244	275	48	3	1	1	0	0	0	0	0	38	42
1500	554	0	0	0	9	211	282	41	11	0	0	0	0	0	0	0	38.4	41.9
1600	522	0	1	0	16	191	254	52	5	2	0	1	0	0	0	0	38.5	42.9
1700	502	0	1	0	13	146	256	76	8	2	0	0	0	0	0	0	39.4	43.8
1800	444	1	1	1	14	150	212	54	8	2	1	0	0	0	0	0	39	43.5
1900	411	0	0	1	6	121	218	56	6	3	0	0	0	0	0	0	39.5	43.7
2000	260	0	0	0	4	69	146	33	6	1	0	0	1	0	0	0	39.7	44
2100	185	0	0	1	4	65	84	22	6	2	1	0	0	0	0	0	39.2	43.7
2200	208	0	0	0	9	80	97	16	3	2	1	0	0	0	0	0	38.2	42.5
2300	157	0	0	0	8	55	73	10	9	2	0	0	0	0	0	0	38.9	43.5
07-19	**5826**	**4**	**5**	**7**	**172**	**2191**	**2781**	**568**	**78**	**14**	**5**	**1**	**0**	**0**	**0**	**0**	**38.4**	**42.6**
06-22	**6783**	**4**	**6**	**9**	**188**	**2470**	**3271**	**695**	**104**	**26**	**7**	**2**	**1**	**0**	**0**	**0**	**38.6**	**42.8**
06-00	**7148**	**4**	**6**	**9**	**205**	**2605**	**3441**	**721**	**116**	**30**	**8**	**2**	**1**	**0**	**0**	**0**	**38.6**	**42.8**
00-00	**7497**	**4**	**7**	**11**	**219**	**2712**	**3597**	**762**	**131**	**37**	**11**	**4**	**2**	**0**	**0**	**0**	**38.7**	**42.9**

20 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	100	0	0	0	0	46	43	10	0	0	0	1	0	0	0	0	38.3	42
0100	58	0	0	0	2	21	20	8	5	1	1	0	0	0	0	0	39.8	46.8
0200	50	0	0	0	6	19	18	6	0	1	0	0	0	0	0	0	37.8	43.3
0300	42	0	0	0	2	13	17	9	0	1	0	0	0	0	0	0	39.6	45.5
0400	24	0	0	0	2	7	9	5	0	0	1	0	0	0	0	0	39.9	47.6
0500	49	0	0	0	1	14	16	12	6	0	0	0	0	0	0	0	41.6	49.5
0600	65	0	0	0	0	9	27	20	8	1	0	0	0	0	0	0	43.1	49.2
0700	98	0	0	1	0	23	44	25	4	0	1	0	0	0	0	0	41.2	45.7
0800	141	2	1	0	1	34	66	26	9	2	0	0	0	0	0	0	40.6	46.3
0900	279	0	0	0	4	85	141	46	2	1	0	0	0	0	0	0	39.3	44.2
1000	415	0	1	0	1	104	240	59	10	0	0	0	0	0	0	0	39.9	43.8
1100	464	0	2	0	16	152	215	71	5	2	0	1	0	0	0	0	39	43.9
1200	544	0	1	1	15	178	277	64	6	2	0	0	0	0	0	0	38.9	43.1
1300	558	0	0	0	12	181	298	53	12	2	0	0	0	0	0	0	39	42.6
1400	477	1	0	0	9	188	212	60	6	0	0	1	0	0	0	0	38.8	43.2
1500	482	0	2	2	9	176	237	50	5	1	0	0	0	0	0	0	38.6	42.7
1600	488	1	1	0	12	149	238	72	13	2	0	0	0	0	0	0	39.4	44.1
1700	511	1	0	0	3	166	267	60	12	1	0	0	1	0	0	0	39.3	43.2
1800	452	0	0	0	8	135	228	66	10	5	0	0	0	0	0	0	39.5	44
1900	328	0	0	1	2	56	206	38	19	4	0	1	0	1	0	0	41	45.1
2000	307	0	0	1	0	109	129	51	14	1	0	1	1	0	0	0	40	45.1
2100	217	0	0	0	8	64	106	27	9	3	0	0	0	0	0	0	39.7	44.5
2200	175	0	0	0	7	53	69	31	9	5	1	0	0	0	0	0	40.2	46.6
2300	99	0	0	0	9	30	38	11	6	2	2	1	0	0	0	0	40.1	47.1
07-19	**4909**	**5**	**8**	**4**	**90**	**1571**	**2463**	**652**	**94**	**18**	**1**	**2**	**1**	**0**	**0**	**0**	**39.2**	**43.7**
06-22	**5826**	**5**	**8**	**6**	**100**	**1809**	**2931**	**788**	**144**	**27**	**1**	**4**	**2**	**1**	**0**	**0**	**39.4**	**43.9**
06-00	**6100**	**5**	**8**	**6**	**116**	**1892**	**3038**	**830**	**159**	**34**	**4**	**5**	**2**	**1**	**0**	**0**	**39.5**	**44**
00-00	**6423**	**5**	**8**	**6**	**129**	**2012**	**3161**	**880**	**170**	**37**	**6**	**6**	**2**	**1**	**0**	**0**	**39.5**	**44**

21 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	61	0	0	0	4	18	22	11	3	2	0	0	0	0	1	0	40.7	47.4
0100	38	0	0	0	0	13	21	3	1	0	0	0	0	0	0	0	39.1	42.8
0200	22	0	0	0	1	6	10	3	1	1	0	0	0	0	0	0	40.5	46.5
0300	25	0	0	0	1	3	11	7	3	0	0	0	0	0	0	0	41.9	49.3
0400	44	0	0	0	2	13	14	10	2	2	1	0	0	0	0	0	41.9	49.4
0500	110	0	0	0	3	16	65	17	8	1	0	0	0	0	0	0	41.5	46
0600	183	0	3	0	4	28	89	44	9	6	0	0	0	0	0	0	41.4	46.9
0700	438	0	0	0	5	150	226	47	10	0	0	0	0	0	0	0	38.8	43.2
0800	719	1	1	0	70	380	236	26	4	1	0	0	0	0	0	0	36.2	40
0900	511	0	0	0	28	222	224	29	7	1	0	0	0	0	0	0	37.5	41.5
1000	452	2	0	0	14	173	226	34	3	0	0	0	0	0	0	0	37.9	41.7
1100	452	2	0	0	27	211	184	22	5	1	0	0	0	0	0	0	37.1	40.8
1200	490	1	0	0	18	220	217	26	8	0	0	0	0	0	0	0	37.6	41.4
1300	445	0	0	0	13	198	191	37	6	0	0	0	0	0	0	0	38.1	42.2
1400	502	1	1	0	16	198	233	47	5	1	0	0	0	0	0	0	38.2	42.2
1500	616	4	8	5	67	252	222	47	5	5	0	1	0	0	0	0	36.6	41.9
1600	576	0	0	1	24	192	288	56	11	3	0	1	0	0	0	0	38.7	42.7
1700	649	0	0	4	35	221	310	69	10	0	0	0	0	0	0	0	38.3	42.9
1800	546	0	0	0	16	221	243	53	11	0	2	0	0	0	0	0	38.5	42.7
1900	405	0	1	0	7	110	223	54	8	2	0	0	0	0	0	0	39.5	43.6
2000	358	0	0	0	1	102	193	48	7	5	1	0	1	0	0	0	40	44.1
2100	206	0	0	0	8	53	100	33	11	0	1	0	0	0	0	0	40.1	45.1
2200	189	0	0	0	6	59	88	31	3	2	0	0	0	0	0	0	39.5	44.5
2300	106	0	0	0	8	31	42	21	2	2	0	0	0	0	0	0	39.4	45.8
07-19	**6396**	**11**	**10**	**10**	**333**	**2638**	**2800**	**493**	**85**	**12**	**2**	**2**	**0**	**0**	**0**	**0**	**37.7**	**42**
06-22	**7548**	**11**	**14**	**10**	**353**	**2931**	**3405**	**672**	**120**	**25**	**4**	**2**	**1**	**0**	**0**	**0**	**38.1**	**42.5**
06-00	**7843**	**11**	**14**	**10**	**367**	**3021**	**3535**	**724**	**125**	**29**	**4**	**2**	**1**	**0**	**0**	**0**	**38.2**	**42.6**
00-00	**8143**	**11**	**14**	**10**	**378**	**3090**	**3678**	**775**	**143**	**35**	**5**	**2**	**1**	**0**	**1**	**0**	**38.3**	**42.7**

Grand Total

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	57156	83	92	101	2088	20967	26755	5761	979	235	65	18	10	1	1	0	38.5	42.8

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: KCC SITE 12 - WROTHAM ROAD LOCATION: attached to lamppost

GRID REFERENCE: 51.421120, 0.361162 DIRECTION: NORTHBOUND

	Tue	Wed	Thu	Fri	Sat	Sun	Mon
	15-Jun	16-Jun	17-Jun	18-Jun	19-Jun	20-Jun	21-Jun
Hour							
0000-0100	51	61	50	58	107	100	61
0100-0200	28	27	49	45	64	58	38
0200-0300	19	22	28	25	57	50	22
0300-0400	24	32	28	22	32	42	25
0400-0500	40	39	33	46	32	24	44
0500-0600	97	115	105	116	57	49	110
0600-0700	205	226	189	186	101	65	183
0700-0800	509	498	413	356	171	98	438
0800-0900	**758**	**766**	**663**	**697**	322	141	**719**
0900-1000	581	588	589	537	465	279	511
1000-1100	437	459	437	477	507	415	452
1100-1200	454	472	480	457	**581**	**464**	452
1200-1300	488	526	498	552	569	544	490
1300-1400	464	547	446	527	594	**558**	445
1400-1500	551	572	488	549	**595**	477	502
1500-1600	656	625	**666**	613	554	482	616
1600-1700	702	667	621	630	522	488	576
1700-1800	**709**	813	617	**708**	502	511	**649**
1800-1900	671	**821**	651	605	444	452	546
1900-2000	479	477	459	540	411	328	405
2000-2100	397	388	396	292	260	307	358
2100-2200	239	277	237	191	185	217	206
2200-2300	155	177	173	206	208	175	189
2300-2400	93	89	90	161	157	99	106
Totals							
0700-1900	6980	7354	6569	6708	5826	4909	6396
0600-2200	8300	8722	7850	7917	6783	5826	7548
0600-0000	8548	8988	8113	8284	7148	6100	7843
0000-0000	8807	9284	8406	8596	7497	6423	8143
AM Peak	800	800	800	800	1100	1100	800
	758	766	663	697	581	464	719
PM Peak	1700	1800	1500	1700	1400	1300	1700
	709	821	666	708	595	558	649

SPEED LIMIT: 40

Averages

1-5.	1-7.
56.2	69.7
37.4	44.1
23.2	31.9
26.2	29.3
40.4	36.9
108.6	92.7
197.8	165
442.8	354.7
720.6	580.9
561.2	507.1
452.4	454.9
463	480
510.8	523.9
485.8	511.6
532.4	533.4
635.2	601.7
639.2	600.9
699.2	644.1
658.8	598.6
472	442.7
366.2	342.6
230	221.7
180	183.3
107.8	113.6
6801.4	6391.7
8067.4	7563.7
8355.2	7860.6
8647.2	8165.1

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: KCC SITE 12 - WROTHAM ROAD LOCATION: attached to lamppost

GRID REFERENCE: 51.421120, 0.361162 DIRECTION: SOUTHBOUND SPEED LIMIT: 40

15 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	49	38	0	7	1	3	0	0	0	0	0	0	0	0	0	36.1	39.9	
0100	36	28	0	5	0	1	0	0	1	1	0	0	0	0	0	38.8	45.4	
0200	27	24	0	2	0	0	0	0	1	0	0	0	0	0	0	39.1	45.9	
0300	20	17	0	1	0	0	0	0	1	1	0	0	0	0	0	41.2	47.1	
0400	78	56	0	11	3	2	0	2	1	2	0	0	0	1	0	41.4	46.7	
0500	277	205	2	45	3	1	1	4	7	6	0	0	0	3	0	40.2	45.1	
0600	440	364	4	52	4	4	0	0	1	2	0	0	0	8	1	40.7	46	
0700	677	580	1	73	4	6	0	2	1	3	1	0	0	6	0	38.5	42.2	
0800	833	747	5	61	5	4	0	2	2	3	0	2	0	1	1	35.6	40.5	
0900	572	476	3	74	1	4	3	2	2	2	0	0	0	5	0	36.2	40.4	
1000	499	428	2	58	1	0	1	0	5	1	0	0	0	2	1	37.3	41.5	
1100	535	467	2	53	1	4	0	1	2	4	0	0	0	1	0	37.1	41.3	
1200	532	462	2	52	1	7	0	1	0	2	0	0	0	3	2	37	40.9	
1300	529	438	2	65	3	4	0	1	2	5	0	0	0	5	4	36.9	41.3	
1400	618	528	8	63	3	5	1	0	1	2	0	0	0	5	2	35.7	40	
1500	712	641	3	55	1	4	0	1	0	0	0	1	0	5	1	37.6	42	
1600	684	608	2	56	2	1	0	1	2	1	0	0	0	8	3	36.9	41.6	
1700	741	682	7	37	1	2	0	0	1	3	0	0	0	8	0	37.1	41.3	
1800	521	493	0	23	0	0	0	1	1	0	0	0	0	1	2	37	41.1	
1900	362	335	1	23	0	0	0	0	0	1	0	0	0	2	0	38.4	43.2	
2000	360	329	2	15	0	3	0	0	0	6	1	1	0	2	1	37.8	42.3	
2100	241	222	1	13	0	3	0	0	0	0	0	0	0	2	0	38.3	43.4	
2200	161	146	0	10	0	4	0	0	0	0	0	0	0	1	0	36.6	41.5	
2300	91	72	0	10	0	7	0	0	0	1	0	0	0	1	0	39.5	45.9	
07-19	**7453**	**6550**	**37**	**670**	**23**	**41**	**5**	**12**	**19**	**26**	**1**	**3**	**0**	**50**	**16**	**36.9**	**41.2**	
06-22	**8856**	**7800**	**45**	**773**	**27**	**51**	**5**	**12**	**20**	**35**	**2**	**4**	**0**	**64**	**18**	**37.2**	**41.7**	
06-00	**9108**	**8018**	**45**	**793**	**27**	**62**	**5**	**12**	**20**	**36**	**2**	**4**	**0**	**66**	**18**	**37.2**	**41.7**	
00-00	**9595**	**8386**	**47**	**864**	**34**	**69**	**6**	**18**	**31**	**46**	**2**	**4**	**0**	**70**	**18**	**37.4**	**41.9**	

16 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	52	41	0	2	2	4	1	0	0	1	0	0	0	0	1	41.1	51.1	
0100	34	27	0	5	0	0	0	0	0	2	0	0	0	0	0	38.7	42.8	
0200	16	13	0	2	1	0	0	0	0	0	0	0	0	0	0	40.8	48.3	
0300	21	16	0	2	0	0	0	0	3	0	0	0	0	0	0	40.9	50	
0400	73	59	0	10	1	1	0	0	0	2	0	0	0	0	0	42.1	47.6	
0500	275	203	2	43	4	3	1	2	6	7	0	0	0	4	0	40.9	46.2	
0600	473	382	1	69	5	3	0	1	1	1	0	0	0	8	2	40	45.2	
0700	688	584	2	83	3	3	1	0	1	0	1	0	1	8	1	38.1	42.3	
0800	774	700	6	55	2	1	0	0	2	2	0	0	0	5	1	35.9	40.3	
0900	569	491	1	57	5	4	0	2	3	1	0	0	0	4	1	36.9	41.3	
1000	571	483	2	63	1	6	2	1	2	7	0	0	0	3	1	36.6	41.2	
1100	460	389	1	53	1	4	0	0	5	3	0	0	0	4	0	37.8	42	
1200	591	520	0	58	1	1	0	1	2	2	0	0	0	5	1	36.7	40.8	
1300	520	439	2	59	2	6	0	2	1	3	0	0	0	5	1	36.5	40.8	
1400	571	515	3	42	1	1	0	0	1	1	1	1	0	5	0	37.5	41.7	
1500	687	615	2	54	0	3	0	1	1	2	0	0	0	5	4	36.4	40.9	
1600	657	588	2	48	1	3	0	1	4	0	1	1	0	7	1	37.3	41.7	
1700	599	553	1	37	0	0	0	0	2	0	0	0	0	5	1	37.3	41.8	
1800	492	462	1	21	1	0	0	0	0	1	0	0	0	4	2	37.6	41.4	
1900	391	362	0	20	0	0	0	0	1	3	0	0	0	3	2	37.2	41.6	
2000	385	358	0	16	0	3	0	1	0	6	0	1	0	0	0	36.7	40.8	
2100	282	266	0	12	0	2	0	0	0	1	0	0	0	1	0	35.6	39.6	
2200	163	152	0	9	0	1	0	0	0	1	0	0	0	0	0	35.3	39.6	
2300	71	60	0	4	0	7	0	0	0	0	0	0	0	0	0	37.2	43.3	
07-19	**7179**	**6339**	**23**	**630**	**18**	**32**	**3**	**8**	**24**	**22**	**3**	**2**	**1**	**60**	**14**	**37**	**41.3**	
06-22	**8710**	**7707**	**24**	**747**	**23**	**40**	**3**	**10**	**26**	**33**	**3**	**3**	**1**	**72**	**18**	**37.1**	**41.6**	
06-00	**8944**	**7919**	**24**	**760**	**23**	**48**	**3**	**10**	**26**	**34**	**3**	**3**	**1**	**72**	**18**	**37.1**	**41.6**	
00-00	**9415**	**8278**	**26**	**824**	**31**	**56**	**5**	**12**	**35**	**46**	**3**	**3**	**1**	**76**	**19**	**37.3**	**41.8**	

17 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	46	39	0	3	2	0	1	0	0	0	0	0	0	1	0	37	45.2	
0100	26	22	0	2	1	1	0	0	0	0	0	0	0	0	0	39.3	48.3	
0200	17	12	0	4	0	0	0	0	1	0	0	0	0	0	0	37.1	42.1	
0300	23	14	0	6	0	0	0	0	1	2	0	0	0	0	0	39.2	48.9	
0400	64	50	0	8	2	2	0	0	0	2	0	0	0	0	0	41.6	46.4	
0500	267	210	2	34	2	2	1	2	3	8	0	0	0	3	0	40.9	46.3	
0600	412	334	4	58	2	2	0	1	3	1	0	0	0	6	1	39.5	43.9	
0700	629	544	5	63	3	6	0	1	1	0	0	0	0	6	0	37	41.6	
0800	773	683	6	63	4	5	0	3	1	5	0	0	0	2	1	35.9	40.1	
0900	515	443	5	56	0	1	0	3	1	2	0	0	0	3	1	35.9	40.2	
1000	529	437	1	69	0	7	0	2	3	7	1	0	0	1	1	36.1	40.5	
1100	509	448	1	49	3	3	0	0	1	3	0	0	0	1	0	36.1	39.7	
1200	533	461	1	51	1	3	1	2	3	5	1	0	0	3	1	36.3	40.1	
1300	494	414	2	56	2	7	1	1	4	3	0	0	0	3	1	36.7	40.7	
1400	548	477	0	57	1	4	0	0	1	3	0	1	0	4	0	35.9	40.4	
1500	678	597	5	63	0	4	0	3	1	2	0	0	0	1	2	35.6	39.9	
1600	618	567	2	40	0	2	0	0	0	2	0	0	0	5	0	36.5	41.1	
1700	681	641	2	34	0	0	0	0	1	1	0	0	0	1	1	35.9	40.3	
1800	504	463	2	33	0	0	0	0	0	1	0	0	0	4	1	36.6	41.4	
1900	353	322	1	24	0	1	0	2	0	3	0	0	0	0	0	38	42.8	
2000	325	295	1	23	0	0	0	0	2	3	0	0	0	0	1	36.9	40.7	
2100	247	226	0	19	1	0	0	1	0	0	0	0	0	0	0	35.9	40	
2200	145	138	1	5	0	0	0	0	0	0	0	0	0	1	0	37.3	43	
2300	90	85	0	4	0	0	0	0	0	0	0	0	0	0	1	36.9	42.7	
07-19	**7011**	**6175**	**32**	**634**	**14**	**42**	**2**	**15**	**17**	**34**	**2**	**1**	**0**	**34**	**9**	**36.2**	**40.4**	
06-22	**8348**	**7352**	**38**	**758**	**17**	**45**	**2**	**19**	**22**	**41**	**2**	**1**	**0**	**40**	**11**	**36.4**	**40.8**	
06-00	**8583**	**7575**	**39**	**767**	**17**	**45**	**2**	**19**	**22**	**41**	**2**	**1**	**0**	**41**	**12**	**36.5**	**40.8**	
00-00	**9026**	**7922**	**41**	**824**	**24**	**50**	**4**	**21**	**27**	**53**	**2**	**1**	**0**	**45**	**12**	**36.6**	**41.2**	

18 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	47	41	0	4	1	0	0	0	1	0	0	0	0	0	0	36.4	41.8	
0100	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	40.5	
0200	19	15	0	3	1	0	0	0	0	0	0	0	0	0	0	40.2	44.9	
0300	29	23	0	4	0	0	0	1	1	0	0	0	0	0	0	36	43	
0400	67	54	0	9	2	0	0	1	0	1	0	0	0	0	0	39.8	44.7	
0500	273	210	4	42	4	2	1	0	3	4	0	0	0	3	0	40.1	45.2	
0600	441	356	0	58	7	2	0	2	3	3	0	0	0	8	2	38.8	43.2	
0700	631	551	3	67	2	1	0	1	1	2	0	0	0	3	0	38	41.8	
0800	842	770	4	56	0	3	0	0	2	4	0	0	0	3	0	35.1	39.4	
0900	512	453	2	49	3	0	0	0	3	2	0	0	0	0	0	36.3	40.7	
1000	476	412	1	47	2	2	2	0	4	0	2	0	0	4	0	37.1	41.1	
1100	550	487	1	49	3	3	0	0	1	1	0	1	0	3	1	36	40.6	
1200	559	496	0	54	2	0	0	2	1	3	0	0	0	1	0	35.8	39.9	
1300	522	459	0	58	1	1	0	0	1	1	0	0	0	1	0	36.8	40.5	
1400	630	570	3	48	2	0	0	2	0	3	0	0	0	2	0	36.6	40.9	
1500	670	613	3	45	2	1	0	1	0	1	0	0	0	3	1	35.7	40.1	
1600	568	519	2	36	0	2	0	1	1	1	0	0	0	6	0	36.8	41.2	
1700	589	560	4	21	0	2	0	0	0	0	0	0	0	1	1	36.8	40.5	
1800	511	482	1	24	0	0	0	0	2	1	0	0	0	1	0	37.9	42.2	
1900	364	335	2	26	0	0	0	0	0	0	0	0	0	0	1	38.5	43.3	
2000	230	209	1	14	0	0	0	0	1	4	0	0	0	1	0	38.3	43.3	
2100	164	153	0	6	2	0	0	0	1	0	0	1	0	1	0	37.1	41.2	
2200	200	191	0	9	0	0	0	0	0	0	0	0	0	0	0	35.6	39.7	
2300	158	151	1	6	0	0	0	0	0	0	0	0	0	0	0	36.2	40.4	
07-19	**7060**	**6372**	**24**	**554**	**17**	**15**	**2**	**7**	**16**	**19**	**2**	**1**	**0**	**28**	**3**	**36.5**	**40.7**	
06-22	**8259**	**7425**	**27**	**658**	**26**	**17**	**2**	**9**	**21**	**26**	**2**	**2**	**0**	**38**	**6**	**36.8**	**41**	
06-00	**8617**	**7767**	**28**	**673**	**26**	**17**	**2**	**9**	**21**	**26**	**2**	**2**	**0**	**38**	**6**	**36.7**	**41**	
00-00	**9085**	**8143**	**32**	**735**	**34**	**19**	**3**	**11**	**26**	**31**	**2**	**2**	**0**	**41**	**6**	**36.9**	**41.2**	

19 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	92	89	0	2	0	0	0	0	0	1	0	0	0	0	0	34.7	39.6	
0100	67	62	0	4	0	0	0	0	1	0	0	0	0	0	0	36.6	42.3	
0200	45	40	0	5	0	0	0	0	0	0	0	0	0	0	0	38.2	42.5	
0300	44	40	0	4	0	0	0	0	0	0	0	0	0	0	0	38.3	43.6	
0400	40	39	0	0	0	0	0	0	0	1	0	0	0	0	0	42.3	49.1	
0500	105	89	0	13	0	0	1	0	0	0	0	0	0	1	1	41.7	47.3	
0600	160	137	1	16	2	0	0	1	0	1	0	0	0	1	1	41.2	47.8	
0700	289	236	2	39	1	2	0	2	0	1	0	0	0	5	1	39.4	44.1	
0800	386	342	2	32	1	2	0	0	1	3	0	0	0	2	1	38.7	42.9	
0900	521	485	0	29	0	0	0	2	0	1	0	0	0	3	1	37.6	41.8	
1000	647	609	5	28	0	0	1	0	0	0	0	0	0	3	1	36.4	40	
1100	606	567	1	30	0	0	0	0	0	4	0	0	0	4	0	35.8	40.4	
1200	608	562	3	35	0	2	0	1	0	1	0	0	0	1	3	36.4	40.7	
1300	606	570	3	25	1	2	0	0	0	0	0	0	0	3	2	36.4	40.7	
1400	536	507	2	26	0	0	0	0	0	0	0	0	0	1	0	36.6	41.1	
1500	515	491	2	20	0	0	0	0	0	1	0	0	0	0	1	36.9	40.8	
1600	514	486	2	23	0	0	0	1	0	1	0	0	0	0	1	37.2	41.2	
1700	472	436	3	27	0	2	0	1	0	1	0	0	0	1	1	37.1	42.6	
1800	388	371	1	16	0	0	0	0	0	0	0	0	0	0	0	37.4	41.4	
1900	333	313	0	19	0	0	0	0	0	0	0	0	0	1	0	38	42.7	
2000	222	207	0	15	0	0	0	0	0	0	0	0	0	0	0	37.6	42.3	
2100	192	182	0	9	0	0	0	0	0	0	0	0	0	1	0	37	41.2	
2200	200	191	0	8	0	0	0	1	0	0	0	0	0	0	0	36.2	40.6	
2300	151	146	0	5	0	0	0	0	0	0	0	0	0	0	0	36.8	41.2	
07-19	**6088**	**5662**	**26**	**330**	**3**	**10**	**1**	**7**	**1**	**13**	**0**	**0**	**0**	**23**	**12**	**37**	**41.3**	
06-22	**6995**	**6501**	**27**	**389**	**5**	**10**	**1**	**8**	**1**	**14**	**0**	**0**	**0**	**26**	**13**	**37.2**	**41.5**	
06-00	**7346**	**6838**	**27**	**402**	**5**	**10**	**1**	**9**	**1**	**14**	**0**	**0**	**0**	**26**	**13**	**37.1**	**41.5**	
00-00	**7739**	**7197**	**27**	**430**	**5**	**10**	**2**	**9**	**2**	**16**	**0**	**0**	**0**	**27**	**14**	**37.2**	**41.6**	

20 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	96	90	1	5	0	0	0	0	0	0	0	0	0	0	0	36.4	41.4	
0100	61	57	0	4	0	0	0	0	0	0	0	0	0	0	0	36.2	43.6	
0200	45	44	0	1	0	0	0	0	0	0	0	0	0	0	0	36.7	41.6	
0300	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	36.7	42.2	
0400	29	25	2	2	0	0	0	0	0	0	0	0	0	0	0	37.8	43.5	
0500	73	65	0	6	0	0	0	0	0	0	0	0	0	1	1	40.3	47.5	
0600	97	83	1	9	0	1	0	2	0	1	0	0	0	0	0	42	48.1	
0700	119	102	2	10	2	0	1	0	0	1	0	0	0	0	1	40.9	46.3	
0800	204	180	0	22	0	0	0	1	0	0	0	0	0	0	1	40	45.1	
0900	359	342	1	11	1	0	0	1	0	2	0	0	0	1	0	38.1	43.1	
1000	506	479	3	20	0	0	0	1	0	1	0	0	0	0	2	37.8	41.9	
1100	587	565	3	15	0	0	0	0	1	0	0	0	0	0	3	37.2	41.3	
1200	595	571	3	19	0	0	0	0	0	0	0	0	0	2	0	36.9	40.7	
1300	512	495	1	12	0	0	0	1	0	0	0	0	0	3	0	37.8	42.2	
1400	510	487	3	14	0	0	0	0	0	0	0	0	0	5	1	37.6	41.6	
1500	406	394	2	9	0	0	0	0	1	0	0	0	0	0	0	38	42.3	
1600	407	385	0	18	0	0	0	0	0	0	0	0	0	3	1	38.2	43.4	
1700	422	393	1	25	0	0	0	1	1	0	0	0	0	1	0	37.8	42.1	
1800	382	369	0	10	0	1	0	0	0	1	0	0	0	1	0	37.6	41.6	
1900	329	313	0	12	0	0	0	1	1	0	0	0	0	2	0	37.6	42.1	
2000	240	232	0	5	0	0	0	0	0	0	0	0	0	2	1	38.8	43.5	
2100	144	139	0	4	0	0	0	0	0	1	0	0	0	0	0	38.9	43.2	
2200	90	86	0	3	1	0	0	0	0	0	0	0	0	0	0	39.5	46.1	
2300	63	59	0	3	0	0	0	0	0	0	0	0	0	1	0	39.3	44.3	
07-19	**5009**	**4762**	**19**	**185**	**3**	**1**	**1**	**5**	**3**	**5**	**0**	**0**	**0**	**16**	**9**	**37.8**	**42.2**	
06-22	**5819**	**5529**	**20**	**215**	**3**	**2**	**1**	**8**	**4**	**7**	**0**	**0**	**0**	**20**	**10**	**37.9**	**42.4**	
06-00	**5972**	**5674**	**20**	**221**	**4**	**2**	**1**	**8**	**4**	**7**	**0**	**0**	**0**	**21**	**10**	**38**	**42.4**	
00-00	**6313**	**5990**	**23**	**241**	**4**	**2**	**1**	**8**	**4**	**7**	**0**	**0**	**0**	**22**	**11**	**37.9**	**42.4**	

21 June 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	29	28	0	0	1	0	0	0	0	0	0	0	0	0	0	43.1	55.4	
0100	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	38.1	43.7	
0200	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	38.8	44	
0300	21	16	0	3	1	0	0	0	1	0	0	0	0	0	0	37.5	43.4	
0400	87	69	0	11	3	0	0	0	0	3	0	0	0	1	0	41	47.2	
0500	278	219	1	42	3	2	1	0	1	2	1	0	0	5	1	41.5	46.2	
0600	420	343	4	56	4	1	0	1	2	4	0	0	0	4	1	39.6	44.6	
0700	610	520	3	65	2	7	0	0	1	4	0	0	0	7	1	38.4	42.4	
0800	796	724	2	56	2	4	0	0	1	4	0	1	0	1	1	35.3	39.8	
0900	525	461	4	44	1	1	1	0	2	4	0	1	0	4	2	36	39.6	
1000	488	423	2	52	2	2	1	0	3	1	0	0	0	1	1	36.4	40.5	
1100	492	436	2	41	2	5	0	1	1	0	0	0	0	4	0	34.2	39.9	
1200	535	471	0	51	1	3	1	1	2	3	0	0	0	2	0	36.4	40.5	
1300	525	458	1	49	1	5	0	0	4	4	0	0	0	3	0	35.9	40.4	
1400	561	492	3	57	1	2	0	2	1	1	0	0	0	1	1	36.3	40.8	
1500	624	564	2	42	2	5	0	0	2	4	0	0	0	2	1	36.1	40.7	
1600	636	579	4	41	1	4	0	1	2	1	0	0	0	3	0	35.7	40	
1700	629	574	7	40	2	2	0	0	1	0	0	0	0	3	0	36.2	40.4	
1800	468	433	5	25	0	0	0	0	1	1	0	0	0	2	1	37.1	41.2	
1900	305	277	0	20	1	1	0	0	0	1	0	0	0	4	1	38.4	42.6	
2000	268	244	1	17	0	0	0	0	1	4	0	0	0	1	0	38.1	42.8	
2100	230	212	2	9	2	0	0	0	0	1	0	0	0	4	0	37.1	40.8	
2200	125	114	0	6	0	2	0	0	1	2	0	0	0	0	0	35.5	40.1	
2300	85	79	0	4	1	0	0	0	0	0	0	0	0	1	0	37.8	41.8	
07-19	**6889**	**6135**	**35**	**563**	**17**	**40**	**3**	**5**	**21**	**27**	**0**	**2**	**0**	**33**	**8**	**36.2**	**40.5**	
06-22	**8112**	**7211**	**42**	**665**	**24**	**42**	**3**	**6**	**24**	**37**	**0**	**2**	**0**	**46**	**10**	**36.5**	**40.9**	
06-00	**8322**	**7404**	**42**	**675**	**25**	**44**	**3**	**6**	**25**	**39**	**0**	**2**	**0**	**47**	**10**	**36.5**	**40.9**	
00-00	**8771**	**7766**	**43**	**735**	**33**	**46**	**4**	**6**	**27**	**44**	**1**	**2**	**0**	**53**	**11**	**36.7**	**41.3**	

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: KCC SITE 12 - WROTHAM ROAD LOCATION: attached to lamppost

GRID REFERENCE: 51.421120, 0.361162 DIRECTION: SOUTHBOUND SPEED LIMIT: 40

15 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	49	0	0	0	7	29	8	2	2	1	0	0	0	0	0	0	36.1	39.9
0100	36	0	0	0	3	14	13	4	2	0	0	0	0	0	0	0	38.8	45.4
0200	27	0	0	0	2	7	13	5	0	0	0	0	0	0	0	0	39.1	45.9
0300	20	0	0	0	0	3	14	1	1	0	1	0	0	0	0	0	41.2	47.1
0400	78	0	0	0	0	13	41	19	5	0	0	0	0	0	0	0	41.4	46.7
0500	277	0	0	1	8	69	140	47	8	2	2	0	0	0	0	0	40.2	45.1
0600	440	1	0	0	7	114	200	95	16	4	2	0	1	0	0	0	40.7	46
0700	677	0	0	0	5	271	332	59	10	0	0	0	0	0	0	0	38.5	42.2
0800	833	1	0	13	135	366	291	24	2	0	0	1	0	0	0	0	35.6	40.5
0900	572	0	0	0	56	304	184	24	4	0	0	0	0	0	0	0	36.2	40.4
1000	499	1	0	0	38	218	207	30	3	2	0	0	0	0	0	0	37.3	41.5
1100	535	0	0	0	41	269	179	35	10	1	0	0	0	0	0	0	37.1	41.3
1200	532	1	1	1	36	242	220	26	4	1	0	0	0	0	0	0	37	40.9
1300	529	0	3	1	50	230	206	31	7	0	0	1	0	0	0	0	36.9	41.3
1400	618	2	0	6	96	287	192	32	3	0	0	0	0	0	0	0	35.7	40
1500	712	1	0	0	16	342	290	56	6	1	0	0	0	0	0	0	37.6	42
1600	684	2	1	0	61	314	244	48	11	3	0	0	0	0	0	0	36.9	41.6
1700	741	0	0	3	56	338	287	47	10	0	0	0	0	0	0	0	37.1	41.3
1800	521	1	1	0	33	263	182	34	6	1	0	0	0	0	0	0	37	41.1
1900	362	0	0	0	23	141	148	38	10	0	1	1	0	0	0	0	38.4	43.2
2000	360	0	1	0	30	134	155	32	8	0	0	0	0	0	0	0	37.8	42.3
2100	241	0	0	0	14	104	89	27	5	1	1	0	0	0	0	0	38.3	43.4
2200	161	0	0	0	17	79	51	13	1	0	0	0	0	0	0	0	36.6	41.5
2300	91	0	0	1	12	23	35	13	3	1	1	1	0	0	1	0	39.5	45.9
07-19	**7453**	**9**	**6**	**24**	**623**	**3444**	**2814**	**446**	**76**	**9**	**0**	**2**	**0**	**0**	**0**	**0**	**36.9**	**41.2**
06-22	**8856**	**10**	**7**	**24**	**697**	**3937**	**3406**	**638**	**115**	**14**	**4**	**3**	**1**	**0**	**0**	**0**	**37.2**	**41.7**
06-00	**9108**	**10**	**7**	**25**	**726**	**4039**	**3492**	**664**	**119**	**15**	**5**	**4**	**1**	**0**	**1**	**0**	**37.2**	**41.7**
00-00	**9595**	**10**	**7**	**26**	**746**	**4174**	**3721**	**742**	**137**	**18**	**8**	**4**	**1**	**0**	**1**	**0**	**37.4**	**41.9**

16 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	52	1	0	0	3	19	18	2	2	3	2	0	0	2	0	0	41.1	51.1
0100	34	0	0	0	2	12	16	3	0	1	0	0	0	0	0	0	38.7	42.8
0200	16	0	0	0	2	4	5	3	1	0	1	0	0	0	0	0	40.8	48.3
0300	21	0	0	0	2	4	8	4	2	1	0	0	0	0	0	0	40.9	50
0400	73	0	0	0	1	16	31	19	3	3	0	0	0	0	0	0	42.1	47.6
0500	275	0	0	0	3	60	139	57	11	4	0	0	1	0	0	0	40.9	46.2
0600	473	1	1	0	16	126	223	86	15	3	2	0	0	0	0	0	40	45.2
0700	688	0	1	1	20	294	294	68	9	1	0	0	0	0	0	0	38.1	42.3
0800	774	0	1	7	114	359	257	30	6	0	0	0	0	0	0	0	35.9	40.3
0900	569	1	0	0	33	281	213	39	2	0	0	0	0	0	0	0	36.9	41.3
1000	571	1	0	5	54	254	217	38	2	0	0	0	0	0	0	0	36.6	41.2
1100	460	0	0	1	36	180	198	37	5	1	1	1	0	0	0	0	37.8	42
1200	591	1	0	0	44	304	214	24	3	0	1	0	0	0	0	0	36.7	40.8
1300	520	1	0	2	41	262	189	23	2	0	0	0	0	0	0	0	36.5	40.8
1400	571	0	0	2	14	276	228	47	4	0	0	0	0	0	0	0	37.5	41.7
1500	687	4	2	1	71	315	253	36	5	0	0	0	0	0	0	0	36.4	40.9
1600	657	0	3	2	37	312	232	64	6	1	0	0	0	0	0	0	37.3	41.7
1700	599	0	1	0	42	273	233	44	5	0	1	0	0	0	0	0	37.3	41.8
1800	492	2	0	0	24	218	203	37	6	1	1	0	0	0	0	0	37.6	41.4
1900	391	1	1	0	19	185	156	21	7	1	0	0	0	0	0	0	37.2	41.6
2000	385	0	0	1	36	192	119	31	6	0	0	0	0	0	0	0	36.7	40.8
2100	282	0	0	1	38	154	79	8	2	0	0	0	0	0	0	0	35.6	39.6
2200	163	0	0	1	32	78	44	7	0	1	0	0	0	0	0	0	35.3	39.6
2300	71	0	0	0	7	30	24	9	1	0	0	0	0	0	0	0	37.2	43.3
07-19	**7179**	**10**	**8**	**21**	**530**	**3328**	**2731**	**487**	**55**	**4**	**4**	**1**	**0**	**0**	**0**	**0**	**37**	**41.3**
06-22	**8710**	**12**	**10**	**23**	**639**	**3985**	**3308**	**633**	**85**	**8**	**6**	**1**	**0**	**0**	**0**	**0**	**37.1**	**41.6**
06-00	**8944**	**12**	**10**	**24**	**678**	**4093**	**3376**	**649**	**86**	**9**	**6**	**1**	**0**	**0**	**0**	**0**	**37.1**	**41.6**
00-00	**9415**	**13**	**10**	**24**	**691**	**4208**	**3593**	**737**	**105**	**21**	**9**	**1**	**1**	**2**	**0**	**0**	**37.3**	**41.8**

17 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	46	0	0	2	6	15	14	8	1	0	0	0	0	0	0	0	37	45.2
0100	26	0	0	0	0	12	9	2	2	1	0	0	0	0	0	0	39.3	48.3
0200	17	0	0	0	1	8	7	1	0	0	0	0	0	0	0	0	37.1	42.1
0300	23	0	0	0	1	8	8	3	3	0	0	0	0	0	0	0	39.2	48.9
0400	64	0	0	0	1	11	34	13	3	1	1	0	0	0	0	0	41.6	46.4
0500	267	0	0	0	6	59	137	50	11	1	3	0	0	0	0	0	40.9	46.3
0600	412	1	0	0	17	110	204	67	10	3	0	0	0	0	0	0	39.5	43.9
0700	629	0	0	0	46	304	231	44	3	1	0	0	0	0	0	0	37	41.6
0800	773	1	0	0	107	377	256	28	3	1	0	0	0	0	0	0	35.9	40.1
0900	515	1	0	0	60	269	156	28	1	0	0	0	0	0	0	0	35.9	40.2
1000	529	0	1	0	52	281	168	23	4	0	0	0	0	0	0	0	36.1	40.5
1100	509	0	0	0	35	293	164	15	2	0	0	0	0	0	0	0	36.1	39.7
1200	533	0	0	2	44	275	189	19	4	0	0	0	0	0	0	0	36.3	40.1
1300	494	0	1	0	38	245	182	24	3	1	0	0	0	0	0	0	36.7	40.7
1400	548	0	0	4	67	300	140	31	5	1	0	0	0	0	0	0	35.9	40.4
1500	678	2	0	2	81	378	186	26	3	0	0	0	0	0	0	0	35.6	39.9
1600	618	0	0	6	54	305	214	30	8	1	0	0	0	0	0	0	36.5	41.1
1700	681	0	0	3	92	342	214	25	5	0	0	0	0	0	0	0	35.9	40.3
1800	504	1	0	1	62	226	169	40	5	0	0	0	0	0	0	0	36.6	41.4
1900	353	1	0	1	27	128	154	36	4	2	0	0	0	0	0	0	38	42.8
2000	325	0	1	0	23	156	130	13	1	0	0	1	0	0	0	0	36.9	40.7
2100	247	0	0	2	39	110	83	10	1	2	0	0	0	0	0	0	35.9	40
2200	145	0	0	0	10	76	38	16	3	2	0	0	0	0	0	0	37.3	43
2300	90	1	0	0	10	40	27	10	2	0	0	0	0	0	0	0	36.9	42.7
07-19	**7011**	**5**	**2**	**18**	**738**	**3595**	**2269**	**333**	**46**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**36.2**	**40.4**
06-22	**8348**	**7**	**3**	**21**	**844**	**4099**	**2840**	**459**	**62**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**36.4**	**40.8**
06-00	**8583**	**8**	**3**	**21**	**864**	**4215**	**2905**	**485**	**67**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**36.5**	**40.8**
00-00	**9026**	**8**	**3**	**23**	**879**	**4328**	**3114**	**562**	**87**	**17**	**4**	**1**	**0**	**0**	**0**	**0**	**36.6**	**41.2**

18 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	47	0	0	1	4	22	15	4	1	0	0	0	0	0	0	0	36.4	41.8
0100	33	0	0	1	3	12	14	2	0	0	0	1	0	0	0	0	37.6	40.5
0200	19	0	0	0	2	6	7	3	0	0	0	1	0	0	0	0	40.2	44.9
0300	29	0	1	0	4	11	9	4	0	0	0	0	0	0	0	0	36	43
0400	67	0	0	0	1	21	33	8	3	1	0	0	0	0	0	0	39.8	44.7
0500	273	0	0	2	9	65	139	39	13	6	0	0	0	0	0	0	40.1	45.2
0600	441	0	2	0	9	165	210	42	9	2	2	0	0	0	0	0	38.8	43.2
0700	631	0	0	1	15	257	303	50	4	1	0	0	0	0	0	0	38	41.8
0800	842	1	0	4	137	457	224	17	2	0	0	0	0	0	0	0	35.1	39.4
0900	512	2	0	1	59	257	163	23	5	2	0	0	0	0	0	0	36.3	40.7
1000	476	0	0	0	33	250	162	23	4	2	1	0	0	0	1	0	37.1	41.1
1100	550	0	2	5	66	273	172	26	5	1	0	0	0	0	0	0	36	40.6
1200	559	0	0	1	61	309	163	22	2	1	0	0	0	0	0	0	35.8	39.9
1300	522	0	0	2	40	255	194	27	4	0	0	0	0	0	0	0	36.8	40.5
1400	630	0	0	12	47	299	238	30	4	0	0	0	0	0	0	0	36.6	40.9
1500	670	1	1	7	87	322	218	32	2	0	0	0	0	0	0	0	35.7	40.1
1600	568	0	0	0	64	246	217	35	5	1	0	0	0	0	0	0	36.8	41.2
1700	589	0	1	1	52	286	207	34	5	2	0	1	0	0	0	0	36.8	40.5
1800	511	0	0	0	27	215	213	46	8	2	0	0	0	0	0	0	37.9	42.2
1900	364	0	1	0	12	146	154	38	9	4	0	0	0	0	0	0	38.5	43.3
2000	230	0	0	0	16	94	87	26	6	1	0	0	0	0	0	0	38.3	43.3
2100	164	0	0	0	15	71	63	15	0	0	0	0	0	0	0	0	37.1	41.2
2200	200	0	0	2	22	107	58	11	0	0	0	0	0	0	0	0	35.6	39.7
2300	158	0	0	2	15	77	53	10	1	0	0	0	0	0	0	0	36.2	40.4
07-19	**7060**	**4**	**4**	**34**	**688**	**3426**	**2474**	**365**	**50**	**12**	**1**	**1**	**0**	**0**	**1**	**0**	**36.5**	**40.7**
06-22	**8259**	**4**	**7**	**34**	**740**	**3902**	**2988**	**486**	**74**	**19**	**3**	**1**	**0**	**0**	**1**	**0**	**36.8**	**41**
06-00	**8617**	**4**	**7**	**38**	**777**	**4086**	**3099**	**507**	**75**	**19**	**3**	**1**	**0**	**0**	**1**	**0**	**36.7**	**41**
00-00	**9085**	**4**	**8**	**42**	**800**	**4223**	**3316**	**567**	**92**	**26**	**3**	**3**	**0**	**0**	**1**	**0**	**36.9**	**41.2**

19 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	92	0	0	2	16	47	22	4	1	0	0	0	0	0	0	0	34.7	39.6
0100	67	0	0	0	8	31	22	6	0	0	0	0	0	0	0	0	36.6	42.3
0200	45	0	0	0	1	19	20	4	1	0	0	0	0	0	0	0	38.2	42.5
0300	44	0	0	0	4	17	17	3	2	1	0	0	0	0	0	0	38.3	43.6
0400	40	0	0	0	1	10	11	13	5	0	0	0	0	0	0	0	42.3	49.1
0500	105	0	1	0	0	17	56	20	9	0	1	1	0	0	0	0	41.7	47.3
0600	160	1	0	0	2	39	76	28	11	2	1	0	0	0	0	0	41.2	47.8
0700	289	0	1	0	10	85	141	30	19	2	1	0	0	0	0	0	39.4	44.1
0800	386	0	1	0	7	158	169	36	11	3	0	1	0	0	0	0	38.7	42.9
0900	521	0	1	0	41	211	223	38	7	0	0	0	0	0	0	0	37.6	41.8
1000	647	0	1	0	50	346	215	26	8	0	0	0	1	0	0	0	36.4	40
1100	606	0	2	17	69	284	201	30	3	0	0	0	0	0	0	0	35.8	40.4
1200	608	0	3	0	61	319	185	32	8	0	0	0	0	0	0	0	36.4	40.7
1300	606	0	3	0	53	307	201	37	5	0	0	0	0	0	0	0	36.4	40.7
1400	536	0	0	1	52	247	200	31	5	0	0	0	0	0	0	0	36.6	41.1
1500	515	2	0	0	37	253	186	30	5	2	0	0	0	0	0	0	36.9	40.8
1600	514	0	1	2	45	207	226	25	7	0	0	0	0	1	0	0	37.2	41.2
1700	472	1	2	0	54	204	159	42	6	3	1	0	0	0	0	0	37.1	42.6
1800	388	0	0	0	23	178	158	22	6	1	0	0	0	0	0	0	37.4	41.4
1900	333	0	0	0	14	139	144	31	4	1	0	0	0	0	0	0	38	42.7
2000	222	0	0	0	17	95	85	18	7	0	0	0	0	0	0	0	37.6	42.3
2100	192	0	0	0	19	89	71	8	5	0	0	0	0	0	0	0	37	41.2
2200	200	0	0	0	18	108	64	7	3	0	0	0	0	0	0	0	36.2	40.6
2300	151	0	0	0	15	66	59	9	1	1	0	0	0	0	0	0	36.8	41.2
07-19	**6088**	**3**	**15**	**20**	**502**	**2799**	**2264**	**379**	**90**	**11**	**2**	**1**	**1**	**1**	**0**	**0**	**37**	**41.3**
06-22	**6995**	**4**	**15**	**20**	**554**	**3161**	**2640**	**464**	**117**	**14**	**3**	**1**	**1**	**1**	**0**	**0**	**37.2**	**41.5**
06-00	**7346**	**4**	**15**	**20**	**587**	**3335**	**2763**	**480**	**121**	**15**	**3**	**1**	**1**	**1**	**0**	**0**	**37.1**	**41.5**
00-00	**7739**	**4**	**16**	**22**	**617**	**3476**	**2911**	**530**	**139**	**16**	**4**	**2**	**1**	**1**	**0**	**0**	**37.2**	**41.6**

20 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	96	0	0	0	10	54	27	2	1	1	1	0	0	0	0	0	36.4	41.4
0100	61	0	0	1	6	31	14	9	0	0	0	0	0	0	0	0	36.2	43.6
0200	45	0	0	1	6	18	15	4	1	0	0	0	0	0	0	0	36.7	41.6
0300	37	0	0	0	6	13	15	3	0	0	0	0	0	0	0	0	36.7	42.2
0400	29	0	0	0	5	4	16	4	0	0	0	0	0	0	0	0	37.8	43.5
0500	73	1	0	0	3	15	33	15	5	1	0	0	0	0	0	0	40.3	47.5
0600	97	0	0	0	0	16	53	18	8	2	0	0	0	0	0	0	42	48.1
0700	119	1	0	0	1	19	63	32	3	0	0	0	0	0	0	0	40.9	46.3
0800	204	1	0	0	4	54	102	31	12	0	0	0	0	0	0	0	40	45.1
0900	359	0	0	0	18	157	137	39	7	1	0	0	0	0	0	0	38.1	43.1
1000	506	2	0	0	26	204	229	37	7	1	0	0	0	0	0	0	37.8	41.9
1100	587	2	1	0	36	275	235	31	5	2	0	0	0	0	0	0	37.2	41.3
1200	595	0	0	5	46	273	236	29	4	2	0	0	0	0	0	0	36.9	40.7
1300	512	0	0	0	36	210	213	38	13	2	0	0	0	0	0	0	37.8	42.2
1400	510	0	1	1	31	212	217	39	7	1	1	0	0	0	0	0	37.6	41.6
1500	406	0	0	0	19	171	173	37	6	0	0	0	0	0	0	0	38	42.3
1600	407	1	0	0	28	168	152	42	12	4	0	0	0	0	0	0	38.2	43.4
1700	422	1	0	0	26	169	186	28	9	3	0	0	0	0	0	0	37.8	42.1
1800	382	0	0	0	27	156	169	23	7	0	0	0	0	0	0	0	37.6	41.6
1900	329	0	0	2	25	134	135	25	8	0	0	0	0	0	0	0	37.6	42.1
2000	240	0	1	0	12	99	92	23	7	3	1	1	1	0	0	0	38.8	43.5
2100	144	0	0	0	6	47	73	13	5	0	0	0	0	0	0	0	38.9	43.2
2200	90	0	0	0	4	33	34	12	4	2	1	0	0	0	0	0	39.5	46.1
2300	63	0	0	0	3	22	27	9	0	1	0	0	1	0	0	0	39.3	44.3
07-19	**5009**	**8**	**2**	**6**	**298**	**2068**	**2112**	**406**	**92**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**37.8**	**42.2**
06-22	**5819**	**8**	**3**	**8**	**341**	**2364**	**2465**	**485**	**120**	**21**	**2**	**1**	**1**	**0**	**0**	**0**	**37.9**	**42.4**
06-00	**5972**	**8**	**3**	**8**	**348**	**2419**	**2526**	**506**	**124**	**24**	**3**	**1**	**2**	**0**	**0**	**0**	**38**	**42.4**
00-00	**6313**	**9**	**3**	**10**	**384**	**2554**	**2646**	**543**	**131**	**26**	**4**	**1**	**2**	**0**	**0**	**0**	**37.9**	**42.4**

21 June 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	29	0	0	0	1	7	12	4	1	3	0	0	1	0	0	0	43.1	55.4
0100	16	0	0	0	3	2	9	1	1	0	0	0	0	0	0	0	38.1	43.7
0200	18	0	0	0	1	5	9	3	0	0	0	0	0	0	0	0	38.8	44
0300	21	0	0	0	1	8	9	3	0	0	0	0	0	0	0	0	37.5	43.4
0400	87	0	0	0	3	14	43	23	4	0	0	0	0	0	0	0	41	47.2
0500	278	0	1	0	2	50	145	60	15	2	3	0	0	0	0	0	41.5	46.2
0600	420	0	1	0	18	111	203	65	20	2	0	0	0	0	0	0	39.6	44.6
0700	610	1	0	0	19	234	281	61	13	1	0	0	0	0	0	0	38.4	42.4
0800	796	1	0	6	127	404	234	20	3	1	0	0	0	0	0	0	35.3	39.8
0900	525	1	1	1	44	295	159	19	4	1	0	0	0	0	0	0	36	39.6
1000	488	1	0	1	56	226	165	33	6	0	0	0	0	0	0	0	36.4	40.5
1100	492	4	11	20	77	226	129	24	1	0	0	0	0	0	0	0	34.2	39.9
1200	535	0	0	0	52	286	167	28	2	0	0	0	0	0	0	0	36.4	40.5
1300	525	0	0	3	65	269	155	31	1	1	0	0	0	0	0	0	35.9	40.4
1400	561	0	1	0	50	299	174	33	4	0	0	0	0	0	0	0	36.3	40.8
1500	624	0	1	7	83	285	213	31	2	2	0	0	0	0	0	0	36.1	40.7
1600	636	0	0	3	86	350	165	27	4	0	1	0	0	0	0	0	35.7	40
1700	629	0	0	1	74	320	197	28	9	0	0	0	0	0	0	0	36.2	40.4
1800	468	0	1	0	40	218	173	23	8	4	1	0	0	0	0	0	37.1	41.2
1900	305	0	1	0	13	121	132	29	5	2	1	1	0	0	0	0	38.4	42.6
2000	268	0	0	0	18	100	119	29	2	0	0	0	0	0	0	0	38.1	42.8
2100	230	0	0	2	19	94	101	10	2	2	0	0	0	0	0	0	37.1	40.8
2200	125	0	0	2	30	45	39	5	4	0	0	0	0	0	0	0	35.5	40.1
2300	85	0	0	0	8	31	36	7	3	0	0	0	0	0	0	0	37.8	41.8
07-19	**6889**	**8**	**15**	**42**	**773**	**3412**	**2212**	**358**	**57**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**36.2**	**40.5**
06-22	**8112**	**8**	**17**	**44**	**841**	**3838**	**2767**	**491**	**86**	**16**	**3**	**1**	**0**	**0**	**0**	**0**	**36.5**	**40.9**
06-00	**8322**	**8**	**17**	**46**	**879**	**3914**	**2842**	**503**	**93**	**16**	**3**	**1**	**0**	**0**	**0**	**0**	**36.5**	**40.9**
00-00	**8771**	**8**	**18**	**46**	**890**	**4000**	**3069**	**597**	**114**	**21**	**6**	**1**	**1**	**0**	**0**	**0**	**36.7**	**41.3**

Grand Total

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	59944	56	65	193	5007	26963	22370	4278	805	145	38	13	6	3	2	0	37.1	41.6

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: KCC SITE 12 - WROTHAM ROAD LOCATION: attached to lamppost

GRID REFERENCE: 51.421120, 0.361162 DIRECTION: SOUTHBOUND

	Tue	Wed	Thu	Fri	Sat	Sun	Mon
	15-Jun	16-Jun	17-Jun	18-Jun	19-Jun	20-Jun	21-Jun
Hour							
0000-0100	49	52	46	47	92	96	29
0100-0200	36	34	26	33	67	61	16
0200-0300	27	16	17	19	45	45	18
0300-0400	20	21	23	29	44	37	21
0400-0500	78	73	64	67	40	29	87
0500-0600	277	275	267	273	105	73	278
0600-0700	440	473	412	441	160	97	420
0700-0800	677	688	629	631	289	119	610
0800-0900	**833**	**774**	**773**	**842**	386	204	**796**
0900-1000	572	569	515	512	521	359	525
1000-1100	499	571	529	476	**647**	506	488
1100-1200	535	460	509	550	606	**587**	492
1200-1300	532	591	533	559	**608**	**595**	535
1300-1400	529	520	494	522	606	512	525
1400-1500	618	571	548	630	536	510	561
1500-1600	712	**687**	678	**670**	515	406	624
1600-1700	684	657	618	568	514	407	**636**
1700-1800	**741**	599	**681**	589	472	422	629
1800-1900	521	492	504	511	388	382	468
1900-2000	362	391	353	364	333	329	305
2000-2100	360	385	325	230	222	240	268
2100-2200	241	282	247	164	192	144	230
2200-2300	161	163	145	200	200	90	125
2300-2400	91	71	90	158	151	63	85
Totals							
0700-1900	7453	7179	7011	7060	6088	5009	6889
0600-2200	8856	8710	8348	8259	6995	5819	8112
0600-0000	9108	8944	8583	8617	7346	5972	8322
0000-0000	9595	9415	9026	9085	7739	6313	8771
AM Peak	800	800	800	800	1000	1100	800
	833	774	773	842	647	587	796
PM Peak	1700	1500	1700	1500	1200	1200	1600
	741	687	681	670	608	595	636

SPEED LIMIT: 40

Averages

1-5.	1-7.
44.6	58.7
29	39
19.4	26.7
22.8	27.9
73.8	62.6
274	221.1
437.2	349
647	520.4
803.6	658.3
538.6	510.4
512.6	530.9
509.2	534.1
550	564.7
518	529.7
585.6	567.7
674.2	613.1
632.6	583.4
647.8	590.4
499.2	466.6
355	348.1
313.6	290
232.8	214.3
158.8	154.9
99	101.3
7118.4	6669.9
8457	7871.3
8714.8	8127.4
9178.4	8563.4

56814	N		2018	26/06/2018	7	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	N		2018	26/06/2018	8	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	N		2018	26/06/2018	9	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	N		2018	26/06/2018	10	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	N		2018	26/06/2018	11	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	N		2018	26/06/2018	12	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	N		2018	26/06/2018	13	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	N		2018	26/06/2018	14	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	N		2018	26/06/2018	15	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	N		2018	26/06/2018	16	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	N		2018	26/06/2018	17	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	N		2018	26/06/2018	18	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
								26/06/2018								
56814	S		2018	26/06/2018	7	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	S		2018	26/06/2018	8	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	S		2018	26/06/2018	9	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	S		2018	26/06/2018	10	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	S		2018	26/06/2018	11	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	S		2018	26/06/2018	12	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	S		2018	26/06/2018	13	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	S		2018	26/06/2018	14	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	S		2018	26/06/2018	15	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	S		2018	26/06/2018	16	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	S		2018	26/06/2018	17	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359
56814	S		2018	26/06/2018	18	6	London	26/06/2018	Bexley	A220	Major	A207	A223	549630	174930	51.45359

	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
Northboun	1143	1167	994	823	941	894	961	1040	960	952	1065	1048
Southboun	931	893	909	724	781	880	772	724	832	866	1069	682
Total	2074	2060	1903	1547	1722	1774	1733	1764	1792	1818	2134	1730

0.152128	0.9	0.56	2	16	882	19	211	8	1	3	2	1	0	15	1143
0.152128	0.9	0.56	2	9	958	28	148	10	2	1	6	1	4	24	1167
0.152128	0.9	0.56	0	5	781	24	158	12	0	5	7	2	0	26	994
0.152128	0.9	0.56	0	5	607	16	173	13	1	4	1	0	3	22	823
0.152128	0.9	0.56	0	5	701	19	179	18	5	6	5	1	2	37	941
0.152128	0.9	0.56	1	6	654	18	177	16	4	7	2	2	8	39	894
0.152128	0.9	0.56	1	8	704	23	188	18	2	6	3	4	5	38	961
0.152128	0.9	0.56	0	5	810	21	168	21	1	7	4	1	2	36	1040
0.152128	0.9	0.56	1	6	761	25	163	3	1	1	0	0	0	5	960
0.152128	0.9	0.56	2	19	715	19	182	6	2	2	4	1	2	17	952
0.152128	0.9	0.56	5	17	868	16	146	7	0	3	6	1	1	18	1065
0.152128	0.9	0.56	3	17	875	22	115	9	1	2	4	1	2	19	1048
0.152128	0.9	0.56	8	13	645	28	214	20	3	1	2	3	2	31	931
0.152128	0.9	0.56	7	11	720	24	115	15	0	3	4	0	1	23	893
0.152128	0.9	0.56	1	5	735	22	125	9	2	1	6	3	1	22	909
0.152128	0.9	0.56	1	4	549	18	118	19	1	4	7	3	1	35	724
0.152128	0.9	0.56	2	9	607	18	123	13	1	1	3	5	1	24	781
0.152128	0.9	0.56	2	4	695	24	137	8	2	2	6	1	1	20	880
0.152128	0.9	0.56	0	4	604	19	119	9	0	5	2	8	2	26	772
0.152128	0.9	0.56	3	8	540	15	147	8	1	1	1	3	0	14	724
0.152128	0.9	0.56	1	10	655	23	130	10	1	1	2	0	0	14	832
0.152128	0.9	0.56	0	7	705	14	128	3	1	1	4	3	0	12	866
0.152128	0.9	0.56	2	17	935	23	88	2	0	0	2	1	1	6	1069
0.152128	0.9	0.56	4	7	597	10	61	2	1	0	3	1	0	7	682

26805	N		2017	28/03/2017	7	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	N		2017	28/03/2017	8	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	N		2017	28/03/2017	9	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	N		2017	28/03/2017	10	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	N		2017	28/03/2017	11	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	N		2017	28/03/2017	12	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	N		2017	28/03/2017	13	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	N		2017	28/03/2017	14	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	N		2017	28/03/2017	15	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	N		2017	28/03/2017	16	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	N		2017	28/03/2017	17	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	N		2017	28/03/2017	18	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	S		2017	28/03/2017	7	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	S		2017	28/03/2017	8	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	S		2017	28/03/2017	9	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	S		2017	28/03/2017	10	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	S		2017	28/03/2017	11	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	S		2017	28/03/2017	12	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	S		2017	28/03/2017	13	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	S		2017	28/03/2017	14	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	S		2017	28/03/2017	15	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	S		2017	28/03/2017	16	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	S		2017	28/03/2017	17	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475
26805	S		2017	28/03/2017	18	6	London	106	Bexley	A221	Major	A221 Dans	A207	547600	175000	51.45475

	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
Northboun	797	1008	877	694	724	845	795	901	1048	911	1173	1031
Southboun	917	852	804	789	800	842	856	864	950	950	879	885
Total	1714	1860	1681	1483	1524	1687	1651	1765	1998	1861	2052	1916

0.122963	1.1	0.68	4	13	587	7	173	13	1	2	0	1	0	17	797
0.122963	1.1	0.68	1	8	812	3	162	11	5	0	2	2	3	23	1008
0.122963	1.1	0.68	1	5	696	4	144	11	6	7	0	1	3	28	877
0.122963	1.1	0.68	2	7	566	4	102	6	3	4	1	1	0	15	694
0.122963	1.1	0.68	0	12	563	3	124	12	4	6	0	0	0	22	724
0.122963	1.1	0.68	3	9	655	3	154	12	7	3	0	2	0	24	845
0.122963	1.1	0.68	5	7	622	1	143	11	4	6	0	1	0	22	795
0.122963	1.1	0.68	1	7	730	3	148	7	1	3	1	1	0	13	901
0.122963	1.1	0.68	2	9	833	1	193	9	1	1	0	1	0	12	1048
0.122963	1.1	0.68	2	12	710	2	180	4	0	3	0	0	0	7	911
0.122963	1.1	0.68	2	15	985	5	164	2	1	1	0	0	0	4	1173
0.122963	1.1	0.68	6	13	880	5	126	6	0	0	0	0	1	7	1031
0.122963	1.1	0.68	3	16	720	2	164	9	3	1	1	0	1	15	917
0.122963	1.1	0.68	4	12	708	8	114	5	1	3	0	0	1	10	852
0.122963	1.1	0.68	3	6	633	4	137	14	3	4	0	3	0	24	804
0.122963	1.1	0.68	1	11	632	2	117	13	3	5	3	0	3	27	789
0.122963	1.1	0.68	2	8	638	2	124	18	3	7	0	0	0	28	800
0.122963	1.1	0.68	1	8	666	2	150	8	4	3	0	0	1	16	842
0.122963	1.1	0.68	0	2	702	4	132	7	5	3	0	0	1	16	856
0.122963	1.1	0.68	1	9	672	3	141	22	6	8	1	1	1	39	864
0.122963	1.1	0.68	2	9	767	6	161	2	0	2	0	2	1	7	950
0.122963	1.1	0.68	4	5	749	3	186	4	1	1	0	0	1	7	950
0.122963	1.1	0.68	3	6	760	1	110	2	0	0	0	0	0	2	879
0.122963	1.1	0.68	3	7	770	4	100	3	1	0	0	0	0	4	885

6779	N	2019	12/06/2019	7	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	N	2019	12/06/2019	8	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	N	2019	12/06/2019	9	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	N	2019	12/06/2019	10	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	N	2019	12/06/2019	11	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	N	2019	12/06/2019	12	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	N	2019	12/06/2019	13	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	N	2019	12/06/2019	14	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	N	2019	12/06/2019	15	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	N	2019	12/06/2019	16	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	N	2019	12/06/2019	17	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	N	2019	12/06/2019	18	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	S	2019	12/06/2019	7	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	S	2019	12/06/2019	8	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	S	2019	12/06/2019	9	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	S	2019	12/06/2019	10	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	S	2019	12/06/2019	11	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	S	2019	12/06/2019	12	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	S	2019	12/06/2019	13	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	S	2019	12/06/2019	14	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	S	2019	12/06/2019	15	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	S	2019	12/06/2019	16	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	S	2019	12/06/2019	17	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582
6779	S	2019	12/06/2019	18	6	London	106	Bexley	A221	Major	A222	A210	547370	174000	51.44582

	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
Northboun	536	491	519	446	574	466	516	517	420	530	438	463
Southboun	992	846	640	698	759	594	515	504	574	680	820	888
Total	1528	1337	1159	1144	1333	1060	1031	1021	994	1210	1258	1351

0.119239	1.1	0.68	0	15	423	1	90	5	2	0	0	0	0	7	536
0.119239	1.1	0.68	3	9	409	1	59	8	5	0	0	0	0	13	491
0.119239	1.1	0.68	0	13	398	6	95	7	0	0	0	0	0	7	519
0.119239	1.1	0.68	0	4	354	2	74	9	2	0	1	0	0	12	446
0.119239	1.1	0.68	0	1	466	1	90	13	1	0	2	0	0	16	574
0.119239	1.1	0.68	0	1	353	4	95	8	2	3	0	0	0	13	466
0.119239	1.1	0.68	1	4	402	1	97	8	1	3	0	0	0	12	516
0.119239	1.1	0.68	0	6	404	3	96	6	1	1	0	0	0	8	517
0.119239	1.1	0.68	4	2	321	3	82	8	3	1	0	0	0	12	420
0.119239	1.1	0.68	0	13	415	4	94	3	1	0	0	0	0	4	530
0.119239	1.1	0.68	1	2	367	2	66	1	0	0	0	0	0	1	438
0.119239	1.1	0.68	0	5	401	4	49	4	0	0	0	0	0	4	463
0.119239	1.1	0.68	0	8	813	5	163	3	0	0	0	0	0	3	992
0.119239	1.1	0.68	3	3	711	2	124	6	0	0	0	0	0	6	846
0.119239	1.1	0.68	0	2	505	1	117	11	3	0	0	1	0	15	640
0.119239	1.1	0.68	0	5	557	4	127	3	2	0	0	0	0	5	698
0.119239	1.1	0.68	3	7	600	5	131	12	4	0	0	0	0	16	759
0.119239	1.1	0.68	0	7	462	2	111	10	1	1	0	0	0	12	594
0.119239	1.1	0.68	1	2	412	3	89	6	3	0	0	0	0	9	515
0.119239	1.1	0.68	0	5	408	6	83	2	0	0	0	0	0	2	504
0.119239	1.1	0.68	0	3	482	3	81	3	1	1	0	0	0	5	574
0.119239	1.1	0.68	1	6	564	4	104	2	0	0	0	0	0	2	680
0.119239	1.1	0.68	3	5	690	2	121	1	1	0	0	0	0	2	820
0.119239	1.1	0.68	2	12	760	4	112	0	0	0	0	0	0	0	888

99906	E		2017	15/05/2017	7	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	E		2017	15/05/2017	8	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	E		2017	15/05/2017	9	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	E		2017	15/05/2017	10	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	E		2017	15/05/2017	11	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	E		2017	15/05/2017	12	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	E		2017	15/05/2017	13	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	E		2017	15/05/2017	14	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	E		2017	15/05/2017	15	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	E		2017	15/05/2017	16	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	E		2017	15/05/2017	17	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	E		2017	15/05/2017	18	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	W		2017	15/05/2017	7	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	W		2017	15/05/2017	8	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	W		2017	15/05/2017	9	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	W		2017	15/05/2017	10	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	W		2017	15/05/2017	11	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	W		2017	15/05/2017	12	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	W		2017	15/05/2017	13	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	W		2017	15/05/2017	14	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	W		2017	15/05/2017	15	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	W		2017	15/05/2017	16	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	W		2017	15/05/2017	17	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906
99906	W		2017	15/05/2017	18	9	South East	80	Kent	A206	Major	A2026	A282	554000	175670	51.45906

	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
Eastbound	900	1053	708	781	781	827	977	802	928	1123	1355	956
Westboun	1191	1110	760	764	724	780	819	922	948	1145	1247	875
Total	2091	2163	1468	1545	1505	1607	1796	1724	1876	2268	2602	1831

0.215295	3.2	1.99	7	16	515	1	196	72	17	17	7	38	21	172	900
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0.215295	3.2	1.99	2	3	410	0	185	46	13	21	11	56	36	183	781
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0.215295	3.2	1.99	0	4	465	0	193	30	15	14	19	48	39	165	827
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0.215295	3.2	1.99	0	13	567	0	226	36	8	9	5	34	30	122	928
0.215295	3.2	1.99	3	13	736	1	280	14	8	3	5	33	30	93	1123
0.215295	3.2	1.99	2	27	1084	0	183	10	2	1	2	20	26	61	1355
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0.215295	3.2	1.99	1	7	459	2	177	50	16	22	13	45	28	174	819
0.215295	3.2	the hundr	2	3	516	2	213	59	10	35	10	43	31	188	922
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17511	W	2016	25/05/2016	7	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	W	2016	25/05/2016	8	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	W	2016	25/05/2016	9	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
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17511	W	2016	25/05/2016	12	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	W	2016	25/05/2016	13	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	W	2016	25/05/2016	14	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	W	2016	25/05/2016	15	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	W	2016	25/05/2016	16	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	W	2016	25/05/2016	17	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	W	2016	25/05/2016	18	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884

17511	E	2016	25/05/2016	7	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	E	2016	25/05/2016	8	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	E	2016	25/05/2016	9	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	E	2016	25/05/2016	10	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	E	2016	25/05/2016	11	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	E	2016	25/05/2016	12	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	E	2016	25/05/2016	13	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	E	2016	25/05/2016	14	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	E	2016	25/05/2016	15	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	E	2016	25/05/2016	16	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	E	2016	25/05/2016	17	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884
17511	E	2016	25/05/2016	18	9	South East	80	Kent	A2018	Major	A2(T)	A226	552050	173360	51.43884

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0.186257	2.5	1.55	2	4	534	5	101	9	2	10	0	1	3	25	669
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0.186257	2.5	1.55	1	1	406	0	45	3	0	0	0	1	2	6	458

Intelligent Data Collection Limited
Ebbsfleet

Client:	WSP
Project Number:	ID04231
Junction Number:	Site 2
Date of Survey:	06.11.2018
Junction Name:	A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type:	Crossroads

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	29.11.2018			
Prepared by	Mathew Booth			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04231			
File Ref	ID04231 Ebbsfleet - MCC Site 2 - 06.11.2018			

Issue Sheet

	Date			
Issued to	30.11.2018			
Charles Edmonds	E-mail			

Contents Page

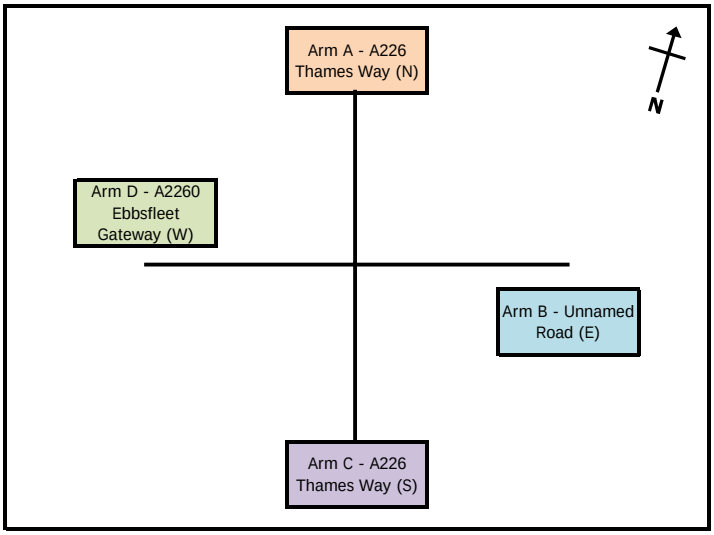
Location Plan & Summary
MCC Data
PCU Data
Movement Matrices

Intelligent Data Collection Limited

Client:	WSP	Date of Survey:	06.11.2018
Project Number:	ID04231	Junction Name:	A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Number:	Site 2	Junction Type:	Crossroads

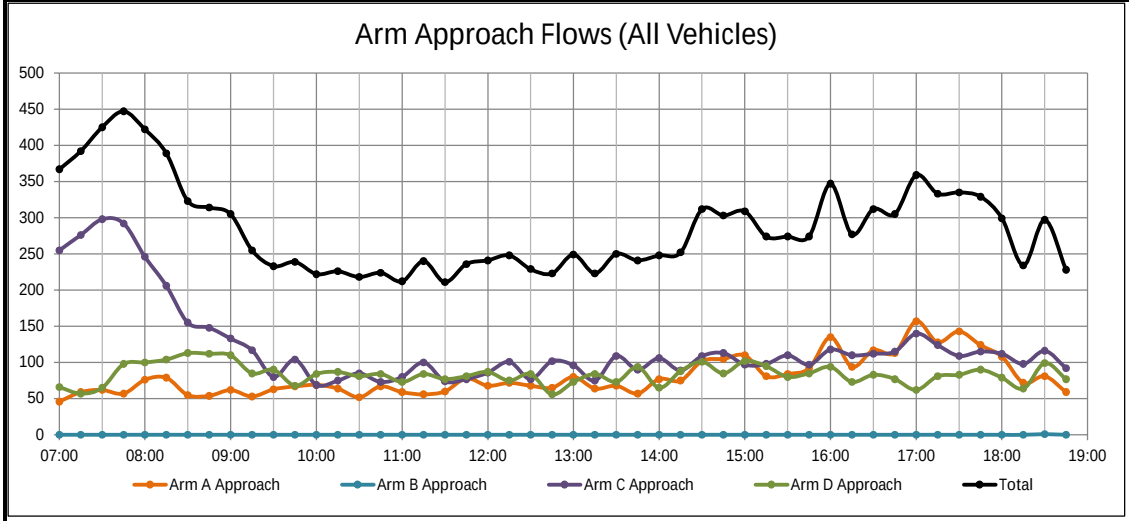
X Coordinate	Y Coordinate	Google Maps Link	
51.440882046452515	0.32608283256990944	Click Here	
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions	
Dry	Dry	Dry	

Junction Layout



Aerial Mapping and On-site Camera View

Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type: Crossroads

Arm A: A226 Thames Way (N)
Arm B: Unnamed Road (E)
Arm C: A226 Thames Way (S)
Arm D: A2260 Ebbsfleet Gateway (W)

	A to A								A to D								A to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	16	8	3	11	1	0	0	39	2	2	1	0	1	1	0	7
07:15								0	27	5	3	14	1	2	0	52	6	0	1	0	0	0	0	7
07:30								0	21	7	6	8	2	1	0	45	11	1	3	2	0	0	0	17
07:45								0	12	12	3	9	1	2	0	39	15	1	0	2	0	0	0	18
08:00								0	25	8	2	10	0	1	0	46	24	5	1	0	0	0	0	30
08:15								0	20	12	3	11	3	1	0	50	26	2	1	0	0	0	0	29
08:30								0	25	6	2	7	0	0	0	40	10	1	1	1	0	0	2	15
08:45								0	17	1	6	12	1	0	0	37	12	4	1	0	0	0	0	17
09:00								0	18	5	3	12	3	1	0	42	14	4	0	1	1	0	0	20
09:15								0	18	1	5	15	0	0	0	39	11	2	1	0	0	0	0	14
09:30								0	21	11	4	6	2	0	0	44	14	3	0	0	0	2	0	19
09:45								0	27	8	4	10	1	1	0	51	12	2	2	0	0	0	0	16
10:00								0	20	9	5	11	5	1	0	51	14	1	1	2	0	0	0	18
10:15								0	16	7	4	13	0	0	0	40	13	5	2	3	0	1	0	24
10:30								0	24	2	0	8	1	0	0	35	11	3	0	2	1	0	0	17
10:45								0	18	7	4	12	2	1	0	44	14	4	1	3	0	1	0	23
11:00								0	19	5	6	7	1	0	0	38	15	4	0	2	0	0	0	21
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11:30								0	18	10	3	12	2	0	0	45	12	2	0	1	0	0	0	15
11:45								0	20	12	3	13	2	0	0	50	24	2	1	1	0	0	0	28
12:00								0	25	11	2	9	1	0	0	48	14	5	1	0	0	0	0	20
12:15								0	26	12	1	12	2	0	0	53	15	3	0	1	0	0	0	19
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12:45								0	17	13	4	8	2	0	0	44	17	1	1	2	0	0	0	21
13:00								0	21	8	4	19	2	0	0	54	22	2	0	1	1	0	0	26
13:15								0	22	5	3	8	1	0	0	39	20	5	0	0	0	0	0	25
13:30								0	21	10	6	4	1	0	0	42	21	3	1	1	0	0	0	26
13:45								0	21	5	3	3	2	0	0	34	19	3	1	0	0	0	0	23
14:00								0	29	7	5	12	3	0	0	56	16	1	3	1	0	0	0	21
14:15								0	20	8	2	10	0	1	0	41	29	2	2	1	2	0	0	34
14:30								0	46	11	3	9	4	0	0	73	26	3	0	0	0	0	0	29
14:45								0	43	11	3	12	1	0	0	70	32	2	0	0	1	0	0	35
15:00								0	46	8	5	13	2	0	0	74	30	4	1	0	0	0	1	36
15:15								0	32	6	3	10	1	0	0	52	25	3	0	1	0	0	0	29
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16:15								0	45	14	3	3	1	0	0	66	24	3	1	0	0	0	0	28
16:30								0	57	13	1	2	3	0	0	76	33	6	1	0	1	0	0	41
16:45								0	59	9	0	0	2	0	0	70	36	6	0	0	0	1	0	43
17:00								0	92	15	0	0	1	4	0	112	44	1	0	0	0	0	0	45
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18:30								0	33	0	2	1	4	1	0	41	38	1	0	0	0	0	0	39
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Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
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12:30	0	0	0	0	0	0	0	0	79	34	14	51	6	0	0	184	76	10	2	4	1	0	0	93
12:45	0	0	0	0	0	0	0	0	81	36	17	39	6	0	0	179	80	11	2	4	1	0	0	98
13:00	0	0	0	0	0	0	0	0	85	28	16	34	6	0	0	169	82	13	2	2	1	0	0	100
13:15	0	0	0	0	0	0	0	0	93	27	17	27	7	0	0	171	76	12	5	2	0	0	0	95
13:30	0	0	0	0	0	0	0	0	91	30	16	29	6	1	0	173	85	9	6	4	0	0	0	104
13:45	0	0	0	0	0	0	0	0	116	31	13	34	9	1	0	204	90	9	5	3	0	0	0	107
14:00	0	0	0	0	0	0	0	0	138	37	13	43	8	1	0	240	103	8	4	3	1	0	0	119
14:15	0	0	0	0	0	0	0	0	155	38	13	44	7	1	0	258	117	11	2	2	1	0	1	134
14:30	0	0	0	0	0	0	0	0	167	36	14	44	8	0	0	269	113	12	1	1	1	0	1	129
14:45	0	0	0	0	0	0	0	0	153	34	12	46	7	0	0	252	111	13	1	1	1	0	1	128
15:00	0	0	0	0	0	0	0	0	153	36	11	37	7	1	0	245	102	15	1	2	0	1	1	122
15:15	0	0	0	0	0	0	0	0	178	33	9	30	6	3	0	259	111	18	0	3	0	1	0	133
15:30	0	0	0	0	0	0	0	0	191	41	9	23	6	3	0	273	110	18	1	2	0	1	0	132
15:45	0	0	0	0	0	0	0	0	216	45	9	14	6	3	0	293	119	20	2	2	1	1	0	145
16:00	0	0	0	0	0	0	0	0	232	41	7	11	7	2	0	300	132	22	2	1	1	1	0	159
16:15	0	0	0	0	0	0	0	0	253	51	4	5	7	4	0	324	137	16	2	0	1	1	0	157
16:30	0	0	0	0	0	0	0	0	279	44	1	6	8	4	0	342	155	14	2	0	1	1	0	173
16:45	0	0	0	0	0	0	0	0	306	40	0	7	6	4	0	363	163	12	1	0	1	1	0	178
17:00	0	0	0	0	0	0	0	0	300	39	0	13	6	4	0	362	181	6	1	0	1	1	0	190
17:15	0	0	0	0	0	0	0	0	269	28	0	13	6	0	0	316	176	7	1	0	1	1	1	187
17:30	0	0	0	0	0	0	0	0	242	23	0	10	5	1	0	281	155	8	0	0	1	1	1	166
17:45	0	0	0	0	0	0	0	0	191	14	2	8	8	2	0	225	152	5	0	0	0	1	1	159
18:00	0	0	0	0	0	0	0	0	165	10	2	3	7	2	0	189	121	6	0	0	0	2	1	130

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type: Crossroads

Arm A: A226 Thames Way (N)
Arm B: Unnamed Road (E)
Arm C: A226 Thames Way (S)
Arm D: A2260 Ebbsfleet Gateway (W)

	A to B								B to B								B to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	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	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1								0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type: Crossroads

Arm A: A226 Thames Way (N)
Arm B: Unnamed Road (E)
Arm C: A226 Thames Way (S)
Arm D: A2260 Ebbsfleet Gateway (W)

	B to D								B to C								C to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
07:15	0	0	0	0	0	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	0	0	0	0								0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0								0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[redacted]

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type: Crossroads

Arm A: A226 Thames Way (N)
Arm B: Unnamed Road (E)
Arm C: A226 Thames Way (S)
Arm D: A2260 Ebbsfleet Gateway (W)

	C to B								C to A								C to D							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	44	11	0	2	0	1	0	58	156	24	4	7	5	1	0	197
07:15	0	0	0	0	0	0	0	0	57	12	1	1	0	0	0	71	165	25	4	6	2	2	1	205
07:30	0	0	0	0	0	0	0	0	73	9	2	0	2	0	0	86	166	22	4	12	6	2	0	212
07:45	0	0	0	0	0	0	0	0	67	9	0	2	0	0	0	78	167	26	4	14	2	1	0	214
08:00	0	0	0	0	0	0	0	0	62	6	3	0	0	1	0	72	149	14	3	6	1	1	0	174
08:15	0	0	0	0	0	0	0	0	65	4	2	0	0	0	0	71	107	15	0	10	2	1	0	135
08:30	0	0	0	0	0	0	0	0	47	4	2	0	0	1	0	54	77	9	1	12	1	1	0	101
08:45	0	0	0	0	0	0	0	0	50	4	4	1	0	0	0	59	61	10	4	10	4	0	0	89
09:00	0	0	0	0	0	0	0	0	41	3	2	1	0	0	0	47	54	13	5	12	2	0	0	86
09:15	0	0	0	0	0	0	0	0	31	1	3	0	0	0	0	35	58	7	3	12	2	0	0	82
09:30	0	0	0	0	0	0	0	0	21	7	1	0	0	1	0	30	35	4	1	5	4	1	0	50
09:45	0	0	0	0	0	0	0	0	35	4	0	0	0	0	0	39	40	7	8	9	1	0	0	65
10:00	0	0	0	0	0	0	0	0	23	5	1	0	0	0	0	29	27	5	1	4	3	0	0	40
10:15	0	0	0	0	0	0	0	0	21	3	0	1	0	0	0	25	31	8	1	7	3	0	0	50
10:30	0	0	0	0	0	0	0	0	18	3	2	1	0	1	0	25	36	5	5	11	3	0	0	60
10:45	0	0	0	0	0	0	0	0	17	1	1	1	0	0	0	20	34	7	2	8	1	1	0	53
11:00	0	0	0	0	0	0	0	0	16	6	0	2	0	0	0	24	37	6	2	7	4	0	0	56
11:15	0	0	0	0	0	0	0	0	19	7	2	3	0	0	0	31	44	4	1	19	1	0	0	69
11:30	0	0	0	0	0	0	0	0	26	5	1	0	0	0	0	32	24	4	2	8	4	0	0	42
11:45	0	0	0	0	0	0	0	0	20	6	0	1	0	0	0	27	38	3	3	4	1	1	0	50
12:00	0	0	0	0	0	0	0	0	22	7	1	1	0	0	0	31	35	5	1	12	2	0	0	55
12:15	0	0	0	0	0	0	0	0	31	6	0	2	0	0	0	39	33	11	4	12	2	0	0	62
12:30	0	0	0	0	0	0	0	0	20	3	2	0	0	1	0	26	36	3	2	7	2	1	0	51
12:45	0	0	0	0	0	0	0	0	25	7	0	1	0	0	0	33	39	3	2	20	4	1	0	69
13:00	0	0	0	0	0	0	0	0	29	9	1	1	0	1	0	41	38	5	1	9	2	0	0	55
13:15	0	0	0	0	0	0	0	0	22	4	0	0	0	1	0	27	38	2	1	5	2	0	0	48
13:30	0	0	0	0	0	0	0	0	22	5	3	0	0	0	0	30	47	10	4	13	4	1	0	79
13:45	0	0	0	0	0	0	0	0	11	7	5	4	0	0	0	27	35	7	4	13	3	1	0	63
14:00	0	0	0	0	0	0	0	0	21	6	2	0	0	0	0	29	49	9	2	12	4	1	0	77
14:15	0	0	0	0	0	0	0	0	17	3	1	1	0	0	0	22	47	10	4	4	2	0	0	67
14:30	0	0	0	0	0	0	0	0	23	3	2	0	1	0	0	29	61	8	1	5	4	1	0	80
14:45	0	0	0	0	0	0	0	0	30	5	1	0	0	0	0	36	52	12	2	9	2	0	0	77
15:00	0	0	0	0	0	0	0	0	18	3	1	1	0	0	0	23	54	5	2	9	4	0	0	74
15:15	0	0	0	0	0	0	0	0	31	5	2	0	0	1	0	39	46	6	3	3	1	0	0	59
15:30	0	0	0	0	0	0	0	0	22	3	2	0	0	0	0	27	65	9	3	2	4	0	0	83
15:45	0	0	0	0	0	0	0	0	29	7	1	0	0	0	0	37	51	5	0	2	2	0	0	60
16:00	0	0	0	0	0	0	0	0	26	5	1	0	0	1	0	33	64	11	1	5	4	0	0	85
16:15	0	0	0	0	0	0	0	0	21	4	1	0	1	1	0	28	66	5	0	8	3	0	0	82
16:30	0	0	0	0	0	0	0	0	33	2	0	0	0	0	0	35	62	10	1	3	1	0	0	77
16:45	0	0	0	0	0	0	0	0	23	6	2	0	0	1	0	32	64	14	1	2	2	0	0	83
17:00	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26	84	17	1	4	6	2	0	114
17:15	0	0	0	0	0	0	0	0	23	6	0	0	0	0	0	29	76	6	0	10	2	1	0	95
17:30	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	27	73	3	0	5	1	0	0	82
17:45	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	77	5	2	6	4	1	0	95
18:00	0	0	0	0	0	0	0	0	19	2	0	0	0	1	0	22	79	1	2	3	4	1	0	90
18:15	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	73	3	0	4	1	0	0	81
18:30	0	0	0	0	0	0	0	0	23	0	0	1	0	0	0	24	75	5	1	7	4	0	0	92
18:45	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	70	3	0	3	2	0	0	78
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	241	41	3	5	2	1	0	293	654	97	16	39	15	6	1	828
07:15	0	0	0	0	0	0	0	0	259	36	6	3	2	1	0	307	647	87	15	38	11	6	1	805
07:30	0	0	0	0	0	0	0	0	267	28	7	2	2	1	0	307	589	77	11	42	11	5	0	735
07:45	0	0	0	0	0	0	0	0	241	23	7	2	0	2	0	275	500	64	8	42	6	4	0	624
08:00	0	0	0	0	0	0	0	0	224	18	11	1	0	2	0	256	394	48	8	38	8	3	0	499
08:15	0	0	0	0	0	0	0	0	203	15	10	2	0	1	0	231	299	47	10	44	9	2	0	411
08:30	0	0	0	0	0	0	0	0	169	12	11	2	0	1	0	195	250	39	13	46	9	1	0	358
08:45	0	0	0	0	0	0	0	0	143	15	10	2	0	1	0	171	208	34	13	39	12	1	0	307
09:00	0	0	0	0	0	0	0	0	128	15	6	1	0	1	0	151	187	31	17	38	9	1	0	283
09:15	0	0	0	0	0	0	0	0	110	17	5	0	0	1	0	133	160	23	13	30	10	1	0	237
09:30	0	0	0	0	0	0	0	0	100	19	2	1	0	1	0	123	133	24	11	25	11	1	0	205
09:45	0	0	0	0	0	0	0	0	97	15	3	2	0	1	0	118	134	25	15	31	10	0	0	215
10:00	0	0	0	0	0	0	0	0	79	12	4	3	0	1	0	99	128	25	9	30	10	1	0	203
10:15	0	0	0	0	0	0	0	0	72	13	3	5	0	1	0	94	138	26	10	33	11	1	0	219
10:30	0	0	0	0	0	0	0	0	70	17	5	7	0	1	0	100	151	22	10	45	9	1	0	238
10:45	0	0	0	0	0	0	0	0	78	19	4	6	0	0	0	107	139	21	7	42	10	1	0	220
11:00	0	0	0	0	0	0	0	0	81	24	3	6	0	0	0	114	143	17	8	38	10	1	0	217
11:15	0	0	0	0	0	0	0	0	87	25	4	5	0	0	0	121	141	16	7	43	8	1	0	216
11:30	0	0	0	0	0	0	0	0	99	24	2	4	0	0	0	129	130	23	10	36	9	1	0	209
11:45	0	0	0	0	0	0	0	0	93	22	3	4	0	1	0	123	142	22	10	35	7	2	0	218
12:00	0	0	0	0	0	0	0	0	98	23	3	4	0	1	0	129	143	22	9	51	10	2	0	237
12:15	0	0	0	0	0	0	0	0	105	25	3	4	0	2	0	139	146	22	9	48	10	2	0	237
12:30	0	0	0	0	0	0	0	0	96	23	3	2	0	3	0	127	151	13	6	41	10	2	0	223
12:45	0	0	0	0	0	0	0	0	98	25	4	2	0	2	0	131	162	20	8	47	12	2	0	251
13:00	0	0	0	0	0	0	0	0	84	25	9	5	0	2	0	125	158	24	10	40	11	2	0	245
13:15	0	0	0	0	0	0	0	0	76	22	10	4	0	1	0	113	169	28	11	43	13	3	0	267
13:30	0	0	0	0	0	0	0	0	71	21	11	5	0	0	0	108	178	36	14	42	13	3	0	286
13:45	0	0	0	0	0	0	0	0	72	19	10	5	1	0	0	107	192	34	11	34	13	3	0	287
14:00	0	0	0	0	0	0	0	0	91	17	6	1	1	0	0	116	209	39	9	30	12	2	0	301
14:15	0	0	0	0	0	0	0	0	88	14	5	2	1	0	0	110	214	35	9	27	12	1	0	298
14:30	0	0	0	0	0	0	0	0	102	16	6	1	1	1	0	127	213	31	8	26	11	1	0	290
14:45	0	0	0	0	0	0	0	0	101	16	6	1	0	1	0	125	217	32	10	23	11	0	0	293
15:00	0	0	0	0	0	0	0	0	100	18	6	1	0	1	0	126	216	25	8	16	11	0	0	276
15:15	0	0	0	0	0	0	0	0	108	20	6	0	0	2	0	136	226	31	7	12	11	0	0	287
15:30	0	0	0	0	0	0	0	0	98	19	5	0	1	2	0	125	246	30	4	17	13	0	0	310
15:45	0	0	0	0	0	0	0	0	109	18	3	0	1	2	0	133	243	31	2	18	10	0	0	304
16:00	0	0	0	0	0	0	0	0	103	17	4	0	1	3	0	128	256	40	3	18	10	0	0	327
16:15	0	0	0	0	0	0	0	0	101	14	3	0	1	2	0	121	276	46	3	17	12	2	0	356
16:30	0	0	0	0	0	0	0	0	103	16	2	0	0	1	0	122	286	47	3	19	11	3	0	369
16:45	0	0	0	0	0	0	0	0	94	17	2	0	0	1	0	114	297	40	2	21	11	3	0	374
17:00	0	0	0	0	0	0	0	0	90	12	0	0	0	0	0	102	310	31	3	25	13	4	0	386
17:15	0	0	0	0	0	0	0	0	85	12	0	0	0	1	0	98	305	15	4	24	11	3	0	362
17:30	0	0	0	0	0	0	0	0	79	6	0	0	0	1	0	86	302	12	4	18	10	2	0	348
17:45	0	0	0	0	0	0	0	0	78	3	0	1	0	1	0	83	304	14	5	20	13	2	0	358
18:00	0	0	0	0	0	0	0	0	72	3	0	1	0	1	0	77	297	12	3	17	11	1	0	341

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type: Crossroads

Arm A: A226 Thames Way (N)
Arm B: Unnamed Road (E)
Arm C: A226 Thames Way (S)
Arm D: A2260 Ebbsfleet Gateway (W)

	D to D								D to C								D to B							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	15	1	0	17	2	0	0	35	0	0	0	0	0	0	0	0
07:15								0	14	4	0	7	1	1	0	27	0	0	0	0	0	0	0	0
07:30								0	22	3	0	10	2	0	0	37	0	0	0	0	0	0	0	0
07:45								0	36	1	3	6	2	1	0	49	0	0	0	0	0	0	0	0
08:00								0	46	1	3	6	1	0	0	57	0	0	0	0	0	0	0	0
08:15								0	29	6	1	9	4	0	0	49	0	0	0	0	0	0	0	0
08:30								0	32	3	2	15	3	0	0	55	0	0	0	0	0	0	0	0
08:45								0	28	2	1	12	1	0	0	44	0	0	0	0	0	0	0	0
09:00								0	38	2	3	16	2	0	0	61	0	0	0	0	0	0	0	0
09:15								0	17	5	2	9	3	0	0	36	0	0	0	0	0	0	0	0
09:30								0	23	5	2	6	1	0	0	37	0	0	0	0	0	0	0	0
09:45								0	11	2	0	11	5	0	0	29	0	0	0	0	0	0	0	0
10:00								0	21	5	3	11	3	0	0	43	0	0	0	0	0	0	0	0
10:15								0	20	5	3	17	3	0	0	48	0	0	0	0	0	0	0	0
10:30								0	20	2	1	14	2	0	0	39	0	0	0	0	0	0	0	0
10:45								0	17	1	1	7	2	0	0	28	0	0	0	0	0	0	0	0
11:00								0	13	2	3	7	2	1	0	28	0	0	0	0	0	0	0	0
11:15								0	20	1	0	12	4	1	0	38	0	0	0	0	0	0	0	0
11:30								0	24	3	3	14	2	0	0	46	0	0	0	0	0	0	0	0
11:45								0	27	2	3	11	2	0	0	45	0	0	0	0	0	0	0	0
12:00								0	14	5	1	11	3	0	0	34	0	0	0	0	0	0	0	0
12:15								0	12	2	5	10	3	0	0	32	0	0	0	0	0	0	0	0
12:30								0	20	7	4	12	3	0	0	46	0	0	0	0	0	0	0	0
12:45								0	22	2	2	5	2	0	0	33	0	0	0	0	0	0	0	0
13:00								0	15	1	1	11	2	0	0	30	0	0	0	0	0	0	0	0
13:15								0	11	1	4	19	4	0	0	39	0	0	0	0	0	0	0	0
13:30								0	13	5	4	11	1	0	0	34	0	0	0	0	0	0	0	0
13:45								0	24	3	5	7	4	0	0	43	0	0	0	0	0	0	0	0
14:00								0	16	4	1	3	2	0	0	26	0	0	0	0	0	0	0	0
14:15								0	22	2	4	12	2	0	0	42	0	0	0	0	0	0	0	0
14:30								0	26	6	3	11	2	0	0	48	0	0	0	0	0	0	0	0
14:45								0	20	2	6	8	2	0	0	38	0	0	0	0	0	0	0	0
15:00								0	22	5	0	16	4	0	0	47	0	0	0	0	0	0	0	0
15:15								0	29	3	3	8	2	0	0	45	0	0	0	0	0	0	0	0
15:30								0	21	2	2	6	4	0	0	35	0	0	0	0	0	0	0	0
15:45								0	24	8	1	7	1	0	0	41	0	0	0	0	0	0	0	0
16:00								0	26	4	3	6	3	1	1	44	0	0	0	0	0	0	0	0
16:15								0	26	6	2	7	3	0	0	44	0	0	0	0	0	0	0	0
16:30								0	27	3	1	8	4	1	0	44	0	0	0	0	0	0	0	0
16:45								0	33	2	0	5	2	1	0	43	0	0	0	0	0	0	0	0
17:00								0	25	4	0	1	2	0	0	32	0	0	0	0	0	0	0	0
17:15								0	35	1	4	4	2	0	0	46	0	0	0	0	0	0	0	0
17:30								0	36	2	2	4	2	1	0	47	0	0	0	0	0	0	0	0
17:45								0	40	3	0	6	3	0	0	52	0	0	0	0	0	0	0	0
18:00								0	45	4	1	4	3	0	0	57	0	0	0	0	0	0	0	0
18:15								0	30	2	3	0	2	0	1	38	0	0	0	0	0	0	0	0
18:30								0	50	0	1	10	5	1	0	67	0	0	0	0	0	0	0	0
18:45								0	35	5	1	4	4	0	0	49	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	87	9	3	40	7	2	0	148	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	118	9	6	29	6	2	0	170	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	133	11	7	31	9	1	0	192	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	143	11	9	36	10	1	0	210	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	135	12	7	42	9	0	0	205	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	127	13	7	52	10	0	0	209	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	115	12	8	52	9	0	0	196	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	106	14	8	43	7	0	0	178	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	89	14	7	42	11	0	0	163	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	72	17	7	37	12	0	0	145	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	75	17	8	45	12	0	0	157	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	72	14	7	53	13	0	0	159	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	78	13	8	49	10	0	0	158	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	70	10	8	45	9	1	0	143	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	70	6	5	40	10	2	0	133	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	74	7	7	40	10	2	0	140	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	84	8	9	44	10	2	0	157	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	85	11	7	48	11	1	0	163	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	77	12	12	46	10	0	0	157	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	73	16	13	44	11	0	0	157	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	68	16	12	38	11	0	0	145	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	69	12	12	38	10	0	0	141	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	68	11	11	47	11	0	0	148	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	61	9	11	46	9	0	0	136	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	63	10	14	48	11	0	0	146	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	64	13	14	40	11	0	0	142	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	75	14	14	33	9	0	0	145	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	88	15	13	33	10	0	0	159	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	84	14	14	34	8	0	0	154	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	90	15	13	47	10	0	0	175	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	97	16	12	43	10	0	0	178	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	92	12	11	38	12	0	0	165	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	96	18	6	37	11	0	0	168	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	100	17	9	27	10	1	1	165	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	97	20	8	26	11	1	1	164	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	103	21	7	28	11	2	1	173	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	112	15	6	26	12	3	1	175	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	111	15	3	21	11	2	0	163	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	120	10	5	18	10	2	0	165	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	129	9	6	14	8	2	0	168	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	136	10	6	15	9	1	0	177	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	156	10	7	18	10	1	0	202	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	151	11	6	14	10	1	1	194	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	165	9	5	20	13	1	1	214	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	160	11	6	18	14	1	1	211	0	0	0	0	0	0	0	0

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Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type: Crossroads

Arm A: A226 Thames Way (N)
Arm B: Unnamed Road (E)
Arm C: A226 Thames Way (S)
Arm D: A2260 Ebbsfleet Gateway (W)

	D to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	18	2	1	8	2	0	0	31
07:15	15	2	0	10	2	1	0	30
07:30	18	5	2	1	1	1	0	28
07:45	31	9	2	6	1	0	0	49
08:00	13	9	3	16	1	1	0	43
08:15	33	12	2	7	1	0	0	55
08:30	33	10	4	11	0	0	0	58
08:45	45	13	3	4	3	0	0	68
09:00	32	2	2	11	2	0	0	49
09:15	30	4	4	10	1	0	0	49
09:30	23	9	4	14	3	0	0	53
09:45	24	6	3	6	0	0	0	39
10:00	20	4	2	13	2	0	0	41
10:15	19	8	4	7	1	0	0	39
10:30	19	6	4	11	2	0	0	42
10:45	22	9	2	23	0	0	0	56
11:00	17	11	1	12	3	1	0	45
11:15	21	7	4	12	1	1	0	46
11:30	12	2	4	10	2	1	0	31
11:45	16	11	5	4	0	0	0	36
12:00	18	9	5	18	3	0	0	53
12:15	18	7	4	13	1	0	0	43
12:30	17	11	0	9	1	0	0	38
12:45	10	2	3	6	2	0	0	23
13:00	18	7	6	10	2	0	0	43
13:15	23	12	4	5	1	0	0	45
13:30	17	9	2	9	2	0	0	39
13:45	18	5	7	20	1	0	0	51
14:00	16	8	3	10	2	0	0	39
14:15	14	6	5	18	3	0	0	46
14:30	24	8	9	11	1	0	0	53
14:45	17	10	7	12	1	0	0	47
15:00	20	7	6	18	3	1	0	55
15:15	19	14	3	13	1	0	0	50
15:30	21	11	5	7	1	0	0	45
15:45	16	13	2	12	1	0	0	44
16:00	23	11	5	7	3	1	0	50
16:15	16	4	1	5	2	1	0	29
16:30	20	6	5	7	0	1	0	39
16:45	22	4	2	3	3	0	0	34
17:00	16	4	0	8	2	0	0	30
17:15	23	9	1	2	0	0	0	35
17:30	24	4	2	4	1	1	0	36
17:45	25	6	2	3	2	0	0	38
18:00	12	3	2	4	1	0	0	22
18:15	18	3	1	2	1	1	0	26
18:30	28	1	0	2	1	0	0	32
18:45	20	4	0	3	1	0	0	28
Start Time	Rolling Hour							Total
07:00	82	18	5	25	6	2	0	138
07:15	77	25	7	33	5	3	0	150
07:30	95	35	9	30	4	2	0	175
07:45	110	40	11	40	3	1	0	205
08:00	124	44	12	38	5	1	0	224
08:15	143	37	11	33	6	0	0	230
08:30	140	29	13	36	6	0	0	224
08:45	130	28	13	39	9	0	0	219
09:00	109	21	13	41	6	0	0	190
09:15	97	23	13	43	6	0	0	182
09:30	86	27	13	40	6	0	0	172
09:45	82	24	13	37	5	0	0	161
10:00	80	27	12	54	5	0	0	178
10:15	77	34	11	53	6	1	0	182
10:30	79	33	11	58	6	2	0	189
10:45	72	29	11	57	6	3	0	178
11:00	66	31	14	38	6	3	0	158
11:15	67	29	18	44	6	2	0	166
11:30	64	29	18	45	6	1	0	163
11:45	69	38	14	44	5	0	0	170
12:00	63	29	12	46	7	0	0	157
12:15	63	27	13	38	6	0	0	147
12:30	68	32	13	30	6	0	0	149
12:45	68	30	15	30	7	0	0	150
13:00	76	33	19	44	6	0	0	178
13:15	74	34	16	44	6	0	0	174
13:30	65	28	17	57	8	0	0	175
13:45	72	27	24	59	7	0	0	189
14:00	71	32	24	51	7	0	0	185
14:15	75	31	27	59	8	1	0	201
14:30	80	39	25	54	6	1	0	205
14:45	77	42	21	50	6	1	0	197
15:00	76	45	16	50	6	1	0	194
15:15	79	49	15	39	6	1	0	189
15:30	76	39	13	31	7	2	0	168
15:45	75	34	13	31	6	3	0	162
16:00	81	25	13	22	8	3	0	152
16:15	74	18	8	23	7	2	0	132
16:30	81	23	8	20	5	1	0	138
16:45	85	21	5	17	6	1	0	135
17:00	88	23	5	17	5	1	0	139
17:15	84	22	7	13	4	1	0	131
17:30	79	16	7	13	5	2	0	122
17:45	83	13	5	11	5	1	0	118
18:00	78	11	3	11	4	1	0	108

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Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type: Crossroads

	Arm A Approach								Arm A Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	18	10	4	11	2	1	0	46	62	13	1	10	2	1	0	89
07:15	33	5	4	14	1	2	0	59	72	14	1	11	2	1	0	101
07:30	32	8	9	10	2	1	0	62	91	14	4	1	3	1	0	114
07:45	27	13	3	11	1	2	0	57	98	18	2	8	1	0	0	127
08:00	49	13	3	10	0	1	0	76	75	15	6	16	1	2	0	115
08:15	46	14	4	11	3	1	0	79	98	16	4	7	1	0	0	126
08:30	35	7	3	8	0	0	2	55	80	14	6	11	0	1	0	112
08:45	29	5	7	12	1	0	0	54	95	17	7	5	3	0	0	127
09:00	32	9	3	13	4	1	0	62	73	5	4	12	2	0	0	96
09:15	29	3	6	15	0	0	0	53	61	5	7	10	1	0	0	84
09:30	35	14	4	6	2	2	0	63	44	16	5	14	3	1	0	83
09:45	39	10	6	10	1	1	0	67	59	10	3	6	0	0	0	78
10:00	34	10	6	13	5	1	0	69	43	9	3	13	2	0	0	70
10:15	29	12	6	16	0	1	0	64	40	11	4	8	1	0	0	64
10:30	35	5	0	10	2	0	0	52	37	9	6	12	2	1	0	67
10:45	32	11	5	15	2	2	0	67	39	10	3	24	0	0	0	76
11:00	34	9	6	9	1	0	0	59	33	17	1	14	3	1	0	69
11:15	28	12	6	8	2	0	0	56	40	14	6	15	1	1	0	77
11:30	30	12	3	13	2	0	0	60	38	7	5	10	2	1	0	63
11:45	44	14	4	14	2	0	0	78	36	17	5	5	0	0	0	63
12:00	39	16	3	9	1	0	0	68	40	16	6	19	3	0	0	84
12:15	41	15	1	13	2	0	0	72	49	13	4	15	1	0	0	82
12:30	36	10	4	17	1	0	0	68	37	14	2	9	1	1	0	64
12:45	34	14	5	10	2	0	0	65	35	9	3	7	2	0	0	56
13:00	43	10	4	20	3	0	0	80	47	16	7	11	2	1	0	84
13:15	42	10	3	8	1	0	0	64	45	16	4	5	1	1	0	72
13:30	42	13	7	5	1	0	0	68	39	14	5	9	2	0	0	69
13:45	40	8	4	3	2	0	0	57	29	12	12	24	1	0	0	78
14:00	45	8	8	13	3	0	0	77	37	14	5	10	2	0	0	68
14:15	49	10	3	12	0	1	0	75	31	9	6	19	3	0	0	68
14:30	72	14	3	9	4	0	0	102	47	11	11	11	2	0	0	82
14:45	75	13	3	12	2	0	0	105	47	15	8	12	1	0	0	83
15:00	76	12	6	13	2	0	1	110	38	10	7	19	3	1	0	78
15:15	57	9	3	11	1	0	0	81	50	19	5	13	1	1	0	89
15:30	56	13	1	11	3	0	0	84	43	14	7	7	1	0	0	72
15:45	66	17	2	4	1	2	0	92	45	20	3	12	1	0	0	81
16:00	110	12	3	7	1	2	0	135	49	16	6	7	3	2	0	83
16:15	69	17	4	3	1	0	0	94	37	8	2	5	3	2	0	57
16:30	90	19	2	2	4	0	0	117	53	8	5	7	0	1	0	74
16:45	95	15	0	0	2	1	0	113	45	10	4	3	3	1	0	66
17:00	136	16	0	0	1	4	0	157	40	6	0	8	2	0	0	56
17:15	113	8	1	4	2	0	0	128	46	15	1	2	0	0	0	64
17:30	125	13	0	3	2	0	0	143	48	7	2	4	1	1	0	63
17:45	107	8	0	6	2	1	0	124	44	7	2	3	2	0	0	58
18:00	100	6	0	0	1	0	1	108	31	5	2	4	1	1	0	44
18:15	65	4	0	1	1	1	0	72	35	3	1	2	1	1	0	43
18:30	72	1	2	1	4	1	0	81	51	1	0	3	1	0	0	56
18:45	50	5	0	1	1	2	0	59	33	5	0	3	1	0	0	42
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	110	36	20	46	6	6	0	224	323	59	8	30	8	3	0	431
07:15	141	39	19	45	4	6	0	254	336	61	13	36	7	4	0	457
07:30	154	48	19	42	6	5	0	274	362	63	16	32	6	3	0	482
07:45	157	47	13	40	4	4	2	267	351	63	18	42	3	3	0	480
08:00	159	39	17	41	4	2	2	264	348	62	23	39	5	3	0	480
08:15	142	35	17	44	8	2	2	250	346	52	21	35	6	1	0	461
08:30	125	24	19	48	5	1	2	224	309	41	24	38	6	1	0	419
08:45	125	31	20	46	7	3	0	232	273	43	23	41	9	1	0	390
09:00	135	36	19	44	7	4	0	245	237	36	19	42	6	1	0	341
09:15	137	37	22	44	8	4	0	252	207	40	18	43	6	1	0	315
09:30	137	46	22	45	8	5	0	263	186	46	15	41	6	1	0	295
09:45	137	37	18	49	8	3	0	252	179	39	16	39	5	1	0	279
10:00	130	38	17	54	9	4	0	252	159	39	16	57	5	1	0	277
10:15	130	37	17	50	5	3	0	242	149	47	14	58	6	2	0	276
10:30	129	37	17	42	7	2	0	234	149	50	16	65	6	3	0	289
10:45	124	44	20	45	7	2	0	242	150	48	15	63	6	3	0	285
11:00	136	47	19	44	7	0	0	253	147	55	17	44	6	3	0	272
11:15	141	54	16	44	7	0	0	262	154	54	22	49	6	2	0	287
11:30	154	57	11	49	7	0	0	278	163	53	20	49	6	1	0	292
11:45	160	55	12	53	6	0	0	286	162	60	17	48	5	1	0	293
12:00	150	55	13	49	6	0	0	273	161	52	15	50	7	1	0	286
12:15	154	49	14	60	8	0	0	285	168	52	16	42	6	2	0	286
12:30	155	44	16	55	7	0	0	277	164	55	16	32	6	3	0	276
12:45	161	47	19	43	7	0	0	277	166	55	19	32	7	2	0	281
13:00	167	41	18	36	7	0	0	269	160	58	28	49	6	2	0	303
13:15	169	39	22	29	7	0	0	266	150	56	26	48	6	1	0	287
13:30	176	39	22	33	6	1	0	277	136	49	28	62	8	0	0	283
13:45	206	40	18	37	9	1	0	311	144	46	34	64	8	0	0	296
14:00	241	45	17	46	9	1	0	359	162	49	30	52	8	0	0	301
14:15	272	49	15	46	8	1	1	392	163	45	32	61	9	1	0	311
14:30	280	48	15	45	9	0	1	398	182	55	31	55	7	2	0	332
14:45	264	47	13	47	8	0	1	380	178	58	27	51	6	2	0	322
15:00	255	51	12	39	7	2	1	367	176	63	22	51	6	2	0	320
15:15	289	51	9	33	6	4	0	392	187	69	21	39	6	3	0	325
15:30	301	59	10	25	6	4	0	405	174	58	18	31	8	4	0	293
15:45	335	65	11	16	7	4	0	438	184	52	16	31	7	5	0	295
16:00	364	63	9	12	8	3	0	459	184	42	17	22	9	6	0	280
16:15	390	67	6	5	8	5	0	481	175	32	11	23	8	4	0	253
16:30	434	58	3	6	9	5	0	515	184	39	10	20	5	2	0	260
16:45	469	52	1	7	7	5	0	541	179	38	7	17	6	2	0	249
17:00	481	45	1	13	7	5	0	552	178	35	5	17	5	1	0	241
17:15	445	35	1	13	7	1	1	503	169	34	7	13	4	2	0	229
17:30	397	31	0	10	6	2	1	447	158	22	7	13	5	3	0	208
17:45	344	19	2	8	8	3	1	385	161	16	5	12	5	2	0	201
18:00	287	16	2	3	7	4	1	320	150	14	3	12	4	2	0	185

[redacted]

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type: Crossroads

	Arm B Approach								Arm B Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	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	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	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	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1

[redacted]

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type: Crossroads

	Arm C Approach								Arm C Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	200	35	4	9	5	2	0	255	17	3	1	17	3	1	0	42
07:15	222	37	5	7	2	2	1	276	20	4	1	7	1	1	0	34
07:30	239	31	6	12	8	2	0	298	33	4	3	12	2	0	0	54
07:45	234	35	4	16	2	1	0	292	51	2	3	8	2	1	0	67
08:00	211	20	6	6	1	2	0	246	70	6	4	6	1	0	0	87
08:15	172	19	2	10	2	1	0	206	55	8	2	9	4	0	0	78
08:30	124	13	3	12	1	2	0	155	42	4	3	16	3	0	2	70
08:45	111	14	8	11	4	0	0	148	40	6	2	12	1	0	0	61
09:00	95	16	7	13	2	0	0	133	52	6	3	17	3	0	0	81
09:15	89	8	6	12	2	0	0	117	28	7	3	9	3	0	0	50
09:30	56	11	2	5	4	2	0	80	37	8	2	6	1	2	0	56
09:45	75	11	8	9	1	0	0	104	23	4	2	11	5	0	0	45
10:00	50	10	2	4	3	0	0	69	35	6	4	13	3	0	0	61
10:15	52	11	1	8	3	0	0	75	33	10	5	20	3	1	0	72
10:30	54	8	7	12	3	1	0	85	31	5	1	16	3	0	0	56
10:45	51	8	3	9	1	1	0	73	31	5	2	10	2	1	0	51
11:00	53	12	2	9	4	0	0	80	28	6	3	9	2	1	0	49
11:15	63	11	3	22	1	0	0	100	34	5	2	13	4	1	0	59
11:30	50	9	3	8	4	0	0	74	36	5	3	15	2	0	0	61
11:45	58	9	3	5	1	1	0	77	51	4	4	12	2	0	0	73
12:00	57	12	2	13	2	0	0	86	28	10	2	11	3	0	0	54
12:15	64	17	4	14	2	0	0	101	27	5	5	11	3	0	0	51
12:30	56	6	4	7	2	2	0	77	37	9	5	13	3	0	0	67
12:45	64	10	2	21	4	1	0	102	39	3	3	7	2	0	0	54
13:00	67	14	2	10	2	1	0	96	37	3	1	12	3	0	0	56
13:15	60	6	1	5	2	1	0	75	31	6	4	19	4	0	0	64
13:30	69	15	7	13	4	1	0	109	34	8	5	12	1	0	0	60
13:45	46	14	9	17	3	1	0	90	43	6	6	7	4	0	0	66
14:00	70	15	4	12	4	1	0	106	32	5	4	4	2	0	0	47
14:15	64	13	5	5	2	0	0	89	51	4	5	14	2	0	0	76
14:30	84	11	3	5	5	1	0	109	52	9	3	11	2	0	0	77
14:45	82	17	3	9	2	0	0	113	52	4	6	8	3	0	0	73
15:00	72	8	3	10	4	0	0	97	52	9	1	16	4	0	1	83
15:15	77	11	5	3	1	1	0	98	54	6	3	9	2	0	0	74
15:30	87	12	5	2	4	0	0	110	45	6	2	6	4	0	0	63
15:45	80	12	1	2	2	0	0	97	47	12	1	8	1	1	0	70
16:00	90	16	2	5	4	1	0	118	65	11	3	7	3	1	1	91
16:15	87	9	1	8	4	1	0	110	50	9	3	7	3	0	0	72
16:30	95	12	1	3	1	0	0	112	60	9	2	8	5	1	0	85
16:45	87	20	3	2	2	1	0	115	69	8	0	5	2	2	0	86
17:00	108	19	1	4	6	2	0	140	69	5	0	1	2	0	0	77
17:15	99	12	0	10	2	1	0	124	77	2	5	4	2	0	0	90
17:30	97	6	0	5	1	0	0	109	77	6	2	4	3	1	0	93
17:45	96	6	2	6	4	1	0	115	94	3	0	6	3	1	0	107
18:00	98	3	2	3	4	2	0	112	84	6	1	4	3	0	1	99
18:15	90	3	0	4	1	0	0	98	51	4	3	0	2	0	1	61
18:30	98	5	1	8	4	0	0	116	88	1	1	10	5	1	0	106
18:45	83	4	0	3	2	0	0	92	58	6	1	4	4	2	0	75
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	895	138	19	44	17	7	1	1121	121	13	8	44	8	3	0	197
07:15	906	123	21	41	13	7	1	1112	174	16	11	33	6	2	0	242
07:30	856	105	18	44	13	6	0	1042	209	20	12	35	9	1	0	286
07:45	741	87	15	44	6	6	0	899	218	20	12	39	10	1	2	302
08:00	618	66	19	39	8	5	0	755	207	24	11	43	9	0	2	296
08:15	502	62	20	46	9	3	0	642	189	24	10	54	11	0	2	290
08:30	419	51	24	48	9	2	0	553	162	23	11	54	10	0	2	262
08:45	351	49	23	41	12	2	0	478	157	27	10	44	8	2	0	248
09:00	315	46	23	39	9	2	0	434	140	25	10	43	12	2	0	232
09:15	270	40	18	30	10	2	0	370	123	25	11	39	12	2	0	212
09:30	233	43	13	26	11	2	0	328	128	28	13	50	12	3	0	234
09:45	231	40	18	33	10	1	0	333	122	25	12	60	14	1	0	234
10:00	207	37	13	33	10	2	0	302	130	26	12	59	11	2	0	240
10:15	210	39	13	38	11	2	0	313	123	26	11	55	10	3	0	228
10:30	221	39	15	52	9	2	0	338	124	21	8	48	11	3	0	215
10:45	217	40	11	48	10	1	0	327	129	21	10	47	10	3	0	220
11:00	224	41	11	44	10	1	0	331	149	20	12	49	10	2	0	242
11:15	228	41	11	48	8	1	0	337	149	24	11	51	11	1	0	247
11:30	229	47	12	40	9	1	0	338	142	24	14	49	10	0	0	239
11:45	235	44	13	39	7	3	0	341	143	28	16	47	11	0	0	245
12:00	241	45	12	55	10	3	0	366	131	27	15	42	11	0	0	226
12:15	251	47	12	52	10	4	0	376	140	20	14	43	11	0	0	228
12:30	247	36	9	43	10	5	0	350	144	21	13	51	12	0	0	241
12:45	260	45	12	49	12	4	0	382	141	20	13	50	10	0	0	234
13:00	242	49	19	45	11	4	0	370	145	23	16	50	12	0	0	246
13:15	245	50	21	47	13	4	0	380	140	25	19	42	11	0	0	237
13:30	249	57	25	47	13	3	0	394	160	23	20	37	9	0	0	249
13:45	264	53	21	39	14	3	0	394	178	24	18	36	10	0	0	266
14:00	300	56	15	31	13	2	0	417	187	22	18	37	9	0	0	273
14:15	302	49	14	29	13	1	0	408	207	26	15	49	11	0	1	309
14:30	315	47	14	27	12	2	0	417	210	28	13	44	11	0	1	307
14:45	318	48	16	24	11	1	0	418	203	25	12	39	13	0	1	293
15:00	316	43	14	17	11	1	0	402	198	33	7	39	11	1	1	290
15:15	334	51	13	12	11	2	0	423	211	35	9	30	10	2	1	298
15:30	344	49	9	17	14	2	0	435	207	38	9	28	11	2	1	296
15:45	352	49	5	18	11	2	0	437	222	41	9	30	12	3	1	318
16:00	359	57	7	18	11	3	0	455	244	37	8	27	13	4	1	334
16:15	377	60	6	17	13	4	0	477	248	31	5	21	12	3	0	320
16:30	389	63	5	19	11	4	0	491	275	24	7	18	11	3	0	338
16:45	391	57	4	21	11	4	0	488	292	21	7	14	9	3	0	346
17:00	400	43	3	25	13	4	0	488	317	16	7	15	10	2	0	367
17:15	390	27	4	24	11	4	0	460	332	17	8	18	11	2	1	389
17:30	381	18	4	18	10	3	0	434	306	19	6	14	11	2	2	360
17:45	382	17	5	21	13	3	0	441	317	14	5	20	13	2	2	373
18:00	369	15	3	18	11	2	0	418	281	17	6	18	14	3	2	341

[redacted]

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type: Crossroads

	Arm D Approach								Arm D Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	33	3	1	25	4	0	0	66	172	32	7	18	6	1	0	236
07:15	29	6	0	17	3	2	0	57	192	30	7	20	3	4	1	257
07:30	40	8	2	11	3	1	0	65	187	29	10	20	8	3	0	257
07:45	67	10	5	12	3	1	0	98	179	38	7	23	3	3	0	253
08:00	59	10	6	22	2	1	0	100	174	22	5	16	1	2	0	220
08:15	62	18	3	16	5	0	0	104	127	27	3	21	5	2	0	185
08:30	65	13	6	26	3	0	0	113	102	15	3	19	1	1	0	141
08:45	73	15	4	16	4	0	0	112	78	11	10	22	5	0	0	126
09:00	70	4	5	27	4	0	0	110	72	18	8	24	5	1	0	128
09:15	47	9	6	19	4	0	0	85	76	8	8	27	2	0	0	121
09:30	46	14	6	20	4	0	0	90	56	15	5	11	6	1	0	94
09:45	35	8	3	17	5	0	0	68	67	15	12	19	2	1	0	116
10:00	41	9	5	24	5	0	0	84	47	14	6	15	8	1	0	91
10:15	39	13	7	24	4	0	0	87	47	15	5	20	3	0	0	90
10:30	39	8	5	25	4	0	0	81	60	7	5	19	4	0	0	95
10:45	39	10	3	30	2	0	0	84	52	14	6	20	3	2	0	97
11:00	30	13	4	19	5	2	0	73	56	11	8	14	5	0	0	94
11:15	41	8	4	24	5	2	0	84	58	12	5	26	3	0	0	104
11:30	36	5	7	24	4	1	0	77	42	14	5	20	6	0	0	87
11:45	43	13	8	15	2	0	0	81	58	15	6	17	3	1	0	100
12:00	32	14	6	29	6	0	0	87	60	16	3	21	3	0	0	103
12:15	30	9	9	23	4	0	0	75	59	23	5	24	4	0	0	115
12:30	37	18	4	21	4	0	0	84	55	11	5	23	3	1	0	98
12:45	32	4	5	11	4	0	0	56	56	16	6	28	6	1	0	113
13:00	33	8	7	21	4	0	0	73	59	13	5	28	4	0	0	109
13:15	34	13	8	24	5	0	0	84	60	7	4	13	3	0	0	87
13:30	30	14	6	20	3	0	0	73	68	20	10	17	5	1	0	121
13:45	42	8	12	27	5	0	0	94	56	12	7	16	5	1	0	97
14:00	32	12	4	13	4	0	0	65	78	16	7	24	7	1	0	133
14:15	36	8	9	30	5	0	0	88	67	18	6	14	2	1	0	108
14:30	50	14	12	22	3	0	0	101	107	19	4	14	8	1	0	153
14:45	37	12	13	20	3	0	0	85	95	23	5	21	3	0	0	147
15:00	42	12	6	34	7	1	0	102	100	13	7	22	6	0	0	148
15:15	48	17	6	21	3	0	0	95	78	12	6	13	2	0	0	111
15:30	42	13	7	13	5	0	0	80	97	18	4	13	7	0	0	139
15:45	40	21	3	19	2	0	0	85	94	18	2	5	3	1	0	123
16:00	49	15	8	13	6	2	1	94	135	16	4	11	5	2	0	173
16:15	42	10	3	12	5	1	0	73	111	19	3	11	4	0	0	148
16:30	47	9	6	15	4	2	0	83	119	23	2	5	4	0	0	153
16:45	55	6	2	8	5	1	0	77	123	23	1	2	4	0	0	153
17:00	41	8	0	9	4	0	0	62	176	32	1	4	7	6	0	226
17:15	58	10	5	6	2	0	0	81	147	13	0	14	4	1	0	179
17:30	60	6	4	8	3	2	0	83	157	12	0	8	2	0	0	179
17:45	65	9	2	9	5	0	0	90	130	13	2	12	6	1	0	164
18:00	57	7	3	8	4	0	0	79	140	5	2	3	5	1	0	156
18:15	48	5	4	2	3	1	1	64	117	5	0	5	2	1	0	130
18:30	78	1	1	12	6	1	0	99	109	5	3	8	8	1	0	134
18:45	55	9	1	7	5	0	0	77	97	7	0	4	3	0	0	111
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	169	27	8	65	13	4	0	286	730	129	31	81	20	11	1	1003
07:15	195	34	13	62	11	5	0	320	732	119	29	79	15	12	1	987
07:30	228	46	16	61	13	3	0	367	667	116	25	80	17	10	0	915
07:45	253	51	20	76	13	2	0	415	582	102	18	79	10	8	0	799
08:00	259	56	19	80	14	1	0	429	481	75	21	78	12	5	0	672
08:15	270	50	18	85	16	0	0	439	379	71	24	86	16	4	0	580
08:30	255	41	21	88	15	0	0	420	328	52	29	92	13	2	0	516
08:45	236	42	21	82	16	0	0	397	282	52	31	84	18	2	0	469
09:00	198	35	20	83	17	0	0	353	271	56	33	81	15	3	0	459
09:15	169	40	20	80	18	0	0	327	246	52	31	72	18	3	0	422
09:30	161	44	21	85	18	0	0	329	217	59	28	65	19	3	0	391
09:45	154	38	20	90	18	0	0	320	221	51	28	73	17	2	0	392
10:00	158	40	20	103	15	0	0	336	206	50	22	74	18	3	0	373
10:15	147	44	19	98	15	2	0	325	215	47	24	73	15	2	0	376
10:30	149	39	16	98	16	4	0	322	226	44	24	79	15	2	0	390
10:45	146	36	18	97	16	5	0	318	208	51	24	80	17	2	0	382
11:00	150	39	23	82	16	5	0	315	214	52	24	77	17	1	0	385
11:15	152	40	25	92	17	3	0	329	218	57	19	84	15	1	0	394
11:30	141	41	30	91	16	1	0	320	219	68	19	82	16	1	0	405
11:45	142	54	27	88	16	0	0	327	232	65	19	85	13	2	0	416
12:00	131	45	24	84	18	0	0	302	230	66	19	96	16	2	0	429
12:15	132	39	25	76	16	0	0	288	229	63	21	103	17	2	0	435
12:30	136	43	24	77	17	0	0	297	230	47	20	92	16	2	0	407
12:45	129	39	26	76	16	0	0	286	243	56	25	86	18	2	0	430
13:00	139	43	33	92	17	0	0	324	243	52	26	74	17	2	0	414
13:15	138	47	30	84	17	0	0	316	262	55	28	70	20	3	0	438
13:30	140	42	31	90	17	0	0	320	269	66	30	71	19	4	0	459
13:45	160	42	37	92	17	0	0	348	308	65	24	68	22	4	0	491
14:00	155	46	38	85	15	0	0	339	347	76	22	73	20	3	0	541
14:15	165	46	40	106	18	1	0	376	369	73	22	71	19	2	0	556
14:30	177	55	37	97	16	1	0	383	380	67	22	70	19	1	0	559
14:45	169	54	32	88	18	1	0	362	370	66	22	69	18	0	0	545
15:00	172	63	22	87	17	1	0	362	369	61	19	53	18	1	0	521
15:15	179	66	24	66	16	2	1	354	404	64	16	42	17	3	0	546
15:30	173	59	21	57	18	3	1	332	437	71	13	40	19	3	0	583
15:45	178	55	20	59	17	5	1	335	459	76	11	32	16	3	0	597
16:00	193	40	19	48	20	6	1	327	488	81	10	29	17	2	0	627
16:15	185	33	11	44	18	4	0	295	529	97	7	22	19	6	0	680
16:30	201	33	13	38	15	3	0	303	565	91	4	25	19	7	0	711
16:45	214	30	11	31	14	3	0	303	603	80	2	28	17	7	0	737
17:00	224	33	11	32	14	2	0	316	610	70	3	38	19	8	0	748
17:15	240	32	14	31	14	2	0	333	574	43	4	37	17	3	0	678
17:30	230	27	13	27	15	3	1	316	544	35	4	28	15	3	0	629
17:45	248	22	10	31	18	2	1	332	496	28	7	28	21	4	0	584
18:00	238	22	9	29	18	2	1	319	463	22	5	20	18	3	0	531

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Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type: Crossroads

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	251	48	9	45	11	3	0	367
07:15	284	48	9	38	6	6	1	392
07:30	311	47	17	33	13	4	0	425
07:45	328	58	12	39	6	4	0	447
08:00	319	43	15	38	3	4	0	422
08:15	280	51	9	37	10	2	0	389
08:30	224	33	12	46	4	2	2	323
08:45	213	34	19	39	9	0	0	314
09:00	197	29	15	53	10	1	0	305
09:15	165	20	18	46	6	0	0	255
09:30	137	39	12	31	10	4	0	233
09:45	149	29	17	36	7	1	0	239
10:00	125	29	13	41	13	1	0	222
10:15	120	36	14	48	7	1	0	226
10:30	128	21	12	47	9	1	0	218
10:45	122	29	11	54	5	3	0	224
11:00	117	34	12	37	10	2	0	212
11:15	132	31	13	54	8	2	0	240
11:30	116	26	13	45	10	1	0	211
11:45	145	36	15	34	5	1	0	236
12:00	128	42	11	51	9	0	0	241
12:15	135	41	14	50	8	0	0	248
12:30	129	34	12	45	7	2	0	229
12:45	130	28	12	42	10	1	0	223
13:00	143	32	13	51	9	1	0	249
13:15	136	29	12	37	8	1	0	223
13:30	141	42	20	38	8	1	0	250
13:45	128	30	25	47	10	1	0	241
14:00	147	35	16	38	11	1	0	248
14:15	149	31	17	47	7	1	0	252
14:30	206	39	18	36	12	1	0	312
14:45	194	42	19	41	7	0	0	303
15:00	190	32	15	57	13	1	1	309
15:15	182	37	14	35	5	1	0	274
15:30	185	38	13	26	12	0	0	274
15:45	186	50	6	25	5	2	0	274
16:00	249	43	13	25	11	5	1	347
16:15	198	36	8	23	10	2	0	277
16:30	232	40	9	20	9	2	0	312
16:45	237	41	5	10	9	3	0	305
17:00	285	43	1	13	11	6	0	359
17:15	270	30	6	20	6	1	0	333
17:30	282	25	4	16	6	2	0	335
17:45	268	23	4	21	11	2	0	329
18:00	255	16	5	11	9	2	1	299
18:15	203	12	4	7	5	2	1	234
18:30	249	7	4	21	14	2	0	297
18:45	188	18	1	11	8	2	0	228
Start Time	Rolling Hour							Total
07:00	1174	201	47	155	36	17	1	1631
07:15	1242	196	53	148	28	18	1	1686
07:30	1238	199	53	147	32	14	0	1683
07:45	1151	185	48	160	23	12	2	1581
08:00	1036	161	55	160	26	8	2	1448
08:15	914	147	55	175	33	5	2	1331
08:30	799	116	64	184	29	3	2	1197
08:45	712	122	64	169	35	5	0	1107
09:00	648	117	62	166	33	6	0	1032
09:15	576	117	60	154	36	6	0	949
09:30	531	133	56	156	37	7	0	920
09:45	522	115	56	172	36	4	0	905
10:00	495	115	50	190	34	6	0	890
10:15	487	120	49	186	31	7	0	880
10:30	499	115	48	192	32	8	0	894
10:45	487	120	49	190	33	8	0	887
11:00	510	127	53	170	33	6	0	899
11:15	521	135	52	184	32	4	0	928
11:30	524	145	53	180	32	2	0	936
11:45	537	153	52	180	29	3	0	954
12:00	522	145	49	188	34	3	0	941
12:15	537	135	51	188	34	4	0	949
12:30	538	123	49	175	34	5	0	924
12:45	550	131	57	168	35	4	0	945
13:00	548	133	70	173	35	4	0	963
13:15	552	136	73	160	37	4	0	962
13:30	565	138	78	170	36	4	0	991
13:45	630	135	76	168	40	4	0	1053
14:00	696	147	70	162	37	3	0	1115
14:15	739	144	69	181	39	3	1	1176
14:30	772	150	66	169	37	3	1	1198
14:45	751	149	61	159	37	2	1	1160
15:00	743	157	48	143	35	4	1	1131
15:15	802	168	46	111	33	8	1	1169
15:30	818	167	40	99	38	9	1	1172
15:45	865	169	36	93	35	11	1	1210
16:00	916	160	35	78	39	12	1	1241
16:15	952	160	23	66	39	13	0	1253
16:30	1024	154	21	63	35	12	0	1309
16:45	1074	139	16	59	32	12	0	1332
17:00	1105	121	15	70	34	11	0	1356
17:15	1075	94	19	68	32	7	1	1296
17:30	1008	76	17	55	31	8	2	1197
17:45	975	58	17	60	39	8	2	1159
18:00	895	53	14	50	36	8	2	1058

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Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 2

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Type: Crossroads

Arm A: A226 Thames Way (N)
Arm B: Unnamed Road (E)
Arm C: A226 Thames Way (S)
Arm D: A2260 Ebbsfleet Gateway (W)

PCU Summary

Time	A to A	A to D	A to C	A to B	B to B	B to A	B to D	B to C	C to C	C to B	C to A	C to D	D to D	D to C	D to B	D to A
07:00	0	64	9	0	0	0	0	0	0	0	61	221	0	70	0	50
07:15	0	82	8	0	0	0	0	0	0	0	74	221	0	41	0	51
07:30	0	68	24	0	0	0	0	0	0	0	91	246	0	59	0	33
07:45	0	59	22	0	0	0	0	0	0	0	82	247	0	66	0	64
08:00	0	66	31	0	0	0	0	0	0	0	74	189	0	73	0	77
08:15	0	78	30	0	0	0	0	0	0	0	73	156	0	73	0	72
08:30	0	55	16	0	0	0	0	0	0	0	55	126	0	90	0	83
08:45	0	67	18	0	0	0	0	0	0	0	65	118	0	69	0	83
09:00	0	71	23	0	0	0	0	0	0	0	51	116	0	97	0	75
09:15	0	72	15	0	0	0	0	0	0	0	38	111	0	59	0	73
09:30	0	62	18	0	0	0	0	0	0	0	30	66	0	52	0	88
09:45	0	75	18	0	0	0	0	0	0	0	39	91	0	57	0	53
10:00	0	83	23	0	0	0	0	0	0	0	30	53	0	71	0	71
10:15	0	68	31	0	0	0	0	0	0	0	27	69	0	88	0	57
10:30	0	52	22	0	0	0	0	0	0	0	28	90	0	70	0	70
10:45	0	73	29	0	0	0	0	0	0	0	23	71	0	45	0	102
11:00	0	58	25	0	0	0	0	0	0	0	28	77	0	46	0	73
11:15	0	55	25	0	0	0	0	0	0	0	39	108	0	66	0	73
11:30	0	74	17	0	0	0	0	0	0	0	33	65	0	78	0	56
11:45	0	80	31	0	0	0	0	0	0	0	29	61	0	72	0	48
12:00	0	68	21	0	0	0	0	0	0	0	34	82	0	60	0	96
12:15	0	80	21	0	0	0	0	0	0	0	43	91	0	60	0	73
12:30	0	82	24	0	0	0	0	0	0	0	27	69	0	77	0	57
12:45	0	66	26	0	0	0	0	0	0	0	35	114	0	47	0	40
13:00	0	97	29	0	0	0	0	0	0	0	43	76	0	55	0	70
13:15	0	58	25	0	0	0	0	0	0	0	26	61	0	85	0	60
13:30	0	57	29	0	0	0	0	0	0	0	33	113	0	60	0	61
13:45	0	45	24	0	0	0	0	0	0	0	39	95	0	67	0	97
14:00	0	88	26	0	0	0	0	0	0	0	31	107	0	36	0	64
14:15	0	61	39	0	0	0	0	0	0	0	25	81	0	71	0	89
14:30	0	99	29	0	0	0	0	0	0	0	32	96	0	75	0	84
14:45	0	97	37	0	0	0	0	0	0	0	37	99	0	62	0	78
15:00	0	106	36	0	0	0	0	0	0	0	26	99	0	83	0	99
15:15	0	75	31	0	0	0	0	0	0	0	40	69	0	66	0	79
15:30	0	82	28	0	0	0	0	0	0	0	29	96	0	54	0	64
15:45	0	71	30	0	0	0	0	0	0	0	38	67	0	57	0	70
16:00	0	102	49	0	0	0	0	0	0	0	33	101	0	61	0	72
16:15	0	76	29	0	0	0	0	0	0	0	30	102	0	64	0	42
16:30	0	85	43	0	0	0	0	0	0	0	35	85	0	66	0	56
16:45	0	73	42	0	0	0	0	0	0	0	33	91	0	55	0	46
17:00	0	111	45	0	0	0	0	0	0	0	26	130	0	37	0	48
17:15	0	95	45	0	0	0	0	0	0	0	29	116	0	60	0	40
17:30	0	104	48	0	0	0	0	0	0	0	27	93	0	59	0	46
17:45	0	83	54	0	0	0	0	0	0	0	20	114	0	68	0	49
18:00	0	68	41	0	0	0	0	0	0	0	21	103	0	70	0	33
18:15	0	52	23	0	0	0	0	0	0	0	17	90	0	43	0	32
18:30	0	50	39	1	0	0	1	0	0	0	26	112	0	94	0	37
18:45	0	36	25	0	0	0	0	0	0	0	14	87	0	64	0	35

Rolling Hour

Start Time	A to A	A to D	A to C	A to B	B to B	B to A	B to D	B to C	C to C	C to B	C to A	C to D	D to D	D to C	D to B	D to A
07:00	0	273	62	0	0	0	0	0	0	0	308	935	0	236	0	198
07:15	0	275	84	0	0	0	0	0	0	0	321	903	0	238	0	225
07:30	0	271	106	0	0	0	0	0	0	0	320	838	0	270	0	245
07:45	0	258	99	0	0	0	0	0	0	0	284	718	0	301	0	295
08:00	0	266	95	0	0	0	0	0	0	0	267	589	0	305	0	314
08:15	0	271	87	0	0	0	0	0	0	0	243	516	0	329	0	312
08:30	0	265	72	0	0	0	0	0	0	0	208	470	0	316	0	313
08:45	0	272	74	0	0	0	0	0	0	0	183	410	0	277	0	318
09:00	0	280	74	0	0	0	0	0	0	0	158	383	0	266	0	289
09:15	0	292	73	0	0	0	0	0	0	0	137	320	0	240	0	284
09:30	0	288	89	0	0	0	0	0	0	0	126	278	0	268	0	269
09:45	0	278	94	0	0	0	0	0	0	0	124	302	0	286	0	251
10:00	0	276	105	0	0	0	0	0	0	0	108	283	0	273	0	299
10:15	0	251	107	0	0	0	0	0	0	0	106	307	0	249	0	301
10:30	0	238	101	0	0	0	0	0	0	0	117	345	0	227	0	317
10:45	0	259	95	0	0	0	0	0	0	0	122	321	0	236	0	303
11:00	0	267	97	0	0	0	0	0	0	0	128	311	0	263	0	250
11:15	0	277	93	0	0	0	0	0	0	0	134	315	0	276	0	274
11:30	0	302	90	0	0	0	0	0	0	0	138	299	0	270	0	273
11:45	0	310	96	0	0	0	0	0	0	0	133	303	0	269	0	274
12:00	0	296	91	0	0	0	0	0	0	0	139	356	0	245	0	266
12:15	0	324	100	0	0	0	0	0	0	0	148	350	0	239	0	240
12:30	0	303	104	0	0	0	0	0	0	0	132	320	0	264	0	227
12:45	0	277	109	0	0	0	0	0	0	0	137	364	0	247	0	231
13:00	0	257	107	0	0	0	0	0	0	0	141	345	0	266	0	288
13:15	0	248	103	0	0	0	0	0	0	0	129	376	0	247	0	281
13:30	0	251	117	0	0	0	0	0	0	0	127	396	0	234	0	311
13:45	0	293	117	0	0	0	0	0	0	0	127	379	0	248	0	333
14:00	0	345	130	0	0	0	0	0	0	0	125	383	0	243	0	314
14:15	0	363	140	0	0	0	0	0	0	0	120	375	0	291	0	349
14:30	0	377	133	0	0	0	0	0	0	0	135	363	0	286	0	339
14:45	0	361	132	0	0	0	0	0	0	0	132	362	0	265	0	319
15:00	0	335	125	0	0	0	0	0	0	0	133	330	0	260	0	312
15:15	0	331	138	0	0	0	0	0	0	0	140	333	0	238	0	285
15:30	0	332	136	0	0	0	0	0	0	0	130	365	0	236	0	248
15:45	0	335	152	0	0	0	0	0	0	0	136	355	0	247	0	240
16:00	0	337	164	0	0	0	0	0	0	0	131	379	0	245	0	216
16:15	0	345	160	0	0	0	0	0	0	0	124	408	0	221	0	192
16:30	0	364	176	0	0	0	0	0	0	0	123	423	0	218	0	190
16:45	0	383	180	0	0	0	0	0	0	0	115	430	0	211	0	180
17:00	0	393	192	0	0	0	0	0	0	0	102	453	0	224	0	183
17:15	0	350	188	0	0	0	0	0	0	0	97	426	0	257	0	167
17:30	0	307	166	0	0	0	0	0	0	0	85	400	0	240	0	159
17:45	0	253	158	1	0	0	1	0	0	0	84	419	0	275	0	150
18:00	0	206	128	1	0	0	1	0	0	0	78	392	0	270	0	137

[redacted]

Intelligent Data Collection Limited

Client:	WSP	Date of Survey:	06.11.2018
Project Number:	ID04231	Junction Name:	A226 Thames Way / A2260 Ebbsfleet Gateway
Junction Number:	Site 2	Junction Type:	Crossroads

Arm A: A226 Thames Way (N)
Arm B: Unnamed Road (E)
Arm C: A226 Thames Way (S)
Arm D: A2260 Ebbsfleet Gateway (W)

Count Method: Vehicles Classes Included: All Classes *Select the count method and desired user classes from the drop-downs in cells D10 and G10*

Maximum 15-minute Junction Flow:

AM Peak	from:	07:45	until:	08:00	flow:	447
Inter-Peak	from:	14:30	until:	14:45	flow:	312
PM Peak	from:	17:00	until:	17:15	flow:	359

AM Peak covers 07:00 until 10:00
Inter-Peak covers 10:00 until 16:00
PM Peak covers 16:00 until 19:00

Period Starting: 07:00 *Select the time from the drop-down in cell D18 to show the 15-minute data for that period*

Movement Counts

From \ To	A	B	C	D	Total
A	0	0	7	39	46
B	0	0	0	0	0
C	58	0	0	197	255
D	31	0	35	0	66
Total	89	0	42	236	367

HGV Proportions

From \ To	A	B	C	D	Total
A	0.0%	0.0%	28.6%	38.5%	37.0%
B	0.0%	0.0%	0.0%	0.0%	0.0%
C	3.4%	0.0%	0.0%	8.1%	7.1%
D	35.5%	0.0%	54.3%	0.0%	45.5%
Total	14.6%	0.0%	50.0%	13.1%	17.7%

Maximum Hourly Junction Flow:

AM Peak	from:	07:15	until:	08:15	flow:	1686
Inter-Peak	from:	15:45	until:	16:45	flow:	1210
PM Peak	from:	17:00	until:	18:00	flow:	1356

Period Starting: 07:00 *Select the time from the drop-down in cell D35 to show the hourly data for that period*

Movement Counts

From \ To	A	B	C	D	Total
A	0	0	49	175	224
B	0	0	0	0	0
C	293	0	0	828	1121
D	138	0	148	0	286
Total	431	0	197	1003	1631

HGV Proportions

From \ To	A	B	C	D	Total
A	0.0%	0.0%	20.4%	35.4%	32.1%
B	0.0%	0.0%	0.0%	0.0%	0.0%
C	3.4%	0.0%	0.0%	8.5%	7.1%
D	26.1%	0.0%	33.8%	0.0%	30.1%
Total	10.7%	0.0%	30.5%	13.2%	14.6%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

[redacted]

Intelligent Data Collection Limited
Ebbsfleet

Client:	WSP
Project Number:	ID04231
Junction Number:	Site 3
Date of Survey:	06.11.2018
Junction Name:	A2260 Ebbsfleet Gateway / International Way
Junction Type:	T-Junction

[redacted]

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	29.11.2018			
Prepared by	Mathew Booth			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04231			
File Ref	ID04231 Ebbsfleet - MCC Site 3 - 06.11.2018			

Issue Sheet

	Date			
Issued to	30.11.2018			
Charles Edmonds	E-mail			

Contents Page

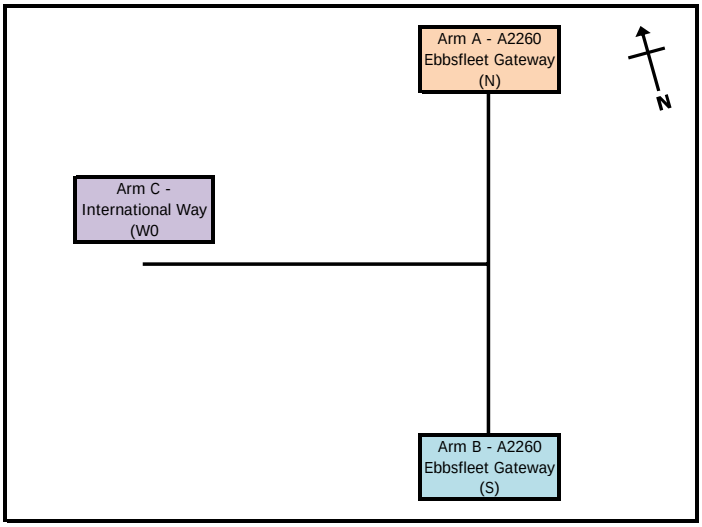
Location Plan & Summary
MCC Data
PCU Data
Movement Matrices

Intelligent Data Collection Limited

Client:	WSP	Date of Survey:	06.11.2018
Project Number:	ID04231	Junction Name:	A2260 Ebbsfleet Gateway / International Way
Junction Number:	Site 3	Junction Type:	T-Junction

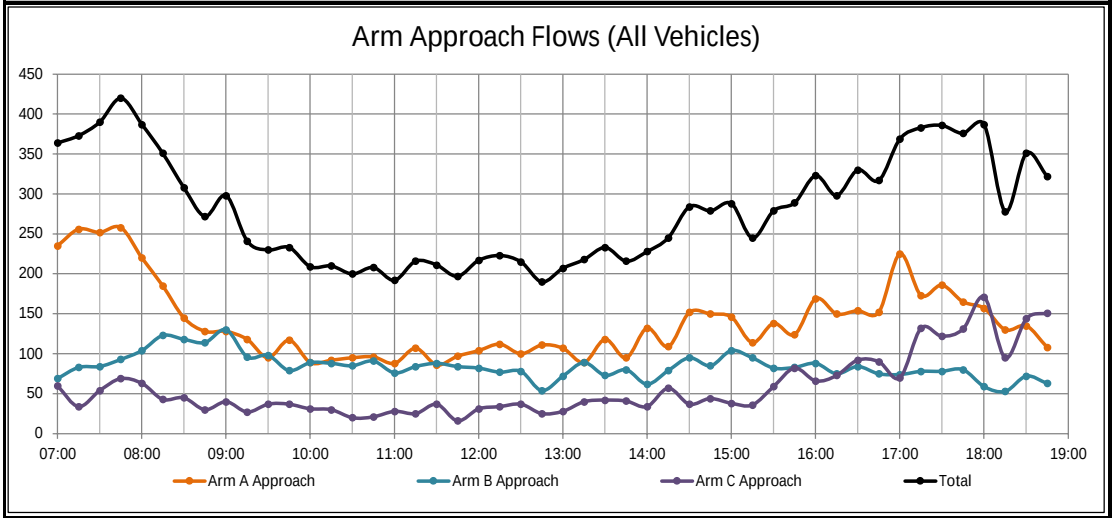
X Coordinate	Y Coordinate	Google Maps Link	
51.44003574095853	0.32444606084413863	Click Here	
AM Peak Conditions	**Inter-Peak Conditions**	**PM Peak Conditions**	
Dry	Dry	Dry	

Junction Layout



Aerial Mapping and On-site Camera View

Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

[redacted]

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 3

Date of Survey: 06.11.2018
Junction Name: A2260 Ebbsfleet Gateway / International Way
Junction Type: T-Junction

Arm A: A2260 Ebbsfleet Gateway (N)
Arm B: A2260 Ebbsfleet Gateway (S)
Arm C: International Way (W0

	A to A								A to C								A to B							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	56	5	0	0	2	0	0	63	116	27	7	18	3	1	0	172
07:15								0	59	4	0	0	4	0	1	68	131	26	7	20	0	4	0	188
07:30								0	51	1	0	0	3	2	0	57	133	28	10	20	3	1	0	195
07:45								0	73	1	0	0	5	1	0	80	109	37	6	24	0	2	0	178
08:00								0	60	1	0	0	1	0	0	62	115	22	5	14	0	2	0	158
08:15								0	25	0	0	0	5	0	0	30	101	28	2	22	0	2	0	155
08:30								0	17	0	0	0	2	0	0	19	83	18	4	20	0	1	0	126
08:45								0	14	0	0	0	5	0	0	19	65	12	10	22	0	0	0	109
09:00								0	12	2	0	0	5	0	0	19	61	16	8	23	0	1	0	109
09:15								0	15	0	0	0	0	0	0	15	61	8	8	25	1	0	0	103
09:30								0	6	0	0	0	7	0	0	13	47	15	6	12	1	1	0	82
09:45								0	11	1	0	0	2	0	0	14	59	14	11	18	0	1	0	103
10:00								0	10	0	0	0	8	0	0	18	35	14	6	15	0	1	0	71
10:15								0	4	0	0	0	3	0	0	7	44	15	6	20	0	0	0	85
10:30								0	4	0	0	0	4	0	0	8	55	7	4	21	0	0	0	87
10:45								0	5	0	0	0	3	0	0	8	46	14	6	20	0	2	0	88
11:00								0	9	1	0	0	5	0	0	15	45	6	8	14	0	0	0	73
11:15								0	11	0	0	0	3	0	0	14	47	14	6	26	0	0	0	93
11:30								0	9	0	0	0	6	0	0	15	31	14	5	21	0	0	0	71
11:45								0	10	0	0	0	2	0	0	12	50	13	6	16	0	0	0	85
12:00								0	9	1	0	0	3	0	0	13	51	16	3	20	1	0	0	91
12:15								0	6	0	0	0	3	0	0	9	50	23	5	24	1	0	0	103
12:30								0	8	0	1	0	3	0	0	12	50	11	3	23	0	1	0	88
12:45								0	9	0	0	0	4	0	0	13	47	15	6	28	1	1	0	98
13:00								0	6	1	0	0	5	0	0	12	51	11	5	28	0	0	0	95
13:15								0	11	0	0	0	3	0	0	14	51	7	4	13	0	0	0	75
13:30								0	7	0	0	0	5	1	0	13	59	19	10	17	0	0	0	105
13:45								0	8	1	0	0	5	0	0	14	46	11	7	16	0	1	0	81
14:00								0	9	1	0	0	4	0	0	14	68	14	7	25	3	1	0	118
14:15								0	4	2	0	0	2	0	0	8	64	17	6	14	0	0	0	101
14:30								0	6	0	0	0	6	0	0	12	100	19	5	14	1	1	0	140
14:45								0	2	1	1	0	2	0	0	6	95	22	4	21	1	1	0	144
15:00								0	3	2	0	0	5	0	0	10	94	12	8	22	0	0	0	136
15:15								0	5	0	0	0	1	0	0	6	76	12	5	13	2	0	0	108
15:30								0	9	0	0	0	6	0	0	15	87	18	4	13	1	0	0	123
15:45								0	6	0	0	0	3	0	0	9	87	19	2	5	1	1	0	115
16:00								0	13	1	0	0	4	0	0	18	122	14	2	11	0	2	0	151
16:15								0	11	0	0	0	3	0	0	14	99	20	5	11	1	0	0	136
16:30								0	5	2	0	0	4	0	0	11	116	21	2	4	0	0	0	143
16:45								0	9	1	0	0	2	0	0	12	114	22	1	3	0	0	0	140
17:00								0	14	3	0	0	7	0	0	24	160	29	1	4	2	5	0	201
17:15								0	18	0	0	0	4	1	0	23	125	11	0	14	0	0	0	150
17:30								0	28	0	0	0	2	0	0	30	136	12	0	8	0	0	0	156
17:45								0	26	0	0	0	6	0	0	32	107	11	2	12	0	1	0	133
18:00								0	19	1	0	0	4	0	0	24	119	6	3	3	1	1	0	133
18:15								0	19	1	0	0	2	0	0	22	97	4	0	5	1	1	0	108
18:30								0	31	1	0	0	8	0	0	40	79	4	3	8	0	1	0	95
18:45								0	30	1	0	0	3	0	0	34	63	6	1	4	0	0	0	74
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	239	11	0	0	14	3	1	268	489	118	30	82	6	8	0	733
07:15	0	0	0	0	0	0	0	0	243	7	0	0	13	3	1	267	488	113	28	78	3	9	0	719
07:30	0	0	0	0	0	0	0	0	209	3	0	0	14	3	0	229	458	115	23	80	3	7	0	686
07:45	0	0	0	0	0	0	0	0	175	2	0	0	13	1	0	191	408	105	17	80	0	7	0	617
08:00	0	0	0	0	0	0	0	0	116	1	0	0	13	0	0	130	364	80	21	78	0	5	0	548
08:15	0	0	0	0	0	0	0	0	68	2	0	0	17	0	0	87	310	74	24	87	0	4	0	499
08:30	0	0	0	0	0	0	0	0	58	2	0	0	12	0	0	72	270	54	30	90	1	2	0	447
08:45	0	0	0	0	0	0	0	0	47	2	0	0	17	0	0	66	234	51	32	82	2	2	0	403
09:00	0	0	0	0	0	0	0	0	44	3	0	0	14	0	0	61	228	53	33	78	2	3	0	397
09:15	0	0	0	0	0	0	0	0	42	1	0	0	17	0	0	60	202	51	31	70	2	3	0	359
09:30	0	0	0	0	0	0	0	0	31	1	0	0	20	0	0	52	185	58	29	65	1	3	0	341
09:45	0	0	0	0	0	0	0	0	29	1	0	0	17	0	0	47	193	50	27	74	0	2	0	346
10:00	0	0	0	0	0	0	0	0	23	0	0	0	18	0	0	41	180	50	22	76	0	3	0	331
10:15	0	0	0	0	0	0	0	0	22	1	0	0	15	0	0	38	190	42	24	75	0	2	0	333
10:30	0	0	0	0	0	0	0	0	29	1	0	0	15	0	0	45	193	41	24	81	0	2	0	341
10:45	0	0	0	0	0	0	0	0	34	1	0	0	17	0	0	52	169	48	25	81	0	2	0	325
11:00	0	0	0	0	0	0	0	0	39	1	0	0	16	0	0	56	173	47	25	77	0	0	0	322
11:15	0	0	0	0	0	0	0	0	39	1	0	0	14	0	0	54	179	57	20	83	1	0	0	340
11:30	0	0	0	0	0	0	0	0	34	1	0	0	14	0	0	49	182	66	19	81	2	0	0	350
11:45	0	0	0	0	0	0	0	0	33	1	1	0	11	0	0	46	201	63	17	83	2	1	0	367
12:00	0	0	0	0	0	0	0	0	32	1	1	0	13	0	0	47	198	65	17	95	3	2	0	380
12:15	0	0	0	0	0	0	0	0	29	1	1	0	15	0	0	46	198	60	19	103	2	2	0	384
12:30	0	0	0	0	0	0	0	0	34	1	1	0	15	0	0	51	199	44	18	92	1	2	0	356
12:45	0	0	0	0	0	0	0	0	33	1	0	0	17	1	0	52	208	52	25	86	1	1	0	373
13:00	0	0	0	0	0	0	0	0	32	2	0	0	18	1	0	53	207	48	26	74	0	1	0	356
13:15	0	0	0	0	0	0	0	0	35	2	0	0	17	1	0	55	224	51	28	71	3	2	0	379
13:30	0	0	0	0	0	0	0	0	28	4	0	0	16	1	0	49	237	61	30	72	3	2	0	405
13:45	0	0	0	0	0	0	0	0	27	4	0	0	17	0	0	48	278	61	25	69	4	3	0	440
14:00	0	0	0	0	0	0	0	0	21	4	1	0	14	0	0	40	327	72	22	74	5	3	0	503
14:15	0	0	0	0	0	0	0	0	15	5	1	0	15	0	0	36	353	70	23	71	2	2	0	521
14:30	0	0	0	0	0	0	0	0	16	3	1	0	14	0	0	34	365	65	22	70	4	2	0	528
14:45	0	0	0	0	0	0	0	0	19	3	1	0	14	0	0	37	352	64	21	69	4	1	0	511
15:00	0	0	0	0	0	0	0	0	23	2	0	0	15	0	0	40	344	61	19	53	4	1	0	482
15:15	0	0	0	0	0	0	0	0	33	1	0	0	14	0	0	48	372	63	13	42	4	3	0	497
15:30	0	0	0	0	0	0	0	0	39	1	0	0	16	0	0	56	395	71	13	40	3	3	0	525
15:45	0	0	0	0	0	0	0	0	35	3	0	0	14	0	0	52	424	74	11	31	2	3	0	545
16:00	0	0	0	0	0	0	0	0	38	4	0	0	13	0	0	55	451	77	10	29	1	2	0	570
16:15	0	0	0	0	0	0	0	0	39	6	0	0	16	0	0	61	489	92	9	22	3	5	0	620
16:30	0	0	0	0	0	0	0	0	46	6	0	0	17	1	0	70	515	83	4	25	2	5	0	634
16:45	0	0	0	0	0	0	0	0	69	4	0	0	15	1	0	89	535	74	2	29	2	5	0	647
17:00	0	0	0	0	0	0	0	0	86	3	0	0	19	1	0	109	528	63	3	38	2	6	0	640
17:15	0	0	0	0	0	0	0	0	91	1	0	0	16	1	0	109	487	40	5	37	1	2	0	572
17:30	0	0	0	0	0	0	0	0	92	2	0	0	14	0	0	108	459	33	5	28	2	3	0	530
17:45	0	0	0	0	0	0	0	0	95	3	0	0	20	0	0	118	402	25	8	28	2	4	0	469
18:00	0	0	0	0	0	0	0	0	99	4	0	0	17	0	0	120	358	20	7	20	2	3	0	410

[redacted]

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 3

Date of Survey: 06.11.2018
Junction Name: A2260 Ebbsfleet Gateway / International Way
Junction Type: T-Junction

Arm A: A2260 Ebbsfleet Gateway (N)
Arm B: A2260 Ebbsfleet Gateway (S)
Arm C: International Way (W0

	B to B								B to A								B to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	15	3	1	20	0	0	0	39	25	4	0	0	0	1	0	30
07:15								0	23	6	0	21	0	2	0	52	31	0	0	0	0	0	0	31
07:30								0	29	8	3	12	0	1	1	54	28	2	0	0	0	0	0	30
07:45								0	43	9	5	11	0	0	0	68	21	3	0	0	0	1	0	25
08:00								0	39	10	7	23	0	1	0	80	24	0	0	0	0	0	0	24
08:15								0	53	18	5	16	1	0	0	93	30	0	0	0	0	0	0	30
08:30								0	56	13	4	27	0	0	0	100	18	0	0	0	0	0	0	18
08:45								0	60	14	4	17	1	0	0	96	18	0	0	0	0	0	0	18
09:00								0	69	3	6	28	1	0	0	107	22	1	0	0	0	0	0	23
09:15								0	42	9	5	18	1	0	0	75	21	0	0	0	0	0	0	21
09:30								0	33	15	6	20	1	0	0	75	22	1	0	0	0	0	0	23
09:45								0	28	6	4	17	0	0	0	55	24	0	0	0	0	0	0	24
10:00								0	33	8	5	24	0	0	0	70	19	0	0	0	0	0	0	19
10:15								0	35	13	7	24	0	0	0	79	7	1	1	0	0	0	0	9
10:30								0	34	7	5	25	0	0	0	71	13	1	0	0	0	0	0	14
10:45								0	35	9	3	30	0	0	0	77	14	0	0	0	0	0	0	14
11:00								0	25	12	4	19	0	1	0	61	15	0	0	0	0	0	0	15
11:15								0	38	8	3	24	0	2	0	75	9	0	0	0	0	0	0	9
11:30								0	29	4	7	24	0	1	0	65	23	0	0	0	0	0	0	23
11:45								0	38	14	7	15	0	0	0	74	10	0	0	0	0	0	0	10
12:00								0	29	10	6	28	1	0	0	74	8	0	0	0	0	0	0	8
12:15								0	28	9	8	23	0	0	0	68	9	0	0	0	0	0	0	9
12:30								0	30	16	4	21	0	0	0	71	7	0	0	0	0	0	0	7
12:45								0	29	4	5	11	0	0	0	49	5	0	0	0	0	0	0	5
13:00								0	28	8	6	22	0	0	0	64	8	0	0	0	0	0	0	8
13:15								0	31	13	8	24	0	1	0	77	12	0	0	0	0	0	0	12
13:30								0	24	13	6	20	0	0	0	63	10	0	0	0	0	0	0	10
13:45								0	26	7	11	27	0	0	0	71	9	0	0	0	0	0	0	9
14:00								0	28	11	5	13	0	0	0	57	5	0	0	0	0	0	0	5
14:15								0	28	8	8	30	1	0	0	75	4	0	0	0	0	0	0	4
14:30								0	45	13	12	19	0	0	0	89	5	1	0	0	0	0	0	6
14:45								0	33	12	13	23	0	0	0	81	4	0	0	0	0	0	0	4
15:00								0	39	12	6	34	2	1	0	94	10	0	0	0	0	0	0	10
15:15								0	44	17	6	20	0	0	0	87	8	0	0	0	0	0	0	8
15:30								0	35	11	6	13	0	0	0	65	16	1	0	0	0	0	0	17
15:45								0	37	20	3	19	0	0	0	79	3	1	0	0	0	0	0	4
16:00								0	37	15	9	13	1	1	0	76	12	0	0	0	0	0	0	12
16:15								0	36	9	3	12	2	1	0	63	11	1	0	0	0	0	0	12
16:30								0	33	8	6	15	0	2	0	64	19	1	0	0	0	0	0	20
16:45								0	45	5	2	8	2	1	0	63	11	1	0	0	0	0	0	12
17:00								0	34	5	1	9	0	0	0	49	24	1	0	0	0	0	0	25
17:15								0	39	6	4	6	0	0	0	55	23	0	0	0	0	0	0	23
17:30								0	34	5	4	8	0	1	0	52	25	1	0	0	0	0	0	26
17:45								0	38	10	2	9	0	0	0	59	21	0	0	0	0	0	0	21
18:00								0	27	6	3	8	0	0	0	44	15	0	0	0	0	0	0	15
18:15								0	28	4	3	2	0	1	0	38	15	0	0	0	0	0	0	15
18:30								0	39	0	1	11	1	1	0	53	19	0	0	0	0	0	0	19
18:45								0	30	7	2	7	0	0	0	46	16	1	0	0	0	0	0	17
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	110	26	9	64	0	3	1	213	105	9	0	0	0	2	0	116
07:15	0	0	0	0	0	0	0	0	134	33	15	67	0	4	1	254	104	5	0	0	0	1	0	110
07:30	0	0	0	0	0	0	0	0	164	45	20	62	1	2	1	295	103	5	0	0	0	1	0	109
07:45	0	0	0	0	0	0	0	0	191	50	21	77	1	1	0	341	93	3	0	0	0	1	0	97
08:00	0	0	0	0	0	0	0	0	208	55	20	83	2	1	0	369	90	0	0	0	0	0	0	90
08:15	0	0	0	0	0	0	0	0	238	48	19	88	3	0	0	396	88	1	0	0	0	0	0	89
08:30	0	0	0	0	0	0	0	0	227	39	19	90	3	0	0	378	79	1	0	0	0	0	0	80
08:45	0	0	0	0	0	0	0	0	204	41	21	83	4	0	0	353	83	2	0	0	0	0	0	85
09:00	0	0	0	0	0	0	0	0	172	33	21	83	3	0	0	312	89	2	0	0	0	0	0	91
09:15	0	0	0	0	0	0	0	0	136	38	20	79	2	0	0	275	86	1	0	0	0	0	0	87
09:30	0	0	0	0	0	0	0	0	129	42	22	85	1	0	0	279	72	2	1	0	0	0	0	75
09:45	0	0	0	0	0	0	0	0	130	34	21	90	0	0	0	275	63	2	1	0	0	0	0	66
10:00	0	0	0	0	0	0	0	0	137	37	20	103	0	0	0	297	53	2	1	0	0	0	0	56
10:15	0	0	0	0	0	0	0	0	129	41	19	98	0	1	0	288	49	2	1	0	0	0	0	52
10:30	0	0	0	0	0	0	0	0	132	36	15	98	0	3	0	284	51	1	0	0	0	0	0	52
10:45	0	0	0	0	0	0	0	0	127	33	17	97	0	4	0	278	61	0	0	0	0	0	0	61
11:00	0	0	0	0	0	0	0	0	130	38	21	82	0	4	0	275	57	0	0	0	0	0	0	57
11:15	0	0	0	0	0	0	0	0	134	36	23	91	1	3	0	288	50	0	0	0	0	0	0	50
11:30	0	0	0	0	0	0	0	0	124	37	28	90	1	1	0	281	50	0	0	0	0	0	0	50
11:45	0	0	0	0	0	0	0	0	125	49	25	87	1	0	0	287	34	0	0	0	0	0	0	34
12:00	0	0	0	0	0	0	0	0	116	39	23	83	1	0	0	262	29	0	0	0	0	0	0	29
12:15	0	0	0	0	0	0	0	0	115	37	23	77	0	0	0	252	29	0	0	0	0	0	0	29
12:30	0	0	0	0	0	0	0	0	118	41	23	78	0	1	0	261	32	0	0	0	0	0	0	32
12:45	0	0	0	0	0	0	0	0	112	38	25	77	0	1	0	253	35	0	0	0	0	0	0	35
13:00	0	0	0	0	0	0	0	0	109	41	31	93	0	1	0	275	39	0	0	0	0	0	0	39
13:15	0	0	0	0	0	0	0	0	109	44	30	84	0	1	0	268	36	0	0	0	0	0	0	36
13:30	0	0	0	0	0	0	0	0	106	39	30	90	1	0	0	266	28	0	0	0	0	0	0	28
13:45	0	0	0	0	0	0	0	0	127	39	36	89	1	0	0	292	23	1	0	0	0	0	0	24
14:00	0	0	0	0	0	0	0	0	134	44	38	85	1	0	0	302	18	1	0	0	0	0	0	19
14:15	0	0	0	0	0	0	0	0	145	45	39	106	3	1	0	339	23	1	0	0	0	0	0	24
14:30	0	0	0	0	0	0	0	0	161	54	37	96	2	1	0	351	27	1	0	0	0	0	0	28
14:45	0	0	0	0	0	0	0	0	151	52	31	90	2	1	0	327	38	1	0	0	0	0	0	39
15:00	0	0	0	0	0	0	0	0	155	60	21	86	2	1	0	325	37	2	0	0	0	0	0	39
15:15	0	0	0	0	0	0	0	0	153	63	24	65	1	1	0	307	39	2	0	0	0	0	0	41
15:30	0	0	0	0	0	0	0	0	145	55	21	57	3	2	0	283	42	3	0	0	0	0	0	45
15:45	0	0	0	0	0	0	0	0	143	52	21	59	3	4	0	282	45	3	0	0	0	0	0	48
16:00	0	0	0	0	0	0	0	0	151	37	20	48	5	5	0	266	53	3	0	0	0	0	0	56
16:15	0	0	0	0	0	0	0	0	148	27	12	44	4	4	0	239	65	4	0	0	0	0	0	69
16:30	0	0	0	0	0	0	0	0	151	24	13	38	2	3	0	231	77	3	0	0	0	0	0	80
16:45	0	0	0	0	0	0	0	0	152	21	11	31	2	2	0	219	83	3	0	0	0	0	0	86
17:00	0	0	0	0	0	0	0	0	145	26	11	32	0	1	0	215	93	2	0	0	0	0	0	95
17:15	0	0	0	0	0	0	0	0	138	27	13	31	0	1	0	210	84	1	0	0	0	0	0	85
17:30	0	0	0	0	0	0	0	0	127	25	12	27	0	2	0	193	76	1	0	0	0	0	0	77
17:45	0	0	0	0	0	0	0	0	132	20	9	30	1	2	0	194	70	0	0	0	0	0	0	70
18:00	0	0	0	0	0	0	0	0	124	17	9	28	1	2	0	181	65	1	0	0	0	0	0	66

[redacted]

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 3

Date of Survey: 06.11.2018
Junction Name: A2260 Ebbsfleet Gateway / International Way
Junction Type: T-Junction

Arm A: A2260 Ebbsfleet Gateway (N)
Arm B: A2260 Ebbsfleet Gateway (S)
Arm C: International Way (W0

	C to C								C to B								C to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	34	1	0	0	2	0	0	37	19	0	0	0	4	0	0	23
07:15								0	23	2	0	0	0	0	0	25	6	0	0	0	3	0	0	9
07:30								0	33	3	0	0	2	0	0	38	12	0	0	0	3	0	1	16
07:45								0	35	2	0	1	2	0	0	40	23	1	0	0	4	1	0	29
08:00								0	42	1	0	0	1	0	0	44	18	0	0	0	1	0	0	19
08:15								0	26	0	0	0	3	0	0	29	10	0	0	0	4	0	0	14
08:30								0	29	2	0	0	0	0	0	31	11	0	0	0	3	0	0	14
08:45								0	18	3	0	0	1	0	0	22	5	0	0	0	3	0	0	8
09:00								0	24	1	0	0	3	0	0	28	9	0	0	0	3	0	0	12
09:15								0	19	1	0	0	0	0	0	20	3	1	0	0	3	0	0	7
09:30								0	16	4	0	0	2	0	0	22	11	1	0	0	3	0	0	15
09:45								0	22	1	0	0	0	1	0	24	7	1	0	0	5	0	0	13
10:00								0	12	3	0	0	3	0	0	18	6	2	0	0	5	0	0	13
10:15								0	20	0	0	0	1	0	0	21	4	1	0	0	4	0	0	9
10:30								0	8	2	0	0	1	0	0	11	4	1	0	0	4	0	0	9
10:45								0	11	0	0	0	2	0	0	13	4	1	0	0	3	0	0	8
11:00								0	14	1	0	0	2	0	0	17	6	0	0	0	5	0	0	11
11:15								0	11	4	0	0	1	0	0	16	3	0	1	0	5	0	0	9
11:30								0	22	1	0	0	2	0	0	25	7	1	0	0	4	0	0	12
11:45								0	11	0	0	0	0	0	0	11	3	0	0	0	2	0	0	5
12:00								0	15	1	0	0	2	1	0	19	4	3	0	0	5	0	0	12
12:15								0	24	1	0	0	0	0	0	25	3	0	1	0	5	0	0	9
12:30								0	20	2	0	0	2	0	0	24	9	1	0	0	3	0	0	13
12:45								0	13	3	1	0	1	0	0	18	3	0	0	0	4	0	0	7
13:00								0	16	2	0	0	1	0	0	19	5	0	0	0	4	0	0	9
13:15								0	28	2	0	0	1	0	0	31	4	0	0	0	5	0	0	9
13:30								0	26	3	0	0	2	0	0	31	7	1	0	0	3	0	0	11
13:45								0	20	1	0	0	1	0	0	22	14	0	0	0	5	0	0	19
14:00								0	23	0	0	0	1	0	0	24	5	1	0	0	4	0	0	10
14:15								0	41	2	1	0	1	0	0	45	7	0	0	0	4	0	1	12
14:30								0	21	3	0	0	2	0	0	26	8	0	0	0	3	0	0	11
14:45								0	27	6	0	0	1	1	0	35	5	1	0	0	3	0	0	9
15:00								0	24	3	1	0	1	0	0	29	4	0	0	0	5	0	0	9
15:15								0	21	7	0	0	1	0	0	29	3	1	0	0	3	0	0	7
15:30								0	43	1	0	0	1	0	0	45	8	1	0	0	5	0	0	14
15:45								0	72	4	0	0	1	0	0	77	3	0	0	0	2	0	0	5
16:00								0	40	5	0	0	2	1	0	48	12	0	0	0	5	1	0	18
16:15								0	58	3	0	0	1	0	0	62	7	1	0	0	3	0	0	11
16:30								0	71	3	0	0	0	0	0	74	13	1	0	0	4	0	0	18
16:45								0	71	5	0	0	0	0	0	76	9	2	0	0	3	0	0	14
17:00								0	51	2	0	0	2	0	0	55	9	2	0	0	4	0	0	15
17:15								0	101	3	0	0	2	1	0	107	20	3	0	0	2	0	0	25
17:30								0	88	2	0	0	1	0	0	91	26	1	0	0	3	1	0	31
17:45								0	93	5	0	0	3	0	0	101	25	0	0	0	5	0	0	30
18:00								0	130	3	0	0	2	0	0	135	31	1	0	0	4	0	0	36
18:15								0	70	1	0	0	1	0	0	72	19	0	0	0	3	0	1	23
18:30								0	91	2	0	0	3	0	0	96	41	1	0	0	5	0	1	48
18:45								0	118	1	0	0	2	0	0	121	25	1	0	0	4	0	0	30
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	125	8	0	1	6	0	0	140	60	1	0	0	14	1	1	77
07:15	0	0	0	0	0	0	0	0	133	8	0	1	5	0	0	147	59	1	0	0	11	1	1	73
07:30	0	0	0	0	0	0	0	0	136	6	0	1	8	0	0	151	63	1	0	0	12	1	1	78
07:45	0	0	0	0	0	0	0	0	132	5	0	1	6	0	0	144	62	1	0	0	12	1	0	76
08:00	0	0	0	0	0	0	0	0	115	6	0	0	5	0	0	126	44	0	0	0	11	0	0	55
08:15	0	0	0	0	0	0	0	0	97	6	0	0	7	0	0	110	35	0	0	0	13	0	0	48
08:30	0	0	0	0	0	0	0	0	90	7	0	0	4	0	0	101	28	1	0	0	12	0	0	41
08:45	0	0	0	0	0	0	0	0	77	9	0	0	6	0	0	92	28	2	0	0	12	0	0	42
09:00	0	0	0	0	0	0	0	0	81	7	0	0	5	1	0	94	30	3	0	0	14	0	0	47
09:15	0	0	0	0	0	0	0	0	69	9	0	0	5	1	0	84	27	5	0	0	16	0	0	48
09:30	0	0	0	0	0	0	0	0	70	8	0	0	6	1	0	85	28	5	0	0	17	0	0	50
09:45	0	0	0	0	0	0	0	0	62	6	0	0	5	1	0	74	21	5	0	0	18	0	0	44
10:00	0	0	0	0	0	0	0	0	51	5	0	0	7	0	0	63	18	5	0	0	16	0	0	39
10:15	0	0	0	0	0	0	0	0	53	3	0	0	6	0	0	62	18	3	0	0	16	0	0	37
10:30	0	0	0	0	0	0	0	0	44	7	0	0	6	0	0	57	17	2	1	0	17	0	0	37
10:45	0	0	0	0	0	0	0	0	58	6	0	0	7	0	0	71	20	2	1	0	17	0	0	40
11:00	0	0	0	0	0	0	0	0	58	6	0	0	5	0	0	69	19	1	1	0	16	0	0	37
11:15	0	0	0	0	0	0	0	0	59	6	0	0	5	1	0	71	17	4	1	0	16	0	0	38
11:30	0	0	0	0	0	0	0	0	72	3	0	0	4	1	0	80	17	4	1	0	16	0	0	38
11:45	0	0	0	0	0	0	0	0	70	4	0	0	4	1	0	79	19	4	1	0	15	0	0	39
12:00	0	0	0	0	0	0	0	0	72	7	1	0	5	1	0	86	19	4	1	0	17	0	0	41
12:15	0	0	0	0	0	0	0	0	73	8	1	0	4	0	0	86	20	1	1	0	16	0	0	38
12:30	0	0	0	0	0	0	0	0	77	9	1	0	5	0	0	92	21	1	0	0	16	0	0	38
12:45	0	0	0	0	0	0	0	0	83	10	1	0	5	0	0	99	19	1	0	0	16	0	0	36
13:00	0	0	0	0	0	0	0	0	90	8	0	0	5	0	0	103	30	1	0	0	17	0	0	48
13:15	0	0	0	0	0	0	0	0	97	6	0	0	5	0	0	108	30	2	0	0	17	0	0	49
13:30	0	0	0	0	0	0	0	0	110	6	1	0	5	0	0	122	33	2	0	0	16	0	1	52
13:45	0	0	0	0	0	0	0	0	105	6	1	0	5	0	0	117	34	1	0	0	16	0	1	52
14:00	0	0	0	0	0	0	0	0	112	11	1	0	5	1	0	130	25	2	0	0	14	0	1	42
14:15	0	0	0	0	0	0	0	0	113	14	2	0	5	1	0	135	24	1	0	0	15	0	1	41
14:30	0	0	0	0	0	0	0	0	93	19	1	0	5	1	0	119	20	2	0	0	14	0	0	36
14:45	0	0	0	0	0	0	0	0	115	17	1	0	4	1	0	138	20	3	0	0	16	0	0	39
15:00	0	0	0	0	0	0	0	0	160	15	1	0	4	0	0	180	18	2	0	0	15	0	0	35
15:15	0	0	0	0	0	0	0	0	176	17	0	0	5	1	0	199	26	2	0	0	15	1	0	44
15:30	0	0	0	0	0	0	0	0	213	13	0	0	5	1	0	232	30	2	0	0	15	1	0	48
15:45	0	0	0	0	0	0	0	0	241	15	0	0	4	1	0	261	35	2	0	0	14	1	0	52
16:00	0	0	0	0	0	0	0	0	240	16	0	0	3	1	0	260	41	4	0	0	15	1	0	61
16:15	0	0	0	0	0	0	0	0	251	13	0	0	3	0	0	267	38	6	0	0	14	0	0	58
16:30	0	0	0	0	0	0	0	0	294	13	0	0	4	1	0	312	51	8	0	0	13	0	0	72
16:45	0	0	0	0	0	0	0	0	311	12	0	0	5	1	0	329	64	8	0	0	12	1	0	85
17:00	0	0	0	0	0	0	0	0	333	12	0	0	8	1	0	354	80	6	0	0	14	1	0	101
17:15	0	0	0	0	0	0	0	0	412	13	0	0	8	1	0	434	102	5	0	0	14	1	0	122
17:30	0	0	0	0	0	0	0	0	381	11	0	0	7	0	0	399	101	2	0	0	15	1	1	120
17:45	0	0	0	0	0	0	0	0	384	11	0	0	9	0	0	404	116	2	0	0	17	0	2	137
18:00	0	0	0	0	0	0	0	0	409	7	0	0	8	0	0	424	116	3	0	0	16	0	2	137

[redacted]

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 3

Date of Survey: 06.11.2018
Junction Name: A2260 Ebbsfleet Gateway / International Way
Junction Type: T-Junction

	Arm A Approach								Arm A Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	172	32	7	18	5	1	0	235	34	3	1	20	4	0	0	62
07:15	190	30	7	20	4	4	1	256	29	6	0	21	3	2	0	61
07:30	184	29	10	20	6	3	0	252	41	8	3	12	3	1	2	70
07:45	182	38	6	24	5	3	0	258	66	10	5	11	4	1	0	97
08:00	175	23	5	14	1	2	0	220	57	10	7	23	1	1	0	99
08:15	126	28	2	22	5	2	0	185	63	18	5	16	5	0	0	107
08:30	100	18	4	20	2	1	0	145	67	13	4	27	3	0	0	114
08:45	79	12	10	22	5	0	0	128	65	14	4	17	4	0	0	104
09:00	73	18	8	23	5	1	0	128	78	3	6	28	4	0	0	119
09:15	76	8	8	25	1	0	0	118	45	10	5	18	4	0	0	82
09:30	53	15	6	12	8	1	0	95	44	16	6	20	4	0	0	90
09:45	70	15	11	18	2	1	0	117	35	7	4	17	5	0	0	68
10:00	45	14	6	15	8	1	0	89	39	10	5	24	5	0	0	83
10:15	48	15	6	20	3	0	0	92	39	14	7	24	4	0	0	88
10:30	59	7	4	21	4	0	0	95	38	8	5	25	4	0	0	80
10:45	51	14	6	20	3	2	0	96	39	10	3	30	3	0	0	85
11:00	54	7	8	14	5	0	0	88	31	12	4	19	5	1	0	72
11:15	58	14	6	26	3	0	0	107	41	8	4	24	5	2	0	84
11:30	40	14	5	21	6	0	0	86	36	5	7	24	4	1	0	77
11:45	60	13	6	16	2	0	0	97	41	14	7	15	2	0	0	79
12:00	60	17	3	20	4	0	0	104	33	13	6	28	6	0	0	86
12:15	56	23	5	24	4	0	0	112	31	9	9	23	5	0	0	77
12:30	58	11	4	23	3	1	0	100	39	17	4	21	3	0	0	84
12:45	56	15	6	28	5	1	0	111	32	4	5	11	4	0	0	56
13:00	57	12	5	28	5	0	0	107	33	8	6	22	4	0	0	73
13:15	62	7	4	13	3	0	0	89	35	13	8	24	5	1	0	86
13:30	66	19	10	17	5	1	0	118	31	14	6	20	3	0	0	74
13:45	54	12	7	16	5	1	0	95	40	7	11	27	5	0	0	90
14:00	77	15	7	25	7	1	0	132	33	12	5	13	4	0	0	67
14:15	68	19	6	14	2	0	0	109	35	8	8	30	5	0	1	87
14:30	106	19	5	14	7	1	0	152	53	13	12	19	3	0	0	100
14:45	97	23	5	21	3	1	0	150	38	13	13	23	3	0	0	90
15:00	97	14	8	22	5	0	0	146	43	12	6	34	7	1	0	103
15:15	81	12	5	13	3	0	0	114	47	18	6	20	3	0	0	94
15:30	96	18	4	13	7	0	0	138	43	12	6	13	5	0	0	79
15:45	93	19	2	5	4	1	0	124	40	20	3	19	2	0	0	84
16:00	135	15	2	11	4	2	0	169	49	15	9	13	6	2	0	94
16:15	110	20	5	11	4	0	0	150	43	10	3	12	5	1	0	74
16:30	121	23	2	4	4	0	0	154	46	9	6	15	4	2	0	82
16:45	123	23	1	3	2	0	0	152	54	7	2	8	5	1	0	77
17:00	174	32	1	4	9	5	0	225	43	7	1	9	4	0	0	64
17:15	143	11	0	14	4	1	0	173	59	9	4	6	2	0	0	80
17:30	164	12	0	8	2	0	0	186	60	6	4	8	3	2	0	83
17:45	133	11	2	12	6	1	0	165	63	10	2	9	5	0	0	89
18:00	138	7	3	3	5	1	0	157	58	7	3	8	4	0	0	80
18:15	116	5	0	5	3	1	0	130	47	4	3	2	3	1	1	61
18:30	110	5	3	8	8	1	0	135	80	1	1	11	6	1	1	101
18:45	93	7	1	4	3	0	0	108	55	8	2	7	4	0	0	76
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	728	129	30	82	20	11	1	1001	170	27	9	64	14	4	2	290
07:15	731	120	28	78	16	12	1	986	193	34	15	67	11	5	2	327
07:30	667	118	23	80	17	10	0	915	227	46	20	62	13	3	2	373
07:45	583	107	17	80	13	8	0	808	253	51	21	77	13	2	0	417
08:00	480	81	21	78	13	5	0	678	252	55	20	83	13	1	0	424
08:15	378	76	24	87	17	4	0	586	273	48	19	88	16	0	0	444
08:30	328	56	30	90	13	2	0	519	255	40	19	90	15	0	0	419
08:45	281	53	32	82	19	2	0	469	232	43	21	83	16	0	0	395
09:00	272	56	33	78	16	3	0	458	202	36	21	83	17	0	0	359
09:15	244	52	31	70	19	3	0	419	163	43	20	79	18	0	0	323
09:30	216	59	29	65	21	3	0	393	157	47	22	85	18	0	0	329
09:45	222	51	27	74	17	2	0	393	151	39	21	90	18	0	0	319
10:00	203	50	22	76	18	3	0	372	155	42	20	103	16	0	0	336
10:15	212	43	24	75	15	2	0	371	147	44	19	98	16	1	0	325
10:30	222	42	24	81	15	2	0	386	149	38	16	98	17	3	0	321
10:45	203	49	25	81	17	2	0	377	147	35	18	97	17	4	0	318
11:00	212	48	25	77	16	0	0	378	149	39	22	82	16	4	0	312
11:15	218	58	20	83	15	0	0	394	151	40	24	91	17	3	0	326
11:30	216	67	19	81	16	0	0	399	141	41	29	90	17	1	0	319
11:45	234	64	18	83	13	1	0	413	144	53	26	87	16	0	0	326
12:00	230	66	18	95	16	2	0	427	135	43	24	83	18	0	0	303
12:15	227	61	20	103	17	2	0	430	135	38	24	77	16	0	0	290
12:30	233	45	19	92	16	2	0	407	139	42	23	78	16	1	0	299
12:45	241	53	25	86	18	2	0	425	131	39	25	77	16	1	0	289
13:00	239	50	26	74	18	2	0	409	139	42	31	93	17	1	0	323
13:15	259	53	28	71	20	3	0	434	139	46	30	84	17	1	0	317
13:30	265	65	30	72	19	3	0	454	139	41	30	90	17	0	1	318
13:45	305	65	25	69	21	3	0	488	161	40	36	89	17	0	1	344
14:00	348	76	23	74	19	3	0	543	159	46	38	85	15	0	1	344
14:15	368	75	24	71	17	2	0	557	169	46	39	106	18	1	1	380
14:30	381	68	23	70	18	2	0	562	181	56	37	96	16	1	0	387
14:45	371	67	22	69	18	1	0	548	171	55	31	90	18	1	0	366
15:00	367	63	19	53	19	1	0	522	173	62	21	86	17	1	0	360
15:15	405	64	13	42	18	3	0	545	179	65	24	65	16	2	0	351
15:30	434	72	13	40	19	3	0	581	175	57	21	57	18	3	0	331
15:45	459	77	11	31	16	3	0	597	178	54	21	59	17	5	0	334
16:00	489	81	10	29	14	2	0	625	192	41	20	48	20	6	0	327
16:15	528	98	9	22	19	5	0	681	186	33	12	44	18	4	0	297
16:30	561	89	4	25	19	6	0	704	202	32	13	38	15	3	0	303
16:45	604	78	2	29	17	6	0	736	216	29	11	31	14	3	0	304
17:00	614	66	3	38	21	7	0	749	225	32	11	32	14	2	0	316
17:15	578	41	5	37	17	3	0	681	240	32	13	31	14	2	0	332
17:30	551	35	5	28	16	3	0	638	228	27	12	27	15	3	1	313
17:45	497	28	8	28	22	4	0	587	248	22	9	30	18	2	2	331
18:00	457	24	7	20	19	3	0	530	240	20	9	28	17	2	2	318

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 3

Date of Survey: 06.11.2018
Junction Name: A2260 Ebbsfleet Gateway / International Way
Junction Type: T-Junction

	Arm B Approach								Arm B Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	40	7	1	20	0	1	0	69	150	28	7	18	5	1	0	209
07:15	54	6	0	21	0	2	0	83	154	28	7	20	0	4	0	213
07:30	57	10	3	12	0	1	1	84	166	31	10	20	5	1	0	233
07:45	64	12	5	11	0	1	0	93	144	39	6	25	2	2	0	218
08:00	63	10	7	23	0	1	0	104	157	23	5	14	1	2	0	202
08:15	83	18	5	16	1	0	0	123	127	28	2	22	3	2	0	184
08:30	74	13	4	27	0	0	0	118	112	20	4	20	0	1	0	157
08:45	78	14	4	17	1	0	0	114	83	15	10	22	1	0	0	131
09:00	91	4	6	28	1	0	0	130	85	17	8	23	3	1	0	137
09:15	63	9	5	18	1	0	0	96	80	9	8	25	1	0	0	123
09:30	55	16	6	20	1	0	0	98	63	19	6	12	3	1	0	104
09:45	52	6	4	17	0	0	0	79	81	15	11	18	0	2	0	127
10:00	52	8	5	24	0	0	0	89	47	17	6	15	3	1	0	89
10:15	42	14	8	24	0	0	0	88	64	15	6	20	1	0	0	106
10:30	47	8	5	25	0	0	0	85	63	9	4	21	1	0	0	98
10:45	49	9	3	30	0	0	0	91	57	14	6	20	2	2	0	101
11:00	40	12	4	19	0	1	0	76	59	7	8	14	2	0	0	90
11:15	47	8	3	24	0	2	0	84	58	18	6	26	1	0	0	109
11:30	52	4	7	24	0	1	0	88	53	15	5	21	2	0	0	96
11:45	48	14	7	15	0	0	0	84	61	13	6	16	0	0	0	96
12:00	37	10	6	28	1	0	0	82	66	17	3	20	3	1	0	110
12:15	37	9	8	23	0	0	0	77	74	24	5	24	1	0	0	128
12:30	37	16	4	21	0	0	0	78	70	13	3	23	2	1	0	112
12:45	34	4	5	11	0	0	0	54	60	18	7	28	2	1	0	116
13:00	36	8	6	22	0	0	0	72	67	13	5	28	1	0	0	114
13:15	43	13	8	24	0	1	0	89	79	9	4	13	1	0	0	106
13:30	34	13	6	20	0	0	0	73	85	22	10	17	2	0	0	136
13:45	35	7	11	27	0	0	0	80	66	12	7	16	1	1	0	103
14:00	33	11	5	13	0	0	0	62	91	14	7	25	4	1	0	142
14:15	32	8	8	30	1	0	0	79	105	19	7	14	1	0	0	146
14:30	50	14	12	19	0	0	0	95	121	22	5	14	3	1	0	166
14:45	37	12	13	23	0	0	0	85	122	28	4	21	2	2	0	179
15:00	49	12	6	34	2	1	0	104	118	15	9	22	1	0	0	165
15:15	52	17	6	20	0	0	0	95	97	19	5	13	3	0	0	137
15:30	51	12	6	13	0	0	0	82	130	19	4	13	2	0	0	168
15:45	40	21	3	19	0	0	0	83	159	23	2	5	2	1	0	192
16:00	49	15	9	13	1	1	0	88	162	19	2	11	2	3	0	199
16:15	47	10	3	12	2	1	0	75	157	23	5	11	2	0	0	198
16:30	52	9	6	15	0	2	0	84	187	24	2	4	0	0	0	217
16:45	56	6	2	8	2	1	0	75	185	27	1	3	0	0	0	216
17:00	58	6	1	9	0	0	0	74	211	31	1	4	4	5	0	256
17:15	62	6	4	6	0	0	0	78	226	14	0	14	2	1	0	257
17:30	59	6	4	8	0	1	0	78	224	14	0	8	1	0	0	247
17:45	59	10	2	9	0	0	0	80	200	16	2	12	3	1	0	234
18:00	42	6	3	8	0	0	0	59	249	9	3	3	3	1	0	268
18:15	43	4	3	2	0	1	0	53	167	5	0	5	2	1	0	180
18:30	58	0	1	11	1	1	0	72	170	6	3	8	3	1	0	191
18:45	46	8	2	7	0	0	0	63	181	7	1	4	2	0	0	195
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	215	35	9	64	0	5	1	329	614	126	30	83	12	8	0	873
07:15	238	38	15	67	0	5	1	364	621	121	28	79	8	9	0	866
07:30	267	50	20	62	1	3	1	404	594	121	23	81	11	7	0	837
07:45	284	53	21	77	1	2	0	438	540	110	17	81	6	7	0	761
08:00	298	55	20	83	2	1	0	459	479	86	21	78	5	5	0	674
08:15	326	49	19	88	3	0	0	485	407	80	24	87	7	4	0	609
08:30	306	40	19	90	3	0	0	458	360	61	30	90	5	2	0	548
08:45	287	43	21	83	4	0	0	438	311	60	32	82	8	2	0	495
09:00	261	35	21	83	3	0	0	403	309	60	33	78	7	4	0	491
09:15	222	39	20	79	2	0	0	362	271	60	31	70	7	4	0	443
09:30	201	44	23	85	1	0	0	354	255	66	29	65	7	4	0	426
09:45	193	36	22	90	0	0	0	341	255	56	27	74	5	3	0	420
10:00	190	39	21	103	0	0	0	353	231	55	22	76	7	3	0	394
10:15	178	43	20	98	0	1	0	340	243	45	24	75	6	2	0	395
10:30	183	37	15	98	0	3	0	336	237	48	24	81	6	2	0	398
10:45	188	33	17	97	0	4	0	339	227	54	25	81	7	2	0	396
11:00	187	38	21	82	0	4	0	332	231	53	25	77	5	0	0	391
11:15	184	36	23	91	1	3	0	338	238	63	20	83	6	1	0	411
11:30	174	37	28	90	1	1	0	331	254	69	19	81	6	1	0	430
11:45	159	49	25	87	1	0	0	321	271	67	17	83	6	2	0	446
12:00	145	39	23	83	1	0	0	291	270	72	18	95	8	3	0	466
12:15	144	37	23	77	0	0	0	281	271	68	20	103	6	2	0	470
12:30	150	41	23	78	0	1	0	293	276	53	19	92	6	2	0	448
12:45	147	38	25	77	0	1	0	288	291	62	26	86	6	1	0	472
13:00	148	41	31	93	0	1	0	314	297	56	26	74	5	1	0	459
13:15	145	44	30	84	0	1	0	304	321	57	28	71	8	2	0	487
13:30	134	39	30	90	1	0	0	294	347	67	31	72	8	2	0	527
13:45	150	40	36	89	1	0	0	316	383	67	26	69	9	3	0	557
14:00	152	45	38	85	1	0	0	321	439	83	23	74	10	4	0	633
14:15	168	46	39	106	3	1	0	363	466	84	25	71	7	3	0	656
14:30	188	55	37	96	2	1	0	379	458	84	23	70	9	3	0	647
14:45	189	53	31	90	2	1	0	366	467	81	22	69	8	2	0	649
15:00	192	62	21	86	2	1	0	364	504	76	20	53	8	1	0	662
15:15	192	65	24	65	1	1	0	348	548	80	13	42	9	4	0	696
15:30	187	58	21	57	3	2	0	328	608	84	13	40	8	4	0	757
15:45	188	55	21	59	3	4	0	330	665	89	11	31	6	4	0	806
16:00	204	40	20	48	5	5	0	322	691	93	10	29	4	3	0	830
16:15	213	31	12	44	4	4	0	308	740	105	9	22	6	5	0	887
16:30	228	27	13	38	2	3	0	311	809	96	4	25	6	6	0	946
16:45	235	24	11	31	2	2	0	305	846	86	2	29	7	6	0	976
17:00	238	28	11	32	0	1	0	310	861	75	3	38	10	7	0	994
17:15	222	28	13	31	0	1	0	295	899	53	5	37	9	3	0	1006
17:30	203	26	12	27	0	2	0	270	840	44	5	28	9	3	0	929
17:45	202	20	9	30	1	2	0	264	786	36	8	28	11	4	0	873
18:00	189	18	9	28	1	2	0	247	767	27	7	20	10	3	0	834

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Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 3

Date of Survey: 06.11.2018
Junction Name: A2260 Ebbsfleet Gateway / International Way
Junction Type: T-Junction

	Arm C Approach								Arm C Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	53	1	0	0	6	0	0	60	81	9	0	0	2	1	0	93
07:15	29	2	0	0	3	0	0	34	90	4	0	0	4	0	1	99
07:30	45	3	0	0	5	0	1	54	79	3	0	0	3	2	0	87
07:45	58	3	0	1	6	1	0	69	94	4	0	0	5	2	0	105
08:00	60	1	0	0	2	0	0	63	84	1	0	0	1	0	0	86
08:15	36	0	0	0	7	0	0	43	55	0	0	0	5	0	0	60
08:30	40	2	0	0	3	0	0	45	35	0	0	0	2	0	0	37
08:45	23	3	0	0	4	0	0	30	32	0	0	0	5	0	0	37
09:00	33	1	0	0	6	0	0	40	34	3	0	0	5	0	0	42
09:15	22	2	0	0	3	0	0	27	36	0	0	0	0	0	0	36
09:30	27	5	0	0	5	0	0	37	28	1	0	0	7	0	0	36
09:45	29	2	0	0	5	1	0	37	35	1	0	0	2	0	0	38
10:00	18	5	0	0	8	0	0	31	29	0	0	0	8	0	0	37
10:15	24	1	0	0	5	0	0	30	11	1	1	0	3	0	0	16
10:30	12	3	0	0	5	0	0	20	17	1	0	0	4	0	0	22
10:45	15	1	0	0	5	0	0	21	19	0	0	0	3	0	0	22
11:00	20	1	0	0	7	0	0	28	24	1	0	0	5	0	0	30
11:15	14	4	1	0	6	0	0	25	20	0	0	0	3	0	0	23
11:30	29	2	0	0	6	0	0	37	32	0	0	0	6	0	0	38
11:45	14	0	0	0	2	0	0	16	20	0	0	0	2	0	0	22
12:00	19	4	0	0	7	1	0	31	17	1	0	0	3	0	0	21
12:15	27	1	1	0	5	0	0	34	15	0	0	0	3	0	0	18
12:30	29	3	0	0	5	0	0	37	15	0	1	0	3	0	0	19
12:45	16	3	1	0	5	0	0	25	14	0	0	0	4	0	0	18
13:00	21	2	0	0	5	0	0	28	14	1	0	0	5	0	0	20
13:15	32	2	0	0	6	0	0	40	23	0	0	0	3	0	0	26
13:30	33	4	0	0	5	0	0	42	17	0	0	0	5	1	0	23
13:45	34	1	0	0	6	0	0	41	17	1	0	0	5	0	0	23
14:00	28	1	0	0	5	0	0	34	14	1	0	0	4	0	0	19
14:15	48	2	1	0	5	0	1	57	8	2	0	0	2	0	0	12
14:30	29	3	0	0	5	0	0	37	11	1	0	0	6	0	0	18
14:45	32	7	0	0	4	1	0	44	6	1	1	0	2	0	0	10
15:00	28	3	1	0	6	0	0	38	13	2	0	0	5	0	0	20
15:15	24	8	0	0	4	0	0	36	13	0	0	0	1	0	0	14
15:30	51	2	0	0	6	0	0	59	25	1	0	0	6	0	0	32
15:45	75	4	0	0	3	0	0	82	9	1	0	0	3	0	0	13
16:00	52	5	0	0	7	2	0	66	25	1	0	0	4	0	0	30
16:15	65	4	0	0	4	0	0	73	22	1	0	0	3	0	0	26
16:30	84	4	0	0	4	0	0	92	24	3	0	0	4	0	0	31
16:45	80	7	0	0	3	0	0	90	20	2	0	0	2	0	0	24
17:00	60	4	0	0	6	0	0	70	38	4	0	0	7	0	0	49
17:15	121	6	0	0	4	1	0	132	41	0	0	0	4	1	0	46
17:30	114	3	0	0	4	1	0	122	53	1	0	0	2	0	0	56
17:45	118	5	0	0	8	0	0	131	47	0	0	0	6	0	0	53
18:00	161	4	0	0	6	0	0	171	34	1	0	0	4	0	0	39
18:15	89	1	0	0	4	0	1	95	34	1	0	0	2	0	0	37
18:30	132	3	0	0	8	0	1	144	50	1	0	0	8	0	0	59
18:45	143	2	0	0	6	0	0	151	46	2	0	0	3	0	0	51
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	185	9	0	1	20	1	1	217	344	20	0	0	14	5	1	384
07:15	192	9	0	1	16	1	1	220	347	12	0	0	13	4	1	377
07:30	199	7	0	1	20	1	1	229	312	8	0	0	14	4	0	338
07:45	194	6	0	1	18	1	0	220	268	5	0	0	13	2	0	288
08:00	159	6	0	0	16	0	0	181	206	1	0	0	13	0	0	220
08:15	132	6	0	0	20	0	0	158	156	3	0	0	17	0	0	176
08:30	118	8	0	0	16	0	0	142	137	3	0	0	12	0	0	152
08:45	105	11	0	0	18	0	0	134	130	4	0	0	17	0	0	151
09:00	111	10	0	0	19	1	0	141	133	5	0	0	14	0	0	152
09:15	96	14	0	0	21	1	0	132	128	2	0	0	17	0	0	147
09:30	98	13	0	0	23	1	0	135	103	3	1	0	20	0	0	127
09:45	83	11	0	0	23	1	0	118	92	3	1	0	17	0	0	113
10:00	69	10	0	0	23	0	0	102	76	2	1	0	18	0	0	97
10:15	71	6	0	0	22	0	0	99	71	3	1	0	15	0	0	90
10:30	61	9	1	0	23	0	0	94	80	2	0	0	15	0	0	97
10:45	78	8	1	0	24	0	0	111	95	1	0	0	17	0	0	113
11:00	77	7	1	0	21	0	0	106	96	1	0	0	16	0	0	113
11:15	76	10	1	0	21	1	0	109	89	1	0	0	14	0	0	104
11:30	89	7	1	0	20	1	0	118	84	1	0	0	14	0	0	99
11:45	89	8	1	0	19	1	0	118	67	1	1	0	11	0	0	80
12:00	91	11	2	0	22	1	0	127	61	1	1	0	13	0	0	76
12:15	93	9	2	0	20	0	0	124	58	1	1	0	15	0	0	75
12:30	98	10	1	0	21	0	0	130	66	1	1	0	15	0	0	83
12:45	102	11	1	0	21	0	0	135	68	1	0	0	17	1	0	87
13:00	120	9	0	0	22	0	0	151	71	2	0	0	18	1	0	92
13:15	127	8	0	0	22	0	0	157	71	2	0	0	17	1	0	91
13:30	143	8	1	0	21	0	1	174	56	4	0	0	16	1	0	77
13:45	139	7	1	0	21	0	1	169	50	5	0	0	17	0	0	72
14:00	137	13	1	0	19	1	1	172	39	5	1	0	14	0	0	59
14:15	137	15	2	0	20	1	1	176	38	6	1	0	15	0	0	60
14:30	113	21	1	0	19	1	0	155	43	4	1	0	14	0	0	62
14:45	135	20	1	0	20	1	0	177	57	4	1	0	14	0	0	76
15:00	178	17	1	0	19	0	0	215	60	4	0	0	15	0	0	79
15:15	202	19	0	0	20	2	0	243	72	3	0	0	14	0	0	89
15:30	243	15	0	0	20	2	0	280	81	4	0	0	16	0	0	101
15:45	276	17	0	0	18	2	0	313	80	6	0	0	14	0	0	100
16:00	281	20	0	0	18	2	0	321	91	7	0	0	13	0	0	111
16:15	289	19	0	0	17	0	0	325	104	10	0	0	16	0	0	130
16:30	345	21	0	0	17	1	0	384	123	9	0	0	17	1	0	150
16:45	375	20	0	0	17	2	0	414	152	7	0	0	15	1	0	175
17:00	413	18	0	0	22	2	0	455	179	5	0	0	19	1	0	204
17:15	514	18	0	0	22	2	0	556	175	2	0	0	16	1	0	194
17:30	482	13	0	0	22	1	1	519	168	3	0	0	14	0	0	185
17:45	500	13	0	0	26	0	2	541	165	3	0	0	20	0	0	188
18:00	525	10	0	0	24	0	2	561	164	5	0	0	17	0	0	186

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Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 3

Date of Survey: 06.11.2018
Junction Name: A2260 Ebbsfleet Gateway / International Way
Junction Type: T-Junction

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	265	40	8	38	11	2	0	364
07:15	273	38	7	41	7	6	1	373
07:30	286	42	13	32	11	4	2	390
07:45	304	53	11	36	11	5	0	420
08:00	298	34	12	37	3	3	0	387
08:15	245	46	7	38	13	2	0	351
08:30	214	33	8	47	5	1	0	308
08:45	180	29	14	39	10	0	0	272
09:00	197	23	14	51	12	1	0	298
09:15	161	19	13	43	5	0	0	241
09:30	135	36	12	32	14	1	0	230
09:45	151	23	15	35	7	2	0	233
10:00	115	27	11	39	16	1	0	209
10:15	114	30	14	44	8	0	0	210
10:30	118	18	9	46	9	0	0	200
10:45	115	24	9	50	8	2	0	208
11:00	114	20	12	33	12	1	0	192
11:15	119	26	10	50	9	2	0	216
11:30	121	20	12	45	12	1	0	211
11:45	122	27	13	31	4	0	0	197
12:00	116	31	9	48	12	1	0	217
12:15	120	33	14	47	9	0	0	223
12:30	124	30	8	44	8	1	0	215
12:45	106	22	12	39	10	1	0	190
13:00	114	22	11	50	10	0	0	207
13:15	137	22	12	37	9	1	0	218
13:30	133	36	16	37	10	1	0	233
13:45	123	20	18	43	11	1	0	216
14:00	138	27	12	38	12	1	0	228
14:15	148	29	15	44	8	0	1	245
14:30	185	36	17	33	12	1	0	284
14:45	166	42	18	44	7	2	0	279
15:00	174	29	15	56	13	1	0	288
15:15	157	37	11	33	7	0	0	245
15:30	198	32	10	26	13	0	0	279
15:45	208	44	5	24	7	1	0	289
16:00	236	35	11	24	12	5	0	323
16:15	222	34	8	23	10	1	0	298
16:30	257	36	8	19	8	2	0	330
16:45	259	36	3	11	7	1	0	317
17:00	292	42	2	13	15	5	0	369
17:15	326	23	4	20	8	2	0	383
17:30	337	21	4	16	6	2	0	386
17:45	310	26	4	21	14	1	0	376
18:00	341	17	6	11	11	1	0	387
18:15	248	10	3	7	7	2	1	278
18:30	300	8	4	19	17	2	1	351
18:45	282	17	3	11	9	0	0	322
Start Time	Rolling Hour							Total
07:00	1128	173	39	147	40	17	3	1547
07:15	1161	167	43	146	32	18	3	1570
07:30	1133	175	43	143	38	14	2	1548
07:45	1061	166	38	158	32	11	0	1466
08:00	937	142	41	161	31	6	0	1318
08:15	836	131	43	175	40	4	0	1229
08:30	752	104	49	180	32	2	0	1119
08:45	673	107	53	165	41	2	0	1041
09:00	644	101	54	161	38	4	0	1002
09:15	562	105	51	149	42	4	0	913
09:30	515	116	52	150	45	4	0	882
09:45	498	98	49	164	40	3	0	852
10:00	462	99	43	179	41	3	0	827
10:15	461	92	44	173	37	3	0	810
10:30	466	88	40	179	38	5	0	816
10:45	469	90	43	178	41	6	0	827
11:00	476	93	47	159	37	4	0	816
11:15	478	104	44	174	37	4	0	841
11:30	479	111	48	171	37	2	0	848
11:45	482	121	44	170	33	2	0	852
12:00	466	116	43	178	39	3	0	845
12:15	464	107	45	180	37	2	0	835
12:30	481	96	43	170	37	3	0	830
12:45	490	102	51	163	39	3	0	848
13:00	507	100	57	167	40	3	0	874
13:15	531	105	58	155	42	4	0	895
13:30	542	112	61	162	41	3	1	922
13:45	594	112	62	158	43	3	1	973
14:00	637	134	62	159	39	4	1	1036
14:15	673	136	65	177	40	4	1	1096
14:30	682	144	61	166	39	4	0	1096
14:45	695	140	54	159	40	3	0	1091
15:00	737	142	41	139	40	2	0	1101
15:15	799	148	37	107	39	6	0	1136
15:30	864	145	34	97	42	7	0	1189
15:45	923	149	32	90	37	9	0	1240
16:00	974	141	30	77	37	9	0	1268
16:15	1030	148	21	66	40	9	0	1314
16:30	1134	137	17	63	38	10	0	1399
16:45	1214	122	13	60	36	10	0	1455
17:00	1265	112	14	70	43	10	0	1514
17:15	1314	87	18	68	39	6	0	1532
17:30	1236	74	17	55	38	6	1	1427
17:45	1199	61	17	58	49	6	2	1392
18:00	1171	52	16	48	44	5	2	1338

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 3

Date of Survey: 06.11.2018
Junction Name: A2260 Ebbsfleet Gateway / International Way
Junction Type: T-Junction

Arm A: A2260 Ebbsfleet Gateway (N) Arm B: A2260 Ebbsfleet Gateway (S) Arm C: International Way (W0

	PCU Summary								
Time	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
07:00	0	66	216	0	78	29	0	40	29
07:15	0	73	230	0	91	31	0	25	14
07:30	0	60	246	0	78	30	0	41	20
07:45	0	87	228	0	93	24	0	45	34
08:00	0	64	188	0	129	24	0	46	21
08:15	0	38	197	0	129	30	0	34	20
08:30	0	22	167	0	155	18	0	31	19
08:45	0	27	160	0	133	18	0	24	13
09:00	0	27	159	0	167	23	0	33	17
09:15	0	15	159	0	115	21	0	20	12
09:30	0	24	111	0	120	23	0	25	20
09:45	0	17	147	0	91	24	0	23	21
10:00	0	30	104	0	120	19	0	23	21
10:15	0	12	128	0	131	10	0	23	15
10:30	0	14	131	0	123	14	0	13	15
10:45	0	13	130	0	137	14	0	16	13
11:00	0	23	107	0	100	15	0	20	19
11:15	0	19	148	0	122	9	0	18	17
11:30	0	24	115	0	116	23	0	28	18
11:45	0	15	121	0	109	10	0	11	8
12:00	0	18	133	0	134	8	0	21	20
12:15	0	14	155	0	119	9	0	25	17
12:30	0	17	134	0	115	7	0	27	18
12:45	0	19	158	0	74	5	0	20	13
13:00	0	20	153	0	111	8	0	21	15
13:15	0	19	103	0	129	12	0	33	17
13:30	0	20	146	0	106	10	0	34	16
13:45	0	22	117	0	132	9	0	24	27
14:00	0	20	176	0	86	5	0	26	16
14:15	0	11	133	0	141	4	0	47	17
14:30	0	21	172	0	136	6	0	29	16
14:45	0	10	188	0	136	4	0	36	14
15:00	0	18	185	0	166	10	0	31	17
15:15	0	8	140	0	130	8	0	31	12
15:30	0	24	153	0	95	17	0	47	22
15:45	0	14	127	0	118	4	0	79	8
16:00	0	24	173	0	110	12	0	50	25
16:15	0	19	163	0	91	12	0	64	16
16:30	0	17	152	0	97	20	0	74	24
16:45	0	15	147	0	82	12	0	76	19
17:00	0	35	210	0	67	25	0	58	21
17:15	0	28	177	0	70	23	0	109	28
17:30	0	33	171	0	70	26	0	93	35
17:45	0	41	157	0	78	21	0	106	38
18:00	0	30	142	0	62	15	0	138	42
18:15	0	25	118	0	44	15	0	74	27
18:30	0	52	112	0	76	19	0	101	55
18:45	0	39	83	0	61	17	0	124	36
Start Time	Rolling Hour								
07:00	0	286	920	0	340	115	0	151	97
07:15	0	284	892	0	392	109	0	156	88
07:30	0	248	859	0	430	108	0	165	95
07:45	0	210	780	0	507	96	0	155	93
08:00	0	150	712	0	547	90	0	134	72
08:15	0	113	684	0	585	89	0	121	68
08:30	0	90	645	0	571	80	0	107	59
08:45	0	92	589	0	536	85	0	101	60
09:00	0	82	576	0	493	91	0	101	68
09:15	0	86	521	0	446	87	0	91	72
09:30	0	82	490	0	462	76	0	93	76
09:45	0	73	510	0	465	67	0	81	71
10:00	0	68	493	0	511	57	0	74	63
10:15	0	61	496	0	491	53	0	71	61
10:30	0	68	515	0	482	52	0	66	63
10:45	0	78	500	0	475	61	0	82	66
11:00	0	80	491	0	447	57	0	77	62
11:15	0	75	517	0	481	50	0	78	63
11:30	0	70	524	0	478	50	0	85	63
11:45	0	63	542	0	476	34	0	84	62
12:00	0	67	579	0	442	29	0	94	67
12:15	0	69	599	0	419	29	0	93	63
12:30	0	74	547	0	429	32	0	100	62
12:45	0	77	560	0	421	35	0	107	60
13:00	0	79	519	0	479	39	0	111	74
13:15	0	80	542	0	454	36	0	116	75
13:30	0	72	572	0	466	28	0	130	75
13:45	0	74	598	0	495	24	0	125	75
14:00	0	62	669	0	499	19	0	138	62
14:15	0	59	678	0	579	24	0	144	63
14:30	0	56	686	0	569	28	0	127	57
14:45	0	59	666	0	528	39	0	144	63
15:00	0	63	605	0	510	39	0	187	58
15:15	0	69	593	0	453	41	0	206	66
15:30	0	80	615	0	414	45	0	239	70
15:45	0	73	615	0	415	48	0	266	72
16:00	0	75	634	0	380	56	0	264	83
16:15	0	85	671	0	337	69	0	272	79
16:30	0	95	685	0	316	80	0	317	92
16:45	0	111	704	0	290	86	0	336	102
17:00	0	137	714	0	285	95	0	365	121
17:15	0	132	647	0	280	85	0	445	142
17:30	0	129	589	0	254	77	0	410	141
17:45	0	148	530	0	259	70	0	418	161
18:00	0	146	456	0	243	66	0	436	159

Intelligent Data Collection Limited

Client:	WSP	Date of Survey:	06.11.2018
Project Number:	ID04231	Junction Name:	A2260 Ebbsfleet Gateway / International Way
Junction Number:	Site 3	Junction Type:	T-Junction

Arm A: A2260 Ebbsfleet Gateway (N)
Arm B: A2260 Ebbsfleet Gateway (S)
Arm C: International Way (W0

Count Method: Vehicles Classes Included: All Classes *Select the count method and desired user classes from the drop-downs in cells D10 and G10*

Maximum 15-minute Junction Flow:

AM Peak	from:	07:45	until:	08:00	flow:	420	*AM Peak covers 07:00 until 10:00*
Inter-Peak	from:	15:45	until:	16:00	flow:	289	*Inter-Peak covers 10:00 until 16:00*
PM Peak	from:	18:00	until:	18:15	flow:	387	*PM Peak covers 16:00 until 19:00*

Period Starting: 07:00 *Select the time from the drop-down in cell D18 to show the 15-minute data for that period*

Movement Counts

From \ To	A	B	C	Total
A	0	172	63	235
B	39	0	30	69
C	23	37	0	60
Total	62	209	93	364

HGV Proportions

From \ To	A	B	C	Total
A	0.0%	16.3%	3.2%	12.8%
B	53.8%	0.0%	0.0%	30.4%
C	17.4%	5.4%	0.0%	10.0%
Total	40.3%	14.4%	2.2%	15.7%

Maximum Hourly Junction Flow:

AM Peak	from:	07:15	until:	08:15	flow:	1570
Inter-Peak	from:	15:45	until:	16:45	flow:	1240
PM Peak	from:	17:15	until:	18:15	flow:	1532

Period Starting: 07:00 *Select the time from the drop-down in cell D34 to show the hourly data for that period*

Movement Counts

From \ To	A	B	C	Total
A	0	733	268	1001
B	213	0	116	329
C	77	140	0	217
Total	290	873	384	1547

HGV Proportions

From \ To	A	B	C	Total
A	0.0%	16.1%	5.2%	13.2%
B	34.3%	0.0%	0.0%	22.2%
C	18.2%	5.0%	0.0%	9.7%
Total	30.0%	14.3%	3.6%	14.6%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

[redacted]

Intelligent Data Collection Limited
Ebbsfleet

Client:	WSP
Project Number:	ID04231
Junction Number:	Site 1
Date of Survey:	06.11.2018
Junction Name:	A226 Thames Way / B262 Springhead Road
Junction Type:	4-arm Roundabout

[redacted]

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	29.11.2018			
Prepared by	Mathew Booth			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID04231			
File Ref	ID04231 Ebbsfleet - MCC Site 1 - 06.11.2018			

Issue Sheet

	Date			
Issued to	30.11.2018			
Charles Edmonds	E-mail			

Contents Page

Location Plan & Summary
MCC Data
PCU Data
Movement Matrices

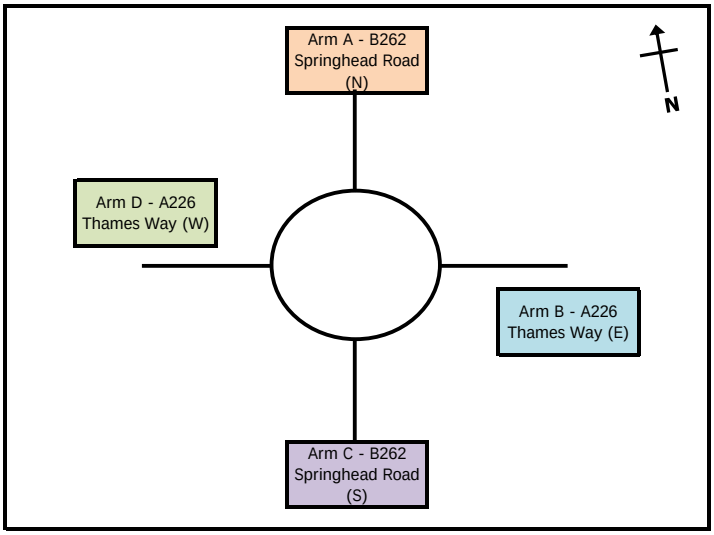
[redacted]

Intelligent Data Collection Limited

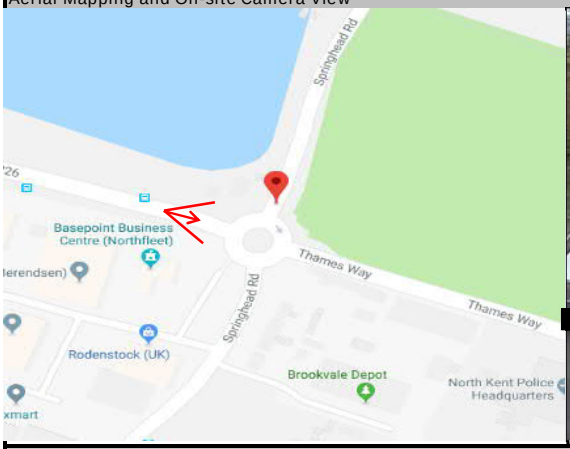
Client:	WSP	Date of Survey:	06.11.2018
Project Number:	ID04231	Junction Name:	A226 Thames Way / B262 Springhead Road
Junction Number:	Site 1	Junction Type:	4-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link	
51.437020516633936	0.3352488211334048	Click Here	
AM Peak Conditions	**Inter-Peak Conditions**	**PM Peak Conditions**	
Dry	Dry	Dry	

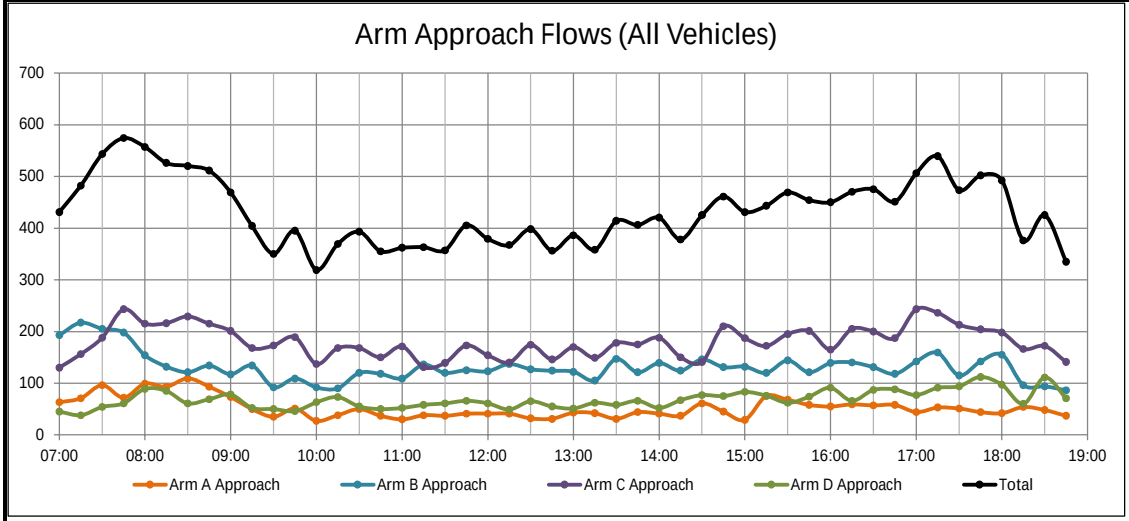
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / B262 Springhead Road
Junction Type: 4-arm Roundabout

Arm A: B262 Springhead Road (N)
Arm B: A226 Thames Way (E)
Arm C: B262 Springhead Road (S)
Arm D: A226 Thames Way (W)

	A to A								A to D								A to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26	24	6	1	0	0	0	0	31
07:15	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25	32	9	0	0	0	1	0	42
07:30	0	0	0	0	0	0	0	0	28	5	0	0	0	0	0	33	49	6	0	0	0	1	0	56
07:45	0	0	0	0	0	0	0	0	23	5	1	0	0	0	0	29	29	6	1	0	0	1	0	37
08:00	0	1	0	0	0	0	0	1	32	2	0	0	0	0	0	34	46	8	1	0	0	0	0	55
08:15	0	0	0	0	0	0	0	0	28	1	0	0	0	1	0	30	49	7	0	0	0	0	0	56
08:30	1	0	0	0	0	0	1	2	24	1	0	0	0	0	0	25	58	10	0	0	0	0	0	68
08:45	2	0	0	0	0	0	0	2	23	2	0	0	0	0	0	25	48	9	0	0	0	0	0	57
09:00	0	0	0	0	0	0	0	0	25	5	0	0	0	0	0	30	29	6	1	0	0	0	0	36
09:15	0	0	0	0	0	0	0	0	12	4	1	0	1	0	0	18	22	3	0	0	0	0	0	25
09:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	22	4	0	0	0	1	0	27
09:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	22	5	0	0	0	0	0	27
10:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	14	7	0	0	0	0	0	21
10:15	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10	19	2	1	0	0	0	0	22
10:30	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	30	4	0	0	0	0	0	34
10:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	26	2	1	0	0	1	0	30
11:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	16	5	0	0	0	0	0	21
11:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23	6	0	0	0	0	0	29
11:30	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	18	5	0	0	0	0	0	23
11:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	22	2	0	0	0	0	0	24
12:00	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	24	2	0	0	0	0	0	26
12:15	1	0	1	0	0	0	0	2	2	1	0	0	0	0	0	3	21	4	3	0	0	0	0	28
12:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	22	5	0	0	0	0	0	27
12:45	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	14	3	0	0	0	0	0	17
13:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	27	1	0	0	0	0	0	28
13:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	28	7	0	0	0	0	0	35
13:30	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	17	3	0	0	0	0	0	20
13:45	0	1	0	0	0	0	0	1	4	2	0	0	0	0	0	6	30	5	0	0	0	0	0	35
14:00	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	21	6	0	0	0	0	0	27
14:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	26	4	0	0	0	0	0	30
14:30	2	0	0	0	0	0	0	2	11	1	0	0	0	0	0	12	37	4	0	0	0	0	0	41
14:45	1	0	0	0	0	0	0	1	10	4	0	0	0	0	0	14	22	5	1	0	0	0	0	28
15:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	10	1	0	0	0	0	0	11
15:15	2	0	0	0	0	0	0	2	13	2	0	0	0	0	0	15	39	6	0	0	0	0	0	45
15:30	1	0	0	0	0	0	0	1	11	2	0	0	0	0	0	13	34	10	1	0	0	0	0	45
15:45	1	0	0	0	0	0	0	1	7	2	0	0	0	0	0	9	32	9	0	0	0	0	0	41
16:00	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	36	5	0	0	0	1	0	42
16:15	1	1	0	0	0	0	0	2	6	0	0	0	0	0	0	6	35	5	0	0	0	2	0	42
16:30	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	37	9	0	0	0	0	0	46
16:45	1	0	0	0	0	0	0	1	11	1	0	0	0	0	0	12	32	9	0	0	0	0	1	42
17:00	1	0	0	0	0	0	0	1	6	2	0	0	0	0	0	8	28	4	0	0	0	2	0	34
17:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	34	5	0	0	0	0	0	39
17:30	1	0	0	0	0	0	0	1	11	1	0	0	0	0	0	12	31	6	0	0	0	0	0	37
17:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	28	2	0	0	0	0	0	30
18:00	1	0	0	0	0	0	0	1	3	1	0	0	1	0	0	5	26	4	0	0	0	0	0	30
18:15	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	29	7	0	0	0	0	0	36
18:30	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	31	1	0	0	0	0	0	32
18:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	21	6	0	0	0	0	0	27
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	98	14	1	0	0	0	0	113	134	27	2	0	0	3	0	166
07:15	0	1	0	0	0	0	0	1	105	15	1	0	0	0	0	121	156	29	2	0	0	3	0	190
07:30	0	1	0	0	0	0	0	1	111	13	1	0	0	1	0	126	173	27	2	0	0	2	0	204
07:45	1	1	0	0	0	0	1	3	107	9	1	0	0	1	0	118	182	31	2	0	0	1	0	216
08:00	3	1	0	0	0	0	1	5	107	6	0	0	0	1	0	114	201	34	1	0	0	0	0	236
08:15	3	0	0	0	0	0	1	4	100	9	0	0	0	1	0	110	184	32	1	0	0	0	0	217
08:30	3	0	0	0	0	0	1	4	84	12	1	0	1	0	0	98	157	28	1	0	0	0	0	186
08:45	2	0	0	0	0	0	0	2	65	11	1	0	1	0	0	78	121	22	1	0	0	1	0	145
09:00	0	0	0	0	0	0	0	0	50	10	1	0	1	0	0	62	95	18	1	0	0	1	0	115
09:15	0	0	0	0	0	0	0	0	29	5	1	0	1	0	0	36	80	19	0	0	0	1	0	100
09:30	1	0	0	0	0	0	0	1	27	1	0	0	0	0	0	28	77	18	1	0	0	1	0	97
09:45	1	0	0	0	0	0	0	1	25	1	1	0	0	0	0	27	85	18	1	0	0	0	0	104
10:00	1	0	0	0	0	0	0	1	19	1	1	0	0	0	0	21	89	15	2	0	0	1	0	107
10:15	1	0	0	0	0	0	0	1	22	1	1	0	0	0	0	24	91	13	2	0	0	1	0	107
10:30	0	0	0	0	0	0	0	0	13	1	1	0	0	0	0	15	95	17	1	0	0	1	0	114
10:45	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	83	18	1	0	0	1	0	103
11:00	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	79	18	0	0	0	0	0	97
11:15	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	87	15	0	0	0	0	0	102
11:30	1	0	1	0	0	0	0	2	17	3	0	0	0	0	0	20	85	13	3	0	0	0	0	101
11:45	1	0	1	0	0	0	0	2	10	3	0	0	0	0	0	13	89	13	3	0	0	0	0	105
12:00	1	0	1	0	0	0	0	2	17	5	0	0	0	0	0	22	81	14	3	0	0	0	0	98
12:15	1	0	1	0	0	0	0	2	23	4	0	0	0	0	0	27	84	13	3	0	0	0	0	100
12:30	0	0	0	0	0	0	0	0	26	3	0	0	0	0	0	29	91	16	0	0	0	0	0	107
12:45	0	0	0	0	0	0	0	0	33	5	0	0	0	0	0	38	86	14	0	0	0	0	0	100
13:00	0	1	0	0	0	0	0	1	27	5	0	0	0	0	0	32	102	16	0	0	0	0	0	118
13:15	0	1	0	0	0	0	0	1	23	6	0	0	0	0	0	29	96	21	0	0	0	0	0	117
13:30	0	1	0	0	0	0	0	1	23	6	0	0	0	0	0	29	94	18	0	0	0	0	0	112
13:45	2	1	0	0	0	0	0	3	26	5	0	0	0	0	0	31	114	19	0	0	0	0	0	133
14:00	3	0	0	0	0	0	0	3	32	7	0	0	0	0	0	39	106	19	1	0	0	0	0	126
14:15	3	0	0	0	0	0	0	3	34	6	0	0	0	0	0	40	95	14	1	0	0	0	0	110
14:30	5	0	0	0	0	0	0	5	42	8	0	0	0	0	0	50	108	16	1	0	0	0	0	125
14:45	4	0	0	0	0	0	0	4	42	9	0	0	0	0	0	51	105	22	2	0	0	0	0	129
15:00	4	0	0	0	0	0	0	4	39	7	0	0	0	0	0	46	115	26	1	0	0	0	0	142
15:15	4	0	0	0	0	0	0	4	38	8	0	0	0	0	0	46	141	30	1	0	0	1	0	173
15:30	3	1	0	0	0	0	0	4	31	6	0	0	0	0	0	37	137	29	1	0	0	3	0	170
15:45	2	1	0	0	0	0	0	3	28	6	0	0	0	0	0	34	140	28	0	0	0	3	0	171
16:00	2	1	0	0	0	0	0	3	32	5	0	0	0	0	0	37	140	28	0	0	0	3	1	172
16:15	3	1	0	0	0	0	0	4	31	5	0	0	0	0	0	36	132	27	0	0	0	4	1	164
16:30	2	0	0	0	0	0	0	2	33	6	0	0	0	0	0	39	131	27	0	0	0	2	1	161
16:45	3	0	0	0	0	0	0	3	36	5	0	0	0	0	0	41	125	24	0	0	0	2	1	152
17:00	2	0	0	0	0	0	0	2	35	4	0	0	0	0	0	39	121	17	0	0	0	2	0	140
17:15	2	0	0	0	0	0	0	2	32	3	0	0	1	0	0	36	119	17	0	0	0	0	0	136
17:30	2	0	0	0	0	0	0	2	40	2	0	0	1	0	0	43	114	19	0	0	0	0	0	133
17:45	1	0	0	0	0	0	0	1	40	2	0	0	1	0	0	43	114	14	0	0	0	0	0	128
18:00	1	0	0	0	0	0	0	1	38	3	0	0	1	0	0	42	107	18	0	0	0	0	0	125

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / B262 Springhead Road
Junction Type: 4-arm Roundabout

Arm A: B262 Springhead Road (N)
Arm B: A226 Thames Way (E)
Arm C: B262 Springhead Road (S)
Arm D: A226 Thames Way (W)

	A to B								B to B								B to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45	5	0	1	0	0	0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	8	1	0	0	0	0	0	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	5	1	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	14	0	0	0	0	0	0	14	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
08:45	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
09:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:45	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:30	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:15	5	2	0	0	0	0	1	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:30	4	2	0	0	0	0	0	6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
11:45	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:00	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
12:15	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:30	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
13:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
13:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
15:00	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	5	4	0	0	0	0	0	9	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
15:45	5	1	0	0	0	1	0	7	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:15	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	21	1	1	0	0	0	0	23	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3
07:15	23	2	1	0	0	0	0	26	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
07:30	25	2	2	0	0	0	0	29	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
07:45	32	2	2	0	0	0	0	36	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
08:00	36	2	1	0	0	0	0	39	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	7
08:15	35	1	1	0	0	0	0	37	2	0	0	0	0	0	0	2	9	1	0	0	0	0	0	10
08:30	37	0	0	0	0	0	0	37	2	0	0	0	0	0	0	2	10	1	0	0	0	0	0	11
08:45	26	0	0	0	0	0	0	26	1	0	0	0	0	0	0	1	9	1	0	0	0	0	0	10
09:00	31	1	0	0	0	0	0	32	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
09:15	26	1	0	0	0	0	0	27	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:30	24	1	0	0	0	0	0	25	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:45	30	4	0	0	0	0	0	34	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
10:00	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
10:15	19	4	0	0	0	0	0	23	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
10:30	19	6	0	0	0	0	1	26	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
10:45	14	5	0	0	0	0	1	20	0	0	1	0	0	0	0	1	6	0	0	0	0	0	0	6
11:00	23	6	0	0	0	0	1	30	0	0	1	0	0	0	0	1	6	0	0	0	0	0	0	6
11:15	29	7	0	0	0	0	1	37	0	0	1	0	0	0	0	1	6	1	0	0	0	0	0	7
11:30	31	6	0	0	0	0	0	37	1	0	1	0	0	0	0	2	5	1	0	0	0	0	0	6
11:45	29	6	0	0	0	0	0	35	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7
12:00	17	6	0	0	0	0	0	23	2	0	0	0	0	0	0	2	6	1	0	0	0	0	0	7
12:15	14	4	0	0	0	0	0	18	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
12:30	8	4	0	0	0	0	0	12	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
12:45	7	2	0	0	0	0	0	9	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
13:00	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
13:15	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
13:30	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
13:45	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
14:00	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
14:15	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
14:30	27	3	0	0	0	0	0	30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
14:45	27	6	0	0	0	0	0	33	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
15:00	30	7	0	0	0	1	0	38	1	0	0	0	0	0	0	1	4	2	0	0	0	0	0	6
15:15	26	6	0	0	0	1	0	33	1	0	0	0	0	0	0	1	5	2	0	0	0	0	0	7
15:30	21	7	0	0	0	1	0	29	1	0	0	0	0	0	0	1	7	4	0	0	0	0	0	11
15:45	17	3	0	0	0	1	0	21	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	7
16:00	15	2	0	0	0	0	0	17	1	0	0	0	0	0	0	1	4	2	0	0	0	0	0	6
16:15	12	2	0	0	0	0	0	14	1	0	0	0	0	0	0	1	4	3	0	0	0	0	0	7
16:30	8	1	0	0	0	0	1	10	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
16:45	8	1	0	0	0	0	1	10	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
17:00	9	1	0	0	0	0	1	11	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
17:15	14	1	0	0	0	0	1	16	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:30	12	1	0	0	0	0	0	13	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
17:45	15	1	0	0	0	0	0	16	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
18:00	12	1	0	0	0	0	0	13	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / B262 Springhead Road
Junction Type: 4-arm Roundabout

Arm A: B262 Springhead Road (N)
Arm B: A226 Thames Way (E)
Arm C: B262 Springhead Road (S)
Arm D: A226 Thames Way (W)

	B to D								B to C								C to C							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	116	24	2	8	4	0	0	154	28	9	0	0	1	0	0	38	0	0	0	0	0	0	0	0
07:15	131	24	5	8	2	2	0	172	30	11	0	2	0	1	0	44	0	0	0	0	0	0	0	0
07:30	129	15	3	13	5	1	0	166	24	12	0	0	1	1	0	38	0	0	0	0	0	0	0	0
07:45	118	15	2	13	0	0	0	148	37	8	2	2	0	0	0	49	0	0	0	0	0	0	0	0
08:00	92	8	1	8	0	1	0	110	34	9	0	0	0	0	0	43	0	1	1	0	0	0	0	2
08:15	67	11	1	6	1	0	0	86	35	8	1	2	0	0	0	46	0	0	0	0	0	0	0	0
08:30	42	5	4	14	1	0	0	66	44	5	1	1	0	0	0	51	1	1	0	0	0	0	0	2
08:45	51	7	4	11	1	0	0	74	46	9	0	0	0	0	0	55	2	0	0	0	0	0	0	2
09:00	39	7	4	12	0	0	0	62	37	12	3	0	0	0	0	52	1	0	0	0	0	0	0	1
09:15	43	6	4	14	0	0	0	67	56	7	2	0	0	1	0	66	1	0	0	0	0	0	0	1
09:30	21	2	2	3	3	1	0	32	44	13	1	0	0	0	0	58	0	0	0	0	0	0	0	0
09:45	36	9	5	9	1	0	0	60	41	8	0	0	0	0	0	49	2	0	0	0	0	0	0	2
10:00	28	6	0	5	2	0	0	41	40	11	0	0	0	0	0	51	0	0	0	0	0	0	0	0
10:15	25	5	1	7	1	0	0	39	39	11	0	0	0	0	0	50	2	0	0	0	0	0	0	2
10:30	35	5	3	10	0	0	0	53	53	13	0	0	0	0	0	66	0	1	0	0	0	0	0	1
10:45	26	7	2	6	1	1	0	43	64	8	0	1	0	0	0	73	0	0	0	0	0	0	0	0
11:00	34	2	2	10	1	0	0	49	50	7	0	1	0	0	0	58	1	1	0	0	0	0	0	2
11:15	35	4	3	19	1	0	0	62	62	10	1	0	0	0	0	73	1	0	0	0	0	0	0	1
11:30	22	5	1	9	2	0	0	39	66	10	1	0	0	1	1	79	1	0	0	0	0	0	0	1
11:45	29	3	3	5	1	0	0	41	68	13	1	0	0	0	0	82	1	0	0	0	0	0	0	1
12:00	24	7	0	12	1	0	0	44	59	16	1	0	0	0	0	76	0	0	0	0	0	0	0	0
12:15	32	6	5	14	2	1	0	60	66	10	0	0	0	0	0	76	1	1	0	0	0	0	0	2
12:30	36	7	1	7	0	2	0	53	59	12	1	0	0	0	0	72	0	0	0	0	0	0	0	0
12:45	28	3	1	19	3	1	0	55	57	9	0	0	0	0	0	66	0	1	1	0	0	0	0	2
13:00	29	8	2	8	1	0	0	48	64	7	1	0	0	0	0	72	0	0	0	0	0	0	0	0
13:15	27	4	0	3	1	0	0	35	55	13	1	0	1	0	0	70	0	0	0	0	0	0	0	0
13:30	31	5	2	12	2	0	0	52	85	8	0	1	0	0	0	94	0	0	0	0	0	0	0	0
13:45	21	3	4	13	2	1	0	44	66	10	0	0	0	0	0	76	0	0	0	0	0	0	0	0
14:00	32	3	3	10	1	1	0	50	78	6	4	0	0	0	0	88	1	0	0	0	0	0	0	1
14:15	40	10	2	4	3	0	0	59	51	12	1	0	0	0	0	64	0	0	0	0	0	0	0	0
14:30	47	7	1	6	2	1	0	64	67	11	2	0	0	0	0	80	1	0	0	0	0	0	0	1
14:45	35	6	2	8	1	0	0	52	66	10	0	0	1	0	0	77	0	0	0	0	0	0	0	0
15:00	35	4	4	7	2	0	0	52	73	6	1	0	0	0	0	80	0	0	0	0	0	0	0	0
15:15	33	4	2	3	1	1	0	44	61	14	1	0	0	0	0	76	0	0	0	0	0	0	0	0
15:30	38	10	3	2	3	0	0	56	71	11	1	0	0	0	0	83	0	0	0	0	0	0	0	0
15:45	45	5	0	1	1	0	0	52	57	8	2	0	0	0	0	67	0	0	0	0	0	0	0	0
16:00	42	4	1	4	1	1	0	53	70	14	1	0	0	0	0	85	0	0	0	0	0	0	0	0
16:15	47	4	0	5	2	0	0	58	65	12	1	0	0	0	0	78	1	0	0	0	0	0	0	1
16:30	46	4	1	3	1	0	0	55	72	2	2	0	0	0	0	76	0	1	0	0	0	0	0	1
16:45	44	5	1	1	2	1	0	54	58	4	0	0	0	0	0	62	0	0	0	0	0	0	0	0
17:00	53	10	1	4	2	2	0	72	61	6	1	0	0	0	0	68	0	0	0	0	0	0	0	0
17:15	51	4	1	9	2	1	0	68	85	5	0	0	0	0	0	90	0	0	0	0	0	0	0	0
17:30	43	1	0	5	1	0	0	50	62	3	0	0	0	0	0	65	1	0	0	0	0	0	0	1
17:45	60	2	1	6	1	1	0	71	63	4	2	0	0	0	1	70	0	0	0	0	0	0	0	0
18:00	60	1	0	3	2	1	0	67	81	4	1	0	0	0	0	86	0	0	0	0	0	0	0	0
18:15	39	1	0	3	1	0	0	44	47	3	0	0	0	0	0	50	0	0	0	0	0	0	0	0
18:30	37	3	0	8	0	0	0	48	37	5	0	0	0	0	0	42	0	0	0	0	0	0	0	0
18:45	38	2	0	3	2	0	0	45	35	4	1	0	0	1	0	41	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	494	78	12	42	11	3	0	640	119	40	2	4	2	2	0	169	0	0	0	0	0	0	0	0
07:15	470	62	11	42	7	4	0	596	125	40	2	4	1	2	0	174	0	1	1	0	0	0	0	2
07:30	406	49	7	40	6	2	0	510	130	37	3	4	1	1	0	176	0	1	1	0	0	0	0	2
07:45	319	39	8	41	2	1	0	410	150	30	4	5	0	0	0	189	1	2	1	0	0	0	0	4
08:00	252	31	10	39	3	1	0	336	159	31	2	3	0	0	0	195	3	2	1	0	0	0	0	6
08:15	199	30	13	43	3	0	0	288	162	34	5	3	0	0	0	204	4	1	0	0	0	0	0	5
08:30	175	25	16	51	2	0	0	269	183	33	6	1	0	1	0	224	5	1	0	0	0	0	0	6
08:45	154	22	14	40	4	1	0	235	183	41	6	0	0	1	0	231	4	0	0	0	0	0	0	4
09:00	139	24	15	38	4	1	0	221	178	40	6	0	0	1	0	225	4	0	0	0	0	0	0	4
09:15	128	23	11	31	6	1	0	200	181	39	3	0	0	1	0	224	3	0	0	0	0	0	0	3
09:30	110	22	8	24	7	1	0	172	164	43	1	0	0	0	0	208	4	0	0	0	0	0	0	4
09:45	124	25	9	31	4	0	0	193	173	43	0	0	0	0	0	216	4	1	0	0	0	0	0	5
10:00	114	23	6	28	4	1	0	176	196	43	0	1	0	0	0	240	2	1	0	0	0	0	0	3
10:15	120	19	8	33	3	1	0	184	206	39	0	2	0	0	0	247	3	2	0	0	0	0	0	5
10:30	130	18	10	45	3	1	0	207	229	38	1	2	0	0	0	270	2	2	0	0	0	0	0	4
10:45	117	18	8	44	5	1	0	193	242	35	2	2	0	1	1	283	3	1	0	0	0	0	0	4
11:00	120	14	9	43	5	0	0	191	246	40	3	1	0	1	1	292	4	1	0	0	0	0	0	5
11:15	110	19	7	45	5	0	0	186	255	49	4	0	0	1	1	310	3	0	0	0	0	0	0	3
11:30	107	21	9	40	6	1	0	184	259	49	3	0	0	1	1	313	3	1	0	0	0	0	0	4
11:45	121	23	9	38	4	3	0	198	252	51	3	0	0	0	0	306	2	1	0	0	0	0	0	3
12:00	120	23	7	52	6	4	0	212	241	47	2	0	0	0	0	290	1	2	1	0	0	0	0	4
12:15	125	24	9	48	6	4	0	216	246	38	2	0	0	0	0	286	1	2	1	0	0	0	0	4
12:30	120	22	4	37	5	3	0	191	235	41	3	0	1	0	0	280	0	1	1	0	0	0	0	2
12:45	115	20	5	42	7	1	0	190	261	37	2	1	1	0	0	302	0	1	1	0	0	0	0	2
13:00	108	20	8	36	6	1	0	179	270	38	2	1	1	0	0	312	0	0	0	0	0	0	0	0
13:15	111	15	9	38	6	2	0	181	284	37	5	1	1	0	0	328	1	0	0	0	0	0	0	1
13:30	124	21	11	39	8	2	0	205	280	36	5	1	0	0	0	322	1	0	0	0	0	0	0	1
13:45	140	23	10	33	8	3	0	217	262	39	7	0	0	0	0	308	2	0	0	0	0	0	0	2
14:00	154	26	8	28	7	2	0	225	262	39	7	0	1	0	0	309	2	0	0	0	0	0	0	2
14:15	157	27	9	25	8	1	0	227	257	39	4	0	1	0	0	301	1	0	0	0	0	0	0	1
14:30	150	21	9	24	6	2	0	212	267	41	4	0	1	0	0	313	1	0	0	0	0	0	0	1
14:45	141	24	11	20	7	1	0	204	271	41	3	0	1	0	0	316	0	0	0	0	0	0	0	0
15:00	151	23	9	13	7	1	0	204	262	39	5	0	0	0	0	306	0	0	0	0	0	0	0	0
15:15	158	23	6	10	6	2	0	205	259	47	5	0	0	0	0	311	0	0	0	0	0	0	0	0
15:30	172	23	4	12	7	1	0	219	263	45	5	0	0	0	0	313	1	0	0	0	0	0	0	1
15:45	180	17	2	13	5	1	0	218	264	36	6	0	0	0	0	306	1	1	0	0	0	0	0	2
16:00	179	17	3	13	6	2	0	220	265	32	4	0	0	0	0	301	1	1	0	0	0	0	0	2
16:15	190	23	3	13	7	3	0	239	256	24	4	0	0	0	0	284	1	1	0	0	0	0	0	2
16:30	194	23	4	17	7	4	0	249	276	17	3	0	0	0	0	296	0	1	0	0	0	0	0	1
16:45	191	20	3	19	7	4	0	244	266	18	1	0	0	0	0	285	1	0	0	0	0	0	0	1
17:00	207	17	3	24	6	4	0	261	271	18	3	0	0	0	1	293	1	0	0	0	0	0	0	1
17:15	214	8	2	23	6	3	0	256	291	16	3	0	0	0	1	311	1	0	0	0	0	0	0	1
17:30	202	5	1	17	5	2	0	232	253	14	3	0	0	0	1	271	1	0	0	0	0	0	0	1
17:45	196	7	1	20	4	2	0	230	228	16	3	0	0	0	1	248	0	0	0	0	0	0	0	0
18:00	174	7	0	17	5	1	0	204	200	16	2	0	0	1	0	219	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / B262 Springhead Road
Junction Type: 4-arm Roundabout

Arm A: B262 Springhead Road (N)
Arm B: A226 Thames Way (E)
Arm C: B262 Springhead Road (S)
Arm D: A226 Thames Way (W)

	C to B								C to A								C to D							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	31	3	2	0	0	0	0	36	15	8	0	0	0	0	0	23	58	9	2	0	1	1	0	71
07:15	50	7	1	0	0	3	0	61	10	5	0	0	0	0	0	15	69	10	0	0	0	0	1	80
07:30	53	6	1	0	0	0	0	60	19	4	0	0	0	0	1	24	85	11	3	1	2	2	0	104
07:45	80	10	2	0	0	0	0	92	32	8	1	0	0	0	0	41	93	10	2	2	2	1	0	110
08:00	74	8	2	0	0	0	0	84	23	7	0	0	0	0	0	30	83	10	3	1	1	1	0	99
08:15	78	7	1	0	0	0	0	86	29	6	0	0	0	0	0	35	82	10	1	1	1	0	0	95
08:30	85	7	1	0	1	0	1	95	48	6	0	0	0	0	0	54	69	7	0	0	1	1	0	78
08:45	91	6	1	0	1	0	0	99	57	6	0	0	0	0	0	63	42	5	3	0	1	0	0	51
09:00	90	1	1	0	0	1	0	93	53	8	1	0	0	2	0	64	32	7	2	0	2	0	0	43
09:15	72	16	2	0	0	0	0	90	29	11	1	0	0	0	0	41	33	1	1	0	1	0	0	36
09:30	76	18	3	0	0	0	0	97	25	9	0	0	0	0	0	34	33	5	2	0	1	1	0	42
09:45	91	17	2	0	0	0	0	110	33	5	0	0	0	0	0	38	33	5	1	0	0	0	0	39
10:00	69	11	2	0	0	0	0	82	26	5	0	0	0	0	0	31	18	3	1	0	2	0	0	24
10:15	91	16	1	0	0	0	0	108	29	6	0	1	0	0	0	36	14	6	0	1	1	0	0	22
10:30	75	12	3	0	2	1	0	93	25	15	1	0	0	0	0	41	24	2	3	1	2	1	0	33
10:45	73	15	2	0	0	0	0	90	28	9	1	0	0	0	0	38	16	1	0	4	1	0	0	22
11:00	76	14	2	0	0	0	0	92	40	9	0	0	0	1	0	50	18	7	0	0	2	0	0	27
11:15	53	16	4	0	0	0	0	73	29	3	0	0	0	0	0	32	20	4	0	1	0	0	0	25
11:30	57	14	1	0	0	0	1	73	34	7	2	0	0	0	0	43	16	2	2	0	2	0	0	22
11:45	89	10	1	0	0	0	0	100	37	3	0	0	0	0	0	40	23	7	1	0	0	1	0	32
12:00	77	14	2	1	0	0	0	94	27	4	0	0	0	0	0	31	23	3	0	1	2	0	0	29
12:15	68	11	0	0	0	0	0	79	19	3	1	0	0	1	1	25	27	4	0	1	2	0	0	34
12:30	80	18	2	0	0	0	0	100	33	6	0	0	0	0	0	39	28	3	2	1	1	0	0	35
12:45	76	6	1	0	0	0	0	83	30	3	0	0	0	0	0	33	18	6	2	0	2	0	0	28
13:00	86	13	2	0	0	0	0	101	21	8	1	0	0	1	0	31	30	5	0	1	1	1	0	38
13:15	76	9	0	0	0	0	0	85	27	5	1	0	0	1	0	34	22	3	1	3	0	1	0	30
13:30	80	8	0	0	0	1	0	89	36	5	0	0	0	0	0	41	29	9	5	2	2	1	0	48
13:45	69	20	2	0	0	0	0	91	32	5	1	0	0	1	1	40	25	10	5	3	1	0	0	44
14:00	82	12	1	0	0	0	0	95	41	11	0	0	0	0	0	52	27	8	1	1	3	0	0	40
14:15	59	14	2	0	0	0	0	75	33	11	0	0	0	0	0	44	22	6	3	0	0	0	0	31
14:30	59	13	0	0	1	0	0	73	32	4	0	0	0	0	0	36	22	5	2	0	2	0	0	31
14:45	84	19	1	0	0	0	0	104	46	13	0	0	0	0	0	59	38	7	1	0	1	0	0	47
15:00	82	9	0	2	0	0	0	93	44	13	1	0	0	0	0	58	28	3	1	2	2	0	0	36
15:15	67	15	1	1	1	1	0	86	37	8	0	0	0	0	0	45	33	6	2	0	0	0	0	41
15:30	70	16	1	0	0	0	0	87	61	10	0	0	0	0	0	71	29	5	2	0	1	0	0	37
15:45	71	16	1	0	1	0	0	89	48	13	0	0	0	1	0	62	39	7	1	2	1	0	0	50
16:00	71	7	1	0	0	0	0	79	40	10	0	0	0	0	0	50	26	7	1	0	2	0	0	36
16:15	84	11	0	0	1	0	0	96	50	13	0	0	0	0	0	63	34	5	2	2	1	1	0	45
16:30	88	18	1	0	0	0	0	107	46	8	0	0	0	0	0	54	33	4	0	0	1	0	0	38
16:45	64	9	1	0	2	0	0	76	52	11	0	0	0	3	0	66	33	9	2	1	0	0	0	45
17:00	98	11	0	1	3	1	0	114	46	18	0	0	0	0	0	64	52	10	0	0	3	0	0	65
17:15	97	5	1	0	1	1	1	106	69	12	0	0	0	4	0	85	41	4	0	0	0	0	0	45
17:30	86	12	1	0	0	1	0	100	44	12	0	0	0	0	0	56	50	3	0	0	3	0	0	56
17:45	79	10	0	0	0	1	0	90	61	13	0	0	0	1	1	76	32	3	1	1	1	0	0	38
18:00	79	6	0	0	2	2	0	89	59	9	0	0	0	0	0	68	32	2	2	1	3	1	0	41
18:15	61	5	0	0	1	1	0	68	48	8	0	0	0	0	0	56	38	4	0	0	0	0	0	42
18:30	62	7	1	0	1	1	0	72	40	10	0	0	0	1	0	51	42	2	1	0	4	0	0	49
18:45	47	4	1	0	0	0	0	52	50	6	0	0	0	0	0	56	32	1	0	0	0	0	0	33
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	214	26	6	0	0	3	0	249	76	25	1	0	0	0	1	103	305	40	7	3	5	4	1	365
07:15	257	31	6	0	0	3	0	297	84	24	1	0	0	0	1	110	330	41	8	4	5	4	1	393
07:30	285	31	6	0	0	0	0	322	103	25	1	0	0	0	1	130	343	41	9	5	6	4	0	408
07:45	317	32	6	0	1	0	1	357	132	27	1	0	0	0	0	160	327	37	6	4	5	3	0	382
08:00	328	28	5	0	2	0	1	364	157	25	0	0	0	0	0	182	276	32	7	2	4	2	0	323
08:15	344	21	4	0	2	1	1	373	187	26	1	0	0	2	0	216	225	29	6	1	5	1	0	267
08:30	338	30	5	0	2	1	1	377	187	31	2	0	0	2	0	222	176	20	6	0	5	1	0	208
08:45	329	41	7	0	1	1	0	379	164	34	2	0	0	2	0	202	140	18	8	0	5	1	0	172
09:00	329	52	8	0	0	1	0	390	140	33	2	0	0	2	0	177	131	18	6	0	4	1	0	160
09:15	308	62	9	0	0	0	0	379	113	30	1	0	0	0	0	144	117	14	5	0	4	1	0	141
09:30	327	62	8	0	0	0	0	397	113	25	0	1	0	0	0	139	98	19	4	1	4	1	0	127
09:45	326	56	8	0	2	1	0	393	113	31	1	1	0	0	0	146	89	16	5	2	5	1	0	118
10:00	308	54	8	0	2	1	0	373	108	35	2	1	0	0	0	146	72	12	4	6	6	1	0	101
10:15	315	57	8	0	2	1	0	383	122	39	2	1	0	1	0	165	72	16	3	6	6	1	0	104
10:30	277	57	11	0	2	1	0	348	122	36	2	0	0	1	0	161	78	14	3	6	5	1	0	107
10:45	259	59	9	0	0	0	1	328	131	28	3	0	0	1	0	163	70	14	2	5	5	0	0	96
11:00	275	54	8	0	0	0	1	338	140	22	2	0	0	1	0	165	77	20	3	1	4	1	0	106
11:15	276	54	8	1	0	0	1	340	127	17	2	0	0	0	0	146	82	16	3	2	4	1	0	108
11:30	291	49	4	1	0	0	1	346	117	17	3	0	0	1	1	139	89	16	3	2	6	1	0	117
11:45	314	53	5	1	0	0	0	373	116	16	1	0	0	1	1	135	101	17	3	3	5	1	0	130
12:00	301	49	5	1	0	0	0	356	109	16	1	0	0	1	1	128	96	16	4	3	7	0	0	126
12:15	310	48	5	0	0	0	0	363	103	20	2	0	0	2	1	128	103	18	4	3	6	1	0	135
12:30	318	46	5	0	0	0	0	369	111	22	2	0	0	2	0	137	98	17	5	5	4	2	0	131
12:45	318	36	3	0	0	1	0	358	114	21	2	0	0	2	0	139	99	23	8	6	5	3	0	144
13:00	311	50	4	0	0	1	0	366	116	23	3	0	0	3	1	146	106	27	11	9	4	3	0	160
13:15	307	49	3	0	0	1	0	360	136	26	2	0	0	2	1	167	103	30	12	9	6	2	0	162
13:30	290	54	5	0	0	1	0	350	142	32	1	0	0	1	1	177	103	33	14	6	6	1	0	163
13:45	269	59	5	0	1	0	0	334	138	31	1	0	0	1	1	172	96	29	11	4	6	0	0	146
14:00	284	58	4	0	1	0	0	347	152	39	0	0	0	0	0	191	109	26	7	1	6	0	0	149
14:15	284	55	3	2	1	0	0	345	155	41	1	0	0	0	0	197	110	21	7	2	5	0	0	145
14:30	292	56	2	3	2	1	0	356	159	38	1	0	0	0	0	198	121	21	6	2	5	0	0	155
14:45	303	59	3	3	1	1	0	370	188	44	1	0	0	0	0	233	128	21	6	2	4	0	0	161
15:00	290	56	3	3	2	1	0	355	190	44	1	0	0	1	0	236	129	21	6	4	4	0	0	164
15:15	279	54	4	1	2	1	0	341	186	41	0	0	0	1	0	228	127	25	6	2	4	0	0	164
15:30	296	50	3	0	2	0	0	351	199	46	0	0	0	1	0	246	128	24	6	4	5	1	0	168
15:45	314	52	3	0	2	0	0	371	184	44	0	0	0	1	0	229	132	23	4	4	5	1	0	169
16:00	307	45	3	0	3	0	0	358	188	42	0	0	0	3	0	233	126	25	5	3	4	1	0	164
16:15	334	49	2	1	6	1	0	393	194	50	0	0	0	3	0	247	152	28	4	3	5	1	0	193
16:30	347	43	3	1	6	2	1	403	213	49	0	0	0	7	0	269	159	27	2	1	4	0	0	193
16:45	345	37	3	1	6	3	1	396	211	53	0	0	0	7	0	271	176	26	2	1	6	0	0	211
17:00	360	38	2	1	4	4	1	410	220	55	0	0	0	5	1	281	175	20	1	1	7	0	0	204
17:15	341	33	2	0	3	5	1	385	233	46	0	0	0	5	1	285	155	12	3	2	7	1	0	180
17:30	305	33	1	0	3	5	0	347	212	42	0	0	0	1	1	256	152	12	3	2	7	1	0	177
17:45	281	28	1	0	4	5	0	319	208	40	0	0	0	2	1	251	144	11	4	2	8	1	0	170
18:00	249	22	2	0	4	4	0	281	197	33	0	0	0	1	0	231	144	9	3	1	7	1	0	165

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / B262 Springhead Road
Junction Type: 4-arm Roundabout

Arm A: B262 Springhead Road (N)
Arm B: A226 Thames Way (E)
Arm C: B262 Springhead Road (S)
Arm D: A226 Thames Way (W)

	D to D								D to C								D to B							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	7	1	1	0	2	0	0	11	14	2	0	14	1	1	0	32
07:15	0	0	0	0	0	0	0	0	9	0	0	0	1	0	0	10	12	4	0	10	1	1	0	28
07:30	0	0	0	0	0	0	0	0	9	1	2	1	2	0	0	15	21	1	2	11	0	0	0	35
07:45	0	0	0	0	0	0	0	0	18	1	1	0	0	0	0	20	26	1	2	7	0	1	0	37
08:00	0	0	0	0	0	0	0	0	17	5	0	0	2	0	0	24	45	3	4	7	1	0	0	60
08:15	0	0	0	0	0	0	0	0	16	1	0	0	1	0	0	18	41	6	2	9	3	0	0	61
08:30	0	0	0	0	0	0	0	0	11	0	0	0	1	0	0	12	27	2	2	16	1	0	0	48
08:45	0	0	0	0	0	0	0	0	12	6	2	0	1	0	2	23	28	2	1	12	1	0	0	44
09:00	1	0	0	0	0	0	0	1	5	5	0	1	1	0	0	12	36	1	3	17	2	0	0	59
09:15	0	0	0	0	0	0	0	0	9	2	1	1	2	0	0	15	20	3	3	7	1	0	0	34
09:30	0	1	0	0	0	0	0	1	6	3	1	0	1	0	0	11	26	2	1	7	0	0	0	36
09:45	0	0	0	0	0	0	0	0	9	2	1	1	1	0	0	14	15	1	1	9	3	2	0	31
10:00	0	0	0	0	0	0	0	0	9	3	1	1	1	0	0	15	21	3	3	12	3	0	0	42
10:15	0	0	0	0	0	0	0	0	8	2	0	2	2	1	0	15	20	6	3	18	1	0	0	48
10:30	0	0	0	0	0	0	0	0	9	2	1	1	1	0	0	14	17	3	2	15	2	0	0	39
10:45	0	0	0	0	0	0	0	0	7	4	1	3	1	0	0	16	20	2	1	7	1	1	0	32
11:00	0	0	0	0	0	0	0	0	8	6	0	0	0	1	0	15	21	1	4	9	2	0	0	37
11:15	1	0	0	0	0	0	0	1	10	5	1	0	2	0	0	18	19	1	1	13	2	1	0	37
11:30	0	0	0	0	0	0	0	0	8	1	2	1	1	0	0	13	29	3	1	14	0	0	0	47
11:45	1	0	0	0	0	0	0	1	18	2	0	1	1	0	0	22	24	1	2	11	2	0	0	40
12:00	0	0	0	0	0	0	0	0	9	6	1	1	1	0	0	18	20	1	2	10	2	0	0	35
12:15	0	1	0	0	0	0	0	1	12	4	2	2	2	0	0	22	12	0	2	9	1	0	0	24
12:30	0	0	0	0	0	0	0	0	8	4	1	0	1	0	0	14	26	2	4	13	2	0	0	47
12:45	0	0	0	0	0	0	0	0	12	2	2	0	1	0	0	17	22	1	1	7	2	0	0	33
13:00	0	0	0	0	0	0	0	0	11	2	0	1	1	0	0	15	20	1	1	10	1	0	0	33
13:15	0	0	0	0	0	0	0	0	13	4	2	1	3	0	0	23	16	2	2	16	2	0	0	38
13:30	0	0	0	0	0	0	0	0	14	3	1	3	1	0	0	22	14	5	4	11	0	0	0	34
13:45	0	0	0	0	0	0	0	0	21	4	1	1	1	0	0	28	19	2	4	6	3	0	0	34
14:00	1	0	0	0	0	0	0	1	14	2	3	0	1	0	0	20	22	2	1	4	1	0	0	30
14:15	0	1	0	0	0	0	0	1	21	2	1	1	2	0	0	27	22	1	4	10	0	0	0	37
14:30	0	0	0	0	0	0	0	0	13	3	3	0	0	0	0	19	36	4	1	11	2	0	0	54
14:45	1	0	0	0	0	0	0	1	19	2	2	0	2	0	0	25	29	1	4	11	1	0	0	46
15:00	0	0	0	0	0	0	0	0	20	4	0	0	1	0	0	25	25	7	0	15	3	0	0	50
15:15	1	1	0	0	0	0	0	2	16	1	0	1	2	0	0	20	35	4	3	9	0	0	0	51
15:30	2	0	0	0	0	0	0	2	18	3	0	1	0	0	0	22	20	6	2	5	2	0	0	35
15:45	0	0	0	0	0	0	0	0	14	4	0	1	2	1	0	22	33	8	1	7	1	0	0	50
16:00	1	0	0	0	0	0	0	1	21	5	1	1	1	0	1	30	35	6	2	6	2	1	0	52
16:15	0	0	0	0	0	0	0	0	17	4	1	1	1	0	0	24	24	5	1	6	2	0	0	38
16:30	0	0	0	0	0	0	0	0	27	4	0	1	1	0	0	33	33	6	2	5	4	1	0	51
16:45	0	1	0	0	0	0	0	1	31	2	0	0	2	0	0	35	29	4	0	7	0	2	0	42
17:00	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	46	1	0	1	2	0	0	50
17:15	0	0	0	0	0	0	0	0	33	1	3	1	0	0	1	39	41	2	1	3	2	0	0	49
17:30	0	0	0	0	0	0	0	0	37	2	1	0	2	0	0	42	40	3	1	4	1	1	0	50
17:45	0	0	0	0	0	0	0	0	38	0	0	0	0	1	0	39	55	4	0	6	3	0	0	68
18:00	0	0	0	0	0	0	0	0	35	2	0	1	2	0	0	40	37	3	1	4	1	0	1	47
18:15	0	0	0	0	0	0	0	0	17	1	1	0	1	0	0	20	31	1	1	1	0	1	0	35
18:30	0	0	0	0	0	0	0	0	48	2	0	0	2	0	0	52	38	1	1	9	3	1	0	53
18:45	0	0	0	0	0	0	0	0	24	1	1	0	0	1	0	27	31	2	0	4	2	1	0	40
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	43	3	4	1	5	0	0	56	73	8	4	42	2	3	0	132
07:15	0	0	0	0	0	0	0	0	53	7	3	1	5	0	0	69	104	9	8	35	2	2	0	160
07:30	0	0	0	0	0	0	0	0	60	8	3	1	5	0	0	77	133	11	10	34	4	1	0	193
07:45	0	0	0	0	0	0	0	0	62	7	1	0	4	0	0	74	139	12	10	39	5	1	0	206
08:00	0	0	0	0	0	0	0	0	56	12	2	0	5	0	2	77	141	13	9	44	6	0	0	213
08:15	1	0	0	0	0	0	0	1	44	12	2	1	4	0	2	65	132	11	8	54	7	0	0	212
08:30	1	0	0	0	0	0	0	1	37	13	3	2	5	0	2	62	111	8	9	52	5	0	0	185
08:45	1	1	0	0	0	0	0	2	32	16	4	2	5	0	2	61	110	8	8	43	4	0	0	173
09:00	1	1	0	0	0	0	0	2	29	12	3	3	5	0	0	52	97	7	8	40	6	2	0	160
09:15	0	1	0	0	0	0	0	1	33	10	4	3	5	0	0	55	82	9	8	35	7	2	0	143
09:30	0	1	0	0	0	0	0	1	32	10	3	4	5	1	0	55	82	12	8	46	7	2	0	157
09:45	0	0	0	0	0	0	0	0	35	9	3	5	5	1	0	58	73	13	9	54	9	2	0	160
10:00	0	0	0	0	0	0	0	0	33	11	3	7	5	1	0	60	78	14	9	52	7	1	0	161
10:15	0	0	0	0	0	0	0	0	32	14	2	6	4	2	0	60	78	12	10	49	6	1	0	156
10:30	1	0	0	0	0	0	0	1	34	17	3	4	4	1	0	63	77	7	8	44	7	2	0	145
10:45	1	0	0	0	0	0	0	1	33	16	4	4	4	1	0	62	89	7	7	43	5	2	0	153
11:00	2	0	0	0	0	0	0	2	44	14	3	2	4	1	0	68	93	6	8	47	6	1	0	161
11:15	2	0	0	0	0	0	0	2	45	14	4	3	5	0	0	71	92	6	6	48	6	1	0	159
11:30	1	1	0	0	0	0	0	2	47	13	5	5	5	0	0	75	85	5	7	44	5	0	0	146
11:45	1	1	0	0	0	0	0	2	47	16	4	4	5	0	0	76	82	4	10	43	7	0	0	146
12:00	0	1	0	0	0	0	0	1	41	16	6	3	5	0	0	71	80	4	9	39	7	0	0	139
12:15	0	1	0	0	0	0	0	1	43	12	5	3	5	0	0	68	80	4	8	39	6	0	0	137
12:30	0	0	0	0	0	0	0	0	44	12	5	2	6	0	0	69	84	6	8	46	7	0	0	151
12:45	0	0	0	0	0	0	0	0	50	11	5	5	6	0	0	77	72	9	8	44	5	0	0	138
13:00	0	0	0	0	0	0	0	0	59	13	4	6	6	0	0	88	69	10	11	43	6	0	0	139
13:15	1	0	0	0	0	0	0	1	62	13	7	5	6	0	0	93	71	11	11	37	6	0	0	136
13:30	1	1	0	0	0	0	0	2	70	11	6	5	5	0	0	97	77	10	13	31	4	0	0	135
13:45	1	1	0	0	0	0	0	2	69	11	8	2	4	0	0	94	99	9	10	31	6	0	0	155
14:00	2	1	0	0	0	0	0	3	67	9	9	1	5	0	0	91	109	8	10	36	4	0	0	167
14:15	1	1	0	0	0	0	0	2	73	11	6	1	5	0	0	96	112	13	9	47	6	0	0	187
14:30	2	1	0	0	0	0	0	3	68	10	5	1	5	0	0	89	125	16	8	46	6	0	0	201
14:45	4	1	0	0	0	0	0	5	73	10	2	2	5	0	0	92	109	18	9	40	6	0	0	182
15:00	3	1	0	0	0	0	0	4	68	12	0	3	5	1	0	89	113	25	6	36	6	0	0	186
15:15	4	1	0	0	0	0	0	5	69	13	1	4	5	1	1	94	123	24	8	27	5	1	0	188
15:30	3	0	0	0	0	0	0	3	70	16	2	4	4	1	1	98	112	25	6	24	7	1	0	175
15:45	1	0	0	0	0	0	0	1	79	17	2	4	5	1	1	109	125	25	6	24	9	2	0	191
16:00	1	1	0	0	0	0	0	2	96	15	2	3	5	0	1	122	121	21	5	24	8	4	0	183
16:15	0	1	0	0	0	0	0	1	95	11	1	2	4	0	0	113	132	16	3	19	8	3	0	181
16:30	0	1	0	0	0	0	0	1	111	8	3	2	3	0	1	128	149	13	3	16	8	3	0	192
16:45	0	1	0	0	0	0	0	1	121	6	4	1	4	0	1	137	156	10	2	15	5	3	0	191
17:00	0	0	0	0	0	0	0	0	128	4	4	1	2	1	1	141	182	10	2	14	8	1	0	217
17:15	0	0	0	0	0	0	0	0	143	5	4	2	4	1	1	160	173	12	3	17	7	1	1	214
17:30	0	0	0	0	0	0	0	0	127	5	2	1	5	1	0	141	163	11	3	14	6	1	2	200
17:45	0	0	0	0	0	0	0	0	138	5	1	1	5	1	0	151	161	9	3	19	8	1	2	203
18:00	0	0	0	0	0	0	0	0	124	6	2	1	5	1	0	139	137	7	3	17	7	2	2	175

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / B262 Springhead Road
Junction Type: 4-arm Roundabout

Arm A: B262 Springhead Road (N)
Arm B: A226 Thames Way (E)
Arm C: B262 Springhead Road (S)
Arm D: A226 Thames Way (W)

	D to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0
07:30	2	2	0	0	0	0	0	4
07:45	4	0	0	0	0	0	0	4
08:00	5	0	0	0	0	0	0	5
08:15	5	1	0	0	0	0	0	6
08:30	1	0	0	0	0	0	0	1
08:45	2	0	0	0	0	0	0	2
09:00	6	0	0	0	0	0	0	6
09:15	2	1	0	0	0	0	0	3
09:30	2	0	0	0	0	0	0	2
09:45	1	0	0	0	0	0	0	1
10:00	5	1	0	0	0	0	0	6
10:15	8	2	0	0	0	0	0	10
10:30	1	1	0	0	0	0	0	2
10:45	2	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0
11:15	2	0	0	0	0	0	0	2
11:30	1	0	0	0	0	0	0	1
11:45	2	1	0	0	0	0	0	3
12:00	6	2	0	0	0	0	0	8
12:15	1	0	1	0	0	0	0	2
12:30	3	1	0	0	0	0	0	4
12:45	5	0	0	0	0	0	0	5
13:00	3	0	0	0	0	0	0	3
13:15	1	0	0	0	0	0	0	1
13:30	1	1	0	0	0	0	0	2
13:45	2	1	1	0	0	0	0	4
14:00	0	1	0	0	0	0	0	1
14:15	2	0	0	0	0	0	0	2
14:30	4	0	0	0	0	0	0	4
14:45	3	0	0	0	0	0	0	3
15:00	8	0	0	0	0	0	0	8
15:15	3	0	0	0	0	0	0	3
15:30	3	0	0	0	0	0	0	3
15:45	1	1	0	0	0	0	0	2
16:00	8	0	0	0	0	0	0	8
16:15	4	0	0	0	0	0	0	4
16:30	2	1	0	0	0	0	0	3
16:45	10	0	0	0	0	0	0	10
17:00	6	0	0	0	0	0	0	6
17:15	3	0	0	0	0	0	0	3
17:30	2	0	0	0	0	0	0	2
17:45	4	1	0	0	0	0	0	5
18:00	10	0	0	0	0	0	0	10
18:15	4	1	0	0	0	0	0	5
18:30	6	0	0	0	0	0	0	6
18:45	4	0	0	0	0	0	0	4
Start Time	Rolling Hour							Total
07:00	8	2	0	0	0	0	0	10
07:15	11	2	0	0	0	0	0	13
07:30	16	3	0	0	0	0	0	19
07:45	15	1	0	0	0	0	0	16
08:00	13	1	0	0	0	0	0	14
08:15	14	1	0	0	0	0	0	15
08:30	11	1	0	0	0	0	0	12
08:45	12	1	0	0	0	0	0	13
09:00	11	1	0	0	0	0	0	12
09:15	10	2	0	0	0	0	0	12
09:30	16	3	0	0	0	0	0	19
09:45	15	4	0	0	0	0	0	19
10:00	16	4	0	0	0	0	0	20
10:15	11	3	0	0	0	0	0	14
10:30	5	1	0	0	0	0	0	6
10:45	5	0	0	0	0	0	0	5
11:00	5	1	0	0	0	0	0	6
11:15	11	3	0	0	0	0	0	14
11:30	10	3	1	0	0	0	0	14
11:45	12	4	1	0	0	0	0	17
12:00	15	3	1	0	0	0	0	19
12:15	12	1	1	0	0	0	0	14
12:30	12	1	0	0	0	0	0	13
12:45	10	1	0	0	0	0	0	11
13:00	7	2	1	0	0	0	0	10
13:15	4	3	1	0	0	0	0	8
13:30	5	3	1	0	0	0	0	9
13:45	8	2	1	0	0	0	0	11
14:00	9	1	0	0	0	0	0	10
14:15	17	0	0	0	0	0	0	17
14:30	18	0	0	0	0	0	0	18
14:45	17	0	0	0	0	0	0	17
15:00	15	1	0	0	0	0	0	16
15:15	15	1	0	0	0	0	0	16
15:30	16	1	0	0	0	0	0	17
15:45	15	2	0	0	0	0	0	17
16:00	24	1	0	0	0	0	0	25
16:15	22	1	0	0	0	0	0	23
16:30	21	1	0	0	0	0	0	22
16:45	21	0	0	0	0	0	0	21
17:00	15	1	0	0	0	0	0	16
17:15	19	1	0	0	0	0	0	20
17:30	20	2	0	0	0	0	0	22
17:45	24	2	0	0	0	0	0	26
18:00	24	1	0	0	0	0	0	25

[redacted]

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / B262 Springhead Road
Junction Type: 4-arm Roundabout

	Arm A Approach								Arm A Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	55	7	1	0	0	0	0	63	18	8	0	0	0	0	0	26
07:15	57	13	0	0	0	1	0	71	10	6	0	0	0	0	0	16
07:30	84	11	0	0	0	1	0	96	21	7	0	0	0	0	1	29
07:45	57	11	3	0	0	1	0	72	36	8	1	0	0	0	0	45
08:00	86	12	1	0	0	0	0	99	28	8	0	0	0	0	0	36
08:15	82	9	1	0	0	1	0	93	34	7	0	0	0	0	0	41
08:30	97	11	0	0	0	0	1	109	52	6	0	0	0	0	1	59
08:45	82	11	0	0	0	0	0	93	66	6	0	0	0	0	0	72
09:00	61	11	1	0	0	0	0	73	61	9	1	0	0	2	0	73
09:15	41	7	1	0	1	0	0	50	32	12	1	0	0	0	0	45
09:30	30	4	0	0	0	1	0	35	28	9	0	0	0	0	0	37
09:45	44	7	0	0	0	0	0	51	34	5	0	0	0	0	0	39
10:00	20	7	0	0	0	0	0	27	31	6	0	0	0	0	0	37
10:15	35	2	1	0	0	0	0	38	39	8	0	1	0	0	0	48
10:30	42	7	1	0	0	0	0	50	27	16	1	0	0	0	0	44
10:45	32	3	1	0	0	1	0	37	32	9	1	0	0	0	0	42
11:00	24	6	0	0	0	0	0	30	42	9	0	0	0	1	0	52
11:15	29	8	0	0	0	0	1	38	32	3	0	0	0	0	0	35
11:30	30	7	0	0	0	0	0	37	36	7	2	0	0	0	0	45
11:45	38	3	0	0	0	0	0	41	41	4	0	0	0	0	0	45
12:00	35	6	0	0	0	0	0	41	35	7	0	0	0	0	0	42
12:15	31	6	4	0	0	0	0	41	21	3	3	0	0	1	1	29
12:30	25	7	0	0	0	0	0	32	38	7	0	0	0	0	0	45
12:45	25	6	0	0	0	0	0	31	37	3	0	0	0	0	0	40
13:00	41	2	0	0	0	0	0	43	25	9	1	0	0	1	0	36
13:15	34	8	0	0	0	0	0	42	28	5	1	0	0	1	0	35
13:30	26	5	0	0	0	0	0	31	38	6	0	0	0	0	0	44
13:45	36	8	0	0	0	0	0	44	35	7	2	0	0	1	1	46
14:00	33	8	0	0	0	0	0	41	41	13	0	0	0	0	0	54
14:15	32	5	0	0	0	0	0	37	35	12	0	0	0	0	0	47
14:30	55	6	0	0	0	0	0	61	40	4	0	0	0	0	0	44
14:45	35	9	1	0	0	0	0	45	52	13	0	0	0	0	0	65
15:00	26	3	0	0	0	0	0	29	52	13	1	0	0	0	0	66
15:15	66	9	0	0	0	0	0	75	42	8	0	0	0	0	0	50
15:30	51	16	1	0	0	0	0	68	68	11	0	0	0	0	0	79
15:45	45	12	0	0	0	1	0	58	51	15	0	0	0	1	0	67
16:00	47	7	0	0	0	1	0	55	49	10	0	0	0	0	0	59
16:15	49	8	0	0	0	2	0	59	57	16	0	0	0	0	0	73
16:30	46	11	0	0	0	0	0	57	48	9	0	0	0	0	0	57
16:45	47	10	0	0	0	0	1	58	64	11	0	0	0	3	0	78
17:00	36	6	0	0	0	2	0	44	54	19	0	0	0	0	0	73
17:15	45	7	0	0	0	0	1	53	73	12	0	0	0	4	0	89
17:30	44	7	0	0	0	0	0	51	47	12	0	0	0	0	0	59
17:45	42	2	0	0	0	0	0	44	66	14	0	0	0	1	1	82
18:00	36	5	0	0	1	0	0	42	71	9	0	0	0	0	0	80
18:15	46	8	0	0	0	0	0	54	54	9	0	0	0	0	0	63
18:30	46	2	0	0	0	0	0	48	49	10	0	0	0	1	0	60
18:45	30	7	0	0	0	0	0	37	54	6	0	0	0	0	0	60
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	253	42	4	0	0	3	0	302	85	29	1	0	0	0	1	116
07:15	284	47	4	0	0	3	0	338	95	29	1	0	0	0	1	126
07:30	309	43	5	0	0	3	0	360	119	30	1	0	0	0	1	151
07:45	322	43	5	0	0	2	1	373	150	29	1	0	0	0	1	181
08:00	347	43	2	0	0	1	1	394	180	27	0	0	0	0	1	208
08:15	322	42	2	0	0	1	1	368	213	28	1	0	0	2	1	245
08:30	281	40	2	0	1	0	1	325	211	33	2	0	0	2	1	249
08:45	214	33	2	0	1	1	0	251	187	36	2	0	0	2	0	227
09:00	176	29	2	0	1	1	0	209	155	35	2	0	0	2	0	194
09:15	135	25	1	0	1	1	0	163	125	32	1	0	0	0	0	158
09:30	129	20	1	0	0	1	0	151	132	28	0	1	0	0	0	161
09:45	141	23	2	0	0	0	0	166	131	35	1	1	0	0	0	168
10:00	129	19	3	0	0	1	0	152	129	39	2	1	0	0	0	171
10:15	133	18	3	0	0	1	0	155	140	42	2	1	0	1	0	186
10:30	127	24	2	0	0	1	1	155	133	37	2	0	0	1	0	173
10:45	115	24	1	0	0	1	1	142	142	28	3	0	0	1	0	174
11:00	121	24	0	0	0	0	1	146	151	23	2	0	0	1	0	177
11:15	132	24	0	0	0	0	1	157	144	21	2	0	0	0	0	167
11:30	134	22	4	0	0	0	0	160	133	21	5	0	0	1	1	161
11:45	129	22	4	0	0	0	0	155	135	21	3	0	0	1	1	161
12:00	116	25	4	0	0	0	0	145	131	20	3	0	0	1	1	156
12:15	122	21	4	0	0	0	0	147	121	22	4	0	0	2	1	150
12:30	125	23	0	0	0	0	0	148	128	24	2	0	0	2	0	156
12:45	126	21	0	0	0	0	0	147	128	23	2	0	0	2	0	155
13:00	137	23	0	0	0	0	0	160	126	27	4	0	0	3	1	161
13:15	129	29	0	0	0	0	0	158	142	31	3	0	0	2	1	179
13:30	127	26	0	0	0	0	0	153	149	38	2	0	0	1	1	191
13:45	156	27	0	0	0	0	0	183	151	36	2	0	0	1	1	191
14:00	155	28	1	0	0	0	0	184	168	42	0	0	0	0	0	210
14:15	148	23	1	0	0	0	0	172	179	42	1	0	0	0	0	222
14:30	182	27	1	0	0	0	0	210	186	38	1	0	0	0	0	225
14:45	178	37	2	0	0	0	0	217	214	45	1	0	0	0	0	260
15:00	188	40	1	0	0	1	0	230	213	47	1	0	0	1	0	262
15:15	209	44	1	0	0	2	0	256	210	44	0	0	0	1	0	255
15:30	192	43	1	0	0	4	0	240	225	52	0	0	0	1	0	278
15:45	187	38	0	0	0	4	0	229	205	50	0	0	0	1	0	256
16:00	189	36	0	0	0	3	1	229	218	46	0	0	0	3	0	267
16:15	178	35	0	0	0	4	1	218	223	55	0	0	0	3	0	281
16:30	174	34	0	0	0	2	2	212	239	51	0	0	0	7	0	297
16:45	172	30	0	0	0	2	2	206	238	54	0	0	0	7	0	299
17:00	167	22	0	0	0	2	1	192	240	57	0	0	0	5	1	303
17:15	167	21	0	0	1	0	1	190	257	47	0	0	0	5	1	310
17:30	168	22	0	0	1	0	0	191	238	44	0	0	0	1	1	284
17:45	170	17	0	0	1	0	0	188	240	42	0	0	0	2	1	285
18:00	158	22	0	0	1	0	0	181	228	34	0	0	0	1	0	263

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Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / B262 Springhead Road
Junction Type: 4-arm Roundabout

	Arm B Approach								Arm B Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	145	33	2	8	5	0	0	193	51	5	2	14	1	1	0	74
07:15	161	36	5	10	2	3	0	217	65	12	1	10	1	4	0	93
07:30	153	28	3	13	6	2	0	205	81	7	3	11	0	0	0	102
07:45	156	23	4	15	0	0	0	198	112	11	5	7	0	1	0	136
08:00	127	17	1	8	0	1	0	154	128	12	6	7	1	0	0	154
08:15	102	19	2	8	1	0	0	132	124	14	4	9	3	0	0	154
08:30	90	10	5	15	1	0	0	121	128	9	3	16	2	0	1	159
08:45	102	16	4	11	1	0	0	134	128	8	2	12	2	0	0	152
09:00	78	20	7	12	0	0	0	117	133	2	4	17	2	1	0	159
09:15	100	13	6	14	0	1	0	134	99	19	5	7	1	0	0	131
09:30	67	15	3	3	3	1	0	92	106	20	4	7	0	0	0	137
09:45	77	17	5	9	1	0	0	109	120	19	3	9	3	2	0	156
10:00	68	17	0	5	2	0	0	92	92	14	5	12	3	0	0	126
10:15	65	16	1	7	1	0	0	90	116	22	4	18	1	0	0	161
10:30	89	18	3	10	0	0	0	120	101	18	5	15	4	1	0	144
10:45	92	15	2	7	1	1	0	118	97	17	3	7	1	1	0	126
11:00	86	9	2	11	1	0	0	109	98	16	6	9	2	0	0	131
11:15	98	14	4	19	1	0	0	136	77	19	5	13	2	1	1	118
11:30	89	15	3	9	2	1	1	120	90	19	3	14	0	0	1	127
11:45	99	16	4	5	1	0	0	125	126	12	3	11	2	0	0	154
12:00	85	24	1	12	1	0	0	123	104	17	4	11	2	0	0	138
12:15	99	16	5	14	2	1	0	137	88	12	2	9	1	0	0	112
12:30	97	19	2	7	0	2	0	127	108	22	6	13	2	0	0	151
12:45	88	12	1	19	3	1	0	124	100	8	2	7	2	0	0	119
13:00	94	16	3	8	1	0	0	122	110	14	3	10	1	0	0	138
13:15	82	17	1	3	2	0	0	105	93	12	2	16	2	0	0	125
13:30	117	13	2	13	2	0	0	147	95	13	4	11	0	1	0	124
13:45	88	13	4	13	2	1	0	121	90	22	6	6	3	0	0	127
14:00	110	10	7	10	1	1	0	139	110	14	2	4	1	0	0	131
14:15	91	23	3	4	3	0	0	124	82	16	6	10	0	0	0	114
14:30	116	18	3	6	2	1	0	146	100	18	1	11	3	0	0	133
14:45	103	16	2	8	2	0	0	131	115	20	5	11	1	0	0	152
15:00	108	10	5	7	2	0	0	132	115	17	0	17	3	0	0	152
15:15	94	18	3	3	1	1	0	120	114	20	4	10	1	1	0	150
15:30	113	22	4	2	3	0	0	144	96	26	3	5	2	0	0	132
15:45	103	14	2	1	1	0	0	121	109	25	2	7	2	1	0	146
16:00	113	18	2	4	1	1	0	139	110	13	3	6	2	1	0	135
16:15	114	18	1	5	2	0	0	140	115	18	1	6	3	0	0	143
16:30	118	6	3	3	1	0	0	131	122	24	3	5	4	1	0	159
16:45	104	9	1	1	2	1	0	118	97	13	1	7	2	2	0	122
17:00	115	17	2	4	2	2	0	142	145	12	0	2	5	1	0	165
17:15	137	9	1	9	2	1	0	159	141	8	2	3	3	1	2	160
17:30	105	4	0	5	1	0	0	115	127	15	2	4	1	2	0	151
17:45	124	6	3	6	1	1	1	142	138	14	0	6	3	1	0	162
18:00	143	5	1	3	2	1	0	155	123	9	1	4	3	2	1	143
18:15	88	4	0	3	1	0	0	96	93	7	1	0	2	1	1	105
18:30	78	8	0	8	0	0	0	94	105	8	2	9	4	2	0	130
18:45	73	6	1	3	2	1	0	86	79	6	1	4	2	1	0	93
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	615	120	14	46	13	5	0	813	309	35	11	42	2	6	0	405
07:15	597	104	13	46	8	6	0	774	386	42	15	35	2	5	0	485
07:30	538	87	10	44	7	3	0	689	445	44	18	34	4	1	0	546
07:45	475	69	12	46	2	1	0	605	492	46	18	39	6	1	1	603
08:00	421	62	12	42	3	1	0	541	508	43	15	44	8	0	1	619
08:15	372	65	18	46	3	0	0	504	513	33	13	54	9	1	1	624
08:30	370	59	22	52	2	1	0	506	488	38	14	52	7	1	1	601
08:45	347	64	20	40	4	2	0	477	466	49	15	43	5	1	0	579
09:00	322	65	21	38	4	2	0	452	458	60	16	40	6	3	0	583
09:15	312	62	14	31	6	2	0	427	417	72	17	35	7	2	0	550
09:30	277	65	9	24	7	1	0	383	434	75	16	46	7	2	0	580
09:45	299	68	9	31	4	0	0	411	429	73	17	54	11	3	0	587
10:00	314	66	6	29	4	1	0	420	406	71	17	52	9	2	0	557
10:15	332	58	8	35	3	1	0	437	412	73	18	49	8	2	0	562
10:30	365	56	11	47	3	1	0	483	373	70	19	44	9	3	1	519
10:45	365	53	11	46	5	2	1	483	362	71	17	43	5	2	2	502
11:00	372	54	13	44	5	1	1	490	391	66	17	47	6	1	2	530
11:15	371	69	12	45	5	1	1	504	397	67	15	49	6	1	2	537
11:30	372	71	13	40	6	2	1	505	408	60	12	45	5	0	1	531
11:45	380	75	12	38	4	3	0	512	426	63	15	44	7	0	0	555
12:00	369	71	9	52	6	4	0	511	400	59	14	40	7	0	0	520
12:15	378	63	11	48	6	4	0	510	406	56	13	39	6	0	0	520
12:30	361	64	7	37	6	3	0	478	411	56	13	46	7	0	0	533
12:45	381	58	7	43	8	1	0	498	398	47	11	44	5	1	0	506
13:00	381	59	10	37	7	1	0	495	388	61	15	43	6	1	0	514
13:15	397	53	14	39	7	2	0	512	388	61	14	37	6	1	0	507
13:30	406	59	16	40	8	2	0	531	377	65	18	31	4	1	0	496
13:45	405	64	17	33	8	3	0	530	382	70	15	31	7	0	0	505
14:00	420	67	15	28	8	2	0	540	407	68	14	36	5	0	0	530
14:15	418	67	13	25	9	1	0	533	412	71	12	49	7	0	0	551
14:30	421	62	13	24	7	2	0	529	444	75	10	49	8	1	0	587
14:45	418	66	14	20	8	1	0	527	440	83	12	43	7	1	0	586
15:00	418	64	14	13	7	1	0	517	434	88	9	39	8	2	0	580
15:15	423	72	11	10	6	2	0	524	429	84	12	28	7	3	0	563
15:30	443	72	9	12	7	1	0	544	430	82	9	24	9	2	0	556
15:45	448	56	8	13	5	1	0	531	456	80	9	24	11	3	0	583
16:00	449	51	7	13	6	2	0	528	444	68	8	24	11	4	0	559
16:15	451	50	7	13	7	3	0	531	479	67	5	20	14	4	0	589
16:30	474	41	7	17	7	4	0	550	505	57	6	17	14	5	2	606
16:45	461	39	4	19	7	4	0	534	510	48	5	16	11	6	2	598
17:00	481	36	6	24	6	4	1	558	551	49	4	15	12	5	2	638
17:15	509	24	5	23	6	3	1	571	529	46	5	17	10	6	3	616
17:30	460	19	4	17	5	2	1	508	481	45	4	14	9	6	2	561
17:45	433	23	4	20	4	2	1	487	459	38	4	19	12	6	2	540
18:00	382	23	2	17	5	2	0	431	400	30	5	17	11	6	2	471

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Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / B262 Springhead Road
Junction Type: 4-arm Roundabout

	Arm C Approach								Arm C Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	104	20	4	0	1	1	0	130	59	16	2	0	3	0	0	80
07:15	129	22	1	0	0	3	1	156	71	20	0	2	1	2	0	96
07:30	157	21	4	1	2	2	1	188	82	19	2	1	3	2	0	109
07:45	205	28	5	2	2	1	0	243	84	15	4	2	0	1	0	106
08:00	180	26	6	1	1	1	0	215	97	23	2	0	2	0	0	124
08:15	189	23	2	1	1	0	0	216	100	16	1	2	1	0	0	120
08:30	203	21	1	0	2	1	1	229	114	16	1	1	1	0	0	133
08:45	192	17	4	0	2	0	0	215	108	24	2	0	1	0	2	137
09:00	176	16	4	0	2	3	0	201	72	23	4	1	1	0	0	101
09:15	135	28	4	0	1	0	0	168	88	12	3	1	2	1	0	107
09:30	134	32	5	0	1	1	0	173	72	20	2	0	1	1	0	96
09:45	159	27	3	0	0	0	0	189	74	15	1	1	1	0	0	92
10:00	113	19	3	0	2	0	0	137	63	21	1	1	1	0	0	87
10:15	136	28	1	2	1	0	0	168	68	15	1	2	2	1	0	89
10:30	124	30	7	1	4	2	0	168	92	20	1	1	1	0	0	115
10:45	117	25	3	4	1	0	0	150	97	14	2	4	1	1	0	119
11:00	135	31	2	0	2	1	0	171	75	19	0	1	0	1	0	96
11:15	103	23	4	1	0	0	0	131	96	21	2	0	2	0	0	121
11:30	108	23	5	0	2	0	1	139	93	16	3	1	1	1	1	116
11:45	150	20	2	0	0	1	0	173	109	17	1	1	1	0	0	129
12:00	127	21	2	2	2	0	0	154	92	24	2	1	1	0	0	120
12:15	115	19	1	1	2	1	1	140	100	19	5	2	2	0	0	128
12:30	141	27	4	1	1	0	0	174	89	21	2	0	1	0	0	113
12:45	124	16	4	0	2	0	0	146	83	15	3	0	1	0	0	102
13:00	137	26	3	1	1	2	0	170	102	10	1	1	1	0	0	115
13:15	125	17	2	3	0	2	0	149	96	24	3	1	4	0	0	128
13:30	145	22	5	2	2	2	0	178	116	14	1	4	1	0	0	136
13:45	126	35	8	3	1	1	1	175	117	19	1	1	1	0	0	139
14:00	151	31	2	1	3	0	0	188	114	14	7	0	1	0	0	136
14:15	114	31	5	0	0	0	0	150	98	18	2	1	2	0	0	121
14:30	114	22	2	0	3	0	0	141	118	18	5	0	0	0	0	141
14:45	168	39	2	0	1	0	0	210	107	17	3	0	3	0	0	130
15:00	154	25	2	4	2	0	0	187	103	11	1	0	1	0	0	116
15:15	137	29	3	1	1	1	0	172	116	21	1	1	2	0	0	141
15:30	160	31	3	0	1	0	0	195	123	24	2	1	0	0	0	150
15:45	158	36	2	2	2	1	0	201	103	21	2	1	2	1	0	130
16:00	137	24	2	0	2	0	0	165	127	24	2	1	1	1	1	157
16:15	169	29	2	2	2	1	0	205	118	21	2	1	1	2	0	145
16:30	167	31	1	0	1	0	0	200	136	16	2	1	1	0	0	156
16:45	149	29	3	1	2	3	0	187	121	15	0	0	2	0	1	139
17:00	196	39	0	1	6	1	0	243	109	11	1	0	0	2	0	123
17:15	207	21	1	0	1	5	1	236	152	11	3	1	0	0	1	168
17:30	181	27	1	0	3	1	0	213	131	11	1	0	2	0	0	145
17:45	172	26	1	1	1	2	1	204	129	6	2	0	0	1	1	139
18:00	170	17	2	1	5	3	0	198	142	10	1	1	2	0	0	156
18:15	147	17	0	0	1	1	0	166	93	11	1	0	1	0	0	106
18:30	144	19	2	0	5	2	0	172	116	8	0	0	2	0	0	126
18:45	129	11	1	0	0	0	0	141	80	11	2	0	0	2	0	95
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	595	91	14	3	5	7	2	717	296	70	8	5	7	5	0	391
07:15	671	97	16	4	5	7	2	802	334	77	8	5	6	5	0	435
07:30	731	98	17	5	6	4	1	862	363	73	9	5	6	3	0	459
07:45	777	98	14	4	6	3	1	903	395	70	8	5	4	1	0	483
08:00	764	87	13	2	6	2	1	875	419	79	6	3	5	0	2	514
08:15	760	77	11	1	7	4	1	861	394	79	8	4	4	0	2	491
08:30	706	82	13	0	7	4	1	813	382	75	10	3	5	1	2	478
08:45	637	93	17	0	6	4	0	757	340	79	11	2	5	2	2	441
09:00	604	103	16	0	4	4	0	731	306	70	10	3	5	2	0	396
09:15	541	106	15	0	4	1	0	667	297	68	7	3	5	2	0	382
09:30	542	106	12	2	4	1	0	667	277	71	5	4	5	2	0	364
09:45	532	104	14	3	7	2	0	662	297	71	4	5	5	1	0	383
10:00	490	102	14	7	8	2	0	623	320	70	5	8	5	2	0	410
10:15	512	114	13	7	8	3	0	657	332	68	4	8	4	3	0	419
10:30	479	109	16	6	7	3	0	620	360	74	5	6	4	2	0	451
10:45	463	102	14	5	5	1	1	591	361	70	7	6	4	3	1	452
11:00	496	97	13	1	4	2	1	614	373	73	6	3	4	2	1	462
11:15	488	87	13	3	4	1	1	597	390	78	8	3	5	1	1	486
11:30	500	83	10	3	6	2	2	606	394	76	11	5	5	1	1	493
11:45	533	87	9	4	5	2	1	641	390	81	10	4	5	0	0	490
12:00	507	83	11	4	7	1	1	614	364	79	12	3	5	0	0	463
12:15	517	88	12	3	6	3	1	630	374	65	11	3	5	0	0	458
12:30	527	86	13	5	4	4	0	639	370	70	9	2	7	0	0	458
12:45	531	81	14	6	5	6	0	643	397	63	8	6	7	0	0	481
13:00	533	100	18	9	4	7	1	672	431	67	6	7	7	0	0	518
13:15	547	105	17	9	6	5	1	690	443	71	12	6	7	0	0	539
13:30	536	119	20	6	6	3	1	691	445	65	11	6	5	0	0	532
13:45	505	119	17	4	7	1	1	654	447	69	15	2	4	0	0	537
14:00	547	123	11	1	7	0	0	689	437	67	17	1	6	0	0	528
14:15	550	117	11	4	6	0	0	688	426	64	11	1	6	0	0	508
14:30	573	115	9	5	7	1	0	710	444	67	10	1	6	0	0	528
14:45	619	124	10	5	5	1	0	764	449	73	7	2	6	0	0	537
15:00	609	121	10	7	6	2	0	755	445	77	6	3	5	1	0	537
15:15	592	120	10	3	6	2	0	733	469	90	7	4	5	2	1	578
15:30	624	120	9	4	7	2	0	766	471	90	8	4	4	4	1	582
15:45	631	120	7	4	7	2	0	771	484	82	8	4	5	4	1	588
16:00	622	113	8	3	7	4	0	757	502	76	6	3	5	3	2	597
16:15	681	128	6	4	11	5	0	835	484	63	5	2	4	4	1	563
16:30	719	120	5	2	10	9	1	866	518	53	6	2	3	2	2	586
16:45	733	116	5	2	12	10	1	879	513	48	5	1	4	2	2	575
17:00	756	113	3	2	11	9	2	896	521	39	7	1	2	3	2	575
17:15	730	91	5	2	10	11	2	851	554	38	7	2	4	1	2	608
17:30	670	87	4	2	10	7	1	781	495	38	5	1	5	1	1	546
17:45	633	79	5	2	12	8	1	740	480	35	4	1	5	1	1	527
18:00	590	64	5	1	11	6	0	677	431	40	4	1	5	2	0	483

Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / B262 Springhead Road
Junction Type: 4-arm Roundabout

	Arm D Approach								Arm D Exit							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	23	3	1	14	3	1	0	45	199	34	4	8	5	1	0	251
07:15	21	4	0	10	2	1	0	38	222	37	5	8	2	2	1	277
07:30	32	4	4	12	2	0	0	54	242	31	6	14	7	3	0	303
07:45	48	2	3	7	0	1	0	61	234	30	5	15	2	1	0	287
08:00	67	8	4	7	3	0	0	89	207	20	4	9	1	2	0	243
08:15	62	8	2	9	4	0	0	85	177	22	2	7	2	1	0	211
08:30	39	2	2	16	2	0	0	61	135	13	4	14	2	1	0	169
08:45	42	8	3	12	2	0	2	69	116	14	7	11	2	0	0	150
09:00	48	6	3	18	3	0	0	78	97	19	6	12	2	0	0	136
09:15	31	6	4	8	3	0	0	52	88	11	6	14	2	0	0	121
09:30	34	6	2	7	1	0	0	50	59	8	4	3	4	2	0	80
09:45	25	3	2	10	4	2	0	46	77	15	6	9	1	0	0	108
10:00	35	7	4	13	4	0	0	63	50	9	1	5	4	0	0	69
10:15	36	10	3	20	3	1	0	73	49	11	1	8	2	0	0	71
10:30	27	6	3	16	3	0	0	55	62	7	7	11	2	1	0	90
10:45	29	6	2	10	2	1	0	50	44	9	2	10	2	1	0	68
11:00	29	7	4	9	2	1	0	52	59	9	2	10	3	0	0	83
11:15	32	6	2	13	4	1	0	58	57	8	3	20	1	0	0	89
11:30	38	4	3	15	1	0	0	61	46	7	3	9	4	0	0	69
11:45	45	4	2	12	3	0	0	66	56	10	4	5	1	1	0	77
12:00	35	9	3	11	3	0	0	61	51	12	0	13	3	0	0	79
12:15	25	5	5	11	3	0	0	49	61	12	5	15	4	1	0	98
12:30	37	7	5	13	3	0	0	65	65	10	3	8	1	2	0	89
12:45	39	3	3	7	3	0	0	55	56	11	3	19	5	1	0	95
13:00	34	3	1	11	2	0	0	51	69	14	2	9	2	1	0	97
13:15	30	6	4	17	5	0	0	62	54	7	1	6	1	1	0	70
13:30	29	9	5	14	1	0	0	58	68	16	7	14	4	1	0	110
13:45	42	7	6	7	4	0	0	66	50	15	9	16	3	1	0	94
14:00	37	5	4	4	2	0	0	52	66	13	4	11	4	1	0	99
14:15	45	4	5	11	2	0	0	67	67	17	5	4	3	0	0	96
14:30	53	7	4	11	2	0	0	77	80	13	3	6	4	1	0	107
14:45	52	3	6	11	3	0	0	75	84	17	3	8	2	0	0	114
15:00	53	11	0	15	4	0	0	83	71	8	5	9	4	0	0	97
15:15	55	6	3	10	2	0	0	76	80	13	4	3	1	1	0	102
15:30	43	9	2	6	2	0	0	62	80	17	5	2	4	0	0	108
15:45	48	13	1	8	3	1	0	74	91	14	1	3	2	0	0	111
16:00	65	11	3	7	3	1	1	91	76	13	2	4	3	1	0	99
16:15	45	9	2	7	3	0	0	66	87	9	2	7	3	1	0	109
16:30	62	11	2	6	5	1	0	87	87	10	1	3	2	0	0	103
16:45	70	7	0	7	2	2	0	88	88	16	3	2	2	1	0	112
17:00	72	2	0	1	2	0	0	77	111	22	1	4	5	2	0	145
17:15	77	3	4	4	2	0	1	91	100	9	1	9	2	1	0	122
17:30	79	5	2	4	3	1	0	94	104	5	0	5	4	0	0	118
17:45	97	5	0	6	3	1	0	112	102	5	2	7	2	1	0	119
18:00	82	5	1	5	3	0	1	97	95	4	2	4	6	2	0	113
18:15	52	3	2	0	2	0	1	60	93	5	0	3	1	0	0	102
18:30	92	3	1	9	5	1	0	111	90	6	1	8	4	0	0	109
18:45	59	3	1	4	2	2	0	71	78	4	0	3	2	0	0	87
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	124	13	8	43	7	3	0	198	897	132	20	45	16	7	1	1118
07:15	168	18	11	36	7	2	0	242	905	118	20	46	12	8	1	1110
07:30	209	22	13	35	9	1	0	289	860	103	17	45	12	7	0	1044
07:45	216	20	11	39	9	1	0	296	753	85	15	45	7	5	0	910
08:00	210	26	11	44	11	0	2	304	635	69	17	41	7	4	0	773
08:15	191	24	10	55	11	0	2	293	525	68	19	44	8	2	0	666
08:30	160	22	12	54	10	0	2	260	436	57	23	51	8	1	0	576
08:45	155	26	12	45	9	0	2	249	360	52	23	40	10	2	0	487
09:00	138	21	11	43	11	2	0	226	321	53	22	38	9	2	0	445
09:15	125	22	12	38	12	2	0	211	274	43	17	31	11	2	0	378
09:30	130	26	11	50	12	3	0	232	235	43	12	25	11	2	0	328
09:45	123	26	12	59	14	3	0	237	238	42	15	33	9	1	0	338
10:00	127	29	12	59	12	2	0	241	205	36	11	34	10	2	0	298
10:15	121	29	12	55	10	3	0	230	214	36	12	39	9	2	0	312
10:30	117	25	11	48	11	3	0	215	222	33	14	51	8	2	0	330
10:45	128	23	11	47	9	3	0	221	206	33	10	49	10	1	0	309
11:00	144	21	11	49	10	2	0	237	218	34	12	44	9	1	0	318
11:15	150	23	10	51	11	1	0	246	210	37	10	47	9	1	0	314
11:30	143	22	13	49	10	0	0	237	214	41	12	42	12	2	0	323
11:45	142	25	15	47	12	0	0	241	233	44	12	41	9	4	0	343
12:00	136	24	16	42	12	0	0	230	233	45	11	55	13	4	0	361
12:15	135	18	14	42	11	0	0	220	251	47	13	51	12	5	0	379
12:30	140	19	13	48	13	0	0	233	244	42	9	42	9	5	0	351
12:45	132	21	13	49	11	0	0	226	247	48	13	48	12	4	0	372
13:00	135	25	16	49	12	0	0	237	241	52	19	45	10	4	0	371
13:15	138	27	19	42	12	0	0	238	238	51	21	47	12	4	0	373
13:30	153	25	20	36	9	0	0	243	251	61	25	45	14	3	0	399
13:45	177	23	19	33	10	0	0	262	263	58	21	37	14	3	0	396
14:00	187	19	19	37	9	0	0	271	297	60	15	29	13	2	0	416
14:15	203	25	15	48	11	0	0	302	302	55	16	27	13	1	0	414
14:30	213	27	13	47	11	0	0	311	315	51	15	26	11	2	0	420
14:45	203	29	11	42	11	0	0	296	315	55	17	22	11	1	0	421
15:00	199	39	6	39	11	1	0	295	322	52	15	17	11	1	0	418
15:15	211	39	9	31	10	2	1	303	327	57	12	12	10	2	0	420
15:30	201	42	8	28	11	2	1	293	334	53	10	16	12	2	0	427
15:45	220	44	8	28	14	3	1	318	341	46	6	17	10	2	0	422
16:00	242	38	7	27	13	4	1	332	338	48	8	16	10	3	0	423
16:15	249	29	4	21	12	3	0	318	373	57	7	16	12	4	0	469
16:30	281	23	6	18	11	3	1	343	386	57	6	18	11	4	0	482
16:45	298	17	6	16	9	3	1	350	403	52	5	20	13	4	0	497
17:00	325	15	6	15	10	2	1	374	417	41	4	25	13	4	0	504
17:15	335	18	7	19	11	2	2	394	401	23	5	25	14	4	0	472
17:30	310	18	5	15	11	2	2	363	394	19	4	19	13	3	0	452
17:45	323	16	4	20	13	2	2	380	380	20	5	22	13	3	0	443
18:00	285	14	5	18	12	3	2	339	356	19	3	18	13	2	0	411

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Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / B262 Springhead Road
Junction Type: 4-arm Roundabout

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	327	63	8	22	9	2	0	431
07:15	368	75	6	20	4	8	1	482
07:30	426	64	11	26	10	5	1	543
07:45	466	64	15	24	2	3	0	574
08:00	460	63	12	16	4	2	0	557
08:15	435	59	7	18	6	1	0	526
08:30	429	44	8	31	5	1	2	520
08:45	418	52	11	23	5	0	2	511
09:00	363	53	15	30	5	3	0	469
09:15	307	54	15	22	5	1	0	404
09:30	265	57	10	10	5	3	0	350
09:45	305	54	10	19	5	2	0	395
10:00	236	50	7	18	8	0	0	319
10:15	272	56	6	29	5	1	0	369
10:30	282	61	14	27	7	2	0	393
10:45	270	49	8	21	4	3	0	355
11:00	274	53	8	20	5	2	0	362
11:15	262	51	10	33	5	1	1	363
11:30	265	49	11	24	5	1	2	357
11:45	332	43	8	17	4	1	0	405
12:00	282	60	6	25	6	0	0	379
12:15	270	46	15	26	7	2	1	367
12:30	300	60	11	21	4	2	0	398
12:45	276	37	8	26	8	1	0	356
13:00	306	47	7	20	4	2	0	386
13:15	271	48	7	23	7	2	0	358
13:30	317	49	12	29	5	2	0	414
13:45	292	63	18	23	7	2	1	406
14:00	331	54	13	15	6	1	0	420
14:15	282	63	13	15	5	0	0	378
14:30	338	53	9	17	7	1	0	425
14:45	358	67	11	19	6	0	0	461
15:00	341	49	7	26	8	0	0	431
15:15	352	62	9	14	4	2	0	443
15:30	367	78	10	8	6	0	0	469
15:45	354	75	5	11	6	3	0	454
16:00	362	60	7	11	6	3	1	450
16:15	377	64	5	14	7	3	0	470
16:30	393	59	6	9	7	1	0	475
16:45	370	55	4	9	6	6	1	451
17:00	419	64	2	6	10	5	0	506
17:15	466	40	6	13	5	6	3	539
17:30	409	43	3	9	7	2	0	473
17:45	435	39	4	13	5	4	2	502
18:00	431	32	4	9	11	4	1	492
18:15	333	32	2	3	4	1	1	376
18:30	360	32	3	17	10	3	0	425
18:45	291	27	3	7	4	3	0	335
Start Time	Rolling Hour							Total
07:00	1587	266	40	92	25	18	2	2030
07:15	1720	266	44	86	20	18	2	2156
07:30	1787	250	45	84	22	11	1	2200
07:45	1790	230	42	89	17	7	2	2177
08:00	1742	218	38	88	20	4	4	2114
08:15	1645	208	41	102	21	5	4	2026
08:30	1517	203	49	106	20	5	4	1904
08:45	1353	216	51	85	20	7	2	1734
09:00	1240	218	50	81	20	9	0	1618
09:15	1113	215	42	69	23	6	0	1468
09:30	1078	217	33	76	23	6	0	1433
09:45	1095	221	37	93	25	5	0	1476
10:00	1060	216	35	95	24	6	0	1436
10:15	1098	219	36	97	21	8	0	1479
10:30	1088	214	40	101	21	8	1	1473
10:45	1071	202	37	98	19	7	3	1437
11:00	1133	196	37	94	19	5	3	1487
11:15	1141	203	35	99	20	3	3	1504
11:30	1149	198	40	92	22	4	3	1508
11:45	1184	209	40	89	21	5	1	1549
12:00	1128	203	40	98	25	5	1	1500
12:15	1152	190	41	93	23	7	1	1507
12:30	1153	192	33	90	23	7	0	1498
12:45	1170	181	34	98	24	7	0	1514
13:00	1186	207	44	95	23	8	1	1564
13:15	1211	214	50	90	25	7	1	1598
13:30	1222	229	56	82	23	5	1	1618
13:45	1243	233	53	70	25	4	1	1629
14:00	1309	237	46	66	24	2	0	1684
14:15	1319	232	40	77	26	1	0	1695
14:30	1389	231	36	76	25	3	0	1760
14:45	1418	256	37	67	24	2	0	1804
15:00	1414	264	31	59	24	5	0	1797
15:15	1435	275	31	44	22	8	1	1816
15:30	1460	277	27	44	25	9	1	1843
15:45	1486	258	23	45	26	10	1	1849
16:00	1502	238	22	43	26	13	2	1846
16:15	1559	242	17	38	30	15	1	1902
16:30	1648	218	18	37	28	18	4	1971
16:45	1664	202	15	37	28	19	4	1969
17:00	1729	186	15	41	27	17	5	2020
17:15	1741	154	17	44	28	16	6	2006
17:30	1608	146	13	34	27	11	4	1843
17:45	1559	135	13	42	30	12	4	1795
18:00	1415	123	12	36	29	11	2	1628

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Intelligent Data Collection Limited

Client: WSP
Project Number: ID04231
Junction Number: Site 1

Date of Survey: 06.11.2018
Junction Name: A226 Thames Way / B262 Springhead Road
Junction Type: 4-arm Roundabout

Arm A: B262 Springhead Road (N) Arm B: A226 Thames Way (E) Arm C: B262 Springhead Road (S) Arm D: A226 Thames Way (W)

PCU Summary

Time	A to A	A to D	A to C	A to B	B to B	B to A	B to D	B to C	C to C	C to B	C to A	C to D	D to D	D to C	D to B	D to A
07:00	0	26	32	6	0	1	177	40	0	38	23	74	0	15	60	2
07:15	0	25	41	4	0	1	194	47	0	60	15	79	0	12	48	0
07:30	0	33	55	7	0	1	200	39	0	61	23	110	0	22	58	4
07:45	0	30	37	7	1	0	175	55	0	94	42	118	0	21	52	4
08:00	1	34	56	9	1	0	126	43	3	86	30	105	0	27	78	5
08:15	0	29	56	8	0	0	100	51	0	87	35	99	0	20	84	6
08:30	1	25	68	14	2	2	98	54	2	97	54	79	0	14	82	1
08:45	2	25	57	9	0	5	100	55	2	101	63	55	0	25	69	2
09:00	0	30	37	7	0	3	88	55	1	93	64	48	1	15	97	6
09:15	0	20	25	7	0	1	97	67	1	92	42	38	0	21	52	3
09:30	0	5	26	3	1	1	43	59	0	100	34	45	1	13	50	2
09:45	0	9	27	15	0	0	83	49	2	112	38	40	0	18	52	1
10:00	0	4	21	2	0	0	54	51	0	84	31	28	0	19	72	6
10:15	1	10	23	5	0	1	55	50	2	109	38	25	0	21	86	10
10:30	0	5	34	12	0	1	75	66	1	98	42	40	0	18	72	2
10:45	0	3	30	4	0	2	57	75	0	92	39	31	0	24	47	2
11:00	0	7	21	2	0	2	71	60	2	94	49	30	0	14	61	0
11:15	0	1	29	7	0	1	102	74	1	77	32	27	1	22	65	2
11:30	0	8	23	6	2	1	60	79	1	73	45	27	0	18	75	1
11:45	0	3	24	14	0	2	55	83	1	101	40	32	1	25	66	3
12:00	0	6	26	9	0	3	68	77	0	98	31	34	0	22	59	8
12:15	3	3	31	8	1	0	94	76	2	79	25	39	1	31	44	3
12:30	0	1	27	4	0	2	66	73	0	102	39	40	0	16	78	4
12:45	0	12	17	2	1	2	96	66	3	84	33	33	0	20	50	5
13:00	0	11	28	4	0	2	67	73	0	103	31	41	0	18	54	3
13:15	0	5	35	2	0	0	42	72	0	85	34	36	0	31	73	1
13:30	0	10	20	1	0	1	80	96	0	88	41	59	0	30	59	2
13:45	1	6	35	2	0	1	75	76	0	93	40	56	0	32	54	5
14:00	0	8	27	6	0	1	73	92	1	96	52	47	1	24	40	1
14:15	0	5	30	2	0	1	73	65	0	77	44	34	1	33	60	2
14:30	2	12	41	6	0	2	79	82	1	75	36	36	0	22	79	4
14:45	1	14	29	2	0	2	71	79	0	105	59	49	1	30	72	3
15:00	0	9	11	9	0	0	72	81	0	97	59	44	0	27	83	8
15:15	2	15	45	13	0	0	52	77	0	90	45	43	2	25	71	3
15:30	1	13	46	9	1	4	67	84	0	88	71	40	2	24	49	3
15:45	1	9	41	6	0	2	55	69	0	91	61	56	0	26	66	2
16:00	0	9	41	4	0	1	62	86	0	80	50	40	1	34	68	8
16:15	2	6	41	9	0	4	71	79	1	98	63	52	0	28	53	4
16:30	0	10	46	1	0	0	63	78	1	108	54	40	0	36	68	3
16:45	1	12	41	3	1	1	59	62	0	80	64	49	1	38	54	10
17:00	1	8	33	1	0	2	82	69	0	120	64	70	0	21	55	6
17:15	0	9	39	4	0	1	88	90	0	107	83	45	0	43	59	3
17:30	1	12	37	1	0	0	61	65	1	100	56	61	0	46	59	2
17:45	0	10	30	4	0	1	84	71	0	89	75	42	0	38	84	5
18:00	1	7	30	6	1	1	75	87	0	91	68	49	0	45	56	10
18:15	0	16	36	2	0	2	51	50	0	69	56	42	0	22	37	5
18:30	0	12	32	4	1	3	63	42	0	74	50	56	0	55	75	6
18:45	0	9	27	1	0	0	54	41	0	53	56	33	0	27	50	4

Rolling Hour

Start Time	A to A	A to D	A to C	A to B	B to B	B to A	B to D	B to C	C to C	C to B	C to A	C to D	D to D	D to C	D to B	D to A
07:00	0	114	166	24	1	3	745	180	0	253	103	381	0	69	217	10
07:15	1	122	190	27	2	2	694	184	3	301	110	412	0	81	236	13
07:30	1	126	205	31	2	1	600	187	3	327	130	432	0	89	272	19
07:45	2	118	217	38	4	2	498	202	5	363	161	401	0	81	296	16
08:00	4	113	237	40	3	7	423	203	7	371	182	338	0	85	314	14
08:15	3	109	218	38	2	10	386	214	5	378	216	281	1	73	332	15
08:30	3	100	187	37	2	11	383	231	6	383	223	220	1	74	299	12
08:45	2	80	145	26	1	10	329	236	4	386	203	186	2	74	268	13
09:00	0	64	115	32	1	5	312	230	4	397	178	171	2	68	251	12
09:15	0	38	99	27	1	2	277	226	3	387	145	151	1	72	226	12
09:30	1	28	97	25	1	2	235	209	4	404	141	138	1	72	261	19
09:45	1	28	105	34	0	2	266	216	5	403	149	133	0	77	283	19
10:00	1	22	108	23	0	4	240	242	3	383	150	124	0	83	278	20
10:15	1	25	108	23	0	6	258	251	5	393	168	127	0	78	267	14
10:30	0	16	114	25	0	6	305	275	4	360	162	128	1	79	245	6
10:45	0	19	103	19	2	6	291	287	4	335	165	115	1	79	247	5
11:00	0	19	97	29	2	6	288	295	5	344	166	116	2	80	266	6
11:15	0	18	102	36	2	7	285	312	3	348	148	120	2	88	264	14
11:30	3	20	104	37	3	6	277	314	4	351	140	132	2	97	243	15
11:45	3	13	108	35	1	7	283	309	3	379	135	145	2	95	247	18
12:00	3	22	101	23	2	7	324	292	5	362	128	146	1	90	232	20
12:15	3	27	103	18	2	6	322	288	5	368	128	153	1	86	227	15
12:30	0	29	107	12	1	6	271	284	3	374	138	150	0	86	256	13
12:45	0	38	100	9	1	5	284	307	3	360	140	168	0	100	236	11
13:00	1	32	118	9	0	4	263	317	0	369	146	191	0	112	240	11
13:15	1	29	117	11	0	3	269	336	1	362	167	198	1	118	225	9
13:30	1	29	112	11	0	4	300	328	1	354	177	195	2	119	212	10
13:45	3	31	133	16	0	5	299	314	2	340	172	173	2	111	232	12
14:00	3	39	127	16	0	6	295	317	2	352	191	166	3	109	250	10
14:15	3	40	111	19	0	5	294	306	1	353	198	163	2	111	293	17
14:30	5	50	126	30	0	4	274	318	1	366	199	172	3	103	305	18
14:45	4	51	131	33	1	6	262	320	0	379	234	176	5	105	275	17
15:00	4	46	143	37	1	6	247	311	0	366	236	183	4	102	269	16
15:15	4	46	173	32	1	7	237	316	0	349	227	179	5	109	253	16
15:30	4	37	169	28	1	11	255	318	1	357	245	188	3	112	236	17
15:45	3	34	169	20	0	7	251	311	2	377	228	187	1	125	254	17
16:00	3	37	169	17	1	6	255	305	2	365	231	180	2	136	243	25
16:15	4	36	161	14	1	7	275	288	2	405	245	209	1	124	230	23
16:30	2	39	159	9	1	4	293	299	1	415	265	203	1	138	235	22
16:45	3	41	150	9	1	4	291	286	1	407	267	224	1	148	227	21
17:00	2	39	139	10	0	4	316	295	1	417	277	217	0	148	257	16
17:15	2	38	136	15	1	3	309	313	1	388	281	196	0	172	258	20
17:30	2	45	133	13	1	4	272	273	1	349	255	193	0	152	236	22
17:45	1	45	128	16	2	7	274	250	0	323	249	189	0	161	252	26
18:00	1	44	125	13	2	6	243	220	0	286	230	180	0	150	218	25

Intelligent Data Collection Limited

Client:	WSP	Date of Survey:	06.11.2018
Project Number:	ID04231	Junction Name:	A226 Thames Way / B262 Springhead Road
Junction Number:	Site 1	Junction Type:	4-arm Roundabout

Arm A: B262 Springhead Road (N)
Arm B: A226 Thames Way (E)
Arm C: B262 Springhead Road (S)
Arm D: A226 Thames Way (W)

Count Method: Vehicles Classes Included: All Classes *Select the count method and desired user classes from the drop-downs in cells D10 and G10*

Maximum 15-minute Junction Flow:

AM Peak	from:	07:45	until:	08:00	flow:	574
Inter-Peak	from:	15:30	until:	15:45	flow:	469
PM Peak	from:	17:15	until:	17:30	flow:	539

AM Peak covers 07:00 until 10:00
Inter-Peak covers 10:00 until 16:00
PM Peak covers 16:00 until 19:00

Period Starting: 07:00 *Select the time from the drop-down in cell D18 to show the 15-minute data for that period*

Movement Counts

From \ To	A	B	C	D	Total
A	0	6	31	26	63
B	1	0	38	154	193
C	23	36	0	71	130
D	2	32	11	0	45
Total	26	74	80	251	431

HGV Proportions

From \ To	A	B	C	D	Total
A	0.0%	0.0%	3.2%	0.0%	1.6%
B	0.0%	0.0%	2.6%	9.1%	7.8%
C	0.0%	5.6%	0.0%	4.2%	3.8%
D	0.0%	46.9%	27.3%	0.0%	40.0%
Total	0.0%	23.0%	6.3%	6.8%	9.0%

Maximum Hourly Junction Flow:

AM Peak	from:	07:30	until:	08:30	flow:	2200
Inter-Peak	from:	15:45	until:	16:45	flow:	1849
PM Peak	from:	17:00	until:	18:00	flow:	2020

Period Starting: 07:00 *Select the time from the drop-down in cell D35 to show the hourly data for that period*

Movement Counts

From \ To	A	B	C	D	Total
A	0	23	166	113	302
B	3	1	169	640	813
C	103	249	0	365	717
D	10	132	56	0	198
Total	116	405	391	1118	2030

HGV Proportions

From \ To	A	B	C	D	Total
A	0.0%	4.3%	1.2%	0.9%	1.3%
B	0.0%	0.0%	4.7%	10.2%	9.0%
C	1.0%	2.4%	0.0%	4.1%	3.1%
D	0.0%	36.4%	17.9%	0.0%	29.3%
Total	0.9%	13.6%	5.1%	7.2%	7.7%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 19292 Gravesend, Ebbsfleet

Site Number/Name: B7 - London Road/Manor Way Junction

Client:

Date: 04/12/2018

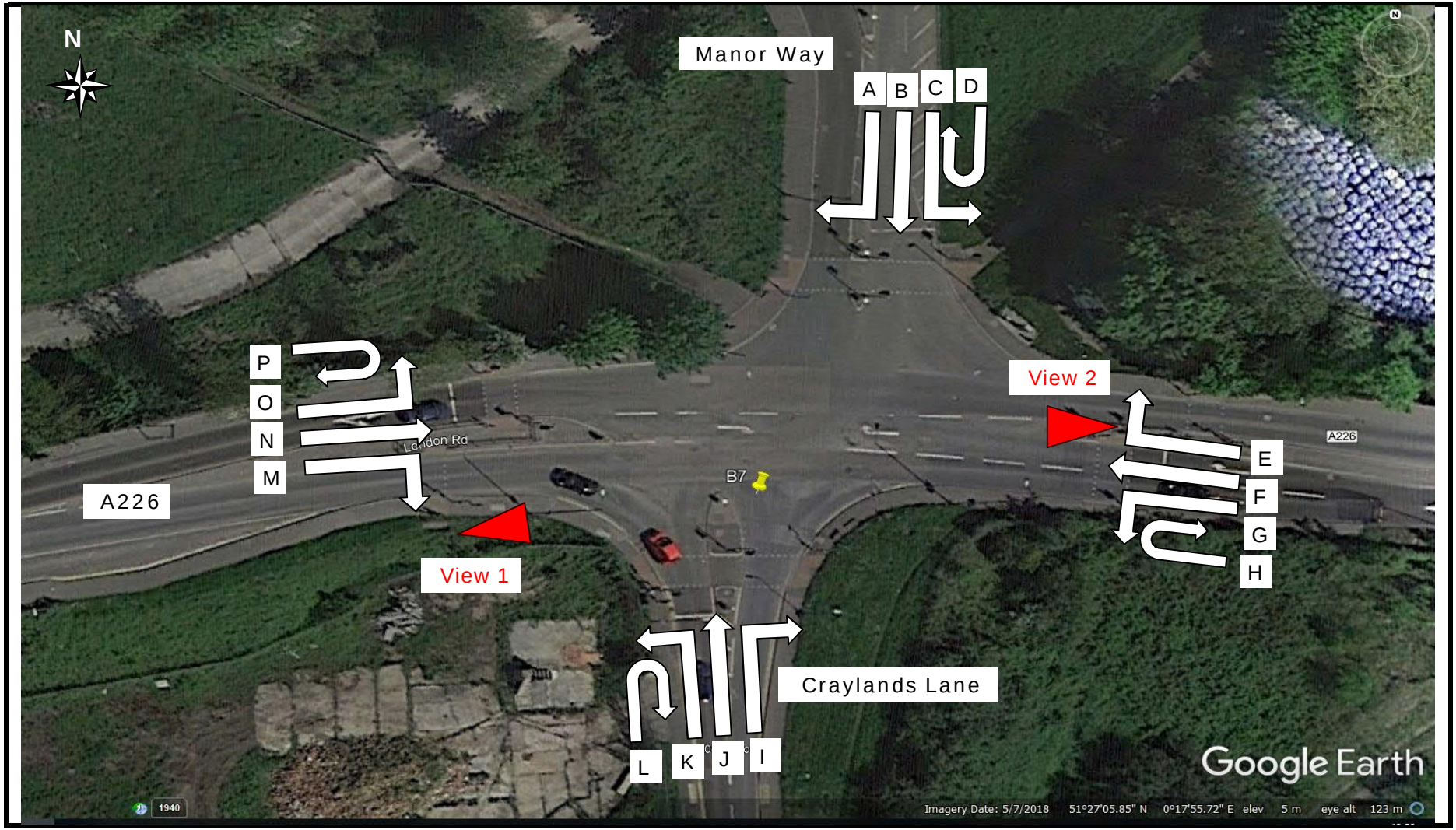
Weather: Cloudy, Dry

Comments: None

	PCU Values
Cars	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
PSV	2.0
M/B	0.4
Cyc	0.2

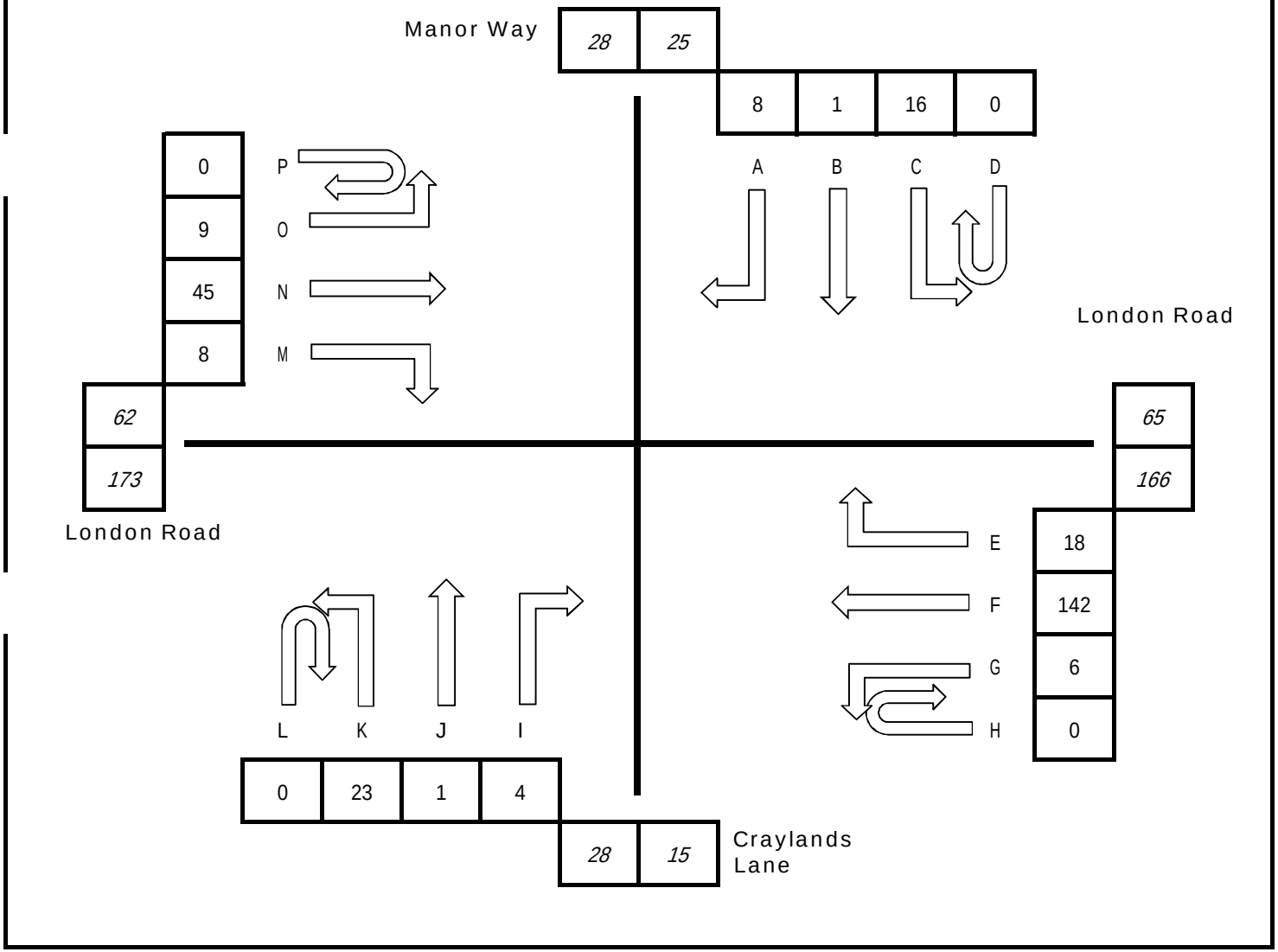
Advanced Transport Research	*Job Number & Name:*	19292 Gravesend, Ebbsfleet
B7 - London Road/Manor Way Junction	*Date:*	Tuesday 04 Dec 2018

Job Type:	Junction Count				
Co-ordinates:	51 ° 27'4.24"N,0 ° 17'59.23"E	*Postcode:*	DA10 0LL	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	19292 Gravesend, Ebbsfle
B7 - London Road/Manor Way Junction	*Client:*	0
Flow Diagram	*Date:*	Tuesday 04 Dec 2018

Select Period 07:00



Advanced Transport Research

B7 - London Road/Manor Way Junction

Classified Counts

	Movement A							Movement B							Movement C							Movement D							Movement E							Movement F							Movement G							Movement H						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	1	0	4	3	0	0	0	1	0	0	0	0	0	0	11	2	2	0	1	0	0	0	0	0	0	0	0	0	12	3	0	1	2	0	0	99	27	8	3	3	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	1	1	3	4	0	0	0	3	0	0	0	0	0	0	8	1	3	2	1	1	0	0	0	0	0	0	0	0	11	3	1	2	1	0	0	160	22	7	5	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	4	0	9	0	0	0	1	0	0	0	0	0	0	11	3	1	2	1	0	0	0	0	0	0	0	0	0	13	2	2	0	2	0	0	128	23	1	4	6	2	2	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	4	1	2	3	0	0	0	3	0	0	0	0	0	0	17	3	0	2	1	1	0	0	0	0	0	0	0	0	13	4	0	1	1	0	0	108	26	1	2	3	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	0	0	3	0	0	0	2	2	0	0	0	0	0	17	2	0	2	1	0	0	0	0	0	0	0	0	0	15	0	2	0	1	0	0	97	16	4	6	1	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	3	4	0	3	0	0	0	4	1	0	0	0	0	0	21	3	1	0	2	0	0	0	0	0	0	0	0	0	10	6	1	0	3	0	0	127	15	2	5	2	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	3	4	3	1	0	0	0	18	1	0	0	0	0	0	17	4	2	0	2	0	0	0	0	0	0	0	0	0	15	0	1	1	1	0	0	94	17	2	2	1	2	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	1	2	3	1	0	0	0	4	0	0	0	0	0	0	11	2	0	0	1	0	0	0	0	0	0	0	0	0	23	6	0	1	1	0	0	90	11	3	3	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	1	1	0	0	0	0	3	0	0	0	0	0	0	12	4	2	1	2	0	0	0	0	0	0	0	0	0	15	0	0	2	0	0	0	79	15	3	1	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	3	2	2	2	0	0	0	2	0	0	0	0	0	0	7	3	1	2	2	0	0	0	0	0	0	0	0	0	10	2	0	1	2	0	0	70	14	1	6	3	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	2	5	1	2	0	0	0	2	0	0	0	0	0	0	8	0	0	1	1	0	0	0	0	0	0	0	0	0	6	2	1	0	2	0	0	68	12	4	3	2	1	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	1	0	1	3	0	0	0	1	1	0	0	0	0	0	13	3	1	1	2	0	0	0	0	0	0	0	0	0	8	3	0	1	2	0	0	56	10	2	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21	24	20	34	0	0	0	44	5	0	0	0	0	0	153	30	13	13	17	2	0	0	0	0	0	0	0	0	151	31	8	10	18	0	0																							
16:00 - 16:15	13	1	0	3	0	0	0	4	1	0	0	0	0	0	18	4	0	1	2	0	0	0	0	0	0	0	0	0	13	1	0	2	2	0	0	87	11	4	1	4	2	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	10	2	0	1	0	0	0	1	0	0	0	0	0	0	23	4	1	1	1	0	0	0	0	0	0	0	0	0	9	3	1	0	1	0	1	58	11	2	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	4	3	0	2	0	0	0	1	1	0	0	0	0	0	9	7	0	0	1	0	0	0	0	0	0	0	0	0	11	3	0	0	2	0	0	79	8	2	1	3	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	10	0	0	1	0	0	0	1	0	0	0	0	0	0	17	4	0	0	2	0	0	0	0	0	0	0	0	0	6	3	1	0	2	0	0	85	6	0	0	2	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	19	2	1	1	0	1	0	2	0	0	0	0	0	0	44	2	1	0	1	1	0	0	0	0	0	0	0	0	13	4	3	0	1	1	0	101	9	3	1	2	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	9	3	0	0	0	1	0	5	0	0	0	0	0	0	17	1	0	0	2	0	0	0	0	0	0	0	0	0	10	1	0	0	1	0	0	73	2	0	1	1	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	3	0	0	0	2	1	0	0	0	0	0	9	2	0	0	2	0	0	0	0	0	0	0	0	0	6	1	1	0	2	1	0	80	8	0	0	2	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	3	1	0	3	0	1	0	3	0	0	0	0	0	0	9	4	0	0	0	4	0	0	0	0	0	0	0	0	12	1	0	0	1	0	0	85	3	1	0	2	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	5	1	0	1	0	0	0	1	1	0	0	0	0	0	18	1	0	0	3	1	0	0	0	0	0	0	0	0	14	2	0	1	1	0	0	77	4	0	0	2	1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	2	1	0	2	0	0	0	3	0	0	0	0	0	0	12	2	0	0	1	0	0	0	0	0	0	0	0	0	14	2	0	0	1	0	0	63	7	0	0	2	2	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	12	1	0	0	2	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	55	7	0	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	17	1	0	0	2	0	0	62	5	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	77	14	1	17	0	3	0	26	4	0	0	0	0	0	195	32	2	2	18	6	0	0	0	0	0	0	0	0	135	23	6	3	16	2	1																							
07:00 - 08:00	*6*	*6*	*9*	*19*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*47*	*9*	*6*	*6*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*49*	*12*	*3*	*4*	*6*	*0*	*0*	*495*	*98*	*17*	*14*	*17*	*7*	*4*	*24*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*6*	*6*	*5*	*19*	*0*	*0*	*0*	*9*	*2*	*0*	*0*	*0*	*0*	*0*	*53*	*9*	*4*	*8*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*52*	*9*	*5*	*3*	*5*	*0*	*0*	*493*	*87*	*13*	*17*	*15*	*6*	*4*	*25*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*8*	*9*	*2*	*18*	*0*	*0*	*0*	*10*	*3*	*0*	*0*	*0*	*0*	*0*	*66*	*11*	*2*	*6*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*51*	*12*	*5*	*1*	*7*	*0*	*0*	*460*	*80*	*8*	*17*	*12*	*4*	*4*	*26*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*11*	*9*	*5*	*10*	*0*	*0*	*0*	*27*	*4*	*0*	*0*	*0*	*0*	*0*	*72*	*12*	*3*	*4*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*53*	*10*	*4*	*2*	*6*	*0*	*0*	*426*	*74*	*9*	*15*	*7*	*4*	*3*	*27*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*8*	*10*	*6*	*8*	*0*	*0*	*0*	*28*	*4*	*0*	*0*	*0*	*0*	*0*	*66*	*11*	*3*	*2*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*63*	*12*	*4*	*2*	*6*	*0*	*0*	*408*	*59*	*11*	*16*	*5*	*3*	*1*	*27*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*8*	*11*	*7*	*5*	*0*	*0*	*0*	*29*	*2*	*0*	*0*	*0*	*0*	*0*	*61*	*13*	*5*	*1*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*63*	*12*	*2*	*4*	*5*	*0*	*0*	*390*	*58*	*10*	*11*	*7*	*2*	*1*	*23*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*8*	*9*	*9*	*4*	*0*	*0*	*0*	*27*	*1*	*0*	*0*	*0*	*0*	*0*	*47*	*13*	*5*	*3*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*63*	*8*	*1*	*5*	*4*	*0*	*0*	*333*	*57*	*9*	*12*	*8*	*2*	*1*	*23*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*7*	*10*	*7*	*5*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*38*	*9*	*3*	*4*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*54*	*10*	*1*	*4*	*5*	*0*	*0*	*307*	*52*	*11*	*13*	*9*	*1*	*0*	*17*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*7*	*8*	*5*	*7*	*0*	*0*	*0*	*8*	*1*	*0*	*0*	*0*	*0*	*0*	*40*	*10*	*4*	*5*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*39*	*7*	*1*	*4*	*6*	*0*	*0*	*273*	*51*	*10*	*11*	*9*	*1*	*0*	*16*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:00 - 17:00	*37*	*6*	*0*	*7*	*0*	*0*	*0*	*7*	*2*	*0*	*0*	*0*	*0*	*0*	*67*	*19*	*1*	*2*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*39*	*10*	*2*	*2*	*7*	*0*	*1*	*309*	*36*	*8*	*4*	*9*	*5*	*1*	*23*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*43*	*7*	*1*	*5*	*0*	*1*	*0*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*93*	*17*	*2*	*1*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*39*	*13*	*5*	*0*	*6*	*1*	*1*	*323*	*34*	*7*	*4*	*7*	*4*	*0*	*25*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*42*	*8*	*1*	*4*	*0*	*2*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*87*	*14*	*1*	*0*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*40*	*11*	*4*	*0*	*6*	*1*	*0*	*338*	*25*	*5*	*3*	*8*	*5*	*0*	*28*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*38*	*5*	*1*	*5*	*0*	*2*	*0*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*87*	*9*	*1*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*35*	*9*	*5*	*0*	*6*	*2*	*0*	*339*	*25*	*3*	*2*	*7*	*3*	*0*	*33*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*31*	*6*	*1*	*7*	*0*	*3*	*0*	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*79*	*9*	*1*	*0*	*5*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*41*	*7*	*4*	*0*	*5*	*2*	*0*	*339*	*22*	*4*	*2*	*7*	*3*	*0*	*30*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*17*	*5*	*0*	*7*	*0*	*2*	*0*	*11*	*2*	*0*	*0*	*0*	*0*	*0*	*53*	*8*	*0*	*0*	*7*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*42*	*5*	*1*	*1*	*5*	*1*	*0*	*315*	*17*	*1*	*1*	*7*	*3*	*1*	*32*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*10*	*3*	*0*	*9*	*0*	*1*	*0*	*9*	*2*	*0*	*0*	*0*	*0*	*0*	*48*	*9*	*0*	*0*	*6*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*46*	*6*	*1*	*1*	*5*	*1*	*0*	*305*	*22*	*1*	*0*	*8*	*4*	*1*	*33*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*10*	*3*	*0*	*6*	*0*	*1*	*0*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*51*	*8*	*0*	*0*	*6*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*50*	*6*	*0*	*1*	*3*	*0*	*0*	*280*	*21*	*1*	*0*	*8*	*4*	*1*	*28*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*9*	*2*	*0*	*3*	*0*	*0*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*49*	*4*	*0*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*55*	*6*	*0*	*1*	*4*	*0*	*0*	*257*	*23*	*0*	*1*	*8*	*3*	*1*	*27*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

07:45 - 08:45	*11*	*9*	*5*	*10*	*0*	*0*	*0*	*27*	*4*	*0*	*0*	*0*	*0*	*0*	*72*	*12*	*3*	*4*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*53*	*10*	*4*	*2*	*6*	*0*	*0*	*426*	*74*	*9*	*15*	*7*	*4*	*3*	*27*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

17:00 - 18:00	*31*	*6*	*1*	*7*	*0*	*3*	*0*	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*79*	*9*	*1*	*0*	*5*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*41*	*7*	*4*	*0*	*5*	*2*	*0*	*339*	*22*	*4*	*2*	*7*	*3*	*0*	*30*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

Job Number & Name: 19292 Gravesend, Ebbsfleet
Client: 0
Date: Tuesday 04 December 2018

Movement I							Movement J							Movement K							Movement L							Movement M							Movement N							Movement O							Movement P						
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
3	0	0	1	0	0	0	1	0	0	0	0	0	0	14	6	1	1	0	1	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	33	7	1	2	1	1	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	3	0	0	0	0	0	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	12	0	1	1	0	0	0	35	6	2	4	2	0	0	6	3	0	6	0	0	0	0	0	0	0	0	0	0
10	0	0	1	0	0	0	0	0	0	0	0	0	0	19	3	1	0	0	1	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	48	7	0	3	1	2	1	8	9	1	4	0	1	0	0	0	0	0	0	0	0
12	3	0	0	0	0	0	1	0	0	0	0	0	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	14	2	1	1	0	0	0	56	12	3	5	0	1	0	8	3	0	2	0	1	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	2	0	0	0	0	0	0	17	6	0	0	0	1	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	86	17	1	5	5	1	1	7	1	1	1	0	1	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	4	0	0	0	0	0	0	17	1	1	0	0	0	0	0	0	0	0	0	0	0	21	6	0	0	0	0	0	79	12	1	3	2	0	0	8	5	1	0	0	0	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	5	1	1	0	0	0	0	32	3	0	1	0	0	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	74	8	0	2	4	0	0	7	4	1	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	6	0	0	0	0	0	0	45	1	1	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	55	6	3	4	2	1	0	4	0	1	1	0	1	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	3	1	0	0	0	0	1	21	3	2	1	0	0	0	0	0	0	0	0	0	0	18	2	2	2	0	0	0	64	7	6	4	3	0	0	4	1	1	2	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	2	0	0	0	0	0	0	13	2	1	2	0	0	0	0	0	0	0	0	0	0	9	1	1	2	0	0	0	62	14	2	3	2	1	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	1	0	0	0	0	15	2	1	3	0	0	0	0	0	0	0	0	0	0	10	1	2	4	0	0	0	45	10	2	4	0	0	0	3	1	2	4	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	4	0	0	0	0	0	0	17	1	1	3	0	0	0	0	0	0	0	0	0	0	14	0	2	1	0	0	0	47	11	2	5	3	0	0	3	2	1	4	0	0	0	0	0	0	0	0	0	0
							31	**2**	**2**	**0**	**0**	**0**	**1**																																**68**	**32**	**10**	**26**	**0**	**4**	**0**							
5	0	0	0	1	0	0	4	1	1	0	0	0	0	17	3	0	0	0	0	0	0	0	0	1	0	0	0	0	20	3	0	0	0	0	0	82	25	2	1	3	2	0	4	3	0	0	0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2	0	0	0	0	0	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	104	19	2	0	5	0	0	1	0	2	6	0	0	0	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0	1	0	0	0	0	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	30	4	0	0	0	0	0	141	20	2	0	2	0	1	3	1	1	5	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	1	0	0	0	0	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	27	7	0	0	0	1	0	112	21	0	2	4	2	0	2	3	0	3	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	1	0	0	0	0	0	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	26	4	0	0	0	1	0	125	12	0	1	1	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	2	0	0	0	0	0	0	18	1	0	1	0	0	0	0	0	0	0	0	0	0	31	6	0	0	0	2	0	132	14	1	2	3	2	1	1	1	1	2	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	1	0	0	0	0	0	0	0	0	29	7	0	0	0	0	0	153	12	1	0	1	1	1	3	2	1	2	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	4	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	25	7	0	0	0	2	0	149	17	0	0	2	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	2	0	0	0	0	0	0	20	0	0	0	0	1	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	116	13	2	1	1	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	3	1	0	0	0	0	0	19	0	0	0	0	1	0	0	0	0	0	0	0	0	34	2	0	0	0	0	0	110	18	2	1	5	1	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0
10	2	0	0	0	0	0	2	0	0	0	0	0	0	27	3	0	0	0	1	0	0	0	0	0	0	0	0	32	4	0	0	0	0	0	104	8	1	1	3	2	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	2	0	0	0	0	0	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	31	1	0	0	0	1	0	75	4	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
							23	**3**	**1**	**0**	**0**	**0**	**0**																																**27**	**14**	**6**	**23**	**0**	**0**	**0**							
31	*3*	*0*	*2*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*70*	*16*	*2*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*48*	*3*	*3*	*2*	*0*	*0*	*0*	*172*	*32*	*6*	*14*	*4*	*4*	*1*	*29*	*16*	*1*	*13*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
37	*4*	*0*	*1*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*73*	*16*	*1*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*59*	*2*	*3*	*2*	*0*	*0*	*0*	*225*	*42*	*6*	*17*	*8*	*4*	*2*	*29*	*16*	*2*	*13*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
36	*4*	*0*	*1*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*74*	*13*	*2*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*68*	*8*	*2*	*1*	*0*	*0*	*0*	*269*	*48*	*5*	*16*	*8*	*4*	*2*	*31*	*18*	*3*	*7*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
35	*5*	*0*	*0*	*0*	*0*	*0*	*12*	*1*	*1*	*0*	*0*	*0*	*0*	*87*	*13*	*1*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*86*	*9*	*1*	*1*	*0*	*0*	*0*	*295*	*49*	*5*	*15*	*11*	*2*	*1*	*30*	*13*	*3*	*3*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
34	*2*	*0*	*0*	*0*	*0*	*0*	*17*	*1*	*1*	*0*	*0*	*0*	*0*	*111*	*11*	*2*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*88*	*8*	*0*	*0*	*0*	*0*	*0*	*294*	*43*	*5*	*14*	*13*	*2*	*1*	*26*	*10*	*4*	*2*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
30	*1*	*0*	*0*	*0*	*0*	*0*	*18*	*2*	*1*	*0*	*0*	*0*	*1*	*115*	*8*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*88*	*10*	*2*	*2*	*0*	*0*	*0*	*272*	*33*	*10*	*13*	*11*	*1*	*0*	*23*	*10*	*4*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
25	*2*	*0*	*0*	*0*	*0*	*0*	*16*	*2*	*1*	*0*	*0*	*0*	*1*	*111*	*9*	*4*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*76*	*5*	*3*	*4*	*0*	*0*	*0*	*255*	*35*	*11*	*13*	*11*	*2*	*0*	*18*	*7*	*4*	*4*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
20	*1*	*0*	*0*	*0*	*0*	*0*	*11*	*1*	*1*	*0*	*0*	*0*	*1*	*94*	*8*	*5*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*53*	*5*	*5*	*8*	*0*	*0*	*0*	*226*	*37*	*13*	*15*	*7*	*2*	*0*	*14*	*4*	*5*	*8*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
11	*1*	*0*	*0*	*0*	*0*	*0*	*9*	*1*	*1*	*0*	*0*	*0*	*1*	*66*	*8*	*5*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*51*	*4*	*7*	*9*	*0*	*0*	*0*	*218*	*42*	*12*	*16*	*8*	*1*	*0*	*13*	*6*	*5*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
12	*4*	*0*	*0*	*1*	*0*	*0*	*7*	*2*	*1*	*0*	*0*	*0*	*0*	*65*	*12*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*101*	*15*	*0*	*0*	*0*	*1*	*0*	*439*	*85*	*6*	*3*	*14*	*4*	*1*	*10*	*7*	*3*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
13	*4*	*0*	*0*	*0*	*0*	*0*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*68*	*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*107*	*16*	*0*	*0*	*0*	*2*	*0*	*482*	*72*	*4*	*3*	*12*	*6*	*1*	*8*	*5*	*3*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
19	*3*	*0*	*0*	*0*	*0*	*0*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*68*	*9*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*114*	*21*	*0*	*0*	*0*	*4*	*0*	*510*	*67*	*3*	*5*	*10*	*8*	*2*	*8*	*6*	*2*	*10*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
32	*1*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*72*	*8*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*113*	*24*	*0*	*0*	*0*	*4*	*0*	*522*	*59*	*2*	*5*	*9*	*9*	*2*	*8*	*7*	*2*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
32	*1*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*79*	*6*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*111*	*24*	*0*	*0*	*0*	*5*	*0*	*559*	*55*	*2*	*3*	*7*	*7*	*2*	*9*	*5*	*2*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
33	*1*	*0*	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*79*	*2*	*0*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*105*	*22*	*0*	*0*	*0*	*4*	*0*	*550*	*56*	*4*	*3*	*7*	*4*	*3*	*9*	*4*	*2*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
37	*1*	*0*	*0*	*0*	*0*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*80*	*1*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*108*	*18*	*0*	*0*	*0*	*2*	*0*	*528*	*60*	*5*	*2*	*9*	*3*	*2*	*12*	*4*	*1*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
34	*3*	*0*	*0*	*0*	*0*	*0*	*11*	*1*	*0*	*0*	*0*	*0*	*0*	*85*	*3*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*111*	*15*	*0*	*0*	*0*	*2*	*0*	*479*	*56*	*5*	*3*	*11*	*4*	*1*	*10*	*2*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
40	*2*	*0*	*0*	*0*	*0*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*88*	*4*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*117*	*9*	*0*	*0*	*0*	*1*	*0*	*405*	*43*	*5*	*3*	*10*	*4*	*2*	*8*	*2*	*1*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
35	***5***	***0***	***0***	***0***	***0***	***0***	***12***	***1***	***1***	***0***	***0***	***0***	***0***	***87***	***13***	***1***	***1***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***86***	***9***	***1***	***1***	***0***	***0***	***0***	***295***	***49***	***5***	***15***	***11***	***2***	***1***	***30***	***13***	***3***	***3***	***0***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
32	***1***	***0***	***0***	***0***	***0***	***0***	***7***	***0***	***0***	***0***	***0***	***0***	***0***	***79***	***6***	***0***	***1***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***111***	***24***	***0***	***0***	***0***	***5***	***0***	***559***	***55***	***2***	***3***	***7***	***7***	***2***	***9***	***5***	***2***	***5***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research

B7 - London Road/Manor Way Junction

PCU Values

	Movement A								Movement B								Movement C								Movement D							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	1.0	0.0	6.0	6.9	0.0	0.0	0.0	13.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	11.0	2.0	3.0	0.0	2.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	1.0	1.0	4.5	9.2	0.0	0.0	0.0	15.7	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	8.0	1.0	4.5	4.6	2.0	0.4	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	0.0	4.0	0.0	20.7	0.0	0.0	0.0	24.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	11.0	3.0	1.5	4.6	2.0	0.0	0.0	22.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	4.0	1.0	3.0	6.9	0.0	0.0	0.0	14.9	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	17.0	3.0	0.0	4.6	2.0	0.4	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	1.0	0.0	0.0	6.9	0.0	0.0	0.0	7.9	2.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0	17.0	2.0	0.0	4.6	2.0	0.0	0.0	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	3.0	4.0	0.0	6.9	0.0	0.0	0.0	13.9	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	21.0	3.0	1.5	0.0	4.0	0.0	0.0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	3.0	4.0	4.5	2.3	0.0	0.0	0.0	13.8	18.0	1.0	0.0	0.0	0.0	0.0	0.0	19.0	17.0	4.0	3.0	0.0	4.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	1.0	2.0	4.5	2.3	0.0	0.0	0.0	9.8	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	11.0	2.0	0.0	0.0	2.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	1.0	1.0	1.5	0.0	0.0	0.0	0.0	3.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	12.0	4.0	3.0	2.3	4.0	0.0	0.0	25.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	3.0	2.0	3.0	4.6	0.0	0.0	0.0	12.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	7.0	3.0	1.5	4.6	4.0	0.0	0.0	20.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	2.0	5.0	1.5	4.6	0.0	0.0	0.0	13.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	8.0	0.0	0.0	2.3	2.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	1.0	0.0	1.5	6.9	0.0	0.0	0.0	9.4	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	13.0	3.0	1.5	2.3	4.0	0.0	0.0	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	13.0	1.0	0.0	6.9	0.0	0.0	0.0	20.9	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	18.0	4.0	0.0	2.3	4.0	0.0	0.0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	10.0	2.0	0.0	2.3	0.0	0.0	0.0	14.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	23.0	4.0	1.5	2.3	2.0	0.0	0.0	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	4.0	3.0	0.0	4.6	0.0	0.0	0.0	11.6	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	9.0	7.0	0.0	0.0	2.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	10.0	0.0	0.0	2.3	0.0	0.0	0.0	12.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	17.0	4.0	0.0	0.0	4.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	19.0	2.0	1.5	2.3	0.0	0.4	0.0	25.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	44.0	2.0	1.5	0.0	2.0	0.4	0.0	49.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	9.0	3.0	0.0	0.0	0.0	0.4	0.0	12.4	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	17.0	1.0	0.0	0.0	4.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	6.9	0.0	0.0	0.0	6.9	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	9.0	2.0	0.0	0.0	4.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	3.0	1.0	0.0	6.9	0.0	0.4	0.0	11.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	9.0	4.0	0.0	0.0	0.0	1.6	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	5.0	1.0	0.0	2.3	0.0	0.0	0.0	8.3	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	18.0	1.0	0.0	0.0	6.0	0.4	0.0	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	2.0	1.0	0.0	4.6	0.0	0.0	0.0	7.6	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	12.0	2.0	0.0	0.0	2.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	12.0	1.0	0.0	0.0	4.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	2.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	6.0	6.0	13.5	43.7	0.0	0.0	0.0	69.2	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	47.0	9.0	9.0	13.8	8.0	0.8	0.0	87.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	6.0	6.0	7.5	43.7	0.0	0.0	0.0	63.2	9.0	2.0	0.0	0.0	0.0	0.0	0.0	11.0	53.0	9.0	6.0	18.4	8.0	0.8	0.0	95.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	8.0	9.0	3.0	41.4	0.0	0.0	0.0	61.4	10.0	3.0	0.0	0.0	0.0	0.0	0.0	13.0	66.0	11.0	3.0	13.8	10.0	0.4	0.0	104.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	11.0	9.0	7.5	23.0	0.0	0.0	0.0	50.5	27.0	4.0	0.0	0.0	0.0	0.0	0.0	31.0	72.0	12.0	4.5	9.2	12.0	0.4	0.0	110.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	8.0	10.0	9.0	18.4	0.0	0.0	0.0	45.4	28.0	4.0	0.0	0.0	0.0	0.0	0.0	32.0	66.0	11.0	4.5	4.6	12.0	0.0	0.0	98.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	8.0	11.0	10.5	11.5	0.0	0.0	0.0	41.0	29.0	2.0	0.0	0.0	0.0	0.0	0.0	31.0	61.0	13.0	7.5	2.3	14.0	0.0	0.0	97.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	8.0	9.0	13.5	9.2	0.0	0.0	0.0	39.7	27.0	1.0	0.0	0.0	0.0	0.0	0.0	28.0	47.0	13.0	7.5	6.9	14.0	0.0	0.0	88.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	7.0	10.0	10.5	11.5	0.0	0.0	0.0	39.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	38.0	9.0	4.5	9.2	12.0	0.0	0.0	72.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	7.0	8.0	7.5	16.1	0.0	0.0	0.0	38.6	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	40.0	10.0	6.0	11.5	14.0	0.0	0.0	81.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 17:00	37.0	6.0	0.0	16.1	0.0	0.0	0.0	59.1	7.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0	67.0	19.0	1.5	4.6	12.0	0.0	0.0	104.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 17:15	43.0	7.0	1.5	11.5	0.0	0.4	0.0	63.4	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	93.0	17.0	3.0	2.3	10.0	0.4	0.0	125.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 17:30	42.0	8.0	1.5	9.2	0.0	0.8	0.0	61.5	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	87.0	14.0	1.5	0.0	12.0	0.4	0.0	114.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:45	38.0	5.0	1.5	11.5	0.0	0.8	0.0	56.8	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	87.0	9.0	1.5	0.0	14.0	0.4	0.0	111.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 18:00	31.0	6.0	1.5	16.1	0.0	1.2	0.0	55.8	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0	79.0	9.0	1.5	0.0	10.0	2.0	0.0	101.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 18:15	17.0	5.0	0.0	16.1	0.0	0.8	0.0	38.9	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	53.0	8.0	0.0	0.0	14.0	2.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 18:30	10.0	3.0	0.0	20.7	0.0	0.4	0.0	34.1	9.0	2.0	0.0	0.0	0.0	0.0	0.0	11.0	48.0	9.0	0.0	0.0	12.0	2.0	0.0	71.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:45	10.0	3.0	0.0	13.8	0.0	0.4	0.0	27.2	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	51.0	8.0	0.0	0.0	12.0	2.0	0.0	73.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 19:00	9.0	2.0	0.0	6.9	0.0	0.0	0.0	17.9	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	49.0	4.0	0.0	0.0	14.0	0.4	0.0	67.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	Movement E								Movement F								Movement G								Movement H							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	12.0	3.0	0.0	2.3	4.0	0.0	0.0	21.3	99.0	27.0	12.0	6.9	6.0	0.8	0.0	151.7	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	11.0	3.0	1.5	4.6	2.0	0.0	0.0	22.1	160.0	22.0	10.5	11.5	10.0	0.8	0.0	214.8	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	13.0	2.0	3.0	0.0	4.0	0.0	0.0	22.0	128.0	23.0	1.5	9.2	12.0	0.8	0.4	174.9	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	13.0	4.0	0.0	2.3	2.0	0.0	0.0	21.3	108.0	26.0	1.5	4.6	6.0	0.4	0.4	146.9	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	15.0	0.0	3.0	0.0	2.0	0.0	0.0	20.0	97.0	16.0	6.0	13.8	2.0	0.4	0.0	135.2	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	10.0	6.0	1.5	0.0	6.0	0.0	0.0	23.5	127.0	15.0	3.0	11.5	4.0	0.0	0.0	160.5	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	15.0	0.0	1.5	2.3	2.0	0.0	0.0	20.8	94.0	17.0	3.0	4.6	2.0	0.8	0.2	121.6	10.0	0.0	1.5	0.0	0.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	23.0	6.0	0.0	2.3	2.0	0.0	0.0	33.3	90.0	11.0	4.5	6.9	2.0	0.0	0.0	114.4	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	15.0	0.0	0.0	4.6	0.0	0.0	0.0	19.6	79.0	15.0	4.5	2.3	6.0	0.0	0.0	106.8	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	10.0	2.0	0.0	2.3	4.0	0.0	0.0	18.3	70.0	14.0	1.5	13.8	6.0	0.0	0.0	105.3	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	6.0	2.0	1.5	0.0	4.0	0.0	0.0	13.5	68.0	12.0	6.0	6.9	4.0	0.4	0.0	97.3	4.0	0.0	0.0	2.3	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	8.0	3.0	0.0	2.3	4.0	0.0	0.0	17.3	56.0	10.0	3.0	2.3	2.0	0.0	0.0	73.3	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	13.0	1.0	0.0	4.6	4.0	0.0	0.0	22.6	87.0	11.0	6.0	2.3	8.0	0.8	0.2	115.3	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	9.0	3.0	1.5	0.0	2.0	0.0	0.2	15.7	58.0	11.0	3.0	4.6	0.0	0.0	0.0	76.6	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	11.0	3.0	0.0	0.0	4.0	0.0	0.0	18.0	79.0	8.0	3.0	2.3	6.0	0.8	0.0	99.1	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	6.0	3.0	1.5	0.0	4.0	0.0	0.0	14.5	85.0	6.0	0.0	0.0	4.0	0.4	0.0	95.4	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	13.0	4.0	4.5	0.0	2.0	0.4	0.0	23.9	101.0	9.0	4.5	2.3	4.0	0.4	0.0	121.2	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	10.0	1.0	0.0	0.0	2.0	0.0	0.0	13.0	73.0	2.0	0.0	2.3	2.0	0.4	0.0	79.7	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	6.0	1.0	1.5	0.0	4.0	0.4	0.0	12.9	80.0	8.0	0.0	0.0	4.0	0.0	0.0	92.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	12.0	1.0	0.0	0.0	2.0	0.0	0.0	15.0	85.0	3.0	1.5	0.0	4.0	0.4	0.0	93.9	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	14.0	2.0	0.0	2.3	2.0	0.0	0.0	20.3	77.0	4.0	0.0	0.0	4.0	0.4	0.2	85.6	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	14.0	2.0	0.0	0.0	2.0	0.0	0.0	18.0	63.0	7.0	0.0	0.0	4.0	0.8	0.0	74.8	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	55.0	7.0	0.0	0.0	4.0	0.0	0.0	66.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	17.0	1.0	0.0	0.0	4.0	0.0	0.0	22.0	62.0	5.0	0.0	2.3	4.0	0.0	0.0	73.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	49.0	12.0	4.5	9.2	12.0	0.0	0.0	86.7	495.0	98.0	25.5	32.2	34.0	2.8	0.8	688.3	24.0	1.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	52.0	9.0	7.5	6.9	10.0	0.0	0.0	85.4	493.0	87.0	19.5	39.1	30.0	2.4	0.8	671.8	25.0	2.0	0.0	0.0	0.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	51.0	12.0	7.5	2.3	14.0	0.0	0.0	86.8	460.0	80.0	12.0	39.1	24.0	1.6	0.8	617.5	26.0	3.0	0.0	0.0	0.0	0.0	0.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	53.0	10.0	6.0	4.6	12.0	0.0	0.0	85.6	426.0	74.0	13.5	34.5	14.0	1.6	0.6	564.2	27.0	2.0	1.5	0.0	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	63.0	12.0	6.0	4.6	12.0	0.0	0.0	97.6	408.0	59.0	16.5	36.8	10.0	1.2	0.2	531.7	27.0	2.0	1.5	0.0	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	63.0	12.0	3.0	9.2	10.0	0.0	0.0	97.2	390.0	58.0	15.0	25.3	14.0	0.8	0.2	503.3	23.0	1.0	1.5	0.0	0.0	0.0	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	63.0	8.0	1.5	11.5	8.0	0.0	0.0	92.0	333.0	57.0	13.5	27.6	16.0	0.8	0.2	448.1	23.0	1.0	1.5	0.0	0.0	0.0	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	54.0	10.0	1.5	9.2	10.0	0.0	0.0	84.7	307.0	52.0	16.5	29.9	18.0	0.4	0.0	423.8	17.0	1.0	0.0	2.3	0.0	0.0	0.0	20.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	39.0	7.0	1.5	9.2	12.0	0.0	0.0	68.7	273.0	51.0	15.0	25.3	18.0	0.4	0.0	382.7	16.0	1.0	0.0	2.3	0.0	0.0	0.0	19.3	0.0	0.0	0.0	0.0	0.0

Job Number & Name: 19292 Gravesend, Ebbsfleet
Client: 0
Date: Tuesday 04 December 2018

Movement I								Movement J								Movement K								Movement L							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
3.0	0.0	0.0	2.3	0.0	0.0	0.0	5.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	14.0	6.0	1.5	2.3	0.0	0.4	0.0	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	0.0	0.0	2.3	0.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	3.0	1.5	0.0	0.0	0.4	0.0	23.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12.0	3.0	0.0	0.0	0.0	0.0	0.0	15.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	21.0	3.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	17.0	6.0	0.0	0.0	0.0	0.4	0.0	23.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	17.0	1.0	1.5	0.0	0.0	0.0	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	1.0	1.5	0.0	0.0	0.0	0.0	7.5	32.0	3.0	0.0	2.3	0.0	0.0	0.0	37.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	45.0	1.0	1.5	0.0	0.0	0.0	0.0	47.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	3.0	1.0	0.0	0.0	0.0	0.0	0.2	4.2	21.0	3.0	3.0	2.3	0.0	0.0	0.0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	13.0	2.0	1.5	4.6	0.0	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	15.0	2.0	1.5	6.9	0.0	0.0	0.0	25.4	0.0	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	0.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	17.0	1.0	1.5	6.9	0.0	0.0	0.0	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.0	0.0	0.0	0.0	2.0	0.0	0.0	7.0	4.0	1.0	1.5	0.0	0.0	0.0	0.0	6.5	17.0	3.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5
1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	18.0	5.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	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	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	18.0	2.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	12.0	2.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	18.0	1.0	0.0	2.3	0.0	0.0	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	1.0	0.0	0.0	0.0	0.4	0.0	23.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	20.0	0.0	0.0	0.0	0.0	0.4	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	19.0	0.0	0.0	0.0	0.0	0.4	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	2.0	0.0	0.0	0.0	0.0	0.0	12.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	27.0	3.0	0.0	0.0	0.0	0.4	0.0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	22.0	1.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31.0	*3.0*	*0.0*	*4.6*	*0.0*	*0.0*	*0.0*	*38.6*	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*5.0*	*70.0*	*16.0*	*3.0*	*2.3*	*0.0*	*0.8*	*0.0*	*92.1*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
37.0	*4.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*43.3*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*6.0*	*73.0*	*16.0*	*1.5*	*0.0*	*0.0*	*0.8*	*0.0*	*91.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
36.0	*4.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*42.3*	*7.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*7.0*	*74.0*	*13.0*	*3.0*	*0.0*	*0.0*	*0.8*	*0.0*	*90.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
35.0	*5.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*40.0*	*12.0*	*1.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*14.5*	*87.0*	*13.0*	*1.5*	*2.3*	*0.0*	*0.4*	*0.0*	*104.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
34.0	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*36.0*	*17.0*	*1.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*19.5*	*111.0*	*11.0*	*3.0*	*2.3*	*0.0*	*0.4*	*0.0*	*127.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
30.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*31.0*	*18.0*	*2.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*21.7*	*115.0*	*8.0*	*6.0*	*4.6*	*0.0*	*0.0*	*0.0*	*133.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
25.0	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*27.0*	*16.0*	*2.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*19.7*	*111.0*	*9.0*	*6.0*	*9.2*	*0.0*	*0.0*	*0.0*	*135.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
20.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*21.0*	*11.0*	*1.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*13.7*	*94.0*	*8.0*	*7.5*	*13.8*	*0.0*	*0.0*	*0.0*	*123.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
11.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*12.0*	*9.0*	*1.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*11.7*	*66.0*	*8.0*	*7.5*	*20.7*	*0.0*	*0.0*	*0.0*	*102.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
12.0	*4.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*18.0*	*7.0*	*2.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*10.5*	*65.0*	*12.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*77.0*	*0.0*	*0.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.0*	*1.5*
13.0	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*17.0*	*4.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*5.0*	*68.0*	*13.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*81.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
19.0	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*22.0*	*4.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*5.0*	*68.0*	*9.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*79.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
32.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*33.0*	*4.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*4.0*	*72.0*	*8.0*	*0.0*	*2.3*	*0.0*	*0.4*	*0.0*	*82.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
32.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*33.0*	*7.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*7.0*	*79.0*	*6.0*	*0.0*	*2.3*	*0.0*	*0.4*	*0.0*	*87.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
33.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*34.0*	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*8.0*	*79.0*	*2.0*	*0.0*	*2.3*	*0.0*	*0.8*	*0.0*	*84.1*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
37.0	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*38.0*	*9.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*10.0*	*80.0*	*1.0*	*0.0*	*0.0*	*0.0*	*1.2*	*0.0*	*82.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
34.0	*3.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*37.0*	*11.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*12.0*	*85.0*	*3.0*	*0.0*	*0.0*	*0.0*	*1.2*	*0.0*	*89.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
40.0	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*42.0*	*9.0*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*10.0*	*88.0*	*4.0*	*0.0*	*0.0*	*0.0*	*1.2*	*0.0*	*93.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*

Movement M								Movement N								Movement O								Movement P							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	33.0	7.0	1.5	4.6	2.0	0.4	0.0	48.5	7.0	1.0	0.0	2.3	0.0	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12.0	0.0	1.5	2.3	0.0	0.0	0.0	15.8	35.0	6.0	3.0	9.2	4.0	0.0	0.0	57.2	6.0	3.0	0.0	13.8	0.0	0.0	0.0	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15.0	0.0	1.5	0.0	0.0	0.0	0.0	16.5	48.0	7.0	0.0	6.9	2.0	0.8	0.2	64.9	8.0	9.0	1.5	9.2	0.0	0.4	0.0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14.0	2.0	1.5	2.3	0.0	0.0	0.0	19.8	56.0	12.0	4.5	11.5	0.0	0.4	0.0	84.4	8.0	3.0	0.0	4.6	0.0	0.4	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	86.0	17.0	1.5	11.5	10.0	0.4	0.2	126.6	7.0	1.0	1.5	2.3	0.0	0.4	0.0	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21.0	6.0	0.0	0.0	0.0	0.0	0.0	27.0	79.0	12.0	1.5	6.9	4.0	0.0	0.0	103.4	8.0	5.0	1.5	0.0	0.0	0.0	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
33.0	1.0	0.0	0.0	0.0	0.0	0.0	34.0	74.0	8.0	0.0	4.6	8.0	0.0	0.0	94.6	7.0	4.0	1.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16.0	1.0	0.0	0.0	0.0	0.0	0.0	17.0	55.0	6.0	4.5	9.2	4.0	0.4	0.0	79.1	4.0	0.0	1.5	2.3	0.0	0.4	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18.0	2.0	3.0	4.6	0.0	0.0	0.0	27.6	64.0	7.0	9.0	9.2	6.0	0.0	0.0	95.2	4.0	1.0	1.5	4.6	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	1.0	1.5	4.6	0.0	0.0	0.0	16.1	62.0	14.0	3.0	6.9	4.0	0.4	0.0	90.3	3.0	2.0	1.5	2.3	0.0	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	1.0	3.0	9.2	0.0	0.0	0.0	23.2	45.0	10.0	3.0	9.2	0.0	0.0	0.0	67.2	3.0	1.0	3.0	9.2	0.0	0.0	0.0	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14.0	0.0	3.0	2.3	0.0	0.0	0.0	19.3	47.0	11.0	3.0	11.5	6.0	0.0	0.0	78.5	3.0	2.0	1.5	9.2	0.0	0.0	0.0	15.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20.0	3.0	0.0	0.0	0.0	0.0	0.0	23.0	82.0	25.0	3.0	2.3	6.0	0.8	0.0	119.1	4.0	3.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24.0	1.0	0.0	0.0	0.0	0.0	0.0	25.0	104.0	19.0	3.0	0.0	10.0	0.0	0.0	136.0	1.0	0.0	3.0	13.8	0.0	0.0	0.0	17.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30.0	4.0	0.0	0.0	0.0	0.0	0.0	34.0	141.0	20.0	3.0	0.0	4.0	0.0	0.2	168.2	3.0	1.0	1.5	11.5	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27.0	7.0	0.0	0.0	0.0	0.4	0.0	34.4	112.0	21.0	0.0	4.6	8.0	0.8	0.0	146.4	2.0	3.0	0.0	6.9	0.0	0.0	0.0	11.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26.0	4.0	0.0	0.0	0.0	0.4	0.0	30.4	125.0	12.0	0.0	2.3	2.0	1.6	0.0	142.9	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31.0	6.0	0.0	0.0	0.0	0.8	0.0	37.8	132.0	14.0	1.5	4.6	6.0	0.8	0.2	159.1	1.0	1.0	1.5	4.6	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
29.0	7.0	0.0	0.0	0.0	0.0	0.0	36.0	153.0	12.0	1.5	0.0	2.0	0.4	0.2	169.1	3.0	2.0	1.5	4.6	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25.0	7.0	0.0	0.0	0.0	0.8	0.0	32.8	149.0	17.0	0.0	0.0	4.0	0.0	0.0	170.0	3.0	1.0	0.0	2.3	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20.0	2.0	0.0	0.0	0.0	0.0	0.0	22.0	116.0	13.0	3.0	2.3	2.0	0.4	0.2	136.9	2.0	0.0	0.0	2.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34.0	2.0	0.0	0.0	0.0	0.0	0.0	36.0	110.0	18.0	3.0	2.3	10.0	0.4	0.0	143.7	4.0	1.0	0.0	2.3	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
32.0	4.0	0.0	0.0	0.0	0.0	0.0	36.0	104.0	8.0	1.5	2.3	6.0	0.8	0.0	122.6	1.0	0.0	0.0	4.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31.0	1.0	0.0	0.0	0.0	0.4	0.0	32.4	75.0	4.0	0.0	0.0	2.0	0.0	0.2	81.2	1.0	1.0	1.5	0.0	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
48.0	*3.0*	*4.5*	*4.6*	*0.0*	*0.0*	*0.0*	*60.1*	*172.0*	*32.0*	*9.0*	*32.2*	*8.0*	*1.6*	*0.2*	*255.0*	*29.0*	*16.0*	*1.5*	*29.9*	*0.0*	*0.8*	*0.0*	*77.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
59.0	*2.0*	*4.5*	*4.6*	*0.0*	*0.0*	*0.0*	*70.1*	*225.0*	*42.0*	*9.0*	*39.1*	*16.0*	*1.6*	*0.4*	*333.1*	*29.0*	*16.0*	*3.0*	*29.9*	*0.0*	*1.2*	*0.0*	*79.1*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
68.0	*8.0*	*3.0*	*2.3*	*0.0*	*0.0*	*0.0*	*81.3*	*269.0*	*48.0*	*7.5*	*36.8*	*16.0*	*1.6*	*0.4*	*379.3*	*31.0*	*18.0*	*4.5*	*16.1*	*0.0*	*1.2*	*0.0*	*70.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
86.0	*9.0*	*1.5*	*2.3*	*0.0*	*0.0*	*0.0*	*98.8*	*295.0*	*49.0*	*7.5*	*34.5*	*22.0*	*0.8*	*0.2*	*409.0*	*30.0*	*13.0*	*4.5*	*6.9*	*0.0*	*0.8*	*0.0*	*55.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
88.0	*8.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*96.0*	*294.0*	*43.0*	*7.5*	*32.2*	*26.0*	*0.8*	*0.2*	*403.7*	*26.0*	*10.0*	*6.0*	*4.6*	*0.0*	*0.8*	*0.0*	*47.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
88.0	*10.0*	*3.0*	*4.6*	*0.0*	*0.0*	*0.0*	*105.6*	*272.0*	*33.0*	*15.0*	*29.9*	*22.0*	*0.4*	*0.0*	*372.3*	*23.0*	*10.0*	*6.0*	*6.9*	*0.0*	*0.4*	*0.0*	*46.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
76.0	*5.0*	*4.5*	*9.2*	*0.0*	*0.0*	*0.0*	*94.7*	*255.0*	*35.0*	*16.5*	*29.9*	*22.0*	*0.8*	*0.0*	*359.2*	*18.0*	*7.0*	*6.0*	*9.2*	*0.0*	*0.4*	*0.0*	*40.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
53.0	*5.0*	*7.5*	*18.4*	*0.0*	*0.0*	*0.0*	*83.9*	*226.0*	*37.0*	*19.5*	*34.5*	*14.0*	*0.8*	*0.0*	*331.8*	*14.0*	*4.0*	*7.5*	*18.4*	*0.0*	*0.4*	*0.0*	*44.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
51.0	*4.0*	*10.5*	*20.7*	*0.0*	*0.0*	*0.0*	*86.2*	*218.0*	*42.0*	*18.0*	*36.8*	*16.0*	*0.4*	*0.0*	*331.2*	*13.0*	*6.0*	*7.5*	*25.3*	*0.0*	*0.0*	*0.0*	*51.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
101.0	*15.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*116.4*	*439.0*	*85.0*	*9.0*	*6.9*	*28.0*	*1.6*	*0.2*	*569.7*	*10.0*	*7.0*	*4.5*	*32.2*	*0.0*	*0.0*	*0.0*	*53.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
107.0	*16.0*	*0.0*	*0.0*	*0.0*	*0.8*	*0.0*	*123.8*	*482.0*	*72.0*	*6.0*	*6.9*	*24.0*	*2.4*	*0.2*	*593.5*	*8.0*	*5.0*	*4.5*	*32.2*	*0.0*	*0.0*	*0.0*	*49.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
114.0	*21.0*	*0.0*	*0.0*	*0.0*	*1.6*	*0.0*	*136.6*	*510.0*	*67.0*	*4.5*	*11.5*	*20.0*	*3.2*	*0.4*	*616.6*	*8.0*	*6.0*	*3.0*	*23.0*	*0.0*	*0.0*	*0.0*	*40.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
113.0	*24.0*	*0.0*	*0.0*	*0.0*	*1.6*	*0.0*	*138.6*	*522.0*	*59.0*	*3.0*	*11.5*	*18.0*	*3.6*	*0.4*

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 19292 Gravesend, Ebbsfleet

Site Number/Name: B8 - Galley Hill Rd/Pilgrims Rd/High St Junction

Client:

Date: 04/12/2018

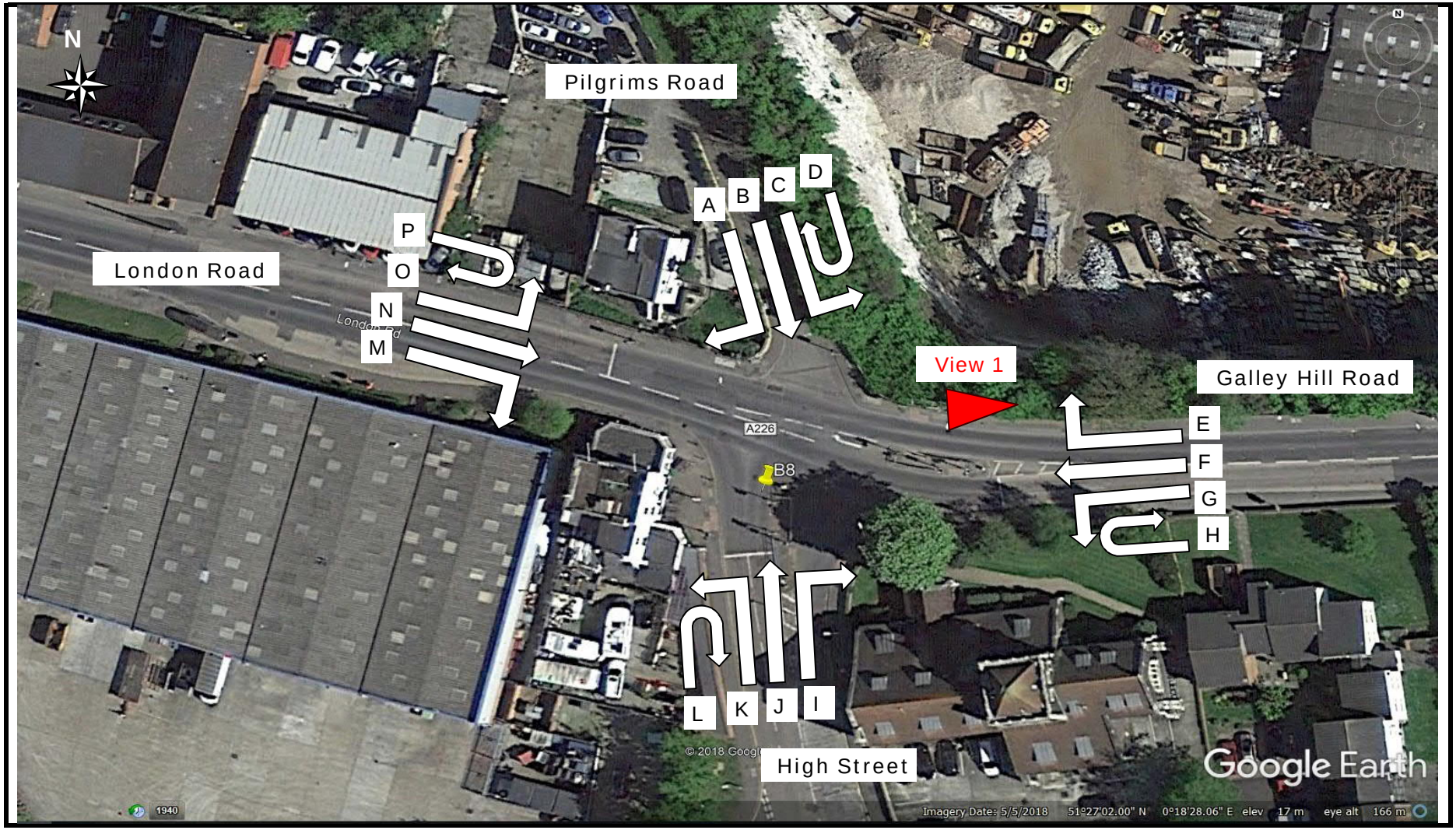
Weather: Cloudy, Dry

Comments: None

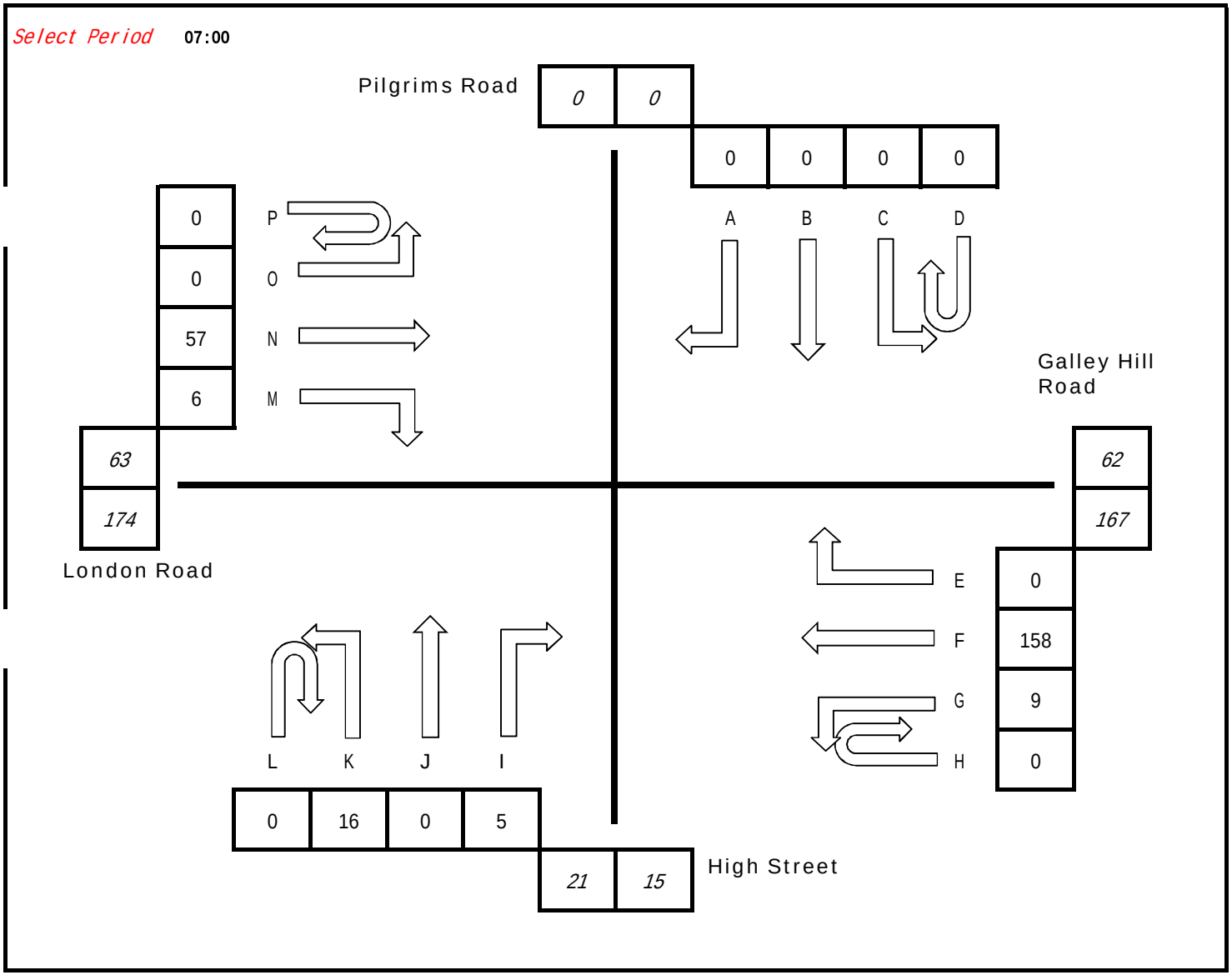
	PCU Values
Cars	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
PSV	2.0
M/B	0.4
Cyc	0.2

Advanced Transport Research	*Job Number & Name:*	19292 Gravesend, Ebbsfleet
B8 - Galley Hill Rd/Pilgrims Rd/High St Junction	*Date:*	Tuesday 04 Dec 2018

Job Type:	Junction Count				
Co-ordinates:	51 ° 27'0.03"N,0 ° 18'32.19"E	*Postcode:*	DA10 0LQ	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	19292 Gravesend, Ebbsfle
B8 - Galley Hill Rd/Pilgrims Rd/High St Junction	*Client:*	0
Flow Diagram	*Date:*	Tuesday 04 Dec 2018



Advanced Transport Research

B8 - Galley Hill Rd/Pilgrims Rd/High St Junction

Classified Counts

	Movement A							Movement B							Movement C							Movement D							Movement E							Movement F							Movement G							Movement H						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	32	8	6	4	1	0	5	2	1	0	1	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	23	8	6	6	2	0	8	3	1	0	0	1	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	21	3	4	9	2	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	103	24	1	2	4	1	1	16	6	1	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	20	4	7	1	1	0	16	3	1	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	21	3	4	4	0	1	22	4	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	14	4	3	2	1	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	11	1	4	2	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	13	3	4	4	0	0	9	3	3	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	14	2	5	4	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	13	2	4	3	1	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	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	1	0	0	0	0	0	48	9	2	1	3	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**																						
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	9	2	4	6	1	1	21	4	0	0	1	0	0	0	0	0	0	0	0	0
16:15 - 16:30	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	0	0	0	0	63	7	2	1	1	0	1	22	3	0	0	0	1	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	8	2	1	5	0	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	11	1	0	3	1	0	20	4	0	0	0	2	0	0	0	0	0	0	0	0
17:00 - 17:15	0	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	0	0	0	0	0	93	8	3	1	3	1	0	19	1	1	0	0	1	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	74	3	0	0	2	1	0	28	0	1	0	0	1	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	8	1	0	4	1	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	2	1	0	4	1	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	3	0	1	2	1	1	20	3	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	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	0	0	0	0	0	64	9	1	0	3	2	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	55	4	2	0	2	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	67	6	0	1	4	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**																						
07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*497*	*100*	*20*	*18*	*23*	*6*	*3*	*42*	*11*	*3*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*491*	*88*	*16*	*19*	*20*	*6*	*3*	*53*	*12*	*3*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*439*	*86*	*11*	*17*	*18*	*4*	*4*	*67*	*13*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*386*	*79*	*12*	*16*	*11*	*3*	*2*	*78*	*15*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*370*	*66*	*12*	*18*	*9*	*2*	*1*	*76*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*335*	*59*	*11*	*15*	*12*	*1*	*1*	*69*	*10*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*315*	*52*	*10*	*16*	*12*	*1*	*0*	*61*	*7*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*288*	*51*	*8*	*17*	*13*	*1*	*0*	*42*	*10*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*0*	*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*	*1*	*0*	*0*	*0*	*0*	*0*	*249*	*49*	*9*	*14*	*14*	*1*	*0*	*37*	*13*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:00 - 17:00	*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*	*0*	*0*	*0*	*0*	*299*	*35*	*7*	*6*	*15*	*2*	*2*	*77*	*14*	*0*	*1*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*1*	*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*	*0*	*0*	*0*	*0*	*0*	*311*	*34*	*8*	*3*	*12*	*2*	*1*	*75*	*11*	*1*	*1*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*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*	*322*	*30*	*6*	*2*	*13*	*3*	*0*	*81*	*8*	*2*	*1*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*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*	*332*	*30*	*5*	*1*	*12*	*4*	*0*	*85*	*10*	*2*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*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*	*326*	*21*	*5*	*1*	*13*	*4*	*0*	*80*	*7*	*2*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*310*	*16*	*2*	*1*	*12*	*4*	*1*	*81*	*9*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*300*	*22*	*3*	*1*	*13*	*5*	*1*	*69*	*10*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*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*	*274*	*18*	*4*	*1*	*11*	*4*	*1*	*66*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*263*	*22*	*3*	*2*	*11*	*3*	*1*	*66*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

07:45 - 08:45	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***386***	***79***	***12***	***16***	***11***	***3***	***2***	***78***	***15***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

16:45 - 17:45	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***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***	***332***	***30***	***5***	***1***	***12***	***4***	***0***	***85***	***10***	***2***	***0***	***0***	***4***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Job Number & Name: 19292 Gravesend, Ebbsfleet
Client: 0
Date: Tuesday 04 December 2018

Movement I							Movement J							Movement K							Movement L							Movement M							Movement N							Movement O							Movement P						
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
5	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	1	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	42	7	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	1	0	0	2	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	4	0	0	0	35	5	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	1	0	0	0	1	0	0	0	0	0	0	0	0	16	6	0	0	0	0	1	0	0	0	0	0	0	0	19	1	1	0	0	1	0	54	7	1	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	2	0	0	0	0	0	0	0	0	0	0	0	0	21	7	0	0	1	0	0	0	0	0	0	0	0	0	14	8	1	0	0	0	0	70	9	3	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	1	0	0	1	0	0	0	0	0	0	0	0	0	18	2	2	0	0	0	0	0	0	0	0	0	0	0	35	6	0	0	1	0	0	72	12	0	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0	0	0	0	0	0	49	2	0	0	0	0	0	0	0	0	0	0	0	0	25	3	0	0	0	0	0	75	13	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	0	0	0	0	0	0	0	0	0	0	0	0	1	24	3	1	0	0	1	0	0	0	0	0	0	0	0	29	4	2	0	1	0	0	77	8	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	3	0	0	1	0	1	0	0	0	0	0	0	0	30	7	1	0	0	0	0	0	0	0	0	0	0	0	19	2	1	0	0	0	0	62	7	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	1	0	1	0	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	14	4	3	0	0	0	0	58	7	5	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	5	1	0	0	0	0	0	0	0	0	0	0	0	15	5	0	1	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	52	15	3	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	3	1	0	0	0	0	0	0	0	0	0	0	0	20	2	1	0	1	0	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	45	10	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	6	0	0	0	0	0	0	0	0	0	0	0	0	14	5	0	1	0	0	0	0	0	0	0	0	0	0	8	4	1	0	0	0	0	52	8	2	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							0	**0**	**0**	**0**	**0**	**0**	**1**																														**0**	**0**	**0**	**0**	**0**	**0**	**0**							
5	2	0	0	0	0	0	0	0	0	0	0	0	0	21	4	1	0	0	1	0	0	0	0	0	0	0	0	22	14	1	0	2	1	0	82	19	3	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0	0	0	0	0	0	18	7	1	0	0	0	0	0	0	0	0	0	0	0	31	8	0	0	0	0	0	99	15	3	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	2	0	0	0	0	0	0	0	0	25	10	2	0	0	0	0	114	16	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	3	0	0	0	0	0	0	0	0	0	0	0	0	21	1	2	0	1	0	0	0	0	0	0	0	0	0	36	8	1	0	0	0	0	106	13	1	2	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	2	0	0	0	0	0	0	0	0	0	0	0	0	18	4	1	0	0	1	0	0	0	0	0	0	0	0	51	5	0	0	0	1	0	123	11	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	1	0	0	0	0	0	0	0	0	0	0	0	0	17	1	0	1	0	0	0	0	0	0	0	0	0	0	35	5	0	0	1	0	0	114	10	2	2	5	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13	2	0	0	0	1	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	39	5	1	0	0	0	0	149	8	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	1	0	0	0	0	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	38	7	1	0	0	4	1	112	14	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	1	0	0	0	0	0	0	0	0	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	36	8	0	0	0	1	0	123	6	4	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	1	0	0	0	0	0	0	0	33	5	0	0	0	1	0	99	12	2	1	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2	0	0	0	0	1	1	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	30	4	0	0	0	0	0	94	9	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	1	0	0	0	0	0	0	0	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	77	4	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							1	**0**	**0**	**0**	**0**	**0**	**0**																														**1**	**0**	**0**	**0**	**0**	**0**	**1**							
40	*4*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*69*	*16*	*0*	*0*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*47*	*10*	*3*	*4*	*0*	*1*	*0*	*201*	*28*	*11*	*18*	*8*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
60	*5*	*0*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*74*	*16*	*2*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*77*	*15*	*3*	*4*	*1*	*1*	*0*	*231*	*33*	*9*	*21*	*12*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
73	*6*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*104*	*17*	*2*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*93*	*18*	*2*	*0*	*1*	*1*	*0*	*271*	*41*	*7*	*23*	*13*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
95	*5*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*112*	*14*	*3*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*103*	*21*	*3*	*0*	*2*	*0*	*0*	*294*	*42*	*7*	*19*	*14*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
115	*6*	*0*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*121*	*14*	*4*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*108*	*15*	*3*	*0*	*2*	*0*	*0*	*286*	*40*	*6*	*17*	*17*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
114	*5*	*1*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*139*	*14*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*87*	*13*	*6*	*0*	*1*	*0*	*0*	*272*	*35*	*11*	*14*	*17*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
102	*8*	*2*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*105*	*17*	*2*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*85*	*11*	*6*	*0*	*1*	*0*	*0*	*249*	*37*	*11*	*16*	*18*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
80	*11*	*3*	*0*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*101*	*16*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*70*	*10*	*4*	*0*	*0*	*0*	*0*	*217*	*39*	*12*	*19*	*14*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
55	*14*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*85*	*14*	*1*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*59*	*12*	*4*	*0*	*0*	*0*	*0*	*207*	*40*	*12*	*20*	*15*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
43	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*80*	*15*	*4*	*0*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*114*	*40*	*4*	*0*	*2*	*1*	*0*	*401*	*63*	*10*	*5*	*20*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
53	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*77*	*15*	*4*	*0*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*143*	*31*	*3*	*0*	*0*	*1*	*0*	*442*	*55*	*8*	*4*	*17*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
53	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*76*	*9*	*3*	*1*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*147*	*28*	*3*	*0*	*1*	*1*	*0*	*457*	*50*	*7*	*6*	*15*	*8*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
51	*8*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*72*	*10*	*3*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*161*	*23*	*2*	*0*	*1*	*1*	*0*	*492*	*42*	*5*	*5*	*15*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
51	*6*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*69*	*13*	*1*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*163*	*22*	*2*	*0*	*1*	*5*	*1*	*498*	*43*	*4*	*3*	*11*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
42	*5*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*77*	*14*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*148*	*25*	*2*	*0*	*1*	*5*	*1*	*498*	*38*	*7*	*3*	*14*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
41	*4*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*73*	*15*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*146*	*25*	*2*	*0*	*0*	*6*	*1*	*483*	*40*	*7*	*2*	*15*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
37	*4*	*0*	*0*	*1*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*76*	*11*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*137*	*24*	*1*	*0*	*0*	*6*	*1*	*428*	*41*	*7*	*3*	*18*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
38	*3*	*0*	*0*	*2*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*69*	*7*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*126*	*17*	*0*	*0*	*0*	*2*	*0*	*393*	*31*	*8*	*3*	*17*	*3*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
95	***5***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***112***	***14***	***3***	***0***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***103***	***21***	***3***	***0***	***2***	***0***	***0***	***294***	***42***	***7***	***19***	***14***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
51	***8***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***72***	***10***	***3***	***1***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***161***	***23***	***2***	***0***	***1***	***1***	***0***	***492***	***42***	***5***	***5***	***15***	***9***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research

B8 - Galley Hill Rd/Pilgrims Rd/High St Junction

PCU Values

	Movement A								Movement B								Movement C								Movement D							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	1.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	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	0.0	0.0
07:15 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	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	0.0	0.0
07:30 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	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	0.0	0.0
07:45 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	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	0.0	0.0
08:00 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 17:00	1.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 17:15	1.0	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	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	0.0	0.0	0.0	0.0
16:30 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 18:15	0.0	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	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	Movement E								Movement F								Movement G								Movement H							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	107.0	32.0	12.0	13.8	8.0	0.4	0.0	173.2	5.0	2.0	1.5	0.0	2.0	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	147.0	23.0	12.0	13.8	12.0	0.8	0.0	208.6	8.0	3.0	1.5	0.0	0.0	0.4	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	140.0	21.0	4.5	9.2	18.0	0.8	0.4	193.9	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	103.0	24.0	1.5	4.6	8.0	0.4	0.2	141.7	16.0	6.0	1.5	0.0	0.0	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	101.0	20.0	6.0	16.1	2.0	0.4	0.0	145.5	16.0	3.0	1.5	0.0	0.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.0	21.0	4.5	9.2	8.0	0.0	0.2	137.9	22.0	4.0	0.0	0.0	0.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	87.0	14.0	6.0	6.9	4.0	0.4	0.0	118.3	24.0	2.0	0.0	0.0	0.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	87.0	11.0	1.5	9.2	4.0	0.0	0.0	112.7	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.0	13.0	4.5	9.2	8.0	0.0	0.0	100.7	9.0	3.0	4.5	0.0	0.0	0.0	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	14.0	3.0	11.5	8.0	0.0	0.0	111.5	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	13.0	3.0	9.2	6.0	0.4	0.0	91.6	5.0	5.0	1.5	0.0	0.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	48.0	9.0	3.0	2.3	6.0	0.0	0.0	68.3	9.0	4.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.0	9.0	3.0	9.2	12.0	0.4	0.2	114.8	21.0	4.0	0.0	0.0	2.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.0	7.0	3.0	2.3	2.0	0.0	0.2	77.5	22.0	3.0	0.0	0.0	0.0	0.4	0.0	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.0	8.0	3.0	2.3	10.0	0.0	0.0	94.3	14.0	3.0	0.0	2.3	0.0	0.0	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	84.0	11.0	1.5	0.0	6.0	0.4	0.0	102.9	20.0	4.0	0.0	0.0	0.0	0.8	0.0	24.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.0	8.0	4.5	2.3	6.0	0.4	0.0	114.2	19.0	1.0	1.5	0.0	0.0	0.4	0.0	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.0	3.0	0.0	0.0	4.0	0.4	0.0	81.4	28.0	0.0	1.5	0.0	0.0	0.4	0.0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.0	8.0	1.5	0.0	8.0	0.4	0.0	98.9	18.0	5.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	78.0	2.0	1.5	0.0	8.0	0.4	0.0	89.9	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	3.0	0.0	2.3	4.0	0.4	0.2	86.9	20.0	3.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.0	9.0	1.5	0.0	6.0	0.8	0.0	81.3	16.0	1.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0	4.0	3.0	0.0	4.0	0.0	0.0	66.0	15.0	2.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	67.0	6.0	0.0	2.3	8.0	0.0	0.0	83.3	15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	497.0	100.0	30.0	41.4	46.0	2.4	0.6	717.4	42.0	11.0	4.5	0.0	2.0	0.4	0.0	59.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	491.0	88.0	24.0	43.7	40.0	2.4	0.6	689.7	53.0	12.0	4.5	0.0	0.0	0.4	0.0	69.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	439.0	86.0	16.5	39.1	36.0	1.6	0.8	619.0	67.0	13.0	3.0	0.0	0.0	0.0	0.0	83.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	386.0	79.0	18.0	36.8	22.0	1.2	0.4	543.4	78.0	15.0	3.0	0.0	0.0	0.0	0.0	96.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	370.0	66.0	18.0	41.4	18.0	0.8	0.2	514.4	76.0	10.0	1.5	0.0	0.0	0.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	335.0	59.0	16.5	34.5	24.0	0.4	0.2	469.6	69.0	10.0	4.5	0.0	0.0	0.0	0.0	83.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	315.0	52.0	15.0	36.8	24.0	0.4	0.0	443.2	61.0	7.0	4.5	0.0	0.0	0.0	0.0	72.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	288.0	51.0	12.0	39.1	26.0	0.4	0.0	416.5	42.0	10.0	6.0	0.0	0.0	0.0	0.0	58.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	249.0	49.0	13.5	32.2	28.0	0.4	0.0	372.1	37.0	13.0	6.0	0.0	0.0	0.0	0.0	56.0	0.0	0.0	0.0

Job Number & Name: 19292 Gravesend, Ebbsfleet
Client: 0
Date: Tuesday 04 December 2018

Movement I								Movement J								Movement K								Movement L							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	2.0	0.0	0.0	0.0	0.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	1.0	0.0	0.0	4.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	1.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	1.0	0.0	0.0	0.0	0.4	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	6.0	0.0	0.0	0.0	0.0	0.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15.0	2.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	7.0	0.0	0.0	2.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25.0	1.0	0.0	0.0	2.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	2.0	3.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23.0	2.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.0	2.0	0.0	0.0	0.0	0.0	0.0	51.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
32.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	24.0	3.0	1.5	0.0	0.0	0.4	0.0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35.0	3.0	0.0	0.0	2.0	0.0	0.2	40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	7.0	1.5	0.0	0.0	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24.0	0.0	1.5	0.0	2.0	0.0	0.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	2.0	0.0	0.0	0.0	0.0	0.0	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.0	5.0	1.5	0.0	0.0	0.0	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	5.0	0.0	2.3	0.0	0.0	0.0	22.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	3.0	1.5	0.0	0.0	0.0	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	2.0	1.5	0.0	2.0	0.0	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	6.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	5.0	0.0	2.3	0.0	0.0	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5.0	2.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	4.0	1.5	0.0	0.0	0.4	0.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	7.0	1.5	0.0	0.0	0.0	0.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	3.0	0.0	0.0	0.0	0.8	0.0	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12.0	3.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	1.0	3.0	0.0	2.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15.0	2.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	4.0	1.5	0.0	0.0	0.4	0.0	23.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	1.0	0.0	2.3	0.0	0.0	0.0	20.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13.0	2.0	0.0	0.0	0.0	0.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	4.0	0.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6.0	1.0	0.0	0.0	2.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	5.0	0.0	0.0	0.0	0.0	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	2.0	0.0	0.0	0.0	0.0	0.2	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	2.0	0.0	0.0	0.0	0.0	0.2	11.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13.0	0.0	0.0	0.0	2.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	1.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
40.0	*4.0*	*0.0*	*0.0*	*4.0*	*0.4*	*0.0*	*48.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*69.0*	*16.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.2*	*87.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
60.0	*5.0*	*0.0*	*0.0*	*6.0*	*0.4*	*0.0*	*71.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*74.0*	*16.0*	*3.0*	*0.0*	*2.0*	*0.0*	*0.2*	*95.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
73.0	*6.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*81.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*104.0*	*17.0*	*3.0*	*0.0*	*2.0*	*0.0*	*0.2*	*126.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
95.0	*5.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.0*	*102.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*0.2*	*112.0*	*14.0*	*4.5*	*0.0*	*2.0*	*0.4*	*0.0*	*132.9*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
115.0	*6.0*	*0.0*	*0.0*	*4.0*	*0.0*	*0.2*	*125.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*0.2*	*121.0*	*14.0*	*6.0*	*0.0*	*0.0*	*0.4*	*0.0*	*141.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
114.0	*5.0*	*1.5*	*0.0*	*4.0*	*0.0*	*0.2*	*124.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*0.2*	*139.0*	*14.0*	*3.0*	*0.0*	*0.0*	*0.4*	*0.0*	*156.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
102.0	*8.0*	*3.0*	*0.0*	*4.0*	*0.0*	*0.2*	*117.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*0.2*	*105.0*	*17.0*	*3.0*	*2.3*	*0.0*	*0.4*	*0.0*	*127.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
80.0	*11.0*	*4.5*	*0.0*	*4.0*	*0.0*	*0.2*	*99.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*101.0*	*16.0*	*3.0*	*2.3*	*2.0*	*0.0*	*0.0*	*124.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
55.0	*14.0*	*4.5*	*0.0*	*2.0*	*0.0*	*0.0*	*75.5*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*85.0*	*14.0*	*1.5*	*4.6*	*2.0*	*0.0*	*0.0*	*107.1*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
43.0	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*49.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*80.0*	*15.0*	*6.0*	*0.0*	*2.0*	*1.2*	*0.0*	*104.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
53.0	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*59.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*77.0*	*15.0*	*6.0*	*0.0*	*2.0*	*1.2*	*0.0*	*101.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
53.0	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*59.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*76.0*	*9.0*	*4.5*	*2.3*	*2.0*	*1.2*	*0.0*	*95.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
51.0	*8.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*59.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*72.0*	*10.0*	*4.5*	*2.3*	*2.0*	*0.4*	*0.0*	*91.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
51.0	*6.0*	*0.0*	*0.0*	*0.0*	*0.4*	*0.0*	*57.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*69.0*	*13.0*	*1.5*	*2.3*	*0.0*	*0.4*	*0.0*	*86.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
42.0	*5.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*49.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*77.0*	*14.0*	*0.0*	*2.3*	*0.0*	*0.0*	*0.0*	*93.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
41.0	*4.0*	*0.0*	*0.0*	*2.0*	*0.4*	*0.0*	*47.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*73.0*	*15.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*88.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
37.0	*4.0*	*0.0*	*0.0*	*2.0*	*0.0*	*0.2*	*43.2*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*76.0*	*11.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*87.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
38.0	*3.0*	*0.0*	*0.0*	*4.0*	*0.0*	*0.2*	*45.2*	*1.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*1.0*	*69.0*	*7.0*	*1.5*	*0.0*	*0.0*	*0.0*	*0.2*	*77.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*

Movement M								Movement N								Movement O								Movement P							
Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	42.0	7.0	3.0	9.2	2.0	0.4	0.0	63.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9.0	0.0	1.5	9.2	0.0	0.0	0.0	19.7	35.0	5.0	7.5	4.6	4.0	0.4	0.0	56.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19.0	1.0	1.5	0.0	0.0	0.4	0.0	21.9	54.0	7.0	1.5	13.8	8.0	0.4	0.2	84.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14.0	8.0	1.5	0.0	0.0	0.0	0.0	23.5	70.0	9.0	4.5	13.8	2.0	0.8	0.0	100.1	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	0.0
35.0	6.0	0.0	0.0	2.0	0.0	0.0	43.0	72.0	12.0	0.0	16.1	10.0	0.4	0.0	110.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25.0	3.0	0.0	0.0	0.0	0.0	0.0	28.0	75.0	13.0	4.5	9.2	6.0	0.0	0.0	107.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
29.0	4.0	3.0	0.0	2.0	0.0	0.0	38.0	77.0	8.0	1.5	4.6	10.0	0.0	0.0	101.1	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	0.0
19.0	2.0	1.5	0.0	0.0	0.0	0.0	22.5	62.0	7.0	3.0	9.2	8.0	0.4	0.0	89.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14.0	4.0	4.5	0.0	0.0	0.0	0.0	22.5	58.0	7.0	7.5	9.2	10.0	0.0	0.2	91.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23.0	1.0	0.0	0.0	0.0	0.0	0.0	24.0	52.0	15.0	4.5	13.8	8.0	0.4	0.0	93.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14.0	3.0	0.0	0.0	0.0	0.0	0.0	17.0	45.0	10.0	3.0	11.5	2.0	0.0	0.0	71.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8.0	4.0	1.5	0.0	0.0	0.0	0.0	13.5	52.0	8.0	3.0	11.5	10.0	0.0	0.0	84.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22.0	14.0	1.5	0.0	4.0	0.4	0.0	41.9	82.0	19.0	4.5	4.6	8.0	0.4	0.0	118.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
31.0	8.0	0.0	0.0	0.0	0.0	0.0	39.0	99.0	15.0	4.5	0.0	14.0	0.0	0.0	132.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25.0	10.0	3.0	0.0	0.0	0.0	0.0	38.0	114.0	16.0	4.5	2.3	4.0	0.0	0.0	140.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
36.0	8.0	1.5	0.0	0.0	0.0	0.0	45.5	106.0	13.0	1.5	4.6	14.0	0.8	0.2	140.1	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	0.0
51.0	5.0	0.0	0.0	0.0	0.4	0.0	56.4	123.0	11.0	1.5	2.3	2.0	1.2	0.0	141.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35.0	5.0	0.0	0.0	2.0	0.0	0.0	42.0	114.0	10.0	3.0	4.6	10.0	1.2	0.0	142.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
39.0	5.0	1.5	0.0	0.0	0.0	0.0	45.5	149.0	8.0	1.5	0.0	4.0	0.4	0.0	162.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
38.0	7.0	1.5	0.0	0.0	1.6	0.2	48.3	112.0	14.0	0.0	0.0	6.0	0.0	0.0	132.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
36.0	8.0	0.0	0.0	0.0	0.4	0.0	44.4	123.0	6.0	6.0	2.3	8.0	0.0	0.0	145.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
33.0	5.0	0.0	0.0	0.0	0.4	0.0	38.4	99.0	12.0	3.0	2.3	12.0	0.4	0.0	128.7	1.0	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	0.0
30.0	4.0	0.0	0.0	0.0	0.0	0.0	34.0	94.0	9.0	1.5	2.3	10.0	0.8	0.0	117.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	77.0	4.0	1.5	0.0	4.0	0.0	0.2	86.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
47.0	*10.0*	*4.5*	*9.2*	*0.0*	*0.4*	*0.0*	*71.1*	*201.0*	*28.0*	*16.5*	*41.4*	*16.0*	*2.0*	*0.2*	*305.1*	*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*	*0.0*
77.0	*15.0*	*4.5*	*9.2*	*2.0*	*0.4*	*0.0*	*108.1*	*231.0*	*33.0*	*13.5*	*48.3*	*24.0*	*2.0*	*0.2*	*352.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
93.0	*18.0*	*3.0*	*0.0*	*2.0*	*0.4*	*0.0*	*116.4*	*271.0*	*41.0*	*10.5*	*52.9*	*26.0*	*1.6*	*0.2*	*403.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
103.0	*21.0*	*4.5*	*0.0*	*4.0*	*0.0*	*0.0*	*132.5*	*294.0*	*42.0*	*10.5*	*43.7*	*28.0*	*1.2*	*0.0*	*419.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
108.0	*15.0*	*4.5*	*0.0*	*4.0*	*0.0*	*0.0*	*131.5*	*286.0*	*40.0*	*9.0*	*39.1*	*34.0*	*0.8*	*0.0*	*408.9*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
87.0	*13.0*	*9.0*	*0.0*	*2.0*	*0.0*	*0.0*	*111.0*	*272.0*	*35.0*	*16.5*	*32.2*	*34.0*	*0.4*	*0.2*	*390.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
85.0	*11.0*	*9.0*	*0.0*	*2.0*	*0.0*	*0.0*	*107.0*	*249.0*	*37.0*	*16.5*	*36.8*	*36.0*	*0.8*	*0.2*	*376.3*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
70.0	*10.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*86.0*	*217.0*	*39.0*	*18.0*	*43.7*	*28.0*	*0.8*	*0.2*	*346.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
59.0	*12.0*	*6.0*	*0.0*	*0.0*	*0.0*	*0.0*	*77.0*	*207.0*	*40.0*	*18.0*	*46.0*	*30.0*	*0.4*	*0.2*	*341.6*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
114.0	*40.0*	*6.0*	*0.0*	*4.0*	*0.4*	*0.0*	*164.4*	*401.0*	*63.0*	*15.0*	*11.5*	*40.0*	*1.2*	*0.2*	*531.9*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
143.0	*31.0*	*4.5*	*0.0*	*0.0*	*0.4*	*0.0*	*178.9*	*442.0*	*55.0*	*12.0*	*9.2*	*34.0*	*2.0*	*0.2*	*554.4*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
147.0	*28.0*	*4.5*	*0.0*	*2.0*	*0.4*	*0.0*	*181.9*	*457.0*	*50.0*	*10.5*	*13.8*	*30.0*	*3.2*	*0.2*	*564.7*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*0.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
161.0	*23.0*	*3.0*	*0.0*	*2.0*	*0.4*	*0.0*	*189.4*	*492.0*	*42.0*	*7.5*	*11.5*	*30.0*	*3.6*	*0.2*	*586.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.2*	*0.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
163.0	*22.0*	*3.0*	*0.0*	*2.0*	*2

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 19292 Gravesend, Ebbsfleet

Site Number/Name: B9 - Galley Hill Rd / Lower Rd Junction

Client:

Date: 04/12/2018

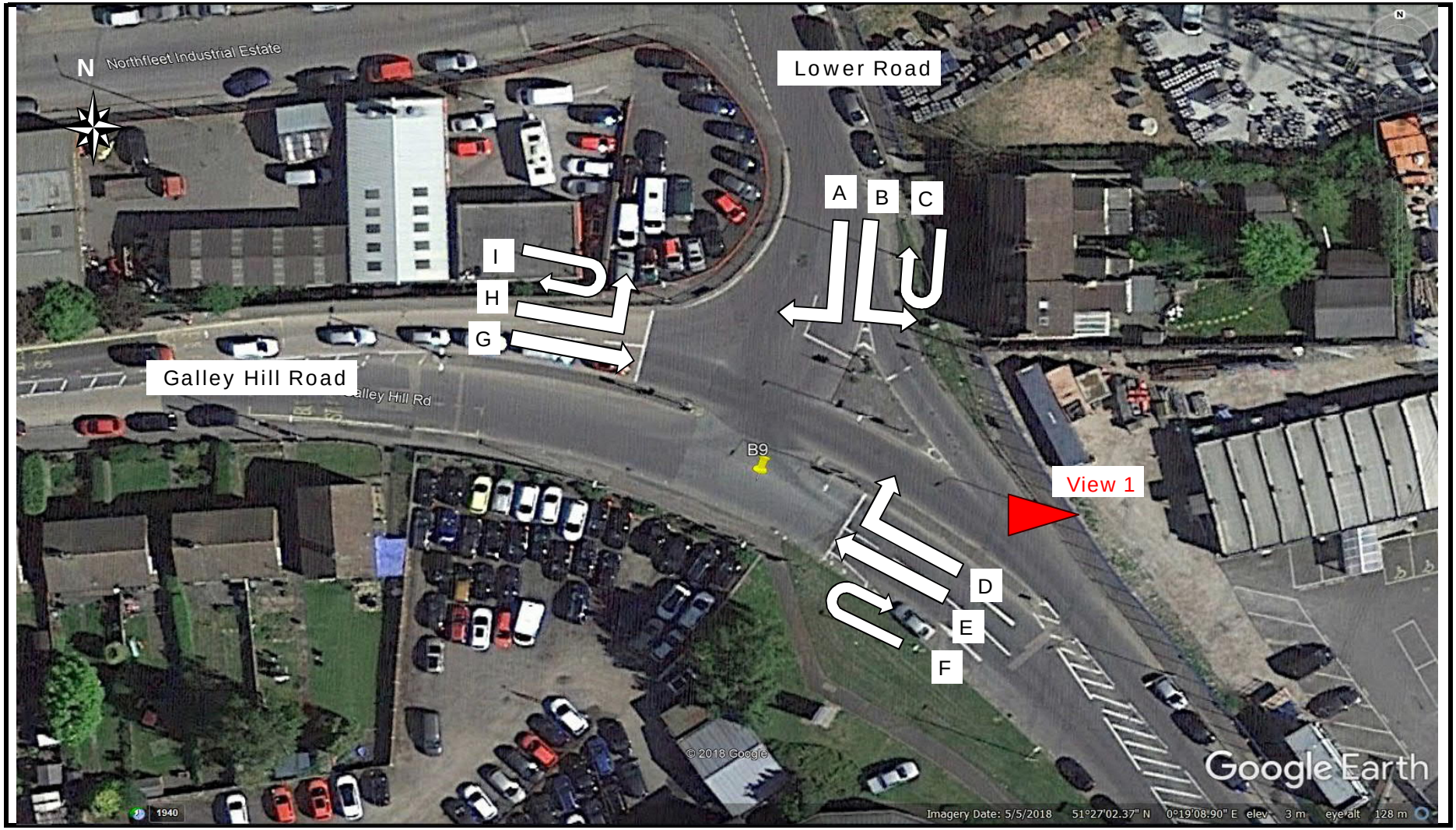
Weather: Cloudy, Dry

Comments: None

	PCU Values
Cars	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
PSV	2.0
M/B	0.4
Cyc	0.2

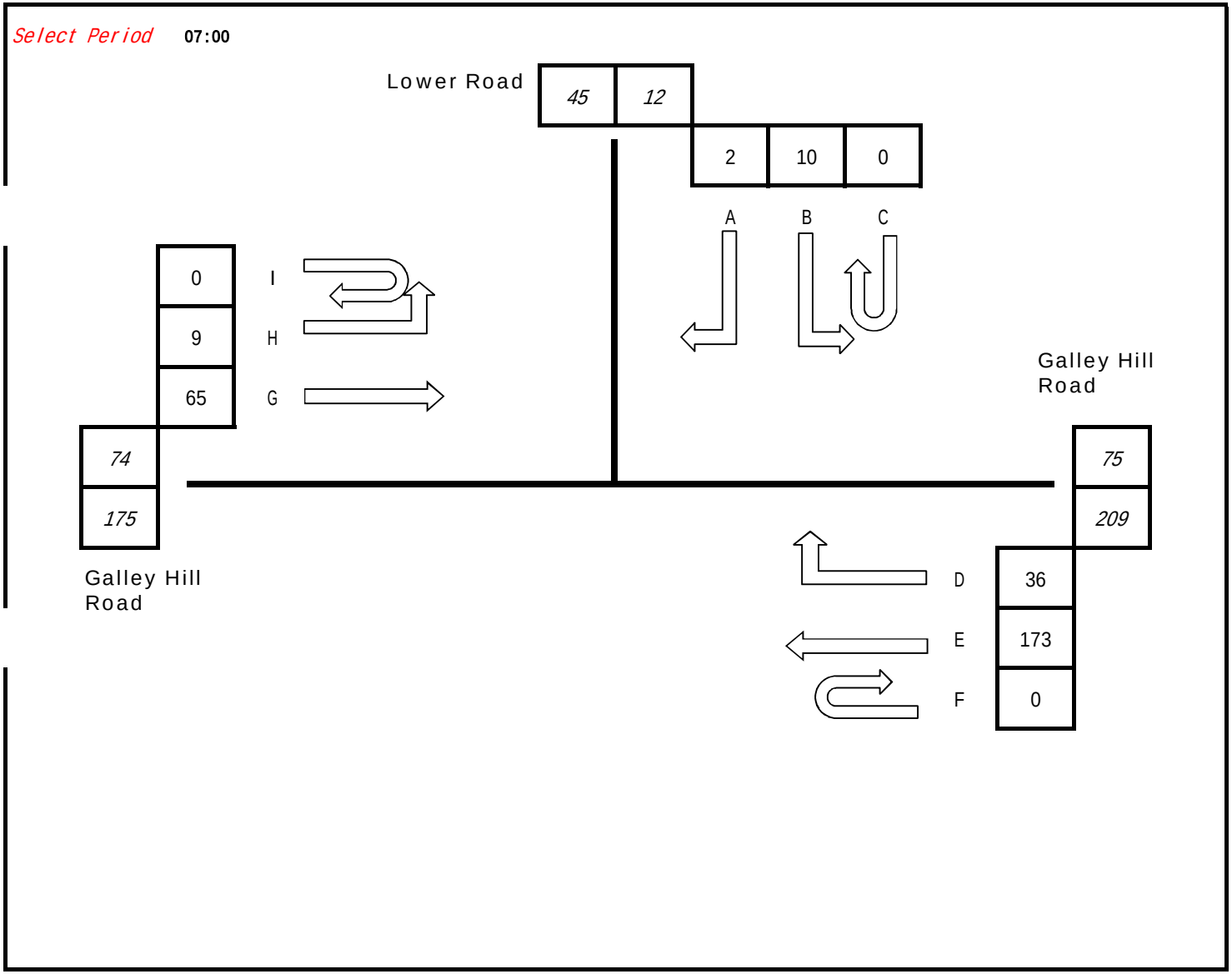
Advanced Transport Research		*Job Number & Name:*	19292 Gravesend, Ebbsfleet
B9 - Galley Hill Rd / Lower Rd Junction		*Date:*	Tuesday 04 Dec 2018

Job Type:	Junction Count				
Co-ordinates:	51 ° 27'0.79"N,0 ° 19'12.75"E	*Postcode:*	DA11 9BJ	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	19292 Gravesend, Ebbsfle
B9 - Galley Hill Rd / Lower Rd Junction	*Client:*	0
Flow Diagram	*Date:*	Tuesday 04 Dec 2018

Select Period 07:00



Advanced Transport Research
B9 - Galley Hill Rd / Lower Rd Junction
Classified Counts

Job Number & Name: 19292 Gravesend, Ebbsfleet
Client: 0
Date: Tuesday 04 December 2018

	Movement A							Movement B							Movement C							Movement D							Movement E							Movement F							Movement G							Movement H							Movement I						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	2	0	0	0	0	2	1	2	5	0	0	0	0	0	0	0	0	0	0	24	5	3	3	0	0	1	117	35	6	8	5	2	0	0	0	0	0	0	0	0	51	6	4	2	2	0	0	6	0	0	2	0	1	0	0	0	0	0	0	0	0
07:15 - 07:30	0	1	1	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	28	4	2	2	0	1	0	130	22	7	4	5	2	0	2	0	0	0	0	0	0	50	4	4	1	4	1	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	1	1	2	1	0	0	0	1	0	2	3	0	1	0	0	0	0	0	0	0	0	19	7	1	3	0	1	1	153	21	0	3	10	1	2	1	0	0	0	0	0	0	63	8	1	4	3	1	1	4	1	0	2	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	2	1	1	0	0	0	5	5	0	1	0	0	0	0	0	0	0	0	0	0	22	10	3	6	0	1	1	120	27	1	3	3	1	0	1	0	0	0	0	0	0	75	13	2	1	2	2	0	13	3	0	4	0	1	2	0	0	0	0	0	0	0
08:00 - 08:15	1	5	1	2	0	0	0	3	7	6	3	0	0	0	0	0	0	0	0	0	0	32	8	4	6	0	0	0	100	19	4	3	2	1	1	0	0	0	0	0	0	0	96	13	0	4	4	1	1	9	2	0	2	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	3	2	1	4	0	0	0	7	8	4	1	0	1	0	0	0	0	0	0	0	0	29	7	2	4	0	0	0	93	22	2	1	3	0	1	0	0	0	0	0	0	0	106	12	3	6	3	0	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	5	2	1	1	0	0	0	6	4	1	5	0	0	0	0	0	0	0	0	0	0	25	7	2	2	0	1	0	84	14	3	1	2	1	0	0	0	0	0	0	0	0	97	9	1	0	6	0	0	7	1	0	2	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	1	1	0	3	0	0	0	4	9	2	5	0	0	0	0	0	0	0	0	0	0	35	8	4	4	0	0	2	112	12	1	2	2	0	0	1	0	0	0	0	0	0	100	6	1	2	6	1	1	6	4	1	2	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	4	0	2	0	0	0	9	6	3	6	0	0	0	0	0	0	0	0	0	0	39	7	3	1	0	0	0	74	13	5	1	4	0	0	2	0	0	0	0	0	0	64	7	2	1	5	0	1	8	1	4	3	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	2	2	2	0	0	0	0	7	4	5	2	0	0	0	0	0	0	0	0	0	0	21	10	5	4	0	0	0	81	13	2	5	4	0	0	1	0	0	0	0	0	0	57	16	2	4	3	1	1	5	5	2	2	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	3	4	1	2	0	0	0	13	10	4	6	1	0	0	0	0	0	0	0	0	0	19	5	4	9	0	0	0	67	17	1	2	3	1	0	0	1	0	0	0	0	0	55	7	3	3	3	0	0	6	6	0	1	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	3	1	1	1	0	0	0	9	11	5	8	0	0	0	0	0	0	0	0	0	0	12	7	0	7	0	0	0	61	11	1	0	3	0	0	0	0	0	0	0	0	0	59	11	1	4	4	0	0	2	5	1	2	0	0	0	0	0	0	0	0	0	0
	20	25	13	17	0	0	0	67	67	36	46	1	2	0	0	0	0	0	0	0	0	305	85	33	51	0	4	5	1192	226	33	33	46	9	4								873	112	24	32	45	7	5	81	32	9	23	0	2	2							
16:00 - 16:15	8	6	0	2	0	0	0	33	11	0	3	0	0	0	0	0	0	0	0	0	0	9	4	5	3	0	0	0	102	11	1	1	8	1	0	0	0	0	0	0	0	0	88	17	1	1	4	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	6	0	1	0	0	0	0	38	9	0	4	1	1	1	0	0	0	0	0	0	0	11	4	5	0	0	0	0	74	12	2	0	2	1	0	0	0	0	0	0	0	0	99	15	2	0	6	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	9	2	0	1	0	0	0	38	2	0	5	0	1	0	0	0	0	0	0	0	0	7	5	1	2	0	0	0	87	11	2	1	3	0	1	0	0	0	0	0	0	0	128	17	3	1	3	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	14	0	0	0	0	0	0	42	8	0	1	0	1	0	0	0	0	0	0	0	0	10	1	1	1	0	0	0	87	15	1	0	3	3	0	0	0	0	0	0	0	0	123	18	0	1	7	1	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	18	1	0	0	0	0	0	50	3	1	5	0	1	2	0	0	0	0	0	0	0	7	3	1	0	0	0	0	121	12	3	1	3	3	0	0	0	0	0	0	0	0	136	16	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	5	1	0	0	0	0	0	23	2	0	2	0	0	0	0	0	0	0	0	0	0	6	2	1	2	0	0	0	97	1	0	1	3	1	0	0	0	0	0	0	0	0	123	14	2	0	4	4	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0
17:30 - 17:45	4	0	0	0	0	1	0	33	5	0	0	0	2	1	0	0	0	0	0	0	0	6	2	1	1	0	0	0	110	14	0	0	4	0	0	0	0	0	0	0	0	0	152	11	0	0	3	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	5	0	0	0	0	0	1	24	5	1	0	0	0	2	0	0	0	0	0	0	0	2	1	0	1	0	0	0	90	3	1	0	4	0	0	0	0	0	0	0	0	0	122	13	0	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	5	0	0	0	0	0	0	17	4	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	97	5	0	1	2	1	1	0	0	0	0	0	0	0	130	14	1	1	4	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	4	1	0	0	0	0	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	88	13	0	0	3	2	1	0	0	0	0	0	0	0	114	15	1	0	7	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	2	0	0	0	0	0	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	0	0	79	6	0	0	2	0	0	3	0	0	0	0	0	0	95	10	2	1	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	0	0	0	86	6	1	1	4	0	0	1	0	0	0	0	0	0	90	6	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	83	11	1	3	0	1	1	316	52	3	21	1	7	6	0	0	0	0	0	0	0	73	25	17	13	0	0	0	1118	109	11	6	41	12	3								1400	166	13	6	50	10	5	13	11	5	5	0	1	1							
07:00 - 08:00	*1*	*4*	*6*	*2*	*0*	*0*	*0*	*9*	*8*	*6*	*10*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*93*	*26*	*9*	*14*	*0*	*3*	*3*	*520*	*105*	*14*	*18*	*23*	*6*	*2*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*239*	*31*	*11*	*8*	*11*	*4*	*1*	*25*	*6*	*1*	*9*	*0*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*2*	*9*	*5*	*4*	*0*	*0*	*0*	*10*	*14*	*10*	*8*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*101*	*29*	*10*	*17*	*0*	*3*	*2*	*503*	*89*	*12*	*13*	*20*	*5*	*3*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*284*	*38*	*7*	*10*	*13*	*5*	*2*	*28*	*8*	*1*	*9*	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*5*	*10*	*5*	*8*	*0*	*0*	*0*	*16*	*20*	*12*	*8*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*102*	*32*	*10*	*19*	*0*	*2*	*2*	*466*	*89*	*7*	*10*	*18*	*3*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*340*	*46*	*6*	*15*	*12*	*4*	*2*	*39*	*8*	*0*	*8*	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*9*	*11*	*4*	*8*	*0*	*0*	*0*	*21*	*24*	*11*	*10*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*108*	*32*	*11*	*18*	*0*	*2*	*1*	*397*	*82*	*10*	*8*	*10*	*3*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*374*	*47*	*6*	*11*	*15*	*3*	*1*	*42*	*8*	*0*	*8*	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*10*	*10*	*3*	*10*	*0*	*0*	*0*	*20*	*28*	*13*	*14*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*121*	*30*	*12*	*16*	*0*	*1*	*2*	*389*	*67*	*10*	*7*	*9*	*2*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*399*	*40*	*5*	*12*	*19*	*2*	*2*	*35*	*9*	*1*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*10*	*9*	*2*	*10*	*0*	*0*	*0*	*26*	*27*	*10*	*17*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*128*	*29*	*11*	*11*	*0*	*1*	*2*	*363*	*61*	*11*	*5*	*11*	*1*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*367*	*34*	*7*	*9*	*20*	*1*	*2*	*34*	*8*	*5*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*9*	*9*	*3*	*6*	*0*	*0*	*0*	*26*	*23*	*11*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*120*	*32*	*14*	*11*	*0*	*1*	*2*	*351*	*52*	*11*	*9*	*12*	*1*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*318*	*38*	*6*	*7*	*20*	*2*	*3*	*26*	*11*	*7*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*7*	*11*	*3*	*7*	*0*	*0*	*0*	*33*	*29*	*14*	*19*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*114*	*30*	*16*	*18*	*0*	*0*	*2*	*334*	*55*	*9*	*10*	*13*	*1*	*0*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*276*	*36*	*8*	*10*	*17*	*2*	*3*	*25*	*16*	*7*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*9*	*11*	*4*	*5*	*0*	*0*	*0*	*38*	*31*	*17*	*22*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*91*	*29*	*12*	*21*	*0*	*0*	*0*	*283*	*54*	*9*	*8*	*14*	*1*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*235*	*41*	*8*	*12*	*15*	*1*	*2*	*21*	*17*	*7*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:00 - 17:00	*37*	*8*	*1*	*3*	*0*	*0*	*0*	*151*	*30*	*0*	*13*	*1*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*37*	*14*	*12*	*6*	*0*	*0*	*0*	*350*	*49*	*6*	*2*	*16*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*438*	*67*	*6*	*3*	*20*	*2*	*2*	*8*	*9*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*47*	*3*	*1*	*1*	*0*	*0*	*0*	*168*	*22*	*1*	*15*	*1*	*4*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*35*	*13*	*8*	*3*	*0*	*0*	*0*	*369*	*50*	*8*	*2*	*11*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*486*	*66*	*6*	*3*	*17*	*3*	*2*	*6*	*7*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*46*	*4*	*0*	*1*	*0*	*0*	*0*	*153*	*15*	*1*	*13*	*0*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*30*	*11*	*4*	*5*	*0*	*0*	*0*	*392*	*39*	*6*	*3*	*12*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*510*	*65*	*6*	*3*	*15*	*7*	*2*	*2*	*5*	*0*	*2*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*41*	*2*	*0*	*0*	*0*	*1*	*0*	*148*	*18*	*1*	*8*	*0*	*4*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*29*	*8*	*4*	*4*	*0*	*0*	*0*	*415*	*42*	*4*	*2*	*13*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*534*	*59*	*3*	*2*	*15*	*7*	*2*	*3*	*2*	*0*	*3*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*32*	*2*	*0*	*0*	*0*	*1*	*1*	*130*	*15*	*2*	*7*	*0*	*3*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*21*	*8*	*3*	*4*	*0*	*0*	*0*	*418*	*30*	*4*	*2*	*14*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*533*	*54*	*3*	*1*	*11*	*6*	*2*	*3*	*1*	*0*	*2*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*19*	*1*	*0*	*0*	*0*	*1*	*1*	*97*	*16*	*1*	*2*	*0*	*3*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*17*	*6*	*2*	*4*	*0*	*0*	*0*	*394*	*23*	*1*	*2*	*13*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*527*	*52*	*3*	*1*	*14*	*5*	*2*	*2*	*2*	*2*	*2*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*18*	*1*	*0*	*0*	*0*	*1*	*1*	*80*	*16*	*2*	*0*	*0*	*3*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*6*	*1*	*2*	*0*	*0*	*0*	*385*	*35*	*1*	*1*	*13*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*518*	*53*	*2*	*1*	*17*	*2*	*2*	*3*	*2*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*16*	*1*	*0*	*0*	*0*	*0*	*1*	*56*	*12*	*2*	*1*	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*4*	*1*	*2*	*0*	*0*	*0*	*354*	*27*	*1*	*1*	*11*	*3*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*461*	*52*	*4*	*2*	*19*	*2*	*2*	*2*	*2*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*14*	*1*	*0*	*0*	*0*	*0*	*0*	*35*	*7*	*1*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*3*	*2*	*3*	*0*	*0*	*0*	*350*	*30*	*1*	*2*	*11*	*3*	*2*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*429*	*45*	*4*	*2*	*19*	*2*	*1*	*2*	*1*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	***5***	***10***	***5***	***8***	***0***	***0***	***0***	***16***	***20***	***12***	***8***	***0***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***102***	***32***	***10***	***19***	***0***	***2***	***2***	***466***	***89***	***7***	***10***	***18***	***3***	***4***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***340***	***46***	***6***	***15***	***12***	***4***	***2***	***39***	***8***	***0***	***8***	***0***	***1***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
16:45 - 17:45	***41***	***2***	***0***	***0***	***0***	***1***	***0***	***148***	***18***	***1***	***8***	***0***	***4***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***29***	***8***	***4***	***4***	***0***	***0***	***0***	***415***	***42***	***4***	***2***	***13***	***7***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***534***	***59***	***3***	***2***	***15***	***7***	***2***	***3***	***2***	***0***	***3***	***0***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research

B9 - Galley Hill Rd / Lower Rd Junction

PCU Values

Job Number & Name: 19292 Gravesend, Ebbsfleet

Client: 0

Date: Tuesday 04 December 2018

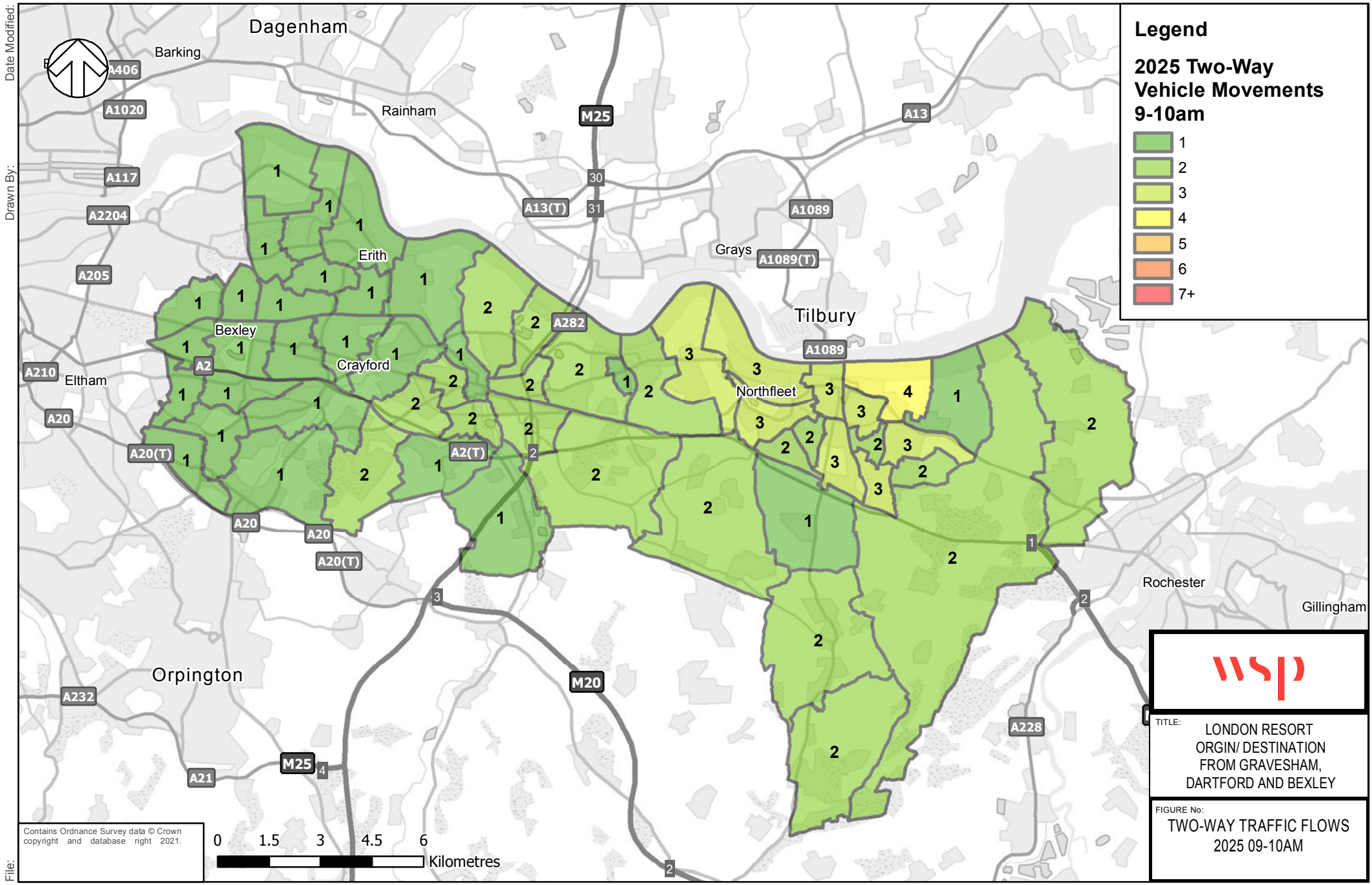
	Movement A								Movement B								Movement C								Movement D							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	2.0	1.0	3.0	11.5	0.0	0.0	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	5.0	4.5	6.9	0.0	0.0	0.2	40.6
07:15 - 07:30	0.0	1.0	1.5	0.0	0.0	0.0	0.0	2.5	1.0	2.0	3.0	2.3	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	4.0	3.0	4.6	0.0	0.4	0.0	40.0
07:30 - 07:45	1.0	1.0	3.0	2.3	0.0	0.0	0.0	7.3	1.0	0.0	3.0	6.9	0.0	0.4	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	7.0	1.5	6.9	0.0	0.4	0.2	35.0
07:45 - 08:00	0.0	2.0	1.5	2.3	0.0	0.0	0.0	5.8	5.0	5.0	0.0	2.3	0.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	10.0	4.5	13.8	0.0	0.4	0.2	50.9
08:00 - 08:15	1.0	5.0	1.5	4.6	0.0	0.0	0.0	12.1	3.0	7.0	9.0	6.9	0.0	0.0	0.0	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	8.0	6.0	13.8	0.0	0.0	0.0	59.8
08:15 - 08:30	3.0	2.0	1.5	9.2	0.0	0.0	0.0	15.7	7.0	8.0	6.0	2.3	0.0	0.4	0.0	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	7.0	3.0	9.2	0.0	0.0	0.0	48.2
08:30 - 08:45	5.0	2.0	1.5	2.3	0.0	0.0	0.0	10.8	6.0	4.0	1.5	11.5	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	7.0	3.0	4.6	0.0	0.4	0.0	40.0
08:45 - 09:00	1.0	1.0	0.0	6.9	0.0	0.0	0.0	8.9	4.0	9.0	3.0	11.5	0.0	0.0	0.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	8.0	6.0	9.2	0.0	0.0	0.4	58.6
09:00 - 09:15	1.0	4.0	0.0	4.6	0.0	0.0	0.0	9.6	9.0	6.0	4.5	13.8	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0	7.0	4.5	2.3	0.0	0.0	0.0	52.8
09:15 - 09:30	2.0	2.0	3.0	0.0	0.0	0.0	0.0	7.0	7.0	4.0	7.5	4.6	0.0	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	10.0	7.5	9.2	0.0	0.0	0.0	47.7
09:30 - 09:45	3.0	4.0	1.5	4.6	0.0	0.0	0.0	13.1	13.0	10.0	6.0	13.8	2.0	0.0	0.0	44.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	5.0	6.0	20.7	0.0	0.0	0.0	50.7
09:45 - 10:00	3.0	1.0	1.5	2.3	0.0	0.0	0.0	7.8	9.0	11.0	7.5	18.4	0.0	0.0	0.0	45.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	7.0	0.0	16.1	0.0	0.0	0.0	35.1
10:00 - 16:15	61.0	11.0	1.5	0.0	6.0	0.0	0.0	79.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	8.0	6.0	0.0	4.6	0.0	0.0	0.0	18.6	33.0	11.0	0.0	6.9	0.0	0.0	0.0	50.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	4.0	7.5	6.9	0.0	0.0	0.0	27.4
16:15 - 16:30	6.0	0.0	1.5	0.0	0.0	0.0	0.0	7.5	38.0	9.0	0.0	9.2	2.0	0.4	0.2	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	4.0	7.5	0.0	0.0	0.0	0.0	22.5
16:30 - 16:45	9.0	2.0	0.0	2.3	0.0	0.0	0.0	13.3	38.0	2.0	0.0	11.5	0.0	0.4	0.0	51.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	5.0	1.5	4.6	0.0	0.0	0.0	18.1
16:45 - 17:00	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	42.0	8.0	0.0	2.3	0.0	0.4	0.0	52.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1.0	1.5	2.3	0.0	0.0	0.0	14.8
17:00 - 17:15	18.0	1.0	0.0	0.0	0.0	0.0	0.0	19.0	50.0	3.0	1.5	11.5	0.0	0.4	0.4	66.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	3.0	1.5	0.0	0.0	0.0	0.0	11.5
17:15 - 17:30	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	23.0	2.0	0.0	4.6	0.0	0.0	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.0	1.5	4.6	0.0	0.0	0.0	14.1
17:30 - 17:45	4.0	0.0	0.0	0.0	0.4	0.0	0.4	4.4	33.0	5.0	0.0	0.0	0.0	0.8	0.2	39.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.0	1.5	2.3	0.0	0.0	0.0	11.8
17:45 - 18:00	5.0	0.0	0.0	0.0	0.0	0.0	0.2	5.2	24.0	5.0	1.5	0.0	0.0	0.0	0.4	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	2.3	0.0	0.0	0.0	5.3
18:00 - 18:15	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	17.0	4.0	0.0	0.0	0.0	0.4	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
18:15 - 18:30	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	6.0	2.0	1.5	0.0	0.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	7.0
18:30 - 18:45	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	9.0	1.0	0.0	2.3	0.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	1.5	2.3	0.0	0.0	0.0	8.8
18:45 - 19:00	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	1.5	4.6	0.0	0.0	0.0	8.1
07:00 - 08:00	1.0	4.0	9.0	4.6	0.0	0.0	0.0	18.6	9.0	8.0	9.0	23.0	0.0	0.4	0.0	49.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.0	26.0	13.5	32.2	0.0	1.2	0.6	166.5
07:15 - 08:15	2.0	9.0	7.5	9.2	0.0	0.0	0.0	27.7	10.0	14.0	15.0	18.4	0.0	0.4	0.0	57.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	101.0	29.0	15.0	39.1	0.0	1.2	0.4	185.7
07:30 - 08:30	5.0	10.0	7.5	18.4	0.0	0.0	0.0	40.9	16.0	20.0	18.0	18.4	0.0	0.8	0.0	73.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	102.0	32.0	15.0	43.7	0.0	0.8	0.4	193.9
07:45 - 08:45	9.0	11.0	6.0	18.4	0.0	0.0	0.0	44.4	21.0	24.0	16.5	23.0	0.0	0.4	0.0	84.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	108.0	32.0	16.5	41.4	0.0	0.8	0.2	198.9
08:00 - 09:00	10.0	10.0	4.5	23.0	0.0	0.0	0.0	47.5	20.0	28.0	19.5	32.2	0.0	0.4	0.0	100.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	121.0	30.0	18.0	36.8	0.0	0.4	0.4	206.6
08:15 - 09:15	10.0	9.0	3.0	23.0	0.0	0.0	0.0	45.0	26.0	27.0	15.0	39.1	0.0	0.4	0.0	107.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	128.0	29.0	16.5	25.3	0.0	0.4	0.4	199.6
08:30 - 09:30	9.0	9.0	4.5	13.8	0.0	0.0	0.0	36.3	26.0	23.0	16.5	41.4	0.0	0.0	0.0	106.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	120.0	32.0	21.0	25.3	0.0	0.4	0.4	199.1
08:45 - 09:45	7.0	11.0	4.5	16.1	0.0	0.0	0.0	38.6	33.0	29.0	21.0	43.7	2.0	0.0	0.0	128.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	114.0	30.0	24.0	41.4	0.0	0.0	0.4	209.8
09:00 - 10:00	9.0	11.0	6.0	11.5	0.0	0.0	0.0	37.5	38.0	31.0	25.5	50.6	2.0	0.0	0.0	147.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.0	29.0	18.0	48.3	0.0	0.0	0.0	186.3
16:00 - 17:00	37.0	8.0	1.5	6.9	0.0	0.0	0.0	53.4	151.0	30.0	0.0	29.9	2.0	1.2	0.2	214.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	14.0	18.0	13.8	0.0	0.0	0.0	82.8
16:15 - 17:15	47.0	3.0	1.5	2.3	0.0	0.0	0.0	53.8	168.0	22.0	1.5	34.5	2.0	1.6	0.6	230.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	13.0	12.0	6.9	0.0	0.0	0.0	66.9
16:30 - 17:30	46.0	4.0	0.0	2.3	0.0	0.0	0.0	52.3	153.0	15.0	1.5	29.9	0.0	1.2	0.4	201.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	11.0	6.0	11.5	0.0	0.0	0.0	58.5
16:45 - 17:45	41.0	2.0	0.0	0.0	0.4	0.0	0.4	43.4	148.0	18.0	1.5	18.4	0.0	1.6	0.6	188.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	8.0	6.0	9.2	0.0	0.0	0.0	52.2
17:00 - 18:00	32.0	2.0	0.0	0.0	0.4	0.2	0.4	34.6	130.0	15.0	3.0	16.1	0.0	1.2	1.0	166.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	8.0	4.5	9.2	0.0	0.0	0.0	42.7
17:15 - 18:15	19.0	1.0	0.0	0.0	0.4	0.2	0.2	20.6	97.0	16.0	1.5	4.6	0.0	1.2	0.6	120.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	6.0	3.0	9.2	0.0	0.0	0.0	35.2
17:30 - 18:30	18.0	1.0	0.0	0.0	0.4	0.2	0.2	19.6	80.0	16.0	3.0	0.0	0.0	1.2	0.6	100.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	6.0	1.5	4.6	0.0	0.0	0.0	28.1
17:45 - 18:45	16.0	1.0	0.0	0.0	0.0	0.0	0.2	17.2	56.0	12.0	3.0	2.3	0.0	0.4	0.4	74.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	4.0	1.5	4.6	0.0	0.0	0.0	25.1
18:00 - 19:00	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0	35.0	7.0	1.5	2.3	0.0	0.4	0.0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	3.0	3.0	6.9	0.0	0.0	0.0	27.9

	Movement E								Movement F								Movement G								Movement H								Movement I							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
07:00 - 07:15	117.0	35.0	9.0	18.4	10.0	0.8	0.0	190.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.0	6.0	6.0	4.6	4.0	0.0	0.0	71.6	6.0	0.0	0.0	4.6	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	130.0	22.0	10.5	9.2	10.0	0.8	0.0	182.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	50.0	4.0	6.0	2.3	8.0	0.4	0.0	70.7	2.0	2.0	1.5	2.3	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	153.0	21.0	0.0	6.9	20.0	0.4	0.4	201.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	63.0	8.0	1.5	9.2	6.0	0.4	0.2	88.3	4.0	1.0	0.0	4.6	0.0	0.0	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	120.0	27.0	1.5	6.9	6.0	0.4	0.0	161.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	75.0	13.0	3.0	2.3	4.0	0.8	0.0	98.1	13.0	3.0	0.0	9.2	0.0	0.4	0.4	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	100.0	19.0	6.0	6.9	4.0	0.4	0.2	136.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.0	13.0	0.0	9.2	8.0	0.4	0.2	126.8	9.0	2.0	0.0	4.6	0.0	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	93.0	22.0	3.0	2.3	6.0	0.0	0.2	126.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	106.0	12.0	4.5	13.8	6.0	0.0	0.0	142.3	13.0	2.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	84.0	14.0	4.5	2.3	4.0	0.4	0.0	109.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.0	9.0	1.5	0.0	12.0	0.0	0.0	119.5	7.0	1.0	0.0	4.6	0.0	0.0	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	112.0	12.0	1.5	4.6	4.0	0.0	0.0	134.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	100.0	6.0	1.5	4.6	12.0	0.4	0.2	124.7	6.0	4.0	1.5	4.6	0.0	0.0	0.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	74.0	13.0	7.5	2.3	8.0	0.0	0.0	104.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	64.0	7.0	3.0	2.3	10.0	0.0	0.2	86.5	8.0	1.0	6.0	6.9	0.0	0.0	0.0	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	81.0	13.0	3.0	11.5	8.0	0.0	0.0	116.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	57.0	16.0	3.0	9.2	6.0	0.4	0.2	91.8	5.0	5.0	3.0	4.6	0.0	0.0	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	67.0	17.0	1.5	4.6	6.0	0.4	0.0	96.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	55.0	7.0	4.5	6.9	6.0	0.0	0.0	79.4	6.0	6.0	0.0	2.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	61.0	11.0	1.5	0.0	6.0	0.0	0.0	79.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.0	11.0	1.5	9.2	8.0	0.0	0.0	88.7	2.0	5.0	1.5	4.6	0.0	0.0	0.0	13.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 - 16:15	1067.0	201.0	57.0	104.4	102.0	6.8	1.2	1539.4	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1000.0	124.0	39.0	104.4	102.0	6.8	1.2	1377.4	78.0	16.0	6.0	41.4	0.0	0.0	0.0	141.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	102.0	11.0	1.5	2.3	16.0	0.4	0.0	133.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.0	17.0	1.5	2.3	8.0	0.0	0.0	116.8	3.0	2.0	3.0	2.3	0.0	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	74.0	12.0	3.0	0.0	4.0	0.4	0.0	93.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	15.0	3.0	0.0	12.0	0.0	0.0	129.0	4.0	2.0	1.5	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	87.0	11.0	3.0	2.3	6.0	0.0	0.2	109.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	128.0	17.0	4.5	2.3	6.0	0.4	0.2	158.4	1.0	3.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	87.0	15.0	1.5	0.0	6.0	1.2	0.0	110.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	123.0	18.0	0.0	2.3	14.0	0.4	0.2	157.9	0.0	2.0	0.0	2.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	121.0	12.0	4.5	2.3	6.0	1.2	0.0	147.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	136.0	16.0	1.5	2.3	2.0	0.4	0.0	158.2	1.0	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	0.0
17:15 - 17:30	97.0	1.0	0.0	2.3	6.0	0.4	0.0	106.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	123.0	14.0	3.0	0.0	8.0	1.6	0.0	149.6	0.0	0.0	0.0	2.3	0.0	0.4	0.2	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	110.0	14.0	0.0	0.0	8.0	0.0	0.0	132.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	152.0	11.0	0.0	0.0	6.0	0.4	0.2	169.6	2.0	0.0	0.0	2.3	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	90.0	3.0	1.5	0.0	8.0	0.0	0.0	102.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	122.0	13.0	0.0	0.0	6.0	0.0	0.2	141.2	0.0	1.0	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	0.0
18:00 - 18:15	97.0	5.0	0.0	2.3	4.0	0.4	0.2	108.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	130.0	14.0	1.5	2.3	8.0	0.0	0.0	155.8	0.0	1.0	3.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	88.0	13.0	0.0	0.0	6.8	0.2	0.0	108.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	114.0	15.0	1.5	0.0	14.0	0.4	0.0	144.9	1.0	0.0	0.0	2.3	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	79.0	6.0	0.0	0.0	4.0	0.0	0.0	89.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	95.0	10.0	3.0	2.3	10.0	0.4	0.2	120.9	1.0	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	0.0
18:45 - 19:00	86.0	6.0	1.5	2.3	8.0	0.0	0.0	103.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	90.0	6.0	0.0	0.0	6.0	0.0	0.0	102.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	520.0	105.0	21.0	41.4	46.0	2.4	0.4	736.2	4.0	0.0	0.0	0.0	0.0	0

Appendix B

Origin Destination From Gravesham, Dartford and Bexley

Confidential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Dagenham
Barking
Rainham
Erith
Bexley
Crayford
Eltham
Tilbury
Grays
Northfleet
Rochester
Gillingham
Orpington
A406
A1020
A117
A2204
A205
A210
A20
A20(T)
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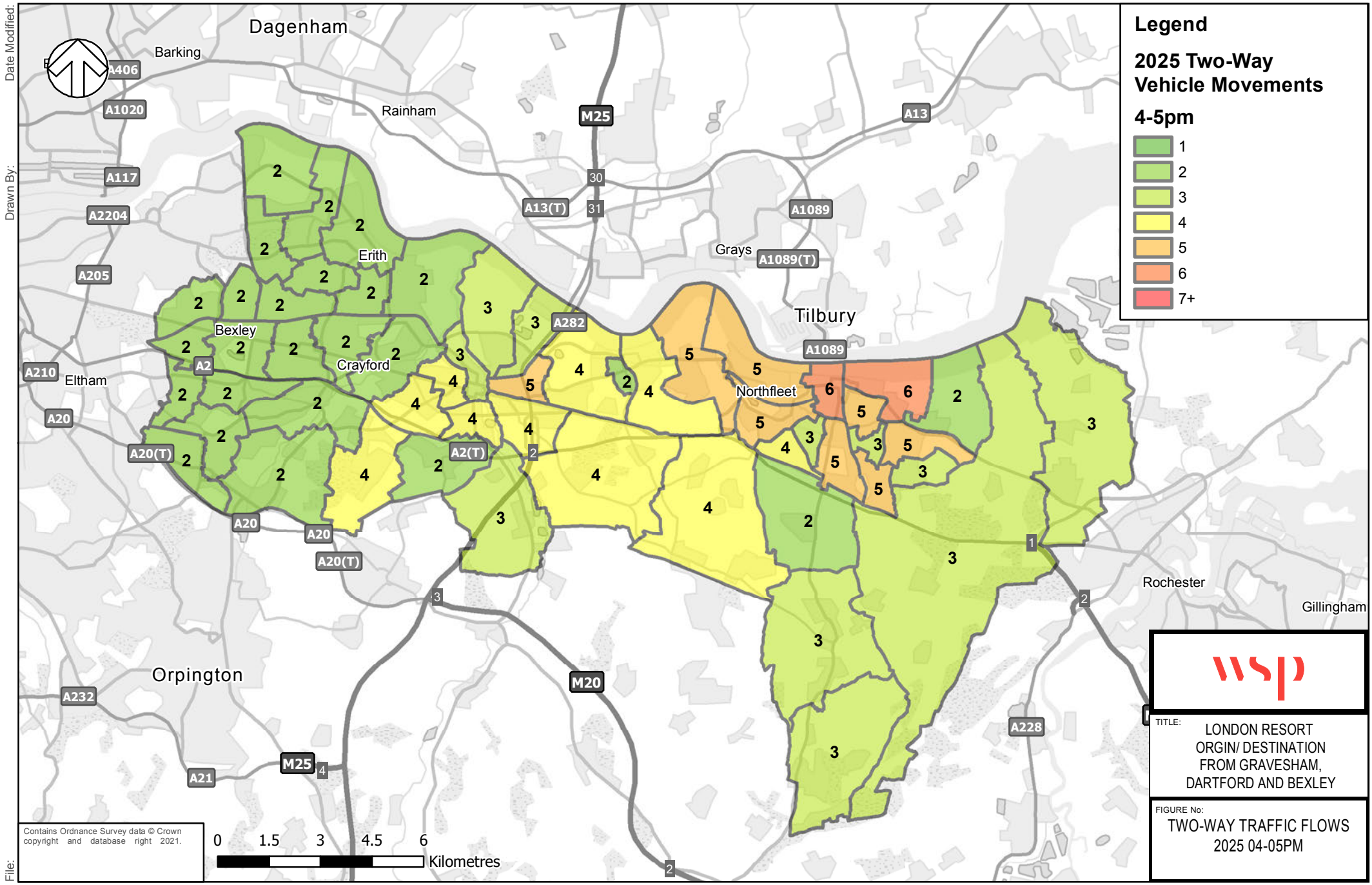
A2(T)
A282
M25
A13
A13(T)
A1089
A1089(T)
M20
A232
A21
A228
Contains Ordnance Survey data © Crown copyright and database right 2021.
0 1.5 3 4.5 6
Kilometres
wsp
TITLE:
LONDON RESORT
ORGIN/ DESTINATION
FROM GRAVESHAM,
DARTFORD AND BEXLEY
FIGURE No:
TWO-WAY TRAFFIC FLOWS
2025 09-10AM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A232
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A228
Legend
2025 Two-Way Vehicle Movements
4-5pm
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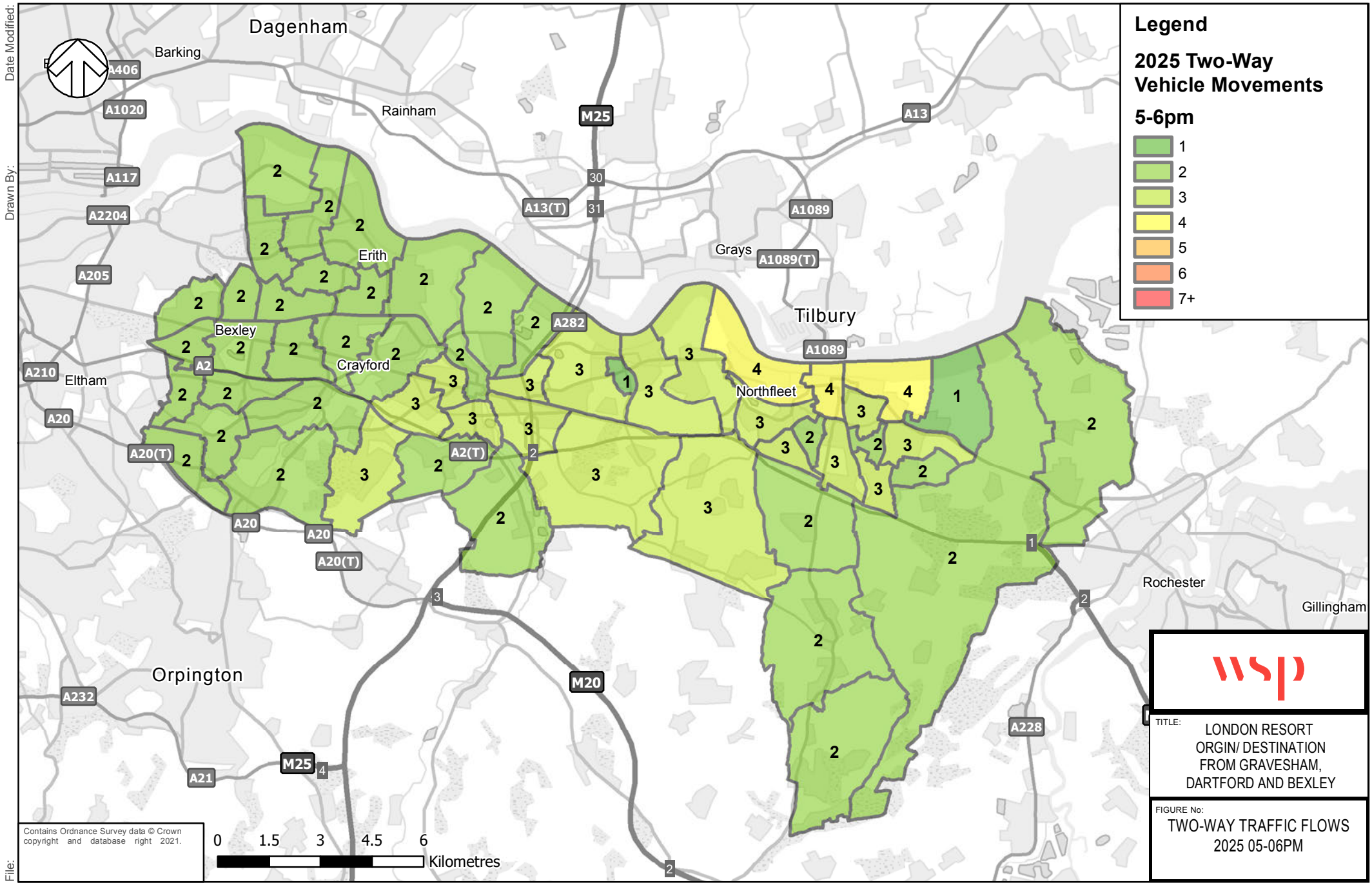
6
7+
Contains Ordnance Survey data © Crown copyright and database right 2021.
0 1.5 3 4.5 6
Kilometres
wsp
TITLE:
LONDON RESORT
ORGIN/ DESTINATION
FROM GRAVESHAM,
DARTFORD AND BEXLEY
FIGURE No:
TWO-WAY TRAFFIC FLOWS
2025 04-05PM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Legend
2025 Two-Way Vehicle Movements
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Contains Ordnance Survey data © Crown copyright and database right 2021.
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Kilometres
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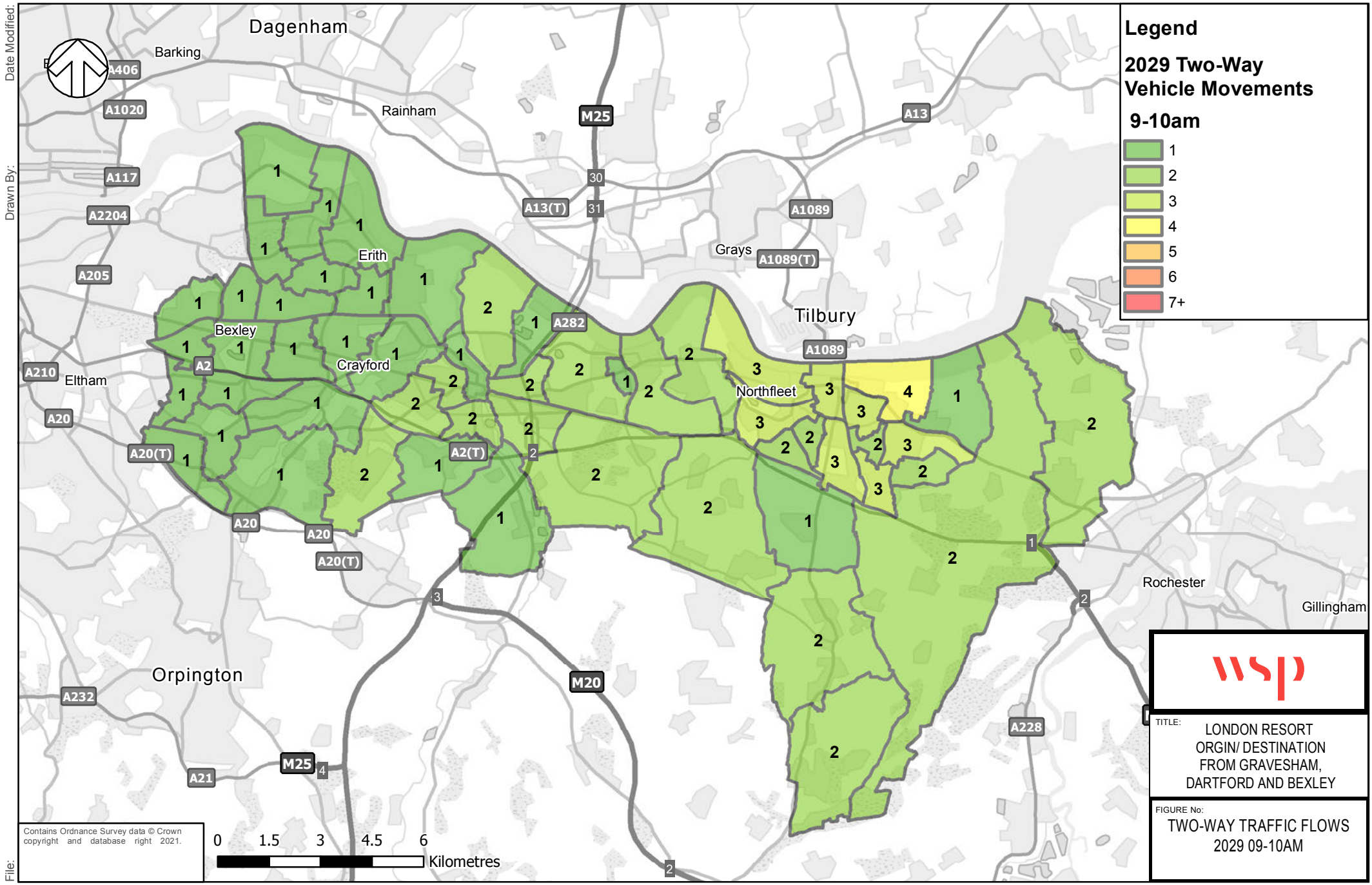
TITLE:
LONDON RESORT ORGIN/ DESTINATION FROM GRAVESHAM, DARTFORD AND BEXLEY
FIGURE No:
TWO-WAY TRAFFIC FLOWS 2025 05-06PM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Legend
2029 Two-Way Vehicle Movements
9-10am
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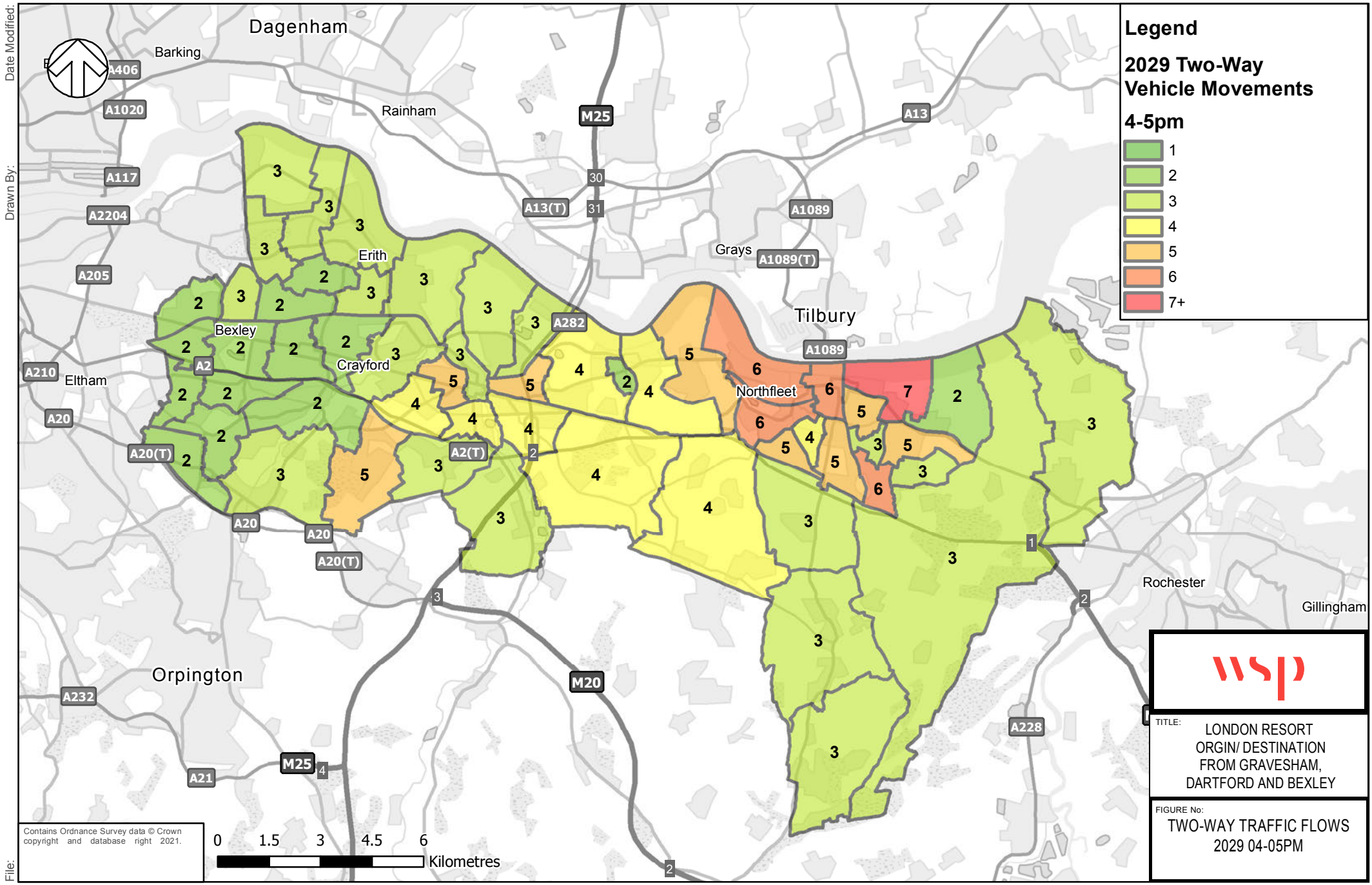
7+
Contains Ordnance Survey data © Crown copyright and database right 2021.
0 1.5 3 4.5 6
Kilometres
wsp
TITLE:
LONDON RESORT
ORGIN/ DESTINATION
FROM GRAVESHAM,
DARTFORD AND BEXLEY
FIGURE No:
TWO-WAY TRAFFIC FLOWS
2029 09-10AM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Barking
Rainham
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Bexley
Crayford
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0 1.5 3 4.5 6
Kilometres
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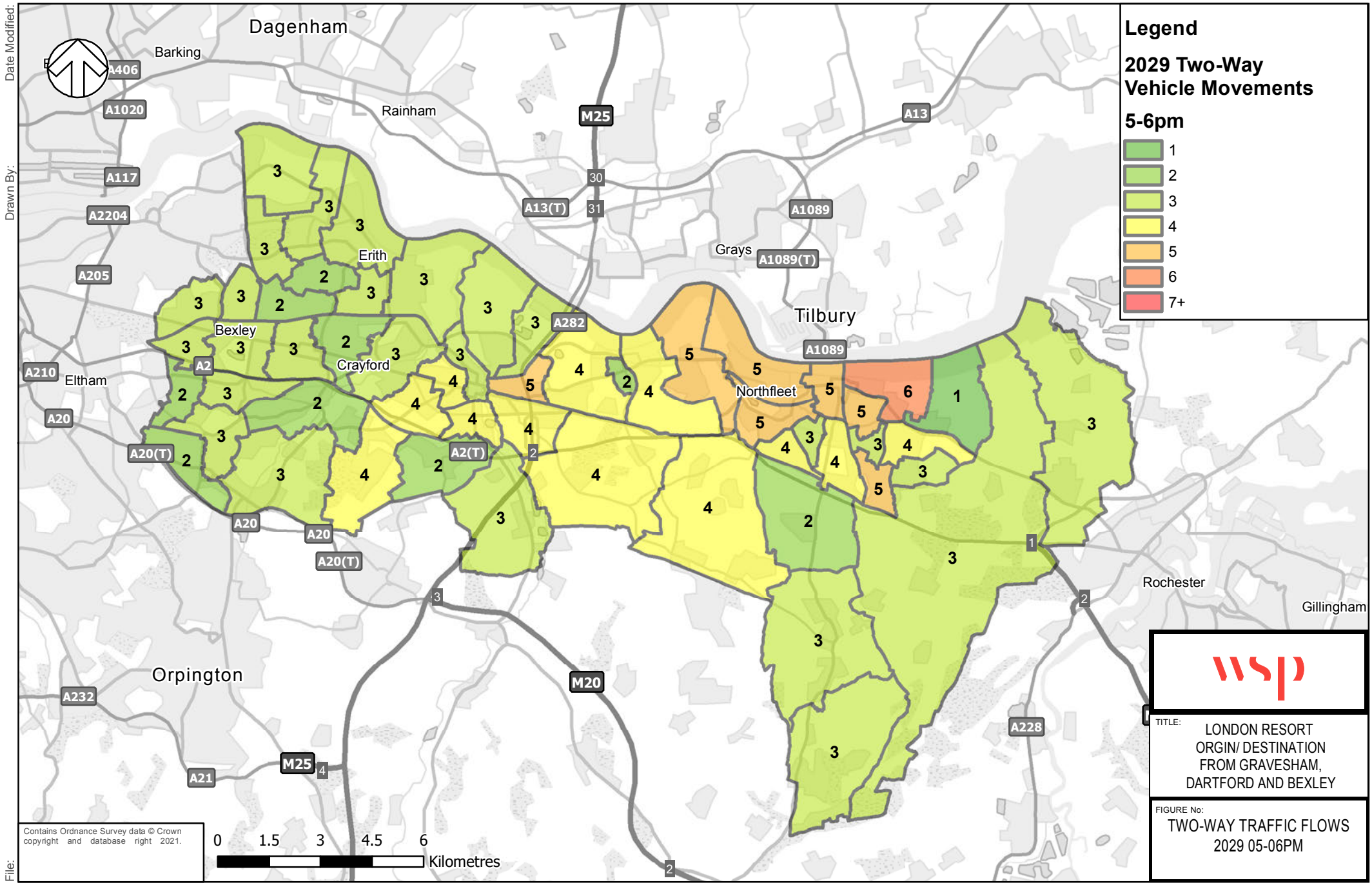
TITLE:
LONDON RESORT
ORGIN/ DESTINATION
FROM GRAVESHAM,
DARTFORD AND BEXLEY
FIGURE No:
TWO-WAY TRAFFIC FLOWS
2029 04-05PM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File:
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2029 Two-Way Vehicle Movements
5-6pm
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Dagenham
Barking
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Crayford
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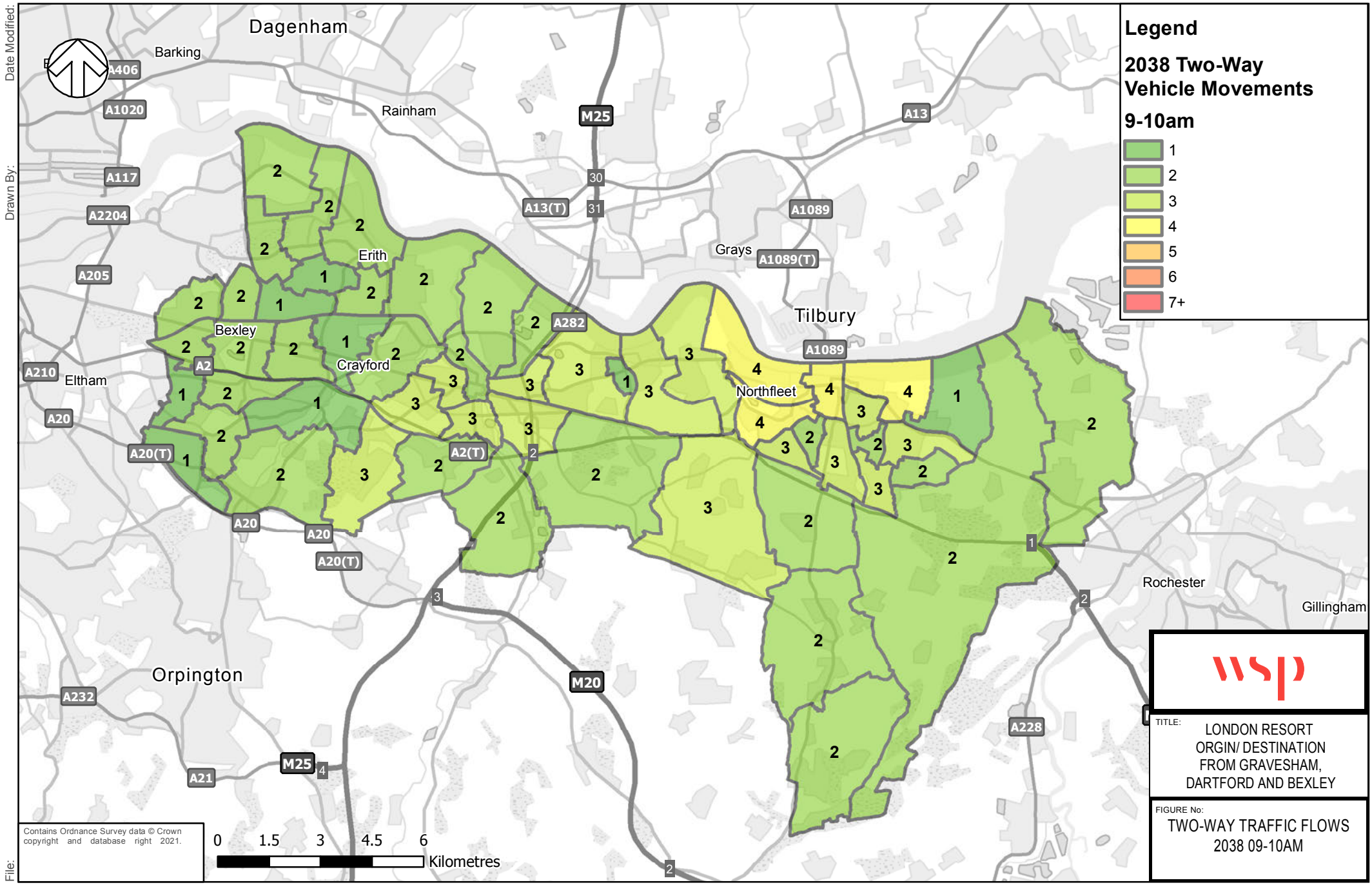
0 1.5 3 4.5 6
Kilometres
wsp
TITLE:
LONDON RESORT
ORGIN/ DESTINATION
FROM GRAVESHAM,
DARTFORD AND BEXLEY
FIGURE No:
TWO-WAY TRAFFIC FLOWS
2029 05-06PM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Rainham
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Crayford
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Contains Ordnance Survey data © Crown copyright and database right 2021.
0 1.5 3 4.5 6
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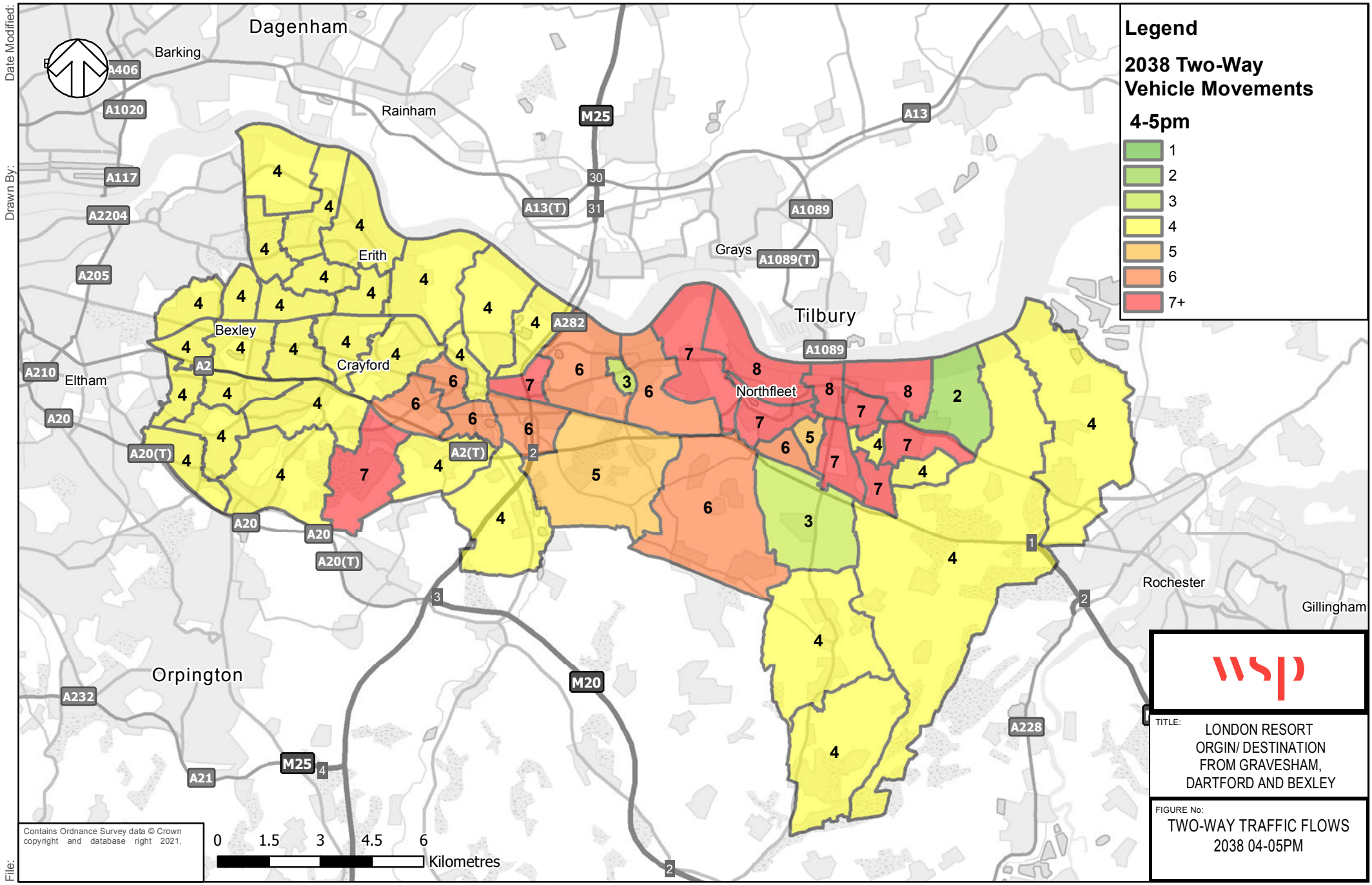
TITLE:
LONDON RESORT
ORGIN/ DESTINATION
FROM GRAVESHAM,
DARTFORD AND BEXLEY
FIGURE No:
TWO-WAY TRAFFIC FLOWS
2038 09-10AM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TITLE:
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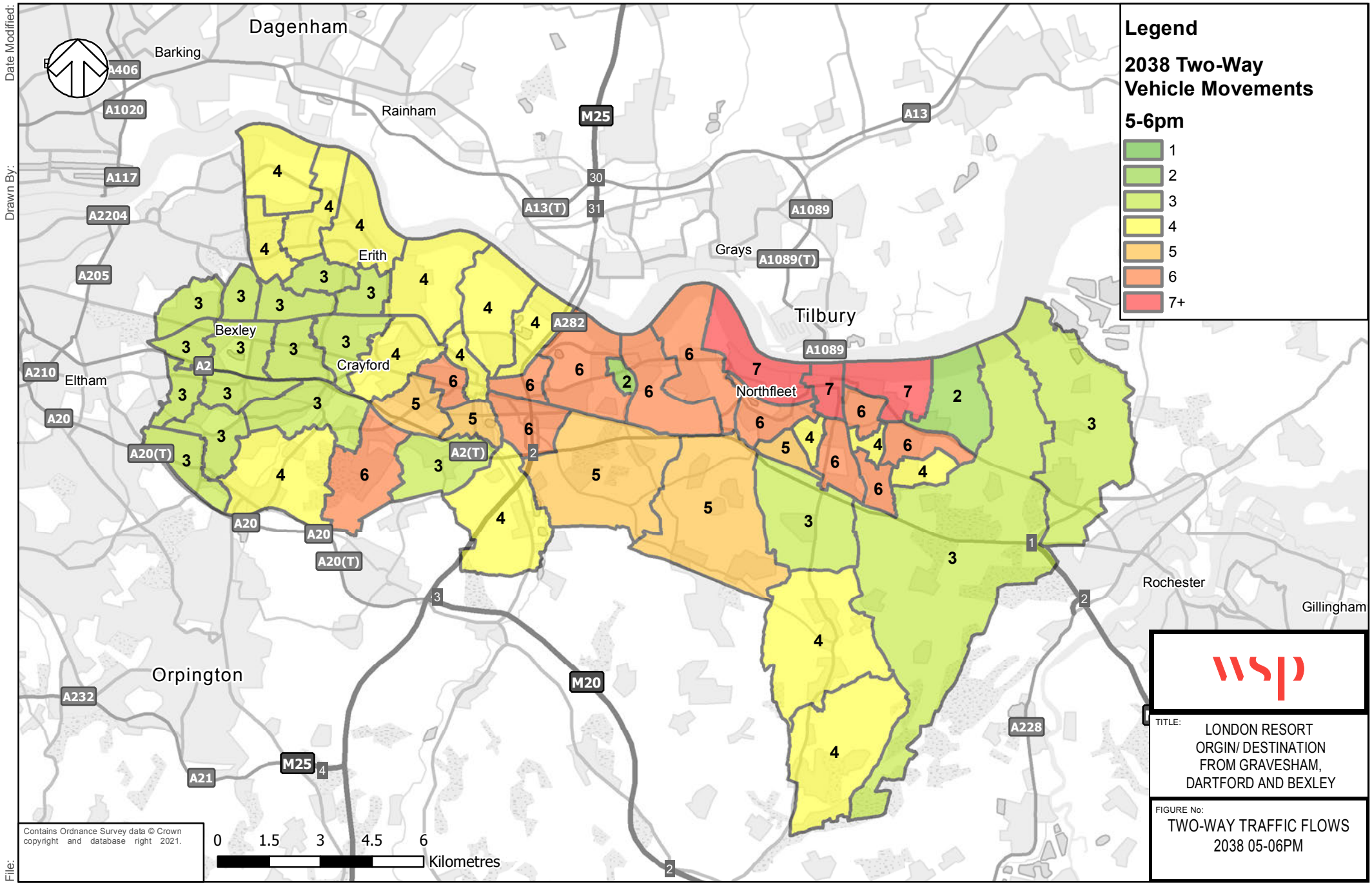
ORGIN/ DESTINATION
FROM GRAVESHAM,
DARTFORD AND BEXLEY
FIGURE No:
TWO-WAY TRAFFIC FLOWS
2038 04-05PM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0 1.5 3 4.5 6
Kilometres
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TITLE:
LONDON RESORT
ORGIN/ DESTINATION
FROM GRAVESHAM,
DARTFORD AND BEXLEY
FIGURE No:
TWO-WAY TRAFFIC FLOWS
2038 05-06PM

Appendix C

Traffic Routing (from Google Maps)

Confidential

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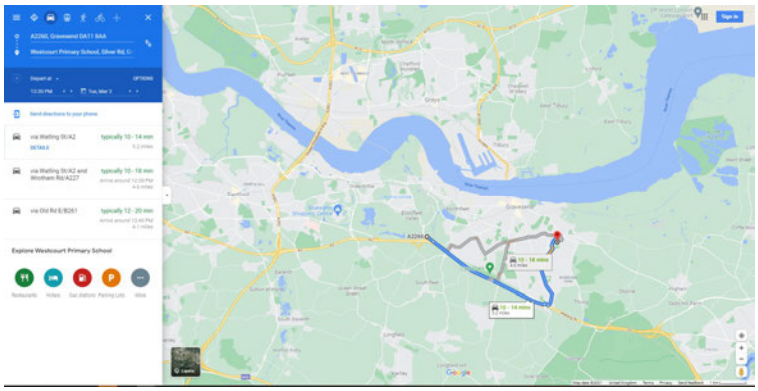

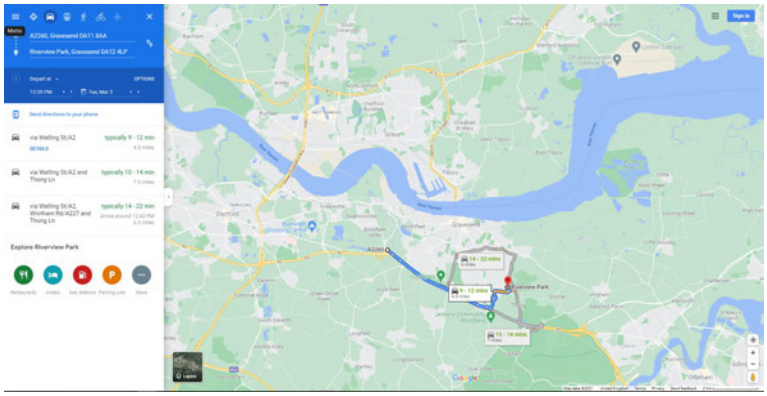

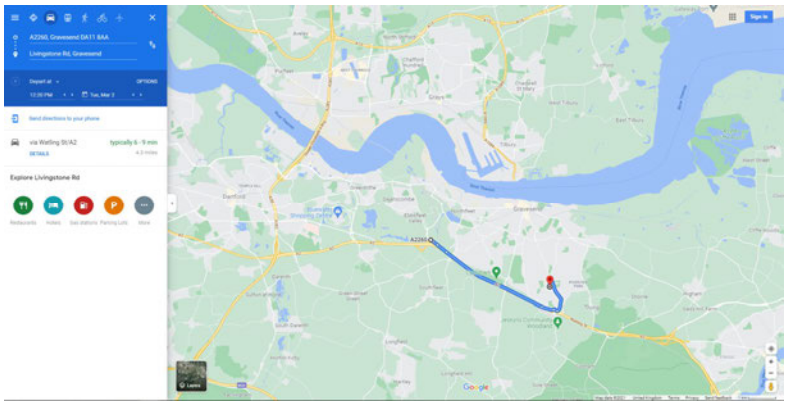

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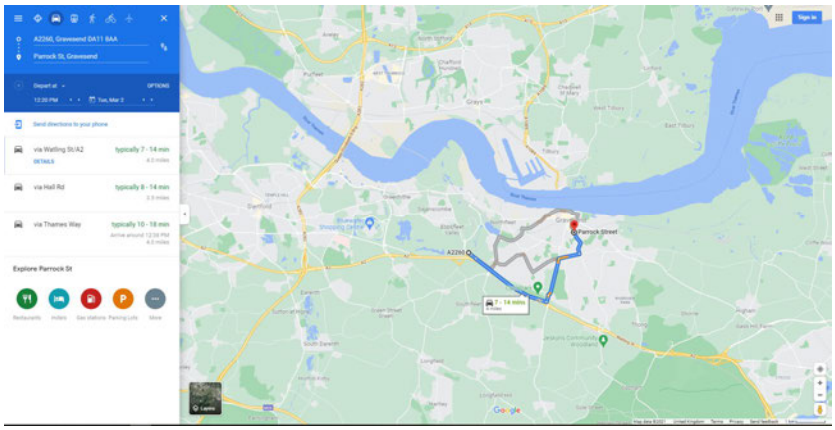

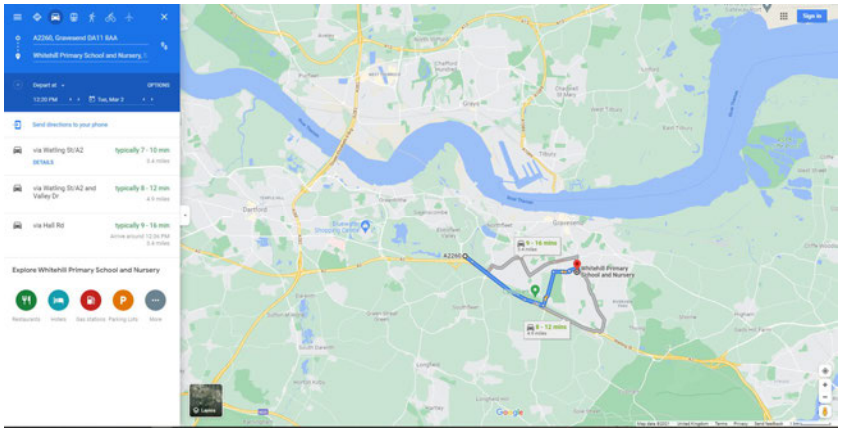

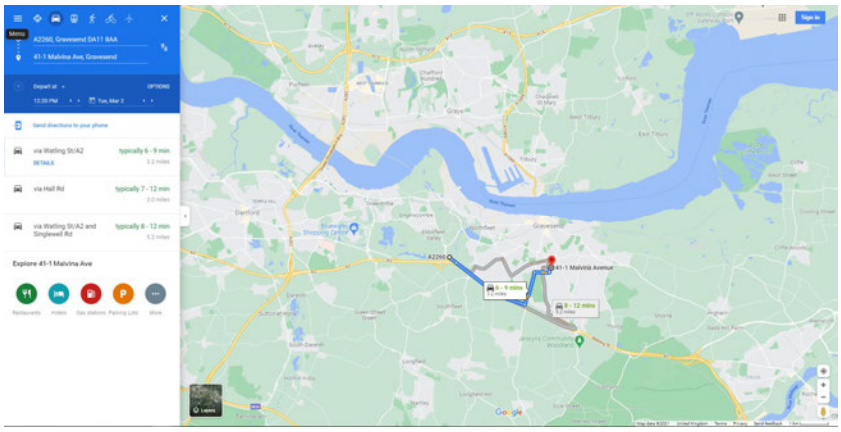

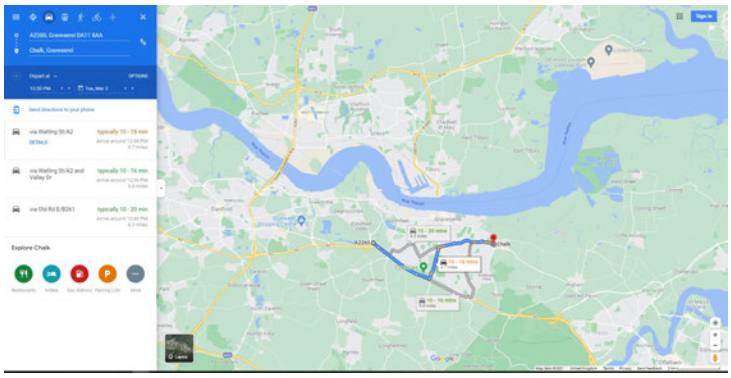

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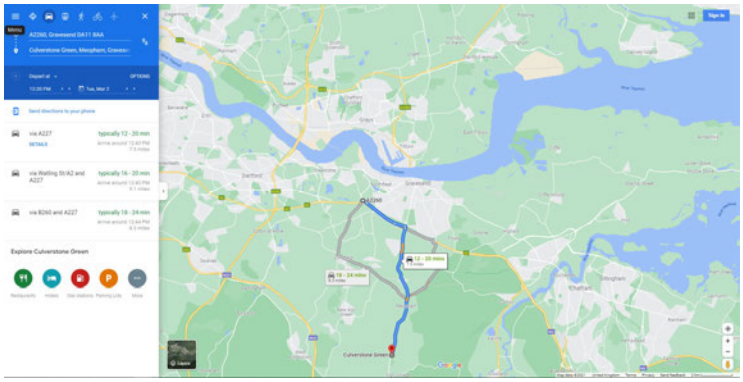

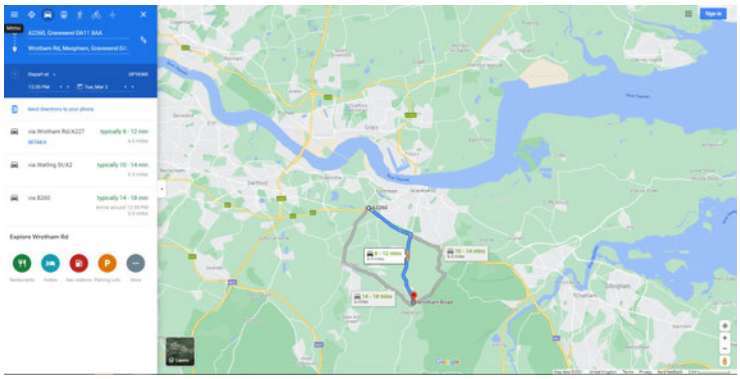

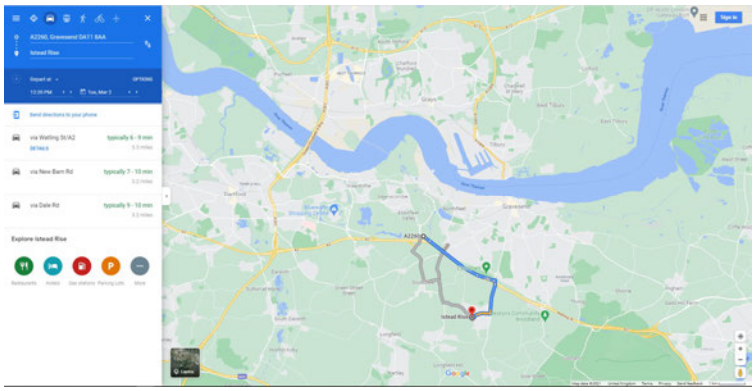

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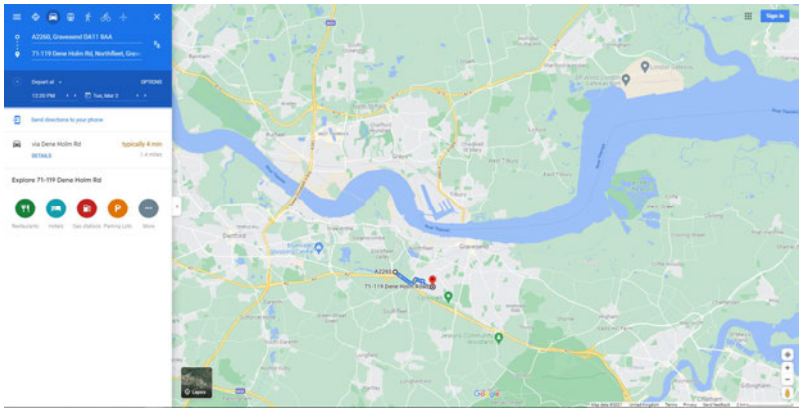

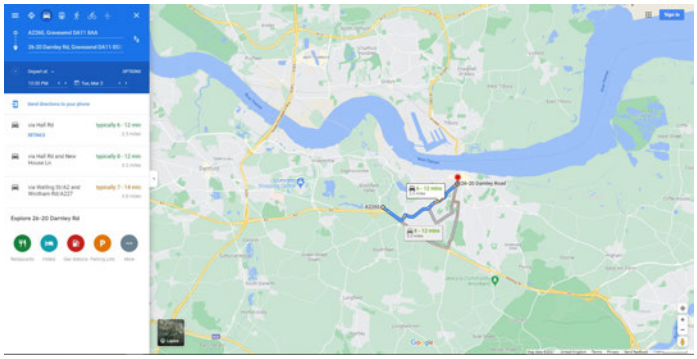

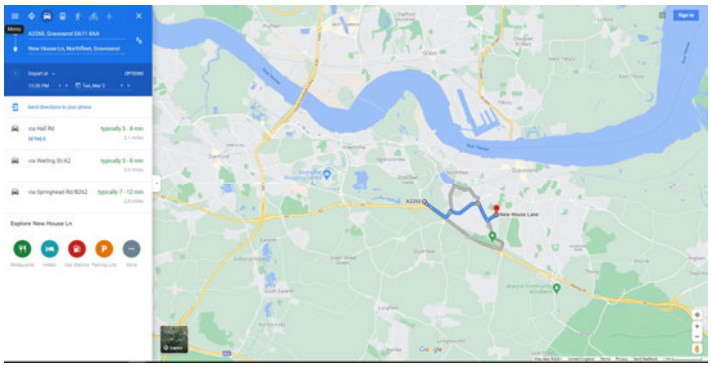

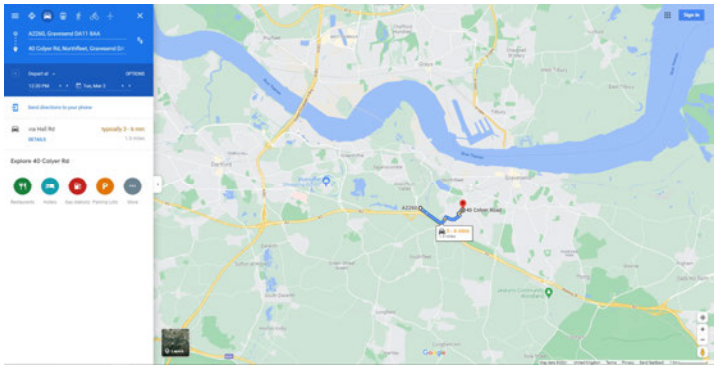

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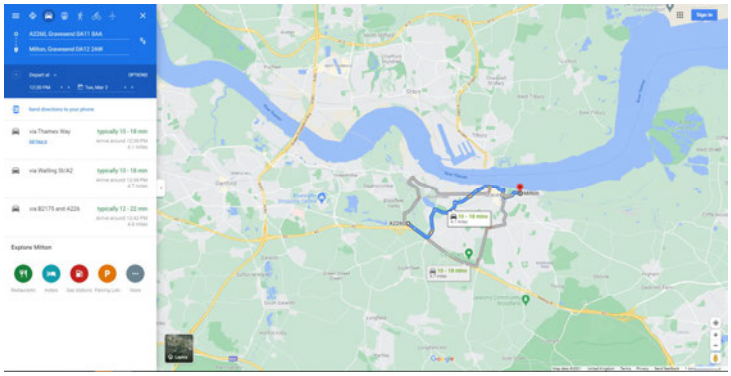

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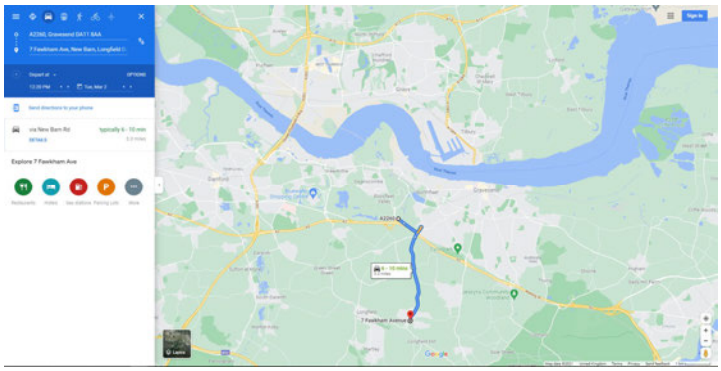

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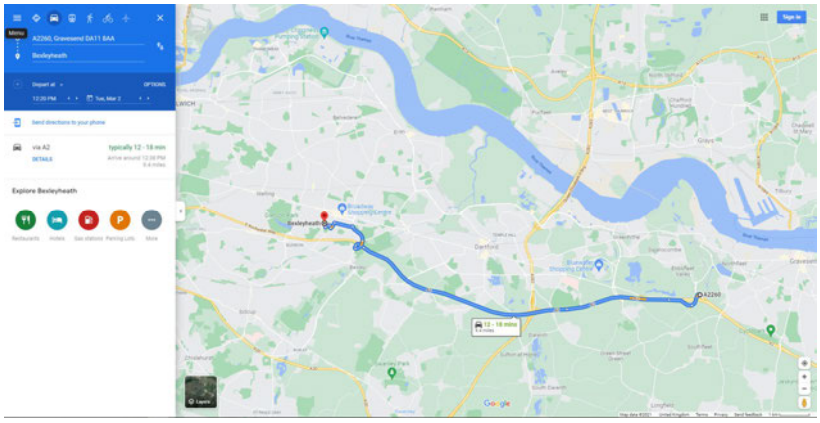

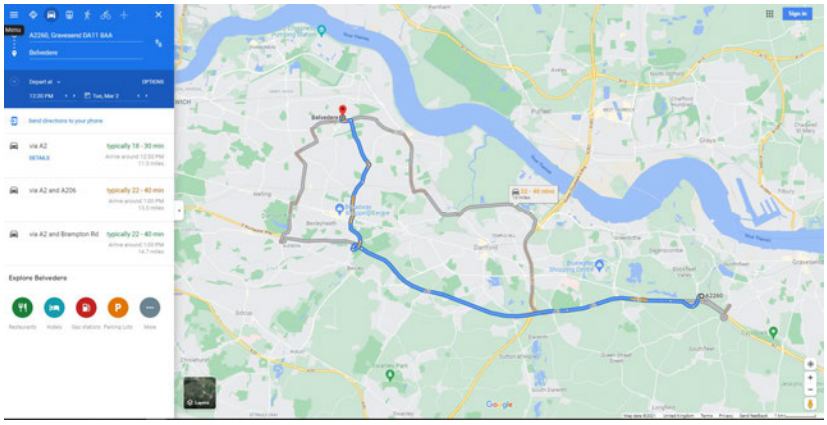

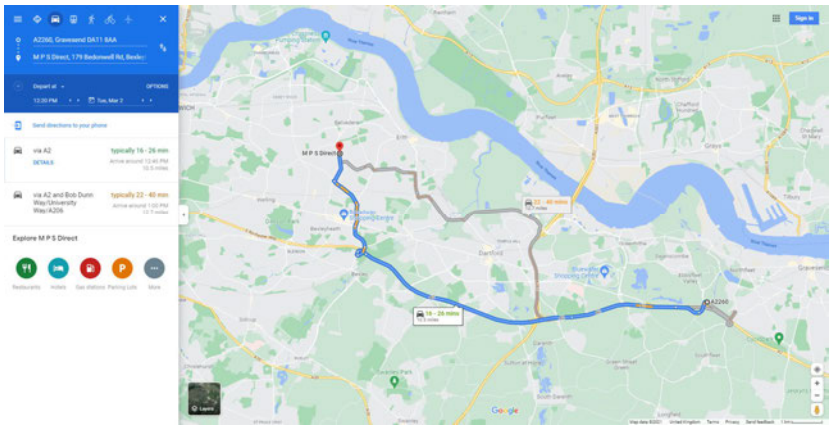

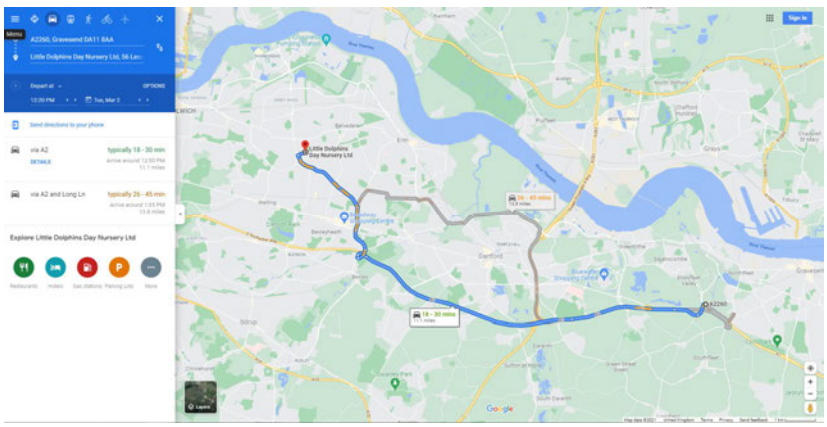

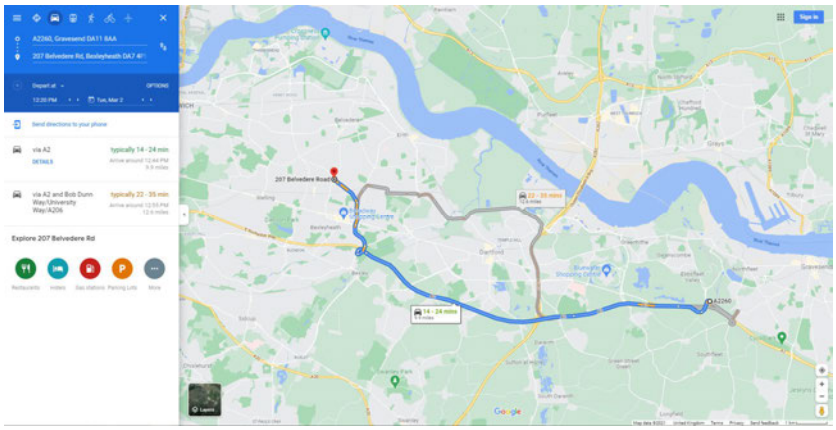
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207 Belvedere Rd, Bexleyheath DA7 4
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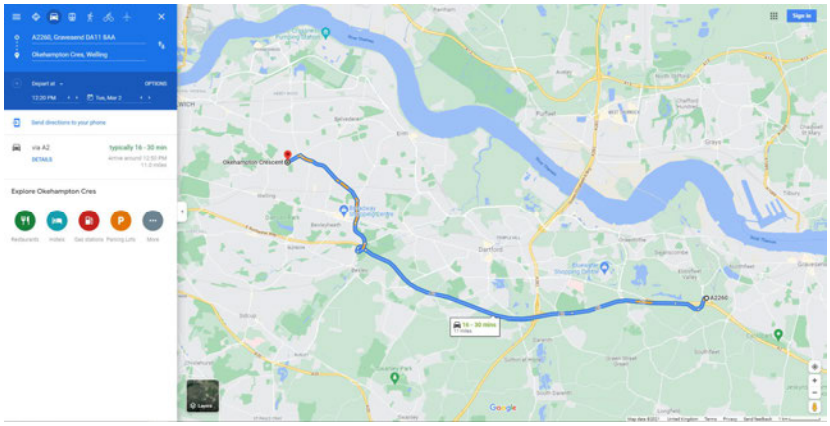
Tue, Mar 2
Send directions to your phone
via A2
DETAILS
typically 14 - 24 min
Arrive around 12:44 PM
3.9 miles
via A2 and Bob Dunn Way/University Way/A206
typically 22 - 35 min
Arrive around 12:55 PM
12.6 miles
Explore 207 Belvedere Rd
Restaurants
Hotels
Gas stations
Parking Lots
More
Sign in
207 Belvedere Road
22 - 35 mins
14 - 24 mins
A2260
Google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Okehampton Cres, Welling
Depart at
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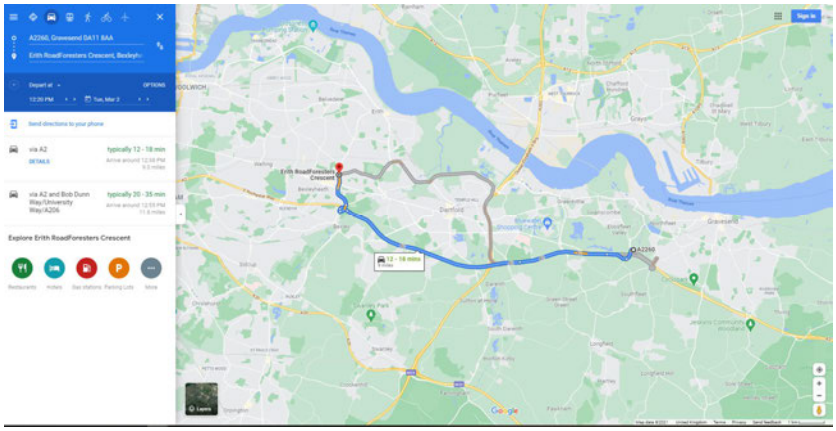
Tue, Mar 2
Send directions to your phone
via A2
DETAILS
typically 16 - 30 min
Arrive around 12:50 PM
11.0 miles
Explore Okehampton Cres
Restaurants
Hotels
Gas stations
Parking Lots
More
Sign in
Okehampton Crescent
16 - 30 mins
A2260
Google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Erith RoadForesters Crescent, Bexleyh
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Tue, Mar 2
Send directions to your phone
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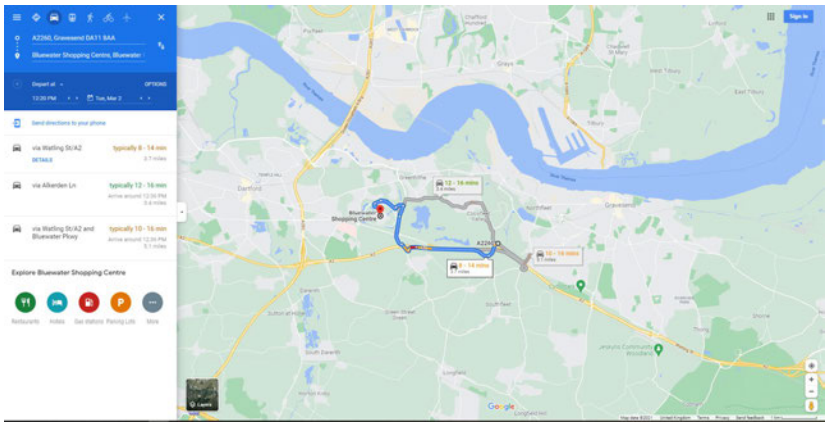
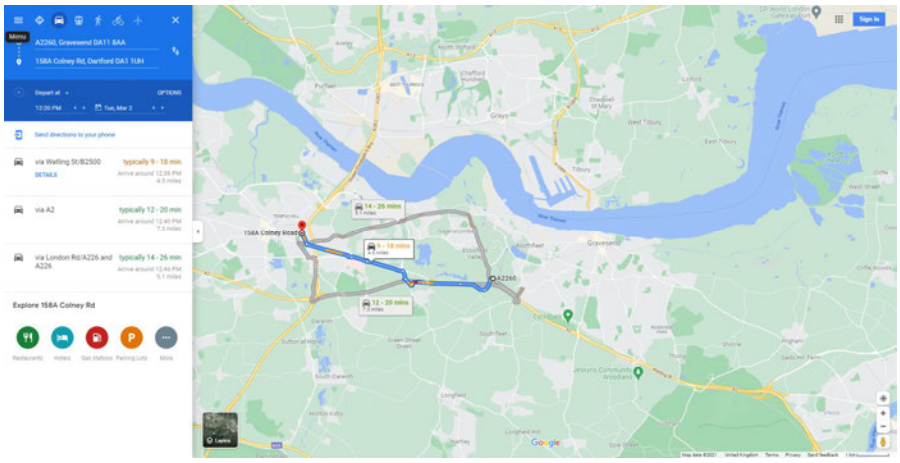
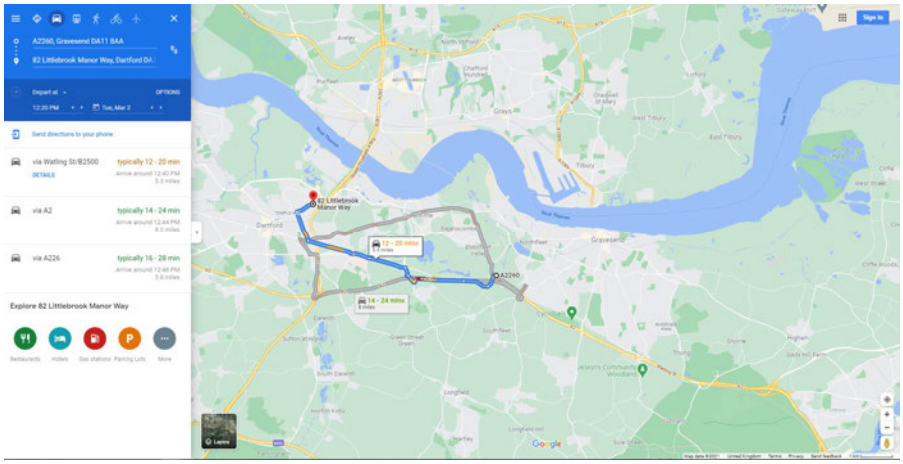
DETAILS
typically 12 - 18 min
Arrive around 12:48 PM
6.0 miles
via A2 and Bob Dunn Way/University Way/A206
typically 20 - 35 min
Arrive around 12:55 PM
11.6 miles
Explore Erith RoadForesters Crescent
Restaurants
Hotels
Gas stations
Parking Lots
More
Sign in
Erith RoadForesters Crescent
12 - 18 mins
A2260
Google

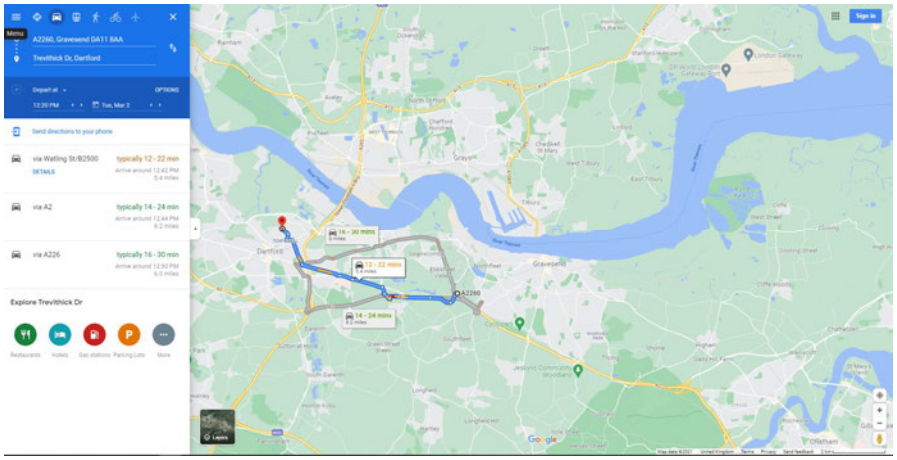
Route 2.2 Stone



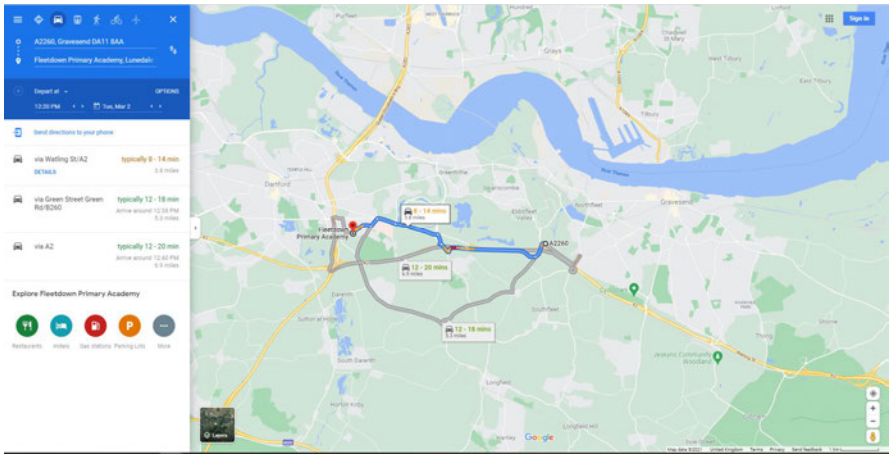
Route 2.3 Newtown/ Littlebrook/ Joyce Green



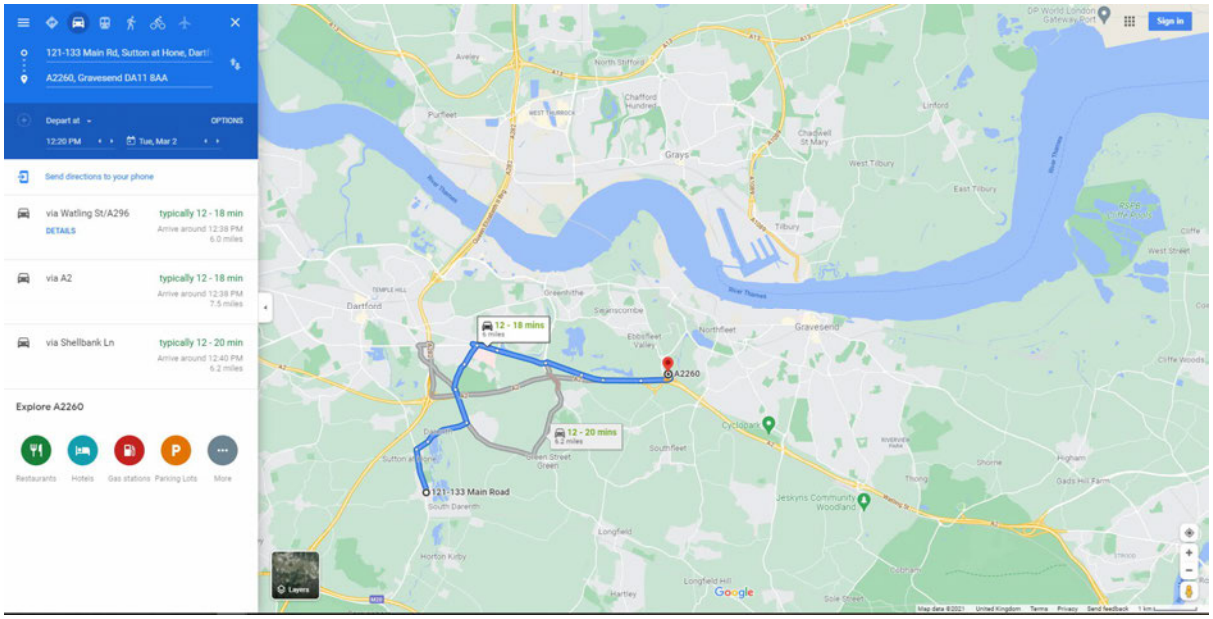




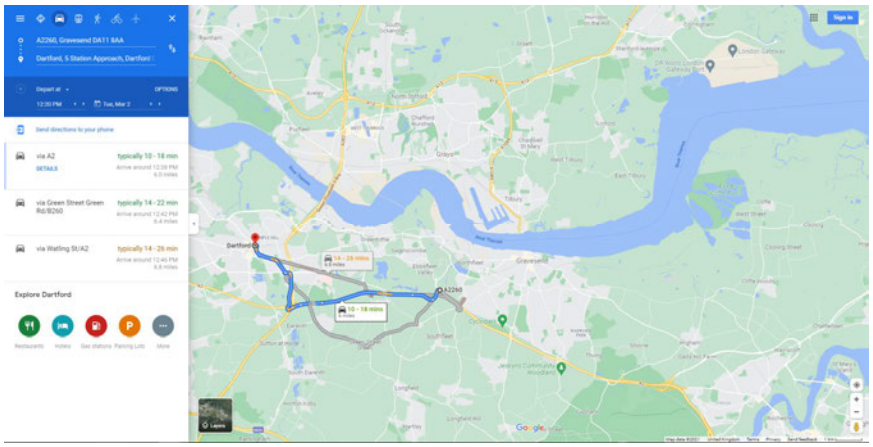
2.35 Brent – east of the Queens way comp to 2.3



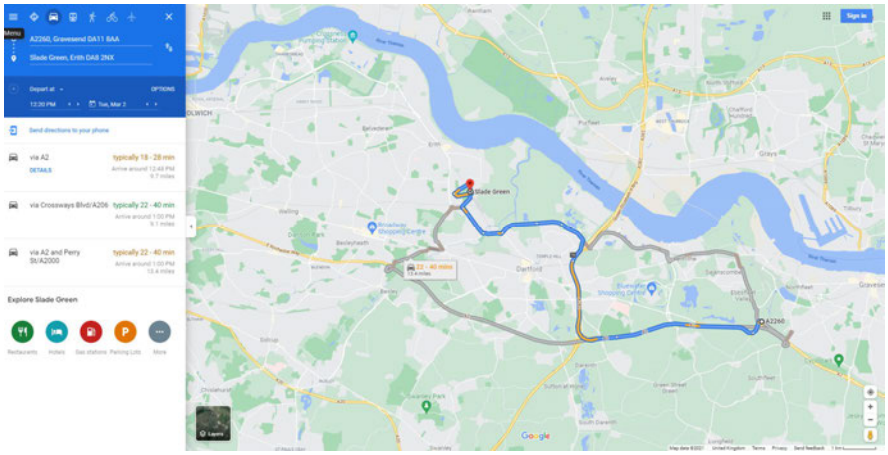
2.37 Sutton at Hone - south near Queensway

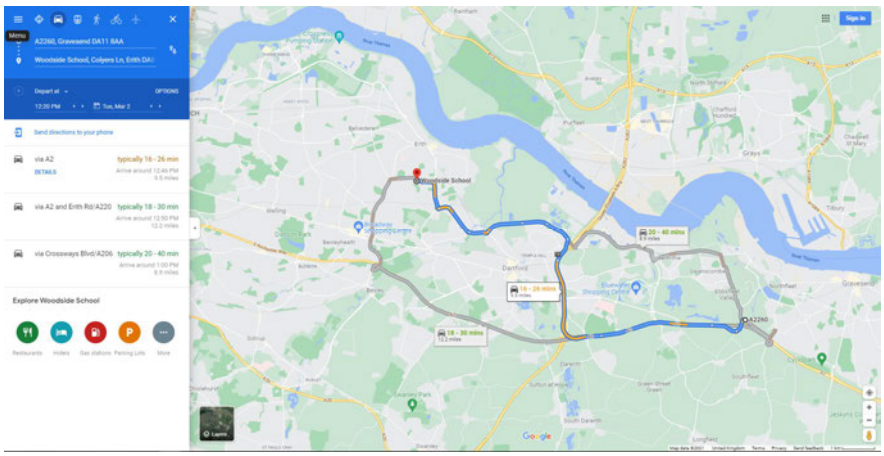


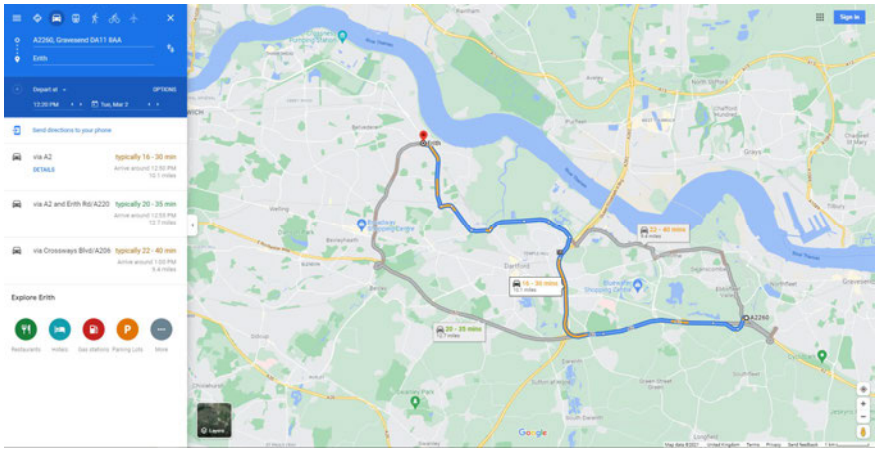
Route 2.4 Town

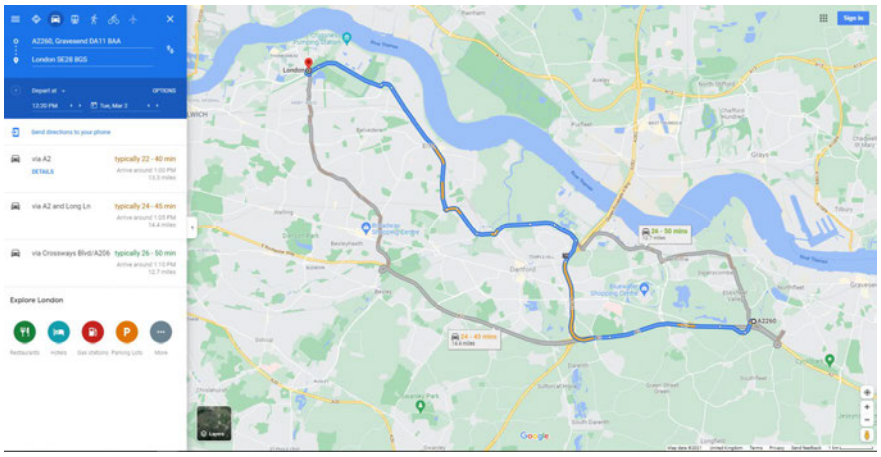


Route 2.5 North End/ Colyers/ Erith/ Thamesmead East

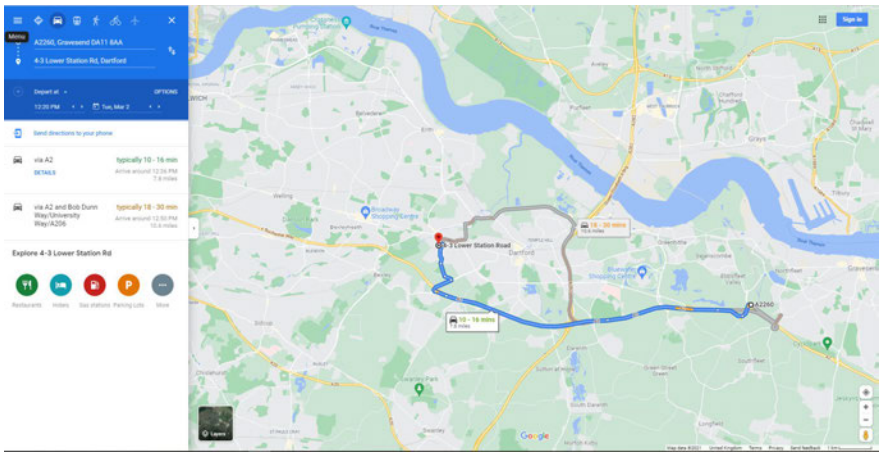




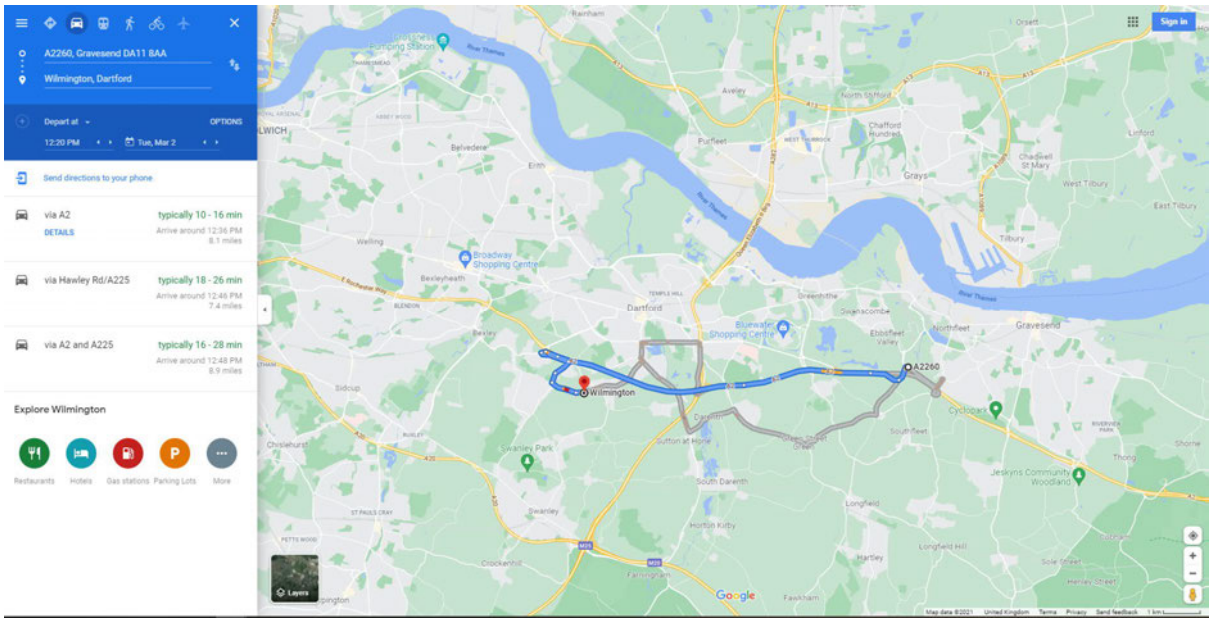




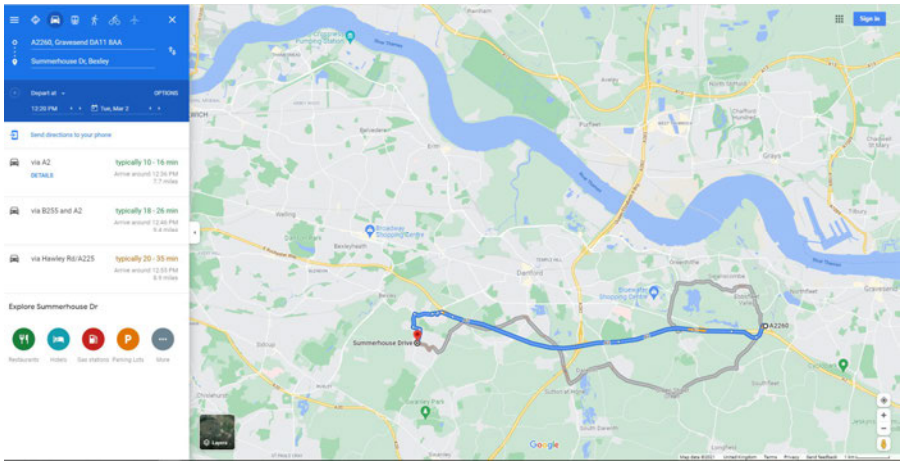
2.6 Crayford

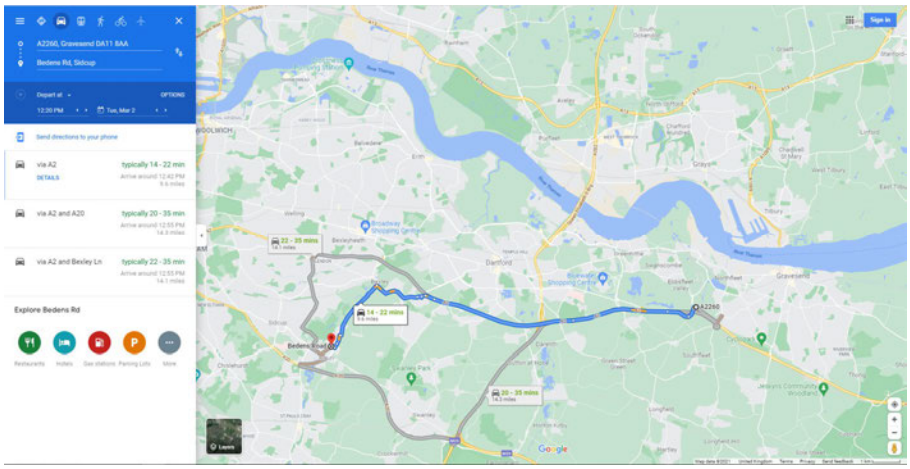


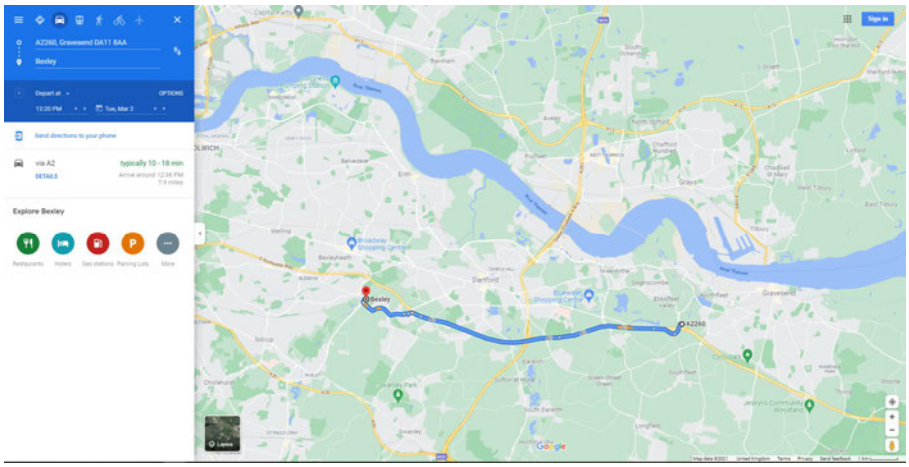
2.9 Wilmongton – south where 2.6 goes north



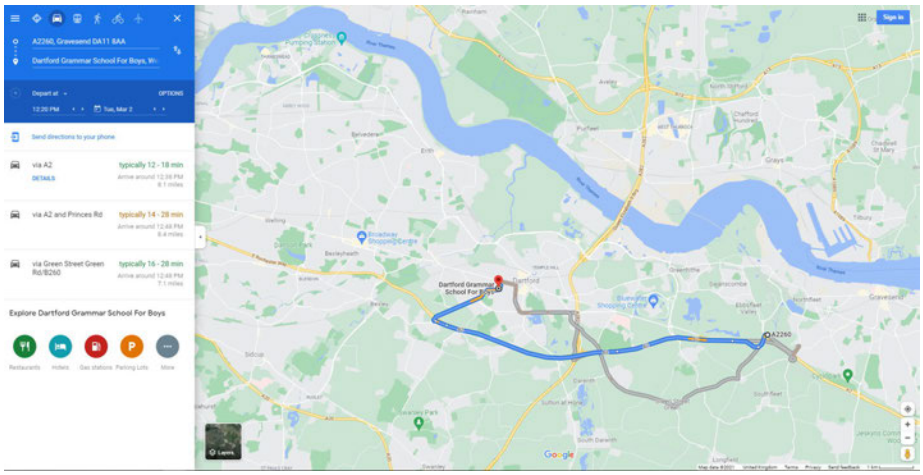
2.7 Joydens Wood/ Cray Meadows/ St Marys

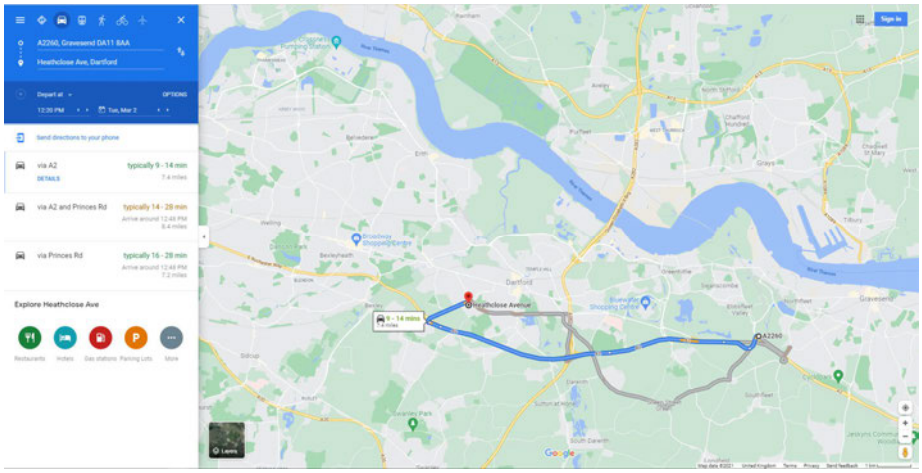




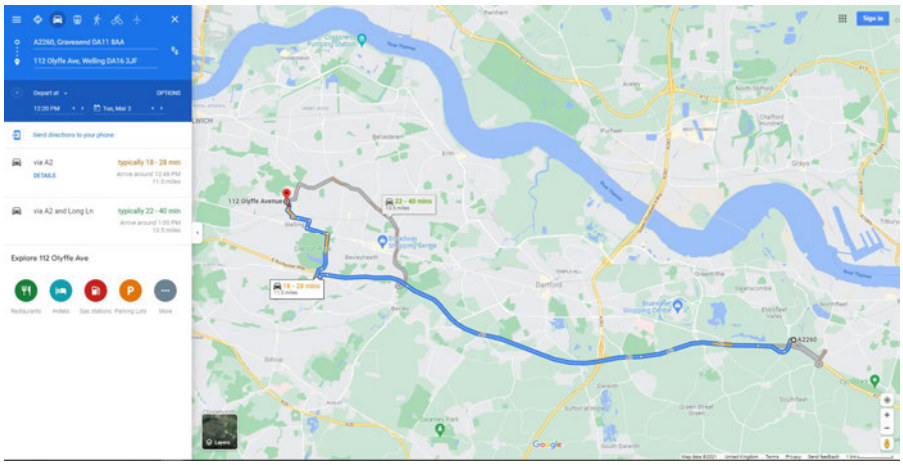


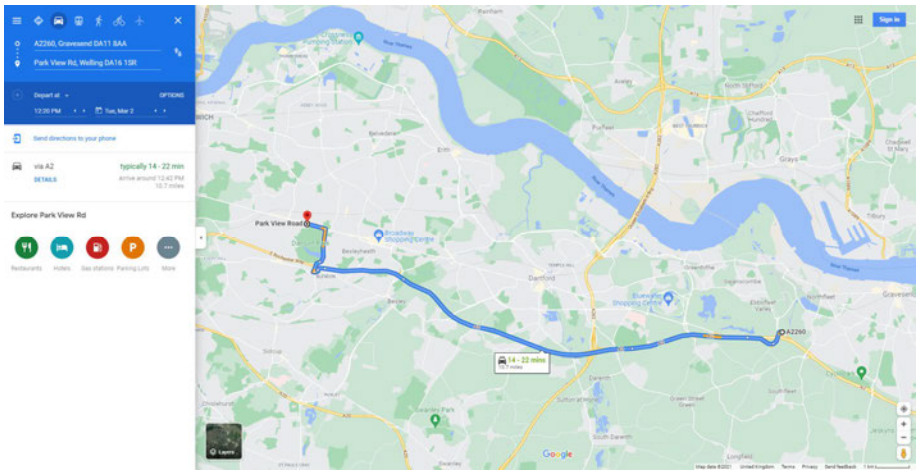
2.8 West Hill/ Heath



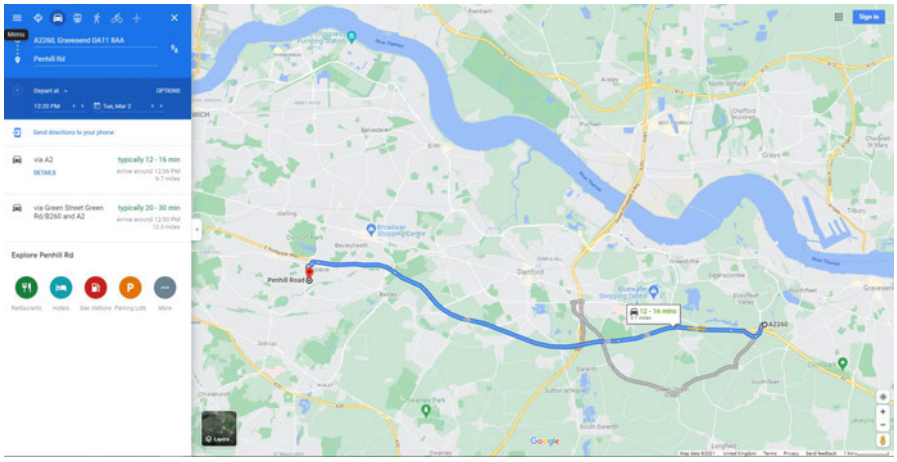


2.11 East Wickham / Danson Park

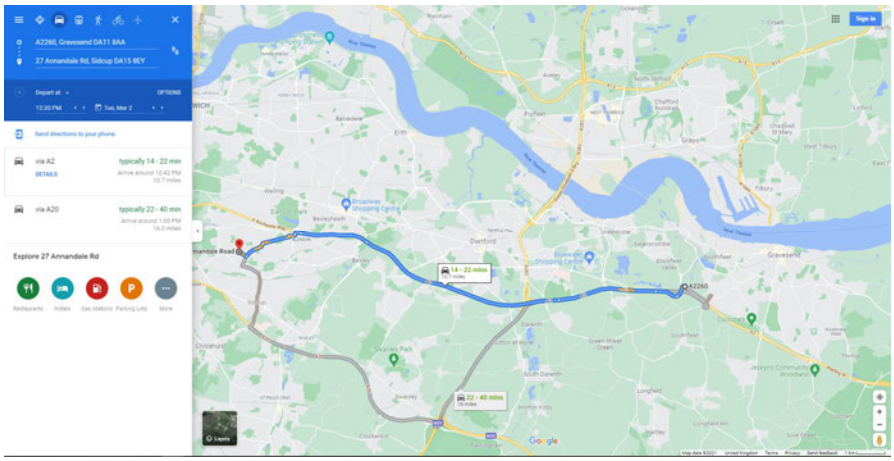


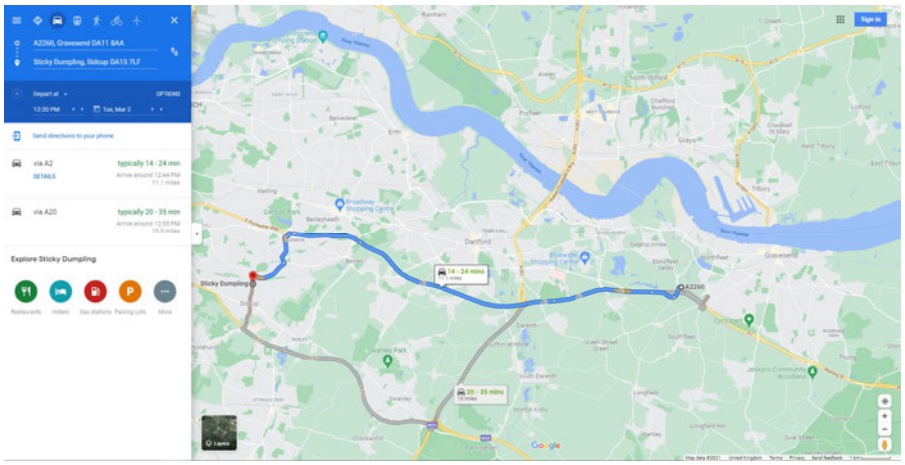


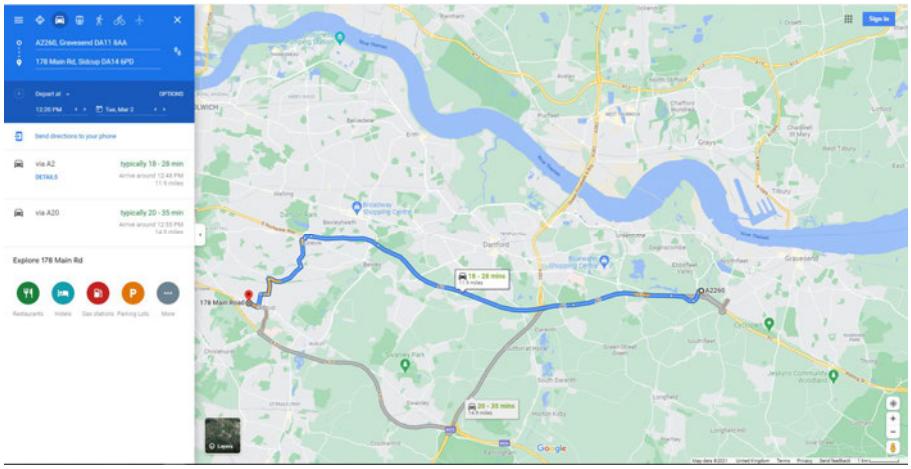
2.12 Blendon and Penhill



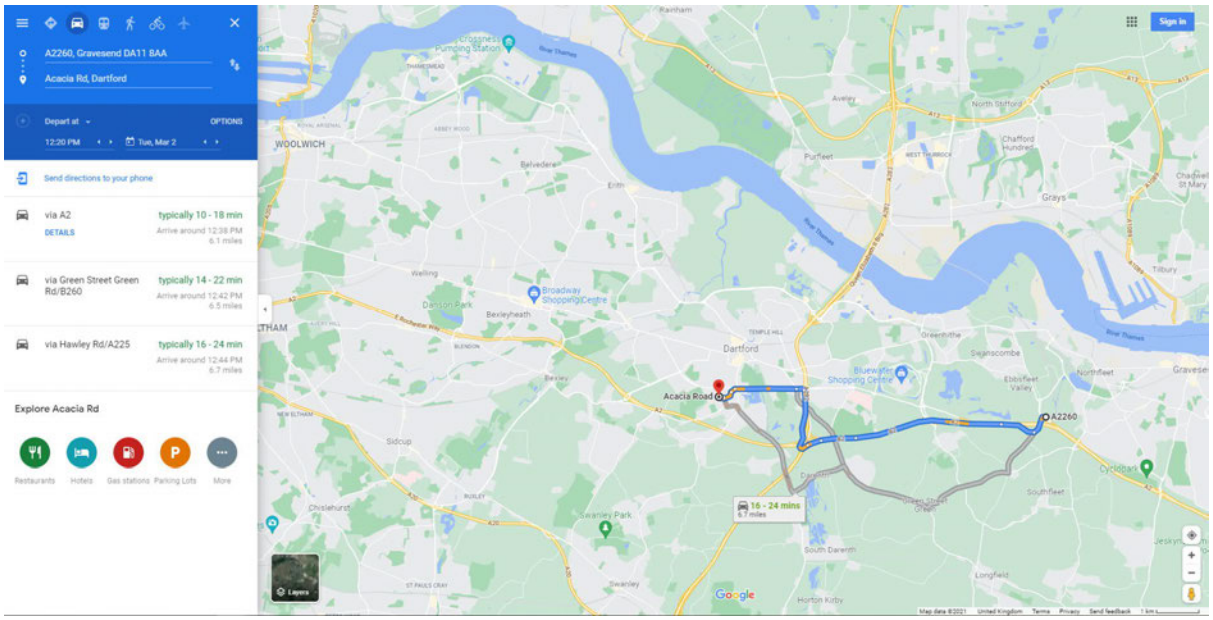
2.13 Blackfen/ Sidcup/ Longlands



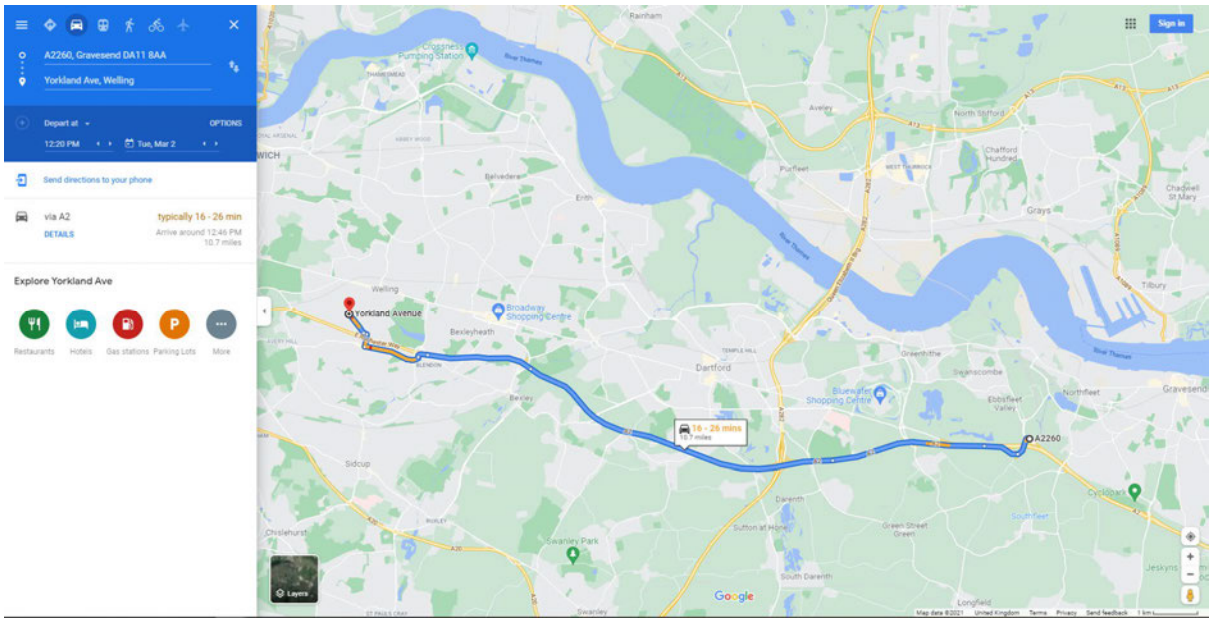




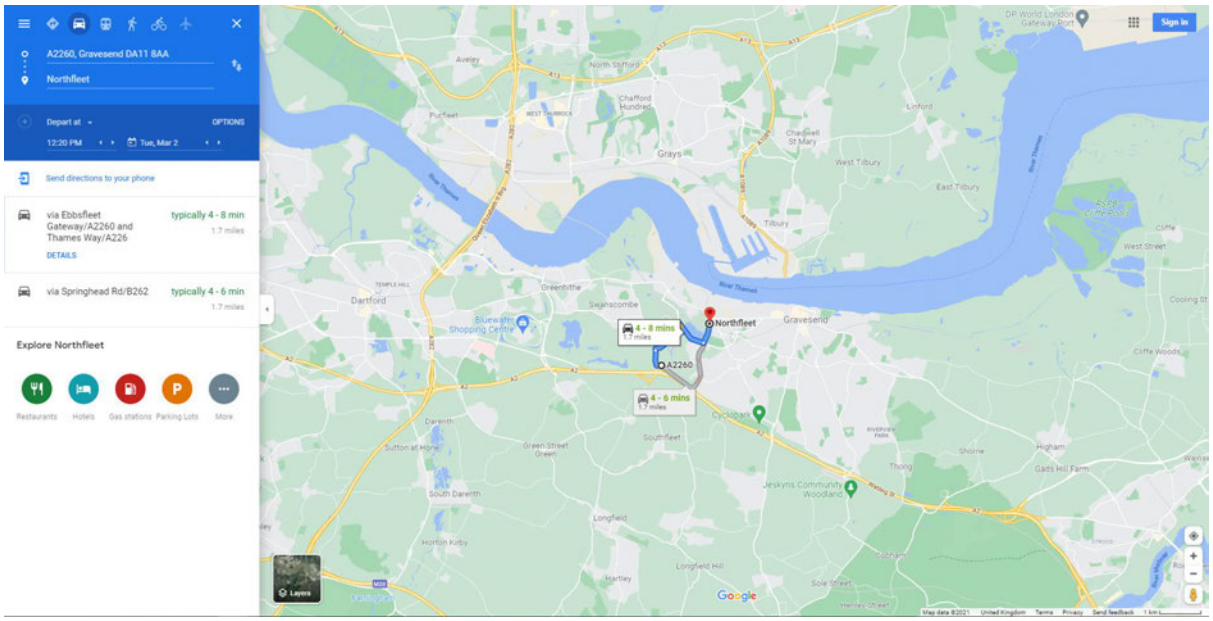
2.15 Princes – Similar to town – diverge diff points



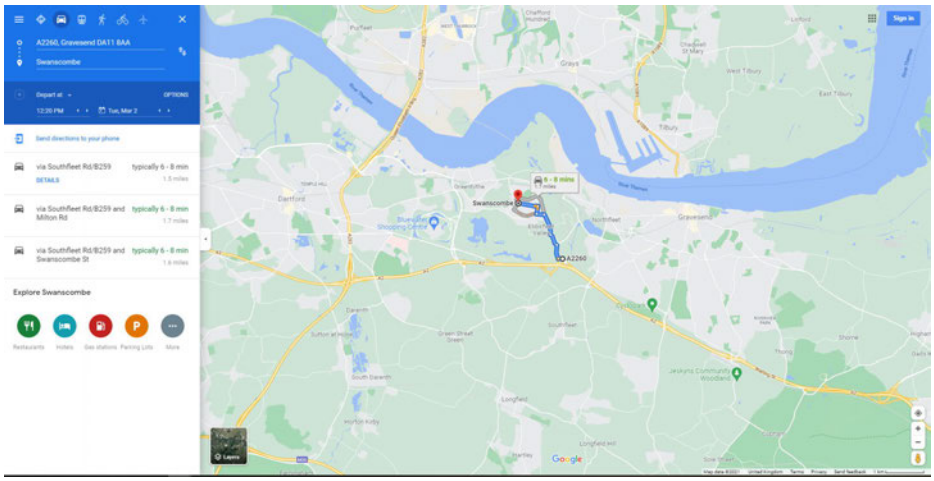
2.16 Falconwood and Welling

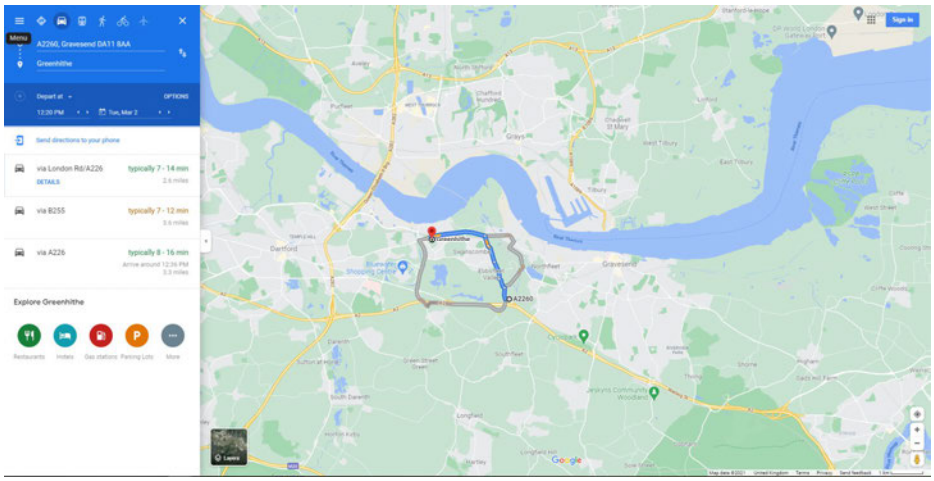


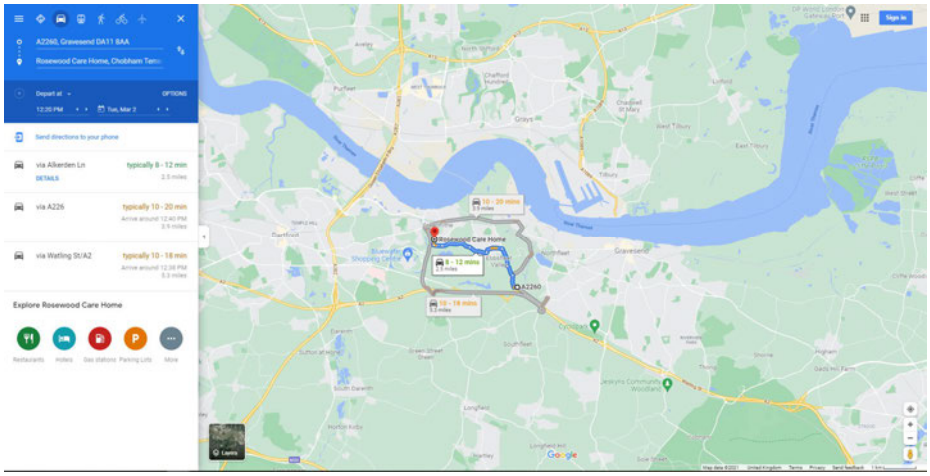
3.1 Northfleet north



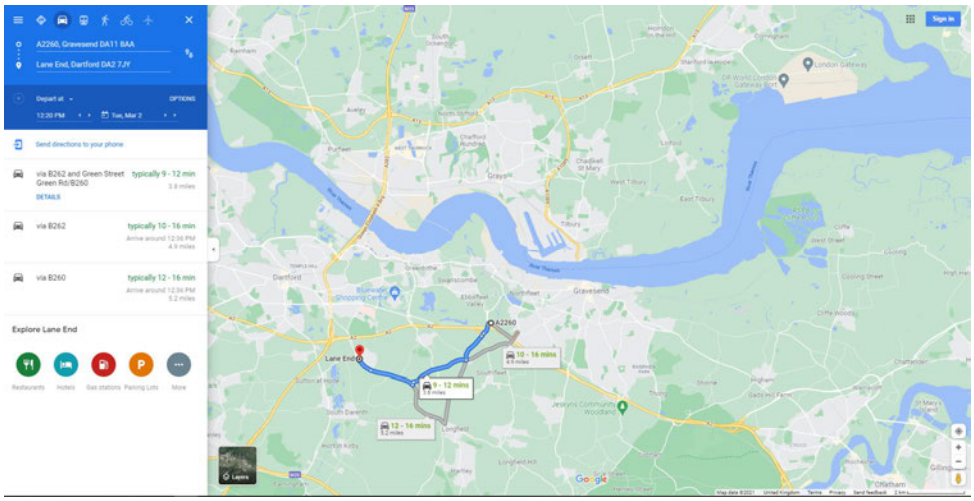
3.2 Swanscombe/ Greenhithe/ Castle







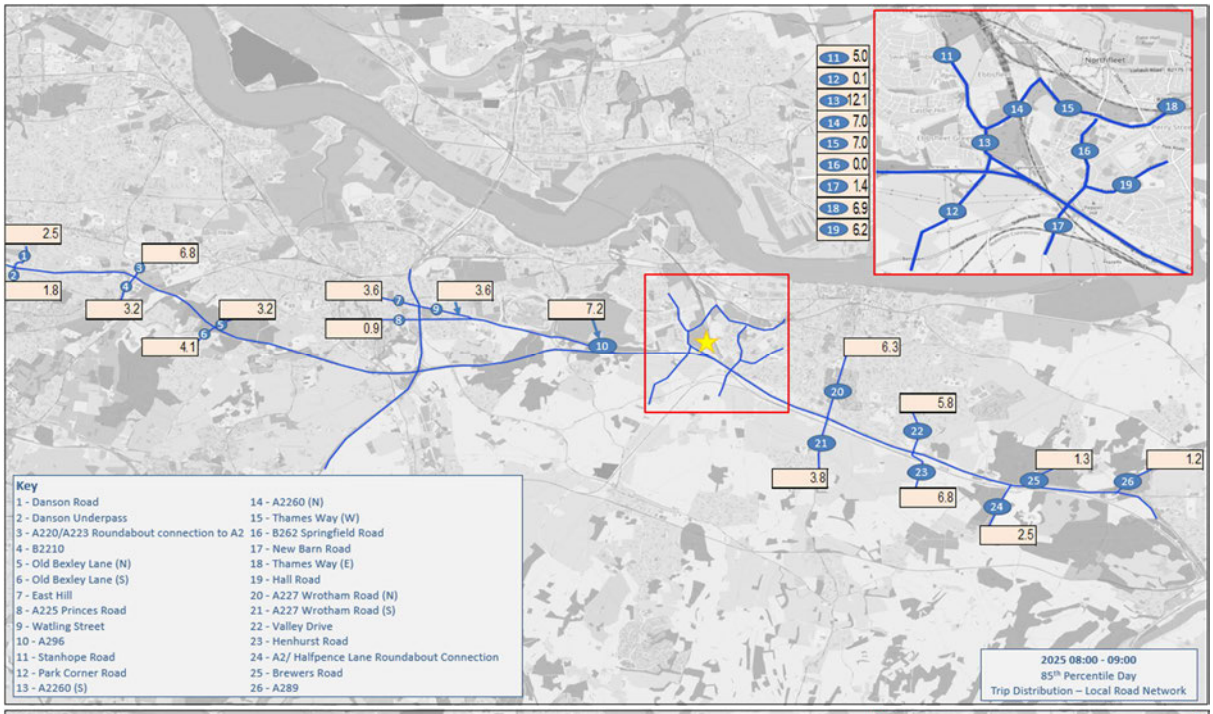
4.1 Bean and Darenth



Appendix D

Traffic Flow Diagrams

Confidential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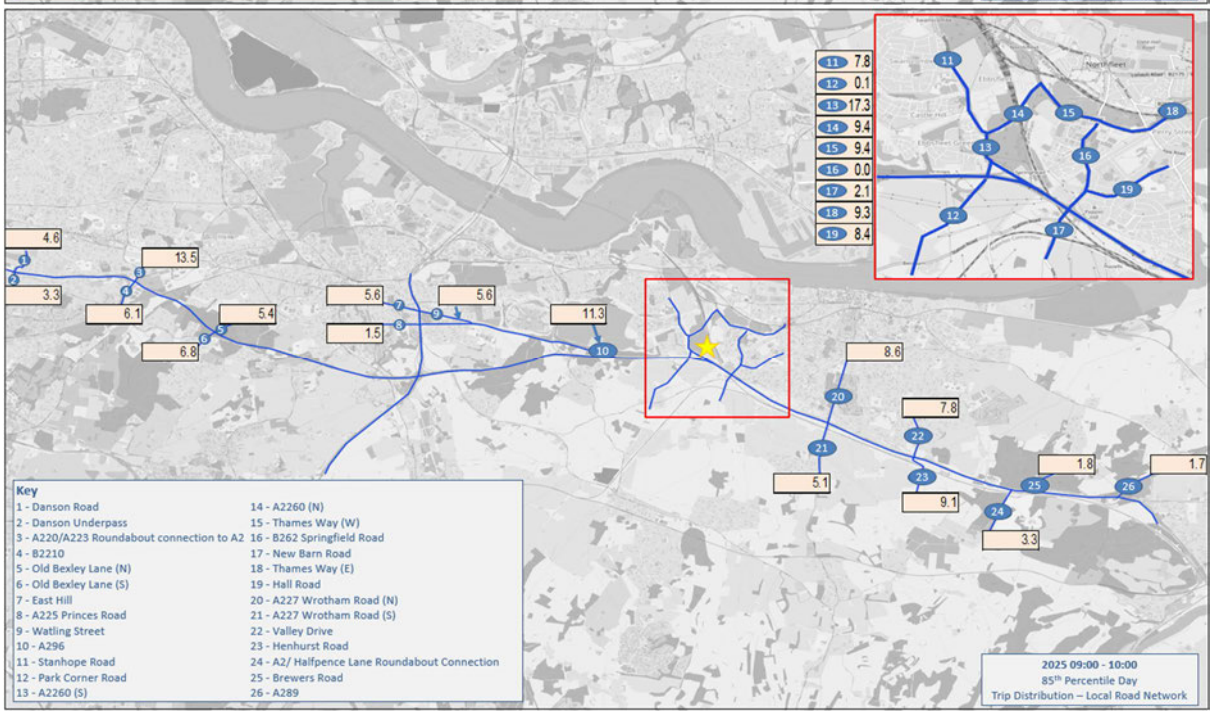
6.8
3.2
3.2
4.1
3.6
0.9
3.6
7.2
6.3
3.8
5.8
6.8
1.3
1.2
2.5
Key
1 - Danson Road
2 - Danson Underpass
3 - A220/A223 Roundabout connection to A2
4 - B2210
5 - Old Bexley Lane (N)
6 - Old Bexley Lane (S)
7 - East Hill
8 - A225 Princes Road
9 - Watling Street
10 - A296
11 - Stanhope Road
12 - Park Corner Road
13 - A2260 (S)
14 - A2260 (N)
15 - Thames Way (W)
16 - B262 Springfield Road
17 - New Barn Road
18 - Thames Way (E)
19 - Hall Road
20 - A227 Wrotham Road (N)
21 - A227 Wrotham Road (S)
22 - Valley Drive
23 - Henhurst Road
24 - A2/ Halfpence Lane Roundabout Connection
25 - Brewers Road
26 - A289
2025 08:00 - 09:00
85th Percentile Day
Trip Distribution – Local Road Network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13.5
6.1
5.4
6.8
5.6
1.5
5.6
11.3
8.6
5.1
7.8
9.1
1.8
1.7
3.3
Key
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14 - A2260 (N)
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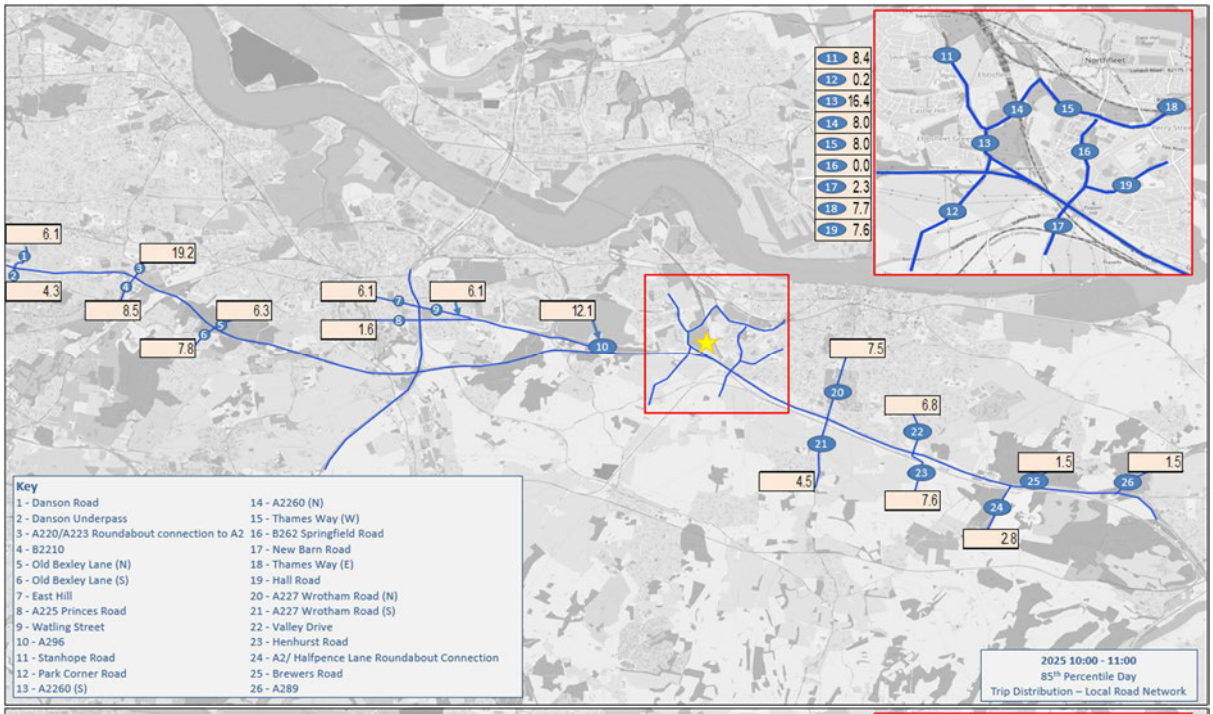
17 - New Barn Road
18 - Thames Way (E)
19 - Hall Road
20 - A227 Wrotham Road (N)
21 - A227 Wrotham Road (S)
22 - Valley Drive
23 - Henhurst Road
24 - A2/ Halfpence Lane Roundabout Connection
25 - Brewers Road
26 - A289
2025 09:00 - 10:00
85th Percentile Day
Trip Distribution – Local Road Network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17 2.3
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6.3
6.1
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12.1
7.5
4.5
6.8
7.6
1.5
2.8
1.5
Key
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19 - Hall Road
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21 - A227 Wrotham Road (S)
22 - Valley Drive
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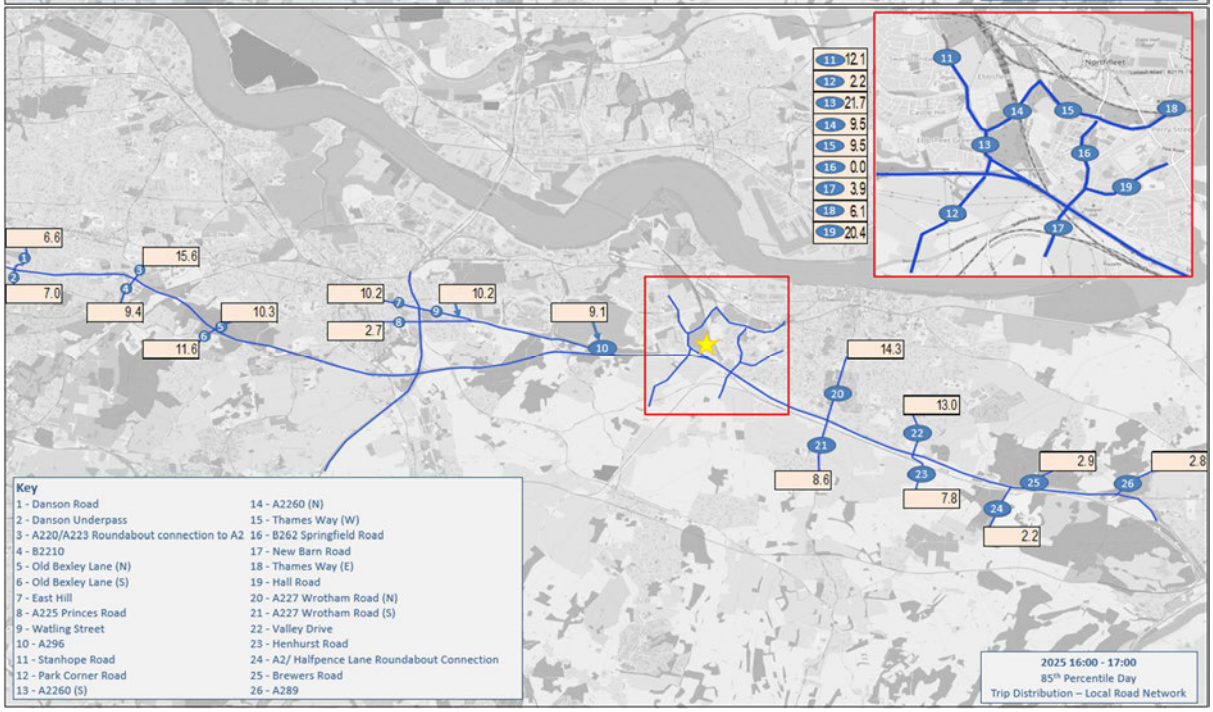
25 - Brewers Road
26 - A289
2025 10:00 - 11:00
85th Percentile Day
Trip Distribution – Local Road Network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17 3.9
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15.6
9.4
11.6
10.3
10.2
2.7
10.2
9.1
14.3
8.6
13.0
7.8
2.9
2.2
2.8
Key
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18 - Thames Way (E)
19 - Hall Road
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21 - A227 Wrotham Road (S)
22 - Valley Drive
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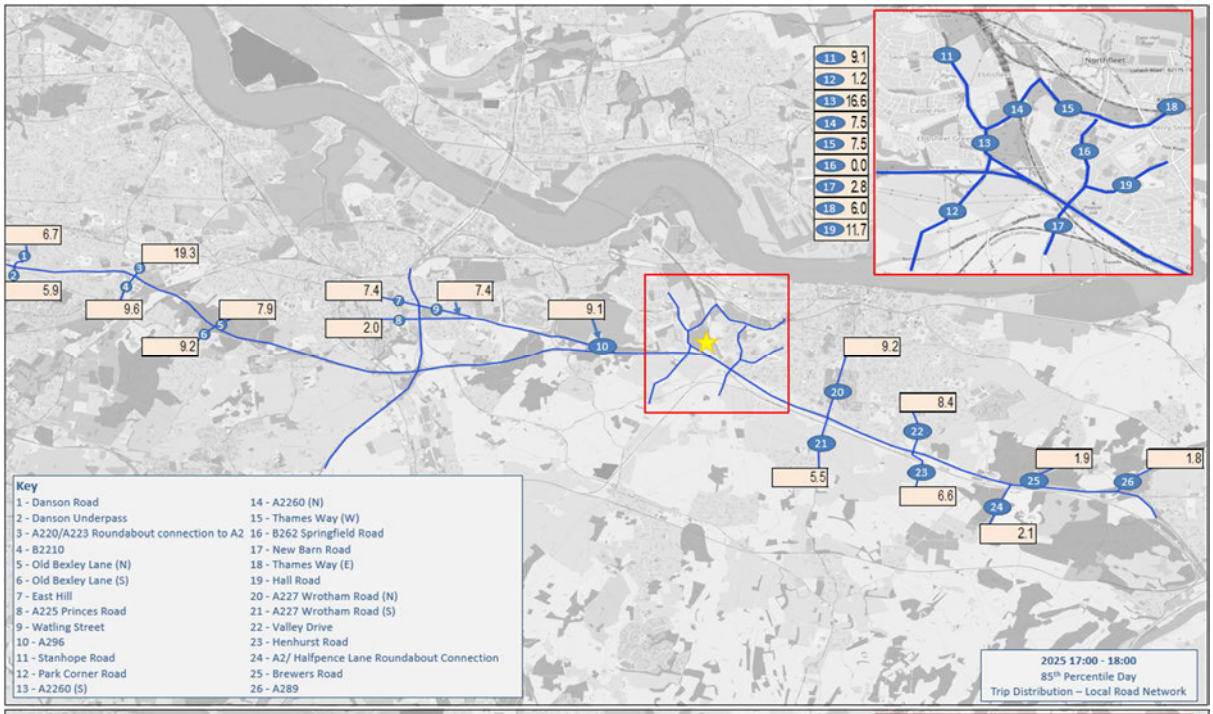
24 - A2/ Halfpence Lane Roundabout Connection
25 - Brewers Road
26 - A289
2025 16:00 - 17:00
85th Percentile Day
Trip Distribution – Local Road Network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9.6
7.9
9.2
7.4
7.4
2.0
9.1
9.2
8.4
5.5
6.6
1.9
1.8
2.1
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18 - Thames Way (E)
19 - Hall Road
20 - A227 Wrotham Road (N)
21 - A227 Wrotham Road (S)
22 - Valley Drive
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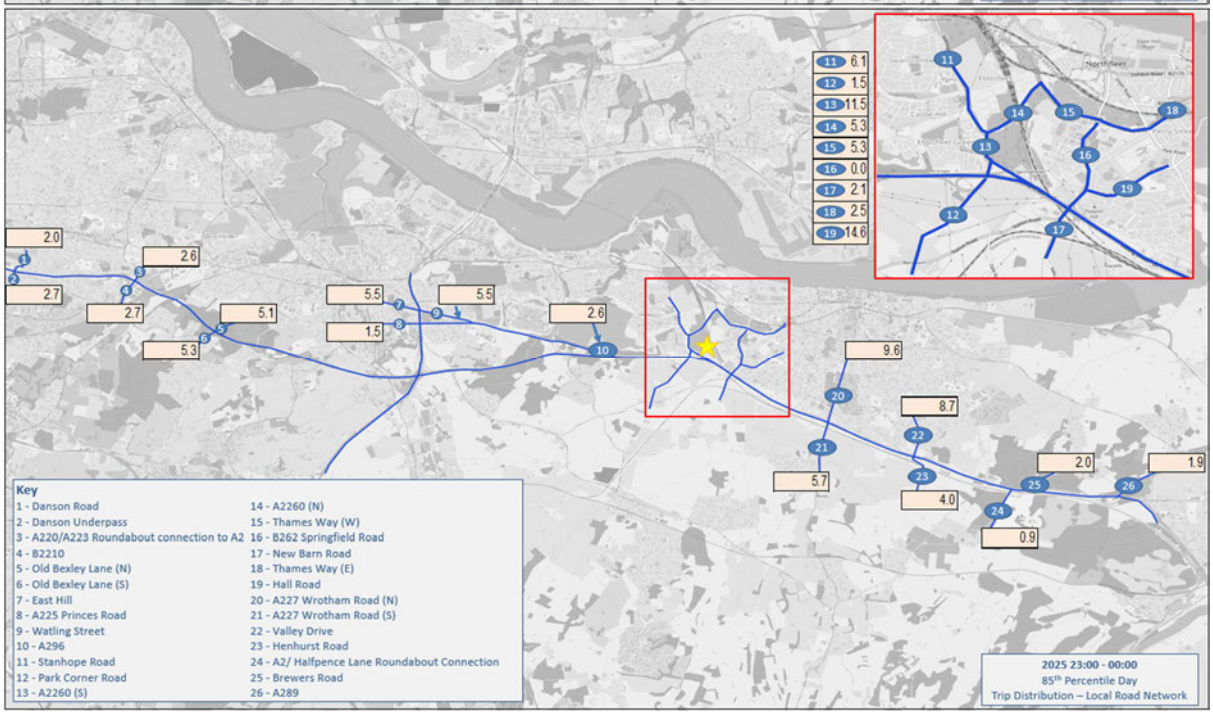
24 - A2/ Halfpence Lane Roundabout Connection
25 - Brewers Road
26 - A289
2025 17:00 - 18:00
85th Percentile Day
Trip Distribution – Local Road Network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17 2.1
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21 - A227 Wrotham Road (S)
22 - Valley Drive
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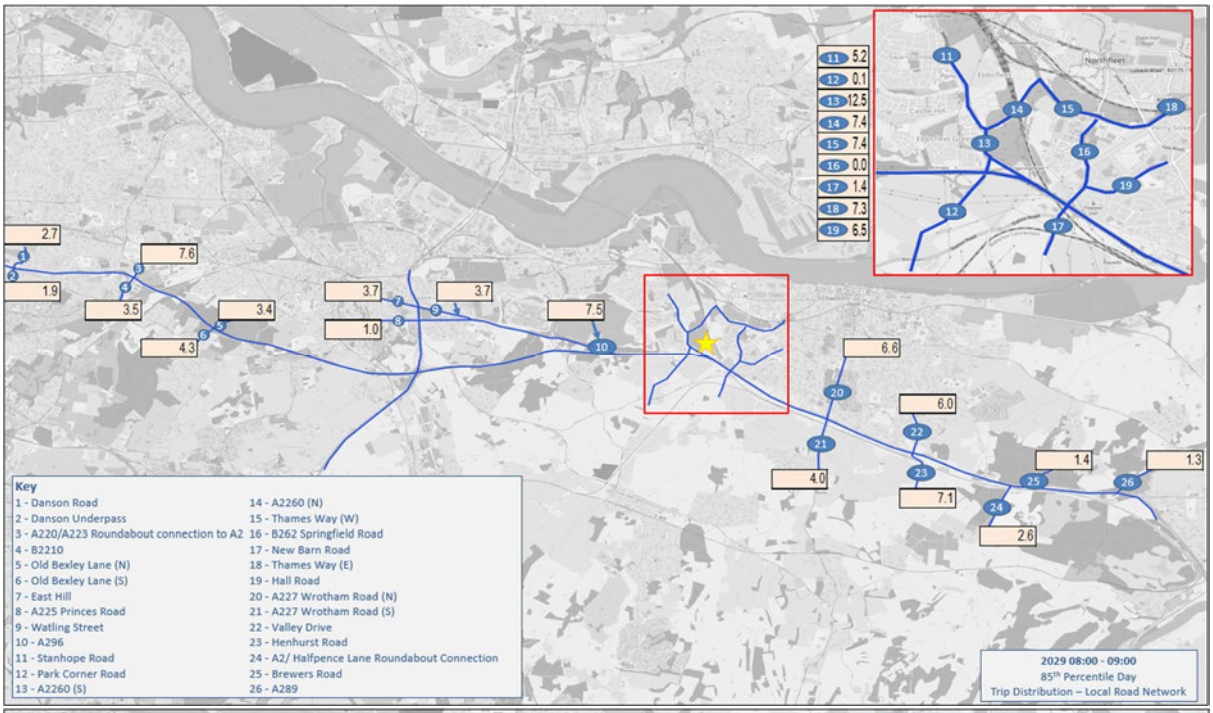
25 - Brewers Road
26 - A289
2025 23:00 - 00:00
85th Percentile Day
Trip Distribution – Local Road Network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3.7
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4.0
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1.4
2.6
1.3
Key
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26 - A289
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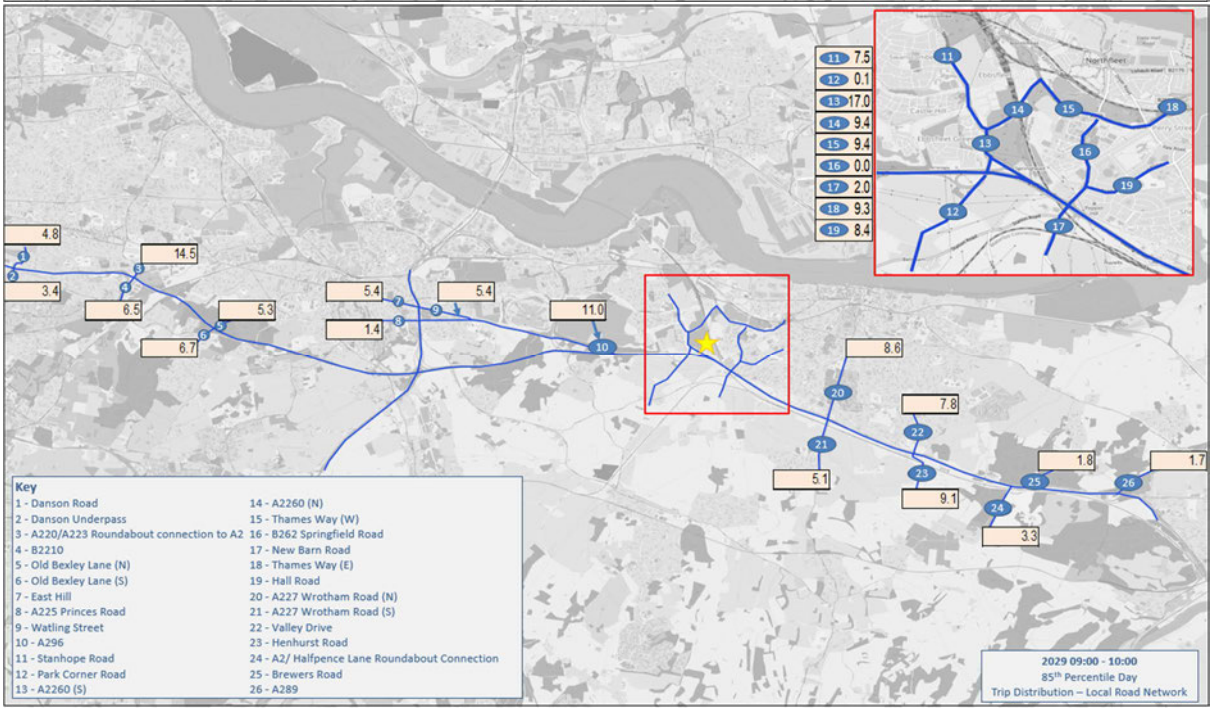
Trip Distribution – Local Road Network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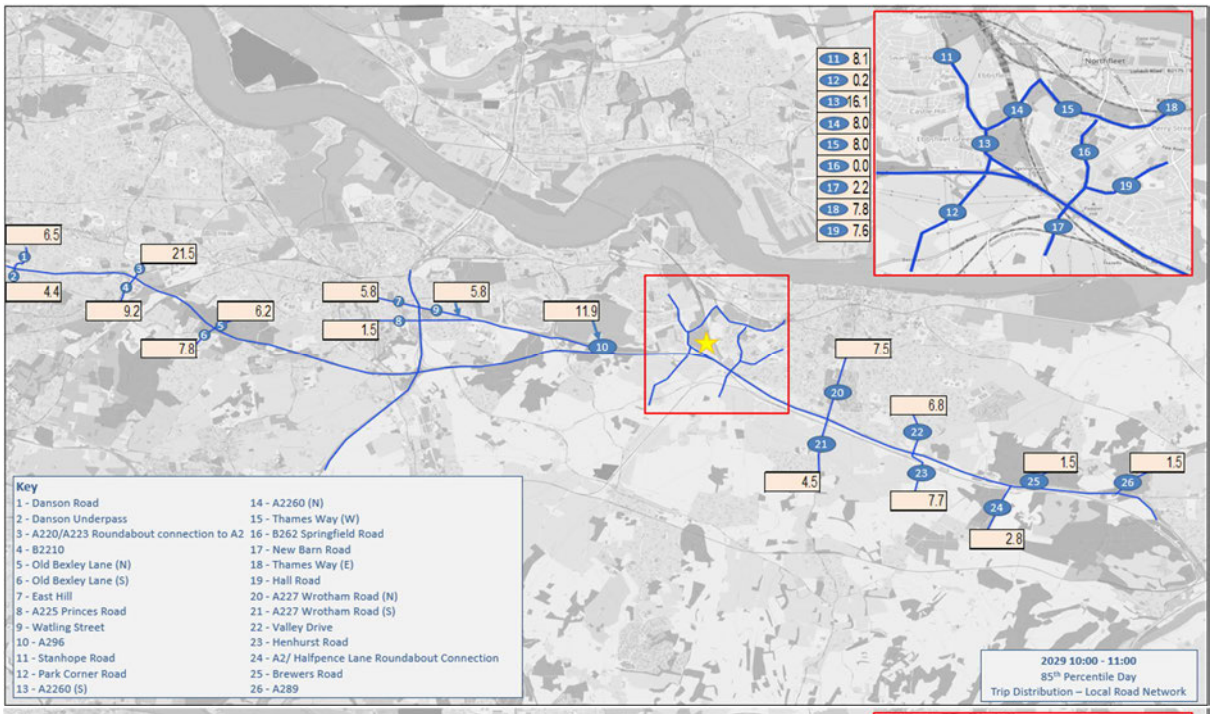
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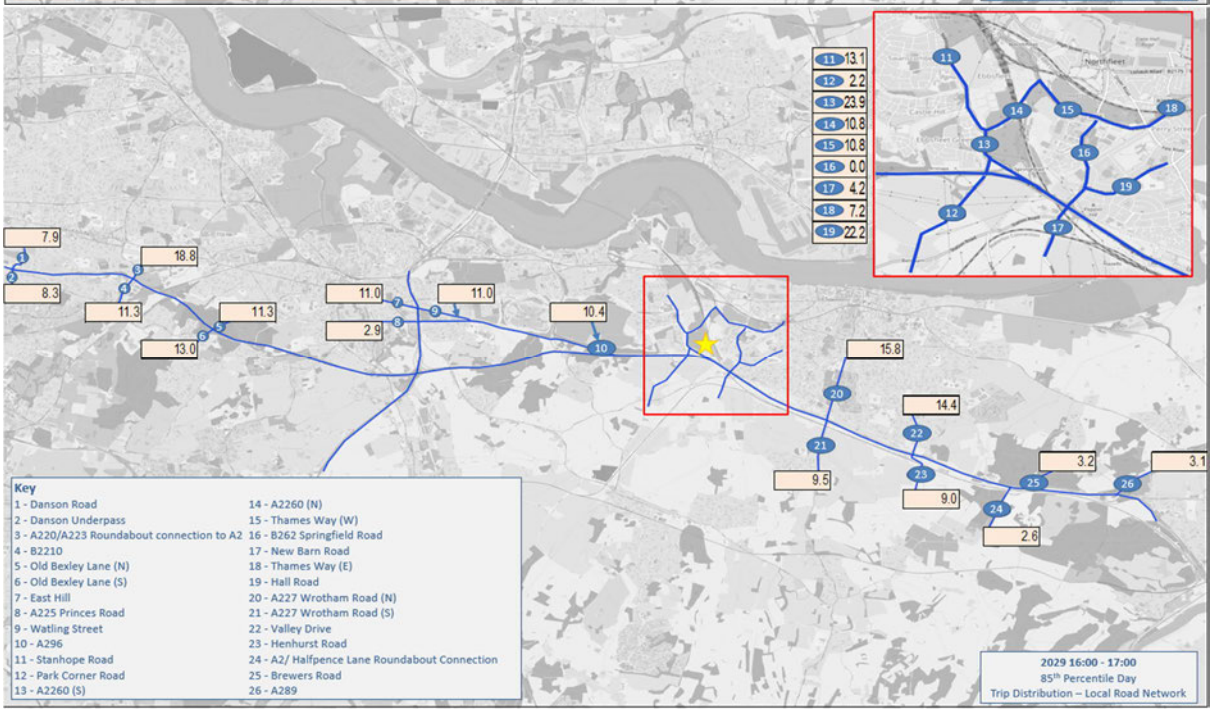
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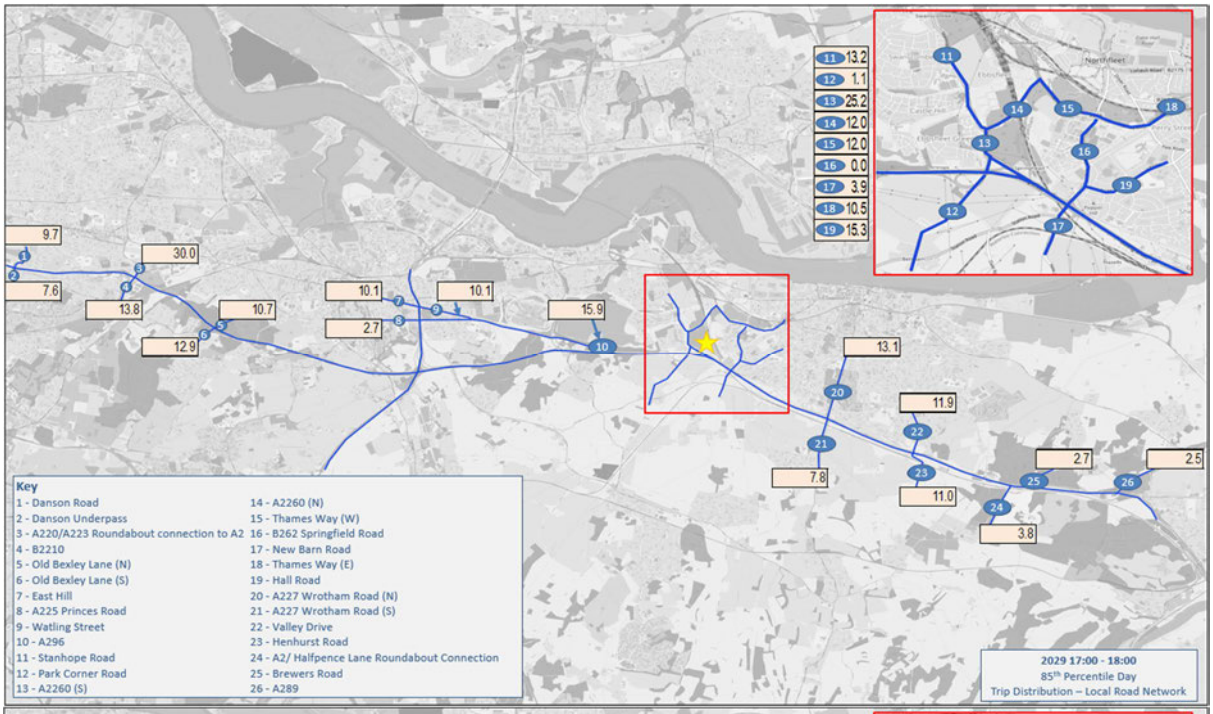
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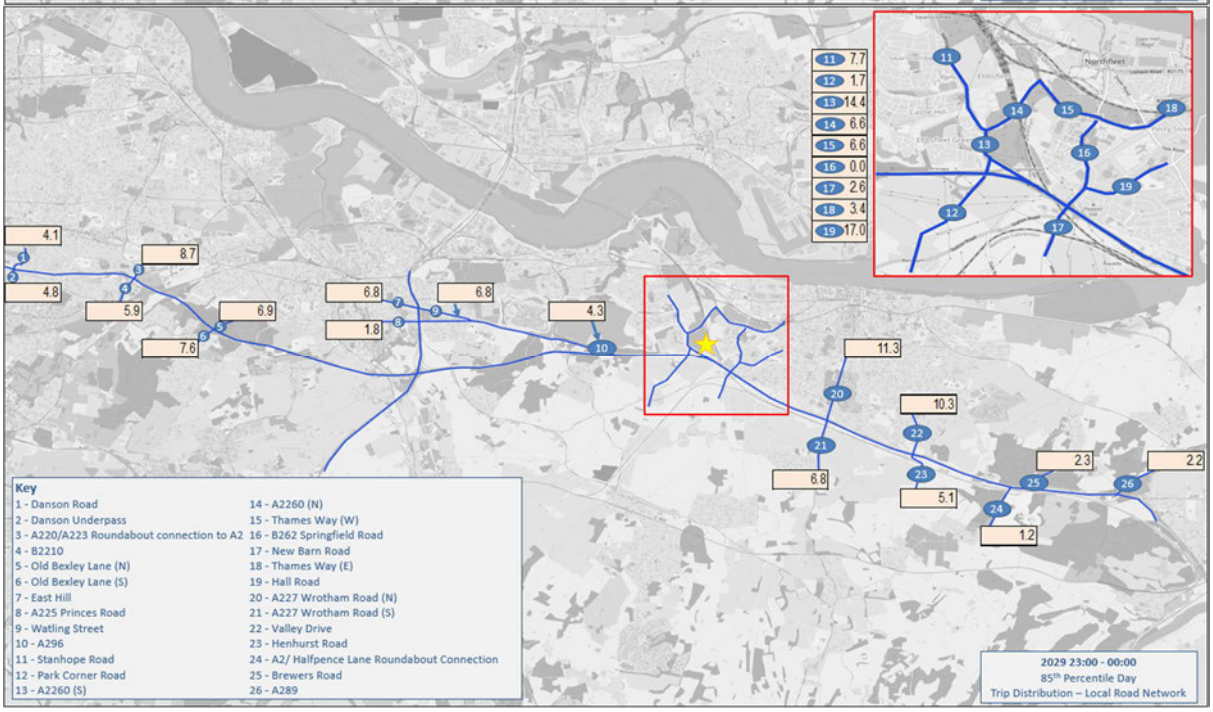
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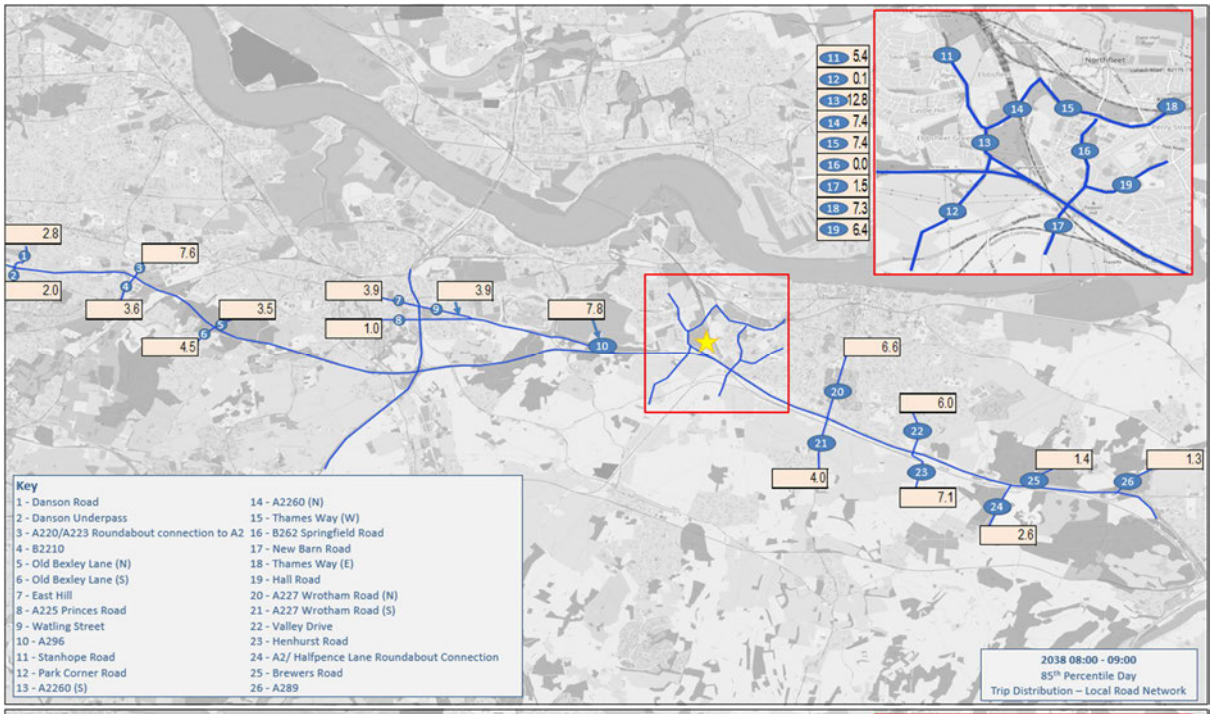
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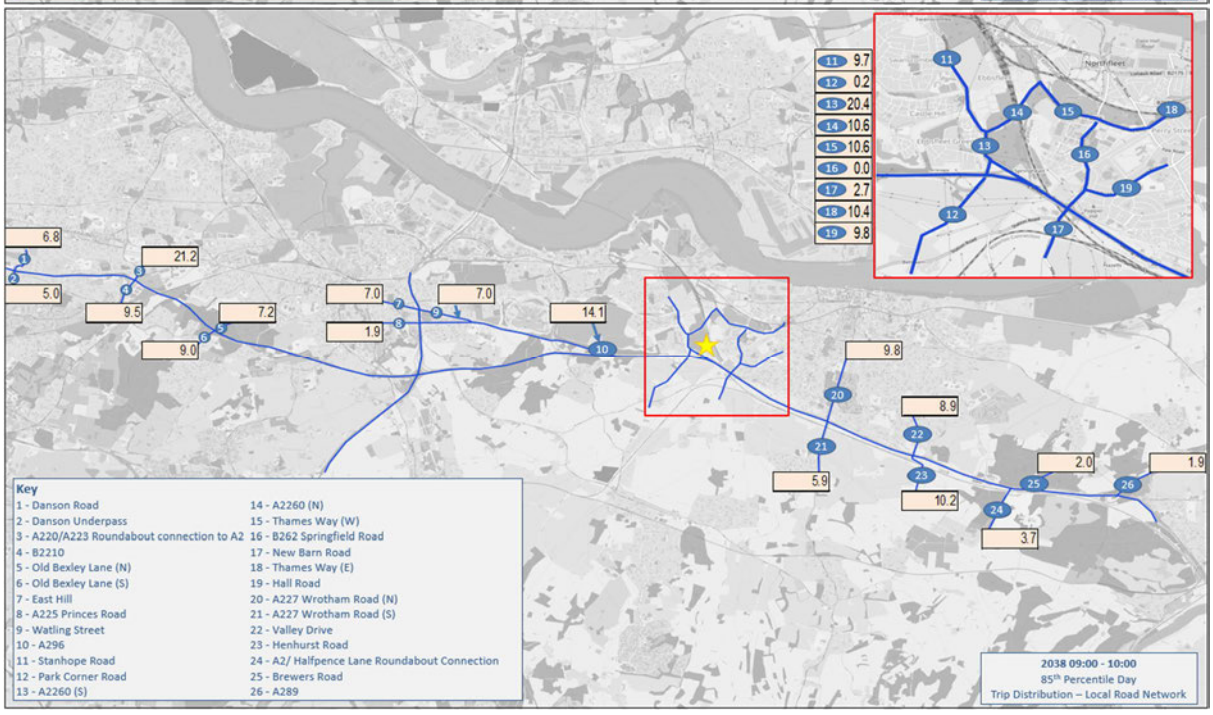
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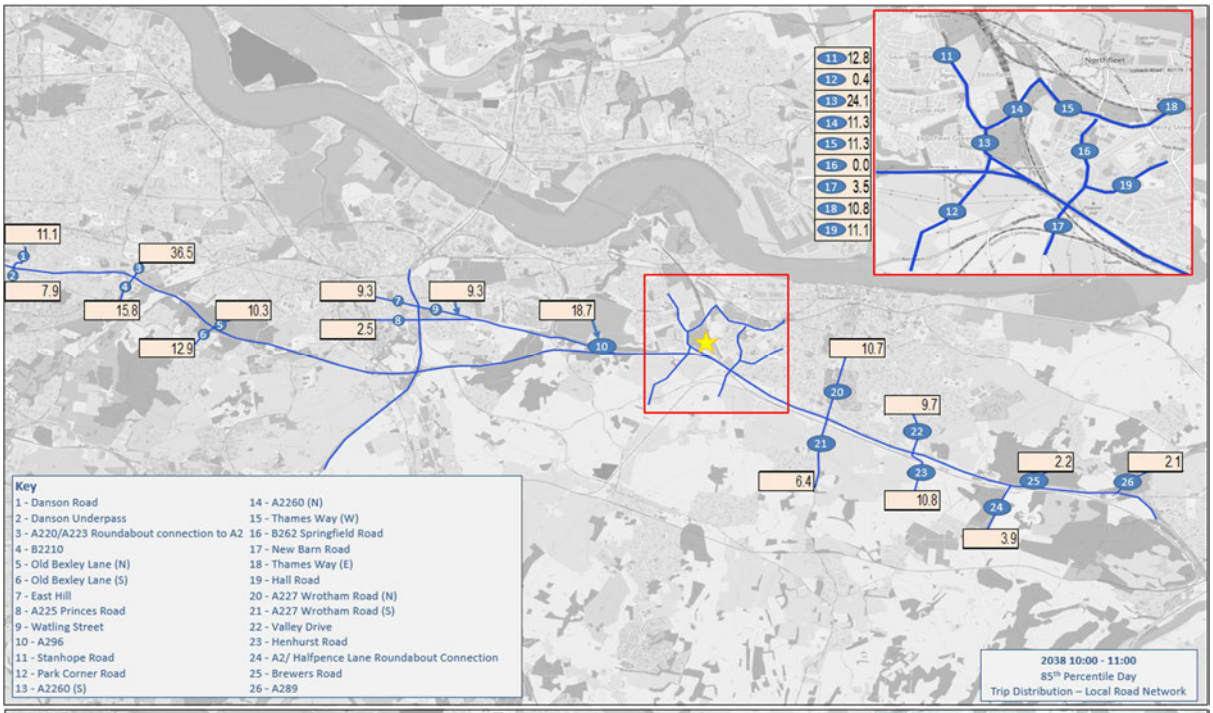
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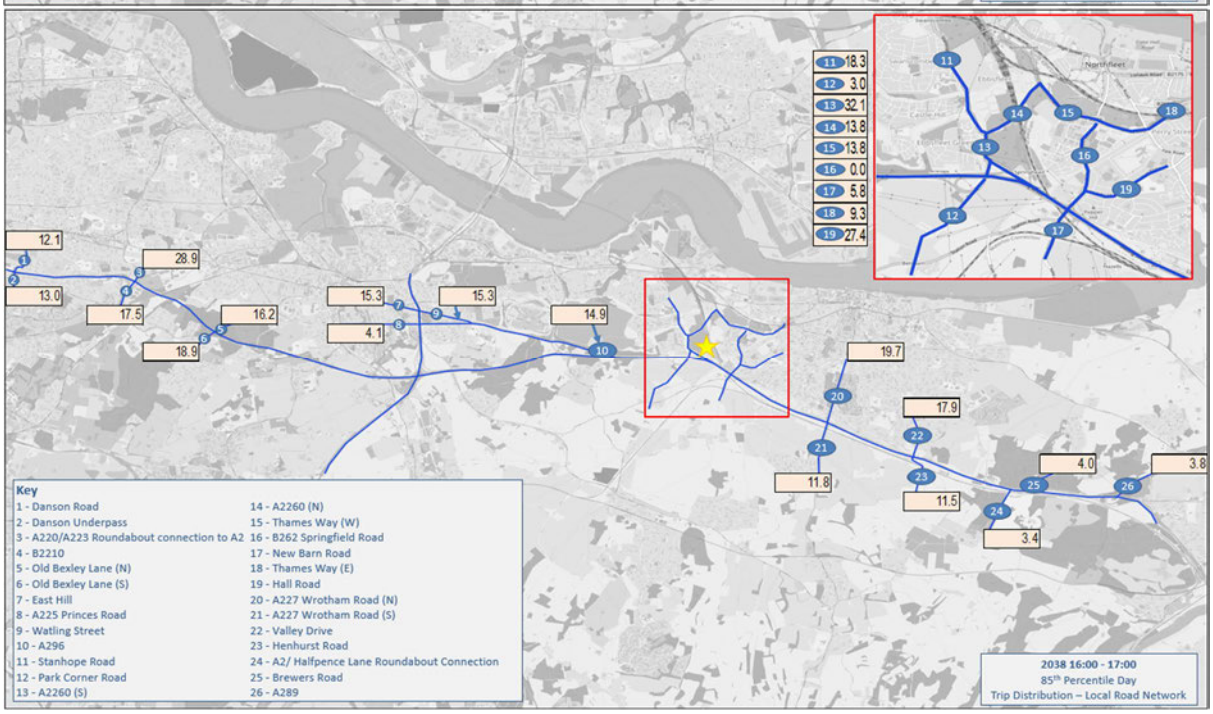
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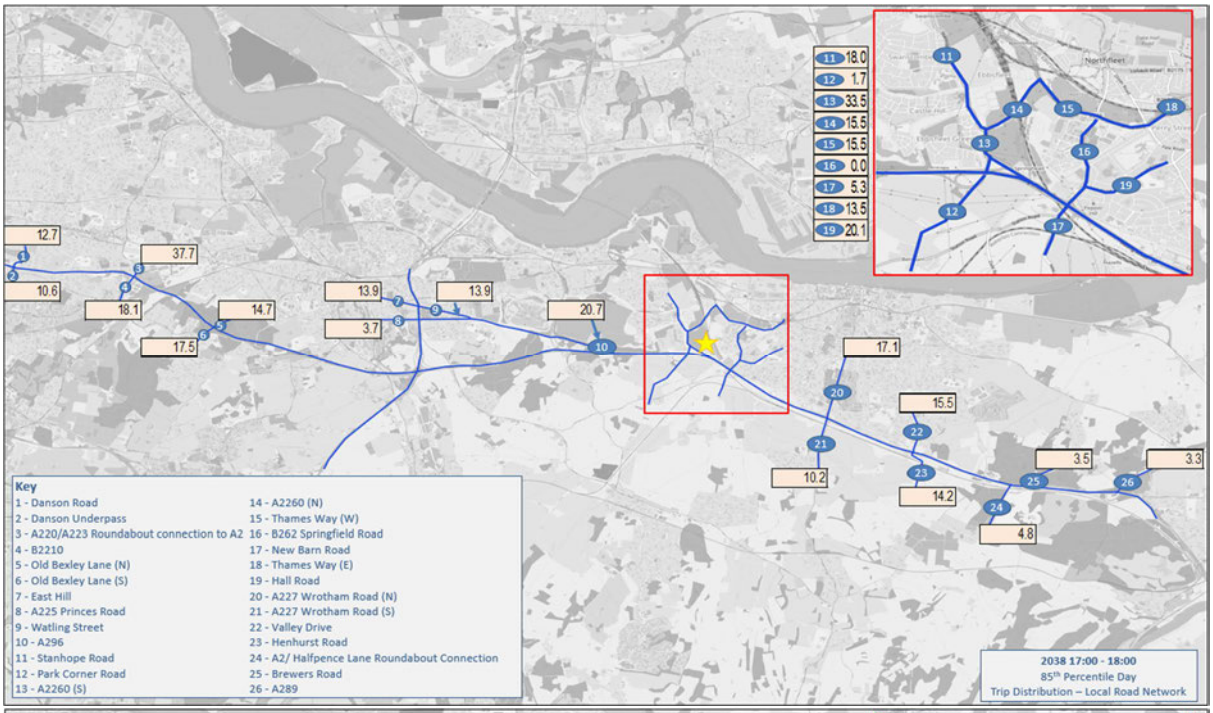
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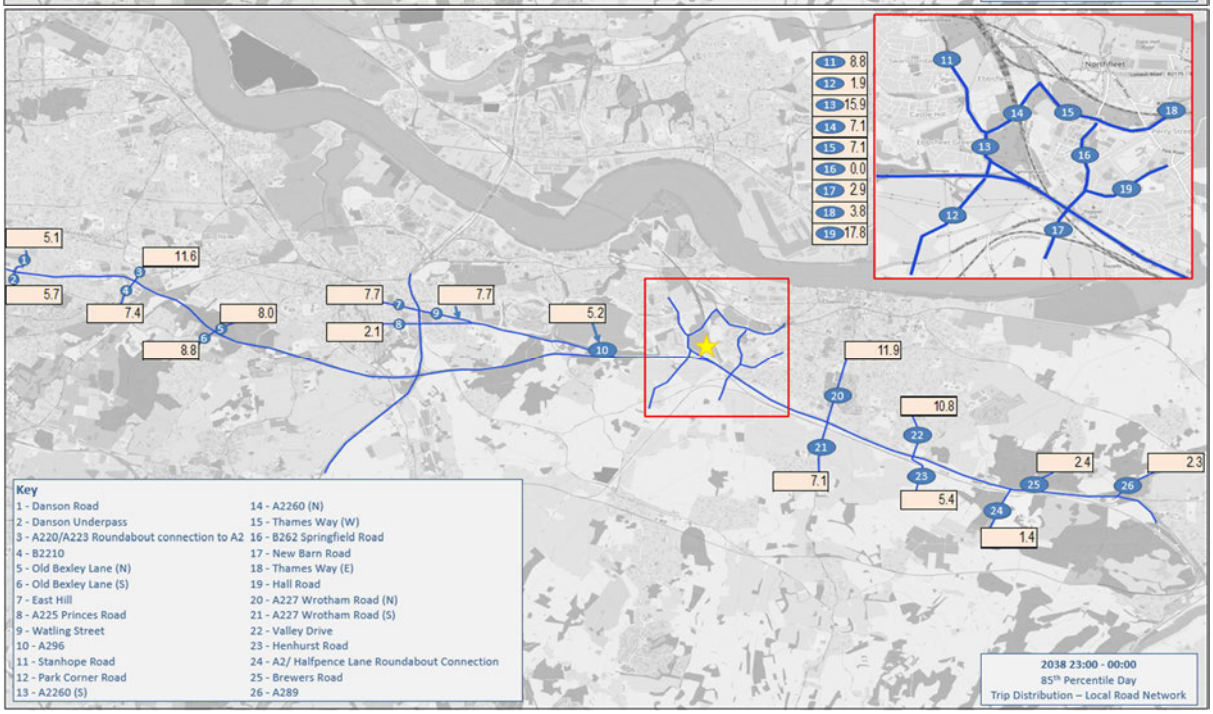
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Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

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TECHNICAL NOTE 14

DATE:	09 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Transport Assessment Update Note		
PROJECT:	London Resort	**AUTHOR:**	David Dixon
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

ANNEX 7 - TECHNICAL NOTE 13 – KCC MODEL COMMENTARY

TECHNICAL NOTE 13

DATE:	18 November 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	WSP comments on Kent Countywide Model		
PROJECT:	70063529 London Resort	**AUTHOR:**	Sally Powell
CHECKED:		**APPROVED:**	

INTRODUCTION

A VISUM strategic highway model representing the Kent area has been made available to WSP for review by Jacobs on behalf of Kent County Council (KCC). This technical note provides a brief summary of the aspects of the Kent Countywide Model (KCM) in relation to its use for the potential assessment of London Resort development traffic.

KCM – KEY FEATURES AND ISSUES

Model years:

- Base year – 2019
- Forecast year – 2037.

We are envisaging the developing of a new forecast year for the assessment of London Resort.

Time periods:

- AM peak hour (08:00-09:00).
- Inter peak hour (10:00-16:00 average hour).
- PM peak hour (17:00-18:00).

This would limit the application of the model for assessing London Resort traffic, due to the peak hours of development traffic not overlapping with existing peak hours, but it is possible to assess 'proxy' scenarios by loading the AM peak hour of development traffic e.g. 09:00-10:00 or 10:00-11:00, onto both the AM peak and Inter peak models, for example, and the PM peak hour of development traffic e.g. 16:00-17:00, onto the PM peak model, although this would overestimate total traffic. It would however represent a 'worst-case'.

Extent of Area of Detailed Modelling:

The model covers a large strategic area with the location of the London Resort falling just within the Area of Detailed Modelling (AoDM) in the north-west section as shown in Figure 1. The AoDM includes the M25 and A2 past the site.

North of the River Thames, Thurrock, is not part of the AoDM, which would be of concern in using the model to assess the London Resort development traffic. The Lower Thames Crossing is not currently included within the 2037 Do Minimum models and we feel it would be more appropriate to use a model that includes this scheme however this could be as a sensitivity assessment.

The detail of highway coding in the vicinity of London Resort (shown by the green area) is shown in Figure 2.

TECHNICAL NOTE 13

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SUBJECT:	WSP comments on Kent Countywide Model		
PROJECT:	70063529 London Resort	**AUTHOR:**	Sally Powell
CHECKED:		**APPROVED:**	

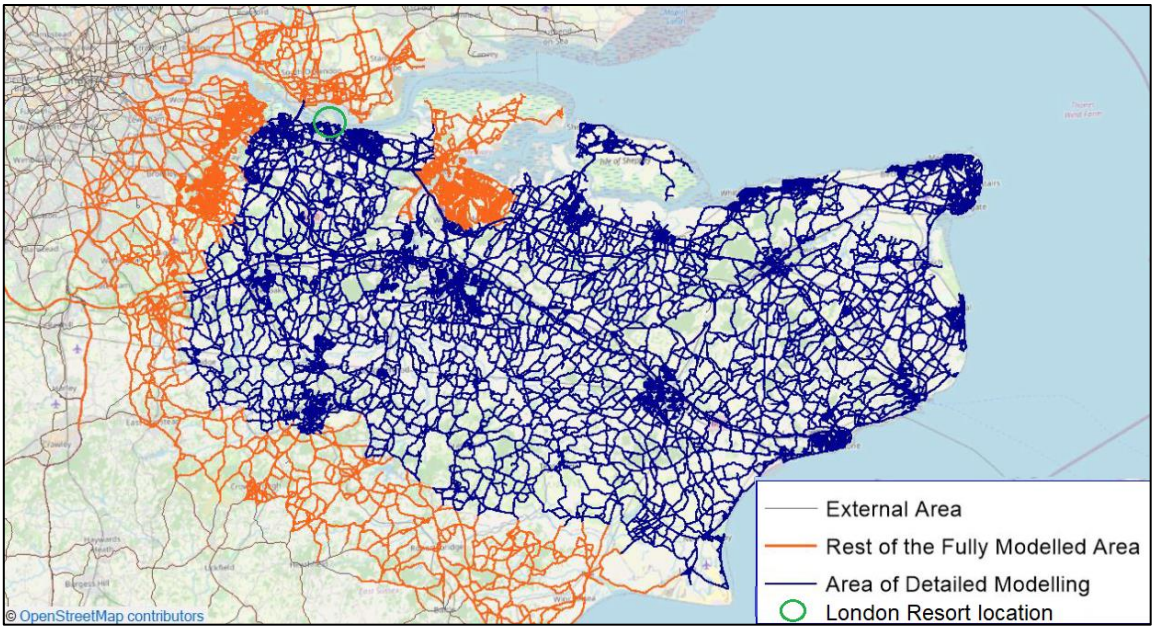

Figure 1: AoDM

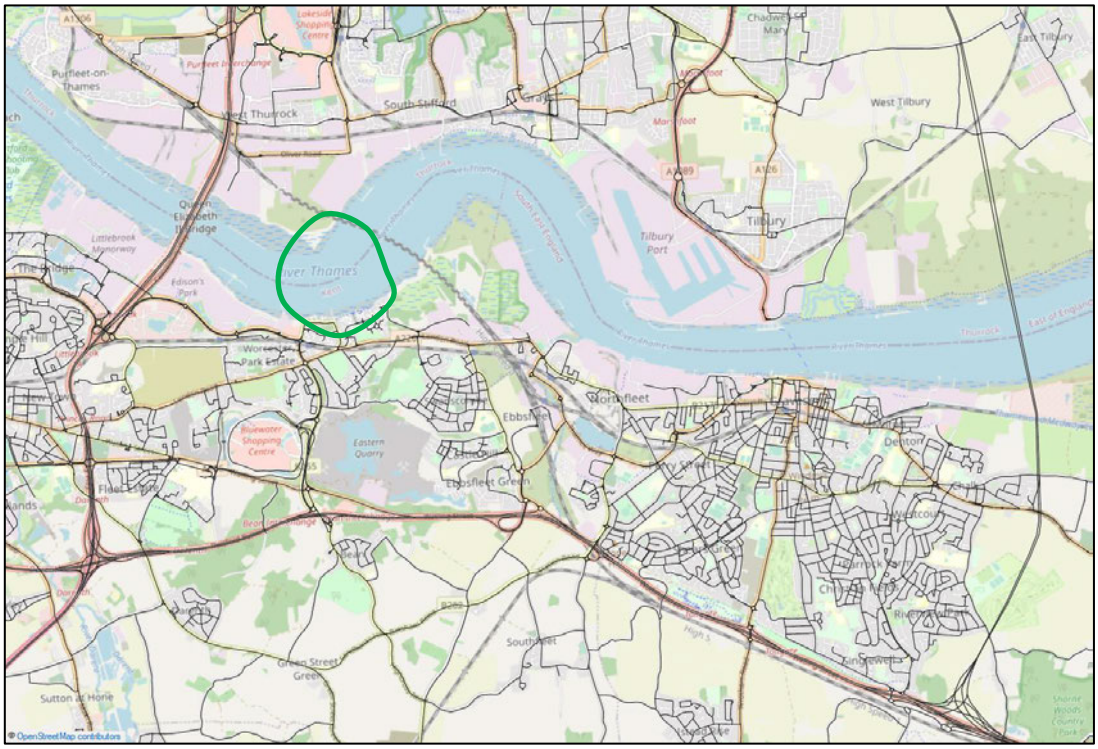

Figure 2: Highway network around London Resort

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SUBJECT:	WSP comments on Kent Countywide Model		
PROJECT:	70063529 London Resort	**AUTHOR:**	Sally Powell
CHECKED:		**APPROVED:**	

Zone Granularity and Connectors:

Zones in the vicinity of the proposed London Resort development which are too large and may cause issues with routing of local traffic around this area:

- **Zone 103008:** Ebbsfleet and development site, includes ManorWay Business Park, Ebbsfleet International Station and part of Swanscombe. All of the traffic to/from this zone accesses the highway network via a single point at the northern end of the B259 Swanscombe High Street.
- **Zone 103027:** includes Bluewater shopping centre and part of the Worcester Park Estate and Edisons Park, from the A296 to the A282, with a choice of three connectors open to all vehicle classes (except for the residential area to which goods vehicles are not permitted). The coding of this particular zone could cause instability in route choice to/from this zone between two major routes and would be of concern if using the model to assess the London Resort development traffic.

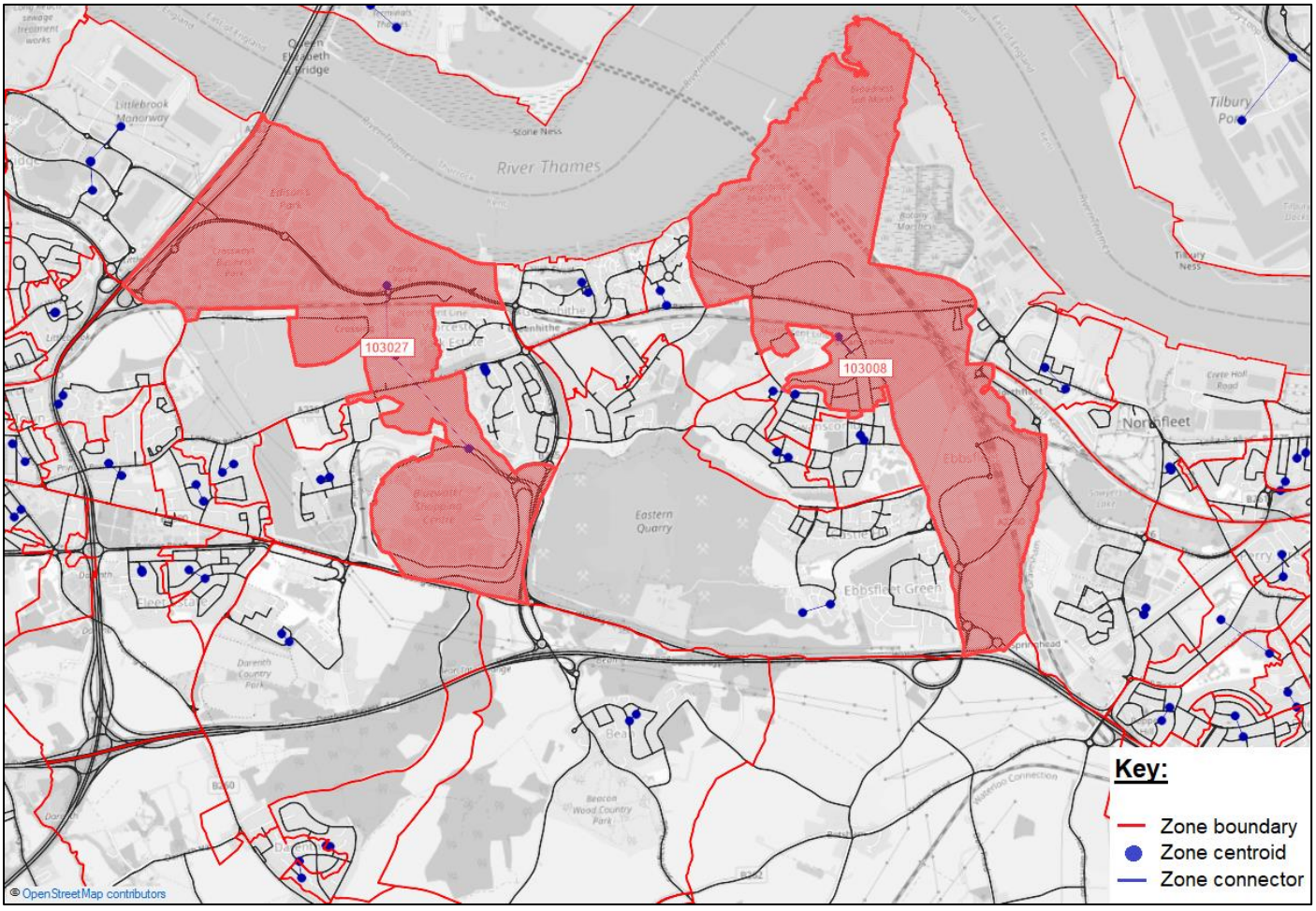

Figure 3: Zones and connectors around London Resort

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CHECKED:		**APPROVED:**	

Since a dedicated new access road would be provided with the proposed London Resort development the model would be used mainly to assess the impacts on traffic flows on the wider strategic network. The granularity of local zones would not be of too much concern, however the large zone covering Bluewater may cause issues with route choice around these strategic routes.

Some zone disaggregation would be required with more detailed connections offered to improve the loading and route choice of traffic.

Coding issues:

Network coding issue which prevents traffic from travelling eastbound on the A226 London Road; instead, traffic from the west turns right onto Swanscombe High Street as shown in Figure 4. This could result in an over-prediction of traffic demand on the north-south route.

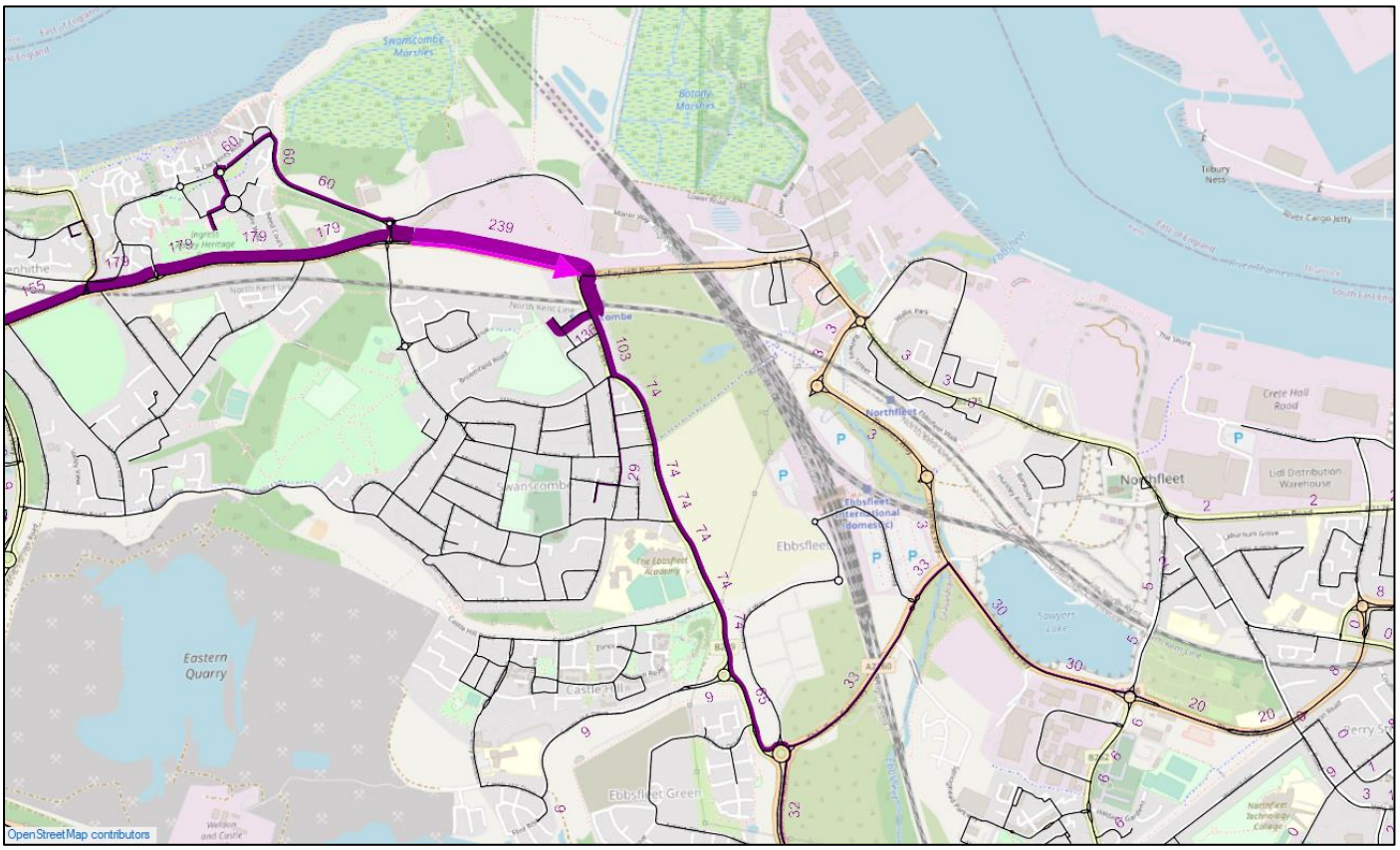

Figure 4: Network coding issue

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DATE:	18 November 2021	**CONFIDENTIALITY:**	Confidential
SUBJECT:	WSP comments on Kent Countywide Model		
PROJECT:	70063529 London Resort	**AUTHOR:**	Sally Powell
CHECKED:		**APPROVED:**	

Validation on the Strategic Road Network (SRN):

Figure 5 to Figure 7 show the traffic flow GEH levels in the observed locations, in each time period. Very few links around the locality of the proposed development report an acceptable GEH as per Department for Transport (DfT) Transport Analysis Guidance (TAG). This is particularly important with regards to the SRN on the M25, A2 and the Darenth Interchange.

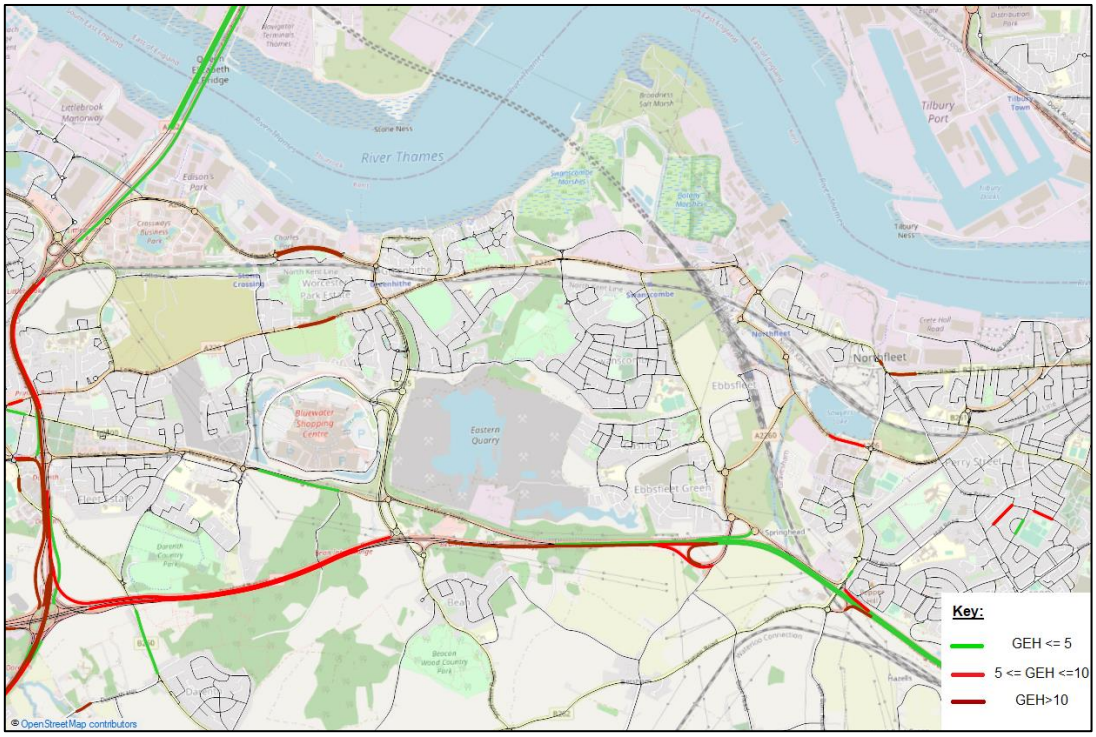

Figure 5: AM peak Link GEH

TECHNICAL NOTE 13

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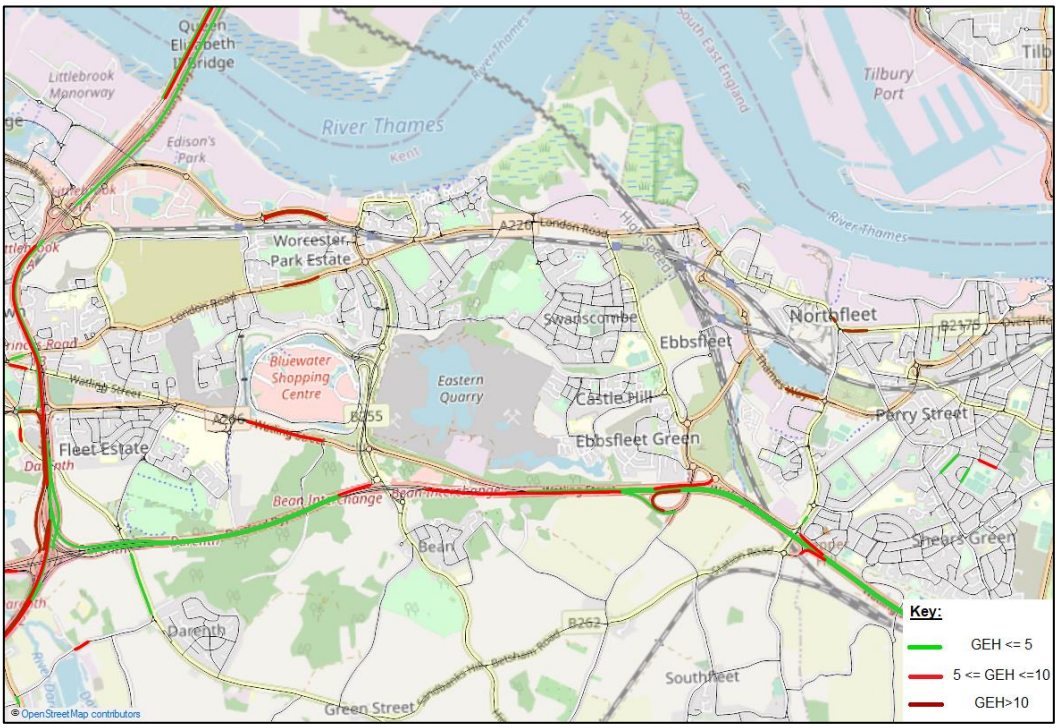

Figure 6: IP Link GEH

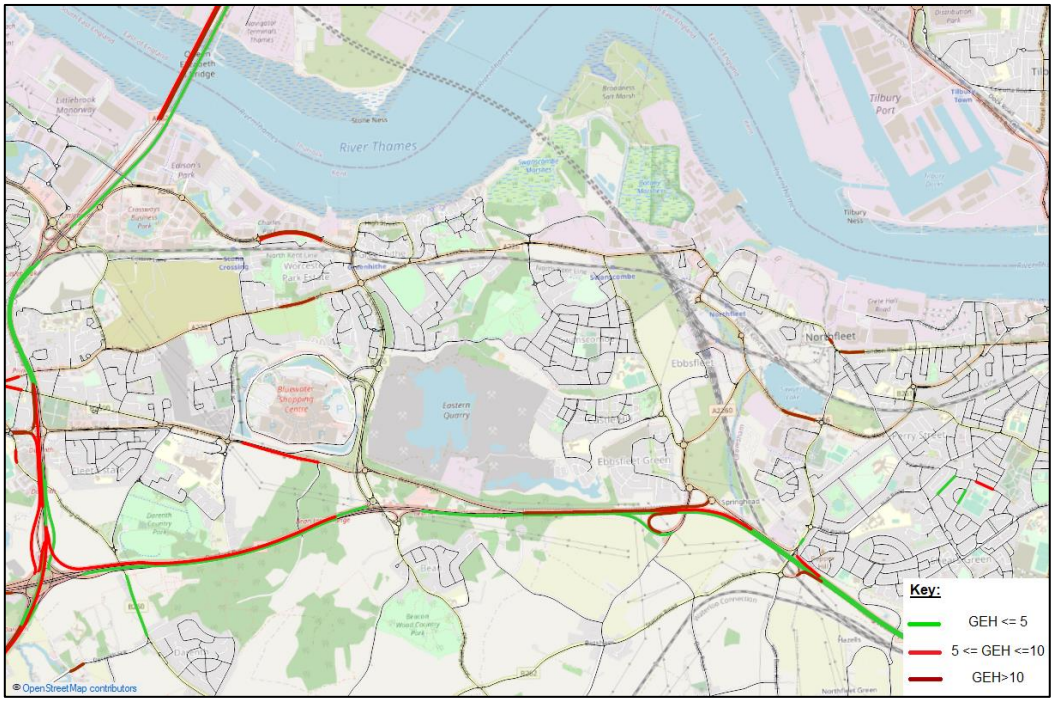

Figure 7: PM peak Link GEH

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The journey time routes i.e., Route 1, Route 2, Route 63 and Route 64 pass near to the proposed development along the A2 (routes 1/2) and the M25 (routes 63/64), as shown in Figure 8.

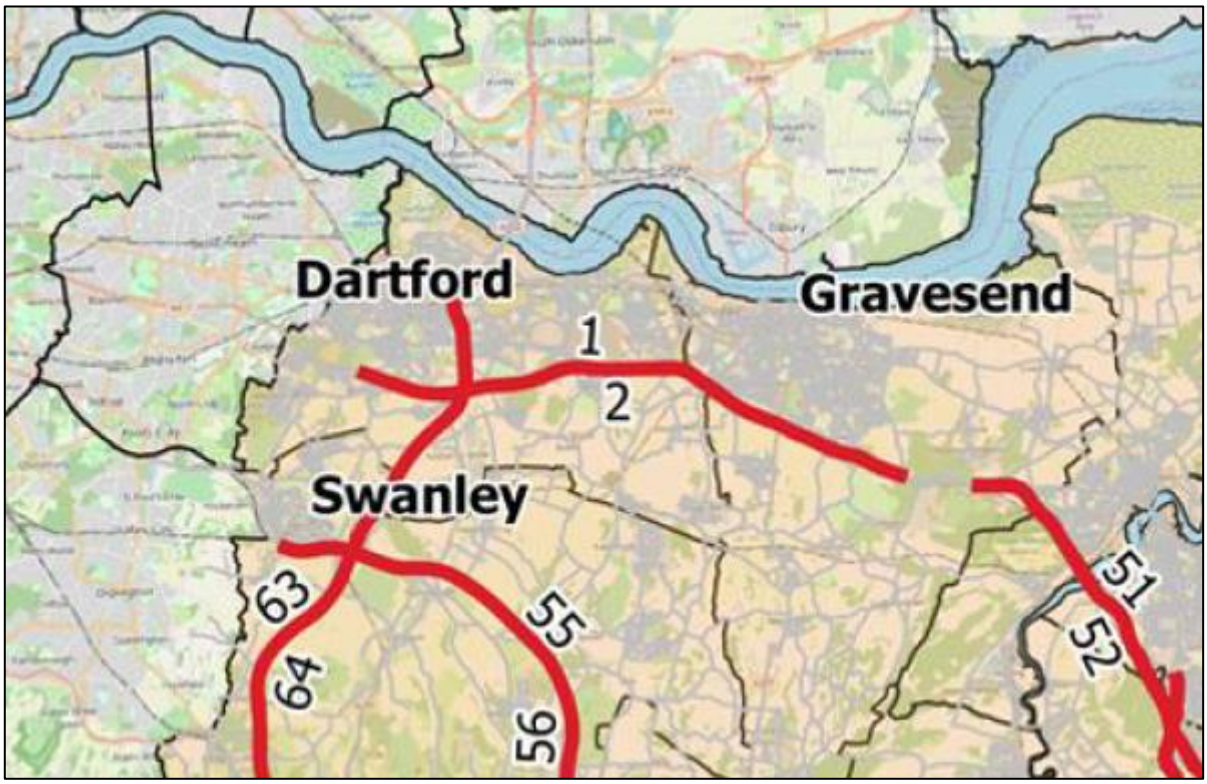

Figure 8: Local journey time routes

The journey times on Route 1 and Route 2 (along the A2) are well validated, within 15% of observed averages in each modelled period, as shown in Table 1, but on Route 63 and Route 64 (M25) the validation is good in the Inter peak hour but does not meet the TAG criteria in one direction in both AM peak and PM peak as shown in Table 2.

Figure 9 shows the distance-time graphs of this route along the M25, which demonstrates that it is the northern stretch of the route, closer to the London Resort study area, where the modelled journey times are substantially different to observed in the AM peak and PM peak. This would require work to further refine the journey time validation in this area along with the traffic counts.

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CHECKED:		**APPROVED:**	

Table 1: Journey time validation – Route 1 and Route 2

Route Number	Description	Observed [min:sec]	Modelled [min:sec]	% Difference
AM Peak				
1	A2 Eastbound – Darenth – Watling Street	09:24	09:33	1.6%
2	A2 Westbound – Watling Street – Darenth	15:33	14:47	-5.0%
Inter Peak				
1	A2 Eastbound – Darenth – Watling Street	09:10	10:17	12.0%
2	A2 Westbound – Watling Street – Darenth	08:56	09:40	8.0%
PM Peak				
1	A2 Eastbound – Darenth – Watling Street	14:23	12:56	-10.0%
2	A2 Westbound – Watling Street – Darenth	09:32	10:24	9.0%

Table 2: Journey time validation – Route 63 and Route 64

Route Number	Description	Observed [min:sec]	Modelled [min:sec]	% Difference
AM Peak				
63	M25 Northbound – J5 to J1A	15:23	13:14	-14.0%
64	M25 Southbound – J1A to J5	17:04	13:32	-20.7%
Inter Peak				
63	M25 Northbound – J5 to J1A	15:52	13:30	-15.0%
64	M25 Southbound – J1A to J5	12:55	12:39	-2.0%
PM Peak				
63	M25 Northbound – J5 to J1A	25:06	13:50	-45.0%
64	M25 Southbound – J1A to J5	13:22	12:51	-4.0%

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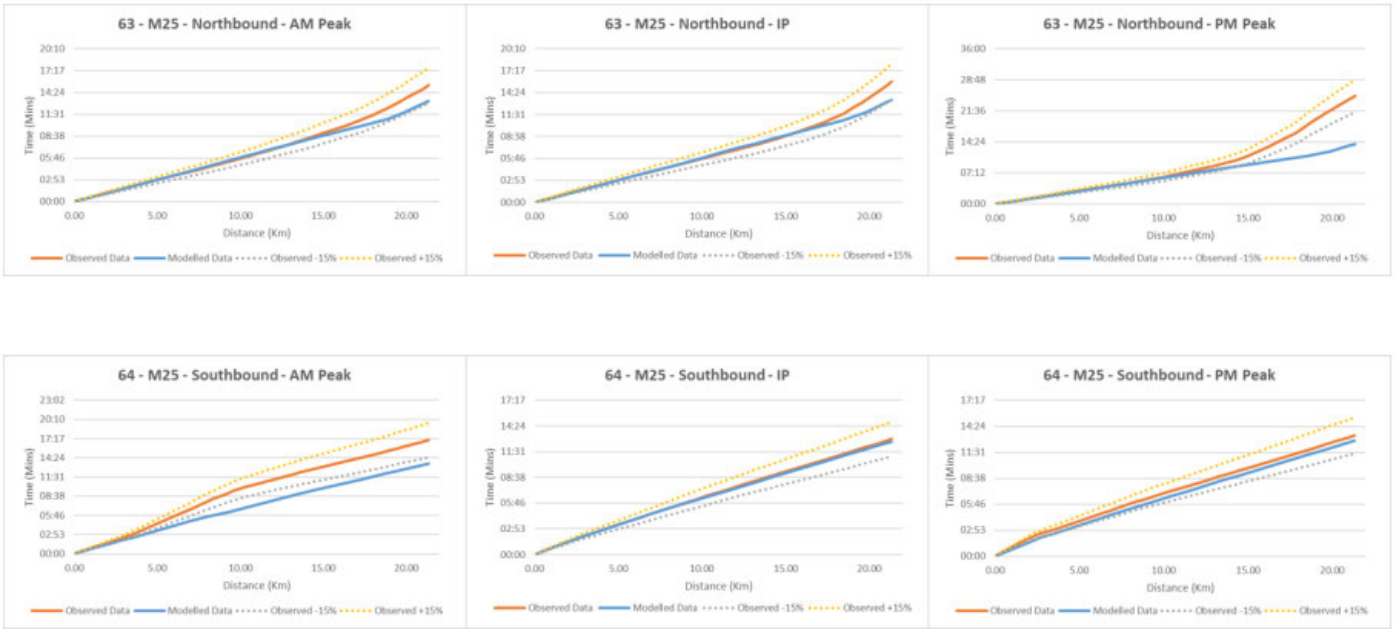

Figure 9: Route 6 / Route 63 Journey Time graphs

WSP look forward to discussing these matters further with KCC in order to identify an agreeable way forward.

TECHNICAL NOTE 14

DATE:	09 March 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Transport Assessment Update Note		
PROJECT:	London Resort	**AUTHOR:**	David Dixon
CHECKED:	David Dixon	**APPROVED:**	Ian Fielding

ANNEX 8 - REQUIRED AMENDMENTS TO CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Response to Kent County Council Comments on:-

Construction Traffic Management Plan (6.2.9.1 Environmental Statement Appendix 9.1 Transport Assessment: Appendix TA-AD (APP-128)

It should be noted that the CTMP will be a Certified Document of the DCO, therefore it will need to be adhered to by the Appointed Contractor to ensure downstream compliance.

Amendment/Query	Proposed Response/Amendment	Position following meeting of 2 November 2021
• Paragraph 1.5.1 of the CTMP (APP-128) should be amended to read as follows "…*The CTMP has the primary objectives of minimising impact and disruption to existing users of the public highway network and the surrounding community,* ***particularly during peak periods, ensuring appropriate construction routing and forming the framework within which all contractors are expected to work***…"	KCC amendment accepted.	No action
• Part of paragraph 2.21 should be amended to read as follows: "*Of these workers, LRCH* ***will*** *accommodate approximately 25% on site during the week, equating to approximately 1,500 staff*."	WSP recommend sentence is amended to "*Of these workers, LRCH* ***will*** *provide accommodation capacity for up to 25% on site during the week, equating to approximately 1,500 staff* ***during periods of peak construction"****.*	Further wording to be added setting out that trips outside of peak times must not exceed the level of 25%, ie those who otherwise would have been accommodated on site The CTMP should be monitored, including traffic numbers, with details provided to the TSG. Additional wording will be provided within the CTMP, including details of the vehicle numbers. Details of accommodation numbers to be set out within the CTMP
• Paragraph 2.2.2 does not consider how the travel patterns of workers living on-site will be taken account of. For example, will workers have access to their cars and be able to make trips off-site to purchase lunch or dinner in the evenings after work? How will the objective	An amended version of the CTMP will set out facilities that will be provided to serve the workforce. This will include	WSP believe this to be agreed, other than issues relating to Sunday return journeys.

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Amendment/Query	Proposed Response/Amendment	Position following meeting of 2 November 2021
of workers living on-site leaving before 15:00 on Fridays and returning on Sunday be enforced? KCC is concerned that this arrangement may not be realistic and would therefore request that a sensitivity assessment be undertaken to allow for a proportion of workers arriving and departing during the typical network peak hours on Mondays and Fridays.	• Accommodation, to include relevant welfare provision (ie showers, washing facilities, communal areas/facilities) • Canteen available during site hours • First Aid • Health & Safety Training Facilities • Management Support Services An amended version of the CTMP will set out the construction hours that will need to be followed. These are 0800-1800, Monday to Friday 0800-1300 – Saturday Sunday/Bank Holidays – subject to agreement from the relevant planning/highway authorities. We cannot prevent cars leaving the construction site during lunch times however, traffic levels would be lower at this time. It is considered unusual to request a sensitivity test if we are going to secure the worker arrangements, it is what the Applicant will be signing up to & is consistent with other DCO's. Notwithstanding this, the attached Technical Note 9 has assessed using available traffic surveys the level of traffic associated with current uses, which would make way for the proposed development.	Allow overseas workers to stay at site over the weekend Suggest remedial measures added in the event this is not adhered to. WSP currently investigating examples where the Sunday return for construction workers takes place
• Part of paragraph 2.2.2 should be amended to read as follows: "*The on-site Accommodation Construction workers arrivals and departures will be restricted.*	Recommend this text is added, but be clear it refers to those who are accommodated on site**.**	Following WSP suggestions, WSP believe this to be agreed

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Amendment/Query	Proposed Response/Amendment	Position following meeting of 2 November 2021
Workers travelling by car must leave the London Resort before 15:00 on Friday and return on Sunday for work the following week." A sentence should be added to the end of paragraph 2.2.2 as follows: "*However, the restrictions on leaving on Friday before 15:00 and returning on Sunday will continue to apply*."		
• Paragraphs 2.3.2 and 2.3.3 refer to a requirement of three construction workers per vehicle. KCC is concerned that these arrangements may not be realistic or practical and furthermore, the assessment is only based on the hours of 08:00-09:00 and 17:00-18:00. KCC therefore request that sensitivity assessments be undertaken to allow for a proportion of workers arriving and departing with lower car occupancies, and a greater proportion of workers arriving at the Kent Project Site car park in the hour prior to construction commencing on-site. The Applicant should confirm that the peak period on the network is still 8-9 and 5-6, once construction worker are added. If not, further modelling should be undertaken. Further details regarding the arrangement should also be provided. Will a database of employee addresses be maintained to allow employees to be matched with those living nearby? Will the car park operate as a permit system? Will there be a charge? What happens if a car arrives with one or two workers? Will priority be given to disabled users? Will disabled workers still need three persons per car? What about drop-offs from another family member or taxis?	A cap on the number of car parking permits can be added to the CTMP, this will effectively limit cars. This will be 815 spaces at the Kent Project Site and 350 spaces at the Essex Project Site (150 spaces for workers Residing On-site and 200 spaces for Daily Commuter Construction Workers). If agreeable to KCC, this amendment can be made to the CTMP. Reference to the database will be added as suggested. It is the Applicants view that there is no need to apply a charge for parking. The point concerning disabled workers is a good one. Suggest that we give them priority but would need to be a blue badge holder. Sufficient space is available within the site to accommodate this. A percentage of additional spaces to be made available to disabled workers can be referenced within the CTMP if required by KCC. The Applicant considers that the likelihood of workers being drop off at the site or taking taxis will be low. However, they would welcome the opportunity to discuss this issue with KCC in further detail. Provision can be made for	WSP to determine length of peak period of construction relative to workers, in order to ratify parking demand for construction workers. Concern if workers do park on street.

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Amendment/Query	Proposed Response/Amendment	Position following meeting of 2 November 2021
	contractor shuttle buses together with provision for motorcycle / cycle parking.	Free public transport via shuttle buses for construction workers to be referenced within CTMP
• The last sentence of paragraph 3.9.1 should be amended to read as follows: "*The arrival and departures for coach travel would not be undertaken within the peak hours of 08:00-09:00 and 17:00-18:00*."	This will be amended as requested.	No further action
• Paragraph 3.2.1 states that 80% of material to the site will be delivered by barge, with the remaining 20% being delivered by HGV. This may not be practical on days of adverse weather or a for a number of other reasons. KCC would therefore request a sensitivity test is undertaken assuming a higher proportion of HGV trips.	The applicant would suggest that there is little value in such a sensitivity test. Deliveries could be rescheduled etc to take account of forecast conditions and this can be included within an amended CTMP, together with reference that sufficient materials for between 3 – 5 days supply. Tilbury is a consolidation centre and could/would allow stockpiles of materials for efficiency. The construction site would be just that and there would not be a "just in time" delivery set up for materials in the same way as there is for deliveries at Logistics warehouse sites and the like.	This is currently under review, including the potential for an HGV cap, which is similar to the approach adopted at the former Littlebrook Power Station site.
• The following sentence should be deleted from paragraph 3.3.2 as it is important to establish the construction routing at this stage, since it is fundamental to the assessment of the local highway network. "**The final construction routing will be provided by the**	It is the view of the Applicant that this indicative routing should suffice. If it were to provide comfort to KCC, could reference be made to the need to agree any changes to the routing with the relevant highway authorities?	WSP believe this to be agreed. Will amend to add reference to agree any changes with the relevant highway authority

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Amendment/Query	Proposed Response/Amendment	Position following meeting of 2 November 2021
Principle Contractor but below presents an indicative approach for the construction routing."		
• Paragraph 3.3.9 should be amended to read as follows: "It is anticipated that A temporary haul route will be put in place during the early parts of the construction programme. At this time <**estimated timescale should be inserted**>, construction traffic will continue to use the A2 Ebbsfleet International exit, A2260, International Way before transferring onto the temporary haul road on the alignment of the People Mover."	It is the Applicants view that defining timescales for the Haul Road is not appropriate. The expectation is that any Haul Road would need to be built from either end or purposes of efficiency. There are also ongoing discussions concerning land assembly matters which may in turn affect how any route could be delivered and indeed whether it is necessary. We would be happy to discuss this with KCC in further detail.	LRCH/WSP to review delivery route for land draw down, which is currently being undertaken. LRCH will consider whether it is possible to provide the haul route as early as practically possible.
• Paragraph 3.3.11 should be amended to read as follows: "*There may still be a ~~required~~* ***requirement*** *for some construction traffic to utilise the site access via London Road and Manor Way, following the completion of the temporary haul road. This would be limited to* ***10 two-way HGV movements per day during the interpeak period between 10:00-16:00****. This is likely to be limited to HGVs only and would depend on which site compound is their necessary destination.* ***A record and evidence of HGV movements using the London Road and Manor Way accesses should be kept and provided to the local highway authority upon request.*****"**	The Applicant would prefer to retain the flexibility of utilising London Road during the construction phase post completion of the haul road. Given the level of existing activity associated with current uses served via London Road, there would not be a material increase traffic during the construction phase (as confirmed by Technical Note 9) and this access would serve any local journeys.	WSP believe this to be agreed, following KCC's review of TN9
• Similarly, paragraph 3.3.13 should be amended to read as follows: "*There may still be a requirement for some construction traffic to utilise the site access via London Road, following the completion of the access road.* ***This would be limited to 10 two-way HGV movements per day during the interpeak period between 10:00-16:00****. This is likely to be limited to HGVs only and*	As per above comment	WSP believe this to be agreed, following KCC's review of TN9

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Amendment/Query	Proposed Response/Amendment	Position following meeting of 2 November 2021
would depend on which site compound is their necessary destination. ***A record and evidence of HGV movements using the London Road access should be kept and provided to the local highway authority upon request.***"		
• Paragraph 3.4.4 should be amended to read as follows: "*It is anticipated that some night-time (23:00-08:00), out-of-hours or weekend working maybe required for certain works (for example, highway works), especially where normal working hours will be difficult to manage or have other implications. Any such arrangements will require the hours of operation to be subject to prior agreement and reasonable notice with the Planning Decisions Team (PDT)* ***and local highway authority****, except in emergency conditions*."	Recommend this is amended as per KCC comment	WSP understand this approach to be agreed
• Section 3.5 uses the existing trip attraction to offset against the proposed construction trip attraction. It would be preferable for the existing trip attraction to be ascertained by traffic surveys. However, it is acknowledged that this may not be possible due to the pandemic.	Please refer to TN9 which sets out the findings of traffic surveys undertaken from London Road and which quantifies traffic volumes in 2018.	WSP understand this approach to be agreed
• The TRICS output used to determine the existing trip attraction has been interrogated. Paragraph 3.5.3 sets out the site search criteria. This is wide-ranging with a number of types of location considered, as well as a wide date range. Given the high number of site surveys available, the search criteria should be more specific to the site. For some categories such as '02 – Employment / D – Industrial Estate,' it is considered that this has resulted in trip rates which are too high and therefore overestimating the trip attraction associated with the existing uses. It should also be noted that the existing		Whilst the approach to the existing trip generation has been agreed, reference to the TRICS assessment could be removed, but with reference to the identified traffic levels from TN9? WSP await KCC confirmation on this point.

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Amendment/Query	Proposed Response/Amendment	Position following meeting of 2 November 2021
uses do not have any restrictions on peak period travel, resulting in a different profile from the proposed construction use.		
• Paragraph 3.7.9 notes that no car parking will be provided for construction workers residing in Dartford and Gravesham. However, it would be preferable to use a distance-based restriction as parts of both boroughs are not as readily accessible to the site by sustainable modes, e.g. Meopham in Gravesham.	Shuttle buses for construction workers to be added in measures. A distance based restriction can apply to prevent construction workers from parking at the site; details of what this distance should be would be welcomed from KCC.	WSP understand this approach to be agreed
• Tables 3-9 and 3-10 show no arrivals or departures for construction workers during the peak hours of 08:00-09:00 and 17:00-18:00. This is considered unrealistic and impractical. It is noted that the assessment has included the traffic flows for 07:00-08:00 and 18:00-19:00, but further details on how the peak hour restriction will be enforced should also be provided.	The hours of construction are reflective of the applicants assessment and will be enshrined within the CTMP as a Certified Document. The Applicant is aware that other DCO's have set out within the "Requirements" of Orders the hours of construction, for example the M54/M6 link road DCO	This will be monitored, reference to be made that this will be reported to the TSG at each meeting Agile measures to be identified in the event that transgressions are identified during the construction period, which are currently under review.
• The trip attraction shown in Tables 3-16 and 3-17 is not agreed. A revised TRICS assessment is required for the existing uses.	As per above comments concerning existing traffic associated with current uses.	

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Amendment/Query	Proposed Response/Amendment	Position following meeting of 2 November 2021
• Paragraph 4.4.2 requires the addition of the following bullet points: - Monitoring the usage and occupancy of the staff car parks; - Management of the Ride Share database; - Enforcement of the three worker per vehicle rule; - Enforcement of the peak period restrictions; - Enforcement of the HGV routing and limit on use of London Road and Manor Way access points; and - Monitoring construction traffic levels and update the CTMP accordingly.	Aside from the limit of activity from London Road / Manor Way, agree all should be added, noting that car cap should also be included, in place of the 3 worker per vehicle rule.	Agreed any construction worker trips to Bluewater would be "extant", should they occur. However, there have been no discussions with Bluewater in relation to use of the car parking stock to accommodate some worker journeys. It cannot be committed that workers will park here ahead of any onward journey Irrespective, should be monitored and reference will be included as such within the next iteration of the CTMP.
• The last bullet point of paragraph 4.4.3 should state: "Local councils and highway authorities **including Kent County Council** and Highways England."	To be amended, although refer to National Highways rather than HE	
• Paragraph 5.1.2 should be amended to read as follows: *"~~It will be for~~ The appointed principal contractor **will adhere to** the ~~to provide a~~ final Construction Worker Travel Demand Management Plan. ~~however~~ This section provides details of the framework of measures that will be applied."*	To be amended as requested	

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Amendment/Query	Proposed Response/Amendment	Position following meeting of 2 November 2021
• The following specific comments apply to Table 5-1: - Point 2: this should be amended to read as follows: "*Construction workers **will be** provided with some free travel credit…" and "This **will** be linked to the Mobility Portal…"* - Point 4. What other examples of shared micro-mobility services are there that will be implemented? They should be set out here. - Point 5: this should be amended to read as follows: "*This **will** be both web-based and a smartphone application…*" and "*Users **will be able** to pre-register their travel requirements…*" - Point 8: this should be amended to read as follows: "*A parking management plan **will be** prepared and implemented to manage parking at London Resort*," and "*Monitoring data **will be** used to examine parking accumulation, occupancy and duration…*" - Point 9: this should be amended to read as follows: "*Systems **will be** introduced and promoted…*" and "*Systems **will be** refined…*" Details of the system used to manage ride-sharing should be provided. How will ride sharers be matched to ensure three workers per vehicle?	Point 2 – agreed Point 4 – suggest add charging points for e-bikes/scooters/motor bikes/cycle, Point 5 – amend as requested Point 8 – amend as requested Point 9 – amend as requested Suggest reference is made to the ride sharing system will use the most up to date technology. Car cap should deal with 3 workers per vehicle.	Currently under review.
• Paragraph 5.1.1 references a Construction Worker Travel Demand Management Plan (CWTDMP) which will be implemented. Further details are required. Will it be a stand alone document? How will this be linked to the Travel Demand Management Plan? A CWTDMP should be secured through obligation and submitted for approval prior to commencement of construction.	Expect that this should be a standalone document. There could be a Requirement obligating the Contractor to submit which is consistent with other DCO's – pass onto contractor	Agreed that this should be secured. The final form as to how this will be dealt with will need to be reviewed by LRCH project team. KCC will require the CTMP to be reviewed / approved at detailed stage.

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Amendment/Query	Proposed Response/Amendment	Position following meeting of 2 November 2021
• Paragraph 5.4.2 sets out the duties of the Resort Travel Coordinator. Comments in respect of paragraph 4.4.2 apply, since there are a number of required duties which are currently not set out as the responsibility of the Resort Travel Coordinator or Construction Site Manager.	To be discussed with KCC as this comment is unclear **KCC POST MEETING CLARIFICATION** – "I believe the intention was just to include the points set out as being required for paragraph 4.4.2, in section 5.4.2 also. In the next version please clarify who will be undertaking these duties, the RTC or the Construction Site Manager".	Agreed, reference will be made as to whom will undertake these roles in the next version of the CTMP
• Paragraph 5.4.5 states "*The RTC will prepare a detailed implementation plan prior to the commencement of construction activity which will set out the timeframe for individually measures to be implemented*." Will this implementation plan form part of the CTMP? If so, a framework should be included in this version of the CTMP.	Please refer to the Outline Construction Method Statement (Document Reference APP-077), submitted as part of the DCO application. **KCC POST MEETING CLARIFICATION** "The implementation of the measures identified in the CTMP (Travel Plan measures); this isn't set out in the Construction Method Statement. Please could you include the timeframes in the updated version."	To be kept under review, but draft Timeframes can be provided in due course. It maybe better to seek that the Construction method Statement cross references the measures in the CTMP, in order to avoid difficulties ensuring consistency?
• Paragraph 5.5.2 should be amended to read as follows: - "*To undertake a baseline off-site parking survey prior to commencement of construction, **the scope of which should be agreed with the local highway authorities including Kent County Council***." - *"a snapshot travel survey with construction workers will be undertaken within three months of commencement of construction activity. This will collect data on travel patterns, including mode of*	These amendments are agreed by the Applicant.	No action

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Amendment/Query	Proposed Response/Amendment	Position following meeting of 2 November 2021
travel, arrival and departure profiles, trip origins and destinations, and feedback on the TDMP measures, ***the scope of which should be agreed with the local highway authorities including Kent County Council***;		
• Paragraph 5.5.4 should be amended to read as follows: "*This process will be repeated* ***every six months*** ~~*annually*~~ *until completion of the construction phase to continually capture travel information and inform potential revisions to the TDMP*." More frequent monitoring is necessary given the intensity of the construction period and scale of proposals.	Could this amendment add wording stating unless otherwise agreed with the Highway Authority or Transport Steering Group?	WSP believe this to be agreed

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