Saham Toney Neighbourhood Plan

Transport Study

Saham Toney Parish Council

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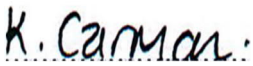	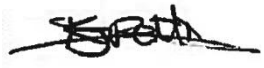		
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1. Introduction

1.1 AECOM have been commissioned by Saham Toney Parish Council to undertake a Transport Study to consider the viability (in transport terms) and likely impact of sites allocated in the Saham Toney Neighbourhood Plan (STNP, Regulation 14 Pre-Submission). The study comprises a desktop review based upon OS mapping and available information.

1.2 As part of this Transport Study the following site allocations within the STNP are reviewed with regards to their viability (in transport terms) and transport impact on the local highway network:

- STNP 1: Grange Farm, Chequers Lane
- STNP 2: Disused Piggery, Off Hills Road
- STNP 4: Land at the junction of Pound Hill and Pages Lane
- STNP 5: Land to the East of Pound Hill
- STNP 6: Land at the Junction of Pound Hill and Pages Lane
- STNP 7: Pages Farm
- STNP 9: Ovington Road
- STNP 13: Hill Farm
- STNP 14: Croft Field
- STNP 15: Richmond Road
- STNP 16: Richmond Hall

1.3 The likely cumulative traffic impact of the above-mentioned site allocations (comprising a total of 83 dwellings – STNP Policy 2A) is considered at the following two junctions within Saham Toney:

- Pound Hill/ Pages Lane priority T-junction
- Richmond Road/ Pound Hill priority Y-junction

1.4 Both junctions have been assessed using the Junctions 9 PICADY module for the following scenarios:

- 2020 Base - AM, School End and PM peak
- 2020 Base + Cumulative Development - AM, School End and PM peak

1.5 Following the Regulation 14 pre-submission of the STNP in August 2019, Norfolk County Council (NCC), as Highway Authority, provided a schedule of highways comments for each site allocation, arranged into three categories;

- Red, where NCC deemed the sites to be “unsuitable and it is highly unlikely that a satisfactory highway solution can be found”;
- Orange, where there are “significant highway concerns and based on the evidence available and the judgement of the highway authority, they will not be able to meet highway safety requirements. However, if the site is to remain in the plan then further evidence will be required to demonstrate that a satisfactory highway solution can be delivered”; and
- Green, where sites are “deemed acceptable”.

1.6 This Transport Study, considers and responds to these comments in more detail for each site in the respective sections of this report.

2. Highway Design Guidance

Introduction

2.1 The highway design guidance applicable to the STNP allocated development sites in Saham Toney is contained within the following documents:

- Safe, Sustainable Development (NCC, November 2019);
- Transport Asset Management Plan (NCC, April 2019);
- Manual for Streets and Manual for Streets 2 (MfS and MfS2);
- Design Manual for Roads and Bridges (DMRB).

Safe, Sustainable Development

2.2 Norfolk County Councils Safe, Sustainable Development (SSDev) document contains aims and guidance notes intended to act as best practice and provide general guidance for use by local authorities, developers, designers, councillors, and the community on what is likely to be acceptable to the Local Highway Authority.

2.3 The relevant SSDev guidance notes relating to transport and access for residential developments, and therefore of relevance to this study, are summarised below:

G2.1 Development must have safe vehicular and (where appropriate), pedestrian, cycle, equestrian links to a public highway.

New accesses and junctions, (or existing accesses and junctions subject to a material change in traffic or use) must (in terms of geometric layout, visibility and construction) be safe. Importance is placed not only on those using the access, but also on the safety of road users passing the site.

Details of layout will vary according to the category of the highway e.g. a road or street; the volume of traffic; and also the speed of traffic using the road from which the access is taken.

Safety (both actual and perceived) is an essential requirement for pedestrians and cyclists both in the form of preventing physical harm through collisions with vehicles and also minimising threats to personal safety.

When cyclists are expected to share the carriageway, consideration must be given to any realistic possibility of reducing the speeds of motor vehicles where appropriate.

G2.2 Visibility at accesses and junctions onto highways with the characteristic of a 'street' shall accord with the standards set out in the CLG and DfT document *Manual for Streets*.

Streets are defined as highways that have important public realm functions beyond the movement of traffic. Most critically they have a sense of place and should not be designed just to accommodate the movement of motor vehicles.

Where an access meets the carriageway, visibility splays are required to ensure exiting traffic can see and be seen by approaching motorists. A stopping sight distance (SSD) is required to enable drivers to see ahead so that they can stop within a given speed. The SSD is calculated from the speed of the vehicle; the time required for the driver to identify a hazard and then begin to brake (the perception-reaction time) and the vehicles rate of deceleration.

The following table **(Table 2-1 below)** *provides guidance on SSD's for accesses and junctions onto streets where 85th percentile speeds are up to 60km/h. At speeds above this, or where the characteristic of the highway is not that of a street, it is necessary to refer to G2.3 below relating to visibility for roads.*

Table 2-1: SSDev Guidance for Accesses and Junctions onto Streets

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length		11	14	17	18	23	25	33	39	43	45	59

Source: SSDev (2019), NCC

The visibility splay at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms. The distance back along the minor arm from which visibility is measured is known as the 'X' distance.

In most built-up situations a 2.4m 'X' distance should be used. In some very lightly-trafficked and low speed situations this may be relaxed to 2m. NB - Such a reduction will result in the front of some vehicles protruding slightly into the running carriageway from the minor arm. The ability of drivers and cyclists to see this overhang from a reasonable distance needs to be taken into consideration.

G2.3 Visibility at accesses and junctions onto highways with the characteristic of a 'Road' shall accord with the standards set out in the DfT document *Design Manual for Roads and Bridges*.

Roads are essentially highways of which the main function is accommodating the movement of motor traffic and for the purposes of this document relate to vehicular highways not covered within G2.2 above.

The SSDev's for roads (**Table 2-2 below**) *is given as follows:*

Table 2-2: SSDev Guidance for Accesses and Junctions onto Roads

Speed	Kilometres per hour	40	50	60	70	85	100	120
	Miles per hour	25	31	37	43	53	62	75
SSD (metres)		45	70	90	120	160	215	295

Source: SSDev (2019), NCC

Account must be taken of considerations that arise in relation to the design of accesses/ junctions and the function of the road onto which the access/ junction is to be formed. This is particularly important on roads classified as Principal and Main Distributor roads in the Norfolk Route Hierarchy. Careful consideration should be given to the function of carrying through traffic and the likely impact of junction type on that function.

The selection of access or junction form must take account of enhancing safety, be sympathetic to the character of the area and minimise resource use/environmental impacts.

G2.5 The width of an access/junction needs to be sufficient to cater for the level and type of traffic reasonably expected to use it.

The vehicle waiting to exit needs to leave sufficient space for the swept path of an entering vehicle; the extent of this swept path would be dependent upon the radii provided at the access.

Individual accesses serving single dwellings shall have a minimum width of 2.4m in a full urban estate road situation. Where the driveway also serves as the principal means of pedestrian access, its width should be increased to a minimum of 3.2m.

Shared driveways shall have a minimum width of 4.5m over a length that extends into the site for a distance of 10m from the highway boundary. The minimum width dimension can be reduced to 4.1m where the shared driveway is via an estate road in a fully urban location.

G2.7 Multiple points of vehicular access to classified roads ('A', 'B' or 'C' roads) from individual sites are not generally allowed.

More than one access point will only be considered if the scale of development is large enough to require an additional access point for the safe and efficient movement of traffic.

The Department for Transport (DfT) Design Note TD 41/95 deals with the accident potential at junctions and private access and states inter alia "Access accidents were found to be about 12% of total accidents". It is neither realistic nor practicable to form an estimate of the risk of accident at an individual access, but it is possible to say that an access will create a potential accident risk. The number of accesses on any stretch of road should therefore be kept to a minimum.

The occasions when more than one access point will be considered are:

Where the site is so constrained so as not to be able to provide adequate on-site turning facilities.

Where the development site is very large in scale requiring on-site traffic management proposals to, for instance, separate customers, staff and servicing traffic.

G2.8 Development exceeding 9 dwellings shall only be accessed via a highway maintainable at the public expense or protected by legal agreement.

In order to ensure suitable access to new development can be maintained, direct or suitable access is required onto a publicly maintainable highway. The dwelling threshold mirrors that given in the NPPF for major development housing of "10 or more homes".

Private drives are not considered an appropriate form of development to serve more than nine dwellings. This is a relaxation of the guidance provided in the Norfolk Residential Design Guide (NRDG) which advocates that private drives serve no more than five dwellings. This relaxation recognises a more flexible approach is required to meet the needs to provide more housing on existing brown-field sites in towns and villages.

This policy may be relaxed for minor developments off existing lengths of 'private road' serving existing development, as service provision will already have been made and some agreement reached regarding the maintenance of the right of access for the foreseeable future. However, proof of these points may be required by the CC, as LHA, at the time the planning application is submitted.

G2.11 Footways need to be of sufficient width to cater for the development proposed.

The 'effective width' of a footway is that width which is unobstructed by any vertical feature, uneven surface or the use envelope such as by a hedge. There is no recommended maximum width for footways. MfS indicates that in lightly used streets, the minimum unobstructed width for pedestrians should generally be 2m with additional width considered between a footway and a heavily used carriageway.

Provision of adequate footway space is essential to aide safety, comfort and accessibility for more vulnerable road users. Narrow footways can impede movement and provoke unwarranted conflict. At extreme narrowings, people with mobility issues and parents/carers with children may not be able to pass safely without stepping onto the carriageway, which is of concern particularly on highways where there is significant vehicular traffic flow or where vehicles are travelling at speed.

Whilst occasional width restrictions may be acceptable, these should not be prevalent and should not extend for excessive distances. The effective width needs to take account of functional passage by more vulnerable road users such as wheelchair users/mobility scooters/people with pushchairs or buggies.

Where the resulting effective footway width would be less than 1.8m, regular lengths of footway measuring a minimum 1.8m effective width needs to be provided along the route to allow two-wheel chairs to wait and pass. These sections should be no less than 5m long with the distance between them not exceeding 25m.

Where the resulting effective width would be less than 1.5m the maximum length of footway measuring less than 1.5m wide should be no longer than 2.5m. The distance between two such instances should be no less than 10m.

Where hedges or shrubs directly bound the side of a footway, the use envelope needs to be increased by 300mm to account for seasonal growth and potential root damage. In existing streets, subject to agreeing a departure from standard with the relevant case officer, the footway may be reduced to accommodate new trees and planting if it can be demonstrated it is not otherwise possible to accommodate planting elsewhere.

G3.1 Residential developments need to accord with the current edition of Manual for Streets; Manual for Streets 2; the Norfolk Residential Design Guide; and Estate Road Construction and Specification documents.

It should be noted that the Norfolk Residential Design Guide, is no longer available; the Norfolk County Council website instead refers back to MfS.

G3.3 Development with vehicular access onto a public highway with the characteristic of a 'Road' (see G2.3) shall provide a turning space within the curtilage of the site of sufficient size to enable vehicles to leave and re-enter the public highway in a forward gear after no more than two gear changes.

Any turning area must be separate to the dedicated parking provision and it should be designed such that emerging vehicles meet the highway at right angles to the flow of traffic to optimise the driver's visibility and ease of manoeuvring.

Transport Asset Management Plan

2.4 The NCC Transport Asset Management Plan (adopted in April 2019) provides a map illustrating the road hierarchy within the county. According to this document, Richmond Road, Pages Lane and Hills Road (between Pages Lane and Ploughboy Lane) are 30mph roads and classified as 'Local Access Roads' which are described as 'roads servicing limited numbers of properties carrying only access traffic' and 'in rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs.' All other roads within Saham Toney are unclassified in the built-up area of the Parish, including at the locations of all sites allocated in the Neighbourhood Plan, and subject to a 30mph speed limit.

2.5 Therefore, given the above, as well as the text provided in the SSD Guidance Notes G2.2 and G2.3, the visibility splay requirements provided within MfS (and Guidance Note G2.2) are considered most appropriate for the allocated site accesses.

Manual for Streets (MfS), Manual for Streets 2 (Mfs2) & Design Manual for Roads and Bridges (DMRB)

2.6 Manual for Streets (MfS) sets out requirements for Stopping Sight Distances (SSDs) in areas where 85th percentile speeds are up to 60kph (37mph). For areas where speeds are above this, the recommended SSDs in the Design Manual for Roads and Bridges (DMRB) are more appropriate. Where sites are currently located in more rural areas (and therefore Manual for Streets may not necessarily be appropriate), visibility splays have also been considered in accordance with DMRB.

2.7 The stopping sight distance (SSD) is the distance from which drivers need to be able to see ahead and stop from a given speed. The SSDs for various speeds between 16-60kph (10-37mph) as held within MfS are as shown in **Figure 2-1**.

Figure 2-1: Derived SSDs for Streets (figures rounded)

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59
		Additional features will be needed to achieve low speeds										

Source: Manual for Streets (MfS) Table 7.1

2.8 The distance back along the minor arm from which visibility is measured is known as the X distance; MfS states that an X distance of 2.4m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye.

2.9 The Y distance represents the distance that a driver who is about to exit from the minor arm can see to his left and right along the main alignment and is outlined as the SSD in **Figure 2-1** above. Therefore, in accordance with MfS, the required visibility splay for a junction within an area where 85th percentile vehicle speeds are 30mph is 2.4m x 43m.

2.10 The DMRB is used primarily for the design of motorway and trunk roads, however, it can be used as a guide for areas where vehicles speeds are likely to be in excess of 60kph (37mph) and for rural areas where MfS may not be considered appropriate. In terms of visibility at priority T-junctions, DMRB CD109 provides information on the 'Y' distance required along a major road based on its design speed. This is shown in **Table 2-3** below.

Table 2-3: 'Y' Visibility Distances from the Minor Road based on Design Speed

Design Speed of Major Road (kph)	'Y' Distance (m)
50	70
60	90
70	120
85	160
100	215
120	295

Source: DMRB CD109 Table 2.10

Summary

2.11 The primary highway design guidance used when reviewing each of the STNP allocation sites junction configurations will be sourced from the following:

- Safe, Sustainable Development (NCC, November 2019);
- Manual for Streets and Manual for Streets 2 (MfS and MfS2);
- Design Manual for Roads and Bridges (DMRB).

2.12 Indicative access drawings illustrating the vehicular access junction and available visibility splays for each site are provided within **Appendix C**.

3. Baseline Traffic and Collision Data

3.1 Data from the sources outlined within the following section have been collected to inform this study.

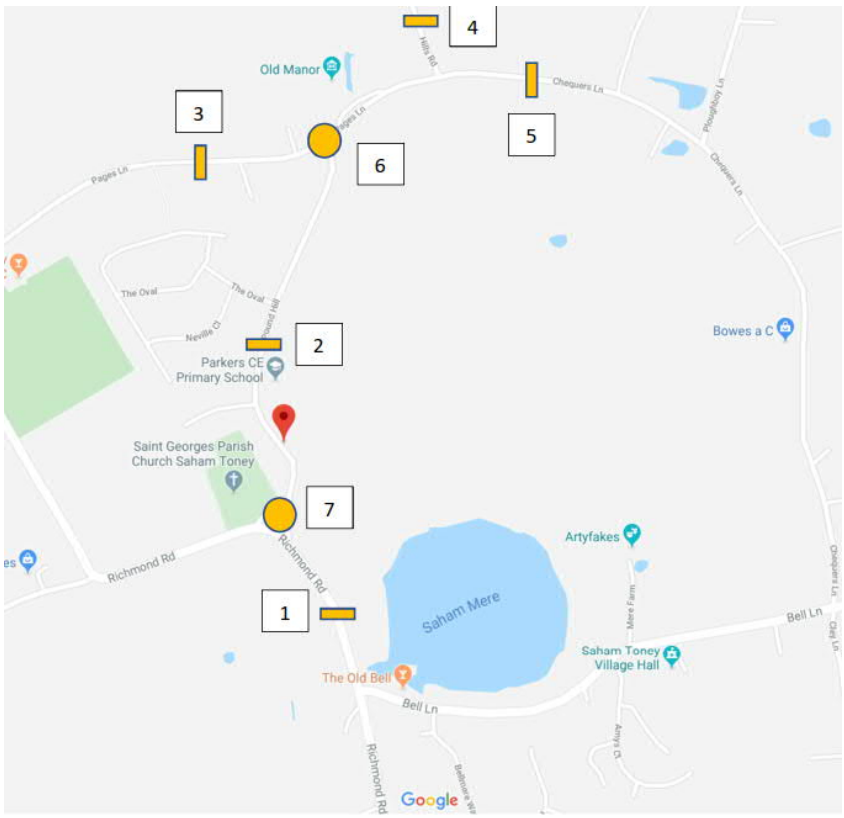
Traffic Survey Data

3.2 To establish baseline traffic flows, two manual classified junction turning counts (MCC) and five automatic traffic counts (ATC) were undertaken at the following locations:

1) Richmond Road, south of Pound Hill (ATC survey)
2) Pound Hill, north of Parkers CE Primary School (ATC survey)
3) Pages Lane, west of Old Hall Close (ATC survey)
4) Hills Road, north of the junction with Chequers Lane (ATC survey)
5) Chequers Lane, between the junctions with Hills Road and Ploughboy Lane (ATC survey)
6) Pages Lane/ Pound Hill priority T-junction (MCC survey)
7) Richmond Road/ Pound Hill priority T-junction (MCC survey)

3.3 **Figure 3-1** below illustrates the traffic survey locations identified above.

Figure 3-1: Traffic Survey Locations



(Source: Google Maps)

3.4 The MCC surveys were conducted by an independent traffic survey contractor on Tuesday 25th February 2020, representing a neutral weekday during the school term. The ATC surveys were conducted over a 7-day period between 24th February and 2nd March 2020, inclusive.

3.5 **Table 3-1** below details the average weekday peak hour two-way traffic flows and 85th percentile speeds at each of the ATC survey locations.

Table 3-1: Average Weekday Peak Hour Link Flows and 85th Percentile Speeds

Location	Direction	Average Weekday AM Peak Hour Flows (vehicles) (09:00-10:00)	Average Weekday PM Peak Hour Flows (vehicles) (16:00-17:00)	85th Percentile Speed
1) Richmond Road, south of Pound Hill	Northbound	156	164	31.3mph
	Southbound	210	173	33.8mph
2) Pound Hill, north of Parkers CE Primary School	Northbound	23	39	29.8mph
	Southbound	53	32	28.5mph
3) Pages Lane, west of Old Hall Close	Eastbound	55	43	37.6mph
	Westbound	43	49	37.9mph
4) Hills Road, north of the junction with Chequers Lane	Northbound	33	44	23.3mph
	Southbound	45	32	26.7mph
5) Chequers Lane, between the junction with Hills Road and Ploughboy Lane	Eastbound	67	56	35.2mph
	Westbound	70	81	36.1mph

3.6 From reviewing the survey information, the following network AM and PM peak periods have been identified:

- 09:00 - 10:00 – AM peak period
- 15:00 – 16:00 – School peak period
- 16:00 – 17:00 – PM peak period

3.7 The 2020 baseline traffic flows for each of the peaks identified above are illustrated by the traffic flow diagrams presented in **Appendix D** which show the observed hourly traffic flows and turning movements on the study network (extracted from the ATC and MCC observed traffic data), comprising the junctions of Pound Hill with Richmond Road and Pages Lane and adjoining carriageway links.

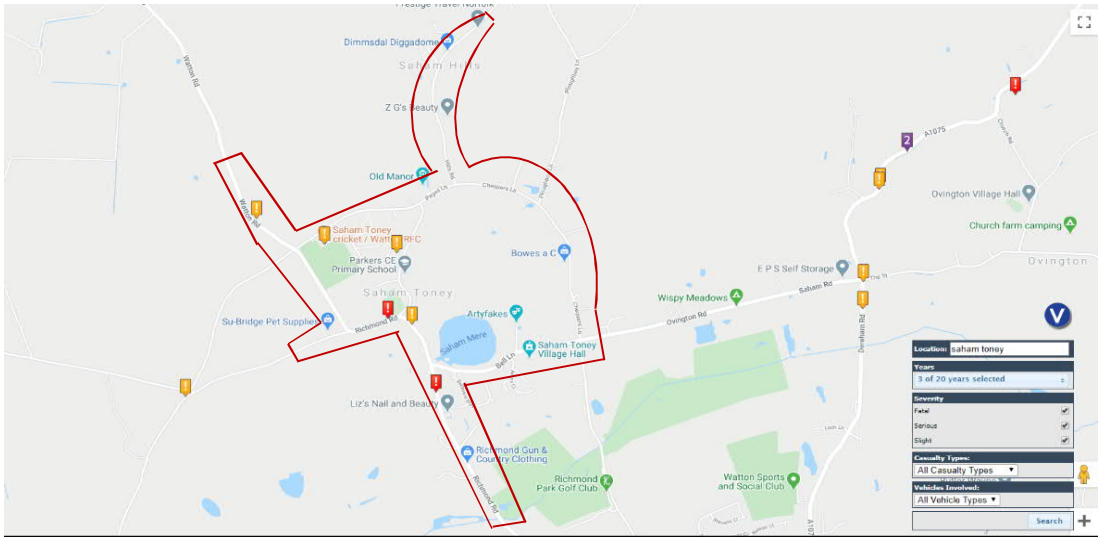
3.8 **Appendix A** contains the full baseline traffic survey data outputs obtained from the two MCC junction surveys (i.e. turning movements and queues) and five ATC surveys (i.e. link counts and observed speeds) conducted in February/March 2020.

Collision Review

3.9 A high-level collision review has been undertaken using the freely available collision data from www.crashmap.co.uk to determine whether there are any existing collision clusters or patterns within the village that could be exacerbated by the additional traffic associated with the site allocations.

3.10 The last three years' worth of available recorded collision data, between 1st January 2016 and 31st December 2018, has been used within the collision review. The study area is outlined below in **Figure 3-2**.

Figure 3-2: Collision Review Study Area



(Source: www.crashmap.co.uk)

3.11 During the study period, a total of six collisions were recorded within the above study area. Four collisions were recorded as slight in severity and two as serious. There were no fatal collisions recorded.

3.12 One serious collision occurred along Richmond Road in the vicinity of site STNP 15, in May 2018. This collision involved two cars and a motorcycle, whereby the motorcyclist was the recorded casualty. At least one vehicle was driven by a young (i.e. inexperienced) driver.

3.13 The other serious collision occurred along Richmond Road, to the south of Bell Lane, in November 2016. This collision involved two cars and one casualty was recorded.

3.14 Of the four collisions recorded as slight in severity, three occurred in 2016 and one in 2017; two of the collisions involved a pedal cyclist. None of the recorded collisions resulted in child casualties.

3.15 The first collision recorded as slight in severity occurred in January 2016 along Watton Road, north of the junction with Pages Lane. This collision involved two cars and one casualty was recorded.

3.16 The second collision recorded as slight in severity occurred in September 2016 on The Oval, between Pound Hill and Neville Close. This collision involved a car and a cyclist; the cyclist was recorded as the only casualty.

3.17 The third collision recorded as slight in severity occurred in November 2016 along Richmond Road, to the south of the junction with Pound Hill. This collision involved a car and a cyclist; the cyclist was recorded as the only casualty.

3.18 The fourth collision recorded as slight in severity occurred in October 2017 along Pages Lane at the access to the Saham Toney Cricket/ Watton RFC grounds. This collision was a single vehicle collision involving a young driver; one casualty was recorded.

3.19 From the review of the six recorded collisions identified in Saham Toney during the study period, it appears that the collisions that occurred were dispersed throughout the village (i.e. not concentrated in particular locations) and no patterns have been observed with regards to user modes.

3.20 There is no evidence to suggest there are any collision clusters or patterns anywhere within the village and therefore any existing road safety concerns that could be exacerbated by the development outlined in the STNP.

4. Trip Generation

TRICS Trip Rates

4.1 Trip rates for privately owned housing and affordable housing have been obtained for sites in similar contextual locations to Saham Toney from the industry standard TRICS ('Trip Rate Information Computer System', version 7.6.4) database in order to establish modal trip generation forecasts for each site allocated within the STNP.

4.2 In order to identify comparable site surveys and therefore representative trip rates, the following filtering options were applied to the search:

- Exclusion of site surveys from the following regions:
  - Greater London
  - Scotland
  - Wales
- A maximum dwelling count of 100 within each site survey
- Exclusion of weekend site surveys
- Exclusion of site surveys prior to 01/01/2011
- Inclusion of site surveys within 'edge of town' and 'neighbourhood centres'
- The remaining site surveys were then further reviewed and excluded from the selection if they were not considered broadly comparable locations in transport terms to Saham Toney.

4.3 **Table 4-1** below details the 'all person' trip rates for the private housing type that will be adopted throughout the report where applicable.

Table 4-1: TRICS Privately Owned Dwellings Peak Hour Trip Rates

Land Use	AM Peak (08:00-09:00)			School Peak Period (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
Private Housing	0.125	0.740	0.865	0.442	0.327	0.798	0.654	0.173	0.827

4.4 **Table 4-2** below details the 'all person' trip rates for the affordable housing type that will be adopted throughout the report where applicable.

Table 4-2: TRICS Affordable Housing Peak Hour Trip Rates

Land Use	AM Peak (08:00-09:00)			School Peak Period (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
Affordable Housing	0.342	1.184	1.526	1.132	0.746	1.878	0.667	0.570	1.237

4.6 The privately owned and affordable housing TRICS peak period trip generation has been applied to the allocated development, disaggregated by mode share as determined from Census 2011 data, and added to observed network AM and PM peak period traffic flows. The school PM peak period trip generation of 15:00-16:00 has been applied to the 15:00-16:00 observed peak hour trips in order to assess a 'worst-case' trip generation scenario for a typical school day afternoon.

4.7 The TRICS 'All Person' trip rates outputs are presented in **Appendix B.**

Census 2011 Travel to Work Mode Share

4.8 To establish an understanding of the existing mode share within Saham Toney, Census 2011 'Method of Travel to Work' dataset has been reviewed. The following filtering options were applied to the Census dataset:

- Population of all usual residents aged 16 and over in employment the week before the Census
- Usual residence: E02005510: Breckland 008 (2011 super output area - middle layer) (within which Saham Toney is located)
- Place of work: 2011 census merged local authority district.

4.9 **Appendix B** provides a breakdown of the Census 2011 Method of Travel to Work dataset. **Table 3-3** below details the indicative primary mode share for residents travelling from Saham Toney.

Table 3-3: Census 2011 Mode Share for Breckland 008 (includes Saham Toney)

Transport Mode	Percentage Mode Share
Work from home	0.0%
Underground/ DLR	0.0%
Train	0.4%
Bus	2.4%
Taxi	0.3%
Motorcycle	1.2%
Car Driver	83.2%
Car Passenger	5.7%
Bicycle	2.0%
Walk	4.5%
Other	0.3%
Total	**100%**

4.10 The census data revealed that 4.5% of all journey to work trips are undertaken on foot compared to 88.9% which are undertaken by car (83.2% as a driver, 5.7% as a passenger). This mode share reflects the rural setting in which Saham Toney is located.

Census 2011 Resident Age Structure

4.11 In order to establish an understanding of the existing primary school aged population within Breckland 008 (including Saham Toney), the Census 2011 age structure data has been reviewed and the following filtering options were applied to the Census data:

- Area type: 2011 super output area – middle layer
- Area name/residence: E02005510: Breckland 008 (2011 super output area - middle layer)

4.12 **Appendix B** provides a breakdown of the age structure Census 2011 data. **Table 3-4** below details the Census 2011 data broken down by age structure.

Table 3-4: Census 2011 Age Structure Data

Age	Percentage
0 - 4 years	4.5%
5 – 7 years	2.4%
8 – 9 years	1.7%
10 – 14 years	5.6%
15 - 17 years	3.5%
18 – 24 years	5.3%
25 – 44 years	18.1%
45 – 64 years	30.6%
65 – 84 years	24.8
85+ years	3.5%
Total	**100%**

4.13 The census data in **Table 3-4** reveals that approximately 4% of all residents within Breckland 008 are of primary school age and are likely to travel to/ from the primary school within the village.

Summary

4.14 To obtain a trip generation for vehicles, cyclists and pedestrians for each site the above Census mode share has been applied to the TRICS all person trip rates for each site. Additionally, the respective Census age structure has also been applied to the TRICS all person trip rates for each site to determine forecast educational trips. **Table 4-3**, **Table 4-4 and Table 4-5** below detail the cumulative outputs broken down by each site for the three peak periods assessed within the study.

Table 4-3: Cumulative Output AM Peak Period

Site	Number of Dwellings	Vehicular Trips	Bicycle Trips	Pedestrian Trips	Educational Trips
STNP 1: Grange Farm, Chequers Lane	10	8	0	0	0
STNP 2: Disused Piggery, Off Hills Road	4	3	0	0	0
STNP 4: Land at the junction of Pound Hill and Pages Lane	13	11	0	1	1
STNP 5: Land to the East of Pound Hill	12	10	0	1	1
STNP 6: Land at the Junction of Pound Hill and Pages Lane	5	4	0	0	0
STNP 7: Pages Farm	8	6	0	0	0
STNP 9: Ovington Road	3	2	0	0	0
STNP 13: Hill Farm	5	4	0	0	0
STNP 14: Croft Field	5	4	0	0	0
STNP 15: Richmond Road	6	4	0	0	0
STNP 16: Richmond Hall	12	11	0	0	1
Cumulative (Calculated from total no. dwellings)	83	67	2	4	4

Table 4-4: Cumulative Output School Peak Period

Site	Number of Dwellings	Vehicular Trips	Bicycle Trips	Pedestrian Trips	Educational Trips
STNP 1: Grange Farm, Chequers Lane	10	8	0	0	0
STNP 2: Disused Piggery, Off Hills Road	4	3	0	0	0
STNP 4: Land at the junction of Pound Hill and Pages Lane	13	11	0	1	1
STNP 5: Land to the East of Pound Hill	12	11	0	1	1
STNP 6: Land at the Junction of Pound Hill and Pages Lane	5	3	0	0	0
STNP 7: Pages Farm	8	5	0	0	0
STNP 9: Ovington Road	3	2	0	0	0
STNP 13: Hill Farm	5	3	0	0	0
STNP 14: Croft Field	5	3	0	0	0
STNP 15: Richmond Road	6	4	0	0	0
STNP 16: Richmond Hall	12	12	0	1	1
Cumulative (Calculated from total no. dwellings)	83	65	2	3	4

Table 4-5: Cumulative Output PM Peak Period

Site	Number of Dwellings	Vehicular Trips	Bicycle Trips	Pedestrian Trips	Educational Trips
STNP 1: Grange Farm, Chequers Lane	10	9	0	0	0
STNP 2: Disused Piggery, Off Hills Road	4	3	0	0	0
STNP 4: Land at the junction of Pound Hill and Pages Lane	13	12	0	1	1
STNP 5: Land to the East of Pound Hill	12	11	0	1	1
STNP 6: Land at the Junction of Pound Hill and Pages Lane	5	3	0	0	0
STNP 7: Pages Farm	8	6	0	0	0
STNP 9: Ovington Road	3	2	0	0	0
STNP 13: Hill Farm	5	3	0	0	0
STNP 14: Croft Field	5	3	0	0	0
STNP 15: Richmond Road	6	4	0	0	0
STNP 16: Richmond Hall	12	12	0	1	1
Cumulative (Calculated from total no. dwellings)	83	68	2	4	4

5. Site Appraisal

5.1 This section of the report considers the viability (in transport terms) of each site allocated within the Saham Toney Neighbourhood Plan with regards to vehicular and pedestrian access against the principles held within NCCs SSD document and relevant national guidance.

5.2 The NCC highways comments have also been considered in more detail for each site.

5.3 The likely vehicular trip generation has been calculated for each site, for inclusion in the high-level assessment of impact upon the surrounding highway and transport networks using the trip rates detailed in Section 4.

5.4 Indicative access drawings illustrating the prospective principal point of vehicular access and available visibility splays for each site are provided within **Appendix C**.

5.5 For the purposes of the site appraisals, Saham Toney village centre has been taken as 'The Old Bell' on Bell Lane. Average walking speeds are based upon google mapping.

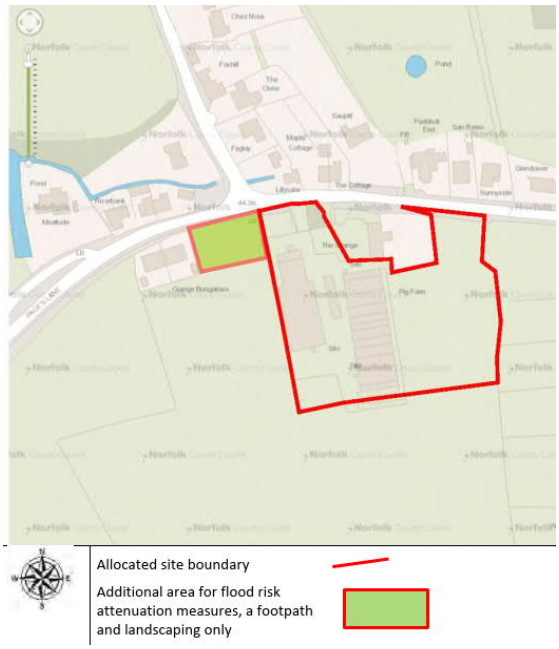
STNP 1: Grange Farm, Chequers Lane

Overview

5.6 Site allocation STNP 1 (Grange Farm, Chequers Lane) comprises land amounting to approximately 1.06 hectares that has been allocated for the provision of a maximum of 10 new dwellings on predominantly brownfield land. Of the total area, approximately 0.08 hectares is set aside for the provision of flood risk attenuation measures, a footpath linking the site to Pages Lane and landscaping. **Figure 5-1** below provides a location plan of Site Allocation STNP 1.

5.7 The site is bound by farmland to the west, south and east, and Chequers Lane to the north. The site is located approximately 800m north of Saham Toney village centre (as the crow flies) and an approximate 13-minute walking distance (1.1km) via Pound Hill (assuming an average walking speed of 1.4m/s).

Figure 5-1: STNP 1 Site Location Plan



(Source: STNP 2019)

5.8 Chequers Lane is an unlit single carriageway road which runs in an east to west direction along the northern boundary of the site and is subject to a 30mph speed limit. The carriageway is approximately 6m in width (allowing two cars to pass) and is fronted by several existing individual residential dwellings, which take direct access onto Chequers Lane, on the northern side. There are no existing footways along Chequers Lane, however relatively wide grassed verges are present alongside the residential dwelling boundaries on the northern side. An existing footway is present circa 70m to the west of the existing site access on the southern side of Pages Lane, linking south to/ from the village centre.

Access Principles

5.9 Chequers Lane is unclassified, currently features residential frontage and is subject to a 30mph speed limit. Therefore, with reference to NCCs SSDev document, it is considered that Chequers Lane is defined as a 'street'. Recorded vehicle speeds (see Table 3-1) on Chequers Lane indicate an 85%ile of 36.1mph which is within the 37mph range of SSDev guidance for accesses and junctions onto a street. In accordance with the SSDev, the proposed access will require:

- Achievable visibility splays of 2.4m x 59m (as per **Table 3-1** and G2.2). An access located within the eastern section of the site that fronts Chequers Lane, would enable the access to be a sufficient distance from the Hills Road junction (an access from the western section of the site would be too close). It appears that the required visibility splays would be achievable with the clearance of vegetation on both sides of the access junction.
- Given that more than nine dwellings are anticipated to be provided, a private drive would not be considered suitable (G2.8 of the SSDev). Therefore, an access road would be required. A carriageway

width of 4.8m is considered suitable to safely facilitate two-way vehicle movements including refuse vehicles (G2.5 of the SSDev). The junction radii provided at the access will need to allow enough space for two vehicles to utilise the junction concurrently as per Note G2.5 of the SSDev (junction radii of 4m is considered suitable for this in accordance with MfS/MfS2 guidance), as well as allowing access by refuse vehicles.

- A 2m wide footway along the southern side of Chequers Lane and Pages Lane between the site access and the existing footway on Pages Lane. Based upon a desk-top review of the OS mapping data, it appears that, in principle, a footway could be facilitated within the extent of the existing highway boundary and land within the allocated site boundary. However, development of the STNP1 site allocation policy and the associated masterplanning study for this site, indicated that provision of a pedestrian footway routed through the site itself between the site access point and the existing footway on Pages Lane will likely result in a safer and more readily achievable solution.

5.10 **Appendix C.1** provides an indicative vehicular access drawing detailing the junction configuration described above.

Norfolk County Council Highways Comments

5.11 The Norfolk County Council Highways comment regarding Site STNP1 is as follows:

> **"Object**
>
> ***Unless evidence can be provided that a safe access can be formed to the satisfaction of the Highway Authority."***

5.12 The indicative junction configuration illustrated in **Appendix C.1** demonstrates that, in principle, appropriate access road width/ suitable junction radii to accommodate the swept paths of two opposing vehicles, adequate visibility splays in accordance with the SSDev/ MfS, and the provision of a 2m wide footway connecting to the existing footway facilities, can be accommodated and that safe access can be provided to STNP1. No collisions have been recorded along Chequers Lane in the vicinity of the site access during the last three-year period; therefore, there is no evidence to suggest there are any existing road safety concerns within this area that could be exacerbated by an additional access at the specified location.

Vehicular Trip Generation

5.13 Forecast AM, School PM and PM peak hour vehicle trip generation is detailed in **Table 5-1** below for the ten dwellings allocated for the site, which comprise eight private dwellings and two affordable dwellings (according to the provision set out in the STNP). This has been calculated using the vehicular trip rates detailed in **Table 4-1and Table 4-2**.

Table 5-1: STNP 1 Vehicular Trip Generation

AM Peak (08:00 – 09:00)			PM School Peak (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
1	7	8	5	3	8	6	2	8

STNP 2: Disused Piggery, Off Hills Road

Overview

5.14 Site allocation STNP 2 (Disused Piggery, Off Hills Road) comprises approximately 0.3 hectares and has been allocated for the provision of a maximum of four new dwellings on brownfield land.

5.15 The site is bound by farmland to the east, north and west, and by existing buildings to the south. The existing access track runs along the north-eastern boundary of an existing property boundary that connects to the northern side of Hills Road. The site is located approximately 1.5km north of Saham Toney village centre (as the crow flies) and an approximate 1.7km walking distance to the village centre via Pound Hill (a 20-minute walk, assuming an average walking speed of 1.4m/s).

5.16 **Figure 5-2** below provides a location plan of Site Allocation STNP 2.

Figure 5-2: STNP 2 Site Location Plan

(Source: STNP 2019)

5.17 Hills Road is a single carriageway road which generally runs in a southwest/ northeast direction and is subject to a 30mph speed limit. The carriageway is approximately 3.95m in width and is fronted by several existing residential dwellings on both sides. There are no footways along Hills Road and the carriageway is unlit.

Access Principles

5.18 Hills Road is unclassified, currently features residential frontage and is subject to a 30mph speed limit. Therefore, with reference to the NCC SSDev document, it is considered that Hills Road is defined as a 'street'. In the absence of recorded vehicle speeds at this immediate location, the absence of footways and in consideration of observed speeds on other roads within the village network, it is considered that Hills Road is likely to fall within the 37mph range of SSDev guidance for accesses and junctions onto a street. In accordance with the SSDev, the proposed access will require:

- Achievable visibility splays of 2.4m x 59m (as per G2.2). The existing access onto Hills Road will be retained in its current location; it appears that the required visibility splays would be achievable with the clearance of vegetation on both sides of the access junction. It should be noted that this vegetation may be located within third party land.

- The site was previously used as a piggery and as such the access would have likely been used by larger vehicles than those associated with residential dwellings. Therefore, in vehicular access terms, it is considered that the proposals offer an improvement in comparison to the previous site use.
- Given that fewer than nine dwellings are anticipated to be provided, a private shared drive is considered suitable (G2.8 of the SSDev). The existing access width of circa 4.9m would safely facilitate two-way vehicle movements (G2.5 of the SSDev).

5.19 **Appendix C.2** provides an indicative vehicle access drawing detailing the junction configuration described above.

Norfolk County Council Comments

5.20 The Norfolk County Council Highways comment regarding Site STNP 2 is as follows:

> ***"Object***
>
> ***There are no footpaths to school on Hills Road and no opportunity to provide.***
>
> ***There is no evidence that a safe access can be formed to the satisfaction of the Highway Authority."***

5.21 The existing access configuration illustrated in **Appendix C.2** demonstrates that, in principle, appropriate access road width in line with the guidance regarding shared driveways in the SSDev, and adequate visibility splays in accordance with the SSDev/ MfS can be provided to address the safe access concern raised by NCC. No collisions were recorded along Hills Road in the vicinity of the site during the last three-year period; therefore, there is no evidence to suggest there are any road safety concerns within this area that could be exacerbated by the development proposals at this location.

5.22 With regards to the absence of footways on Hills Road, it is considered that:

- Hills Road is currently lined with existing dwellings, the residents of which do not currently have access to a footway providing access towards the village centre/ primary school. No collisions have been recorded within the study period along Hills Road and therefore there is no evidence to suggest that there are any existing safety concerns relating to pedestrians travelling along Hills Road.
- Hills Road is characterised by sections of maintained verge and driveway accesses providing ample opportunity for pedestrians to step away from the carriageway in the event of an approaching vehicle.
- Based on the Census 2011 data provided in **Table 3-4** of this report, approximately 4% of residents are likely to be of primary school age, equating to a likelihood of less than one child of primary school age living on site STNP 2 in association with the four allocated dwellings.

5.23 Based on the information reviewed it is not considered that there is sufficient evidence to justify the requirement of a footway from the proposed development site along Hill Road to the south.

Vehicular Trip Generation

5.24 Forecast AM, school PM and PM peak vehicle trip generation is detailed in **Table 5-2** below in association with the four private dwellings allocated for the site (according to the provision set out in the STNP).This has been calculated using the vehicular trip rates detailed in **Table 4-1and Table 4-2.**

Table 5-2: STNP 2 Vehicular Trip Generation

AM Peak (08:00 – 09:00)			School Peak (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
1	2	3	2	1	3	2	1	3

STNP 4: Land at the junction of Pound Hill and Pages Lane

Overview

5.25 Site allocation STNP 4 (Land at the junction of Pound Hill and Pages Lane) comprises approximately 0.81 hectares and is allocated for the provision of a maximum of 13 new dwellings on greenfield land.

5.26 The site is bound by Pound Hill to the east and south, residential dwellings and Old Hall Close to the south and west, and Pages Lane to the north. The site is located approximately 700m north of Saham Toney village centre (as the crow flies) and an approximate 900m walking distance via Pound Hill (an 11 minute walk assuming an average walking speed of 1.4m/s).

5.27 **Figure 5-3** below provides a location plan of Site Allocation STNP 4.

Figure 5-3: STNP 4 Site Location Plan

(Source: STNP 2019)

5.28 Pages Lane is an unlit single carriageway road which runs in an east to west direction and is subject to a 30mph speed limit. The carriageway is approximately 6.9m in width (allowing two cars to pass) and is fronted by several residential dwellings (taking direct access onto Pages Lane) on the southern side. There is an existing footway along the southern side of Pages Lane and along Pound Hill providing a link to/ from the village centre.

Access Principles

5.29 Pages Lane is classified as a 'Local Access Road', currently features residential frontage and is subject to a 30mph speed limit. Therefore, with reference to NCCs SSDev document, it is considered that Pages Lane is defined as a 'street'. Recorded vehicle speeds (see Table 3-1) on Pages Lane indicate an 85%ile of 37.9mph which is only marginally above the 37mph range of SSDev guidance for accesses and junctions onto a street. It is anticipated that vehicle speeds will reduce on Pages Lane with the introduction of residential frontages and that Pages Lane is likely to fall within the 37mph range of SSDev guidance for accesses and junctions onto a street. In accordance with the SSDev, the proposed access will require:

- Achievable visibility splays of 2.4m x 59m (as per **Table 3-1** (see also para. 5.29 above) and **Table 2-1**). The required visibility splays would be achievable from an access located within the northern section of the site that fronts Pages Lane, positioned a sufficient distance from neighbouring junctions

(i.e. circa 26m from the existing/proposed access junction opposite (serving site STNP 7) and in excess of 60m from the existing junctions of Pages Lane with Pound Hill to the east and Old Hall Close to the west. It appears that vegetation clearance is likely to be required on both sides of the access junction to ensure that sufficient visibility splays can be achieved.

- Given that more than nine dwellings are anticipated to be provided, a private drive would not be considered suitable (G2.8 of the SSDev). Therefore, an access road would be required. A carriageway width of 4.8m is considered suitable to safely facilitate two-way vehicle movements including refuse vehicles (G2.5 of the SSDev). The junction radii provided at the access will need to allow enough space for two vehicles to utilise the junction concurrently as per Note G2.5 of the SSD (junction radii of 4m is considered suitable for this in accordance with MfS/MfS2 guidance) as well as allowing access by refuse vehicles.
- It is also recommended that a 2m wide footway along is provided either side of the access road to connect to the existing footway on Pages Lane.

5.30 **Appendix C.3** provides an indicative vehicle access drawing detailing the junction configuration described above.

Norfolk County Council Highways Comments

5.31 There are no NCC objection comments in relation to this site allocation, although it is stated that highways would only support one of the sites allocated within this location (either STNP 4, 5, 6, or 7) with a maximum of 25 dwellings to avoid more traffic using the Pound Hill/ Richmond Road junction. The cumulative impact of all STNP allocated sites is considered further in Section 6 of this report.

Vehicular Trip Generation

5.32 Forecast AM, school PM and PM peak hour vehicle trip generation is detailed in **Table 5-3** below in association with the 13 dwellings allocated for the site, comprising ten private dwellings and three affordable dwellings (according to the provision set out in the STNP). This has been calculated using the vehicle trip rates detailed in **Table 4-1 and Table 4-2.**

Table 5-3: STNP 4 Vehicular Trip Generation

AM Peak (08:00 – 09:00)			School Peak (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
2	9	11	7	5	11	8	3	11

STNP 5: Land to the East of Pound Hill

Overview

5.33 Site Allocation STNP 5 (Land to the East of Pound Hill) comprises approximately 1.01 hectares and has been allocated the provision of a maximum of 12 new dwellings on greenfield land.

5.34 The site is bound by Pound Hill to the west, Pages Lane to the north and farmland to the east and south. The site is located approximately 700m north of Saham Toney village centre (as the crow flies) and an approximate 750m walking distance via Pound Hill (a nine-minute walk assuming an average walking speed of 1.4m/s).

5.35 **Figure 5-4** below provides a location plan of Site Allocation STNP 5.

Figure 5-4: STNP 5 Site Location Plan

(Source: STNP 2019)

5.36 Pound Hill is an unlit single carriageway road which runs in a north to south direction and is subject to a 30mph speed limit. The carriageway is approximately 5.4m in width (allowing two cars to pass) and is fronted by several residential dwellings (taking direct access onto Pound Hill) on the western side. There is an existing footway that runs along the eastern side of Pound Hill providing a link to/ from the village centre.

Access Principles

5.37 Pound Hill is unclassified, currently features residential frontage and is subject to a 30mph speed limit. Therefore, with reference to NCCs SSDev document, it is considered that Pound Hill is defined as a 'street'. In accordance with the SSDev, the proposed access will require:

- Achievable visibility splays of 2.4m x 59m (as per G2.2). It appears that the required visibility splays would be achievable from an access located within the western section of the site that fronts Pound Hill, positioned a sufficient distance from the existing dwelling/ garages access junction opposite and the junction with Pages Lane.
- Given that more than nine dwellings are anticipated to be provided, a private drive would not be considered suitable (G2.8 of the SSDev). Therefore, an access road would be required. A carriageway width of 4.8m is considered suitable to safely facilitate two-way vehicle movements including refuse vehicles (G2.5 of the SCC). The junction radii provided at the access will need to allow enough space for two vehicles to utilise the junction concurrently as per Note G2.5 of the SSDev (junction radii of 4m is considered suitable for this in accordance with MfS/MfS2 guidance) as well as allowing access by refuse vehicles.

- It is also recommended that a 2m wide footway along is provided either side of the access road to connect to the existing footway on Pound Hill.

5.38 **Appendix C.4** provides an indicative vehicle access drawing detailing the junction configuration described above.

Norfolk County Council Highways Comments

5.39 There are no NCC objection comments in relation to this site allocation. Although it is stated that highways would only support one of the sites allocated within this location (either STNP4, 5, 6, and 7) with a maximum of 25 dwellings to avoid more traffic using the Pound Hill/ Richmond Road junction. The cumulative impact of all STNP allocated sites is considered further in Section 6 of this report.

Vehicular Trip Generation

5.40 Forecast AM, school PM, and PM peak vehicle trip generation is detailed in **Table 5-4** below for the 12 dwellings proposed for the site, comprising nine private dwellings and three affordable dwellings (according to the STNP). This has been calculated using the vehicular trip rates detailed in **Table 4-1and Table 4-2**.

Table 5-4: STNP 5 Trip Generation

AM Peak (08:00 – 09:00)			School Peak (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
2	8	10	6	4	10	8	3	11

STNP 6: Land at the Junction of Pound Hill and Pages Lane

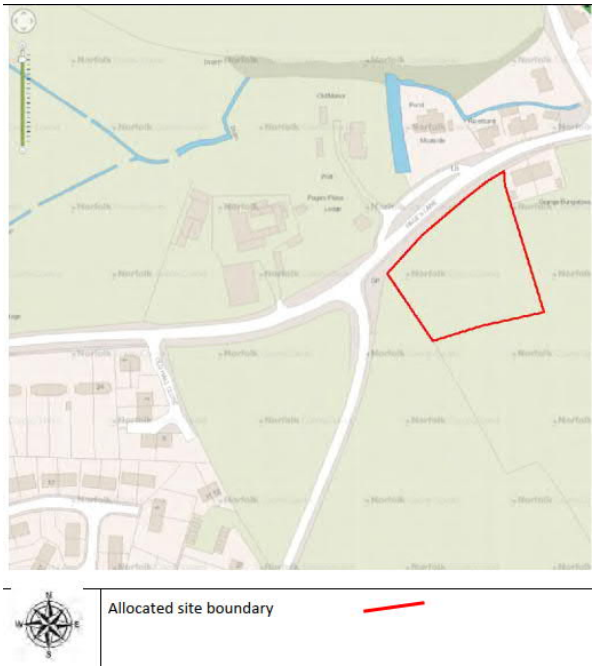
Overview

5.41 Site allocation STNP 6 (Land at the junction of Pound Hill and Pages Lane) comprises approximately 0.46 hectares and has been allocated for the provision of a maximum of five new dwellings on greenfield land.

5.42 The site is bound by Pages Lane to the north and farmland to the east, south and west. The site is located approximately 750m north of Saham Toney village centre (as the crow flies) and an approximate 950m walking distance via Pound Hill (an 11 minute walk assuming an average walking speed of 1.4m/s).

5.43 **Figure 5-5** below provides a location plan of Site Allocation STNP 6.

Figure 5-5: STNP 6 Site Location Plan



(Source: STNP 2019)

5.44 Pages Lane is an unlit single carriageway road which runs in an east to west direction and is subject to a 30mph speed limit. The carriageway is approximately 6.3m in width (allowing two cars to pass) and is fronted by several residential dwellings (taking direct access onto Pages Lane) on both sides. There is an existing footway along the southern side of Pages Lane and the eastern side of Pound Lane providing a link to/ from the village centre.

Access Principles

5.45 Pages Lane is classified as a 'Local Access Road', currently features residential frontage and is subject to a 30mph speed limit. Therefore, with reference to NCCs SSDev document, it is considered that Pages Lane is defined as a 'street'. In accordance with the SSDev, the proposed access will require:

- Achievable visibility splays of 2.4m x 59m (as per **Table 3-1** and G2.2). It appears that the required visibility splays would be achievable from an access located within the northern section of the site that fronts Pages Lane, positioned a sufficient distance from the existing service road accesses opposite (more than 30m) and the junction with Pound Hill (more than 60m). Vegetation clearance would be required on both sides of the access junction to ensure that visibility splays can be achieved. This vegetation appears to be located within the development site and highway boundary.
- Given that fewer than nine dwellings are anticipated to be provided, a private drive would be considered suitable (G2.8 of the SSDev). A carriageway width of 4.5m would safely facilitate two-way movements (G2.5 of the SSDev) and it appears that this could be accommodated in this location.

5.46 **Appendix C.5** provides an indicative vehicle access drawing detailing the junction configuration described above.

Norfolk County Council Highways Comments

5.47 The Norfolk Council Highways comment regarding Site STNP 6 is as follows:

> *'Accept*
>
> *Subject to evidence to demonstrate that sufficient visibility can be achieved at the junction with a sufficient distance from Pound Hill Lane or accessed through STNP 5'.*

5.48 The indicative junction configuration illustrated in **Appendix C.5** demonstrates that, in principle, appropriate access road width in line with the guidance regarding shared driveways in the SSDev, and adequate visibility splays in accordance with the SSDev/ MfS address the safe access concern raised by NCC. It is achievable to provide a junction in a location that meets typical junction spacing requirements with regards to the proximity to the Pages Lane junction (in excess of 60m). No collisions were recorded along Pages Lane in the vicinity of the site during the last three-year period; therefore, there is no evidence to suggest there are any road safety concerns within this area that could be exacerbated by the development proposals at this location.

5.49 The Highways comments also state that highways would only support one of the sites allocated within this location (either STNP4, 5, 6, and 7) with a maximum of 25 dwellings to avoid more traffic using the Pound Hill/ Richmond Road junction. The cumulative impact of all STNP allocated sites is considered further in Section 6 of this report.

Vehicular Trip Generation

5.50 Forecast AM, school PM and PM peak hour vehicle trip generation is detailed in **Table 5-5** below for the five private dwellings allocated for the site (according to the provision set out in the STNP). This has been calculated using the vehicular trip rates detailed in Table 5-5: STNP 6 Vehicular Trip Generation**Table 5-5.**

Table 5-5: STNP 6 Vehicular Trip Generation

AM Peak (08:00 – 09:00)			School Peak (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
1	3	4	2	1	3	3	1	4

STNP 7: Page's Farm

Overview

5.51 Site Allocation STNP 7 (Page's Farm) comprises approximately 0.54 hectares and has been allocated for the provision of a maximum of eight new dwellings on predominantly brownfield land.

5.52 The site is bound by Page's Place Lodge to the east and south, Pages Lane to the south and farmland to the west and north. The site is located approximately 800m north of Saham Toney village centre (as the crow flies) and an approximate 900m walking distance via Pound Hill (an 11-minute walk assuming an average walking speed of 1.4m/s).

5.53 **Figure 5-6** below provides a location plan of Site Allocation STNP 7.

Figure 5-6: STNP 7 Site Location Plan

(Source: STNP 2019)

5.54 Pages Lane is an unlit single carriageway road which runs in an east to west direction and is subject to a 30mph speed limit. The carriageway is approximately 6.4m in width (allowing two cars to pass) in the vicinity of the site and is fronted by several residential dwellings (taking direct access onto Pages Lane) on the southern side. There is an existing footway along the southern side of Pages Lane and the eastern side of Pound Lane providing a link to/ from the village centre.

Access Principles

5.55 Pages Lane is classified as a 'Local Access Road', currently features residential frontage and is subject to a 30mph speed limit. Therefore, with reference to NCCs SSDev document, it is considered that Pages Lane is defined as a 'street'. Recorded vehicle speeds (see Table 3-1) on Pages Lane indicate an 85%ile of 37.9mph which is only marginally above the 37mph range of SSDev guidance for accesses and junctions onto a street. It is anticipated that vehicle speeds will reduce on Pages Lane with the introduction of residential frontages and that Pages Lane is likely to fall within the 37mph range of SSDev guidance for accesses and junctions onto a street. In accordance with the SSDev, the proposed access will require:

- Achievable visibility splays of 2.4m x 59m (as per **Table 3-1** (see also para. 5.55 above) and **Table 2-1**). It appears that the required visibility splays would be achievable from the existing site access located on the southern section of the site that fronts Pages Lane, which is positioned a sufficient distance from the Pound Lane junction on the opposite side of Pages Lane and could be provided at a sufficient distance from the proposed access in association with STNP 4. Extensive vegetation clearance would be required on both sides of the access junction to ensure that visibility splays can

be achieved. This vegetation appears to be located within the highway boundary, the site allocation and third-party land (located to the east of the site).

- Given that fewer than nine dwellings are anticipated to be provided, a shared private drive is considered suitable (G2.8 of the SSDev). It appears that the existing access road width would require widening to at least 4.5m (over a length of that extends into the site for a distance of 10m from the highway boundary) in order to safely facilitate two-way movements (G2.5 of the SSDev). It appears that this widening could be accommodated in this location.
- Carriageway widening and provision of a 2m wide footway to the frontage of the site serving a crossing on Pages Lane.

5.56 **Appendix C.6** provides an indicative vehicle access drawing detailing the junction configuration described above.

Norfolk County Council Highways Comments

5.57 There are no NCC objection comments in relation to this site allocation. However, the Norfolk Council Highways comment regarding Site STNP 7 is as follows:

> *'Accept*
>
> *Subject to off-site works required to widen Pages Lane to 6m and provide a frontage footpath.*

5.58 The existing Pages Lane carriageway width in the vicinity of the site has been measured (from OS mapping) at between 5.9m and 6.4m. The existing width appears to only marginally fall below the required minimum width stated in the highways comment above at its narrowest point. With regard to the provision of a footway along the site frontage (on the northern side of Pages Lane), onward facilities are not present on this side of Pages Lane. In principle, the provision of a short section of carriageway widening and a 2m wide footway from the site access to an uncontrolled crossing facility (in a suitable and safe location) to assist users to the existing footway on the southern side of Pages Lane appears to be deliverable within the extent of the existing highway boundary and land within the allocated site boundary.

Vehicular Trip Generation

5.59 Forecast AM, school PM and PM peak hour vehicle trip generation is detailed in **Table 5-6** below for the eight private dwellings proposed for the site (according to the provision set out in the STNP). This has been calculated using the vehicular trip rates detailed in **Table 4-1and Table 4-2**.

Table 5-6: STNP 7 Vehicular Trip Generation

AM Peak (08:00 – 09:00)			School Peak (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
1	5	6	3	2	5	4	1	5

STNP 9: Ovington Road

Overview

5.60 Site Allocation STNP 9 (Ovington Road) comprises approximately 0.445 hectares and has been allocated for the provision of a maximum of three new dwellings on greenfield land.

5.61 The site is bound by residential properties to the east and west, farmland to the north and Ovington Road to the south. The site access is proposed to be taken from the southern boundary of the site on the northern side of Ovington Road. The site is located approximately 900m east of Saham Toney village centre (as the crow flies) and an approximate 900m walking distance via Ovington Road and Bell Lane (an 11 minute walk assuming an average walking speed of 1.4m/s).

5.62 **Figure 5-7** below provides a location plan of Site Allocation STNP 9.

Figure 5-7: STNP 9 Site Location Plan

(Source: STNP 2019)

5.63 Ovington Road is an unlit single carriageway road which runs in an east to west direction and is subject to a 30mph speed limit in the vicinity of the site. The carriageway is approximately 5.1m in width in the vicinity of the site and is fronted by several existing residential dwellings on the northern side of the carriageway. There is no footway along Ovington Road.

Access Principles

5.64 Ovington Road is unclassified, currently features residential frontage with direct access on the northern side of the carriageway and is subject to a 30mph speed limit within the vicinity of the site. Therefore, with reference to the NCC SSDev document, it is considered that Ovington Road is defined as a 'street'. In the absence of recorded vehicle speeds at this immediate location, the absence of footways and in consideration of observed speeds on other roads within the village network, it is considered that Hills Road is likely to fall within the 37mph range of SSDev guidance for accesses and junctions onto a street.

5.65 The STNP (August 2019) suggests provision of two private driveways to access the dwellings (one shared); NCCs SSDev Guidance Note G2.7 states that multiple points of vehicular access to classified roads from individual sites are not generally allowed, however Ovington Road is not classified suggesting that two private driveways would be acceptable. Given that the highways comment associated with this site allocation states that the preliminary scheme put forward (featuring two private driveways) was acceptable to the LHA, and that existing private driveways are located to the east and west of the proposal site, it is considered that two private driveways would be suitable, given the following can be provided:

- The private driveway serving an individual dwelling measures 3.2m in width and can achieve visibility splays of 2.4m x 59m (as per G2.2); it appears that these visibility splays would be achievable with vegetation clearance within what appears to be the highway boundary and through third-party land to the west of the site.
- The shared driveway measures 4.5m (over a length of that extends into the site for a distance of 10m from the highway boundary) in order to safely facilitate two-way movements (G2.5 of the SSDev), and can achieve visibility splays of 2.4m x 59m (as per G2.2); it appears that these visibility splays would be achievable with vegetation clearance within what appears to be the highway boundary.

5.66 **Appendix C.7** provides an indicative vehicle access drawing detailing the junction configuration described above.

Norfolk County Council Highways Comments

5.67 The Norfolk Council Highways comment regarding Site STNP 9 is as follows:

> *"Object*
>
> *Unless evidence can be provided that a safe access can be formed to the satisfaction of the Highway Authority."*

5.68 The indicative junction configuration illustrated in **Appendix C.7** demonstrates that, in principle, appropriate access width and adequate visibility splays in accordance with the SSDev/ MfS can be provided to address this concern in full. No collisions were recorded along Ovington Road in the vicinity of the site. Therefore, there is no evidence to suggest there are any safety concerns within this area that could be exacerbated by additional accesses at the specified location.

5.69 Post-consultation correspondence between STPC and NCC (as Local Highway Authority) identified that the Council also had a concern about site STNP9 with respect to the lack of a footway over the full route between the site and the primary school. Full details of the correspondence can be found in the Saham Toney Neighbourhood Plan Consultation Statement.

5.70 In respect of the absence of a footway on Ovington Road and along part of Bell Lane, it is considered that:

- Ovington Road and Bell Lane are currently lined with existing dwellings, the residents of which do not currently have access to a footway providing access towards the primary school. No collisions have been recorded within the study period along Ovington Road or the relevant section of Bell Lane and therefore there is no evidence to suggest that there are any existing safety concerns relating to pedestrians travelling along either road.
- Ovington Road and Bell Lane are characterised by sections of maintained verge and driveway accesses providing ample opportunity for pedestrians to step away from the carriageway in the event of an approaching vehicle.
- Based on the Census 2011 data provided in Table 3-4 of this report, approximately 4% of residents are likely to be of primary school age, equating to a likelihood of less than one child of primary school age living within site allocation STNP9 in association with the three allocated dwellings**.**

5.71 Based on the information reviewed it is not considered that there is sufficient evidence to justify the requirement of a footway from the proposed development site along Ovington Road to link with the existing footway on Bell Lane, a distance of approximately 450m.

Vehicular Trip Generation

5.72 Forecast AM, school PM and PM peak hour vehicle trip generation is detailed in **Table 5-7** below for the three private dwellings proposed for the site (according to the provision set out in the STNP). This has been calculated using the vehicular trip rates detailed in **Table 4-1and Table 4-2**.

Table 5-7: STNP 9 Vehicular Trip Generation

AM Peak (08:00 – 09:00)			School Peak (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
0	2	2	1	1	2	2	0	2

STNP 13: Hill Farm

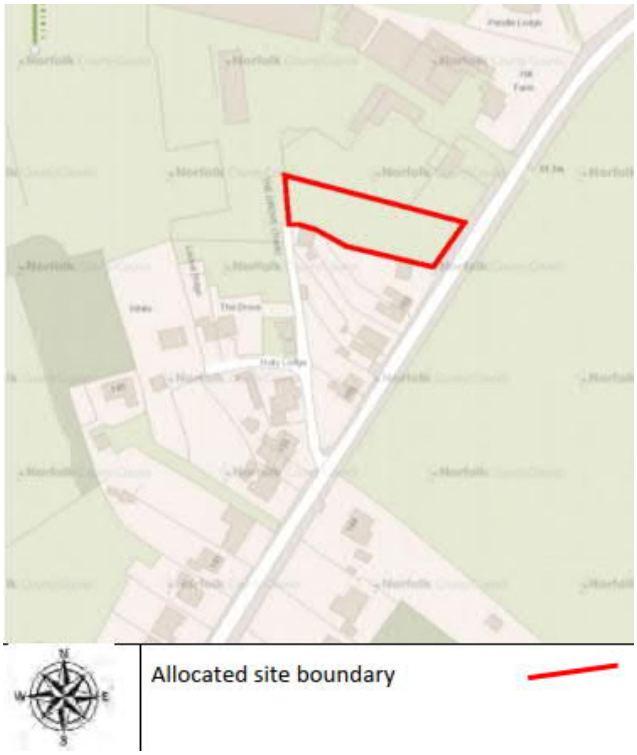
Overview

5.73 Site Allocation STNP 13 (Hill Farm) comprises approximately 0.2 hectares and has been allocated for the provision of a maximum of five new dwellings on greenfield land.

5.74 The site is bound by farm buildings to the north, Hills Road to the east, residential properties to the south and farmland to the west. The site is located approximately 2.2km north of Saham Toney village centre (as the crow flies) and an approximate 2.5km walking distance via Hills Road and Pound Hill (a 30-minute walk assuming an average walking speed of 1.4m/s).

5.75 **Figure 5-8** below provides a location plan of Site Allocation STNP 13.

Figure 5-8: STNP 13 Site Location Plan



(Source: STNP 2019)

5.76 Hills Road is a single carriageway road which runs in a south to northeast direction and is subject to a 30mph speed limit. The carriageway varies between approximately 4m and 5.2m in width and is fronted by several existing residential dwellings on both sides. There are no footways along Hills Road and the carriageway is unlit.

5.77 The STNP (Policy 2Nc) identifies that *"Hills Road shall be widened locally to the site to provide passing place(s) to the satisfaction of the Local Highway Authority"*. The existing width of the carriageway in the vicinity of the site varies between 5.2m and 5.5m. In accordance with MfS, the existing width can safely accommodate two passing cars at its narrowest point and two passing HGVs at its widest point. Therefore, it is considered the existing width is acceptable. However, in principle, further widening of the carriageway to 6m could be achievable within the highway boundary.

Access Principles

5.78 Hills Road in the vicinity of the site allocation is unclassified, currently features residential frontage and is subject to a 30mph speed limit. Therefore, with reference to NCCs SSDev document, it is considered that Hills Road is defined as a 'street'. In the absence of recorded vehicle speeds at this immediate location, the absence of footways and in consideration of observed speeds on other roads within the village network, it

is considered that Hills Road is likely to fall within the 37mph range of SSDev guidance for accesses and junctions onto a street. In accordance with the SSDev, the proposed access will require:

- Achievable visibility splays of 2.4m x 59m (as per G2.2). An access located within the south-eastern section of the site that fronts Hills Road, located a sufficient distance from the private driveway to the southwest, the farm access to the northeast and the access to Site Allocation STNP14, would enable the required visibility splays to be achievable with some clearance of vegetation on both sides of the access junction. It should be noted that this may require the removal of what appear to be mature trees.
- Given that fewer than nine dwellings are anticipated to be provided, a private drive would be considered suitable (G2.8 of the SSDev). A carriageway width of 4.5m would safely facilitate two-way movements (G2.5 of the SSDev) and it appears that this could be accommodated in this location.

5.79 Guidance Note G2.8 of the NCC SSDev document states that private drives are not considered an appropriate form of development to serve more than 9 dwellings. Therefore, access to the site via the existing private drive that runs to the southwest of the site does not appear to be achievable given that the drive already appears to serve approximately seven dwellings.

5.80 **Appendix C.8** provides an indicative vehicle access drawing detailing the junction configuration described above.

Norfolk County Council Highways Comments

5.81 The Norfolk Council Highways comment regarding Site STNP 13 is as follows:

"Object

There are no footpaths to school on Hills Road and no opportunity to provide."

5.82 With regards to the absence of footways on Hills Road, it is considered that:

- Hills Road is currently lined with existing dwellings, the residents of which do not currently have access to a footway providing access towards the village centre/ primary school. No collisions have been recorded within the study period along Hills Road and therefore there is no evidence to suggest that there are any existing safety concerns relating to pedestrians travelling along Hills Road.
- Hills Road is characterised by sections of maintained verge and driveway accesses providing ample opportunity for pedestrians to step away from the carriageway in the event of an approaching vehicle.
- Based on the Census 2011 data provided in **Table 3-4** of this report, approximately 4% of residents are likely to be of primary school age, equating to a likelihood of less than one child of primary school age living within site allocation STNP 13 in association with the five allocated dwellings.

5.83 Based on the information reviewed it is not considered that there is sufficient evidence to justify the requirement of a footway from the proposed development site along Hill Road to the south.

Vehicular Trip Generation

5.84 Forecast AM, school PM and PM peak vehicle trip generation is detailed in **Table 5-8** below for the five private dwellings proposed for the site (according to the provision set out in the STNP). This has been calculated using the vehicular trip rates detailed in **Table 4-1and Table 4-2**.

Table 5-8: STNP 13 Vehicular Trip Generation

AM Peak (08:00 – 09:00)			School Peak (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
1	3	4	2	1	3	3	1	4

STNP 14: Croft Field

Overview

5.85 The STNP 14 (Croft Field) comprises approximately 0.3 hectares and has been allocated for the provision of a maximum of five new dwellings on greenfield land.

5.86 The site is bound by residential properties to the southwest, Hills Road to the northwest and farmland to the northeast and southeast. The site is located approximately 2.1km north of Saham Toney village centre (as the crow flies) and an approximate 2.5km walking distance via Hills Road and Pound Hill (a 30 minute walk assuming an average walking speed of 1.4m/s).

5.87 **Figure 5-9** below provides a location plan of Site Allocation STNP 14.

Figure 5-9: STNP 14 Site Location Plan

(Source: STNP 2019)

5.88 Hills Road is a single carriageway road which runs in a south to northeast direction and is subject to a 30mph speed limit. The carriageway varies between approximately 4m and 5.2m in width and is fronted by several existing residential dwellings on both sides. There are no footways along Hills Road and the carriageway is unlit.

5.89 The STNP (Policy 2Od) identifies that *"Hills Road shall be widened locally to the site to provide passing place(s) to the satisfaction of the Local Highway Authority"*. The existing width of the carriageway in the vicinity of the site varies between 4.3m and 5.5m. In accordance with MfS, the existing width can safely accommodate two passing cars at its narrowest point and two passing HGVs at its widest point. Therefore, it is considered the existing width is acceptable. However, in principle, further widening of the carriageway to 6m could be achievable within the highway boundary.

Access Principles

5.90 Hills Road in the vicinity of the site allocation is unclassified, currently features residential frontage and is subject to a 30mph speed limit. Therefore, with reference to NCCs SSDev document, it is considered that Hills Road is defined as a 'street'. In the absence of recorded vehicle speeds at this immediate location, the absence of footways and in consideration of observed speeds on other roads within the village network, it

is considered that Hills Road is likely to fall within the 37mph range of SSDev guidance for accesses and junctions onto a street. In accordance with the SSDev, the proposed access will require:

- Achievable visibility splays of 2.4m x 59m (as per G2.2). An access located within the western section of the site that fronts Hills Road, would enable the required visibility splays to be achievable in association with clearance of vegetation on both sides of the access junction. The access would need to be located a sufficient distance from the private driveways/access opposite, which appears to be achievable.
- It is noted that there is informal on-carriageway parking along Hills Road in the vicinity of the Site Allocation STNP14 Hills Road frontage, this would require removal to ensure the safe operation of an additional access at this location.
- Given that fewer than nine dwellings are anticipated to be provided, a private drive would be considered suitable (G2.8 of the SSDev). A carriageway width of 4.5m would safely facilitate two-way movements (G2.5 of the SSDev) and it appears that this could be accommodated in this location.

5.91 **Appendix C.9** provides an indicative vehicle access drawing detailing the junction configuration described above.

Norfolk County Council Highways Comments

5.92 The Norfolk Council Highways comment regarding Site STNP 14 is as follows:

"Object

There are no footpaths to school on Hills Road and no opportunity to provide."

5.93 With regards to the absence of footways on Hills Road, it is considered that:

- Hills Road is currently lined with existing dwellings, the residents of which do not currently have access to a footway providing access towards the village centre/ primary school. No collisions have been recorded within the study period along Hills Road and therefore there is no evidence to suggest that there are any existing safety concerns relating to pedestrians travelling along Hills Road.
- Hills Road is characterised by sections of maintained verge and driveway accesses providing ample opportunity for pedestrians to step away from the carriageway in the event of an approaching vehicle.
- Based on the Census 2011 data provided in **Table 3-4** of this report, approximately 4% of residents are likely to be of primary school age, equating to a likelihood of less than one child of primary school age living within site allocation STNP 14 in association with the five allocated dwellings.

5.94 Based on the information reviewed it is not considered that there is sufficient evidence to justify the requirement of a footway from the proposed development site along Hill Road to the south.

Vehicular Trip Generation

5.95 Forecast AM, school PM and PM peak vehicle trip generation is detailed in **Table 5-9** below for the five private dwellings proposed for the site (according to the provision set out in the STNP). This has been calculated using the vehicular trip rates detailed in **Table 4-1and Table 4-2**.

Table 5-9: STNP 14 Vehicular Trip Generation

AM Peak (08:00 – 09:00)			School Peak (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
1	3	4	2	1	3	3	1	4

STNP 15: 8 Richmond Road

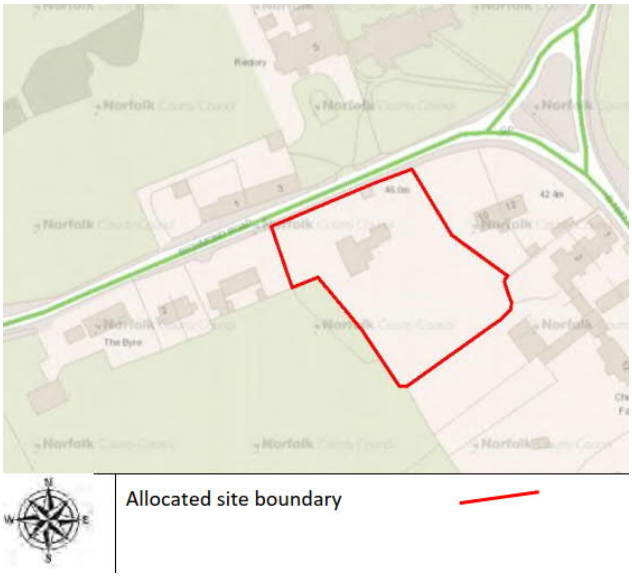
Overview

5.96 The STNP 15 (8 Richmond Road) comprises approximately 0.40 hectares and has been allocated for the provision of a maximum of six new dwellings on existing residential land.

5.97 The site is bound by residential properties to the east and west, Richmond Road to the north and farmland to the south. The site is located approximately 300m northwest of Saham Toney village centre (as the crow flies) and an approximate 400m walking distance via Richmond Road (a four minute walk assuming an average walking speed of 1.4m/s).

5.98 **Figure 5-10** below provides a location plan of Site Allocation STNP 15.

Figure 5-10: STNP 15 Site Location Plan



(Source: STNP 2019)

5.99 Richmond Road is an unlit single carriageway road which runs in an east to west direction and is subject to a 30mph speed limit. The carriageway is approximately 5.0m in width and is fronted by several residential dwellings on both sides. There is an existing footway along the southern side of Richmond Road.

Access Principles

5.100 Richmond Road is classified as a 'Local Access Road', currently features residential frontage and is subject to a 30mph speed limit. Therefore, with reference to NCCs SSDev document, it is considered that Richmond Road is defined as a 'street'. Recorded vehicle speeds (see Table 3-1) on Richmond Road indicate an 85%ile of 33.8mph which is within the 37mph range of SSDev guidance for accesses and junctions onto a street. In accordance with the SSDev, the proposed access will require:

- Achievable visibility splays of 2.4m x 59m (as per **Table 3-1** and G2.2). An access located within the north-western section of the site that fronts Richmond Road (to the west of the existing access), would enable the access to be a sufficient distance from the existing residential access opposite, in excess of 60m west of the Pound Hill junction and would be a sufficient distance from the bend (which would impact visibility splays if too close). It appears that vegetation clearance would be required on both sides of the access junction to ensure that the visibility splays can be achieved. Vegetation located to the west of the site appears to be located on third-party land.
- Given that fewer than nine dwellings are anticipated to be provided, a private drive would be considered suitable (G2.8 of the SSDev). A carriageway width of 4.5m would safely facilitate two-way movements (G2.5 of the SSDev) and it appears that this could be accommodated in this location.

5.101 **Appendix C.10** provides an indicative vehicle access drawing detailing the junction configuration described above.

Norfolk County Council Highways Comments

5.102 The Norfolk Council Highways comment regarding Site STNP 15 is as follows:

> *'Object*
>
> *Unless evidence can be provided that a safe access can be formed to the satisfaction of the Highway Authority.'*

5.103 The indicative junction configuration illustrated in **Appendix C.10** demonstrates that, in principle, appropriate access width and adequate visibility splays in accordance with the SSDev/ MfS can be provided to address this concern in full. One collision recorded as serious in severity was recorded along Richmond Road in the vicinity of the site. However, there is no evidence to suggest there are any safety concerns within this area that could be exacerbated by additional accesses at the specified location.

Vehicular Trip Generation

5.104 Forecast AM, school PM and PM peak hour vehicle trip generation is detailed in **Table 5-10** below for the six private dwellings proposed for the site (according to the provision set out in the STNP). This has been calculated using the vehicular trip rates detailed in **Table 4-1and Table 4-2**.

Table 5-10: STNP 15 Vehicular Trip Generation

AM Peak (08:00 – 09:00)			School Peak (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
1	4	5	2	2	4	3	1	4

STNP 16: Richmond Hall

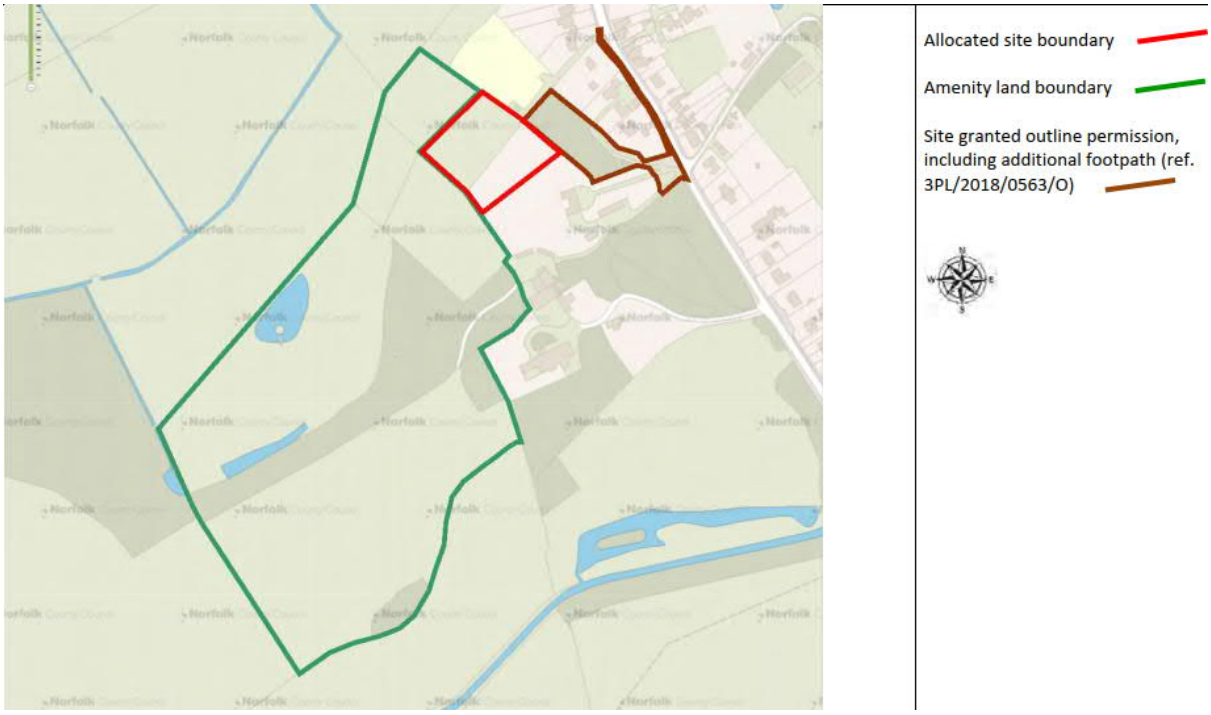
Overview

5.105 The STNP 16 (Richmond Hall) comprises approximately 0.65 hectares and has been allocated for the provision of a maximum of 12 new dwellings on greenfield land at Richmond Hall, Richmond Road.

5.106 The site is bound by residential properties to the north and east, Richmond Hall to the south and farmland to the west. The site will require access through the adjacent (permitted) site which has outline permission for five dwellings (application reference: 3PL/2018/0563/O). The site is located approximately 370m southwest of Saham Toney village centre (as the crow flies) and an approximate 550m walking distance via Richmond Road (a seven minute walk, assuming an average walking speed of 1.4m/s).

5.107 **Figure 5-11** below provides a location plan of Site Allocation STNP 16.

Figure 5-11: STNP 16 Site Location Plan



(Source: STNP 2019)

5.108 Richmond Road is a single carriageway road which runs in a north to south direction in the vicinity of the site and is subject to a 30mph speed limit. The carriageway is approximately 5.2m in width and is fronted by residential dwellings on both sides. There is a footway along the western side of Richmond Road and the carriageway is unlit.

Access Principles

5.109 The proposed 12 dwellings are to be accessed via an adjacent site which has outline planning permission for five residential dwellings, providing a combined total of 17 dwellings. The outline planning permission is subject to Highways Conditions including the provision of highways access and footway provision (as detailed on drawing reference 1534/03/001 Rev A, submitted alongside the planning application and provided in **Appendix C** of this report), these conditions would also apply to Site Allocation STNP16. The proposed highways access to the adjacent site (and therefore Site Allocation STNP 16) is via the existing Richmond Hall access point on the western side of Richmond Road.

5.110 Richmond Road in the vicinity of the site is unclassified, currently features residential frontage and is subject to a 30mph speed limit. Therefore, with reference to NCCs SSDev document, it is considered that Richmond Road is defined as a 'street'. Recorded vehicle speeds (see **Table 3-1**) on Richmond Road indicate an

85%ile of 33.8mph which is within the 37mph range of SSDev guidance for accesses and junctions onto a street. In accordance with MfS and the SSDev, the proposed access will require:

- Achievable visibility splays of 2.4m x 59m (as per **Table 3-1** and G2.2). It appears that the required visibility splays would be achievable with the clearance of vegetation on both sides of the access junction.
- Given that more than nine dwellings are anticipated to be provided, a private drive would not be considered suitable (G2.8 of the SCC). Therefore, an access road would be required. The proposed carriageway width of 6m and junction arrangement as shown on the plan held in **Appendix C** is considered suitable to safely facilitate two-way vehicle movements including refuse vehicles (G2.5 of the SCC) associated with both the permitted site and Site Allocation STNP16.

Norfolk County Council Highways Comments

5.111 Norfolk Highways objection regarding transport related issues is as follows:

> *'Object*
>
> *Unless evidence can be provided that a safe access can be formed to the satisfaction of the Highway Authority.'*

5.112 AECOM consider that, even with the inclusion of 12 additional dwellings, the access configuration with appropriate access road type/ width and adequate visibility splays in accordance with the SSDev/ MfS as detailed in drawing number 1534/03/001 Rev A in association with the permitted adjacent site, address the safe access concerns raised by NCC.

Vehicular Trip Generation

5.113 Forecast AM, school PM and PM peak hour vehicle trip generation is detailed in **Table 5-11** below for the 12 dwellings proposed for the site, comprising eight private dwellings and four affordable dwellings (according to the provision set out in the STNP). This has been calculated using the vehicular trip rates detailed in **Table 4-1 and Table 4-2**.

Table 5-11: STNP 16 Vehicular Trip Generation

AM Peak (08:00 – 09:00)			School Peak (15:00 – 16:00)			PM Peak (17:00 – 18:00)		
Arrival	Departures	Total	Arrival	Departures	Total	Arrivals	Departures	Total
2	9	11	7	5	12	8	4	12

6. Transport Impact Assessment

Background

6.1 This section considers the cumulative transport impact of vehicular traffic generated by the Site Allocations for the Saham Toney Neighbourhood Plan (SNTP 1, 2, 4, 5, 6, 7, 9, 13, 14, 15 and 16) on two-way traffic flows on Richmond Road, Pound Hill, Pages Lane, Hills Road, and Chequers Lane (the ATC locations) and at the following two junctions within Saham Toney:

- Pound Hill/ Pages Lane priority T-junction
- Richmond Road/ Pound Hill priority Y-junction

Allocation Sites Cumulative Traffic

6.2 The traffic generation associated with each site allocation has been calculated for each of the peak hours identified (AM and PM peak hours and school afternoon peak hour) as detailed in the individual Site Appraisals in Section 5. These have been distributed and assigned to the local highway network based on Census data and existing traffic distributions at the two surveyed junctions. The forecast development traffic has been combined with the 2020 baseline flows to determine the likely impact of development traffic flows on highway links within Saham Toney and at the two identified junctions. This is shown in the traffic flow diagrams held in **Appendix D**.

Link Based Assessment

6.3 **Table 6-1** to **Table 6-3** below set out the observed weekday two-way traffic flows (in passenger car units, PCU) on Richmond Road, Pound Hill, Pages Lane, Hills Road, and Chequers Lane (at the ATC locations) in the AM, School PM and PM peak periods and identifies the scale of change (%) resulting from forecast cumulative development traffic flows.

Table 6-1: AM Peak Link Based Assessment

Location	Average Weekday Base 2020 AM Peak Hour Flows (09:00-10:00)	Average Weekday Base 2020 + Development AM Peak Hour Flows (09:00-10:00)	Change in hourly two-way vehicle flow (PCU)
Richmond Road	366	383	17
Pound Hill	76	92	16
Pages Lane	98	113	15
Hills Road	78	87	9
Chequers Lane	137	140	3

Table 6-2: School Peak Link Based Assessment

Location	Average Weekday Base 2020 School Peak Hour Flows (15:00-16:00)	Average Weekday Base 2020 + Development School Peak Hour Flows (15:00-16:00)	Change in hourly two-way vehicle flow (PCU)
Richmond Road	278	298	20
Pound Hill	41	55	14
Pages Lane	91	108	17
Hills Road	62	72	10
Chequers Lane	116	120	4

Table 6-3: PM Peak Link Based Assessment

Location	Average Weekday Base 2020 PM Peak Hour Flows (16:00-17:00)	Average Weekday Base 2020 + Development PM Peak Hour Flows (16:00-17:00)	Change in hourly two-way vehicle flow (PCU)
Richmond Road	337	361	24
Pound Hill	71	87	16
Pages Lane	92	113	21
Hills Road	76	87	11
Chequers Lane	137	141	4

6.4 The link-based assessment demonstrates that the scale of change in two-way traffic flows (equivalent to a maximum of one additional vehicle every 2½ minutes on Richmond Road in the PM Peak), taking account of the low volumes of traffic currently travelling through Saham Toney, is negligible in real terms along Richmond Road, Chequers Lane, Pound Hill, Pages Lane and Hills Road, and that peak hour flows will remain low after development of all allocated sites.

Junction Capacity Assessment

6.5 The impact of the additional traffic on the operation of each of the identified junctions has been assessed using the industry standard Junctions 9 PICADY software package. The software provides a number of outputs from which junction operation can be assessed, one of which is the Ratio of Flow to Capacity (RFC), where an RFC of 1.00 reflects a demand equal to the theoretical capacity of the junction approach.

6.6 Both junctions identified have been assessed for the following scenarios during the AM peak, PM peak and school afternoon peaks:

- 2020 Base
- 2020 Base + Cumulative Development

6.7 The 2020 base flows are based on the observed traffic data obtained by traffic surveys conducted in February 2020.

6.8 The junction geometry measurements applied within the junction assessments has been sourced from OS mapping and Google Mapping.

6.9 The results of the junction modelling are outlined in the sections below.

Pound Hill/ Pages Lane priority T-junction

6.10 The Pound Hill/ Pages Lane junction is a three-arm priority T-junction. The results for all scenarios assessed for the Pound Hill/ Pages Lane priority T-junction are presented in **Table 6-4** below.

Table 6-4: Junctions 9 PICADY output for Pound Hill/ Pages Lane junction

Scenario/ Junction Arm	AM Peak		School Afternoon Peak		PM Peak	
	Max RFC	Queue (PCU)	Max RFC	Queue (PCU)	Max RFC	Queue (PCU)
2020 Base						
Pound Hill	0.04	0.0	0.09	0.1	0.06	0.1
Pages Lane	0.01	0.0	0.02	0.0	0.02	0.0
2020 Base + Cumulative Development						
Pound Hill	0.05	0.1	0.10	0.1	0.08	0.1
Pages Lane	0.02	0.0	0.02	0.0	0.03	0.0

6.11 The modelled queue length outputs detailed above in **Table 6-4** for each respective peak period are negligible (i.e. <1 pcu), demonstrating that the junction operates well within its capacity in all assessment scenarios. The modelled queue outputs have been compared to the average of observed queue lengths (which can be found in **Appendix A**) in each peak hour period and are found to be comparable in the base year, representative of existing conditions and applicable for the assessment of future conditions.

6.12 **Table 6-4** demonstrates that the Pound Hill/ Pages Lane junction is currently operating well within capacity during all modelled peak hours (showing a maximum RFC of 0.09 during the school PM peak hour) and will continue to operate within capacity with the additional traffic associated with all site allocations within the STNP. A maximum increase in RFC, between the Base 2020 and with development scenario is 0.01 experienced in the school PM peak. No increase in queue lengths are predicted in association with the addition of the development traffic. Therefore, the cumulative impact of the allocated STNP sites is demonstrated to be negligible on the highway network.

Richmond Road/ Pound Hill priority T-junction

6.13 The Richmond Road/ Pound Hill junction comprises a three-arm priority Y-junction with a large splitter island. For the purposes of a robust assessment the junction has been modelled as a single T-junction (i.e. assuming all traffic movements occurred on a single arm forming the junction between Richmond Road and Pound Hill). The results for all scenarios assessed for the Richmond Road/ Pound Hill priority Y-junction are presented in **Table 6-5** below.

Table 6-5: Junctions 9 PICADY output for Richmond Road/ Pound Hill

Scenario	AM Peak		School Afternoon Peak		PM Peak	
	Max RFC	Queue (PCU)	Max RFC	Queue (PCU)	Max RFC	Queue (PCU)
2020 Base						
Pound Hill	0.07	0.1	0.09	0.1	0.05	0.1
Richmond Road (south)	0.04	0.1	0.08	0.1	0.06	0.1
2020 Base + Cumulative Development						
Pound Hill	0.09	0.1	0.10	0.1	0.06	0.1
Richmond Road (south)	0.04	0.1	0.10	0.1	0.08	0.1

6.14 The modelled queue lengths detailed above in **Table 6-5** for each respective peak period are negligible (i.e. <1 pcu), demonstrating that the junction operates well within its capacity in all assessment scenarios. The modelled queue outputs have been compared to the average of observed queue lengths (which can be found in **Appendix A**) in each peak hour period and are found to be comparable in the base year, representative of existing conditions and applicable for the assessment of future conditions.

6.15 **Table 6-5** demonstrates that the Richmond Road/ Pound Hill junction is currently operating well within capacity during all modelled peak hours (showing a maximum RFC of 0.10 during the school PM peak hours) and will continue to operate within capacity with the additional traffic associated with all site allocations within the STNP. A maximum increase in RFC, between the Base 2020 and with development scenario is 0.02 experienced in the AM and PM peaks along Pound Hill (AM peak) and Richmond Road (south) (PM peak). No increase in queue lengths are predicted in association with the addition of the development traffic. Therefore, the cumulative impact of the allocated STNP sites is demonstrated to be negligible on the highway network.

6.16 All Junctions 9 outputs are held in **Appendix E**.

7. Summary and Conclusion

7.1 This Transport Study has been prepared by AECOM on behalf of Saham Toney Parish Council to consider the viability (in transport terms) and likely impact of sites allocated in the Saham Toney Neighbourhood Plan (STNP, Regulation 14 Pre-Submission). The study included a desktop review based upon OS mapping and available information.

7.2 The study has been written with cognisance to the following

- Safe, Sustainable Development (NCC, November 2019);
- Transport Asset Management Plan (NCC, April 2019);
- Manual for Streets and Manual for Streets 2 (MfS and MfS2);
- Design Manual for Roads and Bridges (DMRB).

7.3 A review of each individual site allocation has been undertaken that considers site location, junction configuration and accessibility and Norfolk County Council (NCC) comments with respect to safe highway access and where applicable, provision of a footway to the primary school. Indicative junction layouts that conform to the appropriate design guidance and address NCCs comments are provided for each site allocation in **Appendix C**.

7.4 A high-level review of historic collision data recorded during the most recent three-year period between 1st January 2016 and 31st December 2018 on the highway network surrounding the site allocations has been undertaken. It is considered that no specific highway safety concerns arise as a result of the proposed developments.

7.5 To understand the existing baseline conditions throughout the local highway network in Saham Toney, MCC traffic surveys were conducted by an independent traffic survey contractor on Tuesday 25th February 2020, representing a neutral weekday during the school term. ATC surveys were conducted over a 7-day period between 24th February and 2nd March 2020, inclusive. From the survey data, peak network periods were established and used in the junction capacity assessments.

7.6 To understand the mode share breakdown and the average number of primary school aged related trips, Census 2011 Journey to Work data and Age Structure data has been sourced for all residents within the Breckland MSOA 008, within which Saham Toney is located. The respective vehicle and primary school aged proportions were then applied to the all person trip rates sourced from TRICS (version 7.6.4) to obtain appropriate trip generation figures.

7.7 A maximum cumulative trip generation of 67, 65 and 68 two-way hourly vehicle trips is forecast as a result of the site allocations in the AM, school PM and PM peaks respectively. Two junction capacity assessments were undertaken to establish the cumulative impact of the site allocations upon the operation of key junctions within the surrounding study network. It is concluded from the junction capacity assessments that negligible impact is expected at either of the junctions assessed as a result of the site allocations.

7.8 On the basis of the preceding transport study it is considered that the cumulative impact of the STNP site allocations can be accommodated without detriment to the local highway network.

Appendix A Baseline Traffic Flow Data

Intelligent Data Collection Limited
Saham Toney, Norfolk

Client:	AECOM		
Project Number:	ID05238		
Site Number:	Site 1		
Week Commencing:	24/02/2020		
Road Name:	Richmond Road		
Survey Type:	ATC		
Direction AB	Flow from	Bell Lane (S)	to Pound Hill (N)
Direction BA	Flow from	Pound Hill (N)	to Bell Lane (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	06.03.2020			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID05238			
File Ref	ID05238 Saham Toney, Norfolk - ATC Site 1			

Issue Sheet

Issued to	Date 13.03.2020			
Andrew Beard	E-mail			

Intelligent Data - Automatic Traffic Count Output

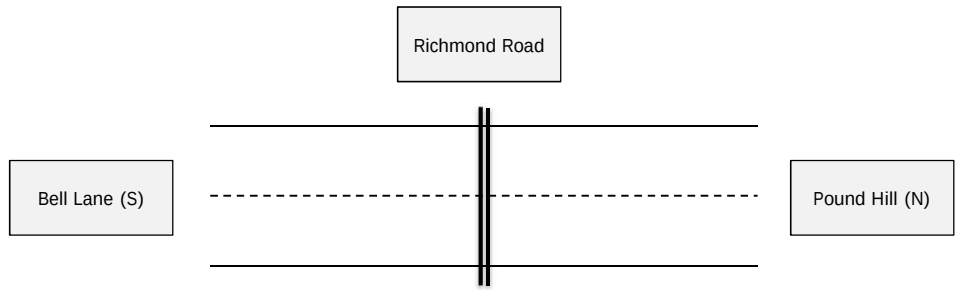
Road Name	Richmond Road		
Direction AB	Bell Lane (S)	to:	Pound Hill (N)
Direction BA	Pound Hill (N)	to:	Bell Lane (S)

Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
52.580887, 0.804192	25/02/2020	05/03/2020	30

Link to location on Google Maps

Click Here

Location Plan



Photograph Record

Comments

Prepared by	Grant Daniel Breddy	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data - Automatic Traffic Count Output

AECOM

Saham Toney, Norfolk

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	1	1	0	0	3
00:15	2	1	0	0	2
00:30	1	2	0	0	3
00:45	1	2	0	0	3
01:00	0	2	0	0	2
01:15	1	1	0	0	1
01:30	0	0	0	0	0
01:45	0	1	0	0	1
02:00	0	0	0	0	1
02:15	1	0	0	0	1
02:30	0	0	0	0	1
02:45	0	2	0	0	2
03:00	1	1	0	0	2
03:15	1	1	0	0	2
03:30	1	1	0	0	2
03:45	1	1	0	0	2
04:00	1	1	0	0	2
04:15	1	2	0	0	3
04:30	1	5	0	0	5
04:45	2	4	0	0	6
05:00	1	5	0	0	7
05:15	5	6	1	0	12
05:30	7	9	0	1	17
05:45	9	12	1	1	22
06:00	11	14	1	1	26
06:15	15	20	1	1	37
06:30	15	29	1	2	48
06:45	18	35	1	2	56
07:00	25	37	2	2	66
07:15	36	52	1	2	92
07:30	27	48	2	4	80
07:45	30	50	1	4	86
08:00	29	48	1	3	81
08:15	28	56	1	2	87
08:30	37	44	2	1	84
08:45	53	54	2	1	111
09:00	30	42	3	2	77
09:15	30	37	2	2	70
09:30	24	35	2	2	64
09:45	28	34	2	2	67
10:00	27	32	3	2	63
10:15	23	32	2	3	59
10:30	24	30	2	2	58
10:45	24	29	2	2	57
11:00	29	29	2	2	63
11:15	28	27	2	1	58
11:30	30	26	1	4	61
11:45	25	33	2	3	63
12:00	25	27	2	2	56
12:15	27	33	3	2	64
12:30	28	29	1	1	59
12:45	25	24	2	1	53
13:00	29	38	2	3	71
13:15	28	31	3	2	65
13:30	27	28	2	2	59
13:45	31	30	2	2	65
14:00	28	32	2	3	65
14:15	27	35	1	3	66
14:30	30	36	2	3	70
14:45	30	32	2	3	66
15:00	45	35	2	4	86
15:15	35	52	1	2	90
15:30	36	37	1	3	77
15:45	38	38	3	4	83
16:00	38	41	2	2	83
16:15	47	41	2	3	93
16:30	48	41	2	2	93
16:45	45	33	3	2	82
17:00	61	42	2	2	107
17:15	48	29	2	2	82
17:30	43	34	1	1	79
17:45	35	31	1	1	68
18:00	41	28	1	2	72
18:15	35	30	2	1	67
18:30	28	24	1	0	52
18:45	23	21	1	1	46
19:00	26	21	1	1	48
19:15	20	22	1	1	43
19:30	16	15	1	0	32
19:45	15	12	0	1	27
20:00	17	18	0	1	36
20:15	14	14	0	0	28
20:30	10	11	0	0	21
20:45	10	10	1	0	20
21:00	7	5	0	0	13
21:15	8	10	0	0	19
21:30	7	10	0	0	18
21:45	9	7	0	0	16
22:00	10	6	1	0	18
22:15	8	7	0	0	14
22:30	7	5	0	0	12
22:45	4	2	0	0	6
23:00	3	2	0	0	5
23:15	2	2	0	0	4
23:30	2	1	0	0	3
23:45	1	1	0	0	2

Fig 1 - Average Two Way Flows Tue-Thur

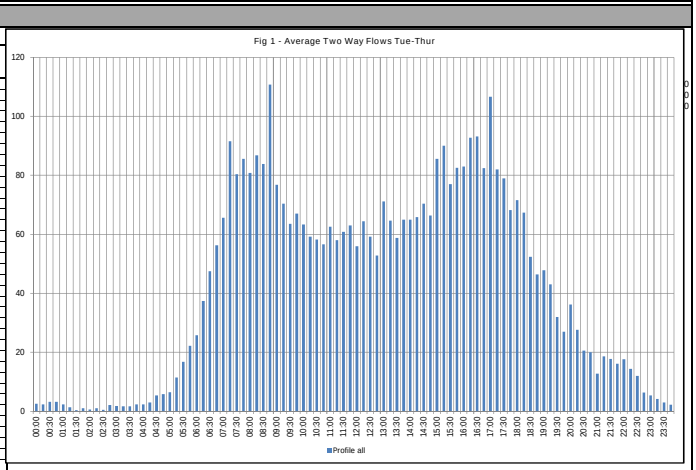
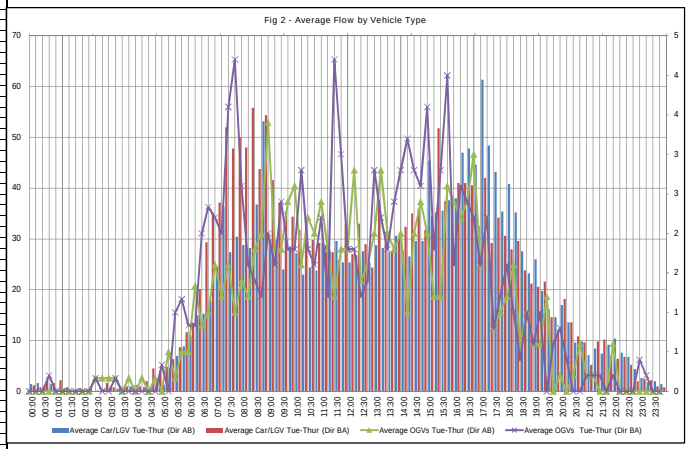


Fig 2 - Average Flow by Vehicle Type



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	111
Inter-Peak	15:15:00	15:30:00	90
PM Peak	17:00:00	17:15:00	107

Table 3 - Average HGV Content (Excluding PSV, M/C, P/C)

Category	% HGV - (AB)	% HGV - (BA)	% HGV - (All)
All	5.0%	5.4%	5.2%

Fig 3- Peak Interval Analysis

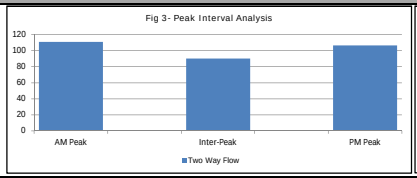
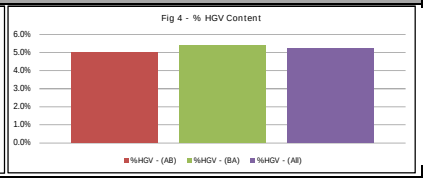


Fig 4 - % HGV Content



Variation Analysis - Week on Week (By Direction)

Fig 5 - Summary of Total Vehicles by Week - Channel AB

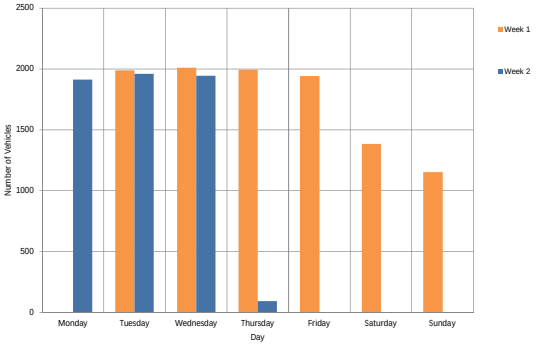
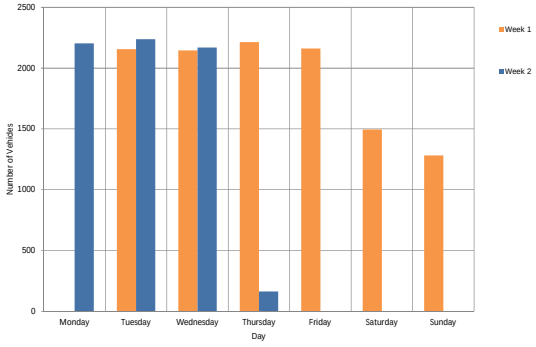


Fig 6 - Summary of Total Vehicles by Week - Channel BA



Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 1
Flow from: Bell Lane (S) to: Pound Hill (N)

Date Monday 24/02/2020

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

Date Tuesday 25/02/2020

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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	2	0	0	1	0	1	0	0	0	0	0	0	31.8	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	2	0	0	2	0	0	0	0	0	0	0	0	41.3	-
03:30	1	0	0	0	1	0	0	0	0	0	0	0	37.9	-
03:45	1	0	1	0	0	0	0	0	0	0	0	0	30.3	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	2	0	0	1	0	1	0	0	0	0	0	0	35.6	-
04:30	1	0	0	0	1	0	0	0	0	0	0	0	43	-
04:45	2	0	0	0	2	0	0	0	0	0	0	0	36.7	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	29.6	-
05:15	3	0	0	1	2	0	0	0	0	0	0	0	41.6	-
05:30	9	0	0	3	5	1	0	0	0	0	0	0	33.3	-
05:45	14	0	0	8	5	0	0	0	0	0	1	0	33.7	41
06:00	9	0	0	6	3	0	0	0	0	0	0	0	33.5	-
06:15	19	0	0	9	9	1	0	0	0	0	0	0	26.8	33.2
06:30	15	0	0	8	6	1	0	0	0	0	0	0	28.5	33.2
06:45	23	0	0	17	6	0	0	0	0	0	0	0	28.9	33.9
07:00	26	0	1	11	12	1	1	0	0	0	0	0	26.6	32.3
07:15	38	0	0	20	17	1	0	0	0	0	0	0	26.7	32.6
07:30	24	0	0	15	9	0	0	0	0	0	0	0	29	32.1
07:45	28	0	0	17	11	0	0	0	0	0	0	0	23.3	29.5
08:00	29	0	0	18	8	3	0	0	0	0	0	0	22.2	30.1
08:15	25	0	0	13	11	1	0	0	0	0	0	0	21.7	28
08:30	33	0	0	15	17	0	1	0	0	0	0	0	23.1	29.8
08:45	60	0	0	37	22	1	0	0	0	0	0	0	19.8	26.7
09:00	34	1	0	16	17	0	0	0	0	0	0	0	21.7	28.1
09:15	26	0	1	13	11	1	0	0	0	0	0	0	26	29.3
09:30	34	0	0	16	14	3	0	0	1	0	0	0	25.5	31
09:45	27	0	0	15	9	2	0	0	0	0	1	0	24	27.9
10:00	29	1	0	18	8	2	0	0	0	0	0	0	24.4	29.9
10:15	24	0	0	10	13	0	0	0	0	0	1	0	25.7	30.4
10:30	25	0	0	13	11	1	0	0	0	0	0	0	25.5	29.7
10:45	31	0	0	15	15	1	0	0	0	0	0	0	23.9	29.7
11:00	35	0	0	14	17	4	0	0	0	0	0	0	26.9	30.5
11:15	37	0	0	11	23	2	0	0	0	0	1	0	26.4	32.1
11:30	34	0	0	20	14	0	0	0	0	0	0	0	23.2	28
11:45	34	0	0	19	12	2	0	0	1	0	0	0	24.2	29
12:00	30	1	0	13	15	0	0	0	1	0	0	0	26	29.7
12:15	28	0	1	9	15	3	0	0	0	0	0	0	25.7	31.4
12:30	34	1	0	17	16	0	0	0	0	0	0	0	23.9	29.8
12:45	23	0	0	9	13	0	0	0	0	0	1	0	24.6	29.9
13:00	32	0	0	17	13	1	0	0	0	0	1	0	24.5	32.3
13:15	38	0	0	17	17	4	0	0	0	0	0	0	24.3	30.5
13:30	33	0	0	16	15	2	0	0	0	0	0	0	25.6	29.6
13:45	32	0	0	12	16	4	0	0	0	0	0	0	22	28.8
14:00	34	0	0	12	16	4	0	0	0	0	1	1	21.4	31.8
14:15	18	0	0	8	10	0	0	0	0	0	0	0	26.8	30.8
14:30	31	0	0	18	11	2	0	0	0	0	0	0	21.7	28.2
14:45	35	0	0	18	14	3	0	0	0	0	0	0	22.5	29.7
15:00	52	0	0	30	22	0	0	0	0	0	0	0	22.9	29.8
15:15	35	0	0	14	18	3	0	0	0	0	0	0	25.7	30.3
15:30	34	0	0	25	9	0	0	0	0	0	0	0	25.5	30.5
15:45	38	0	0	21	15	2	0	0	0	0	0	0	24.9	30.1
16:00	50	0	0	21	26	1	0	0	1	0	1	0	23.4	28.9
16:15	51	0	1	21	27	2	0	0	0	0	0	0	24.4	30.2
16:30	53	0	2	19	27	3	1	0	0	0	1	0	24.5	30.2
16:45	48	0	0	21	23	4	0	0	0	0	0	0	24.1	30.2
17:00	65	1	1	28	32	2	0	0	1	0	0	0	25	29.9
17:15	50	0	0	24	23	3	0	0	0	0	0	0	23.9	29.1
17:30	50	0	1	19	30	0	0	0	0	0	0	0	25.2	29.4
17:45	33	0	1	12	20	0	0	0	0	0	0	0	25	32.1
18:00	34	0	0	15	19	0	0	0	0	0	0	0	24.8	33.4
18:15	38	0	1	20	17	0	0	0	0	0	0	0	25.2	31.5
18:30	30	0	1	11	17	1	0	0	0	0	0	0	26.3	29.3
18:45	17	0	1	9	7	0	0	0	0	0	0	0	27.1	31.6
19:00	31	0	0	24	5	2	0	0	0	0	0	0	26.9	31.2
19:15	20	0	0	11	7	2	0	0	0	0	0	0	22.4	33.4
19:30	19	0	0	4	14	0	0	0	0	0	1	0	27.7	32.2
19:45	10	0	0	4	6	0	0	0	0	0	0	0	27.2	-
20:00	16	0	0	6	10	0	0	0	0	0	0	0	28.1	31.6
20:15	12	0	0	9	3	0	0	0	0	0	0	0	27.2	33
20:30	9	0	0	5	4	0	0	0	0	0	0	0	33.4	-
20:45	17	0	0	5	11	1	0	0	0	0	0	0	26.9	36.7
21:00	6	0	0	3	3	0	0	0	0	0	0	0	30.5	-
21:15	4	0	0	0	4	0	0	0	0	0	0	0	29.4	-
21:30	5	0	0	4	1	0	0	0	0	0	0	0	26	-
21:45	9	0	0	4	5	0	0	0	0	0	0	0	30.4	-
22:00	20	0	0	14	5	0	1	0	0	0	0	0	21.4	26.5
22:15	11	0	0	8	3	0	0	0	0	0	0	0	23.7	29.2
22:30	4	0	0	0	4	0	0	0	0	0	0	0	27.3	-
22:45	2	0	0	0	2	0	0	0	0	0	0	0	39	-
23:00	5	0	0	2	3	0	0	0	0	0	0	0	33.8	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	30.6	-
23:30	3	0	0	3	0	0	0	0	0	0	0	0	33.4	-
23:45	2	0	0	1	1	0	0	0	0	0	0	0	31.2	-
07-19	1679	5	12	802	774	69	3	0	5	0	8	1	24.4	30.0
06-22	1903	5	12	921	871	76	3	0	5	0	9	1	24.8	30.4
06-00	1951	5	12	949	890	76	4	0	5	0	9	1	24.8	30.4
00-00	1989	5	13	965	907	79	4	0	5	0	10	1	25.0	30.6

Date Wednesday 26/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	2	0	0	0	2	0	0	0	0	0	0	0	30.6	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	32.8	-
00:45	2	0	0	1	1	0	0	0	0	0	0	0	37.9	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	32.6	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	2	0	1	0	1	0	0	0	0	0	0	0	28	-
03:00	2	0	0	0	1	1	0	0	0	0	0	0	39.1	-
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	2	0	0	1	1	0	0	0	0	0	0	0	39.3	-
04:00	2	0	0	0	2	0	0	0	0	0	0	0	36.1	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	3	0	0	1	1	0	0	0	1	0	0	0	35.6	-
05:00	2	0	0	1	1	0	0	0	0	0	0	0	36.3	-
05:15	6	0	0	5	1	0	0	0	0	0	0	0	35.9	-
05:30	11	0	0	5	6	0	0	0	0	0	0	0	33.6	40.2
05:45	8	0	0	5	2	1	0	0	0	0	0	0	22.9	-
06:00	7	0	0	3	3	0	1	0	0	0	0	0	27.3	-
06:15	14	0	0	9	5	0	0	0	0	0	0	0	27.5	30.6
06:30	21	0	0	11	9	1	0	0	0	0	0	0	24.8	30.1
06:45	19	0	0	11	7	0	0	0	1	0	0	0	26.1	32.9
07:00	36	0	1	26	8	1	0	0	0	0	0	0	22	28.1
07:15	34	0	0	17	15	0	2	0	0	0	0	0	22.1	29.2
07:30	27	0	0	13	12	2	0	0	0	0	0	0	24.1	31.9
07:45	34	0	0	15	18	1	0	0	0	0	0	0	20.9	27
08:00	23	0	0	13	9	0	1	0	0	0	0	0	23.6	31.8
08:15	20	0	0	12	8	0	0	0	0	0	0	0	21.9	29.6
08:30	42	0	0	23	16	2	1	0	0	0	0	0	21.6	29
08:45	59	0	0	31	24	2	1	0	1	0	0	0	21.2	27.8
09:00	41	0	1	14	20	4	0	0	1	0	1	0	22.9	28.7
09:15	40	0	1	21	15	1	0	0	0	0	2	0	24.1	28.9
09:30	32	1	0	12	18	1	0	0	0	0	0	0	24.3	29.5
09:45	34	0	0	17	13	4	0	0	0	0	0	0	25.8	30.8
10:00	32	0	0	11	18	3	0	0	0	0	0	0	25.2	29.4
10:15	24	0	1	9	12	2	0	0	0	0	0	0	23.8	29.6
10:30	25	0	0	9	14	1	0	0	1	0	0	0	27.6	34.6
10:45	24	1	0	7	15	1	0	0	0	0	0	0	21.8	31
11:00	27	0	0	10	14	2	0	0	1	0	0	0	25.5	28.6
11:15	21	0	1	9	9	2	0	0	0	0	0	0	26.1	31.7
11:30	32	0	0	11	19	1	0	0	1	0	0	0	20.8	27.2
11:45	21	0	2	6	11	0	0	0	2	0	0	0	22.3	27.5
12:00	30	0	0	9	18	3	0	0	0	0	0	0	25.4	29.5
12:15	26	0	0	9	14	1	0	0	1	0	1	0	25.1	30.5
12:30	30	0	0	14	14	1	0	0	1	0	0	0	24.8	28.9
12:45	33	0	0	13	18	2	0	0	0	0	0	0	26.8	29.2
13:00	34	0	0	20	13	1	0	0	0	0	0	0	23.3	29.1
13:15	27	0	0	11	12	3	0	0	1	0	0	0	23.4	31.3
13:30	25	0	1	11	11	2	0	0	0	0	0	0	23.2	28.8
13:45	30	0	0	11	18	1	0	0	0	0	0	0	25.2	28.8
14:00	35	0	0	19	15	1	0	0	0	0	0	0	22.9	28.7
14:15	27	0	0	14	12	1	0	0	0	0	0	0	24.5	31.5
14:30	36	0	1	20	12	3	0	0	0	0	0	0	25	29.8
14:45	19	0	0	5	13	1	0	0	0	0	0	0	28.7	36.6
15:00	42	0	0	17	24	1	0	0	0	0	0	0	21.1	29.1
15:15	48	0	1	21	25	0	0	0	1	0	0	0	23.5	28.5
15:30	33	0	1	16	13	1	0	0	0	0	1	1	26.3	31.3
15:45	47	0	0	26	16	5	0	0	0	0	0	0	24	29.9
16:00	44	0	0	20	21	3	0	0	0	0	0	0	26.9	31.4
16:15	48	0	0	22	24	1	0	0	0	0	1	0	25.6	29.5
16:30	57	0	0	20	34	2	0	0	0	0	1	0	25.1	30.6
16:45	52	0	0	33	18	1	0	0	0	0	0	0	23.5	30.5
17:00	59	0	2	27	28	1	0	0	1	0	0	0	23.5	29.6
17:15	51	0	0	19	30	1	0	0	1	0	0	0	25.4	30.8
17:30	45	0	2	17	25	1	0	0	0	0	0	0	24.8	32.5
17:45	51	0	0	22	27	2	0	0	0	0	0	0	23.7	28.5
18:00	52	0	1	27	23	1	0	0	0	0	0	0	26.6	33
18:15	41	0	0	23	17	1	0	0	0	0	0	0	27.7	30.1
18:30	31	0	1	20	10	0	0	0	0	0	0	0	27	31.7
18:45	23	0	0	12	9	1	1	0	0	0	0	0	26.8	31.7
19:00	26	0	0	12	14	0	0	0	0	0	0	0	25.7	30.3
19:15	22	0	0	17	5	0	0	0	0	0	0	0	21.4	25.8
19:30	19	0	0	7	10	1	1	0	0	0	0	0	31.4	37.7
19:45	13	0	0	3	10	0	0	0	0	0	0	0	28.6	38
20:00	18	0	1	7	10	0	0	0	0	0	0	0	29.7	34.3
20:15	18	0	0	7	11	0	0	0	0	0	0	0	28.4	35.4
20:30	11	0	0	4	6	0	0	1	0	0	0	0	31.4	40.4
20:45	10	0	0	3	6	0	1	0	0	0	0	0	25.3	-
21:00	9	0	0	4	5	0	0	0	0	0	0	0	29.6	-
21:15	9	0	0	6	3	0	0	0	0	0	0	0	31.4	-
21:30	7	0	0	1	6	0	0	0	0	0	0	0	29.8	-
21:45	5	0	0	2	3	0	0	0	0	0	0	0	28.9	-
22:00	7	0	0	3	3	0	1	0	0	0	0	0	25.6	-
22:15	9	0	0	4	5	0	0	0	0	0	0	0	27.6	-
22:30	8	0	0	4	4	0	0	0	0	0	0	0	26.5	-
22:45	6	0	0	2	4	0	0	0	0	0	0	0	27	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	28.8	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	38.6	-
23:30	2	0	0	1	1	0	0	0	0	0	0	0	27.8	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	1704	2	17	784	802	72	6	0	13	0	7	1	24.3	29.9
06-22	1932	2	18	891	915	74	9	1	14	0	7	1	24.6	30.3
06-00	1966	2	18	905	934	74	10	1	14	0	7	1	24.7	30.3
00-00	2010	2	19	924	955	76	10	1	15	0	7	1	24.8	30.6

Date Thursday 27/02/2020

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	40.2	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	36.6	-
00:30	3	0	0	1	2	0	0	0	0	0	0	0	27.7	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	47.5	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	27	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	29	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	32.5	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	34	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	49.9	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	32.9	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	3	0	0	1	2	0	0	0	0	0	0	0	29.2	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	36.1	-
05:00	2	0	0	2	0	0	0	0	0	0	0	0	29.2	-
05:15	2	0	0	0	1	1	0	0	0	0	0	0	35.6	-
05:30	9	0	0	4	5	0	0	0	0	0	0	0	32.8	-
05:45	8	0	0	4	4	0	0	0	0	0	0	0	35.2	-
06:00	15	0	0	6	9	0	0	0	0	0	0	0	33.9	41
06:15	17	0	0	12	4	1	0	0	0	0	0	0	19.6	28.6
06:30	15	0	0	9	5	1	0	0	0	0	0	0	21	31.2
06:45	23	0	0	11	9	3	0	0	0	0	0	0	27.7	32.8
07:00	26	0	1	14	9	2	0	0	0	0	0	0	22.5	29.6
07:15	37	0	0	16	19	2	0	0	0	0	0	0	23.7	29.9
07:30	26	0	0	15	8	2	0	1	0	0	0	0	26.7	33.2
07:45	26	0	0	13	11	1	0	0	1	0	0	0	23.2	31
08:00	39	0	0	25	14	0	0	0	0	0	0	0	23.9	28
08:15	32	0	0	18	10	4	0	0	0	0	0	0	23.2	30.2
08:30	37	0	1	20	15	1	0	0	0	0	0	0	23.6	29.5
08:45	46	0	0	28	16	2	0	0	0	0	0	0	21.8	28.3
09:00	22	0	0	11	10	1	0	0	0	0	0	0	22.8	31
09:15	30	0	0	19	11	0	0	0	0	0	0	0	20.6	28.2
09:30	18	0	0	10	8	0	0	0	0	0	0	0	25.6	29.4
09:45	24	0	0	17	6	1	0	0	0	0	0	0	22.6	27.9
10:00	37	0	0	23	11	3	0	0	0	0	0	0	22.3	27.5
10:15	24	0	0	13	9	1	0	0	1	0	0	0	24.7	30.4
10:30	37	0	0	24	10	1	1	0	1	0	0	0	20.3	26.2
10:45	24	0	0	14	7	1	1	0	1	0	0	0	21.1	26.3
11:00	27	0	0	20	6	1	0	0	0	0	0	0	22.7	27.7
11:15	21	0	0	13	8	0	0	0	0	0	0	0	21.2	27.5
11:30	33	0	0	20	9	1	0	0	2	0	0	1	24.3	29.5
11:45	27	0	1	15	11	0	0	0	0	0	0	0	24.1	30.5
12:00	23	0	0	11	10	1	0	0	1	0	0	0	22.9	29.8
12:15	41	0	0	19	16	5	0	0	1	0	0	0	23.4	28.2
12:30	28	1	0	12	14	0	0	0	1	0	0	0	23.9	29.8
12:45	37	0	1	22	12	2	0	0	0	0	0	0	23.4	27.8
13:00	44	0	0	23	19	2	0	0	0	0	0	0	23.1	28.7
13:15	32	0	0	13	16	3	0	0	0	0	0	0	26.4	29.5
13:30	36	0	0	14	18	4	0	0	0	0	0	0	21.9	27.9
13:45	35	0	0	24	10	1	0	0	0	0	0	0	23.6	28.2
14:00	25	0	0	10	14	1	0	0	0	0	0	0	24.2	32.7
14:15	37	0	0	21	15	0	0	0	1	0	0	0	24.5	29.8
14:30	38	0	0	24	11	2	0	0	0	0	1	0	24.9	30.6
14:45	32	0	0	16	15	0	1	0	0	0	0	0	22.3	29.8
15:00	49	0	0	22	20	5	0	0	2	0	0	0	23.1	27.2
15:15	43	0	0	14	27	0	1	0	0	0	1	0	23.6	28.7
15:30	44	0	0	23	18	3	0	0	0	0	0	0	23.7	31.1
15:45	34	0	0	15	16	3	0	0	0	0	0	0	25.8	29.4
16:00	34	0	0	15	17	2	0	0	0	0	0	0	22.8	29.8
16:15	47	0	0	23	22	2	0	0	0	0	0	0	24.8	30.4
16:30	40	0	0	17	21	2	0	0	0	0	0	0	24.6	28.6
16:45	51	0	1	27	21	2	0	0	0	0	0	0	24.8	29.1
17:00	67	0	0	41	24	1	1	0	0	0	0	0	25.6	30.2
17:15	45	0	0	24	19	2	0	0	0	0	0	0	24	30.3
17:30	44	0	1	18	24	0	0	0	0	0	1	0	24.6	29.5
17:45	32	0	1	17	12	1	0	0	0	0	0	1	26.5	33.4
18:00	43	0	2	19	21	0	0	0	1	0	0	0	25.3	31.2
18:15	38	0	0	19	19	0	0	0	0	0	0	0	26.4	31.8
18:30	41	0	0	18	21	2	0	0	0	0	0	0	27.7	33.1
18:45	34	0	0	18	15	0	0	0	1	0	0	0	24.3	30.6
19:00	29	0	0	14	14	1	0	0	0	0	0	0	26	31.7
19:15	18	0	1	7	10	0	0	0	0	0	0	0	29.7	35
19:30	16	0	1	7	8	0	0	0	0	0	0	0	27.8	35.5
19:45	19	0	0	6	13	0	0	0	0	0	0	0	28.3	33.7
20:00	17	0	0	9	8	0	0	0	0	0	0	0	28.2	32.8
20:15	13	0	0	5	8	0	0	0	0	0	0	0	32.1	40.7
20:30	11	0	0	7	4	0	0	0	0	0	0	0	30.5	33.6
20:45	6	0	0	1	4	0	1	0	0	0	0	0	27	-
21:00	8	0	0	3	4	1	0	0	0	0	0	0	29.9	-
21:15	15	0	0	10	5	0	0	0	0	0	0	0	30.7	34.5
21:30	6	0	0	4	2	0	0	0	0	0	0	0	33.4	-
21:45	6	0	1	2	3	0	0	0	0	0	0	0	26.1	-
22:00	6	0	0	4	1	0	1	0	0	0	0	0	25.9	-
22:15	8	0	0	4	4	0	0	0	0	0	0	0	26.1	-
22:30	8	0	0	1	7	0	0	0	0	0	0	0	28.1	-
22:45	5	0	0	1	4	0	0	0	0	0	0	0	31.8	-
23:00	3	0	0	1	2	0	0	0	0	0	0	0	34.6	-
23:15	2	0	0	1	1	0	0	0	0	0	0	0	28.5	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	35.7	-
23:45	2	0	0	2	0	0	0	0	0	0	0	0	39.1	-
07-19	1687	1	9	887	695	70	5	1	14	0	3	2	23.9	29.6
06-22	1921	1	12	1000	805	77	6	1	14	0	3	2	24.4	30.2
06-00	1956	1	12	1014	825	77	7	1	14	0	3	2	24.5	30.3
00-00	1994	1	12	1031	845	78	7	1	14	0	3	2	24.6	30.5

Date Friday 28/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	34.1	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	27.2	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	53.6	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	42.8	-
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	2	0	0	2	0	0	0	0	0	0	0	0	42.8	-
02:45	1	0	0	0	1	0	0	0	0	0	0	0	38.9	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	34.8	-
03:15	3	0	0	3	0	0	0	0	0	0	0	0	35.4	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	47.6	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	34.9	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	2	0	0	2	0	0	0	0	0	0	0	0	35	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	45.5	-
04:45	3	0	0	1	2	0	0	0	0	0	0	0	34.6	-
05:00	2	0	0	2	0	0	0	0	0	0	0	0	40.1	-
05:15	2	0	0	1	1	0	0	0	0	0	0	0	40.6	-
05:30	10	0	1	3	6	0	0	0	0	0	0	0	35.7	-
05:45	12	0	0	6	5	1	0	0	0	0	0	0	32.5	39.9
06:00	12	0	0	4	7	0	1	0	0	0	0	0	29.7	36.7
06:15	21	0	0	11	10	0	0	0	0	0	0	0	27.3	31.9
06:30	16	0	0	2	14	0	0	0	0	0	0	0	28.6	34.3
06:45	23	0	0	9	11	3	0	0	0	0	0	0	26.3	32.3
07:00	17	0	1	5	10	0	0	0	0	0	0	1	29.5	35.8
07:15	40	0	0	27	11	2	0	0	0	0	0	0	24.5	29.7
07:30	36	0	1	19	14	0	1	0	1	0	0	0	26.3	33.6
07:45	38	0	0	20	15	0	2	0	0	0	1	0	25.1	30.3
08:00	29	1	0	13	11	4	0	0	0	0	0	0	24	30.7
08:15	32	1	0	16	14	1	0	0	0	0	0	0	21.7	30.4
08:30	38	0	0	18	18	1	1	0	0	0	0	0	25	29.4
08:45	48	0	0	23	23	1	1	0	0	0	0	0	24.3	28
09:00	43	0	0	20	19	3	1	0	0	0	0	0	24.7	29.7
09:15	34	0	0	14	17	3	0	0	0	0	0	0	25.1	30.1
09:30	23	0	0	11	12	0	0	0	0	0	0	0	25.8	30.6
09:45	26	0	0	12	13	0	0	0	0	0	0	1	24.3	29.3
10:00	31	0	0	12	17	2	0	0	0	0	0	0	24.2	29.8
10:15	39	0	3	23	12	0	0	0	1	0	0	0	25.5	30.8
10:30	32	0	0	20	11	0	0	0	0	0	1	0	25.4	30.5
10:45	27	0	0	13	10	4	0	0	0	0	0	0	24.7	31.5
11:00	32	0	0	19	12	1	0	0	0	0	0	0	24.6	28.1
11:15	38	0	0	17	16	4	0	0	1	0	0	0	22.8	30
11:30	28	0	0	17	11	0	0	0	0	0	0	0	27.1	30.8
11:45	23	0	1	7	15	0	0	0	0	0	0	0	27.4	33.8
12:00	19	0	0	12	5	2	0	0	0	0	0	0	21.6	29
12:15	29	0	1	15	11	2	0	0	0	0	0	0	22.3	30.7
12:30	22	0	0	12	10	0	0	0	0	0	0	0	21.1	26
12:45	23	0	1	12	10	0	0	0	0	0	0	0	28.3	36.5
13:00	23	0	0	12	10	1	0	0	0	0	0	0	27.4	32.1
13:15	35	0	0	19	13	3	0	0	0	0	0	0	23.9	30.9
13:30	32	0	0	15	16	0	1	0	0	0	0	0	25.3	32.1
13:45	24	0	0	10	12	2	0	0	0	0	0	0	27.9	32.7
14:00	32	0	0	21	10	1	0	0	0	0	0	0	25	30.6
14:15	35	0	0	17	17	0	0	0	0	0	1	0	27	32.4
14:30	34	0	0	23	11	0	0	0	0	0	0	0	20.3	28.1
14:45	45	0	1	23	18	2	0	0	1	0	0	0	22	28.7
15:00	44	0	1	20	21	1	0	0	0	0	0	1	25.8	31.6
15:15	51	0	0	32	19	0	0	0	0	0	0	0	23.2	28.6
15:30	31	0	1	18	11	1	0	0	0	0	0	0	23.8	28.4
15:45	41	0	1	24	12	4	0	0	0	0	0	0	24.7	30.8
16:00	45	0	0	24	18	3	0	0	0	0	0	0	26.7	31.9
16:15	45	0	1	24	18	1	1	0	0	0	0	0	22.7	31.2
16:30	40	0	0	22	17	1	0	0	0	0	0	0	24.4	32.9
16:45	40	0	0	19	20	0	1	0	0	0	0	0	24.7	31.6
17:00	57	0	0	25	31	1	0	0	0	0	0	0	25.6	31.4
17:15	45	0	0	26	18	1	0	0	0	0	0	0	24.1	31.1
17:30	29	0	1	16	11	1	0	0	0	0	0	0	24.9	31.8
17:45	29	0	0	13	16	0	0	0	0	0	0	0	25.1	31.9
18:00	32	0	1	18	13	0	0	0	0	0	0	0	22.2	30.2
18:15	41	0	1	17	23	0	0	0	0	0	0	0	25.2	30.2
18:30	21	0	0	16	5	0	0	0	0	0	0	0	22.6	29.4
18:45	33	0	0	18	14	1	0	0	0	0	0	0	25.2	31.6
19:00	26	0	0	17	9	0	0	0	0	0	0	0	24.8	32.6
19:15	14	0	0	8	5	1	0	0	0	0	0	0	23.6	30.8
19:30	15	0	0	10	5	0	0	0	0	0	0	0	27.5	33
19:45	16	0	0	10	5	1	0	0	0	0	0	0	23.5	28.7
20:00	11	0	0	8	3	0	0	0	0	0	0	0	23.9	34.1
20:15	12	0	0	5	7	0	0	0	0	0	0	0	27	33.8
20:30	12	0	0	9	2	1	0	0	0	0	0	0	26.5	33.9
20:45	5	0	1	3	1	0	0	0	0	0	0	0	29.6	-
21:00	10	0	0	7	3	0	0	0	0	0	0	0	28.7	-
21:15	10	0	0	5	5	0	0	0	0	0	0	0	29.5	-
21:30	3	0	0	1	2	0	0	0	0	0	0	0	25.9	-
21:45	10	0	0	7	3	0	0	0	0	0	0	0	32.5	-
22:00	5	0	0	3	2	0	0	0	0	0	0	0	31.7	-
22:15	5	0	0	2	3	0	0	0	0	0	0	0	28	-
22:30	8	0	0	6	2	0	0	0	0	0	0	0	27.5	-
22:45	6	0	0	2	4	0	0	0	0	0	0	0	31.5	-
23:00	6	0	0	2	4	0	0	0	0	0	0	0	33.6	-
23:15	8	0	0	4	4	0	0	0	0	0	0	0	34.6	-
23:30	8	0	0	4	4	0	0	0	0	0	0	0	28	-
23:45	4	0	0	0	4	0	0	0	0	0	0	0	31.3	-
07-19	1631	2	16	849	691	54	9	0	4	0	3	3	24.6	30.5
06-22	1847	2	17	965	783	60	10	0	4	0	3	3	24.9	31.0
06-00	1897	2	17	988	810	60	10	0	4	0	3	3	25.0	31.1
00-00	1942	2	18	1013	828	61	10	0	4	0	3	3	25.3	31.3

Date Saturday 29/02/2020

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	4	1	0	0	0	0	0	0	0	28.6	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	16.6	-
00:30	2	0	0	1	1	0	0	0	0	0	0	0	36.2	-
00:45	2	0	0	1	1	0	0	0	0	0	0	0	25.5	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	34.9	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	35.9	-
01:30	2	0	0	1	1	0	0	0	0	0	0	0	32.3	-
01:45	2	0	0	1	1	0	0	0	0	0	0	0	32.9	-
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	31.5	-
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	32.8	-
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	30.8	-
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	31	-
04:00	1	0	0	0	1	0	0	0	0	0	0	0	37.5	-
04:15	2	0	0	1	1	0	0	0	0	0	0	0	37.1	-
04:30	1	0	0	0	1	0	0	0	0	0	0	0	34.1	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	3	0	0	1	1	1	0	0	0	0	0	0	36	-
05:30	3	0	0	1	1	1	0	0	0	0	0	0	40.3	-
05:45	2	0	0	0	2	0	0	0	0	0	0	0	35.4	-
06:00	5	0	0	4	1	0	0	0	0	0	0	0	26.3	-
06:15	7	0	0	2	5	0	0	0	0	0	0	0	31	-
06:30	8	0	0	4	4	0	0	0	0	0	0	0	32.8	-
06:45	5	0	0	3	2	0	0	0	0	0	0	0	25.3	-
07:00	5	0	0	2	3	0	0	0	0	0	0	0	30	-
07:15	6	0	0	4	1	0	0	0	0	0	1	0	24	-
07:30	12	0	1	5	6	0	0	0	0	0	0	0	25.2	36.6
07:45	17	0	0	3	14	0	0	0	0	0	0	0	30.3	36.2
08:00	12	0	0	5	7	0	0	0	0	0	0	0	27.1	33.5
08:15	14	0	0	6	7	1	0	0	0	0	0	0	23.7	29.7
08:30	18	0	0	7	10	1	0	0	0	0	0	0	26	30.2
08:45	18	0	0	10	7	1	0	0	0	0	0	0	26.2	30.7
09:00	16	0	1	4	11	0	0	0	0	0	0	0	28.4	35.7
09:15	27	0	0	13	13	1	0	0	0	0	0	0	23	29.4
09:30	25	0	0	12	13	0	0	0	0	0	0	0	24.7	30.4
09:45	35	0	2	23	8	1	0	0	1	0	0	0	22	31
10:00	24	0	0	12	9	3	0	0	0	0	0	0	24.1	29.4
10:15	24	0	0	15	8	1	0	0	0	0	0	0	23.9	30.9
10:30	36	0	0	25	11	0	0	0	0	0	0	0	22.8	27.3
10:45	19	0	0	11	7	1	0	0	0	0	0	0	24.1	29.3
11:00	33	0	0	19	14	0	0	0	0	0	0	0	24.3	30.1
11:15	19	0	0	12	7	0	0	0	0	0	0	0	25.4	28.4
11:30	27	0	0	17	8	2	0	0	0	0	0	0	23.3	31.7
11:45	32	0	1	14	17	0	0	0	0	0	0	0	26.8	33.7
12:00	29	0	0	14	15	0	0	0	0	0	0	0	26.3	32.2
12:15	31	0	1	15	15	0	0	0	0	0	0	0	27.2	33.7
12:30	37	0	0	15	21	0	0	0	1	0	0	0	24.4	29.3
12:45	35	0	0	18	17	0	0	0	0	0	0	0	27.2	31.5
13:00	27	0	0	13	14	0	0	0	0	0	0	0	26.1	32
13:15	28	0	0	10	18	0	0	0	0	0	0	0	24.6	31.3
13:30	30	0	1	13	16	0	0	0	0	0	0	0	27.5	33.1
13:45	25	1	1	8	14	0	0	0	1	0	0	0	25.1	30.7
14:00	33	0	0	17	14	2	0	0	0	0	0	0	27.2	30.1
14:15	37	0	0	20	17	0	0	0	0	0	0	0	26.9	30.7
14:30	18	0	1	10	7	0	0	0	0	0	0	0	26.4	31
14:45	36	0	1	14	21	0	0	0	0	0	0	0	27.2	32.3
15:00	26	0	0	8	18	0	0	0	0	0	0	0	27.6	34.2
15:15	23	0	1	7	15	0	0	0	0	0	0	0	25.2	31.2
15:30	23	0	2	8	12	1	0	0	0	0	0	0	27.9	34.7
15:45	27	0	1	13	13	0	0	0	0	0	0	0	28.7	33.8
16:00	28	0	2	11	15	0	0	0	0	0	0	0	27.9	32.1
16:15	26	0	0	15	11	0	0	0	0	0	0	0	26.6	31.6
16:30	23	0	0	11	11	1	0	0	0	0	0	0	28.8	33.8
16:45	24	0	0	9	12	3	0	0	0	0	0	0	27.7	31.9
17:00	29	0	0	14	14	1	0	0	0	0	0	0	26.6	32.5
17:15	30	0	0	12	16	2	0	0	0	0	0	0	25.9	31.2
17:30	15	0	0	5	10	0	0	0	0	0	0	0	27.1	36.2
17:45	22	0	0	9	13	0	0	0	0	0	0	0	26.9	30.6
18:00	21	0	0	11	10	0	0	0	0	0	0	0	26.6	31
18:15	27	0	0	16	8	3	0	0	0	0	0	0	28	32.5
18:30	22	0	0	10	12	0	0	0	0	0	0	0	28.4	38.4
18:45	17	0	0	7	10	0	0	0	0	0	0	0	26.8	35.2
19:00	24	0	1	7	13	3	0	0	0	0	0	0	27	34.3
19:15	9	0	0	8	1	0	0	0	0	0	0	0	31.8	-
19:30	13	0	0	5	8	0	0	0	0	0	0	0	27.3	31.2
19:45	12	0	0	3	9	0	0	0	0	0	0	0	28.9	32.4
20:00	12	0	0	4	8	0	0	0	0	0	0	0	26.3	36.6
20:15	10	0	0	4	6	0	0	0	0	0	0	0	29.4	-
20:30	9	0	0	2	7	0	0	0	0	0	0	0	32.1	-
20:45	9	0	0	7	2	0	0	0	0	0	0	0	30.1	-
21:00	5	0	0	1	4	0	0	0	0	0	0	0	25.5	-
21:15	3	0	0	0	3	0	0	0	0	0	0	0	30.9	-
21:30	8	0	0	3	5	0	0	0	0	0	0	0	27.3	-
21:45	5	0	2	3	0	0	0	0	0	0	0	0	30.4	-
22:00	7	0	0	1	6	0	0	0	0	0	0	0	31.9	-
22:15	5	0	0	3	2	0	0	0	0	0	0	0	31.8	-
22:30	6	0	0	5	1	0	0	0	0	0	0	0	32.6	-
22:45	6	0	0	3	3	0	0	0	0	0	0	0	32.6	-
23:00	3	0	0	2	1	0	0	0	0	0	0	0	32.3	-
23:15	5	0	0	2	3	0	0	0	0	0	0	0	34.6	-
23:30	3	0	0	2	1	0	0	0	0	0	0	0	29	-
23:45	5	0	0	1	4	0	0	0	0	0	0	0	35.2	-
07-19	1168	1	16	552	570	25	0	0	3	0	1	0	26.1	31.7
06-22	1312	1	19	612	648	28	0	0	3	0	1	0	26.4	32.1
06-00	1352	1	19	631	669	28	0	0	3	0	1	0	26.6	32.3
00-00	1385	1	19	645	686	30	0	0	3	0	1	0	26.7	32.5

Date Sunday 01/03/2020

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	4	1	0	0	0	0	0	0	0	31.1	-
00:15	5	0	0	2	3	0	0	0	0	0	0	0	23.4	-
00:30	5	0	0	2	3	0	0	0	0	0	0	0	27.2	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	32.7	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	2	0	0	1	1	0	0	0	0	0	0	0	32.2	-
01:30	2	0	0	0	2	0	0	0	0	0	0	0	30.7	-
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	19.9	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	23.2	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	32.8	-
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	19.8	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	0	0	0	2	0	0	0	0	0	0	0	42.5	-
04:45	1	0	0	0	1	0	0	0	0	0	0	0	33.2	-
05:00	2	0	0	0	2	0	0	0	0	0	0	0	26.7	-
05:15	5	0	0	2	3	0	0	0	0	0	0	0	33.9	-
05:30	4	0	0	2	2	0	0	0	0	0	0	0	39.5	-
05:45	5	0	0	2	2	0	1	0	0	0	0	0	40.4	-
06:00	7	0	0	3	4	0	0	0	0	0	0	0	36.2	-
06:15	6	0	1	3	2	0	0	0	0	0	0	0	36.7	-
06:30	1	0	0	0	1	0	0	0	0	0	0	0	31.2	-
06:45	3	0	0	3	0	0	0	0	0	0	0	0	27.1	-
07:00	2	0	0	2	0	0	0	0	0	0	0	0	21.9	-
07:15	6	0	1	3	2	0	0	0	0	0	0	0	26.2	-
07:30	6	0	0	3	3	0	0	0	0	0	0	0	28.5	-
07:45	14	0	0	8	6	0	0	0	0	0	0	0	26.7	32.3
08:00	7	0	0	3	4	0	0	0	0	0	0	0	30.6	-
08:15	7	0	0	2	4	1	0	0	0	0	0	0	24.2	-
08:30	8	0	1	1	6	0	0	0	0	0	0	0	28.8	-
08:45	13	0	2	5	6	0	0	0	0	0	0	0	31.6	39.2
09:00	10	0	0	7	3	0	0	0	0	0	0	0	29.3	-
09:15	15	0	0	11	4	0	0	0	0	0	0	0	26.8	33.6
09:30	24	0	0	10	14	0	0	0	0	0	0	0	25.3	30.1
09:45	21	0	0	9	12	0	0	0	0	0	0	0	25.7	31.5
10:00	27	0	0	13	14	0	0	0	0	0	0	0	27.2	33.8
10:15	26	1	0	13	12	0	0	0	0	0	0	0	25.9	31.8
10:30	28	0	0	11	16	0	0	0	1	0	0	0	26.2	32.4
10:45	21	0	1	11	9	0	0	0	0	0	0	0	28.4	32.5
11:00	26	0	0	11	15	0	0	0	0	0	0	0	26	32.4
11:15	19	0	0	9	10	0	0	0	0	0	0	0	24.2	28.6
11:30	32	0	0	14	18	0	0	0	0	0	0	0	25.6	29.4
11:45	28	0	2	10	14	1	0	1	0	0	0	0	23.8	30.8
12:00	40	0	0	20	18	1	0	0	0	0	1	0	25.1	29.8
12:15	42	1	1	21	18	0	0	0	1	0	0	0	21.6	27.4
12:30	35	0	0	18	16	1	0	0	0	0	0	0	24.1	29.7
12:45	26	0	0	10	16	0	0	0	0	0	0	0	26.5	30.4
13:00	25	0	0	7	18	0	0	0	0	0	0	0	25.8	31.5
13:15	22	0	0	10	11	1	0	0	0	0	0	0	26.9	32
13:30	25	0	0	12	12	1	0	0	0	0	0	0	27.3	35.4
13:45	26	0	2	11	13	0	0	0	0	0	0	0	26.6	34
14:00	33	0	0	20	13	0	0	0	0	0	0	0	26.1	33
14:15	19	0	0	6	13	0	0	0	0	0	0	0	23.5	31.5
14:30	19	0	0	8	11	0	0	0	0	0	0	0	26.3	32.4
14:45	16	0	1	9	6	0	0	0	0	0	0	0	24.7	34
15:00	27	0	1	12	13	1	0	0	0	0	0	0	24.1	31.5
15:15	27	0	0	7	19	1	0	0	0	0	0	0	26.2	29.5
15:30	19	0	0	11	8	0	0	0	0	0	0	0	24.2	30.9
15:45	26	0	1	12	13	0	0	0	0	0	0	0	21.2	28.7
16:00	25	0	1	9	15	0	0	0	0	0	0	0	26.5	33.3
16:15	21	0	0	8	13	0	0	0	0	0	0	0	26.9	31.5
16:30	26	0	0	7	18	1	0	0	0	0	0	0	22.5	31.7
16:45	15	0	0	11	4	0	0	0	0	0	0	0	23	32
17:00	18	1	0	8	9	0	0	0	0	0	0	0	23	28.7
17:15	24	0	0	11	13	0	0	0	0	0	0	0	27.6	31.1
17:30	15	0	0	6	9	0	0	0	0	0	0	0	27	34.3
17:45	9	0	0	6	3	0	0	0	0	0	0	0	25.8	-
18:00	12	0	0	6	6	0	0	0	0	0	0	0	26	34
18:15	22	0	0	8	12	1	1	0	0	0	0	0	26.8	36
18:30	16	0	0	9	5	2	0	0	0	0	0	0	27	37.7
18:45	11	0	0	2	9	0	0	0	0	0	0	0	30.2	39.8
19:00	13	0	1	5	7	0	0	0	0	0	0	0	28.6	37.6
19:15	8	0	0	5	3	0	0	0	0	0	0	0	28.1	-
19:30	9	0	0	3	6	0	0	0	0	0	0	0	31.5	-
19:45	9	0	0	2	6	1	0	0	0	0	0	0	28.1	-
20:00	11	0	0	7	4	0	0	0	0	0	0	0	20.9	30.3
20:15	7	0	0	2	5	0	0	0	0	0	0	0	25.4	-
20:30	3	0	0	2	1	0	0	0	0	0	0	0	33.1	-
20:45	4	0	0	4	0	0	0	0	0	0	0	0	29.8	-
21:00	5	0	1	2	2	0	0	0	0	0	0	0	24	-
21:15	8	0	0	3	5	0	0	0	0	0	0	0	31.6	-
21:30	8	0	0	4	4	0	0	0	0	0	0	0	27.1	-
21:45	4	0	0	1	3	0	0	0	0	0	0	0	30.7	-
22:00	5	0	1	3	1	0	0	0	0	0	0	0	38.4	-
22:15	6	0	0	2	4	0	0	0	0	0	0	0	31.7	-
22:30	3	0	0	2	1	0	0	0	0	0	0	0	33.7	-
22:45	2	0	0	2	0	0	0	0	0	0	0	0	37.8	-
23:00	3	0	0	1	2	0	0	0	0	0	0	0	29.4	-
23:15	3	0	0	1	2	0	0	0	0	0	0	0	37	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	38.5	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	981	3	14	441	506	12	1	1	2	0	1	0	25.6	31.8
06-22	1087	3	17	490	559	13	1	1	2	0	1	0	25.9	32.4
06-00	1110	3	18	501	570	13	1	1	2	0	1	0	26.1	32.7
00-00	1153	3	18	519	594	13	2	1	2	0	1	0	26.3	33.0

Date Monday 02/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	0	0	1	0	0	0	0	0	27.9	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	27.6	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	36.8	-
01:45	1	0	0	0	1	0	0	0	0	0	0	0	32.6	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	2	0	0	0	2	0	0	0	0	0	0	0	37.6	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	3	0	0	2	1	0	0	0	0	0	0	0	36.9	-
03:00	1	0	0	0	0	1	0	0	0	0	0	0	53	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	25.7	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	2	0	0	0	2	0	0	0	0	0	0	0	41.2	-
04:00	3	0	0	1	2	0	0	0	0	0	0	0	35.7	-
04:15	3	0	0	1	2	0	0	0	0	0	0	0	28.6	-
04:30	2	0	0	1	1	0	0	0	0	0	0	0	34.5	-
04:45	6	0	0	1	4	1	0	0	0	0	0	0	35.3	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	47.4	-
05:15	1	0	0	0	1	0	0	0	0	0	0	0	40.8	-
05:30	9	0	0	6	3	0	0	0	0	0	0	0	34.1	-
05:45	8	0	0	4	4	0	0	0	0	0	0	0	27.9	-
06:00	10	0	0	6	4	0	0	0	0	0	0	0	22.7	-
06:15	23	0	0	15	6	2	0	0	0	0	0	0	24.7	28.9
06:30	21	0	0	11	7	2	1	0	0	0	0	0	23.7	31.8
06:45	18	0	0	9	9	0	0	0	0	0	0	0	28.1	31.5
07:00	33	0	1	14	16	1	0	0	1	0	0	0	24.2	30.1
07:15	27	0	0	13	13	1	0	0	0	0	0	0	23.5	32.8
07:30	30	0	1	17	9	3	0	0	0	0	0	0	23.4	28.7
07:45	33	0	0	14	15	3	0	0	1	0	0	0	25.5	30.9
08:00	35	0	0	26	7	1	0	0	0	0	1	0	24.4	28.9
08:15	30	1	0	16	11	2	0	0	0	0	0	0	23.7	31
08:30	37	0	0	18	15	0	2	0	2	0	0	0	21.8	29.2
08:45	59	0	0	33	24	1	0	0	1	0	0	0	21.2	28
09:00	45	0	0	21	19	4	0	0	1	0	0	0	22.7	29.5
09:15	28	0	1	14	13	0	0	0	0	0	0	0	24.9	30.6
09:30	19	0	0	9	8	1	0	0	0	0	0	1	25	31.4
09:45	33	0	0	18	13	1	0	0	0	0	1	0	24.3	29.1
10:00	22	0	0	9	12	1	0	0	0	0	0	0	25.1	31
10:15	32	0	0	18	12	2	0	0	0	0	0	0	26.8	30
10:30	26	0	1	16	7	2	0	0	0	0	0	0	22.9	29.3
10:45	30	0	0	17	11	2	0	0	0	0	0	0	24.4	28.9
11:00	29	0	0	14	13	1	0	0	0	0	1	0	22.7	28.7
11:15	20	0	0	9	8	2	0	0	1	0	0	0	25.9	30.9
11:30	30	0	0	12	16	1	0	0	0	0	1	0	23.1	29.1
11:45	32	0	1	18	12	0	0	0	1	0	0	0	24.6	28.1
12:00	35	0	0	12	18	5	0	0	0	0	0	0	23.6	28.6
12:15	35	1	0	20	14	0	0	0	0	0	0	0	21.6	27.9
12:30	26	0	0	14	10	2	0	0	0	0	0	0	23.4	30.5
12:45	31	0	0	16	14	1	0	0	0	0	0	0	23.1	30.8
13:00	26	0	0	14	10	1	1	0	0	0	0	0	24.3	29.4
13:15	24	0	0	11	12	0	0	0	1	0	0	0	20.4	27.4
13:30	21	0	0	8	11	1	0	0	0	0	1	0	25	31.5
13:45	25	0	0	14	9	1	0	0	0	0	0	1	22.7	29.2
14:00	21	0	1	10	9	0	1	0	0	0	0	0	22.2	31.9
14:15	36	0	1	17	16	1	0	0	0	0	1	0	26.1	32.1
14:30	24	0	0	13	8	2	0	0	0	0	1	0	20.6	26.3
14:45	40	0	0	12	24	4	0	0	0	0	0	0	24.9	30.3
15:00	48	0	0	18	28	1	0	0	0	0	1	0	25	31.6
15:15	31	0	0	12	18	0	0	0	1	0	0	0	21.3	26.6
15:30	43	0	1	22	18	2	0	0	0	0	0	0	24	29.9
15:45	28	0	0	14	12	1	0	0	1	0	0	0	25.9	32.4
16:00	48	0	0	19	25	4	0	0	0	0	0	0	25.3	31.5
16:15	45	0	0	21	21	3	0	0	0	0	0	0	22.8	29.4
16:30	47	0	1	18	26	1	0	0	1	0	0	0	25.1	30.1
16:45	46	0	1	17	25	3	0	0	0	0	0	0	26.5	30.6
17:00	51	0	0	29	20	2	0	0	0	0	0	0	25.6	31.9
17:15	53	0	2	29	18	4	0	0	0	0	0	0	24.6	30.6
17:30	44	0	0	23	20	1	0	0	0	0	0	0	20.8	27.6
17:45	41	0	0	20	20	0	0	0	0	0	0	1	27.3	30.4
18:00	39	0	3	23	13	0	0	0	0	0	0	0	23.7	30.1
18:15	37	0	0	24	13	0	0	0	0	0	0	0	22.8	30.9
18:30	29	0	1	18	10	0	0	0	0	0	0	0	25.2	29.8
18:45	26	0	0	14	11	1	0	0	0	0	0	0	28.2	33.8
19:00	24	0	1	13	8	1	1	0	0	0	0	0	26.7	33.6
19:15	18	0	1	10	7	0	0	0	0	0	0	0	25.4	30.6
19:30	19	0	0	8	10	1	0	0	0	0	0	0	23.4	29.5
19:45	14	0	0	7	6	0	1	0	0	0	0	0	25.2	30.8
20:00	10	0	0	5	5	0	0	0	0	0	0	0	26.7	-
20:15	9	0	0	2	7	0	0	0	0	0	0	0	28.8	-
20:30	7	0	0	3	4	0	0	0	0	0	0	0	32.8	-
20:45	11	0	0	7	4	0	0	0	0	0	0	0	26.9	32
21:00	9	0	0	5	3	0	1	0	0	0	0	0	28.6	-
21:15	5	0	0	4	1	0	0	0	0	0	0	0	27.5	-
21:30	9	0	0	6	3	0	0	0	0	0	0	0	26.4	-
21:45	10	0	0	4	6	0	0	0	0	0	0	0	29.1	-
22:00	5	0	0	1	4	0	0	0	0	0	0	0	30.1	-
22:15	6	0	0	5	1	0	0	0	0	0	0	0	25.7	-
22:30	2	0	0	1	1	0	0	0	0	0	0	0	38.9	-
22:45	2	0	0	0	2	0	0	0	0	0	0	0	24	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	37.4	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	8.5	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	40.6	-
07-19	1630	2	16	808	707	70	4	0	12	0	8	3	24.0	30.1
06-22	1847	2	18	923	797	76	8	0	12	0	8	3	24.3	30.3
06-00	1866	2	18	933	806	76	8	0	12	0	8	3	24.3	30.4
00-00	1913	2	18	951	832	78	9	0	12	0	8	3	24.5	30.6

Date	Tuesday	03/03/2020												
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	34.4	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	46.8	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	3	0	0	1	2	0	0	0	0	0	0	0	44.8	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	3	0	0	1	2	0	0	0	0	0	0	0	34	-
02:30	1	0	0	0	0	1	0	0	0	0	0	0	41.4	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	32.7	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	50.1	-
03:45	2	0	0	0	1	0	1	0	0	0	0	0	39.2	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	2	0	0	1	1	0	0	0	0	0	0	0	37.7	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	2	0	0	2	0	0	0	0	0	0	0	0	41	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	8	0	0	2	6	0	0	0	0	0	0	0	32.9	-
05:30	6	0	0	3	3	0	0	0	0	0	0	0	27.8	-
05:45	8	0	0	4	4	0	0	0	0	0	0	0	30	-
06:00	15	0	0	7	7	1	0	0	0	0	0	0	23.1	32.7
06:15	17	0	0	6	11	0	0	0	0	0	0	0	23.6	32.9
06:30	19	0	0	10	8	0	1	0	0	0	0	0	28.3	37
06:45	13	0	0	10	3	0	0	0	0	0	0	0	29.6	37.3
07:00	26	0	1	10	13	1	0	0	0	0	0	1	24.7	31.3
07:15	34	0	0	21	13	0	0	0	0	0	0	0	24	28.6
07:30	30	0	0	17	12	1	0	0	0	0	0	0	26.8	33.5
07:45	36	0	0	21	13	2	0	0	0	0	0	0	22.8	29.8
08:00	40	0	0	24	15	1	0	0	0	0	0	0	23.2	29.8
08:15	27	0	0	17	9	1	0	0	0	0	0	0	25.2	30.5
08:30	46	1	0	18	24	2	0	0	1	0	0	0	23.7	30.1
08:45	60	0	0	37	21	1	0	0	1	0	0	0	20	26.7
09:00	40	0	0	18	16	6	0	0	0	0	0	0	22.1	28.1
09:15	34	0	0	17	16	0	1	0	0	0	0	0	23.4	29.3
09:30	20	0	0	9	11	0	0	0	0	0	0	0	25.7	31.7
09:45	40	0	1	25	14	0	0	0	0	0	0	0	25.7	29.7
10:00	38	0	0	20	14	3	1	0	0	0	0	0	21.8	28.9
10:15	28	0	0	20	7	0	0	0	1	0	0	0	26.3	27.4
10:30	25	0	0	14	7	2	0	0	2	0	0	0	23	29.2
10:45	27	0	0	17	7	3	0	0	0	0	0	0	23.6	31.2
11:00	31	0	0	18	12	0	1	0	0	0	0	0	20.9	29.4
11:15	36	0	0	23	13	0	0	0	0	0	0	0	22.7	28.7
11:30	27	0	0	12	14	1	0	0	0	0	0	0	24.7	31.7
11:45	27	0	0	16	11	0	0	0	0	0	0	0	22.8	29
12:00	28	0	1	15	9	2	0	0	1	0	0	0	23.9	29.7
12:15	25	0	0	9	15	1	0	0	0	0	0	0	24.6	29.1
12:30	26	0	1	12	10	3	0	0	0	0	0	0	24.7	29.4
12:45	17	0	0	9	5	2	0	0	0	0	1	0	23.6	27.6
13:00	22	0	0	8	14	0	0	0	0	0	0	0	26.6	32.2
13:15	31	0	1	15	13	2	0	0	0	0	0	0	26.5	30.6
13:30	25	0	0	9	14	2	0	0	0	0	0	0	22.3	29.8
13:45	38	0	0	24	13	1	0	0	0	0	0	0	25.7	28.4
14:00	23	0	0	13	8	1	0	0	0	0	0	1	27.7	33.6
14:15	34	0	0	18	14	2	0	0	0	0	0	0	25.8	32.1
14:30	24	0	1	13	9	1	0	0	0	0	0	0	24.3	28.3
14:45	31	0	0	10	16	3	0	0	1	0	0	1	22.5	27.7
15:00	41	0	0	16	23	1	0	0	1	0	0	0	21.8	27.8
15:15	31	0	0	16	15	0	0	0	0	0	0	0	22	28.9
15:30	42	0	1	26	15	0	0	0	0	0	0	0	20.6	25.6
15:45	47	0	0	22	23	1	0	0	1	0	0	0	24.9	29.5
16:00	39	0	0	18	20	1	0	0	0	0	0	0	23.2	30.2
16:15	50	0	2	24	22	2	0	0	0	0	0	0	23.7	29.6
16:30	63	0	0	28	33	1	0	0	1	0	0	0	22.3	29
16:45	38	0	0	16	19	2	0	0	1	0	0	0	25.4	30.5
17:00	62	0	0	20	41	1	0	0	0	0	0	0	23.1	29.4
17:15	60	0	1	30	26	3	0	0	0	0	0	0	25.9	29.8
17:30	43	0	2	19	21	1	0	0	0	0	0	0	22.9	29.5
17:45	31	0	1	8	21	1	0	0	0	0	0	0	24.3	29.8
18:00	34	0	0	12	20	2	0	0	0	0	0	0	26.2	31.5
18:15	33	0	0	14	17	2	0	0	0	0	0	0	27.8	30.6
18:30	18	0	1	9	8	0	0	0	0	0	0	0	26.3	35
18:45	27	0	0	11	14	2	0	0	0	0	0	0	25.9	31.6
19:00	18	0	0	8	10	0	0	0	0	0	0	0	25.4	33
19:15	23	0	0	9	13	1	0	0	0	0	0	0	25.7	32.6
19:30	17	0	0	5	10	1	0	0	1	0	0	0	27.8	34.4
19:45	10	0	0	2	8	0	0	0	0	0	0	0	28.7	-
20:00	18	0	0	7	10	1	0	0	0	0	0	0	26.8	36.6
20:15	13	0	0	3	10	0	0	0	0	0	0	0	32	36.7
20:30	12	0	0	4	8	0	0	0	0	0	0	0	32.5	39.3
20:45	12	0	0	4	8	0	0	0	0	0	0	0	27.5	35.5
21:00	7	0	0	3	4	0	0	0	0	0	0	0	32	-
21:15	6	0	0	4	2	0	0	0	0	0	0	0	32.4	-
21:30	9	0	0	5	4	0	0	0	0	0	0	0	28.7	-
21:45	14	0	0	4	10	0	0	0	0	0	0	0	27.9	33.2
22:00	14	0	0	6	8	0	0	0	0	0	0	0	24.9	30.6
22:15	8	0	0	2	6	0	0	0	0	0	0	0	28.2	-
22:30	8	1	0	1	6	0	0	0	0	0	0	0	22.2	-
22:45	5	0	0	1	4	0	0	0	0	0	0	0	26	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	36	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	16.5	-
23:30	3	0	0	1	2	0	0	0	0	0	0	0	29.6	-
23:45	2	0	0	1	1	0	0	0	0	0	0	0	43.6	-
07-19	1655	1	14	818	740	64	3	0	11	0	1	3	23.9	29.6
06-22	1878	1	14	909	866	68	4	0	12	0	1	3	24.3	30.1
06-00	1920	2	14	923	893	68	4	0	12	0	1	3	24.4	30.2
00-00	1961	2	14	941	914	69	5	0	12	0	1	3	24.6	30.4

Date Wednesday 04/03/2020

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	33.8	-
00:15	4	0	0	1	3	0	0	0	0	0	0	0	33.2	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	40.8	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	39.4	-
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	33.9	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	0	1	0	0	0	0	0	0	0	28.4	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	32.9	-
03:15	1	0	0	0	0	1	0	0	0	0	0	0	35.4	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	2	0	0	1	1	0	0	0	0	0	0	0	37.3	-
04:00	2	0	0	0	2	0	0	0	0	0	0	0	31.5	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	27.1	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	0	1	0	0	0	0	0	0	0	29.9	-
05:00	2	0	0	2	0	0	0	0	0	0	0	0	19.4	-
05:15	6	0	0	1	4	1	0	0	0	0	0	0	35.8	-
05:30	3	0	0	0	3	0	0	0	0	0	0	0	33.2	-
05:45	9	0	0	5	4	0	0	0	0	0	0	0	32.3	-
06:00	11	0	0	6	4	0	1	0	0	0	0	0	30.4	37.5
06:15	12	0	0	4	5	2	1	0	0	0	0	0	26.3	33
06:30	17	0	1	9	7	0	0	0	0	0	0	0	25.9	31.4
06:45	22	0	0	10	10	1	0	0	0	0	1	0	29.4	34.1
07:00	24	0	1	12	8	1	0	1	0	0	0	1	25.2	30.4
07:15	45	0	0	21	23	1	0	0	0	0	0	0	26.7	30.6
07:30	38	0	0	21	15	1	1	0	0	0	0	0	25	30.2
07:45	34	0	0	20	13	0	0	0	0	0	0	1	24.9	32.8
08:00	20	0	0	11	7	2	0	0	0	0	0	0	26.4	29.6
08:15	43	0	0	26	17	0	0	0	0	0	0	0	23.4	29.2
08:30	37	0	0	11	25	0	0	0	1	0	0	0	24.8	29.6
08:45	52	0	0	20	30	1	0	0	0	0	0	1	23.3	29.8
09:00	31	0	0	11	16	1	0	0	1	0	2	0	24	28.1
09:15	31	0	1	9	17	4	0	0	0	0	0	0	25.1	30.1
09:30	26	0	0	12	10	3	0	0	0	0	1	0	20	24.2
09:45	30	0	0	16	10	2	0	0	1	0	1	0	22.4	29.1
10:00	14	0	0	6	7	1	0	0	0	0	0	0	24.8	29.8
10:15	24	0	0	11	11	2	0	0	0	0	0	0	23.9	29.1
10:30	21	0	0	6	14	0	0	0	1	0	0	0	22.8	28.3
10:45	24	0	0	14	8	0	0	0	2	0	0	0	20.9	27.5
11:00	38	0	0	22	13	3	0	0	0	0	0	0	22	27.9
11:15	33	0	0	17	12	4	0	0	0	0	0	0	24.7	31.8
11:30	29	0	0	14	15	0	0	0	0	0	0	0	23.1	30.3
11:45	31	0	1	16	10	4	0	0	0	0	0	0	21.3	28.2
12:00	27	0	0	14	13	0	0	0	0	0	0	0	24.7	28.7
12:15	30	0	1	13	15	0	0	0	1	0	0	0	23.4	28.8
12:30	33	0	3	11	18	1	0	0	0	0	0	0	23.7	29
12:45	26	0	0	10	16	0	0	0	0	0	0	0	22.5	28
13:00	23	0	1	8	9	3	0	0	1	0	1	0	24.2	29
13:15	29	0	1	15	12	1	0	0	0	0	0	0	23.2	28.7
13:30	30	0	1	16	13	0	0	0	0	0	0	0	20.9	27.7
13:45	27	0	0	15	10	2	0	0	0	0	0	0	22.3	28.2
14:00	36	0	2	18	14	1	1	0	0	0	0	0	21.7	29.5
14:15	23	0	1	12	9	1	0	0	0	0	0	0	22.9	28.6
14:30	32	0	1	9	21	1	0	0	0	0	0	0	22.8	29
14:45	44	0	0	22	19	2	0	0	1	0	0	0	24.2	27.7
15:00	53	0	0	20	33	0	0	0	0	0	0	0	23.5	27.4
15:15	26	0	0	12	14	0	0	0	0	0	0	0	22.6	27.5
15:30	34	0	0	13	20	1	0	0	0	0	0	0	25.1	30.7
15:45	35	0	0	16	18	1	0	0	0	0	0	0	25.2	29.7
16:00	36	0	1	22	10	3	0	0	0	0	0	0	26	29.7
16:15	53	0	0	31	19	3	0	0	0	0	0	0	20.4	27.3
16:30	41	0	1	19	21	0	0	0	0	0	0	0	21.1	28.7
16:45	50	0	0	22	23	4	0	0	0	0	1	0	26.4	30.6
17:00	66	0	0	35	31	0	0	0	0	0	0	0	23.2	31.3
17:15	48	0	0	19	28	1	0	0	0	0	0	0	25.3	29.9
17:30	44	0	0	21	22	1	0	0	0	0	0	0	22.2	30.8
17:45	41	0	2	18	20	1	0	0	0	0	0	0	24.3	30.1
18:00	50	0	0	29	19	2	0	0	0	0	0	0	24.4	30.3
18:15	36	1	0	17	13	5	0	0	0	0	0	0	21.8	29.4
18:30	25	0	1	12	12	0	0	0	0	0	0	0	25.9	31.3
18:45	22	0	1	15	6	0	0	0	0	0	0	0	25.6	33.3
19:00	29	0	0	18	11	0	0	0	0	0	0	0	24	29.9
19:15	20	0	0	14	6	0	0	0	0	0	0	0	29.9	33.6
19:30	17	0	0	8	8	0	0	1	0	0	0	0	24.4	33.6
19:45	21	0	0	17	4	0	0	0	0	0	0	0	28.2	33
20:00	18	0	0	10	8	0	0	0	0	0	0	0	23.7	30.9
20:15	12	0	0	8	4	0	0	0	0	0	0	0	27.2	30.7
20:30	6	0	0	4	2	0	0	0	0	0	0	0	24.6	-
20:45	7	0	0	4	3	0	0	0	0	0	0	0	24.6	-
21:00	7	0	0	4	3	0	0	0	0	0	0	0	28.6	-
21:15	9	0	0	3	5	1	0	0	0	0	0	0	29.1	-
21:30	10	0	0	5	5	0	0	0	0	0	0	0	29.7	-
21:45	13	0	0	9	4	0	0	0	0	0	0	0	26.1	37.2
22:00	8	0	0	7	1	0	0	0	0	0	0	0	22.5	-
22:15	2	0	0	2	0	0	0	0	0	0	0	0	19.4	-
22:30	7	0	0	6	1	0	0	0	0	0	0	0	21.4	-
22:45	4	0	0	3	1	0	0	0	0	0	0	0	29.5	-
23:00	3	0	0	3	0	0	0	0	0	0	0	0	29.6	-
23:15	4	0	0	4	0	0	0	0	0	0	0	0	23.8	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	22.6	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	36.8	-
07-19	1645	1	20	780	759	64	2	1	9	0	6	3	23.6	29.3
06-22	1876	1	21	913	848	68	4	2	9	0	7	3	24.0	29.8
06-00	1906	1	21	938	853	68	4	2	9	0	7	3	24.0	29.8
00-00	1945	1	21	951	877	70	4	2	9	0	7	3	24.2	30.0

Date Thursday 05/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	30.4	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	37.2	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	50.4	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	1	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	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	19.4	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	31.3	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	30	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	4	0	0	2	2	0	0	0	0	0	0	0	40.8	-
04:15	1	0	0	0	1	0	0	0	0	0	0	0	47.2	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	34	-
04:45	2	0	0	0	2	0	0	0	0	0	0	0	22.9	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	18.2	-
05:15	6	0	0	2	3	0	0	0	1	0	0	0	33.8	-
05:30	5	0	0	2	3	0	0	0	0	0	0	0	23.8	-
05:45	9	0	0	6	2	1	0	0	0	0	0	0	26.2	-
06:00	12	0	0	7	5	0	0	0	0	0	0	0	28.8	34.5
06:15	19	0	0	12	4	1	1	0	1	0	0	0	25	29.4
06:30	11	0	0	5	5	1	0	0	0	0	0	0	23.1	33.8
06:45	13	0	0	7	6	0	0	0	0	0	0	0	29.3	33.5
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	55	0	0	31	20	2	1	0	1	0	0	0		
06-00	55	0	0	31	20	2	1	0	1	0	0	0		
00-00	91	0	0	47	38	3	1	0	2	0	0	0		

Date	Friday	06/03/2020												
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 07/03/2020

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	08/03/2020												
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: AECOM
Project Number: ID05238
Junction Number: Site 1
Flow from: Pound Hill (N) to: Bell Lane (S)

Date Monday 24/02/2020

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

Date Tuesday 25/02/2020

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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	3	1	0	0	2	0	0	0	0	0	0	0	26.6	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	30.2	-
04:30	3	0	0	0	3	0	0	0	0	0	0	0	28.9	-
04:45	5	0	0	2	3	0	0	0	0	0	0	0	36.8	-
05:00	7	0	0	3	3	1	0	0	0	0	0	0	30.7	-
05:15	7	0	0	3	4	0	0	0	0	0	0	0	35.6	-
05:30	6	0	0	3	3	0	0	0	0	0	0	0	32.4	-
05:45	18	0	0	14	3	1	0	0	0	0	0	0	35.8	41.9
06:00	11	0	1	9	1	0	0	0	0	0	0	0	33	43.3
06:15	24	0	1	14	8	0	0	0	1	0	0	0	31.5	39.9
06:30	25	0	0	14	11	0	0	0	0	0	0	0	32.5	35.7
06:45	46	0	3	21	22	0	0	0	0	0	0	0	30.6	34.7
07:00	38	0	0	20	17	1	0	0	0	0	0	0	29.7	35.9
07:15	49	0	0	30	17	0	2	0	0	0	0	0	29.5	35.6
07:30	54	0	0	26	26	1	1	0	0	0	0	0	29.4	33.7
07:45	55	0	1	26	23	2	2	0	1	0	0	0	28.6	31.1
08:00	49	0	1	28	15	3	1	0	1	0	0	0	28.2	31.3
08:15	66	0	1	23	41	1	0	0	0	0	0	0	26.5	30.9
08:30	44	0	1	22	21	0	0	0	0	0	0	0	28.4	33.2
08:45	52	0	0	23	29	0	0	0	0	0	0	0	26.4	29.7
09:00	50	0	0	20	28	0	0	0	0	0	0	2	28.5	32.3
09:15	42	0	0	16	24	1	1	0	0	0	0	0	27.4	31.8
09:30	35	0	0	15	19	1	0	0	0	0	0	0	30.6	33.8
09:45	39	0	0	18	18	1	1	0	1	0	0	0	25.6	30
10:00	41	0	0	14	24	2	0	0	0	0	0	1	28.5	31.4
10:15	32	0	0	13	17	1	0	0	1	0	0	0	27	32.1
10:30	29	0	0	11	16	2	0	0	0	0	0	0	30.2	36.1
10:45	31	0	0	14	14	2	0	0	0	0	0	1	28.1	32.2
11:00	20	0	0	8	9	1	0	0	2	0	0	0	28.7	33.3
11:15	27	0	2	10	13	1	0	0	0	0	0	1	28	33.6
11:30	31	0	0	11	17	2	0	0	1	0	0	0	29	34.4
11:45	47	0	0	11	30	3	0	0	2	0	1	0	27.4	30.6
12:00	28	0	0	15	10	2	1	0	0	0	0	0	28.5	34
12:15	38	0	0	15	22	0	0	0	0	0	1	0	28.9	32.2
12:30	34	0	0	17	16	1	0	0	0	0	0	0	28.8	34.2
12:45	33	0	0	13	19	1	0	0	0	0	0	0	29.4	32.4
13:00	45	0	0	18	22	4	0	0	0	0	1	0	28.6	32
13:15	31	0	0	14	14	2	0	0	0	0	1	0	28.2	33.7
13:30	24	0	0	9	14	0	0	0	0	0	1	0	28.6	32.5
13:45	39	0	0	16	18	4	1	0	0	0	0	0	25	28.7
14:00	46	0	0	19	23	4	0	0	0	0	0	0	27.5	31.4
14:15	34	0	0	10	19	3	0	0	1	0	0	1	27.1	30.6
14:30	40	0	0	15	23	2	0	0	0	0	0	0	29.5	35.4
14:45	45	0	0	19	22	2	1	0	1	0	0	0	25.4	31.3
15:00	34	0	1	22	10	1	0	0	0	0	0	0	26.7	30.6
15:15	49	0	0	15	32	0	1	0	1	0	0	0	27.8	33.3
15:30	40	0	0	18	18	2	0	0	1	0	1	0	28.7	32.7
15:45	37	0	0	21	13	2	1	0	0	0	0	0	26.5	30.3
16:00	38	0	0	17	21	0	0	0	0	0	0	0	27.9	31.2
16:15	40	0	0	23	16	0	1	0	0	0	0	0	27.6	30.6
16:30	37	0	0	20	15	2	0	0	0	0	0	0	28.8	33.1
16:45	35	0	0	16	18	0	0	0	0	0	1	0	29.5	34.3
17:00	48	0	0	29	18	1	0	0	0	0	0	0	26.5	29.9
17:15	39	0	0	20	16	2	1	0	0	0	0	0	29.9	34.9
17:30	36	0	0	18	16	0	2	0	0	0	0	0	29	31.5
17:45	24	0	0	14	9	1	0	0	0	0	0	0	28	32
18:00	34	0	0	16	17	1	0	0	0	0	0	0	29.9	32.2
18:15	27	0	0	14	12	0	1	0	0	0	0	0	30.9	32.8
18:30	20	0	0	12	8	0	0	0	0	0	0	0	31.8	36.9
18:45	18	0	0	8	8	1	1	0	0	0	0	0	29.7	34.4
19:00	22	0	0	12	9	0	1	0	0	0	0	0	28	33.2
19:15	17	0	0	9	8	0	0	0	0	0	0	0	29.5	31.1
19:30	8	0	0	5	3	0	0	0	0	0	0	0	30.2	-
19:45	13	0	0	5	8	0	0	0	0	0	0	0	32.1	39
20:00	21	0	0	9	10	1	1	0	0	0	0	0	29.1	33.9
20:15	16	0	0	13	3	0	0	0	0	0	0	0	27.5	32.6
20:30	7	0	0	5	2	0	0	0	0	0	0	0	33.2	-
20:45	8	0	0	2	6	0	0	0	0	0	0	0	32.5	-
21:00	9	0	0	7	1	1	0	0	0	0	0	0	32.4	-
21:15	10	0	0	7	3	0	0	0	0	0	0	0	30.2	-
21:30	9	0	0	5	4	0	0	0	0	0	0	0	29.3	-
21:45	8	0	0	5	3	0	0	0	0	0	0	0	25.3	-
22:00	7	0	0	4	2	0	1	0	0	0	0	0	30.8	-
22:15	9	0	0	5	4	0	0	0	0	0	0	0	25.9	-
22:30	3	0	0	1	2	0	0	0	0	0	0	0	23	-
22:45	6	0	0	5	1	0	0	0	0	0	0	0	22.8	-
23:00	2	0	0	1	1	0	0	0	0	0	0	0	23.5	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	45.5	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	30.3	-
07-19	1824	0	7	822	887	63	19	0	13	0	7	6	28.2	32.3
06-22	2078	0	12	964	989	65	21	0	14	0	7	6	28.5	32.8
06-00	2107	0	12	981	1000	65	22	0	14	0	7	6	28.4	32.8
00-00	2157	1	12	1007	1021	67	22	0	14	0	7	6	28.6	33.0

Date Wednesday 26/02/2020

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	33.6	-
00:15	2	0	0	1	1	0	0	0	0	0	0	0	29.8	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	24.2	-
00:45	3	0	0	2	1	0	0	0	0	0	0	0	45.8	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	37.9	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	39.2	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	0	0	1	0	0	0	0	0	0	33.3	-
02:45	2	0	0	0	2	0	0	0	0	0	0	0	27.2	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	34.4	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	39	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	3	0	1	0	2	0	0	0	0	0	0	0	28.3	-
04:30	5	0	0	1	4	0	0	0	0	0	0	0	30.3	-
04:45	2	0	0	2	0	0	0	0	0	0	0	0	33	-
05:00	6	0	1	4	1	0	0	0	0	0	0	0	36.3	-
05:15	5	0	0	2	3	0	0	0	0	0	0	0	33.1	-
05:30	8	0	0	4	3	0	1	0	0	0	0	0	33.4	-
05:45	18	0	0	10	7	1	0	0	0	0	0	0	32.4	38.9
06:00	11	0	0	7	4	0	0	0	0	0	0	0	29.5	33.4
06:15	20	0	0	16	4	0	0	0	0	0	0	0	31.3	34.4
06:30	41	0	1	24	14	0	1	0	1	0	0	0	30.9	34.2
06:45	39	0	1	25	9	3	1	0	0	0	0	0	29.5	32.4
07:00	36	0	0	22	14	0	0	0	0	0	0	0	31.5	36.9
07:15	67	0	0	40	24	0	3	0	0	0	0	0	30.3	33.6
07:30	44	0	0	28	14	1	1	0	0	0	0	0	28.4	32.9
07:45	54	0	2	28	20	1	2	0	1	0	0	0	29.3	33.1
08:00	56	0	2	34	19	1	0	0	0	0	0	0	28	31.5
08:15	55	0	0	32	22	0	0	0	0	0	0	1	28.6	31.7
08:30	51	0	1	27	21	0	1	1	0	0	0	0	27.7	30.9
08:45	50	0	1	20	27	0	1	1	0	0	0	0	25.9	29.6
09:00	46	0	0	26	17	0	1	0	0	0	0	2	27.6	31.8
09:15	36	0	0	19	15	0	0	0	1	0	1	0	28.1	33.1
09:30	32	0	0	14	16	1	0	0	0	0	0	1	26.8	31.1
09:45	34	0	0	18	16	0	0	0	0	0	0	0	28.8	32.3
10:00	25	0	0	9	13	3	0	0	0	0	0	0	28.7	33.4
10:15	36	0	1	16	15	3	0	0	0	0	0	1	28.6	31.2
10:30	41	0	0	19	19	2	0	0	0	0	1	0	29.3	34.2
10:45	37	0	0	12	24	1	0	0	0	0	0	0	24.1	30.6
11:00	32	0	1	12	17	2	0	0	0	0	0	0	25.6	29.7
11:15	29	0	0	19	10	0	0	0	0	0	0	0	27.2	29.8
11:30	23	0	0	10	9	3	0	0	1	0	0	0	27.5	31.6
11:45	33	0	1	9	21	2	0	0	0	0	0	0	29.1	32.5
12:00	28	1	0	8	19	0	0	0	0	0	0	0	27.4	31.4
12:15	34	0	0	17	15	2	0	0	0	0	0	0	27.4	33
12:30	26	0	0	11	15	0	0	0	0	0	0	0	30.5	34.7
12:45	32	0	1	11	19	1	0	0	0	0	0	0	28.5	32.6
13:00	33	0	0	17	16	0	0	0	0	0	0	0	29.2	32.5
13:15	28	0	0	8	18	2	0	0	0	0	0	0	28.3	34.2
13:30	37	0	0	13	20	4	0	0	0	0	0	0	27.5	34.1
13:45	22	0	1	8	12	0	0	0	0	0	1	0	28	30.7
14:00	35	0	0	11	21	3	0	0	0	0	0	0	28.7	31.5
14:15	38	0	0	20	17	1	0	0	0	0	0	0	29.5	32.9
14:30	35	0	0	6	28	1	0	0	0	0	0	0	29.8	35.2
14:45	30	0	0	15	14	1	0	0	0	0	0	0	29.1	34
15:00	38	0	0	12	24	1	0	0	0	0	1	0	29	32.1
15:15	48	0	1	18	28	1	0	0	0	0	0	0	27	30.9
15:30	33	0	0	11	21	1	0	0	0	0	0	0	28.5	32.3
15:45	51	0	0	20	27	2	1	0	0	0	0	1	26.4	31.7
16:00	33	0	1	12	19	1	0	0	0	0	0	0	30.1	35.4
16:15	48	0	2	25	20	0	0	0	0	0	1	0	29.5	36.9
16:30	36	0	0	14	21	1	0	0	0	0	0	0	28.5	32.6
16:45	43	0	0	16	24	2	0	0	0	0	1	0	28.8	32.7
17:00	44	0	0	21	22	0	0	0	1	0	0	0	30.3	34.4
17:15	32	0	0	15	12	2	3	0	0	0	0	0	29.3	33
17:30	28	0	0	10	17	1	0	0	0	0	0	0	28.1	31.3
17:45	32	0	1	18	10	1	0	0	0	0	1	1	28.3	31.5
18:00	21	0	0	14	7	0	0	0	0	0	0	0	27.5	30.7
18:15	28	0	0	15	11	1	1	0	0	0	0	0	31.5	36.3
18:30	29	0	1	19	9	0	0	0	0	0	0	0	31.1	35.1
18:45	27	0	0	17	8	1	0	0	1	0	0	0	27.1	33.7
19:00	21	0	0	15	6	0	0	0	0	0	0	0	30	34.9
19:15	30	0	0	15	12	0	2	0	1	0	0	0	29.3	35.9
19:30	20	0	0	14	6	0	0	0	0	0	0	0	30.7	35.2
19:45	14	0	1	9	2	1	1	0	0	0	0	0	31.5	36.2
20:00	20	0	0	11	9	0	0	0	0	0	0	0	31.3	33.6
20:15	21	0	0	15	5	0	0	0	1	0	0	0	29.9	35.1
20:30	13	0	0	9	4	0	0	0	0	0	0	0	32.4	38.5
20:45	6	0	0	5	1	0	0	0	0	0	0	0	35.5	-
21:00	9	0	0	4	5	0	0	0	0	0	0	0	34	-
21:15	8	0	0	3	4	0	1	0	0	0	0	0	29.2	-
21:30	8	0	0	5	3	0	0	0	0	0	0	0	34.8	-
21:45	9	0	0	6	3	0	0	0	0	0	0	0	32.8	-
22:00	9	0	0	6	3	0	0	0	0	0	0	0	30.1	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	34.7	-
22:30	10	0	0	8	2	0	0	0	0	0	0	0	31	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	3	0	0	1	2	0	0	0	0	0	0	0	33.5	-
23:15	4	0	0	2	1	0	1	0	0	0	0	0	29.3	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	33.3	-
07-19	1766	1	17	816	847	50	14	2	5	0	7	7	28.5	32.5
06-22	2056	1	20	999	938	54	20	2	8	0	7	7	28.8	33.0
06-00	2084	1	20	1017	947	54	21	2	8	0	7	7	28.8	33.0
00-00	2147	1	22	1049	973	56	22	2	8	0	7	7	28.9	33.3

Date Thursday 27/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	35.7	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	2	0	0	1	1	0	0	0	0	0	0	0	31.7	-
00:45	2	0	0	1	0	0	1	0	0	0	0	0	30.5	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	21	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	29.7	-
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	46.1	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	3	0	0	3	0	0	0	0	0	0	0	0	34.7	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	5	1	0	1	2	0	1	0	0	0	0	0	37.6	-
03:30	3	0	0	1	2	0	0	0	0	0	0	0	41.8	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	31.2	-
04:30	5	0	0	3	2	0	0	0	0	0	0	0	31.8	-
04:45	6	0	0	3	3	0	0	0	0	0	0	0	34.8	-
05:00	7	0	0	5	2	0	0	0	0	0	0	0	34.8	-
05:15	7	0	0	2	5	0	0	0	0	0	0	0	36.5	-
05:30	9	0	0	3	5	0	1	0	0	0	0	0	32.9	-
05:45	12	0	0	8	3	1	0	0	0	0	0	0	33.8	43.9
06:00	19	0	0	10	8	0	0	0	1	0	0	0	32.4	35.5
06:15	28	0	1	15	10	0	1	0	1	0	0	0	33.1	36.8
06:30	31	0	1	13	16	1	0	0	0	0	0	0	31.2	35.7
06:45	30	0	1	15	13	0	1	0	0	0	0	0	30	35.4
07:00	46	0	1	20	18	4	2	0	1	0	0	0	28.5	35.6
07:15	49	0	1	19	25	3	1	0	0	0	0	0	30.1	35.2
07:30	52	0	1	29	17	4	1	0	0	0	0	0	29.6	33.8
07:45	48	0	1	26	17	2	2	0	0	0	0	0	29.6	32.1
08:00	54	0	0	30	19	3	0	0	2	0	0	0	27.6	30.2
08:15	63	0	1	36	24	0	2	0	0	0	0	0	27.9	31.5
08:30	50	0	0	21	27	0	1	0	0	1	0	0	25.3	29.3
08:45	66	0	0	37	28	1	0	0	0	0	0	0	27.3	31.3
09:00	39	0	0	19	18	1	0	0	0	1	0	0	28.4	32.1
09:15	46	0	0	23	20	3	0	0	0	0	0	0	28.5	31.9
09:30	37	0	0	17	18	1	1	0	0	0	0	0	29.5	34
09:45	40	0	0	21	15	0	3	0	0	0	0	1	27.8	30.3
10:00	29	0	0	22	7	0	0	0	0	0	0	0	26.5	31.4
10:15	29	0	0	20	5	2	0	0	0	0	0	2	28.3	31.9
10:30	26	0	0	16	10	0	0	0	0	0	0	0	28.2	32.8
10:45	27	0	0	15	9	3	0	0	0	0	0	0	29	31.4
11:00	36	0	0	16	18	1	0	1	0	0	0	0	29.1	34.6
11:15	38	0	0	15	19	3	1	0	0	0	0	0	27.6	33.7
11:30	39	0	0	15	18	6	0	0	0	0	0	0	29.3	34.2
11:45	26	0	0	16	8	1	0	0	1	0	0	0	29.9	34.9
12:00	37	0	0	19	16	1	0	0	1	0	0	0	27.2	32.1
12:15	36	0	0	21	14	1	0	0	0	0	0	0	29.1	33.6
12:30	30	0	0	17	10	3	0	0	0	0	0	0	29.5	33.7
12:45	14	0	2	5	7	0	0	0	0	0	0	0	27.3	32.4
13:00	50	0	0	27	20	2	0	0	0	0	0	1	27.2	32.1
13:15	39	0	0	17	20	2	0	0	0	0	0	0	30.7	34.4
13:30	32	0	0	11	20	0	1	0	0	0	0	0	29.7	34.1
13:45	35	0	0	10	22	2	0	0	1	0	0	0	29.5	33.9
14:00	27	0	0	12	12	3	0	0	0	0	0	0	29.6	32.5
14:15	41	0	0	19	19	3	0	0	0	0	0	0	29.1	33.1
14:30	43	1	0	19	21	0	0	0	2	0	0	0	27	32.4
14:45	35	0	0	14	20	1	0	0	0	0	0	0	26.8	31.1
15:00	44	0	0	19	20	4	0	0	0	0	0	1	27.1	31.5
15:15	47	0	0	14	29	4	0	0	0	0	0	0	27.9	30.9
15:30	44	0	1	16	22	3	1	0	0	0	1	0	27.3	32.8
15:45	40	0	0	13	22	3	0	1	0	0	1	0	29.7	32.8
16:00	46	0	0	22	22	1	1	0	0	0	0	0	28.6	35.5
16:15	38	0	0	17	20	0	1	0	0	0	0	0	28.7	32.6
16:30	44	0	1	18	22	3	0	0	0	0	0	0	27.9	30.8
16:45	32	0	0	15	15	1	1	0	0	0	0	0	31.5	35
17:00	36	0	0	17	19	0	0	0	0	0	0	0	29.5	33.9
17:15	31	0	0	15	15	0	1	0	0	0	0	0	30.6	34.4
17:30	40	0	0	17	22	1	0	0	0	0	0	0	29.6	33.9
17:45	40	0	2	19	17	1	0	0	0	0	0	1	28.6	32.8
18:00	32	0	0	17	14	1	0	0	0	0	0	0	28.9	34.8
18:15	39	0	0	19	19	1	0	0	0	0	0	0	31.3	35.3
18:30	16	0	0	7	9	0	0	0	0	0	0	0	30.5	33.1
18:45	25	0	0	18	7	0	0	0	0	0	0	0	29.2	34.3
19:00	26	0	0	15	9	1	0	1	0	0	0	0	32	36.5
19:15	22	0	1	10	9	1	1	0	0	0	0	0	28.2	36.9
19:30	16	0	0	10	6	0	0	0	0	0	0	0	30.5	38.1
19:45	13	0	0	6	7	0	0	0	0	0	0	0	31.6	36
20:00	20	0	0	13	6	0	0	0	0	0	1	0	31.8	35.2
20:15	8	0	0	4	4	0	0	0	0	0	0	0	32.2	-
20:30	9	0	0	6	3	0	0	0	0	0	0	0	32.1	-
20:45	10	0	0	8	2	0	0	0	0	0	0	0	30.3	-
21:00	4	0	0	0	4	0	0	0	0	0	0	0	30.6	-
21:15	13	0	0	7	6	0	0	0	0	0	0	0	31.3	36.5
21:30	8	0	0	5	3	0	0	0	0	0	0	0	39.6	-
21:45	7	0	0	7	0	0	0	0	0	0	0	0	38.9	-
22:00	4	0	0	3	1	0	0	0	0	0	0	0	27.5	-
22:15	10	0	0	8	2	0	0	0	0	0	0	0	31.5	-
22:30	4	0	0	1	3	0	0	0	0	0	0	0	33.1	-
22:45	2	0	0	2	0	0	0	0	0	0	0	0	35.7	-
23:00	5	0	0	2	2	1	0	0	0	0	0	0	29	-
23:15	5	0	0	2	3	0	0	0	0	0	0	0	43.8	-
23:30	2	0	0	1	1	0	0	0	0	0	0	0	33	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	1853	1	11	887	835	79	20	2	8	2	2	6	28.6	32.7
06-22	2117	1	15	1031	941	82	23	3	10	2	3	6	29.0	33.4
06-00	2149	1	15	1050	953	83	23	3	10	2	3	6	29.0	33.6
00-00	2215	2	15	1084	980	84	26	3	10	2	3	6	29.2	33.8

Date Friday 28/02/2020

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	38.4	-
00:15	2	0	0	1	1	0	0	0	0	0	0	0	38	-
00:30	3	0	0	1	2	0	0	0	0	0	0	0	36.8	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	32.8	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	3	0	0	3	0	0	0	0	0	0	0	0	36	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	2	0	0	2	0	0	0	0	0	0	0	0	34.8	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	27.1	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	32.4	-
03:30	7	1	0	3	2	0	1	0	0	0	0	0	35.7	-
03:45	2	0	0	0	2	0	0	0	0	0	0	0	34.3	-
04:00	3	0	0	1	2	0	0	0	0	0	0	0	34.2	-
04:15	2	0	0	2	0	0	0	0	0	0	0	0	34.5	-
04:30	5	0	0	2	2	0	1	0	0	0	0	0	34.1	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	5	0	0	4	1	0	0	0	0	0	0	0	35.5	-
05:15	7	0	0	2	3	1	1	0	0	0	0	0	34.7	-
05:30	9	0	0	6	2	0	1	0	0	0	0	0	37.1	-
05:45	10	0	0	4	3	1	1	0	1	0	0	0	35	-
06:00	11	0	0	4	4	2	1	0	0	0	0	0	35.8	43.2
06:15	22	0	1	10	9	0	2	0	0	0	0	0	30.5	36.5
06:30	35	0	1	21	12	0	1	0	0	0	0	0	31.1	33.8
06:45	38	0	2	18	12	3	2	0	0	0	1	0	29.8	33.9
07:00	34	0	0	12	17	3	2	0	0	0	0	0	33.3	36.7
07:15	50	0	1	23	24	0	2	0	0	0	0	0	29.7	32.4
07:30	44	0	0	16	25	3	0	0	0	0	0	0	29.8	34.2
07:45	57	0	2	29	23	1	1	0	1	0	0	0	29.4	31.5
08:00	50	0	1	18	27	2	2	0	0	0	0	0	28.8	32.8
08:15	53	0	0	22	29	0	2	0	0	0	0	0	27.1	32.6
08:30	40	0	0	19	19	2	0	0	0	0	0	0	27.7	32
08:45	51	0	0	23	27	0	0	0	0	0	1	0	26.7	30.3
09:00	60	0	0	26	30	3	0	0	1	0	0	0	27.1	30.9
09:15	39	0	0	18	19	2	0	0	0	0	0	0	29.4	34
09:30	31	0	0	15	16	0	0	0	0	0	0	0	29.8	32.3
09:45	35	0	0	15	20	0	0	0	0	0	0	0	29.9	33.3
10:00	24	1	0	9	13	1	0	0	0	0	0	0	28.1	33.1
10:15	38	0	0	16	19	2	1	0	0	0	0	0	29.9	32.7
10:30	42	0	0	20	21	1	0	0	0	0	0	0	27.1	32
10:45	36	0	0	15	18	2	1	0	0	0	0	0	29.2	33.6
11:00	32	0	0	14	16	0	1	0	1	0	0	0	29.6	33.1
11:15	37	0	0	13	18	5	1	0	0	0	0	0	29.7	34.8
11:30	27	0	0	16	8	3	0	0	0	0	0	0	30	35.2
11:45	28	0	0	11	14	3	0	0	0	0	0	0	31.7	35.9
12:00	36	0	0	14	19	3	0	0	0	0	0	0	28.3	33.4
12:15	29	0	1	13	13	2	0	0	0	0	0	0	26.3	29.6
12:30	22	0	0	13	9	0	0	0	0	0	0	0	24.6	29.3
12:45	30	0	0	19	8	3	0	0	0	0	0	0	25.9	29.7
13:00	42	0	0	17	23	1	0	0	0	0	1	0	28.8	33.2
13:15	37	0	0	11	24	2	0	0	0	0	0	0	27.5	32.5
13:30	26	0	1	6	18	1	0	0	0	0	0	0	30.2	35.6
13:45	39	0	0	25	13	1	0	0	0	0	0	0	28.7	34.3
14:00	37	0	0	21	14	2	0	0	0	0	0	0	30	32.7
14:15	31	0	0	13	17	1	0	0	0	0	0	0	29.8	33.7
14:30	56	0	0	27	28	1	0	0	0	0	0	0	27.5	31
14:45	43	0	0	23	17	2	1	0	0	0	0	0	27.1	31.3
15:00	30	0	0	17	12	1	0	0	0	0	0	0	29.7	35.6
15:15	55	0	0	20	33	2	0	0	0	0	0	0	27	30.2
15:30	47	0	0	27	14	6	0	0	0	0	0	0	24.5	30.4
15:45	35	0	0	20	15	0	0	0	0	0	0	0	24.9	30.4
16:00	30	0	0	14	14	2	0	0	0	0	0	0	26.3	30.6
16:15	45	0	1	15	28	1	0	0	0	0	0	0	29.1	32.5
16:30	41	0	0	18	22	1	0	0	0	0	0	0	27.7	33.1
16:45	37	0	0	12	24	1	0	0	0	0	0	0	29.3	34.4
17:00	37	0	1	17	19	0	0	0	0	0	0	0	29.1	32.8
17:15	35	0	0	16	19	0	0	0	0	0	0	0	28.4	32.5
17:30	34	0	0	11	22	1	0	0	0	0	0	0	29.8	33
17:45	31	0	0	8	23	0	0	0	0	0	0	0	28.5	30.8
18:00	29	0	0	17	11	1	0	0	0	0	0	0	27.7	29.8
18:15	24	0	0	7	17	0	0	0	0	0	0	0	28.4	35.7
18:30	37	0	0	23	13	1	0	0	0	0	0	0	25.8	29.1
18:45	24	0	1	9	14	0	0	0	0	0	0	0	29.8	34
19:00	22	0	0	12	9	1	0	0	0	0	0	0	28.6	34.8
19:15	16	0	0	8	8	0	0	0	0	0	0	0	29.7	34.1
19:30	14	0	0	7	7	0	0	0	0	0	0	0	32.1	37.8
19:45	14	0	0	7	7	0	0	0	0	0	0	0	27.1	33.1
20:00	14	0	0	6	8	0	0	0	0	0	0	0	32.2	38.3
20:15	12	0	0	5	7	0	0	0	0	0	0	0	30.1	34.6
20:30	12	0	1	5	6	0	0	0	0	0	0	0	29.3	35.4
20:45	9	0	0	5	4	0	0	0	0	0	0	0	33.5	-
21:00	7	0	0	6	1	0	0	0	0	0	0	0	31.6	-
21:15	6	0	0	0	6	0	0	0	0	0	0	0	25.1	-
21:30	11	0	0	5	6	0	0	0	0	0	0	0	32.3	39.3
21:45	10	0	0	3	7	0	0	0	0	0	0	0	25.7	-
22:00	6	0	0	1	4	1	0	0	0	0	0	0	30.9	-
22:15	7	0	0	2	5	0	0	0	0	0	0	0	27.4	-
22:30	4	0	0	3	1	0	0	0	0	0	0	0	26.5	-
22:45	2	0	0	0	2	0	0	0	0	0	0	0	32.3	-
23:00	6	0	0	5	1	0	0	0	0	0	0	0	31.5	-
23:15	4	0	0	2	2	0	0	0	0	0	0	0	31.7	-
23:30	3	0	0	1	2	0	0	0	0	0	0	0	28.8	-
23:45	4	0	0	2	2	0	0	0	0	0	0	0	26.3	-
07-19	1807	1	9	803	906	69	14	0	3	0	2	0	28.4	32.5
06-22	2060	1	14	925	1019	75	20	0	3	0	3	0	28.6	32.9
06-00	2096	1	14	941	1038	76	20	0	3	0	3	0	28.6	32.9
00-00	2161	2	14	974	1061	78	25	0	4	0	3	0	28.8	33.3

Date Saturday 29/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	28	-
00:15	4	0	0	1	3	0	0	0	0	0	0	0	29.7	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	29.2	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	25.7	-
01:00	2	0	0	2	0	0	0	0	0	0	0	0	27.5	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	32.8	-
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	23.1	-
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	5	1	0	2	2	0	0	0	0	0	0	0	28.7	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	33.2	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	0	1	0	0	0	0	0	0	0	43.8	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	32.3	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	0	1	0	0	0	0	0	0	0	25.2	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	0	1	0	0	0	0	0	0	0	22.9	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	39.5	-
05:15	4	0	0	2	2	0	0	0	0	0	0	0	36.9	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	38.7	-
05:45	7	0	0	4	2	1	0	0	0	0	0	0	35.8	-
06:00	9	0	0	6	2	1	0	0	0	0	0	0	29.7	-
06:15	7	0	1	2	4	0	0	0	0	0	0	0	34	-
06:30	7	0	0	3	4	0	0	0	0	0	0	0	31.6	-
06:45	15	0	1	8	5	0	0	0	0	0	1	0	29.5	31.9
07:00	8	0	0	1	5	2	0	0	0	0	0	0	36.3	-
07:15	12	0	0	4	7	1	0	0	0	0	0	0	32.4	37
07:30	10	0	0	5	5	0	0	0	0	0	0	0	32	-
07:45	18	0	0	5	13	0	0	0	0	0	0	0	30.5	33.8
08:00	18	0	0	9	9	0	0	0	0	0	0	0	28.1	32.9
08:15	25	0	1	11	11	2	0	0	0	0	0	0	28.9	33.5
08:30	37	0	1	15	18	2	0	0	0	0	1	0	30.7	35.8
08:45	21	0	0	10	11	0	0	0	0	0	0	0	31.1	35.6
09:00	26	0	0	8	16	1	0	0	1	0	0	0	28.8	34
09:15	21	0	1	10	10	0	0	0	0	0	0	0	30.5	36.6
09:30	35	0	0	12	23	0	0	0	0	0	0	0	29.6	33.8
09:45	32	0	0	13	19	0	0	0	0	0	0	0	27.6	30.7
10:00	26	0	1	8	15	2	0	0	0	0	0	0	28.9	34.4
10:15	34	0	0	18	15	1	0	0	0	0	0	0	28.3	31
10:30	34	0	0	13	20	0	0	0	1	0	0	0	28.6	33.6
10:45	35	0	0	15	19	1	0	0	0	0	0	0	29.2	34.1
11:00	34	0	0	16	17	1	0	0	0	0	0	0	28.5	32.6
11:15	23	0	0	7	12	3	0	0	1	0	0	0	31.7	37.4
11:30	37	0	0	17	18	1	0	0	0	1	0	0	28.5	32.5
11:45	29	0	0	16	12	1	0	0	0	0	0	0	27.9	33.8
12:00	42	0	0	16	24	0	0	0	2	0	0	0	29.2	33.4
12:15	38	0	1	14	23	0	0	0	0	0	0	0	29.4	33.3
12:30	26	0	1	10	15	0	0	0	0	0	0	0	32.5	37.5
12:45	31	0	1	9	21	0	0	0	0	0	0	0	26.8	33.4
13:00	29	0	2	11	15	1	0	0	0	0	0	0	30	34.7
13:15	29	0	1	15	12	1	0	0	0	0	0	0	28	31.9
13:30	32	0	0	16	16	0	0	0	0	0	0	0	30.1	34.1
13:45	27	0	0	9	18	0	0	0	0	0	0	0	30.6	35.9
14:00	29	0	0	11	17	0	0	0	1	0	0	0	29.6	32.8
14:15	23	0	0	9	14	0	0	0	0	0	0	0	30.2	36.5
14:30	28	0	0	10	17	1	0	0	0	0	0	0	30.3	37.1
14:45	27	0	1	6	20	0	0	0	0	0	0	0	27.8	31.6
15:00	21	0	0	7	12	2	0	0	0	0	0	0	30.6	34
15:15	27	0	0	14	13	0	0	0	0	0	0	0	29.4	33.2
15:30	37	0	0	18	17	2	0	0	0	0	0	0	30.6	34.6
15:45	28	0	1	10	16	1	0	0	0	0	0	0	28.5	32.9
16:00	38	0	0	24	13	1	0	0	0	0	0	0	29.5	32.2
16:15	23	0	0	11	11	1	0	0	0	0	0	0	30	32.4
16:30	15	0	1	9	5	0	0	0	0	0	0	0	29.5	33
16:45	24	0	0	10	13	1	0	0	0	0	0	0	31	35.8
17:00	28	0	0	8	19	1	0	0	0	0	0	0	30.1	36.5
17:15	22	0	0	11	10	1	0	0	0	0	0	0	27.7	32.3
17:30	22	0	0	11	11	0	0	0	0	0	0	0	29.6	34.7
17:45	25	0	1	13	10	1	0	0	0	0	0	0	29.7	32.7
18:00	23	0	0	9	13	1	0	0	0	0	0	0	29.8	32.9
18:15	16	0	0	10	5	1	0	0	0	0	0	0	30.1	33.4
18:30	23	0	3	8	12	0	0	0	0	0	0	0	31.5	41.2
18:45	24	0	0	12	12	0	0	0	0	0	0	0	31.8	35.7
19:00	16	0	0	11	5	0	0	0	0	0	0	0	29	32.9
19:15	17	0	0	10	7	0	0	0	0	0	0	0	31.8	34.6
19:30	15	0	3	7	5	0	0	0	0	0	0	0	30.4	39.5
19:45	9	0	0	5	4	0	0	0	0	0	0	0	27	-
20:00	16	0	0	9	7	0	0	0	0	0	0	0	32.6	39.9
20:15	8	0	0	4	3	0	1	0	0	0	0	0	35.1	-
20:30	5	0	0	4	1	0	0	0	0	0	0	0	34.6	-
20:45	5	0	0	3	2	0	0	0	0	0	0	0	29.7	-
21:00	11	0	0	1	9	1	0	0	0	0	0	0	30.1	37.4
21:15	6	0	0	3	3	0	0	0	0	0	0	0	31.6	-
21:30	8	0	0	3	5	0	0	0	0	0	0	0	31.1	-
21:45	6	0	1	1	4	0	0	0	0	0	0	0	30.7	-
22:00	6	0	0	3	3	0	0	0	0	0	0	0	31.5	-
22:15	2	0	0	0	2	0	0	0	0	0	0	0	29	-
22:30	4	0	0	1	3	0	0	0	0	0	0	0	33.1	-
22:45	3	0	0	0	2	0	1	0	0	0	0	0	27.3	-
23:00	3	0	0	2	1	0	0	0	0	0	0	0	29.6	-
23:15	4	0	0	3	1	0	0	0	0	0	0	0	35.1	-
23:30	3	0	0	0	3	0	0	0	0	0	0	0	33	-
23:45	5	0	0	3	2	0	0	0	0	0	0	0	33.5	-
07-19	1272	0	17	534	679	34	0	0	6	1	1	0	29.6	33.9
06-22	1432	0	23	614	749	36	1	0	6	1	2	0	29.8	34.1
06-00	1462	0	23	626	766	36	2	0	6	1	2	0	29.8	34.1
00-00	1497	1	23	639	786	37	2	0	6	1	2	0	29.8	34.2

Date Sunday 01/03/2020

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	33.4	-
00:15	2	0	0	0	2	0	0	0	0	0	0	0	23.4	-
00:30	3	0	0	2	1	0	0	0	0	0	0	0	20.3	-
00:45	4	0	0	3	1	0	0	0	0	0	0	0	21.6	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	44.9	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	36.6	-
01:30	3	0	0	1	2	0	0	0	0	0	0	0	33.5	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	36.1	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	33.2	-
02:45	2	0	0	2	0	0	0	0	0	0	0	0	34	-
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	34.3	-
03:30	1	0	1	0	0	0	0	0	0	0	0	0	34.8	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	32.3	-
04:30	1	0	0	0	1	0	0	0	0	0	0	0	30.8	-
04:45	2	0	0	1	1	0	0	0	0	0	0	0	30.5	-
05:00	3	0	0	2	1	0	0	0	0	0	0	0	33.7	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	42.4	-
05:30	2	0	1	1	0	0	0	0	0	0	0	0	33.6	-
05:45	3	0	0	3	0	0	0	0	0	0	0	0	34.6	-
06:00	9	0	0	7	2	0	0	0	0	0	0	0	35.2	-
06:15	5	0	0	1	3	1	0	0	0	0	0	0	39.7	-
06:30	7	0	0	5	2	0	0	0	0	0	0	0	34.8	-
06:45	5	0	0	2	2	1	0	0	0	0	0	0	42.3	-
07:00	6	0	0	3	3	0	0	0	0	0	0	0	30.4	-
07:15	7	0	1	4	2	0	0	0	0	0	0	0	30	-
07:30	2	0	0	1	1	0	0	0	0	0	0	0	33.7	-
07:45	6	0	0	4	2	0	0	0	0	0	0	0	30.3	-
08:00	11	0	1	6	4	0	0	0	0	0	0	0	31	36
08:15	9	0	0	6	3	0	0	0	0	0	0	0	29.8	-
08:30	10	0	0	6	4	0	0	0	0	0	0	0	31.5	-
08:45	11	0	0	7	3	1	0	0	0	0	0	0	33.8	40.6
09:00	17	0	0	9	8	0	0	0	0	0	0	0	30.7	36
09:15	18	0	0	11	7	0	0	0	0	0	0	0	31.3	36.8
09:30	18	0	0	8	10	0	0	0	0	0	0	0	28.8	33.4
09:45	36	0	1	11	21	2	0	0	1	0	0	0	30.6	33.8
10:00	27	0	0	12	15	0	0	0	0	0	0	0	31.5	35.3
10:15	24	0	0	7	16	1	0	0	0	0	0	0	31.6	36.3
10:30	21	0	1	9	11	0	0	0	0	0	0	0	28.7	32.9
10:45	27	0	0	16	11	0	0	0	0	0	0	0	28.7	31.2
11:00	31	0	1	15	15	0	0	0	0	0	0	0	29.7	33.1
11:15	37	0	0	15	21	1	0	0	0	0	0	0	28.1	33.5
11:30	33	0	1	13	19	0	0	0	0	0	0	0	29.6	32.6
11:45	35	0	1	9	25	0	0	0	0	0	0	0	27.8	32.7
12:00	17	0	0	5	12	0	0	0	0	0	0	0	31.5	38.5
12:15	47	0	0	24	23	0	0	0	0	0	0	0	28.1	34
12:30	44	0	1	17	26	0	0	0	0	0	0	0	28.5	32.6
12:45	24	0	0	8	16	0	0	0	0	0	0	0	31.1	36.3
13:00	35	0	0	12	23	0	0	0	0	0	0	0	29.3	35
13:15	22	0	0	8	14	0	0	0	0	0	0	0	29.7	34.7
13:30	27	0	1	14	11	0	0	0	1	0	0	0	29.6	34
13:45	26	0	1	5	19	1	0	0	0	0	0	0	25.8	31.1
14:00	28	0	0	12	16	0	0	0	0	0	0	0	30.1	33.6
14:15	24	0	0	17	7	0	0	0	0	0	0	0	31.5	40.1
14:30	28	0	1	9	18	0	0	0	0	0	0	0	29.7	34.7
14:45	26	0	0	13	12	1	0	0	0	0	0	0	30.9	33.1
15:00	25	1	0	9	15	0	0	0	0	0	0	0	30.8	39.6
15:15	20	0	2	5	11	2	0	0	0	0	0	0	30.3	33.9
15:30	30	0	1	11	17	0	0	0	1	0	0	0	32	36.1
15:45	32	0	2	15	14	1	0	0	0	0	0	0	30.5	36.4
16:00	30	0	0	10	20	0	0	0	0	0	0	0	28.5	33.9
16:15	19	0	1	9	9	0	0	0	0	0	0	0	29.7	35.5
16:30	20	0	0	10	9	1	0	0	0	0	0	0	29.8	33.6
16:45	26	0	1	11	14	0	0	0	0	0	0	0	29.8	34
17:00	21	0	1	14	6	0	0	0	0	0	0	0	27.8	34.5
17:15	9	0	0	3	6	0	0	0	0	0	0	0	29.4	-
17:30	24	0	0	7	16	1	0	0	0	0	0	0	30.3	33.4
17:45	19	0	2	9	8	0	0	0	0	0	0	0	31.7	35.3
18:00	21	0	0	13	8	0	0	0	0	0	0	0	30	32.9
18:15	19	0	0	10	9	0	0	0	0	0	0	0	27.7	36.2
18:30	18	0	0	8	10	0	0	0	0	0	0	0	29.4	34.1
18:45	18	0	0	8	10	0	0	0	0	0	0	0	33.4	37.6
19:00	14	0	0	6	7	0	1	0	0	0	0	0	33.7	38.8
19:15	13	0	0	7	6	0	0	0	0	0	0	0	31.4	35
19:30	12	0	1	7	4	0	0	0	0	0	0	0	31.9	40.3
19:45	13	0	0	7	6	0	0	0	0	0	0	0	32.1	39.6
20:00	14	0	0	9	5	0	0	0	0	0	0	0	30.9	34.6
20:15	12	0	0	5	7	0	0	0	0	0	0	0	31.7	35.4
20:30	5	0	0	3	2	0	0	0	0	0	0	0	32	-
20:45	7	0	0	5	2	0	0	0	0	0	0	0	31	-
21:00	13	0	0	6	7	0	0	0	0	0	0	0	30.5	33.1
21:15	8	0	0	5	3	0	0	0	0	0	0	0	31.6	-
21:30	3	0	0	3	0	0	0	0	0	0	0	0	29.6	-
21:45	2	0	0	0	2	0	0	0	0	0	0	0	30.7	-
22:00	3	0	0	2	1	0	0	0	0	0	0	0	30.2	-
22:15	2	0	0	2	0	0	0	0	0	0	0	0	29.4	-
22:30	3	0	0	1	2	0	0	0	0	0	0	0	33	-
22:45	2	0	0	2	0	0	0	0	0	0	0	0	34.6	-
23:00	5	0	0	3	2	0	0	0	0	0	0	0	35	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	35.8	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	36.4	-
07-19	1085	1	21	468	580	12	0	0	3	0	0	0	29.8	34.2
06-22	1227	1	22	546	640	14	1	0	3	0	0	0	30.1	34.8
06-00	1244	1	22	556	647	14	1	0	3	0	0	0	30.2	34.8
00-00	1282	1	24	578	661	14	1	0	3	0	0	0	30.2	34.9

Date	Monday	02/03/2020													
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	30.7	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	29.9	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	2	0	0	2	0	0	0	0	0	0	0	0	31.3	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	30.3	-
01:30	2	0	0	1	1	0	0	0	0	0	0	0	30.4	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	45.3	-
02:45	2	0	0	1	1	0	0	0	0	0	0	0	35.1	-
03:00	1	0	0	0	1	0	0	0	0	0	0	0	26.9	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	36.2	-
03:45	4	0	0	2	2	0	0	0	0	0	0	0	35.7	-
04:00	2	0	0	0	1	0	0	0	1	0	0	0	27.7	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	0	0	0	2	0	0	0	0	0	0	0	33.1	-
04:45	2	0	0	1	1	0	0	0	0	0	0	0	36.8	-
05:00	2	0	0	1	1	0	0	0	0	0	0	0	34.7	-
05:15	4	0	0	1	1	1	1	0	0	0	0	0	26.7	-
05:30	13	0	0	5	7	1	0	0	0	0	0	0	33.2	42.1
05:45	11	0	0	5	6	0	0	0	0	0	0	0	32.7	41.6
06:00	15	0	0	4	10	0	0	0	0	0	1	0	32.2	36.2
06:15	27	0	0	15	10	2	0	0	0	0	0	0	32.4	38.5
06:30	32	0	0	21	9	1	1	0	0	0	0	0	30.1	33.9
06:45	40	0	2	17	18	3	0	0	0	0	0	0	29.3	32.5
07:00	51	0	1	24	22	3	1	0	0	0	0	0	27.8	31.2
07:15	68	0	2	33	30	0	3	0	0	0	0	0	28.9	34.9
07:30	47	0	1	21	24	1	0	0	0	0	0	0	30.6	34.4
07:45	65	0	3	25	31	4	0	0	0	0	2	0	29	32.1
08:00	48	0	0	22	25	1	0	0	0	0	0	0	29	32.1
08:15	66	0	0	23	41	1	0	0	0	0	0	1	27.9	31.7
08:30	46	0	0	30	14	0	0	0	1	0	1	0	28	31.9
08:45	46	0	1	24	18	2	1	0	0	0	0	0	28	32.1
09:00	47	0	0	18	28	1	0	0	0	0	0	0	27.6	31.7
09:15	37	0	0	20	16	0	1	0	0	0	0	0	27.3	31.1
09:30	32	0	0	19	11	2	0	0	0	0	0	0	28.7	32.7
09:45	34	0	0	16	18	0	0	0	0	0	0	0	29.3	32.5
10:00	26	0	0	12	12	1	0	0	0	0	0	1	30.8	35.7
10:15	28	0	1	11	16	0	0	0	0	0	0	0	28.1	33.2
10:30	34	0	0	10	18	5	0	0	1	0	0	0	28.6	31.3
10:45	39	0	0	15	22	2	0	0	0	0	0	0	29.4	33.8
11:00	37	0	0	14	23	0	0	0	0	0	0	0	28.3	33.4
11:15	30	0	0	6	22	1	0	0	0	0	0	1	30	34.3
11:30	28	0	0	7	20	0	0	0	0	0	1	0	28.6	32.7
11:45	28	0	0	10	18	0	0	0	0	0	0	0	31.4	37.9
12:00	29	0	1	11	15	1	0	0	0	0	1	0	28.9	32.6
12:15	43	0	0	15	23	4	0	0	1	0	0	0	27.7	32.3
12:30	30	0	0	12	15	3	0	0	0	0	0	0	28.4	31.8
12:45	34	1	1	11	19	2	0	0	0	0	0	0	28.7	32.2
13:00	28	0	1	8	15	3	0	0	1	0	0	0	28.9	32
13:15	38	0	0	22	14	0	0	0	0	0	1	1	29.4	32.2
13:30	31	0	0	12	15	1	0	0	0	0	1	2	29	33.7
13:45	32	0	0	7	22	2	0	0	0	0	0	1	30.7	34.3
14:00	44	0	0	15	24	3	0	0	1	0	0	1	26.1	32.2
14:15	34	0	0	5	24	3	2	0	0	0	0	0	29.1	35.7
14:30	39	0	1	22	14	2	0	0	0	0	0	0	27.8	31.9
14:45	30	0	0	8	20	2	0	0	0	0	0	0	29	33.5
15:00	36	0	0	10	22	4	0	0	0	0	0	0	27	31.8
15:15	61	0	1	14	42	4	0	0	0	0	0	0	28.3	31.8
15:30	30	0	0	12	15	2	0	0	0	0	1	0	28.9	34.3
15:45	36	0	0	12	18	2	0	0	1	0	3	0	27.7	32.2
16:00	37	0	0	10	25	0	0	1	0	0	1	0	29.8	34.7
16:15	52	0	0	19	31	1	0	0	0	0	1	0	28.2	32.9
16:30	39	0	0	22	16	1	0	0	0	0	0	0	29.1	33.8
16:45	26	0	0	10	14	2	0	0	0	0	0	0	32.2	39.2
17:00	45	0	0	23	19	2	0	0	1	0	0	0	28.9	33.2
17:15	42	0	2	13	24	3	0	0	0	0	0	0	29.8	34.5
17:30	41	0	0	23	18	0	0	0	0	0	0	0	28.9	36.1
17:45	33	0	0	15	17	1	0	0	0	0	0	0	26.6	33
18:00	30	0	0	12	18	0	0	0	0	0	0	0	27.9	31.8
18:15	31	0	0	8	22	1	0	0	0	0	0	0	29.9	33.3
18:30	18	0	1	9	7	0	1	0	0	0	0	0	29.5	33.9
18:45	28	0	0	11	16	0	0	0	1	0	0	0	31.3	40.3
19:00	28	0	0	12	15	1	0	0	0	0	0	0	28.8	36.4
19:15	33	0	0	17	16	0	0	0	0	0	0	0	31.7	36.6
19:30	23	0	0	10	12	0	1	0	0	0	0	0	31.9	40.2
19:45	16	0	1	9	6	0	0	0	0	0	0	0	32.1	37
20:00	15	0	0	8	6	1	0	0	0	0	0	0	33	37.2
20:15	9	0	0	7	2	0	0	0	0	0	0	0	33.5	-
20:30	7	0	0	4	3	0	0	0	0	0	0	0	31.4	-
20:45	10	0	1	2	6	0	1	0	0	0	0	0	32.4	-
21:00	10	0	0	8	1	1	0	0	0	0	0	0	30.6	-
21:15	10	0	0	4	6	0	0	0	0	0	0	0	30.4	-
21:30	9	0	0	7	1	0	1	0	0	0	0	0	33.8	-
21:45	5	0	0	4	1	0	0	0	0	0	0	0	32	-
22:00	8	0	0	4	3	1	0	0	0	0	0	0	34.5	-
22:15	4	0	0	4	0	0	0	0	0	0	0	0	33.7	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	33.9	-
22:45	4	0	0	3	1	0	0	0	0	0	0	0	31.1	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	39.1	-
23:15	6	0	0	4	2	0	0	0	0	0	0	0	28.2	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	3	0	0	2	1	0	0	0	0	0	0	0	31.5	-
07-19	1834	1	17	731	973	73	9	1	8	0	13	8	28.7	33.0
06-22	2123	1	21	880	1095	82	13	1	8	0	14	8	29.1	33.6
06-00	2150	1	21	898	1103	83	13	1	8	0	14	8	29.1	33.7
00-00	2203	1	21	920	1130	85	14	1	9	0	14	8	29.2	33.8

Date Tuesday 03/03/2020

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	30	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	29.7	-
00:45	2	0	0	1	1	0	0	0	0	0	0	0	42.5	-
01:00	4	0	0	2	2	0	0	0	0	0	0	0	31.2	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	28.2	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	3	0	0	3	0	0	0	0	0	0	0	0	31.5	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	2	0	1	0	1	0	0	0	0	0	0	0	26.7	-
03:45	3	0	0	1	2	0	0	0	0	0	0	0	42.7	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	2	0	0	2	0	0	0	0	0	0	0	0	42.1	-
04:30	2	0	0	0	2	0	0	0	0	0	0	0	36.5	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	39.5	-
05:00	8	0	1	2	4	0	1	0	0	0	0	0	31.1	-
05:15	3	0	0	1	2	0	0	0	0	0	0	0	30.6	-
05:30	12	0	0	6	5	0	1	0	0	0	0	0	38.8	43.2
05:45	11	0	0	4	6	1	0	0	0	0	0	0	33.8	40.8
06:00	13	0	0	4	6	2	1	0	0	0	0	0	34.9	45.5
06:15	21	0	1	12	7	1	0	0	0	0	0	0	31	34.3
06:30	30	0	1	20	8	1	0	0	0	0	0	0	32.1	35.3
06:45	48	0	1	23	20	2	2	0	0	0	0	0	31.7	35.9
07:00	39	0	0	9	28	2	0	0	0	0	0	0	30.8	34.6
07:15	61	0	3	22	36	0	0	0	0	0	0	0	31.5	35.1
07:30	53	1	0	28	19	3	2	0	0	0	0	0	29.1	33
07:45	67	0	3	26	33	3	1	0	1	0	0	0	28.7	31
08:00	49	0	0	26	21	1	0	1	0	0	0	0	28.5	31.3
08:15	50	0	0	14	33	2	0	0	0	0	0	1	29.4	31.9
08:30	40	0	2	17	20	1	0	0	0	0	0	0	28.4	31.6
08:45	64	0	0	28	35	1	0	0	0	0	0	0	27.8	30.6
09:00	41	0	0	9	29	2	1	0	0	0	0	0	30.3	34.7
09:15	40	1	0	18	20	1	0	0	0	0	0	0	28.6	32.3
09:30	43	0	0	19	21	3	0	0	0	0	0	0	29.2	34.2
09:45	33	0	0	12	21	0	0	0	0	0	0	0	28.9	36.5
10:00	45	0	0	20	24	1	0	0	0	0	0	0	28	30.6
10:15	55	0	0	15	33	5	0	0	0	0	0	2	25.8	30.9
10:30	32	0	0	16	14	2	0	0	0	0	0	0	29.7	33.9
10:45	26	0	0	8	17	0	0	0	0	0	0	1	27.9	31.6
11:00	37	0	0	15	19	2	0	0	1	0	0	0	26.7	31.1
11:15	25	0	0	13	11	1	0	0	0	0	0	0	29.6	35.3
11:30	25	0	0	4	19	0	0	0	2	0	0	0	28.1	31.1
11:45	39	0	0	10	26	3	0	0	0	0	0	0	29.3	32.8
12:00	18	0	0	5	11	1	0	0	0	0	0	1	30.1	35.2
12:15	38	1	1	9	22	2	0	0	0	0	0	3	28.2	33.2
12:30	30	0	0	18	12	0	0	0	0	0	0	0	29.7	34.2
12:45	28	0	0	10	17	0	0	0	1	0	0	0	29.5	34
13:00	40	0	1	10	24	4	0	0	0	0	0	1	28.5	32.5
13:15	29	0	0	8	20	0	0	0	1	0	0	0	30.6	34.2
13:30	32	0	0	15	14	1	0	0	1	0	0	1	28.8	33.8
13:45	35	0	0	12	21	1	0	0	1	0	0	0	27.2	31.6
14:00	37	0	0	12	22	2	0	0	1	0	0	0	30	34.5
14:15	49	0	0	22	24	2	0	0	1	0	0	0	27.4	32.3
14:30	40	0	0	13	22	4	1	0	0	0	0	0	29.1	32.6
14:45	36	0	0	13	19	3	0	0	0	0	1	0	27.9	32.6
15:00	34	0	0	14	15	3	1	0	0	0	1	0	26.9	31.4
15:15	70	0	0	24	44	1	0	0	0	0	1	0	27	31.7
15:30	44	0	0	12	29	2	0	0	1	0	0	0	29.1	32.1
15:45	43	0	0	18	22	3	0	0	0	0	0	0	29.9	33.6
16:00	51	0	0	15	32	2	0	0	2	0	0	0	28.3	31.6
16:15	36	0	0	10	23	3	0	0	0	0	0	0	29.7	33.6
16:30	58	0	0	22	33	3	0	0	0	0	0	0	29.6	34.2
16:45	34	0	0	10	22	1	1	0	0	0	0	0	31.1	36.8
17:00	37	0	1	18	15	2	0	0	1	0	0	0	28.3	32.4
17:15	28	0	0	12	16	0	0	0	0	0	0	0	29.9	32.9
17:30	32	0	0	20	12	0	0	0	0	0	0	0	26.6	33.9
17:45	42	0	0	18	24	0	0	0	0	0	0	0	29.6	33.7
18:00	25	0	0	15	9	1	0	0	0	0	0	0	30.3	35
18:15	29	0	0	16	13	0	0	0	0	0	0	0	29.2	34.2
18:30	32	0	0	11	19	1	0	0	0	0	1	0	29.2	33
18:45	19	0	0	7	11	0	0	0	1	0	0	0	26.8	32.8
19:00	20	0	0	8	12	0	0	0	0	0	0	0	28.7	35.3
19:15	28	0	0	8	20	0	0	0	0	0	0	0	28.5	35
19:30	11	0	0	5	6	0	0	0	0	0	0	0	30.8	35.9
19:45	14	0	0	5	8	1	0	0	0	0	0	0	30.1	33.6
20:00	13	0	0	6	6	0	1	0	0	0	0	0	30.7	33.5
20:15	11	0	0	3	7	0	1	0	0	0	0	0	30.5	36.7
20:30	17	0	0	10	7	0	0	0	0	0	0	0	28.9	33.5
20:45	10	0	1	7	2	0	0	0	0	0	0	0	30.3	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	26.1	-
21:15	7	0	0	2	5	0	0	0	0	0	0	0	34.7	-
21:30	11	0	0	8	3	0	0	0	0	0	0	0	36.8	44.6
21:45	8	0	0	5	3	0	0	0	0	0	0	0	32.5	-
22:00	5	0	0	5	0	0	0	0	0	0	0	0	28.7	-
22:15	8	0	0	4	4	0	0	0	0	0	0	0	35	-
22:30	6	0	0	3	3	0	0	0	0	0	0	0	29.1	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	37.5	-
23:00	2	0	0	0	1	0	1	0	0	0	0	0	35.8	-
23:15	3	0	0	2	1	0	0	0	0	0	0	0	30.3	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	50.7	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	39.9	-
07-19	1890	3	11	718	1046	75	7	1	15	0	4	10	28.8	32.9
06-22	2154	3	15	845	1167	82	12	1	15	0	4	10	29.1	33.2
06-00	2181	3	15	860	1178	82	13	1	15	0	4	10	29.1	33.3
00-00	2239	3	17	886	1205	83	15	1	15	0	4	10	29.3	33.6

Date Wednesday 04/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	33.8	-
00:30	3	0	0	2	1	0	0	0	0	0	0	0	35.1	-
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	38.9	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	35.7	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	32.1	-
01:45	2	0	0	2	0	0	0	0	0	0	0	0	34.3	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	34.3	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	4	0	1	1	2	0	0	0	0	0	0	0	33.2	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	2	0	0	2	0	0	0	0	0	0	0	0	32.1	-
03:30	1	0	0	0	1	0	0	0	0	0	0	0	23.2	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	0	1	0	0	0	0	0	0	0	49.9	-
04:15	3	0	0	2	1	0	0	0	0	0	0	0	34.8	-
04:30	5	0	0	1	4	0	0	0	0	0	0	0	37	-
04:45	6	0	0	4	2	0	0	0	0	0	0	0	36.9	-
05:00	2	0	0	0	2	0	0	0	0	0	0	0	33.5	-
05:15	11	0	0	8	3	0	0	0	0	0	0	0	35	37.9
05:30	12	0	0	7	3	1	1	0	0	0	0	0	33.7	41.8
05:45	8	0	0	5	2	1	0	0	0	0	0	0	38.7	-
06:00	20	0	0	12	7	0	0	0	1	0	0	0	33.2	34.9
06:15	22	0	1	13	7	0	1	0	0	0	0	0	30	34.2
06:30	29	0	0	14	9	2	3	0	0	0	1	0	31.4	37.8
06:45	38	0	2	19	13	2	1	1	0	0	0	0	31.5	34.3
07:00	39	0	0	27	11	0	1	0	0	0	0	0	32.6	35.7
07:15	49	0	1	23	24	1	0	0	0	0	0	0	30.8	34.1
07:30	56	0	0	38	14	3	0	0	0	0	1	0	28.8	32.6
07:45	55	0	1	24	27	2	0	0	1	0	0	0	28.8	32.8
08:00	49	0	1	28	20	0	0	0	0	0	0	0	28.4	31.8
08:15	58	0	0	26	28	2	1	0	0	0	0	1	28.1	33
08:30	46	0	1	15	28	1	0	0	1	0	0	0	29.3	33.3
08:45	47	0	0	12	33	2	0	0	0	0	0	0	27.9	31.6
09:00	47	0	0	19	23	3	0	0	0	0	1	1	28.4	33.7
09:15	31	0	0	11	20	0	0	0	0	0	0	0	28.8	32.7
09:30	46	0	3	16	22	2	2	0	0	0	1	0	28.2	32.3
09:45	36	0	0	8	25	2	1	0	0	0	0	0	29.6	36.3
10:00	31	0	1	9	17	3	0	0	0	0	0	1	29	33.4
10:15	27	0	0	15	10	2	0	0	0	0	0	0	27.8	33.8
10:30	30	0	0	10	18	1	0	0	0	0	1	0	28.8	32.4
10:45	36	0	1	11	22	2	0	0	0	0	0	0	30.7	35.6
11:00	31	0	0	15	15	0	0	0	1	0	0	0	26.2	32.9
11:15	27	0	0	10	17	0	0	0	0	0	0	0	29	34.3
11:30	34	0	2	12	14	5	1	0	0	0	0	0	27.7	34
11:45	35	0	0	16	17	2	0	0	0	0	0	0	28.8	32.1
12:00	38	0	1	10	22	3	0	0	0	0	0	2	30.1	36.4
12:15	33	0	0	11	19	3	0	0	0	0	0	0	28.6	32.2
12:30	32	0	1	16	13	1	0	0	1	0	0	0	27.7	32.1
12:45	26	0	1	4	17	3	1	0	0	0	0	0	28	32
13:00	38	0	0	17	17	1	0	0	2	0	0	1	27.5	31
13:15	42	0	1	13	25	1	0	0	0	0	2	0	26.9	29.9
13:30	23	0	0	9	13	1	0	0	0	0	0	0	27.1	30.6
13:45	33	0	0	17	15	1	0	0	0	0	0	0	25.9	29.5
14:00	31	0	0	11	19	1	0	0	0	0	0	0	27.5	32.8
14:15	30	0	0	6	19	4	0	0	0	0	1	0	26.8	30.5
14:30	37	0	0	13	20	3	0	0	0	0	1	0	26.3	30.2
14:45	26	0	0	14	9	2	0	0	1	0	0	0	26.5	30.6
15:00	43	0	0	14	23	5	0	0	1	0	0	0	25.9	29.5
15:15	56	0	1	17	38	0	0	0	0	0	0	0	22.4	25.7
15:30	41	0	0	13	27	1	0	0	0	0	0	0	24	27.8
15:45	42	0	0	17	19	4	0	0	2	0	0	0	25.8	29.5
16:00	46	0	0	23	22	1	0	0	0	0	0	0	27	31.6
16:15	58	0	0	22	29	6	0	0	0	0	1	0	26.3	31
16:30	42	0	1	12	26	2	1	0	0	0	0	0	28.6	33.6
16:45	31	0	0	14	13	2	0	0	0	0	1	1	29.4	34.2
17:00	54	0	0	22	29	2	1	0	0	0	0	0	28.9	34.7
17:15	27	0	0	13	12	2	0	0	0	0	0	0	29.6	32.7
17:30	39	0	0	18	21	0	0	0	0	0	0	0	30.4	36.6
17:45	26	0	0	4	20	2	0	0	0	0	0	0	29.4	33.8
18:00	36	0	0	13	18	2	2	0	0	0	1	0	27.5	31.9
18:15	30	0	0	14	15	1	0	0	0	0	0	0	27.6	30.7
18:30	25	0	0	17	8	0	0	0	0	0	0	0	29.2	33
18:45	22	0	0	9	13	0	0	0	0	0	0	0	30	37.8
19:00	17	0	0	12	5	0	0	0	0	0	0	0	29.7	35.1
19:15	17	0	0	11	6	0	0	0	0	0	0	0	31.3	34.3
19:30	18	0	0	15	3	0	0	0	0	0	0	0	29.5	34.6
19:45	10	0	1	3	6	0	0	0	0	0	0	0	30.2	-
20:00	21	0	0	13	8	0	0	0	0	0	0	0	29.6	33.7
20:15	14	0	0	7	7	0	0	0	0	0	0	0	28.9	37.4
20:30	8	0	0	5	3	0	0	0	0	0	0	0	27.1	-
20:45	15	0	0	9	6	0	0	0	0	0	0	0	30.4	32.5
21:00	3	0	0	1	2	0	0	0	0	0	0	0	29.2	-
21:15	12	0	0	6	6	0	0	0	0	0	0	0	29.1	31.5
21:30	16	0	0	6	9	1	0	0	0	0	0	0	29.2	35.8
21:45	3	0	0	3	0	0	0	0	0	0	0	0	31.3	-
22:00	8	0	0	4	4	0	0	0	0	0	0	0	28.4	-
22:15	6	0	0	4	2	0	0	0	0	0	0	0	31.1	-
22:30	3	0	0	3	0	0	0	0	0	0	0	0	28.6	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	28.9	-
23:00	2	0	0	1	1	0	0	0	0	0	0	0	33.3	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	40	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	32	-
07-19	1817	0	17	728	946	87	11	0	10	0	11	7	28.0	32.4
06-22	2080	0	21	877	1043	92	16	1	11	0	12	7	28.3	32.8
06-00	2102	0	21	892	1050	92	16	1	11	0	12	7	28.3	32.8
00-00	2168	0	22	929	1075	94	17	1	11	0	12	7	28.6	33.1

Date Thursday 05/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	37.3	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	33.9	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	24.1	-
00:45	2	0	0	0	2	0	0	0	0	0	0	0	29.2	-
01:00	3	0	0	1	2	0	0	0	0	0	0	0	37.3	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	36.4	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	2	0	0	1	1	0	0	0	0	0	0	0	30	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	26.9	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	21.7	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	33.3	-
04:00	5	0	0	4	1	0	0	0	0	0	0	0	31.4	-
04:15	3	0	0	2	1	0	0	0	0	0	0	0	30.8	-
04:30	7	0	0	4	3	0	0	0	0	0	0	0	31.9	-
04:45	4	0	0	3	1	0	0	0	0	0	0	0	30.4	-
05:00	3	0	0	0	3	0	0	0	0	0	0	0	29.7	-
05:15	5	0	0	2	3	0	0	0	0	0	0	0	34.5	-
05:30	11	0	0	6	4	1	0	0	0	0	0	0	33.2	47.3
05:45	10	0	0	6	2	2	0	0	0	0	0	0	32.6	-
06:00	13	0	0	6	7	0	0	0	0	0	0	0	33.7	40.3
06:15	17	0	1	11	4	0	0	0	0	0	0	1	33.4	41.1
06:30	37	0	1	16	17	2	0	0	0	0	0	1	31.2	37.5
06:45	33	0	1	12	19	1	0	0	0	0	0	0	32.5	36
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	100	0	3	45	47	3	0	0	0	0	0	2		
06-00	100	0	3	45	47	3	0	0	0	0	0	2		
00-00	163	0	3	80	72	6	0	0	0	0	0	2		

Date	Friday	06/03/2020												
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 07/03/2020

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	08/03/2020												
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: 24/02/2020
Road Name: Richmond Road
Flow from : Bell Lane (S) to: Pound Hill (N)
Vehicle Classification: All Vehicles

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Hour Ending	Monday 24/02/2020	Tuesday 25/02/2020	Wednesday 26/02/2020	Thursday 27/02/2020	Friday 28/02/2020	Saturday 29/02/2020	Sunday 01/03/2020	Monday 02/03/2020	Tuesday 03/03/2020	Wednesday 04/03/2020	Thursday 05/03/2020	Friday 06/03/2020	Saturday 07/03/2020	Sunday 08/03/2020
01:00	*	*	5	6	2	10	16	1	6	7	3	*	*	*
02:00	*	*	1	1	2	6	4	3	1	3	1	*	*	*
03:00	*	*	2	2	3	3	2	5	4	1	1	*	*	*
04:00	*	4	4	4	6	2	2	5	4	4	2	*	*	*
05:00	*	5	5	4	6	4	3	14	4	4	8	*	*	*
06:00	*	27	27	21	26	8	16	19	22	20	21	*	*	*
07:00	*	66	61	70	72	25	17	72	64	62	55	*	*	*
08:00	*	116	131	115	131	40	28	123	126	141	*	*	*	*
09:00	*	147	144	154	147	62	35	161	173	152	*	*	*	*
10:00	*	121	147	94	126	103	70	125	134	118	*	*	*	*
11:00	*	109	105	122	129	103	102	110	118	83	*	*	*	*
12:00	*	140	101	108	121	111	105	111	121	131	*	*	*	*
13:00	*	115	119	129	93	132	143	127	96	116	*	*	*	*
14:00	*	135	116	147	114	110	98	96	116	109	*	*	*	*
15:00	*	118	117	132	146	124	87	121	112	135	*	*	*	*
16:00	*	159	170	170	167	99	99	150	161	148	*	*	*	*
17:00	*	202	201	172	170	101	87	186	190	180	*	*	*	*
18:00	*	198	206	188	160	96	66	189	196	199	*	*	*	*
19:00	*	119	147	156	127	87	61	131	112	133	*	*	*	*
20:00	*	80	80	82	71	58	39	75	68	87	*	*	*	*
21:00	*	54	57	47	40	40	25	37	55	43	*	*	*	*
22:00	*	24	30	35	33	21	25	33	36	39	*	*	*	*
23:00	*	37	30	27	24	24	16	15	35	21	*	*	*	*
00:00	*	11	4	8	26	16	7	4	7	9	*	*	*	*
Summary Data														
0700-1900	0	1679	1704	1687	1631	1168	981	1630	1655	1645	0	0	0	0
0600-2200	0	1903	1932	1921	1847	1312	1087	1847	1878	1876	55	0	0	0
0600-0000	0	1951	1966	1956	1897	1352	1110	1866	1920	1906	55	0	0	0
0000-0000	0	1987	2010	1994	1942	1385	1153	1913	1961	1945	91	0	0	0
0700-1000	0	384	422	363	404	205	133	409	433	411	0	0	0	0
1600-1900	0	519	554	516	457	284	214	506	498	512	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	147	147	154	147	103	70	161	173	152	0	0	0	0
10:00-16:00	0	159	170	170	167	132	143	150	161	148	0	0	0	0
16:00-19:00	0	202	206	188	170	101	87	189	196	199	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: 24/02/2020
Road Name: Richmond Road
Flow from : Pound Hill (N) to: Bell Lane (S)
Vehicle Classification: All Vehicles

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Hour Ending	Monday 24/02/2020	Tuesday 25/02/2020	Wednesday 26/02/2020	Thursday 27/02/2020	Friday 28/02/2020	Saturday 29/02/2020	Sunday 01/03/2020	Monday 02/03/2020	Tuesday 03/03/2020	Wednesday 04/03/2020	Thursday 05/03/2020	Friday 06/03/2020	Saturday 07/03/2020	Sunday 08/03/2020
01:00	*	*	9	5	8	7	14	3	6	4	6	*	*	*
02:00	*	*	2	3	3	4	5	5	4	6	4	*	*	*
03:00	*	*	3	3	2	6	4	3	1	5	2	*	*	*
04:00	*	3	2	8	11	3	2	6	8	3	3	*	*	*
05:00	*	9	10	12	10	2	4	6	5	15	19	*	*	*
06:00	*	38	37	35	31	13	9	30	34	33	29	*	*	*
07:00	*	106	111	108	106	38	26	114	112	109	100	*	*	*
08:00	*	196	201	195	185	48	21	231	220	199	*	*	*	*
09:00	*	211	212	233	194	101	41	206	203	200	*	*	*	*
10:00	*	166	148	162	165	114	89	150	157	160	*	*	*	*
11:00	*	133	139	111	140	129	99	127	158	124	*	*	*	*
12:00	*	125	117	139	124	123	136	123	126	127	*	*	*	*
13:00	*	133	120	117	117	137	132	136	114	129	*	*	*	*
14:00	*	139	120	156	144	117	110	129	136	136	*	*	*	*
15:00	*	165	138	146	167	107	106	147	162	124	*	*	*	*
16:00	*	160	170	175	167	113	107	163	191	182	*	*	*	*
17:00	*	150	160	160	153	100	95	154	179	177	*	*	*	*
18:00	*	147	136	147	137	97	73	161	139	146	*	*	*	*
19:00	*	99	105	112	114	86	76	107	105	113	*	*	*	*
20:00	*	60	85	77	66	57	52	100	73	62	*	*	*	*
21:00	*	52	60	47	47	34	38	41	51	58	*	*	*	*
22:00	*	36	34	32	34	31	26	34	28	34	*	*	*	*
23:00	*	25	20	20	19	15	10	17	20	18	*	*	*	*
00:00	*	4	8	12	17	15	7	10	7	4	*	*	*	*
Summary Data														
0700-1900	0	1824	1766	1853	1807	1272	1085	1834	1890	1817	0	0	0	0
0600-2200	0	2078	2056	2117	2060	1432	1227	2123	2154	2080	100	0	0	0
0600-0000	0	2107	2084	2149	2096	1462	1244	2150	2181	2102	100	0	0	0
0000-0000	0	2157	2147	2215	2161	1497	1282	2203	2239	2168	163	0	0	0
0700-1000	0	573	561	590	544	263	151	587	580	559	0	0	0	0
1600-1900	0	396	401	419	404	283	244	422	423	436	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	211	212	233	194	114	89	231	220	200	0	0	0	0
10:00-16:00	0	165	170	175	167	137	136	163	191	182	0	0	0	0
16:00-19:00	0	150	160	160	153	100	95	161	179	177	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: 24/02/2020
Road Name: Richmond Road

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
24/02/2020	-	-
25/02/2020	25.0	30.6
26/02/2020	24.8	30.6
27/02/2020	24.6	30.5
28/02/2020	25.3	31.3
29/02/2020	26.7	32.5
01/03/2020	26.3	33.0
02/03/2020	24.5	30.6
03/03/2020	24.6	30.4
04/03/2020	24.2	30.0
05/03/2020	-	-
06/03/2020	-	-
07/03/2020	-	-
08/03/2020	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
24/02/2020	-	-
25/02/2020	28.6	33.0
26/02/2020	28.9	33.3
27/02/2020	29.2	33.8
28/02/2020	28.8	33.3
29/02/2020	29.8	34.2
01/03/2020	30.2	34.9
02/03/2020	29.2	33.8
03/03/2020	29.3	33.6
04/03/2020	28.6	33.1
05/03/2020	-	-
06/03/2020	-	-
07/03/2020	-	-
08/03/2020	-	-

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
Saham Toney, Norfolk

Client:	AECOM		
Project Number:	ID05238		
Site Number:	Site 2		
Week Commencing:	24/02/2020		
Road Name:	Pound Hill		
Survey Type:	ATC		
Direction AB	Flow from	St Georges Close (S)	to The Oval (N)
Direction BA	Flow from	The Oval (N)	to St Georges Close (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	06.03.2020			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID05238			
File Ref	ID05238 Saham Toney, Norfolk - ATC Site 2			

Issue Sheet

Issued to	Date 13.03.2020			
Andrew Beard	E-mail			

Intelligent Data - Automatic Traffic Count Output

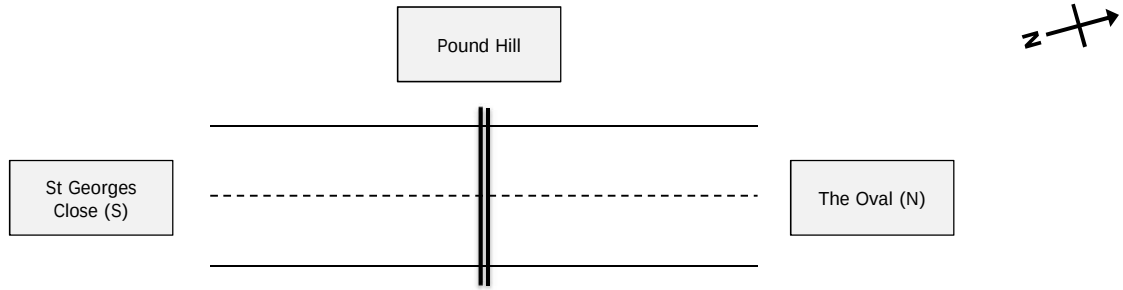
Road Name	Pound Hill		
Direction AB	St Georges Close (S)	to:	The Oval (N)
Direction BA	The Oval (N)	to:	St Georges Close (S)

Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
52.584890, 0.802499	25/02/2020	05/03/2020	30

Link to location on Google Maps

Click Here

Location Plan



Photograph Record

Comments

Prepared by	Grant Daniel Breddy	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data - Automatic Traffic Count Output

AECOM

Saham Toney, Norfolk

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	0	0	0	0	0
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	1	0	0	1
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	1	0	0	1
04:45	0	1	0	0	1
05:00	0	0	0	0	0
05:15	0	0	0	0	0
05:30	0	2	0	0	2
05:45	0	1	0	0	2
06:00	1	3	0	0	3
06:15	0	2	0	0	2
06:30	1	2	0	1	4
06:45	0	5	0	0	6
07:00	1	2	0	0	4
07:15	1	4	0	0	6
07:30	1	5	0	0	6
07:45	3	7	0	0	10
08:00	5	9	0	0	14
08:15	2	10	0	1	13
08:30	1	13	0	0	14
08:45	14	18	0	0	33
09:00	7	6	1	1	15
09:15	4	5	0	0	9
09:30	2	4	0	0	6
09:45	2	4	0	0	6
10:00	3	5	1	1	10
10:15	2	4	0	1	7
10:30	4	5	0	0	9
10:45	3	5	0	0	9
11:00	4	5	1	1	11
11:15	4	5	0	0	9
11:30	3	5	0	1	8
11:45	6	5	1	0	12
12:00	4	5	1	1	11
12:15	3	5	0	0	9
12:30	3	3	0	0	7
12:45	3	4	0	0	7
13:00	4	4	0	2	11
13:15	4	3	0	0	8
13:30	4	4	0	0	8
13:45	4	5	0	0	9
14:00	3	3	1	1	9
14:15	1	5	0	1	7
14:30	4	6	0	0	10
14:45	2	9	1	0	12
15:00	5	15	0	0	20
15:15	22	8	0	0	31
15:30	9	4	0	0	13
15:45	5	5	0	0	10
16:00	2	5	0	0	8
16:15	4	5	1	0	10
16:30	8	4	0	1	12
16:45	5	4	1	0	10
17:00	10	4	0	0	14
17:15	5	3	0	0	8
17:30	5	5	0	0	10
17:45	6	4	0	1	11
18:00	3	2	0	0	6
18:15	3	1	0	0	4
18:30	3	4	0	0	7
18:45	2	2	0	0	4
19:00	2	2	0	0	4
19:15	1	2	0	0	4
19:30	2	2	0	0	4
19:45	1	2	0	0	3
20:00	1	2	0	0	3
20:15	1	1	0	0	3
20:30	1	1	0	0	2
20:45	1	1	0	0	2
21:00	1	1	0	0	3
21:15	1	2	0	0	3
21:30	1	0	0	0	1
21:45	0	0	0	0	1
22:00	1	0	0	0	1
22:15	1	1	0	0	2
22:30	1	1	0	0	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	1	0	0	1
23:30	0	0	0	0	0
23:45	0	0	0	0	0

Fig 1 - Average Two Way Flows Tue-Thur

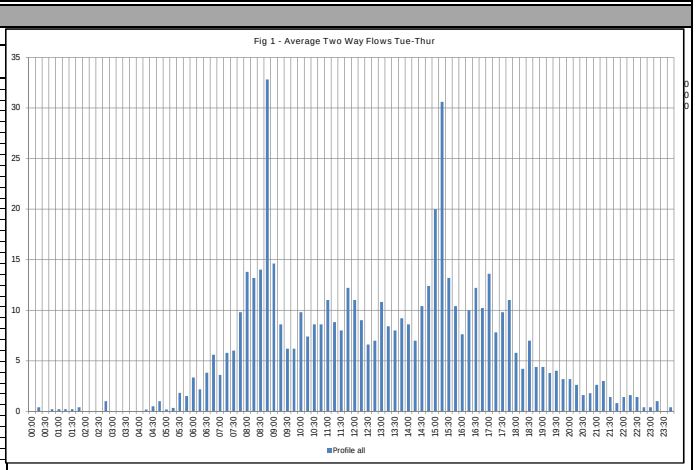
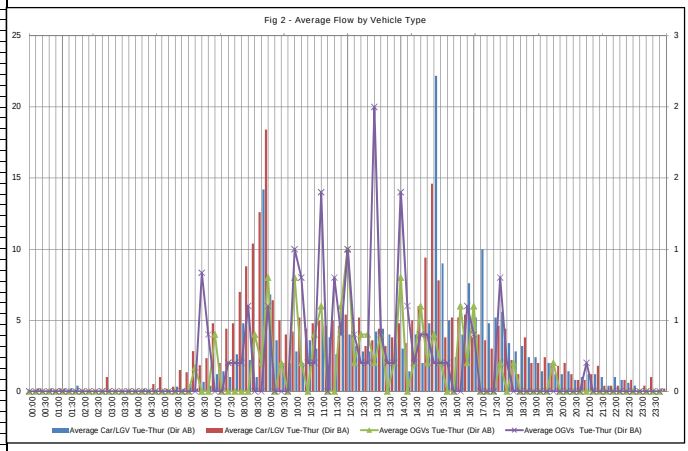


Fig 2 - Average Flow by Vehicle Type



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	33
Inter-Peak	15:15:00	15:30:00	31
PM Peak	17:00:00	17:15:00	14

Table 3 - Average HGV Content (Excluding PSV, M/C, P/C)

Category	% HGV - (AB)	% HGV - (BA)	% HGV - (All)
All	4.9%	5.8%	5.4%

Fig 3- Peak Interval Analysis

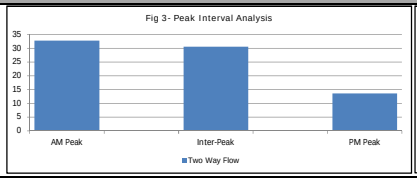
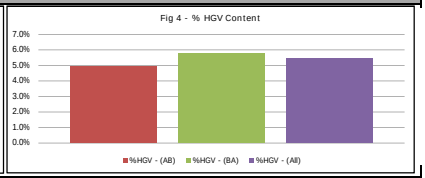


Fig 4 - % HGV Content



Variation Analysis - Week on Week (By Direction)

Fig 5 - Summary of Total Vehicles by Week - Channel AB

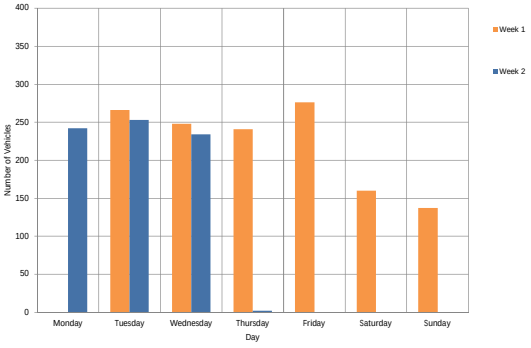
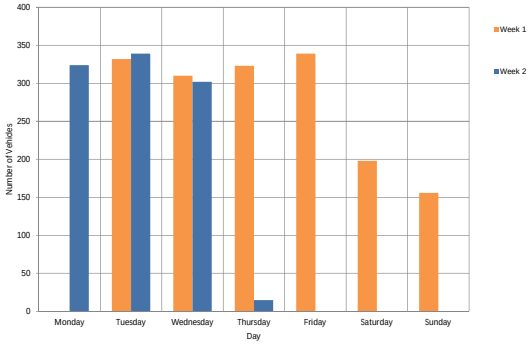


Fig 6 - Summary of Total Vehicles by Week - Channel BA



Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 2
Flow from: St Georges Close (S) to: The Oval (N)

Date Monday 24/02/2020

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

Date Tuesday 25/02/2020

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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	0	1	0	0	0	0	0	0	0	26.7	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	25.5	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	2	0	0	0	2	0	0	0	0	0	0	0	32.5	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	2	0	1	0	0	1	0	0	0	0	0	0	20.8	-
07:15	2	0	0	2	0	0	0	0	0	0	0	0	25.9	-
07:30	1	0	0	0	1	0	0	0	0	0	0	0	30.5	-
07:45	1	0	0	1	0	0	0	0	0	0	0	0	27.9	-
08:00	5	0	0	3	2	0	0	0	0	0	0	0	25.8	-
08:15	3	0	0	1	2	0	0	0	0	0	0	0	23.5	-
08:30	2	0	0	1	1	0	0	0	0	0	0	0	24.5	-
08:45	13	0	0	3	10	0	0	0	0	0	0	0	20.4	23.8
09:00	9	0	0	2	6	1	0	0	0	0	0	0	20.2	-
09:15	4	0	0	0	4	0	0	0	0	0	0	0	23.7	-
09:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:45	1	0	0	0	1	0	0	0	0	0	0	0	9.7	-
10:00	3	0	0	1	1	1	0	0	0	0	0	0	18.8	-
10:15	1	0	0	0	1	0	0	0	0	0	0	0	14.6	-
10:30	5	0	0	2	3	0	0	0	0	0	0	0	22.3	-
10:45	2	0	0	0	2	0	0	0	0	0	0	0	26.7	-
11:00	5	0	0	1	3	1	0	0	0	0	0	0	21.7	-
11:15	5	0	0	4	1	0	0	0	0	0	0	0	26.5	-
11:30	2	0	0	1	1	0	0	0	0	0	0	0	28	-
11:45	8	0	0	2	5	1	0	0	0	0	0	0	22.5	-
12:00	7	0	0	3	3	1	0	0	0	0	0	0	19.4	-
12:15	3	0	0	0	3	0	0	0	0	0	0	0	24.2	-
12:30	8	1	0	1	6	0	0	0	0	0	0	0	20.6	-
12:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:00	8	0	0	6	2	0	0	0	0	0	0	0	20.4	-
13:15	7	0	0	5	1	0	0	0	1	0	0	0	23.1	-
13:30	3	0	0	2	1	0	0	0	0	0	0	0	23.8	-
13:45	7	0	0	3	4	0	0	0	0	0	0	0	24.3	-
14:00	4	0	0	0	3	1	0	0	0	0	0	0	24.8	-
14:15	1	0	0	0	1	0	0	0	0	0	0	0	28.1	-
14:30	3	0	0	0	3	0	0	0	0	0	0	0	18.9	-
14:45	5	0	0	2	2	1	0	0	0	0	0	0	23.6	-
15:00	9	0	0	4	5	0	0	0	0	0	0	0	16.1	-
15:15	19	0	0	5	14	0	0	0	0	0	0	0	19.9	23.5
15:30	12	0	0	5	7	0	0	0	0	0	0	0	21.8	27.5
15:45	7	0	0	1	6	0	0	0	0	0	0	0	22.9	-
16:00	4	0	0	2	2	0	0	0	0	0	0	0	25.8	-
16:15	7	0	1	1	4	1	0	0	0	0	0	0	24.3	-
16:30	14	0	0	3	11	0	0	0	0	0	0	0	25.5	29.5
16:45	5	0	0	2	2	1	0	0	0	0	0	0	26.7	-
17:00	10	0	0	4	6	0	0	0	0	0	0	0	26	-
17:15	4	0	0	2	2	0	0	0	0	0	0	0	25.1	-
17:30	6	0	0	3	3	0	0	0	0	0	0	0	27.6	-
17:45	8	0	0	2	5	1	0	0	0	0	0	0	29.5	-
18:00	4	0	0	3	1	0	0	0	0	0	0	0	25.6	-
18:15	2	0	0	0	2	0	0	0	0	0	0	0	29.5	-
18:30	2	0	1	1	0	0	0	0	0	0	0	0	28.5	-
18:45	4	0	1	1	2	0	0	0	0	0	0	0	25.3	-
19:00	3	0	0	1	2	0	0	0	0	0	0	0	28.6	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	3	0	0	0	3	0	0	0	0	0	0	0	22.2	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	2	0	0	1	1	0	0	0	0	0	0	0	23.6	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	31.4	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	28.6	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	28.1	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	25.9	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	20.6	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	247	1	4	85	145	11	0	0	1	0	0	0	23.1	28.4
06-22	262	1	4	89	156	11	0	0	1	0	0	0	23.3	28.5
06-00	264	1	4	90	157	11	0	0	1	0	0	0	23.3	28.4
00-00	266	1	4	90	159	11	0	0	1	0	0	0	23.3	28.4

Date Wednesday 26/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	32	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	20.7	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	0	1	0	0	0	0	0	0	0	28.6	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	23.8	-
07:00	2	0	2	0	0	0	0	0	0	0	0	0	13.9	-
07:15	2	0	0	2	0	0	0	0	0	0	0	0	26.1	-
07:30	1	0	0	1	0	0	0	0	0	0	0	0	24.9	-
07:45	2	0	0	1	1	0	0	0	0	0	0	0	21.2	-
08:00	6	0	0	2	4	0	0	0	0	0	0	0	24.2	-
08:15	1	0	0	1	0	0	0	0	0	0	0	0	24.5	-
08:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:45	13	0	0	4	9	0	0	0	0	0	0	0	21.6	25.7
09:00	12	0	0	7	4	1	0	0	0	0	0	0	21.5	24.6
09:15	4	0	0	3	1	0	0	0	0	0	0	0	22.8	-
09:30	3	0	0	2	0	1	0	0	0	0	0	0	24.4	-
09:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:00	5	0	0	0	4	1	0	0	0	0	0	0	20.5	-
10:15	5	0	0	1	4	0	0	0	0	0	0	0	22.7	-
10:30	2	0	0	1	1	0	0	0	0	0	0	0	20.4	-
10:45	7	0	0	4	1	1	0	0	1	0	0	0	24.1	-
11:00	8	0	0	2	4	2	0	0	0	0	0	0	21.2	-
11:15	3	0	0	3	0	0	0	0	0	0	0	0	18.2	-
11:30	2	0	0	1	1	0	0	0	0	0	0	0	21.4	-
11:45	3	0	0	1	2	0	0	0	0	0	0	0	24.5	-
12:00	6	0	0	2	3	1	0	0	0	0	0	0	23.4	-
12:15	3	0	0	2	1	0	0	0	0	0	0	0	26.4	-
12:30	2	0	0	0	1	1	0	0	0	0	0	0	24.2	-
12:45	5	0	0	3	2	0	0	0	0	0	0	0	23.1	-
13:00	3	0	0	0	3	0	0	0	0	0	0	0	21	-
13:15	2	0	0	0	2	0	0	0	0	0	0	0	20.6	-
13:30	7	0	0	4	3	0	0	0	0	0	0	0	22.1	-
13:45	3	0	0	1	2	0	0	0	0	0	0	0	25.9	-
14:00	2	0	0	0	1	1	0	0	0	0	0	0	28.3	-
14:15	3	0	0	0	3	0	0	0	0	0	0	0	32.8	-
14:30	4	0	1	1	2	0	0	0	0	0	0	0	20	-
14:45	1	0	0	0	1	0	0	0	0	0	0	0	25.9	-
15:00	4	0	0	1	2	1	0	0	0	0	0	0	21.3	-
15:15	22	0	1	6	14	1	0	0	0	0	0	0	21.5	25.4
15:30	10	1	1	1	6	1	0	0	0	0	0	0	22.5	-
15:45	4	0	0	2	2	0	0	0	0	0	0	0	22.9	-
16:00	2	0	0	0	2	0	0	0	0	0	0	0	22.4	-
16:15	6	0	0	1	5	0	0	0	0	0	0	0	27.7	-
16:30	10	0	0	5	5	0	0	0	0	0	0	0	24.4	-
16:45	6	0	0	4	1	1	0	0	0	0	0	0	24.4	-
17:00	6	0	0	2	4	0	0	0	0	0	0	0	26.9	-
17:15	5	0	0	2	3	0	0	0	0	0	0	0	30.7	-
17:30	5	0	0	4	1	0	0	0	0	0	0	0	27.3	-
17:45	5	0	0	2	3	0	0	0	0	0	0	0	28	-
18:00	5	0	1	3	1	0	0	0	0	0	0	0	27.3	-
18:15	5	0	0	2	2	1	0	0	0	0	0	0	25	-
18:30	2	0	0	2	0	0	0	0	0	0	0	0	24.3	-
18:45	2	0	0	0	2	0	0	0	0	0	0	0	22.4	-
19:00	2	0	1	0	1	0	0	0	0	0	0	0	20.3	-
19:15	3	0	0	2	1	0	0	0	0	0	0	0	24.3	-
19:30	3	0	0	0	3	0	0	0	0	0	0	0	26.6	-
19:45	2	0	0	0	2	0	0	0	0	0	0	0	32.9	-
20:00	2	0	0	1	1	0	0	0	0	0	0	0	24.1	-
20:15	3	0	0	3	0	0	0	0	0	0	0	0	24.7	-
20:30	2	0	2	0	0	0	0	0	0	0	0	0	24.2	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	36.5	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	32.4	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	2	0	0	1	1	0	0	0	0	0	0	0	25.7	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	35.3	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	221	1	6	86	113	14	0	0	1	0	0	0	23.5	29.2
06-22	243	1	9	94	124	14	0	0	1	0	0	0	23.8	29.4
06-00	246	1	9	96	125	14	0	0	1	0	0	0	23.8	29.4
00-00	248	1	9	96	127	14	0	0	1	0	0	0	23.9	29.5

Date Thursday 27/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	2	0	0	0	1	0	0	0	0	0	1	0	23.4	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	1	0	1	0	0	0	0	0	0	0	0	0	9.7	-
07:00	2	0	1	0	0	1	0	0	0	0	0	0	20.7	-
07:15	3	0	0	3	0	0	0	0	0	0	0	0	28	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	4	0	0	3	1	0	0	0	0	0	0	0	26.6	-
08:00	3	0	0	2	1	0	0	0	0	0	0	0	26.8	-
08:15	3	0	0	1	2	0	0	0	0	0	0	0	26.6	-
08:30	2	0	0	1	1	0	0	0	0	0	0	0	19.4	-
08:45	21	0	0	7	14	0	0	0	0	0	0	0	21.4	24.1
09:00	2	0	0	2	0	0	0	0	0	0	0	0	20.8	-
09:15	3	0	0	3	0	0	0	0	0	0	0	0	20.7	-
09:30	3	0	0	1	2	0	0	0	0	0	0	0	23.7	-
09:45	3	0	0	3	0	0	0	0	0	0	0	0	20.1	-
10:00	5	0	0	2	2	1	0	0	0	0	0	0	23.3	-
10:15	1	0	0	0	0	1	0	0	0	0	0	0	22.3	-
10:30	4	0	0	3	1	0	0	0	0	0	0	0	26.5	-
10:45	2	0	0	0	2	0	0	0	0	0	0	0	22.5	-
11:00	3	0	0	2	1	0	0	0	0	0	0	0	25.1	-
11:15	2	0	0	1	1	0	0	0	0	0	0	0	22.5	-
11:30	2	0	0	1	1	0	0	0	0	0	0	0	28.2	-
11:45	10	0	1	3	5	1	0	0	0	0	0	0	23.6	-
12:00	2	0	0	0	1	1	0	0	0	0	0	0	25.3	-
12:15	3	0	0	0	2	1	0	0	0	0	0	0	22.2	-
12:30	5	0	0	2	2	1	0	0	0	0	0	0	21.9	-
12:45	4	0	0	1	1	2	0	0	0	0	0	0	24.1	-
13:00	5	0	0	1	4	0	0	0	0	0	0	0	25	-
13:15	5	0	0	2	3	0	0	0	0	0	0	0	23	-
13:30	3	0	0	1	2	0	0	0	0	0	0	0	26.8	-
13:45	2	0	0	0	2	0	0	0	0	0	0	0	19.9	-
14:00	6	0	0	2	4	0	0	0	0	0	0	0	22.5	-
14:15	1	0	0	0	1	0	0	0	0	0	0	0	27.8	-
14:30	6	0	0	2	4	0	0	0	0	0	0	0	24.5	-
14:45	2	0	0	0	2	0	0	0	0	0	0	0	19	-
15:00	2	0	0	0	2	0	0	0	0	0	0	0	19.5	-
15:15	28	0	0	8	20	0	0	0	0	0	0	0	22.8	26.3
15:30	9	0	0	3	6	0	0	0	0	0	0	0	24	-
15:45	5	0	0	3	2	0	0	0	0	0	0	0	29.6	-
16:00	1	0	0	1	0	0	0	0	0	0	0	0	9.3	-
16:15	3	0	0	0	2	1	0	0	0	0	0	0	27.5	-
16:30	3	0	0	1	2	0	0	0	0	0	0	0	20.6	-
16:45	4	0	0	2	1	1	0	0	0	0	0	0	25.1	-
17:00	11	0	0	4	7	0	0	0	0	0	0	0	26.6	38.3
17:15	5	0	0	0	5	0	0	0	0	0	0	0	28.6	-
17:30	3	0	0	1	2	0	0	0	0	0	0	0	27.1	-
17:45	6	0	0	3	3	0	0	0	0	0	0	0	25.9	-
18:00	5	0	2	1	2	0	0	0	0	0	0	0	22.6	-
18:15	3	0	0	1	2	0	0	0	0	0	0	0	24.6	-
18:30	6	0	0	2	4	0	0	0	0	0	0	0	26	-
18:45	2	0	0	2	0	0	0	0	0	0	0	0	22.3	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	26.1	-
19:15	2	0	0	1	1	0	0	0	0	0	0	0	24.3	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	29.3	-
19:45	3	0	0	0	3	0	0	0	0	0	0	0	26.8	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	24	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	30	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	2	0	0	0	2	0	0	0	0	0	0	0	27.6	-
21:15	5	0	0	4	1	0	0	0	0	0	0	0	31	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	19.8	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	23.3	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	25.6	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	218	0	4	81	122	11	0	0	0	0	0	0	23.9	28.2
06-22	239	0	5	92	130	11	0	0	0	0	1	0	24.1	29.1
06-00	241	0	5	92	132	11	0	0	0	0	1	0	24.1	29.0
00-00	241	0	5	92	132	11	0	0	0	0	1	0	24.1	29.0

Date	Friday	28/02/2020												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	0	1	0	0	0	0	0	0	0	22.2	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	3	0	0	2	1	0	0	0	0	0	0	0	27.2	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	31.4	-
07:00	1	0	1	0	0	0	0	0	0	0	0	0	18.2	-
07:15	2	0	0	1	1	0	0	0	0	0	0	0	22.3	-
07:30	1	0	0	0	1	0	0	0	0	0	0	0	33.2	-
07:45	4	0	0	1	3	0	0	0	0	0	0	0	27.1	-
08:00	4	1	0	3	0	0	0	0	0	0	0	0	21	-
08:15	3	0	0	1	2	0	0	0	0	0	0	0	23	-
08:30	3	0	0	3	0	0	0	0	0	0	0	0	19.9	-
08:45	12	0	0	5	7	0	0	0	0	0	0	0	23.6	26.5
09:00	10	0	0	3	6	1	0	0	0	0	0	0	22.8	-
09:15	1	0	0	1	0	0	0	0	0	0	0	0	23.5	-
09:30	4	0	0	3	1	0	0	0	0	0	0	0	19.4	-
09:45	4	0	0	2	2	0	0	0	0	0	0	0	21.6	-
10:00	10	0	0	6	3	1	0	0	0	0	0	0	23.1	-
10:15	7	0	1	2	4	0	0	0	0	0	0	0	29.1	-
10:30	5	0	0	1	4	0	0	0	0	0	0	0	24.9	-
10:45	3	0	0	0	2	1	0	0	0	0	0	0	23.6	-
11:00	5	0	0	3	1	1	0	0	0	0	0	0	19.3	-
11:15	7	0	0	4	3	0	0	0	0	0	0	0	24.1	-
11:30	5	0	0	0	5	0	0	0	0	0	0	0	24	-
11:45	5	0	1	1	3	0	0	0	0	0	0	0	27.8	-
12:00	7	0	0	5	2	0	0	0	0	0	0	0	27.7	-
12:15	3	0	0	2	1	0	0	0	0	0	0	0	24	-
12:30	5	0	0	3	2	0	0	0	0	0	0	0	21.1	-
12:45	2	0	0	1	1	0	0	0	0	0	0	0	22.2	-
13:00	4	0	0	2	2	0	0	0	0	0	0	0	26.2	-
13:15	7	0	0	3	4	0	0	0	0	0	0	0	25.5	-
13:30	5	0	0	0	4	1	0	0	0	0	0	0	22.2	-
13:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:00	2	0	0	1	1	0	0	0	0	0	0	0	22.5	-
14:15	2	0	0	1	1	0	0	0	0	0	0	0	23.9	-
14:30	6	0	0	2	4	0	0	0	0	0	0	0	25.5	-
14:45	8	0	0	5	2	1	0	0	0	0	0	0	18.8	-
15:00	6	0	1	0	5	0	0	0	0	0	0	0	21.7	-
15:15	28	0	0	8	20	0	0	0	0	0	0	0	19.8	24.5
15:30	11	0	0	5	5	1	0	0	0	0	0	0	23.5	31.4
15:45	2	0	0	1	1	0	0	0	0	0	0	0	23.7	-
16:00	9	0	0	6	2	1	0	0	0	0	0	0	21.9	-
16:15	7	0	0	4	2	1	0	0	0	0	0	0	25	-
16:30	2	0	0	0	2	0	0	0	0	0	0	0	27.3	-
16:45	3	0	0	1	2	0	0	0	0	0	0	0	31.5	-
17:00	7	0	0	1	5	1	0	0	0	0	0	0	25.7	-
17:15	10	0	0	3	7	0	0	0	0	0	0	0	27.9	-
17:30	3	0	0	0	3	0	0	0	0	0	0	0	23.2	-
17:45	4	0	0	1	3	0	0	0	0	0	0	0	25.3	-
18:00	4	0	1	1	2	0	0	0	0	0	0	0	21	-
18:15	2	0	0	0	2	0	0	0	0	0	0	0	27.9	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	26.9	-
18:45	2	0	0	2	0	0	0	0	0	0	0	0	30.5	-
19:00	4	0	0	2	2	0	0	0	0	0	0	0	22.7	-
19:15	1	0	0	0	1	0	0	0	0	0	0	0	25.3	-
19:30	3	0	0	2	1	0	0	0	0	0	0	0	20	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	3	0	0	3	0	0	0	0	0	0	0	0	20.9	-
20:15	2	0	0	1	1	0	0	0	0	0	0	0	26.7	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	28.7	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	42.6	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	25.7	-
22:15	2	0	0	1	1	0	0	0	0	0	0	0	20	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	31.2	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	21	-
23:45	2	0	0	0	2	0	0	0	0	0	0	0	27.5	-
07-19	248	1	5	99	133	10	0	0	0	0	0	0	23.6	29.0
06-22	268	1	5	110	142	10	0	0	0	0	0	0	23.7	29.2
06-00	275	1	5	111	148	10	0	0	0	0	0	0	23.7	29.3
00-00	276	1	5	111	149	10	0	0	0	0	0	0	23.7	29.3

Date Saturday 29/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	31.3	-
07:00	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	-	-
07:30	2	0	0	0	2	0	0	0	0	0	0	0	31.3	-
07:45	1	0	1	0	0	0	0	0	0	0	0	0	22.8	-
08:00	1	0	0	0	1	0	0	0	0	0	0	0	17.3	-
08:15	3	0	0	1	2	0	0	0	0	0	0	0	24	-
08:30	3	0	0	1	2	0	0	0	0	0	0	0	31.2	-
08:45	3	0	0	2	1	0	0	0	0	0	0	0	23.5	-
09:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:15	2	0	0	1	1	0	0	0	0	0	0	0	22.7	-
09:30	3	0	0	1	2	0	0	0	0	0	0	0	24	-
09:45	1	0	0	0	1	0	0	0	0	0	0	0	28.1	-
10:00	5	0	0	2	3	0	0	0	0	0	0	0	25.8	-
10:15	3	0	0	1	2	0	0	0	0	0	0	0	27.8	-
10:30	5	0	0	2	3	0	0	0	0	0	0	0	23.9	-
10:45	3	0	0	2	0	1	0	0	0	0	0	0	21.4	-
11:00	4	0	0	1	3	0	0	0	0	0	0	0	27.6	-
11:15	4	0	0	2	2	0	0	0	0	0	0	0	21.2	-
11:30	2	0	0	1	1	0	0	0	0	0	0	0	30	-
11:45	9	0	1	2	5	1	0	0	0	0	0	0	27.5	-
12:00	4	0	0	2	1	1	0	0	0	0	0	0	23.1	-
12:15	5	0	0	3	2	0	0	0	0	0	0	0	27.1	-
12:30	1	0	0	1	0	0	0	0	0	0	0	0	25	-
12:45	1	0	0	0	1	0	0	0	0	0	0	0	23.9	-
13:00	4	0	0	3	1	0	0	0	0	0	0	0	33.2	-
13:15	3	0	0	1	2	0	0	0	0	0	0	0	24.8	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	27.3	-
13:45	3	0	0	0	3	0	0	0	0	0	0	0	32.3	-
14:00	6	0	0	4	1	1	0	0	0	0	0	0	24.9	-
14:15	7	0	0	5	2	0	0	0	0	0	0	0	26.6	-
14:30	6	0	0	3	3	0	0	0	0	0	0	0	23.6	-
14:45	4	0	0	1	3	0	0	0	0	0	0	0	20.9	-
15:00	3	0	0	2	1	0	0	0	0	0	0	0	24.8	-
15:15	2	0	0	0	2	0	0	0	0	0	0	0	21.2	-
15:30	2	0	0	1	1	0	0	0	0	0	0	0	18.9	-
15:45	4	2	0	0	2	0	0	0	0	0	0	0	22.6	-
16:00	2	0	1	0	0	1	0	0	0	0	0	0	21.4	-
16:15	4	0	0	1	3	0	0	0	0	0	0	0	23.3	-
16:30	1	0	0	1	0	0	0	0	0	0	0	0	19.7	-
16:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:00	3	0	0	1	2	0	0	0	0	0	0	0	29	-
17:15	3	0	0	1	2	0	0	0	0	0	0	0	40.1	-
17:30	3	0	0	2	1	0	0	0	0	0	0	0	24.8	-
17:45	2	0	0	1	1	0	0	0	0	0	0	0	20.8	-
18:00	2	0	0	1	1	0	0	0	0	0	0	0	27.3	-
18:15	2	0	0	2	0	0	0	0	0	0	0	0	26.9	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	20.6	-
18:45	2	0	0	0	2	0	0	0	0	0	0	0	32.5	-
19:00	4	0	1	2	1	0	0	0	0	0	0	0	19.6	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	28.1	-
19:30	2	0	0	1	1	0	0	0	0	0	0	0	23.3	-
19:45	1	0	0	0	1	0	0	0	0	0	0	0	30.6	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	26.4	-
20:15	2	0	0	2	0	0	0	0	0	0	0	0	20.2	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	23.5	-
20:45	2	0	0	0	2	0	0	0	0	0	0	0	30.7	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	30.5	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	26.3	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	2	0	0	1	1	0	0	0	0	0	0	0	25.4	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	27.4	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	20.4	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	136	2	3	57	69	5	0	0	0	0	0	0	25.7	31.1
06-22	156	2	4	69	76	5	0	0	0	0	0	0	25.7	31.0
06-00	160	2	4	70	79	5	0	0	0	0	0	0	25.6	31.1
00-00	160	2	4	70	79	5	0	0	0	0	0	0	25.6	31.1

Date Sunday 01/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	21.4	-
00:30	2	0	0	1	1	0	0	0	0	0	0	0	19.9	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	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	-	-
07:30	2	0	1	0	1	0	0	0	0	0	0	0	27.7	-
07:45	2	0	0	1	1	0	0	0	0	0	0	0	27.5	-
08:00	1	0	0	0	1	0	0	0	0	0	0	0	34	-
08:15	2	0	0	1	0	1	0	0	0	0	0	0	25.4	-
08:30	1	0	0	0	1	0	0	0	0	0	0	0	27.9	-
08:45	2	0	0	2	0	0	0	0	0	0	0	0	22.4	-
09:00	3	0	0	2	1	0	0	0	0	0	0	0	22.9	-
09:15	1	0	0	1	0	0	0	0	0	0	0	0	19.2	-
09:30	1	0	0	0	1	0	0	0	0	0	0	0	27.3	-
09:45	2	0	0	1	1	0	0	0	0	0	0	0	22.3	-
10:00	3	0	0	1	2	0	0	0	0	0	0	0	23.3	-
10:15	4	0	0	0	4	0	0	0	0	0	0	0	24.3	-
10:30	3	0	0	1	2	0	0	0	0	0	0	0	25.4	-
10:45	4	0	0	3	1	0	0	0	0	0	0	0	28.8	-
11:00	3	0	0	0	3	0	0	0	0	0	0	0	27.5	-
11:15	1	0	0	0	1	0	0	0	0	0	0	0	25.2	-
11:30	5	0	0	1	4	0	0	0	0	0	0	0	25.9	-
11:45	4	0	1	2	1	0	0	0	0	0	0	0	23.1	-
12:00	4	0	0	2	2	0	0	0	0	0	0	0	25.7	-
12:15	8	0	2	3	3	0	0	0	0	0	0	0	26	-
12:30	3	0	0	2	1	0	0	0	0	0	0	0	25.1	-
12:45	3	0	0	3	0	0	0	0	0	0	0	0	25.7	-
13:00	7	0	0	4	3	0	0	0	0	0	0	0	19.9	-
13:15	5	0	0	1	4	0	0	0	0	0	0	0	22.5	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	23.3	-
13:45	3	0	0	2	1	0	0	0	0	0	0	0	21.8	-
14:00	3	0	0	3	0	0	0	0	0	0	0	0	25.1	-
14:15	1	0	0	0	1	0	0	0	0	0	0	0	30.6	-
14:30	1	0	0	0	1	0	0	0	0	0	0	0	38	-
14:45	2	0	0	1	1	0	0	0	0	0	0	0	31.6	-
15:00	3	0	0	1	2	0	0	0	0	0	0	0	24.7	-
15:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:30	1	0	0	0	1	0	0	0	0	0	0	0	21.7	-
15:45	5	0	1	2	1	1	0	0	0	0	0	0	20.9	-
16:00	4	2	0	1	1	0	0	0	0	0	0	0	21.2	-
16:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:30	1	0	0	1	0	0	0	0	0	0	0	0	33	-
16:45	3	0	0	2	1	0	0	0	0	0	0	0	27.7	-
17:00	4	0	0	2	2	0	0	0	0	0	0	0	22.7	-
17:15	2	0	0	1	1	0	0	0	0	0	0	0	22.4	-
17:30	2	0	0	0	2	0	0	0	0	0	0	0	32.4	-
17:45	1	0	0	1	0	0	0	0	0	0	0	0	12.9	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	2	0	0	2	0	0	0	0	0	0	0	0	20	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	28.6	-
18:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:00	1	0	1	0	0	0	0	0	0	0	0	0	20.3	-
19:15	3	0	0	3	0	0	0	0	0	0	0	0	22.2	-
19:30	1	0	0	0	1	0	0	0	0	0	0	0	29.2	-
19:45	2	0	0	1	1	0	0	0	0	0	0	0	30.5	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	28.5	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	35.7	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	36	-
21:30	5	0	0	3	2	0	0	0	0	0	0	0	30.9	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	27.3	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	37.5	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	21.7	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	115	2	5	52	54	2	0	0	0	0	0	0	24.6	30.8
06-22	131	2	6	61	60	2	0	0	0	0	0	0	25.2	31.4
06-00	134	2	6	63	61	2	0	0	0	0	0	0	25.3	31.4
00-00	137	2	6	64	63	2	0	0	0	0	0	0	25.2	31.4

Date Monday 02/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	27	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	26.6	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	26.6	-
07:00	4	0	2	2	0	0	0	0	0	0	0	0	15.7	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	26.6	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	1	0	0	1	0	0	0	0	0	0	0	0	26.3	-
08:00	3	0	0	2	1	0	0	0	0	0	0	0	26.2	-
08:15	1	0	0	1	0	0	0	0	0	0	0	0	16.3	-
08:30	3	0	0	0	2	0	0	1	0	0	0	0	23	-
08:45	19	0	0	6	13	0	0	0	0	0	0	0	21.3	24.9
09:00	10	0	0	3	5	2	0	0	0	0	0	0	22	-
09:15	2	0	0	1	1	0	0	0	0	0	0	0	20.1	-
09:30	3	0	0	2	1	0	0	0	0	0	0	0	22	-
09:45	2	0	0	1	1	0	0	0	0	0	0	0	21	-
10:00	6	0	0	3	2	1	0	0	0	0	0	0	21.4	-
10:15	2	0	0	1	0	1	0	0	0	0	0	0	27.4	-
10:30	2	0	1	1	0	0	0	0	0	0	0	0	19.8	-
10:45	4	0	0	1	2	1	0	0	0	0	0	0	21.5	-
11:00	7	0	0	2	5	0	0	0	0	0	0	0	24.2	-
11:15	2	0	0	1	1	0	0	0	0	0	0	0	21.9	-
11:30	3	0	0	2	0	0	0	0	0	0	1	0	24.8	-
11:45	3	0	1	1	1	0	0	0	0	0	0	0	22.5	-
12:00	5	0	0	2	2	1	0	0	0	0	0	0	25.6	-
12:15	2	0	0	1	1	0	0	0	0	0	0	0	25.7	-
12:30	5	0	0	1	3	1	0	0	0	0	0	0	21.1	-
12:45	5	0	0	1	4	0	0	0	0	0	0	0	25.8	-
13:00	5	0	0	2	2	1	0	0	0	0	0	0	24	-
13:15	7	0	0	5	2	0	0	0	0	0	0	0	22.6	-
13:30	1	0	0	0	1	0	0	0	0	0	0	0	20.1	-
13:45	4	0	0	2	1	1	0	0	0	0	0	0	29	-
14:00	5	0	0	1	4	0	0	0	0	0	0	0	20	-
14:15	5	0	0	1	4	0	0	0	0	0	0	0	24.5	-
14:30	5	0	0	2	3	0	0	0	0	0	0	0	22.9	-
14:45	2	0	0	0	2	0	0	0	0	0	0	0	21.3	-
15:00	3	0	0	1	1	1	0	0	0	0	0	0	21.9	-
15:15	11	0	0	2	9	0	0	0	0	0	0	0	19.8	23.8
15:30	9	0	0	6	1	2	0	0	0	0	0	0	25	-
15:45	2	0	0	1	1	0	0	0	0	0	0	0	26.1	-
16:00	4	0	0	0	4	0	0	0	0	0	0	0	18.2	-
16:15	14	0	0	8	6	0	0	0	0	0	0	0	20.2	23.5
16:30	6	0	0	2	3	1	0	0	0	0	0	0	29.4	-
16:45	2	0	0	1	0	1	0	0	0	0	0	0	29.1	-
17:00	8	0	0	4	3	1	0	0	0	0	0	0	24.8	-
17:15	5	0	0	3	2	0	0	0	0	0	0	0	30.3	-
17:30	2	0	0	0	2	0	0	0	0	0	0	0	23.6	-
17:45	2	0	0	0	2	0	0	0	0	0	0	0	26	-
18:00	9	0	0	7	2	0	0	0	0	0	0	0	30	-
18:15	3	0	0	1	2	0	0	0	0	0	0	0	24.4	-
18:30	1	0	0	0	1	0	0	0	0	0	0	0	19.5	-
18:45	1	0	0	1	0	0	0	0	0	0	0	0	30.5	-
19:00	5	0	0	3	2	0	0	0	0	0	0	0	26.1	-
19:15	3	0	0	2	1	0	0	0	0	0	0	0	19.6	-
19:30	3	0	1	2	0	0	0	0	0	0	0	0	23.4	-
19:45	2	0	0	0	1	1	0	0	0	0	0	0	25.3	-
20:00	2	0	0	0	2	0	0	0	0	0	0	0	21.5	-
20:15	2	0	0	2	0	0	0	0	0	0	0	0	23.2	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	39.6	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	19.1	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	31.5	-
21:45	2	0	0	1	1	0	0	0	0	0	0	0	34.5	-
22:00	2	0	0	1	1	0	0	0	0	0	0	0	29.1	-
22:15	3	0	0	3	0	0	0	0	0	0	0	0	21.7	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	22	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	211	0	4	87	103	15	0	1	0	0	1	0	23.3	28.5
06-22	234	0	5	99	112	16	0	1	0	0	1	0	23.5	28.7
06-00	240	0	5	103	114	16	0	1	0	0	1	0	23.5	28.7
00-00	242	0	5	104	115	16	0	1	0	0	1	0	23.6	28.7

Date Tuesday 03/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	30.9	-
06:00	1	0	0	0	1	0	0	0	0	0	0	0	27	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	30.7	-
07:00	5	0	1	3	1	0	0	0	0	0	0	0	26.2	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	0	0	1	0	0	0	0	0	0	0	0	28.6	-
07:45	3	0	0	1	2	0	0	0	0	0	0	0	24.6	-
08:00	4	0	0	3	1	0	0	0	0	0	0	0	20.4	-
08:15	1	0	0	1	0	0	0	0	0	0	0	0	12.3	-
08:30	2	0	0	0	0	2	0	0	0	0	0	0	23.4	-
08:45	12	0	0	3	9	0	0	0	0	0	0	0	21.5	26.5
09:00	11	0	0	5	4	2	0	0	0	0	0	0	23.1	28.4
09:15	5	0	0	3	2	0	0	0	0	0	0	0	21.6	-
09:30	4	0	0	2	2	0	0	0	0	0	0	0	26.4	-
09:45	2	0	0	1	1	0	0	0	0	0	0	0	22.6	-
10:00	3	0	0	1	2	0	0	0	0	0	0	0	23	-
10:15	3	0	0	0	3	0	0	0	0	0	0	0	22	-
10:30	6	0	0	3	3	0	0	0	0	0	0	0	26.4	-
10:45	4	0	0	2	2	0	0	0	0	0	0	0	24.4	-
11:00	5	0	0	4	1	0	0	0	0	0	0	0	26.6	-
11:15	6	0	0	2	4	0	0	0	0	0	0	0	22.5	-
11:30	2	0	0	1	1	0	0	0	0	0	0	0	22.7	-
11:45	4	0	0	2	2	0	0	0	0	0	0	0	23	-
12:00	5	0	0	2	2	1	0	0	0	0	0	0	19.4	-
12:15	2	0	0	1	1	0	0	0	0	0	0	0	23.4	-
12:30	1	0	0	0	1	0	0	0	0	0	0	0	23.5	-
12:45	3	0	0	1	2	0	0	0	0	0	0	0	26.1	-
13:00	3	0	0	1	1	1	0	0	0	0	0	0	23	-
13:15	8	1	0	4	3	0	0	0	0	0	0	0	22.1	-
13:30	1	0	0	1	0	0	0	0	0	0	0	0	21.5	-
13:45	5	0	0	2	2	1	0	0	0	0	0	0	22	-
14:00	5	0	0	4	0	1	0	0	0	0	0	0	25.3	-
14:15	2	0	0	2	0	0	0	0	0	0	0	0	22.9	-
14:30	4	0	0	1	3	0	0	0	0	0	0	0	22.9	-
14:45	3	0	0	1	1	1	0	0	0	0	0	0	26.4	-
15:00	3	0	0	2	1	0	0	0	0	0	0	0	19.8	-
15:15	25	0	0	5	20	0	0	0	0	0	0	0	20.9	24.8
15:30	8	0	0	3	5	0	0	0	0	0	0	0	24.3	-
15:45	4	0	0	4	0	0	0	0	0	0	0	0	25.6	-
16:00	5	0	0	1	4	0	0	0	0	0	0	0	23.7	-
16:15	4	0	0	3	1	0	0	0	0	0	0	0	25.9	-
16:30	8	0	0	5	2	1	0	0	0	0	0	0	31.3	-
16:45	6	0	0	2	4	0	0	0	0	0	0	0	25.1	-
17:00	12	0	0	10	2	0	0	0	0	0	0	0	25.9	34.7
17:15	7	0	1	4	2	0	0	0	0	0	0	0	26.6	-
17:30	7	0	0	4	3	0	0	0	0	0	0	0	28.6	-
17:45	7	0	0	5	2	0	0	0	0	0	0	0	26.1	-
18:00	2	0	0	1	1	0	0	0	0	0	0	0	29.2	-
18:15	2	0	0	0	2	0	0	0	0	0	0	0	29.9	-
18:30	4	0	0	2	2	0	0	0	0	0	0	0	26.9	-
18:45	4	0	0	1	3	0	0	0	0	0	0	0	20.1	-
19:00	3	0	0	1	2	0	0	0	0	0	0	0	24.2	-
19:15	1	0	0	0	1	0	0	0	0	0	0	0	29.5	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	23.2	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	2	0	0	0	2	0	0	0	0	0	0	0	27.2	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	20.2	-
21:15	1	0	0	0	1	0	0	0	0	0	0	0	28.9	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	36.4	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	2	0	0	1	1	0	0	0	0	0	0	0	20.1	-
22:15	2	0	0	1	1	0	0	0	0	0	0	0	28.5	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	29.1	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	19.4	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	27	-
07-19	233	1	2	110	110	10	0	0	0	0	0	0	24.0	29.3
06-22	245	1	2	112	120	10	0	0	0	0	0	0	24.1	29.4
06-00	252	1	2	116	123	10	0	0	0	0	0	0	24.2	29.4
00-00	253	1	2	116	124	10	0	0	0	0	0	0	24.2	29.5

Date Wednesday 04/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	31.5	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	2	0	0	1	1	0	0	0	0	0	0	0	17.9	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	26.4	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	0	1	0	0	0	0	0	0	0	25.2	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	0	1	0	0	0	0	0	0	0	34.8	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	4	0	2	2	0	0	0	0	0	0	0	0	16.8	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	2	0	0	2	0	0	0	0	0	0	0	0	22.4	-
07:45	3	0	0	2	1	0	0	0	0	0	0	0	24.7	-
08:00	6	0	0	5	1	0	0	0	0	0	0	0	22.7	-
08:15	3	0	0	0	3	0	0	0	0	0	0	0	24.8	-
08:30	1	0	0	1	0	0	0	0	0	0	0	0	24.7	-
08:45	13	0	0	5	7	1	0	0	0	0	0	0	23	29.5
09:00	4	0	0	2	2	0	0	0	0	0	0	0	21.5	-
09:15	2	0	0	2	0	0	0	0	0	0	0	0	31.1	-
09:30	1	0	0	0	1	0	0	0	0	0	0	0	29.7	-
09:45	4	0	0	4	0	0	0	0	0	0	0	0	24.2	-
10:00	2	0	0	1	0	1	0	0	0	0	0	0	21.6	-
10:15	1	0	0	0	1	0	0	0	0	0	0	0	31.9	-
10:30	1	0	0	0	1	0	0	0	0	0	0	0	18.3	-
10:45	3	0	1	2	0	0	0	0	0	0	0	0	20.5	-
11:00	4	0	0	2	2	0	0	0	0	0	0	0	21.8	-
11:15	3	0	0	1	2	0	0	0	0	0	0	0	25.6	-
11:30	5	0	0	1	4	0	0	0	0	0	0	0	24.6	-
11:45	9	0	1	4	3	1	0	0	0	0	0	0	23.6	-
12:00	5	0	0	3	1	1	0	0	0	0	0	0	21	-
12:15	6	0	0	2	4	0	0	0	0	0	0	0	26.2	-
12:30	2	0	1	1	0	0	0	0	0	0	0	0	17	-
12:45	4	0	0	2	2	0	0	0	0	0	0	0	25.8	-
13:00	3	0	0	2	1	0	0	0	0	0	0	0	20.5	-
13:15	3	0	0	1	1	1	0	0	0	0	0	0	21.9	-
13:30	6	0	0	5	1	0	0	0	0	0	0	0	23.1	-
13:45	4	0	0	2	2	0	0	0	0	0	0	0	26.7	-
14:00	2	0	0	0	1	1	0	0	0	0	0	0	21.7	-
14:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:30	5	0	0	2	2	1	0	0	0	0	0	0	24.9	-
14:45	2	0	0	0	1	1	0	0	0	0	0	0	23.4	-
15:00	7	0	0	3	4	0	0	0	0	0	0	0	22.3	-
15:15	20	0	0	6	13	1	0	0	0	0	0	0	22.2	25.4
15:30	9	0	0	4	5	0	0	0	0	0	0	0	21.4	-
15:45	5	0	0	3	2	0	0	0	0	0	0	0	24.3	-
16:00	1	0	1	0	0	0	0	0	0	0	0	0	21	-
16:15	4	0	0	1	2	1	0	0	0	0	0	0	26	-
16:30	4	0	0	3	1	0	0	0	0	0	0	0	31	-
16:45	8	0	0	4	4	0	0	0	0	0	0	0	22	-
17:00	11	0	0	8	3	0	0	0	0	0	0	0	23.4	29.5
17:15	4	0	0	1	3	0	0	0	0	0	0	0	26.6	-
17:30	5	0	0	1	4	0	0	0	0	0	0	0	25.5	-
17:45	4	0	1	1	2	0	0	0	0	0	0	0	24.8	-
18:00	4	0	0	1	3	0	0	0	0	0	0	0	26.6	-
18:15	4	1	0	1	2	0	0	0	0	0	0	0	21	-
18:30	3	0	0	0	3	0	0	0	0	0	0	0	23.4	-
18:45	1	0	0	0	1	0	0	0	0	0	0	0	21.8	-
19:00	5	0	1	1	3	0	0	0	0	0	0	0	22.3	-
19:15	1	0	0	1	0	0	0	0	0	0	0	0	22	-
19:30	3	0	0	1	2	0	0	0	0	0	0	0	21.9	-
19:45	2	0	0	0	1	0	0	0	0	0	1	0	20.8	-
20:00	2	0	0	1	1	0	0	0	0	0	0	0	25.5	-
20:15	2	0	0	0	2	0	0	0	0	0	0	0	39.9	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	3	0	0	2	1	0	0	0	0	0	0	0	25.4	-
21:45	2	0	0	1	1	0	0	0	0	0	0	0	28	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	23.6	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	207	1	7	93	96	10	0	0	0	0	0	0	23.4	28.8
06-22	229	1	8	100	109	10	0	0	0	0	1	0	23.6	29.0
06-00	230	1	8	100	110	10	0	0	0	0	1	0	23.6	29.0
00-00	234	1	8	101	113	10	0	0	0	0	1	0	23.6	29.0

Date Thursday 05/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	0	1	0	0	0	0	0	0	0	25.6	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
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	1	0	0	0	1	0	0	0	0	0	0	0		
06-00	1	0	0	0	1	0	0	0	0	0	0	0		
00-00	2	0	0	0	2	0	0	0	0	0	0	0		

Date	Friday	06/03/2020												
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 07/03/2020

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	08/03/2020												
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: AECOM
Project Number: ID05238
Junction Number: Site 2
Flow from: The Oval (N) to: St Georges Close (S)

Date Monday 24/02/2020

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

Date	Tuesday	25/02/2020												
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	19.6	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	30.2	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	20.9	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	16.7	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	4	0	1	2	1	0	0	0	0	0	0	0	29.5	-
06:15	3	0	0	2	1	0	0	0	0	0	0	0	24.8	-
06:30	1	0	0	0	0	1	0	0	0	0	0	0	24.9	-
06:45	6	0	0	4	2	0	0	0	0	0	0	0	23.4	-
07:00	1	0	0	1	0	0	0	0	0	0	0	0	19.1	-
07:15	4	0	0	2	2	0	0	0	0	0	0	0	28.9	-
07:30	8	0	0	5	3	0	0	0	0	0	0	0	21.6	-
07:45	9	0	2	4	3	0	0	0	0	0	0	0	23.2	-
08:00	10	0	0	4	5	1	0	0	0	0	0	0	20.6	-
08:15	9	0	0	1	7	1	0	0	0	0	0	0	19	-
08:30	12	0	0	7	5	0	0	0	0	0	0	0	22.2	26.9
08:45	23	0	0	12	11	0	0	0	0	0	0	0	19.2	21.3
09:00	8	0	0	6	2	0	0	0	0	0	0	0	16.5	-
09:15	2	0	0	0	2	0	0	0	0	0	0	0	19.9	-
09:30	3	0	0	2	1	0	0	0	0	0	0	0	20	-
09:45	7	1	0	3	3	0	0	0	0	0	0	0	19.4	-
10:00	8	0	0	4	3	1	0	0	0	0	0	0	18.6	-
10:15	6	0	0	4	2	0	0	0	0	0	0	0	20.7	-
10:30	3	0	0	0	3	0	0	0	0	0	0	0	21.8	-
10:45	3	0	0	3	0	0	0	0	0	0	0	0	20.3	-
11:00	1	0	0	0	0	1	0	0	0	0	0	0	12.5	-
11:15	6	0	0	2	4	0	0	0	0	0	0	0	21.4	-
11:30	9	0	0	2	6	1	0	0	0	0	0	0	22.1	-
11:45	5	0	0	3	1	0	0	0	1	0	0	0	22.5	-
12:00	8	0	0	5	2	1	0	0	0	0	0	0	18.3	-
12:15	5	0	0	3	2	0	0	0	0	0	0	0	22.8	-
12:30	7	0	0	1	5	1	0	0	0	0	0	0	20.5	-
12:45	5	0	0	2	3	0	0	0	0	0	0	0	19.6	-
13:00	8	0	0	4	2	2	0	0	0	0	0	0	20.7	-
13:15	2	0	0	1	1	0	0	0	0	0	0	0	15.3	-
13:30	4	0	0	2	2	0	0	0	0	0	0	0	25.7	-
13:45	7	0	0	4	2	0	1	0	0	0	0	0	19.6	-
14:00	6	0	0	1	3	2	0	0	0	0	0	0	24.3	-
14:15	5	0	0	0	3	1	0	0	1	0	0	0	17.2	-
14:30	8	0	0	4	4	0	0	0	0	0	0	0	21.9	-
14:45	16	0	0	5	10	1	0	0	0	0	0	0	20.9	24
15:00	15	0	0	9	6	0	0	0	0	0	0	0	22.3	26.4
15:15	12	0	0	7	4	1	0	0	0	0	0	0	18	23.3
15:30	5	0	0	4	1	0	0	0	0	0	0	0	22.6	-
15:45	5	0	0	3	2	0	0	0	0	0	0	0	22.6	-
16:00	3	0	0	0	3	0	0	0	0	0	0	0	20.7	-
16:15	5	0	0	2	3	0	0	0	0	0	0	0	25.4	-
16:30	5	0	0	2	2	1	0	0	0	0	0	0	22.5	-
16:45	1	0	0	1	0	0	0	0	0	0	0	0	25.8	-
17:00	4	0	0	2	2	0	0	0	0	0	0	0	19.2	-
17:15	3	0	0	3	0	0	0	0	0	0	0	0	24.8	-
17:30	2	0	0	1	1	0	0	0	0	0	0	0	33.8	-
17:45	5	0	0	2	2	1	0	0	0	0	0	0	24.5	-
18:00	4	0	0	2	2	0	0	0	0	0	0	0	22.7	-
18:15	1	0	0	1	0	0	0	0	0	0	0	0	26.6	-
18:30	3	0	0	3	0	0	0	0	0	0	0	0	26.9	-
18:45	1	0	0	0	1	0	0	0	0	0	0	0	25.9	-
19:00	3	0	0	2	1	0	0	0	0	0	0	0	21.3	-
19:15	2	0	0	1	1	0	0	0	0	0	0	0	22.2	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	26	-
19:45	2	0	0	1	1	0	0	0	0	0	0	0	22.6	-
20:00	3	0	0	2	1	0	0	0	0	0	0	0	25.1	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	14	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	30.6	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	4	0	0	2	1	1	0	0	0	0	0	0	18.7	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	23.2	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	21.3	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	21.5	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	8.8	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	292	1	2	139	131	16	1	0	2	0	0	0	21.1	26.6
06-22	326	1	3	159	142	18	1	0	2	0	0	0	21.4	26.7
06-00	328	1	3	160	143	18	1	0	2	0	0	0	21.3	26.7
00-00	332	1	3	164	143	18	1	0	2	0	0	0	21.3	26.7

Date Wednesday 26/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	21.3	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	17	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	21.5	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	25.1	-
05:00	1	0	1	0	0	0	0	0	0	0	0	0	33.3	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	23.5	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	16.6	-
05:45	2	0	0	2	0	0	0	0	0	0	0	0	25.4	-
06:00	3	0	0	1	2	0	0	0	0	0	0	0	25.8	-
06:15	2	0	0	2	0	0	0	0	0	0	0	0	28.6	-
06:30	5	0	0	3	2	0	0	0	0	0	0	0	24.9	-
06:45	4	0	0	2	1	1	0	0	0	0	0	0	20.1	-
07:00	1	0	0	1	0	0	0	0	0	0	0	0	21.7	-
07:15	6	0	0	3	3	0	0	0	0	0	0	0	29	-
07:30	3	0	0	2	1	0	0	0	0	0	0	0	23.8	-
07:45	11	0	1	4	6	0	0	0	0	0	0	0	24.1	29.8
08:00	10	0	1	6	3	0	0	0	0	0	0	0	21.1	-
08:15	12	0	0	6	5	1	0	0	0	0	0	0	18.9	23.5
08:30	11	0	0	5	6	0	0	0	0	0	0	0	22.6	24.3
08:45	15	0	0	4	11	0	0	0	0	0	0	0	19.2	21.9
09:00	11	0	0	6	4	1	0	0	0	0	0	0	17.5	25.6
09:15	1	0	0	0	1	0	0	0	0	0	0	0	25.6	-
09:30	6	0	0	5	1	0	0	0	0	0	0	0	22	-
09:45	4	0	0	3	1	0	0	0	0	0	0	0	22.8	-
10:00	7	0	0	5	2	0	0	0	0	0	0	0	18	-
10:15	5	1	0	1	1	2	0	0	0	0	0	0	19.2	-
10:30	8	0	0	3	4	1	0	0	0	0	0	0	21.4	-
10:45	5	0	0	2	3	0	0	0	0	0	0	0	18.6	-
11:00	10	0	0	5	4	1	0	0	0	0	0	0	21.2	-
11:15	3	0	0	1	2	0	0	0	0	0	0	0	21	-
11:30	4	0	0	1	2	1	0	0	0	0	0	0	19.7	-
11:45	5	0	0	1	4	0	0	0	0	0	0	0	23.7	-
12:00	8	0	0	3	4	1	0	0	0	0	0	0	18	-
12:15	3	0	0	1	1	1	0	0	0	0	0	0	18.4	-
12:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:45	4	0	0	3	1	0	0	0	0	0	0	0	17.8	-
13:00	3	0	0	1	1	0	0	1	0	0	0	0	15.4	-
13:15	4	0	0	1	2	1	0	0	0	0	0	0	14.5	-
13:30	4	0	0	2	2	0	0	0	0	0	0	0	19.7	-
13:45	2	0	0	1	1	0	0	0	0	0	0	0	19.6	-
14:00	5	0	0	1	3	1	0	0	0	0	0	0	19.3	-
14:15	5	0	0	4	1	0	0	0	0	0	0	0	20.2	-
14:30	3	0	0	2	1	0	0	0	0	0	0	0	22	-
14:45	4	0	0	0	4	0	0	0	0	0	0	0	25.2	-
15:00	20	0	0	6	13	0	0	0	0	0	0	1	22	25.3
15:15	3	0	0	2	1	0	0	0	0	0	0	0	14.2	-
15:30	2	0	0	2	0	0	0	0	0	0	0	0	25.8	-
15:45	2	0	0	0	2	0	0	0	0	0	0	0	29.7	-
16:00	7	0	0	2	5	0	0	0	0	0	0	0	25.9	-
16:15	10	0	1	6	3	0	0	0	0	0	0	0	19.9	-
16:30	3	0	0	2	1	0	0	0	0	0	0	0	25.9	-
16:45	9	0	0	6	2	1	0	0	0	0	0	0	20.4	-
17:00	7	0	0	5	2	0	0	0	0	0	0	0	24.4	-
17:15	1	0	0	1	0	0	0	0	0	0	0	0	26.5	-
17:30	5	0	0	2	3	0	0	0	0	0	0	0	25.3	-
17:45	5	0	0	2	2	1	0	0	0	0	0	0	24.1	-
18:00	1	0	0	1	0	0	0	0	0	0	0	0	30.9	-
18:15	1	0	0	1	0	0	0	0	0	0	0	0	18.1	-
18:30	3	0	1	1	1	0	0	0	0	0	0	0	19.8	-
18:45	2	0	0	1	1	0	0	0	0	0	0	0	30.9	-
19:00	1	0	0	0	1	0	0	0	0	0	0	0	30.8	-
19:15	4	0	0	2	2	0	0	0	0	0	0	0	27.9	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	17.9	-
19:45	3	0	1	1	1	0	0	0	0	0	0	0	25.1	-
20:00	3	0	0	1	2	0	0	0	0	0	0	0	24.7	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	26.5	-
20:30	2	0	2	0	0	0	0	0	0	0	0	0	22.1	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	31.8	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	23	-
21:15	1	0	0	0	1	0	0	0	0	0	0	0	26.9	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	28.5	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	2	0	0	2	0	0	0	0	0	0	0	0	24.9	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	9.1	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	264	1	4	123	121	13	0	1	0	0	0	1	21.3	26.4
06-22	298	1	7	141	133	14	0	1	0	0	0	1	21.7	27.2
06-00	301	1	7	144	133	14	0	1	0	0	0	1	21.7	27.1
00-00	310	1	8	152	133	14	0	1	0	0	0	1	21.8	27.2

Date Thursday 27/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	17.4	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	19.8	-
04:45	2	0	0	2	0	0	0	0	0	0	0	0	26.5	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	31.8	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	16.3	-
05:45	2	0	0	2	0	0	0	0	0	0	0	0	25.3	-
06:00	3	0	0	1	2	0	0	0	0	0	0	0	28.9	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	33.3	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	42.2	-
06:45	6	0	0	4	1	1	0	0	0	0	0	0	24.5	-
07:00	3	0	0	2	1	0	0	0	0	0	0	0	24.2	-
07:15	3	0	0	1	2	0	0	0	0	0	0	0	31.1	-
07:30	6	0	1	3	2	0	0	0	0	0	0	0	24.7	-
07:45	10	0	1	3	5	0	0	0	0	0	1	0	24.3	-
08:00	9	0	0	4	5	0	0	0	0	0	0	0	21.4	-
08:15	11	0	0	6	5	0	0	0	0	0	0	0	22	28.4
08:30	14	0	0	5	9	0	0	0	0	0	0	0	21.9	24.3
08:45	16	0	0	9	7	0	0	0	0	0	0	0	17.5	23.5
09:00	5	0	0	2	3	0	0	0	0	0	0	0	20	-
09:15	6	0	0	3	3	0	0	0	0	0	0	0	22.4	-
09:30	2	0	0	1	1	0	0	0	0	0	0	0	19.6	-
09:45	5	0	0	5	0	0	0	0	0	0	0	0	17.6	-
10:00	3	0	0	2	0	1	0	0	0	0	0	0	23.5	-
10:15	5	0	0	1	3	1	0	0	0	0	0	0	23.8	-
10:30	7	0	0	5	2	0	0	0	0	0	0	0	23.9	-
10:45	4	0	0	1	3	0	0	0	0	0	0	0	21.7	-
11:00	6	0	0	1	3	2	0	0	0	0	0	0	22.5	-
11:15	5	0	0	4	1	0	0	0	0	0	0	0	23.2	-
11:30	6	0	0	2	4	0	0	0	0	0	0	0	26.1	-
11:45	5	0	0	2	2	1	0	0	0	0	0	0	27.4	-
12:00	4	0	0	2	1	1	0	0	0	0	0	0	16.9	-
12:15	8	0	0	4	3	1	0	0	0	0	0	0	21.4	-
12:30	2	0	1	1	0	0	0	0	0	0	0	0	20.7	-
12:45	4	0	0	1	2	1	0	0	0	0	0	0	17.9	-
13:00	14	0	0	8	2	4	0	0	0	0	0	0	23.5	30.7
13:15	5	0	0	4	1	0	0	0	0	0	0	0	22.4	-
13:30	3	0	0	1	2	0	0	0	0	0	0	0	24.5	-
13:45	7	0	0	3	4	0	0	0	0	0	0	0	25.5	-
14:00	4	0	0	1	0	3	0	0	0	0	0	0	24.7	-
14:15	7	0	0	3	4	0	0	0	0	0	0	0	24.2	-
14:30	7	0	0	5	2	0	0	0	0	0	0	0	18.9	-
14:45	14	0	0	6	8	0	0	0	0	0	0	0	20.5	27.3
15:00	11	0	0	5	5	1	0	0	0	0	0	0	22.7	28.6
15:15	8	0	0	5	3	0	0	0	0	0	0	0	17.2	-
15:30	7	0	0	2	4	1	0	0	0	0	0	0	23.7	-
15:45	7	0	0	2	5	0	0	0	0	0	0	0	23.8	-
16:00	4	0	0	2	2	0	0	0	0	0	0	0	25.8	-
16:15	5	0	0	4	1	0	0	0	0	0	0	0	22.6	-
16:30	4	0	0	1	2	1	0	0	0	0	0	0	21.7	-
16:45	3	0	0	2	1	0	0	0	0	0	0	0	21.4	-
17:00	2	0	0	2	0	0	0	0	0	0	0	0	19.6	-
17:15	6	0	0	2	4	0	0	0	0	0	0	0	23.7	-
17:30	5	0	0	2	3	0	0	0	0	0	0	0	25.5	-
17:45	7	0	0	1	5	1	0	0	0	0	0	0	25.6	-
18:00	1	0	1	0	0	0	0	0	0	0	0	0	21.8	-
18:15	4	0	0	3	1	0	0	0	0	0	0	0	33.6	-
18:30	3	0	0	1	2	0	0	0	0	0	0	0	21.5	-
18:45	3	0	0	3	0	0	0	0	0	0	0	0	22.3	-
19:00	2	0	0	1	1	0	0	0	0	0	0	0	26	-
19:15	3	0	0	2	1	0	0	0	0	0	0	0	18.2	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	2	0	0	1	1	0	0	0	0	0	0	0	25.1	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	3	0	0	2	1	0	0	0	0	0	0	0	23.9	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	2	0	0	2	0	0	0	0	0	0	0	0	25.5	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	2	0	0	1	1	0	0	0	0	0	0	0	19.6	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	290	0	4	138	128	19	0	0	0	0	1	0	22.5	28.7
06-22	311	0	4	151	135	20	0	0	0	0	1	0	22.7	28.9
06-00	315	0	4	154	136	20	0	0	0	0	1	0	22.7	29.1
00-00	323	0	4	162	136	20	0	0	0	0	1	0	22.7	29.1

Date Friday 28/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	0	0	2	0	0	0	0	0	0	0	0	27.7	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	31.2	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	17.9	-
06:00	4	0	0	2	1	1	0	0	0	0	0	0	29	-
06:15	4	0	0	2	2	0	0	0	0	0	0	0	29.3	-
06:30	2	0	0	2	0	0	0	0	0	0	0	0	23.3	-
06:45	6	0	0	3	2	1	0	0	0	0	0	0	23.4	-
07:00	1	0	0	1	0	0	0	0	0	0	0	0	28	-
07:15	5	0	0	2	2	0	1	0	0	0	0	0	25	-
07:30	3	0	0	2	1	0	0	0	0	0	0	0	23.9	-
07:45	3	0	1	1	1	0	0	0	0	0	0	0	25.1	-
08:00	12	0	0	6	6	0	0	0	0	0	0	0	21.9	28.3
08:15	15	0	0	6	7	1	1	0	0	0	0	0	20.9	24.3
08:30	12	0	0	8	4	0	0	0	0	0	0	0	20.7	23.4
08:45	27	0	0	9	18	0	0	0	0	0	0	0	19.6	23.7
09:00	4	0	0	0	4	0	0	0	0	0	0	0	19.9	-
09:15	4	0	0	4	0	0	0	0	0	0	0	0	21.2	-
09:30	4	0	0	2	2	0	0	0	0	0	0	0	25.2	-
09:45	5	0	0	4	1	0	0	0	0	0	0	0	23.8	-
10:00	2	1	0	1	0	0	0	0	0	0	0	0	16.4	-
10:15	7	0	0	4	1	2	0	0	0	0	0	0	17.6	-
10:30	9	0	0	8	1	0	0	0	0	0	0	0	22.9	-
10:45	11	0	0	8	2	1	0	0	0	0	0	0	23.2	27.5
11:00	2	0	0	1	0	0	0	0	1	0	0	0	22.8	-
11:15	6	0	0	3	1	2	0	0	0	0	0	0	20.3	-
11:30	6	0	0	3	3	0	0	0	0	0	0	0	19.7	-
11:45	2	0	0	1	1	0	0	0	0	0	0	0	22.3	-
12:00	5	0	0	0	3	2	0	0	0	0	0	0	20.5	-
12:15	3	0	1	2	0	0	0	0	0	0	0	0	16	-
12:30	4	1	1	0	2	0	0	0	0	0	0	0	15.7	-
12:45	4	0	0	3	1	0	0	0	0	0	0	0	24.8	-
13:00	5	0	0	2	2	1	0	0	0	0	0	0	21.5	-
13:15	7	0	0	3	4	0	0	0	0	0	0	0	22.4	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	20	-
13:45	10	0	0	7	1	1	0	0	0	0	0	1	22.3	-
14:00	3	0	0	3	0	0	0	0	0	0	0	0	22.3	-
14:15	7	0	0	4	2	1	0	0	0	0	0	0	21.4	-
14:30	6	0	0	5	1	0	0	0	0	0	0	0	20.1	-
14:45	12	0	0	8	4	0	0	0	0	0	0	0	17.7	23.6
15:00	12	0	0	4	7	1	0	0	0	0	0	0	19.4	24.1
15:15	5	0	0	2	3	0	0	0	0	0	0	0	14.3	-
15:30	10	0	0	7	3	0	0	0	0	0	0	0	21.1	-
15:45	3	0	0	1	1	1	0	0	0	0	0	0	20.5	-
16:00	10	0	0	2	7	1	0	0	0	0	0	0	20.8	-
16:15	7	0	0	1	6	0	0	0	0	0	0	0	25.6	-
16:30	2	0	0	1	1	0	0	0	0	0	0	0	24.9	-
16:45	7	0	0	6	1	0	0	0	0	0	0	0	27	-
17:00	8	0	0	4	3	1	0	0	0	0	0	0	23.9	-
17:15	8	0	0	4	4	0	0	0	0	0	0	0	24	-
17:30	3	0	0	2	1	0	0	0	0	0	0	0	28	-
17:45	5	0	0	2	3	0	0	0	0	0	0	0	28.8	-
18:00	1	0	0	0	0	1	0	0	0	0	0	0	21.7	-
18:15	1	0	0	0	1	0	0	0	0	0	0	0	16.8	-
18:30	4	0	0	2	2	0	0	0	0	0	0	0	20.6	-
18:45	4	0	1	1	2	0	0	0	0	0	0	0	26.6	-
19:00	2	0	0	2	0	0	0	0	0	0	0	0	28.1	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	2	0	0	0	2	0	0	0	0	0	0	0	29.5	-
19:45	5	0	0	4	1	0	0	0	0	0	0	0	20.9	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	25.2	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	3	1	0	2	0	0	0	0	0	0	0	0	19.2	-
20:45	3	0	0	3	0	0	0	0	0	0	0	0	29.3	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	32.2	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	21.5	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	11.4	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	2	0	0	2	0	0	0	0	0	0	0	0	21	-
07-19	298	2	4	151	121	16	2	0	1	0	0	1	21.5	27.0
06-22	331	3	4	172	130	18	2	0	1	0	0	1	21.9	27.5
06-00	335	3	4	176	130	18	2	0	1	0	0	1	21.9	27.6
00-00	339	3	4	180	130	18	2	0	1	0	0	1	21.9	27.6

Date Saturday 29/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	14	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	0	1	0	0	0	0	0	0	0	38.7	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	35.5	-
07:00	1	0	0	0	0	1	0	0	0	0	0	0	25.4	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	25.2	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	4	0	0	3	1	0	0	0	0	0	0	0	19.7	-
08:00	2	0	0	1	1	0	0	0	0	0	0	0	22.6	-
08:15	3	0	1	1	1	0	0	0	0	0	0	0	22.3	-
08:30	6	0	0	3	3	0	0	0	0	0	0	0	25.5	-
08:45	2	0	0	1	1	0	0	0	0	0	0	0	24	-
09:00	3	0	0	1	1	1	0	0	0	0	0	0	20	-
09:15	3	0	0	2	1	0	0	0	0	0	0	0	24.9	-
09:30	5	0	0	4	1	0	0	0	0	0	0	0	24	-
09:45	3	0	0	3	0	0	0	0	0	0	0	0	21	-
10:00	5	0	0	3	2	0	0	0	0	0	0	0	30.7	-
10:15	4	0	0	3	1	0	0	0	0	0	0	0	24.6	-
10:30	4	0	0	3	1	0	0	0	0	0	0	0	22.8	-
10:45	2	0	0	2	0	0	0	0	0	0	0	0	20.9	-
11:00	4	0	0	2	1	1	0	0	0	0	0	0	22.1	-
11:15	5	0	0	1	2	2	0	0	0	0	0	0	23.7	-
11:30	3	0	0	2	0	1	0	0	0	0	0	0	19.2	-
11:45	14	0	0	11	3	0	0	0	0	0	0	0	23.7	31.2
12:00	6	0	0	3	3	0	0	0	0	0	0	0	20.6	-
12:15	5	0	0	3	2	0	0	0	0	0	0	0	24.7	-
12:30	5	0	1	4	0	0	0	0	0	0	0	0	20.1	-
12:45	8	0	0	5	3	0	0	0	0	0	0	0	20.6	-
13:00	4	0	0	3	1	0	0	0	0	0	0	0	24.3	-
13:15	7	0	0	5	1	1	0	0	0	0	0	0	21.9	-
13:30	4	0	0	3	1	0	0	0	0	0	0	0	22.5	-
13:45	2	0	0	2	0	0	0	0	0	0	0	0	22.7	-
14:00	3	0	0	3	0	0	0	0	0	0	0	0	25.4	-
14:15	6	0	0	4	2	0	0	0	0	0	0	0	24.4	-
14:30	7	0	0	5	2	0	0	0	0	0	0	0	20.5	-
14:45	1	0	0	1	0	0	0	0	0	0	0	0	16.5	-
15:00	3	0	0	2	1	0	0	0	0	0	0	0	19.9	-
15:15	4	0	0	3	1	0	0	0	0	0	0	0	22.8	-
15:30	4	0	0	2	2	0	0	0	0	0	0	0	19	-
15:45	4	0	0	2	2	0	0	0	0	0	0	0	24.8	-
16:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:15	4	0	0	1	3	0	0	0	0	0	0	0	18.8	-
16:30	5	0	1	2	2	0	0	0	0	0	0	0	20.5	-
16:45	5	0	0	4	1	0	0	0	0	0	0	0	22.3	-
17:00	1	0	0	0	0	1	0	0	0	0	0	0	20.3	-
17:15	4	0	0	2	2	0	0	0	0	0	0	0	19.8	-
17:30	2	0	0	1	1	0	0	0	0	0	0	0	20.2	-
17:45	2	0	0	1	1	0	0	0	0	0	0	0	24.2	-
18:00	1	0	0	1	0	0	0	0	0	0	0	0	28.1	-
18:15	1	0	0	1	0	0	0	0	0	0	0	0	37	-
18:30	4	0	0	3	1	0	0	0	0	0	0	0	19.8	-
18:45	6	0	0	4	2	0	0	0	0	0	0	0	22.9	-
19:00	4	0	0	3	1	0	0	0	0	0	0	0	24.6	-
19:15	2	0	0	1	1	0	0	0	0	0	0	0	26.9	-
19:30	1	0	1	0	0	0	0	0	0	0	0	0	15.7	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	18.7	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	32.7	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	20.8	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	22.6	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	34.9	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	31.1	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	182	0	3	117	54	8	0	0	0	0	0	0	22.6	29.1
06-22	196	0	4	125	59	8	0	0	0	0	0	0	22.7	29.5
06-00	198	0	4	127	59	8	0	0	0	0	0	0	22.8	29.5
00-00	198	0	4	127	59	8	0	0	0	0	0	0	22.8	29.5

Date Sunday 01/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	12	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	0	1	0	0	0	0	0	0	0	16.9	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	23.2	-
07:30	1	0	0	0	1	0	0	0	0	0	0	0	26.4	-
07:45	2	0	0	1	1	0	0	0	0	0	0	0	26.2	-
08:00	2	0	1	1	0	0	0	0	0	0	0	0	18.5	-
08:15	1	0	0	1	0	0	0	0	0	0	0	0	18.4	-
08:30	2	0	0	1	1	0	0	0	0	0	0	0	30.5	-
08:45	1	0	0	1	0	0	0	0	0	0	0	0	35.5	-
09:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:15	2	0	0	0	2	0	0	0	0	0	0	0	33	-
09:30	6	0	0	3	3	0	0	0	0	0	0	0	25.5	-
09:45	3	0	0	2	1	0	0	0	0	0	0	0	23.5	-
10:00	4	0	0	2	2	0	0	0	0	0	0	0	25.1	-
10:15	4	0	0	3	1	0	0	0	0	0	0	0	19.6	-
10:30	2	0	1	1	0	0	0	0	0	0	0	0	17.5	-
10:45	5	0	0	3	2	0	0	0	0	0	0	0	23.1	-
11:00	4	0	0	3	1	0	0	0	0	0	0	0	23.1	-
11:15	5	0	0	4	1	0	0	0	0	0	0	0	22.2	-
11:30	6	0	0	4	2	0	0	0	0	0	0	0	23	-
11:45	8	0	1	5	2	0	0	0	0	0	0	0	24.7	-
12:00	5	0	0	2	3	0	0	0	0	0	0	0	18.8	-
12:15	4	0	0	2	2	0	0	0	0	0	0	0	27.4	-
12:30	3	0	1	1	1	0	0	0	0	0	0	0	26.4	-
12:45	2	0	0	1	1	0	0	0	0	0	0	0	22	-
13:00	2	0	0	2	0	0	0	0	0	0	0	0	20.6	-
13:15	7	0	0	5	2	0	0	0	0	0	0	0	23.5	-
13:30	4	0	0	1	3	0	0	0	0	0	0	0	27.5	-
13:45	3	0	0	1	2	0	0	0	0	0	0	0	20.4	-
14:00	4	0	0	0	4	0	0	0	0	0	0	0	24.8	-
14:15	1	0	0	1	0	0	0	0	0	0	0	0	18.1	-
14:30	4	0	0	3	1	0	0	0	0	0	0	0	23.4	-
14:45	4	0	0	4	0	0	0	0	0	0	0	0	19	-
15:00	2	0	0	1	1	0	0	0	0	0	0	0	31.2	-
15:15	3	0	0	3	0	0	0	0	0	0	0	0	23.2	-
15:30	5	0	0	4	1	0	0	0	0	0	0	0	23.4	-
15:45	4	0	0	1	2	1	0	0	0	0	0	0	22.9	-
16:00	3	0	0	0	3	0	0	0	0	0	0	0	26.8	-
16:15	2	1	1	0	0	0	0	0	0	0	0	0	14.4	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	6	0	0	6	0	0	0	0	0	0	0	0	21.3	-
17:00	3	0	0	2	1	0	0	0	0	0	0	0	19.3	-
17:15	1	0	0	0	1	0	0	0	0	0	0	0	33.7	-
17:30	3	0	0	3	0	0	0	0	0	0	0	0	20.9	-
17:45	3	0	0	3	0	0	0	0	0	0	0	0	27.2	-
18:00	1	0	0	1	0	0	0	0	0	0	0	0	22	-
18:15	1	0	0	1	0	0	0	0	0	0	0	0	20	-
18:30	3	0	0	2	1	0	0	0	0	0	0	0	27.7	-
18:45	2	0	0	2	0	0	0	0	0	0	0	0	26.3	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	1	0	1	0	0	0	0	0	0	0	0	0	16.1	-
19:45	1	0	0	0	1	0	0	0	0	0	0	0	24.4	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	39	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	21.3	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	26	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	24.1	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	28.6	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	144	1	5	88	49	1	0	0	0	0	0	0	23.6	29.7
06-22	154	1	6	92	54	1	0	0	0	0	0	0	23.6	29.8
06-00	155	1	6	93	54	1	0	0	0	0	0	0	23.6	29.8
00-00	156	1	6	94	54	1	0	0	0	0	0	0	23.5	29.8

Date Monday 02/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	20	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	18.5	-
06:00	3	0	0	3	0	0	0	0	0	0	0	0	24.6	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	34.9	-
06:30	3	0	0	2	1	0	0	0	0	0	0	0	25.7	-
06:45	7	0	0	6	0	1	0	0	0	0	0	0	20.2	-
07:00	4	0	0	3	1	0	0	0	0	0	0	0	25	-
07:15	9	0	1	3	4	1	0	0	0	0	0	0	26.4	-
07:30	5	0	1	4	0	0	0	0	0	0	0	0	21.9	-
07:45	9	0	1	5	3	0	0	0	0	0	0	0	22.4	-
08:00	6	0	0	3	3	0	0	0	0	0	0	0	24.9	-
08:15	5	0	0	4	1	0	0	0	0	0	0	0	18.3	-
08:30	12	0	0	5	7	0	0	0	0	0	0	0	21.6	27
08:45	18	0	0	6	12	0	0	0	0	0	0	0	18	21.5
09:00	4	0	0	2	2	0	0	0	0	0	0	0	14.5	-
09:15	7	0	0	4	3	0	0	0	0	0	0	0	20	-
09:30	4	0	0	3	1	0	0	0	0	0	0	0	18.4	-
09:45	6	0	0	4	2	0	0	0	0	0	0	0	22	-
10:00	5	0	0	3	1	1	0	0	0	0	0	0	18.5	-
10:15	6	0	1	2	3	0	0	0	0	0	0	0	17.9	-
10:30	5	0	0	3	2	0	0	0	0	0	0	0	21.1	-
10:45	9	0	0	4	4	1	0	0	0	0	0	0	21.7	-
11:00	3	0	0	2	1	0	0	0	0	0	0	0	22.3	-
11:15	6	0	0	4	2	0	0	0	0	0	0	0	22.6	-
11:30	3	0	0	1	2	0	0	0	0	0	0	0	22.2	-
11:45	5	0	0	3	1	1	0	0	0	0	0	0	24.5	-
12:00	7	0	0	3	2	1	0	0	0	0	1	0	19.3	-
12:15	3	0	0	2	1	0	0	0	0	0	0	0	24.8	-
12:30	5	0	1	2	2	0	0	0	0	0	0	0	21.1	-
12:45	5	0	0	2	3	0	0	0	0	0	0	0	20.7	-
13:00	6	1	0	5	0	0	0	0	0	0	0	0	16.6	-
13:15	4	0	0	1	2	1	0	0	0	0	0	0	17.1	-
13:30	1	0	0	0	1	0	0	0	0	0	0	0	32.3	-
13:45	7	0	0	4	3	0	0	0	0	0	0	0	22.3	-
14:00	7	0	0	3	2	2	0	0	0	0	0	0	24.6	-
14:15	3	0	0	2	1	0	0	0	0	0	0	0	22.7	-
14:30	7	0	0	7	0	0	0	0	0	0	0	0	23.8	-
14:45	7	0	0	2	4	1	0	0	0	0	0	0	24.8	-
15:00	14	0	0	2	12	0	0	0	0	0	0	0	19.9	24.5
15:15	9	0	0	5	4	0	0	0	0	0	0	0	18.1	-
15:30	4	0	0	4	0	0	0	0	0	0	0	0	24.1	-
15:45	2	0	0	0	2	0	0	0	0	0	0	0	23.5	-
16:00	8	0	0	1	7	0	0	0	0	0	0	0	21.3	-
16:15	12	0	0	7	4	1	0	0	0	0	0	0	18.6	23.1
16:30	5	0	0	3	1	1	0	0	0	0	0	0	20.8	-
16:45	3	0	0	3	0	0	0	0	0	0	0	0	25.4	-
17:00	3	0	0	3	0	0	0	0	0	0	0	0	24.2	-
17:15	5	0	0	2	3	0	0	0	0	0	0	0	22.3	-
17:30	3	0	0	2	1	0	0	0	0	0	0	0	29.2	-
17:45	5	0	0	3	1	1	0	0	0	0	0	0	25.3	-
18:00	5	0	0	4	1	0	0	0	0	0	0	0	28.6	-
18:15	3	0	0	3	0	0	0	0	0	0	0	0	24.1	-
18:30	3	0	0	3	0	0	0	0	0	0	0	0	24.7	-
18:45	5	0	0	3	1	1	0	0	0	0	0	0	23.3	-
19:00	4	0	0	1	3	0	0	0	0	0	0	0	22.8	-
19:15	6	0	0	2	4	0	0	0	0	0	0	0	24.1	-
19:30	1	0	0	0	1	0	0	0	0	0	0	0	31.3	-
19:45	2	0	1	1	0	0	0	0	0	0	0	0	21.6	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	21.4	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	24.7	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	34.9	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	34.7	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	28.6	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	29.2	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	21.4	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	2	0	0	2	0	0	0	0	0	0	0	0	26.9	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	11.3	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	21.2	-
07-19	282	1	5	149	113	13	0	0	0	0	1	0	21.6	27.2
06-22	318	1	6	172	124	14	0	0	0	0	1	0	21.9	27.9
06-00	322	1	6	176	124	14	0	0	0	0	1	0	21.9	27.9
00-00	324	1	6	178	124	14	0	0	0	0	1	0	21.9	27.9

Date Tuesday 03/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	19.4	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	19.8	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	1	1	0	0	0	0	0	0	0	23.2	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	16	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	20.5	-
06:15	2	0	0	2	0	0	0	0	0	0	0	0	28	-
06:30	4	0	0	2	0	2	0	0	0	0	0	0	24.1	-
06:45	5	0	0	4	1	0	0	0	0	0	0	0	25.1	-
07:00	3	0	0	3	0	0	0	0	0	0	0	0	23.2	-
07:15	6	1	0	3	2	0	0	0	0	0	0	0	21.8	-
07:30	4	0	0	2	2	0	0	0	0	0	0	0	28.5	-
07:45	7	0	1	2	4	0	0	0	0	0	0	0	25.5	-
08:00	11	0	0	7	4	0	0	0	0	0	0	0	22.3	28.6
08:15	12	0	0	7	5	0	0	0	0	0	0	0	21.5	24.5
08:30	13	1	0	3	9	0	0	0	0	0	0	0	18	24.1
08:45	22	0	0	6	16	0	0	0	0	0	0	0	19.4	22.1
09:00	6	0	0	2	3	1	0	0	0	0	0	0	18.9	-
09:15	11	1	0	7	3	0	0	0	0	0	0	0	21.9	27.7
09:30	3	0	0	1	2	0	0	0	0	0	0	0	22.4	-
09:45	3	0	0	0	3	0	0	0	0	0	0	0	27.8	-
10:00	6	0	0	2	2	2	0	0	0	0	0	0	24.5	-
10:15	6	0	0	2	3	1	0	0	0	0	0	0	22.3	-
10:30	6	0	0	6	0	0	0	0	0	0	0	0	20.2	-
10:45	4	0	0	4	0	0	0	0	0	0	0	0	22	-
11:00	9	0	0	4	3	2	0	0	0	0	0	0	20.7	-
11:15	4	0	0	3	1	0	0	0	0	0	0	0	19.8	-
11:30	6	0	0	1	3	2	0	0	0	0	0	0	24.3	-
11:45	7	0	0	5	2	0	0	0	0	0	0	0	23.5	-
12:00	4	0	0	1	2	1	0	0	0	0	0	0	25.8	-
12:15	3	0	0	2	1	0	0	0	0	0	0	0	19.4	-
12:30	7	0	0	5	2	0	0	0	0	0	0	0	21.8	-
12:45	4	0	0	4	0	0	0	0	0	0	0	0	24.3	-
13:00	3	0	0	2	0	1	0	0	0	0	0	0	20.9	-
13:15	2	0	0	2	0	0	0	0	0	0	0	0	24.4	-
13:30	4	0	0	3	1	0	0	0	0	0	0	0	21.1	-
13:45	6	0	0	3	3	0	0	0	0	0	0	0	23.8	-
14:00	5	0	0	3	1	1	0	0	0	0	0	0	19.1	-
14:15	6	0	0	6	0	0	0	0	0	0	0	0	22.9	-
14:30	8	0	0	4	3	1	0	0	0	0	0	0	25.1	-
14:45	12	0	0	5	6	0	0	1	0	0	0	0	23.9	28.8
15:00	15	0	0	6	8	1	0	0	0	0	0	0	23	28.5
15:15	14	0	0	8	6	0	0	0	0	0	0	0	14.9	17.4
15:30	3	0	0	3	0	0	0	0	0	0	0	0	25.5	-
15:45	8	0	0	4	3	1	0	0	0	0	0	0	24.5	-
16:00	2	0	0	1	1	0	0	0	0	0	0	0	22.4	-
16:15	4	0	0	3	1	0	0	0	0	0	0	0	23.7	-
16:30	7	0	0	4	2	1	0	0	0	0	0	0	26.3	-
16:45	4	0	0	2	2	0	0	0	0	0	0	0	23.4	-
17:00	1	0	0	1	0	0	0	0	0	0	0	0	17.3	-
17:15	6	0	1	4	1	0	0	0	0	0	0	0	25	-
17:30	3	0	0	2	1	0	0	0	0	0	0	0	21.6	-
17:45	8	0	0	5	2	1	0	0	0	0	0	0	25	-
18:00	2	0	0	1	1	0	0	0	0	0	0	0	20.3	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	7	0	0	7	0	0	0	0	0	0	0	0	23.5	-
18:45	1	0	0	1	0	0	0	0	0	0	0	0	22.1	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	35	-
19:15	1	0	0	0	1	0	0	0	0	0	0	0	23.8	-
19:30	6	0	0	3	3	0	0	0	0	0	0	0	25.3	-
19:45	2	0	0	2	0	0	0	0	0	0	0	0	22.3	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	17.5	-
20:15	2	0	0	1	1	0	0	0	0	0	0	0	22.6	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	25.6	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	28.6	-
21:15	3	0	0	3	0	0	0	0	0	0	0	0	23.5	-
21:30	2	0	0	2	0	0	0	0	0	0	0	0	14	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	18.1	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	25.5	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	21.1	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	29.5	-
07-19	298	3	2	162	114	16	0	1	0	0	0	0	22.2	28.0
06-22	330	3	2	185	121	18	0	1	0	0	0	0	22.3	28.2
06-00	334	3	2	188	122	18	0	1	0	0	0	0	22.3	28.2
00-00	339	3	2	191	124	18	0	1	0	0	0	0	22.3	28.1

Date Wednesday 04/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	19.5	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	28.3	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	1	1	0	0	0	0	0	0	0	18.2	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	16.1	-
06:00	4	0	0	3	1	0	0	0	0	0	0	0	28.6	-
06:15	1	0	0	0	1	0	0	0	0	0	0	0	35.2	-
06:30	4	0	0	3	0	1	0	0	0	0	0	0	24.3	-
06:45	5	0	0	3	2	0	0	0	0	0	0	0	23.7	-
07:00	2	0	0	1	1	0	0	0	0	0	0	0	20.6	-
07:15	5	0	1	3	1	0	0	0	0	0	0	0	23.8	-
07:30	5	0	0	2	2	0	1	0	0	0	0	0	29	-
07:45	5	0	1	2	2	0	0	0	0	0	0	0	23.8	-
08:00	6	0	0	2	4	0	0	0	0	0	0	0	23.9	-
08:15	11	0	0	7	3	1	0	0	0	0	0	0	20.8	26.4
08:30	14	0	0	7	7	0	0	0	0	0	0	0	23.2	28.4
08:45	16	0	0	4	12	0	0	0	0	0	0	0	21.2	24.5
09:00	5	0	0	2	2	1	0	0	0	0	0	0	17.8	-
09:15	6	0	0	5	1	0	0	0	0	0	0	0	19.9	-
09:30	6	0	0	4	2	0	0	0	0	0	0	0	22.1	-
09:45	3	0	0	2	1	0	0	0	0	0	0	0	20.2	-
10:00	7	0	0	4	2	1	0	0	0	0	0	0	18.8	-
10:15	5	0	0	5	0	0	0	0	0	0	0	0	21.4	-
10:30	1	0	0	0	1	0	0	0	0	0	0	0	30.7	-
10:45	11	1	0	4	5	1	0	0	0	0	0	0	23.2	29.9
11:00	4	0	0	1	2	1	0	0	0	0	0	0	20	-
11:15	7	0	0	3	4	0	0	0	0	0	0	0	26.9	-
11:30	2	0	0	1	1	0	0	0	0	0	0	0	27	-
11:45	7	0	0	4	3	0	0	0	0	0	0	0	22.1	-
12:00	6	0	0	3	2	1	0	0	0	0	0	0	23.7	-
12:15	9	0	0	4	5	0	0	0	0	0	0	0	24.1	-
12:30	3	0	1	1	1	0	0	0	0	0	0	0	19.9	-
12:45	2	0	0	0	2	0	0	0	0	0	0	0	19.6	-
13:00	4	0	0	1	1	2	0	0	0	0	0	0	20.6	-
13:15	5	0	0	0	4	1	0	0	0	0	0	0	22.2	-
13:30	5	0	0	4	0	1	0	0	0	0	0	0	25.4	-
13:45	3	0	0	2	1	0	0	0	0	0	0	0	21.7	-
14:00	4	0	0	2	2	0	0	0	0	0	0	0	20.9	-
14:15	5	0	0	3	1	1	0	0	0	0	0	0	24	-
14:30	5	0	0	3	2	0	0	0	0	0	0	0	19.7	-
14:45	3	0	0	2	1	0	0	0	0	0	0	0	16.8	-
15:00	16	0	0	2	13	0	0	0	0	0	0	1	20.4	26.4
15:15	3	0	0	1	2	0	0	0	0	0	0	0	24.4	-
15:30	3	0	0	1	2	0	0	0	0	0	0	0	22.3	-
15:45	5	0	0	2	3	0	0	0	0	0	0	0	18.8	-
16:00	11	1	0	6	4	0	0	0	0	0	0	0	24.6	31.8
16:15	4	0	0	3	1	0	0	0	0	0	0	0	24.6	-
16:30	4	0	1	3	0	0	0	0	0	0	0	0	24.5	-
16:45	5	0	0	2	2	1	0	0	0	0	0	0	21.7	-
17:00	4	0	0	2	2	0	0	0	0	0	0	0	21.1	-
17:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:30	8	0	0	3	5	0	0	0	0	0	0	0	26.5	-
17:45	1	0	0	1	0	0	0	0	0	0	0	0	29.5	-
18:00	5	0	0	2	2	1	0	0	0	0	0	0	20.1	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	4	0	0	2	2	0	0	0	0	0	0	0	23	-
18:45	3	0	0	2	1	0	0	0	0	0	0	0	18.9	-
19:00	3	0	0	3	0	0	0	0	0	0	0	0	23.7	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	27.5	-
19:30	2	0	0	1	1	0	0	0	0	0	0	0	22.8	-
19:45	3	0	2	0	1	0	0	0	0	0	0	0	24.1	-
20:00	3	0	0	0	3	0	0	0	0	0	0	0	30.7	-
20:15	2	0	0	2	0	0	0	0	0	0	0	0	24.9	-
20:30	2	0	0	0	2	0	0	0	0	0	0	0	27.6	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	28.1	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	31.3	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	24.1	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	27	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	18.3	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	2	0	0	1	1	0	0	0	0	0	0	0	25.8	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	258	2	4	120	117	13	1	0	0	0	0	1	22.4	28.0
06-22	292	2	6	138	130	14	1	0	0	0	0	1	22.8	28.7
06-00	297	2	6	141	132	14	1	0	0	0	0	1	22.8	28.7
00-00	302	2	6	145	133	14	1	0	0	0	0	1	22.8	28.7

Date Thursday 05/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	0	1	0	0	0	0	0	0	0	19	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	32.1	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	1	1	0	0	0	0	0	0	0	22.4	-
05:45	2	0	0	1	1	0	0	0	0	0	0	0	23	-
06:00	3	0	0	2	1	0	0	0	0	0	0	0	29	-
06:15	2	0	0	1	1	0	0	0	0	0	0	0	28.7	-
06:30	4	0	0	1	2	1	0	0	0	0	0	0	25.2	-
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	9	0	0	4	4	1	0	0	0	0	0	0		
06-00	9	0	0	4	4	1	0	0	0	0	0	0		
00-00	15	0	0	7	7	1	0	0	0	0	0	0		

Date	Friday	06/03/2020												
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 07/03/2020

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	08/03/2020												
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: 24/02/2020
Road Name: Pound Hill
Flow from : St Georges Close (S) to: The Oval (N)
Vehicle Classification: All Vehicles

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Hour Ending	Monday 24/02/2020	Tuesday 25/02/2020	Wednesday 26/02/2020	Thursday 27/02/2020	Friday 28/02/2020	Saturday 29/02/2020	Sunday 01/03/2020	Monday 02/03/2020	Tuesday 03/03/2020	Wednesday 04/03/2020	Thursday 05/03/2020	Friday 06/03/2020	Saturday 07/03/2020	Sunday 08/03/2020
01:00	*	*	1	0	0	0	3	0	0	1	0	*	*	*
02:00	*	*	1	0	1	0	0	0	0	2	1	*	*	*
03:00	*	*	0	0	0	0	0	0	0	0	0	*	*	*
04:00	*	*	0	0	0	0	0	0	0	0	0	*	*	*
05:00	*	1	0	0	0	0	0	0	0	0	0	*	*	*
06:00	*	1	0	0	0	0	0	2	1	1	0	*	*	*
07:00	*	2	2	3	4	1	0	1	2	2	*	*	*	*
08:00	*	6	7	9	8	3	4	6	9	9	*	*	*	*
09:00	*	23	20	29	22	10	6	26	19	23	*	*	*	*
10:00	*	14	19	11	19	6	7	17	22	11	*	*	*	*
11:00	*	11	19	12	25	16	14	14	16	7	*	*	*	*
12:00	*	20	16	17	22	19	13	15	17	21	*	*	*	*
13:00	*	18	16	14	17	11	18	17	11	17	*	*	*	*
14:00	*	25	15	15	16	12	17	17	17	16	*	*	*	*
15:00	*	13	10	15	18	23	7	17	14	9	*	*	*	*
16:00	*	47	40	44	47	11	9	25	40	41	*	*	*	*
17:00	*	30	24	11	21	7	8	26	23	17	*	*	*	*
18:00	*	28	21	25	24	11	9	17	33	24	*	*	*	*
19:00	*	12	14	16	9	7	3	14	12	12	*	*	*	*
20:00	*	6	10	7	8	9	7	13	4	11	*	*	*	*
21:00	*	5	9	3	7	7	1	5	3	4	*	*	*	*
22:00	*	2	1	8	1	3	8	4	3	5	*	*	*	*
23:00	*	2	3	2	4	4	3	6	6	1	*	*	*	*
00:00	*	0	0	0	3	0	0	0	1	0	*	*	*	*
Summary Data														
0700-1900	0	247	221	218	248	136	115	211	233	207	0	0	0	0
0600-2200	0	262	243	239	268	156	131	234	245	229	0	0	0	0
0600-0000	0	264	246	241	275	160	134	240	252	230	0	0	0	0
0000-0000	0	266	248	241	276	160	137	242	253	234	1	0	0	0
0700-1000	0	43	46	49	49	19	17	49	50	43	0	0	0	0
1600-1900	0	70	59	52	54	25	20	57	68	53	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	23	20	29	22	10	7	26	22	23	0	0	0	0
10:00-16:00	0	47	40	44	47	23	18	25	40	41	0	0	0	0
16:00-19:00	0	30	24	25	24	11	9	26	33	24	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: 24/02/2020
Road Name: Pound Hill
Flow from : The Oval (N) to: St Georges Close (S)
Vehicle Classification: All Vehicles

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Hour Ending	Monday 24/02/2020	Tuesday 25/02/2020	Wednesday 26/02/2020	Thursday 27/02/2020	Friday 28/02/2020	Saturday 29/02/2020	Sunday 01/03/2020	Monday 02/03/2020	Tuesday 03/03/2020	Wednesday 04/03/2020	Thursday 05/03/2020	Friday 06/03/2020	Saturday 07/03/2020	Sunday 08/03/2020
01:00	*	*	1	0	0	0	0	0	0	0	0	*	*	*
02:00	*	*	0	0	0	0	0	0	1	0	0	*	*	*
03:00	*	*	1	1	0	0	1	1	1	1	1	*	*	*
04:00	*	*	0	0	0	0	0	0	0	0	0	*	*	*
05:00	*	2	2	3	2	0	0	0	0	1	1	*	*	*
06:00	*	2	5	4	2	0	0	1	3	3	4	*	*	*
07:00	*	14	14	11	16	3	1	14	12	14	*	*	*	*
08:00	*	22	21	22	12	6	4	27	20	17	*	*	*	*
09:00	*	54	48	50	66	13	6	41	58	47	*	*	*	*
10:00	*	20	22	18	17	14	11	21	23	20	*	*	*	*
11:00	*	20	25	19	29	15	15	25	22	24	*	*	*	*
12:00	*	21	22	22	16	26	23	17	26	20	*	*	*	*
13:00	*	25	15	18	16	24	14	20	18	20	*	*	*	*
14:00	*	21	13	29	24	17	16	18	15	17	*	*	*	*
15:00	*	35	17	32	28	17	13	24	31	17	*	*	*	*
16:00	*	37	27	33	30	15	14	29	40	27	*	*	*	*
17:00	*	14	29	16	26	14	11	28	17	24	*	*	*	*
18:00	*	14	18	20	24	9	10	16	18	13	*	*	*	*
19:00	*	9	7	11	10	12	7	16	10	12	*	*	*	*
20:00	*	8	9	7	9	8	2	13	10	10	*	*	*	*
21:00	*	5	8	0	7	2	3	6	4	9	*	*	*	*
22:00	*	7	3	3	1	1	4	3	6	1	*	*	*	*
23:00	*	1	2	2	0	1	1	2	2	3	*	*	*	*
00:00	*	1	1	2	4	1	0	2	2	2	*	*	*	*
Summary Data														
0700-1900	0	292	264	290	298	182	144	282	298	258	0	0	0	0
0600-2200	0	326	298	311	331	196	154	318	330	292	0	0	0	0
0600-0000	0	328	301	315	335	198	155	322	334	297	0	0	0	0
0000-0000	0	332	310	323	339	198	156	324	339	302	6	0	0	0
0700-1000	0	96	91	90	95	33	21	89	101	84	0	0	0	0
1600-1900	0	37	54	47	60	35	28	60	45	49	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	54	48	50	66	14	11	41	58	47	0	0	0	0
10:00-16:00	0	37	27	33	30	26	23	29	40	27	0	0	0	0
16:00-19:00	0	14	29	20	26	14	11	28	18	24	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: 24/02/2020
Road Name: Pound Hill

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
24/02/2020	-	-
25/02/2020	23.3	28.4
26/02/2020	23.9	29.5
27/02/2020	24.1	29.0
28/02/2020	23.7	29.3
29/02/2020	25.6	31.1
01/03/2020	25.2	31.4
02/03/2020	23.6	28.7
03/03/2020	24.2	29.5
04/03/2020	23.6	29.0
05/03/2020	-	-
06/03/2020	-	-
07/03/2020	-	-
08/03/2020	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
24/02/2020	-	-
25/02/2020	21.3	26.7
26/02/2020	21.8	27.2
27/02/2020	22.7	29.1
28/02/2020	21.9	27.6
29/02/2020	22.8	29.5
01/03/2020	23.5	29.8
02/03/2020	21.9	27.9
03/03/2020	22.3	28.1
04/03/2020	22.8	28.7
05/03/2020	-	-
06/03/2020	-	-
07/03/2020	-	-
08/03/2020	-	-

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
Saham Toney, Norfolk

Client:	AECOM		
Project Number:	ID05238		
Site Number:	Site 3		
Week Commencing:	24/02/2020		
Road Name:	Pages Lane		
Survey Type:	ATC		
Direction AB	Flow from	Old Hall Close (W)	to Pound Hill (E)
Direction BA	Flow from	Pound Hill (E)	to Old Hall Close (W)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	06.03.2020			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID05238			
File Ref	ID05238 Saham Toney, Norfolk - ATC Site 3			

Issue Sheet

Issued to	Date 13.03.2020			
Andrew Beard	E-mail			

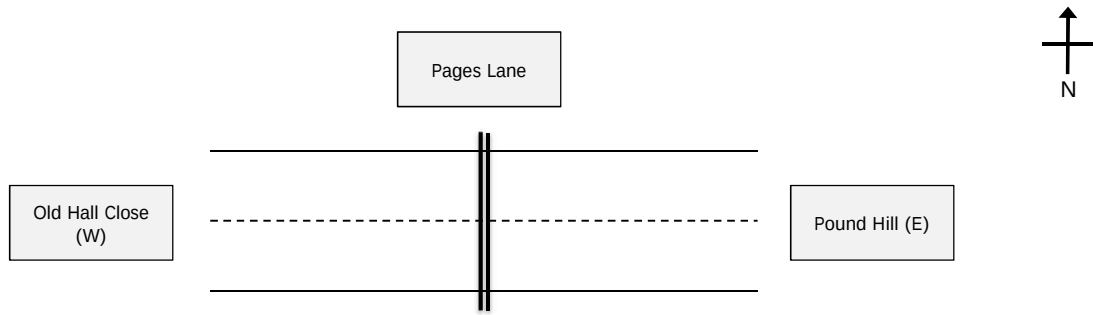
Intelligent Data - Automatic Traffic Count Output

Road Name	Pages Lane		
Direction AB	Old Hall Close (W)	to:	Pound Hill (E)
Direction BA	Pound Hill (E)	to:	Old Hall Close (W)

Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
52.586916,0.8021372	25/02/2020	05/03/2020	30

Link to location on Google Maps
Click Here

Location Plan



Photograph Record

Comments

Prepared by	Grant Daniel Breddy	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data - Automatic Traffic Count Output

AECOM

Saham Toney, Norfolk

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	0	0	0	0	0
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	1
01:45	0	0	0	0	0
02:00	0	1	0	0	1
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	1	1	0	0	2
04:45	2	0	0	0	2
05:00	1	0	0	0	1
05:15	0	0	0	0	1
05:30	1	1	0	0	2
05:45	1	2	0	0	3
06:00	2	2	1	1	5
06:15	2	5	0	0	7
06:30	5	6	1	1	13
06:45	4	8	1	1	14
07:00	6	6	0	1	13
07:15	7	8	0	0	15
07:30	13	11	1	1	26
07:45	9	7	1	1	18
08:00	14	10	1	0	26
08:15	12	11	0	0	23
08:30	12	10	0	0	22
08:45	13	14	1	1	29
09:00	16	8	0	1	26
09:15	8	8	1	0	18
09:30	7	10	0	0	18
09:45	9	9	1	0	19
10:00	8	8	1	1	18
10:15	7	6	1	0	15
10:30	10	10	0	1	21
10:45	8	10	1	1	20
11:00	10	9	1	1	21
11:15	7	9	1	0	17
11:30	7	8	1	0	16
11:45	8	8	1	1	18
12:00	8	12	1	1	22
12:15	5	7	1	0	13
12:30	9	8	0	1	19
12:45	9	8	1	0	18
13:00	7	10	1	1	18
13:15	8	11	1	0	21
13:30	9	9	0	1	18
13:45	7	10	1	0	18
14:00	7	12	1	2	22
14:15	10	9	1	1	21
14:30	10	10	0	0	20
14:45	10	13	0	0	23
15:00	13	12	1	2	28
15:15	12	10	1	0	22
15:30	10	12	1	1	24
15:45	8	10	0	0	18
16:00	12	11	0	1	25
16:15	11	12	1	2	25
16:30	15	14	3	0	32
16:45	13	15	1	1	30
17:00	12	13	1	0	26
17:15	11	11	0	1	22
17:30	10	10	0	0	20
17:45	11	9	1	1	23
18:00	9	11	0	0	21
18:15	6	8	0	0	14
18:30	7	8	0	0	16
18:45	6	7	0	0	12
19:00	3	9	0	0	12
19:15	5	3	0	0	9
19:30	4	3	0	0	7
19:45	2	3	0	0	5
20:00	6	3	0	0	10
20:15	2	2	0	0	5
20:30	4	3	0	0	6
20:45	3	2	0	0	4
21:00	2	2	0	0	4
21:15	3	2	0	0	5
21:30	3	1	0	0	4
21:45	2	2	0	0	3
22:00	2	1	0	0	2
22:15	1	2	0	0	3
22:30	0	1	0	0	1
22:45	1	1	0	0	2
23:00	1	1	0	0	2
23:15	0	1	0	0	1
23:30	0	0	0	0	0
23:45	1	0	0	0	1

Fig 1 - Average Two Way Flows Tue-Thur

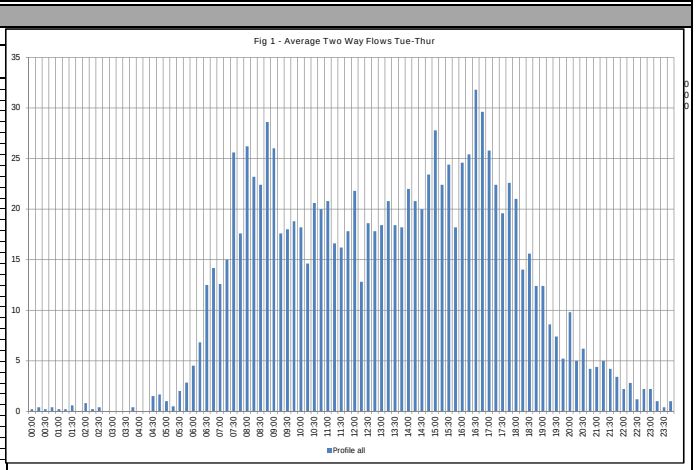
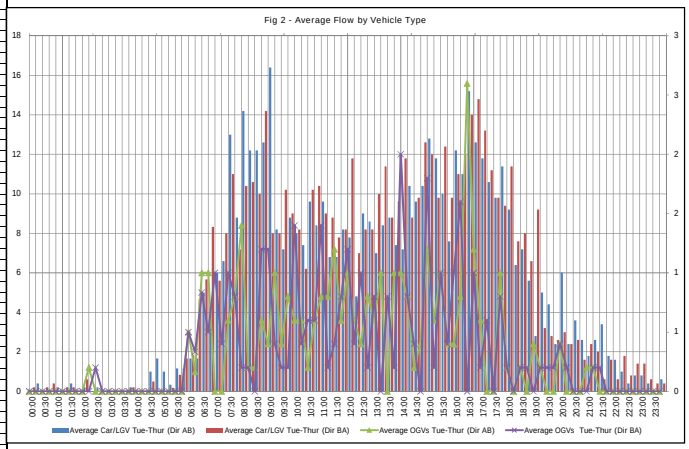


Fig 2 - Average Flow by Vehicle Type



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	29
Inter-Peak	15:00:00	15:15:00	28
PM Peak	16:30:00	16:45:00	32

Table 3 - Average HGV Content (Excluding PSV, M/C, P/C)

Category	% HGV - (AB)	% HGV - (BA)	% HGV - (All)
All	6.1%	5.9%	6.0%

Fig 3- Peak Interval Analysis

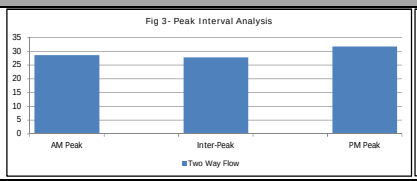
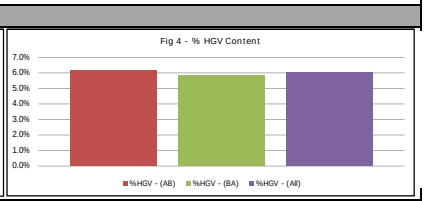


Fig 4 - % HGV Content



Variation Analysis - Week on Week (By Direction)

Fig 5 - Summary of Total Vehicles by Week - Channel AB

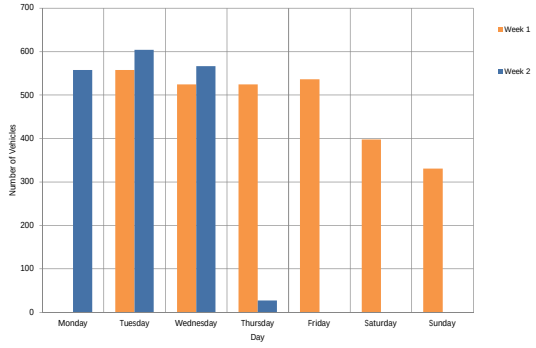
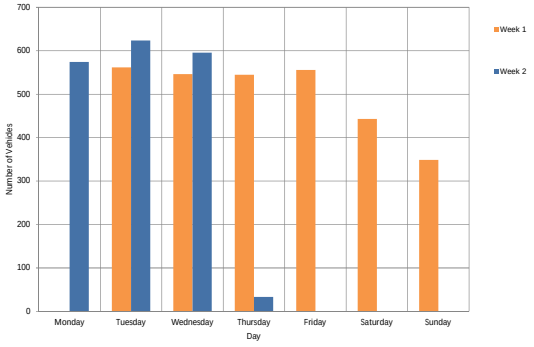


Fig 6 - Summary of Total Vehicles by Week - Channel BA



Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 3
Flow from: Old Hall Close (W) to: Pound Hill (E)

Date Monday 24/02/2020

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

Date	Tuesday	25/02/2020												
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	29.1	-
04:45	2	0	0	2	0	0	0	0	0	0	0	0	20.8	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	28.2	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	35.4	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	33.7	-
06:00	3	0	0	0	2	1	0	0	0	0	0	0	36.5	-
06:15	3	0	0	2	1	0	0	0	0	0	0	0	41	-
06:30	9	0	0	4	3	2	0	0	0	0	0	0	34.1	-
06:45	5	0	0	4	0	1	0	0	0	0	0	0	39.8	-
07:00	9	0	0	4	5	0	0	0	0	0	0	0	33.8	-
07:15	7	0	1	1	5	0	0	0	0	0	0	0	32	-
07:30	20	0	0	9	10	0	0	0	1	0	0	0	30.7	35.1
07:45	10	0	0	4	6	0	0	0	0	0	0	0	28.3	-
08:00	12	0	0	4	5	3	0	0	0	0	0	0	32.3	37.1
08:15	15	0	0	4	10	1	0	0	0	0	0	0	32	38.3
08:30	11	0	0	9	2	0	0	0	0	0	0	0	28.5	32.3
08:45	13	0	0	4	8	1	0	0	0	0	0	0	30.8	36.6
09:00	17	0	0	9	7	1	0	0	0	0	0	0	27.9	34.5
09:15	10	0	0	3	7	0	0	0	0	0	0	0	36.2	-
09:30	7	0	0	2	5	0	0	0	0	0	0	0	31.7	-
09:45	13	0	0	6	6	0	0	0	0	0	1	0	32.1	36.9
10:00	5	0	0	3	2	0	0	0	0	0	0	0	33.5	-
10:15	6	0	0	3	2	1	0	0	0	0	0	0	30.1	-
10:30	10	0	0	5	5	0	0	0	0	0	0	0	31.2	-
10:45	12	0	1	6	5	0	0	0	0	0	0	0	30	37
11:00	10	0	0	6	3	1	0	0	0	0	0	0	31.4	-
11:15	7	0	0	3	4	0	0	0	0	0	0	0	31.2	-
11:30	6	0	0	3	2	1	0	0	0	0	0	0	29.1	-
11:45	8	0	0	4	4	0	0	0	0	0	0	0	33.6	-
12:00	11	0	0	8	2	1	0	0	0	0	0	0	31.8	37.3
12:15	3	0	0	2	1	0	0	0	0	0	0	0	35.9	-
12:30	11	0	0	4	6	1	0	0	0	0	0	0	35.6	41.7
12:45	6	0	0	0	6	0	0	0	0	0	0	0	30	-
13:00	13	1	0	4	8	0	0	0	0	0	0	0	29	32.4
13:15	12	0	0	4	6	2	0	0	0	0	0	0	32.8	37
13:30	12	0	0	6	6	0	0	0	0	0	0	0	29.8	34.3
13:45	6	0	0	4	2	0	0	0	0	0	0	0	32.6	-
14:00	7	0	0	2	3	1	0	0	1	0	0	0	31.2	-
14:15	6	0	0	1	4	1	0	0	0	0	0	0	31.8	-
14:30	7	0	0	0	7	0	0	0	0	0	0	0	35	-
14:45	13	0	0	6	6	1	0	0	0	0	0	0	31.3	36.7
15:00	10	0	0	3	6	1	0	0	0	0	0	0	31.9	-
15:15	13	0	0	4	9	0	0	0	0	0	0	0	34.4	39.8
15:30	12	0	0	1	9	2	0	0	0	0	0	0	32.7	38
15:45	9	0	0	2	6	1	0	0	0	0	0	0	32.6	-
16:00	13	0	0	6	6	1	0	0	0	0	0	0	32	39
16:15	14	0	0	7	7	0	0	0	0	0	0	0	33.1	37.4
16:30	21	0	0	4	13	4	0	0	0	0	0	0	31.2	35.9
16:45	16	0	0	6	10	0	0	0	0	0	0	0	34.5	41.9
17:00	13	0	0	7	4	2	0	0	0	0	0	0	31.7	38.6
17:15	11	0	0	6	5	0	0	0	0	0	0	0	32.4	39.3
17:30	9	0	0	3	6	0	0	0	0	0	0	0	28.2	-
17:45	9	0	0	2	5	2	0	0	0	0	0	0	30.5	-
18:00	12	0	0	5	6	1	0	0	0	0	0	0	33	38.4
18:15	2	0	0	2	0	0	0	0	0	0	0	0	22.2	-
18:30	7	0	0	0	7	0	0	0	0	0	0	0	26.9	-
18:45	4	0	0	2	2	0	0	0	0	0	0	0	28.9	-
19:00	3	0	0	1	1	1	0	0	0	0	0	0	33.6	-
19:15	3	0	0	3	0	0	0	0	0	0	0	0	31.3	-
19:30	2	0	0	2	0	0	0	0	0	0	0	0	29	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	8	0	0	2	5	0	1	0	0	0	0	0	33.7	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	35.6	-
20:30	6	0	0	1	5	0	0	0	0	0	0	0	35	-
20:45	2	0	0	0	2	0	0	0	0	0	0	0	34	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	27.8	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	38.5	-
21:30	4	0	0	2	2	0	0	0	0	0	0	0	40.3	-
21:45	3	0	0	0	3	0	0	0	0	0	0	0	32.1	-
22:00	3	0	0	2	1	0	0	0	0	0	0	0	33.7	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	33.8	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	27.6	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	32	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	37.7	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	490	1	2	193	261	30	0	0	2	0	1	0	31.6	36.9
06-22	545	1	2	216	287	35	1	0	2	0	1	0	31.9	37.4
06-00	552	1	2	220	290	35	1	0	2	0	1	0	32.0	37.4
00-00	558	1	2	226	290	35	1	0	2	0	1	0	31.9	37.4

Date Wednesday 26/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	43.2	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	2	0	0	1	1	0	0	0	0	0	0	0	32.3	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	0	1	0	0	0	0	0	0	31.4	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	3	0	0	3	0	0	0	0	0	0	0	0	29.7	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	10.4	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	40.2	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	35.5	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	4	0	0	2	1	1	0	0	0	0	0	0	31.3	-
06:15	2	0	0	1	1	0	0	0	0	0	0	0	34.4	-
06:30	6	0	0	3	2	0	1	0	0	0	0	0	26.1	-
06:45	6	0	0	2	3	0	0	0	1	0	0	0	32.2	-
07:00	3	0	0	1	2	0	0	0	0	0	0	0	24.7	-
07:15	5	0	0	3	2	0	0	0	0	0	0	0	33.4	-
07:30	13	0	0	4	9	0	0	0	0	0	0	0	29.6	34.8
07:45	10	0	0	5	3	1	0	0	1	0	0	0	32.7	-
08:00	16	0	0	8	8	0	0	0	0	0	0	0	34.6	38.9
08:15	11	0	0	5	6	0	0	0	0	0	0	0	29.6	33.2
08:30	11	0	0	7	4	0	0	0	0	0	0	0	30.8	34.6
08:45	10	0	0	5	4	1	0	0	0	0	0	0	30.1	-
09:00	13	0	0	9	4	0	0	0	0	0	0	0	30.8	35.6
09:15	11	0	0	1	9	0	0	0	1	0	0	0	33.9	40.2
09:30	7	0	0	3	4	0	0	0	0	0	0	0	38.3	-
09:45	8	0	0	4	3	1	0	0	0	0	0	0	29.8	-
10:00	7	0	0	4	3	0	0	0	0	0	0	0	32.2	-
10:15	7	0	0	3	3	1	0	0	0	0	0	0	31.2	-
10:30	10	0	0	6	4	0	0	0	0	0	0	0	33.6	-
10:45	6	0	0	3	3	0	0	0	0	0	0	0	30.4	-
11:00	14	0	0	7	6	0	0	0	1	0	0	0	31.5	34.1
11:15	8	0	0	3	4	0	0	0	1	0	0	0	31.2	-
11:30	4	0	0	3	1	0	0	0	0	0	0	0	26	-
11:45	9	0	0	2	6	1	0	0	0	0	0	0	29.3	-
12:00	9	0	0	6	3	0	0	0	0	0	0	0	33.5	-
12:15	6	0	0	5	0	0	0	0	1	0	0	0	34.8	-
12:30	9	0	0	4	5	0	0	0	0	0	0	0	32.8	-
12:45	11	0	0	4	6	1	0	0	0	0	0	0	30.6	37.6
13:00	3	0	0	1	2	0	0	0	0	0	0	0	29	-
13:15	12	0	0	2	7	3	0	0	0	0	0	0	30.5	34.6
13:30	6	0	0	5	1	0	0	0	0	0	0	0	27.9	-
13:45	4	0	0	1	2	1	0	0	0	0	0	0	30.9	-
14:00	10	0	0	7	3	0	0	0	0	0	0	0	30.6	-
14:15	14	0	0	9	5	0	0	0	0	0	0	0	33.3	36.9
14:30	11	0	0	2	9	0	0	0	0	0	0	0	33.3	38
14:45	10	1	0	0	9	0	0	0	0	0	0	0	29.6	-
15:00	14	0	0	4	8	2	0	0	0	0	0	0	33.4	39.7
15:15	13	0	0	9	4	0	0	0	0	0	0	0	32.6	41.7
15:30	12	0	0	6	6	0	0	0	0	0	0	0	33.1	40.1
15:45	4	0	0	1	3	0	0	0	0	0	0	0	33.3	-
16:00	17	0	0	7	9	0	0	0	1	0	0	0	33.8	37.6
16:15	13	0	0	6	6	1	0	0	0	0	0	0	30.2	35.7
16:30	17	0	0	5	9	3	0	0	0	0	0	0	32.8	41
16:45	14	0	1	5	7	1	0	0	0	0	0	0	33.2	37.9
17:00	13	0	0	9	4	0	0	0	0	0	0	0	34.3	38.2
17:15	6	0	0	3	3	0	0	0	0	0	0	0	34.2	-
17:30	10	0	0	6	4	0	0	0	0	0	0	0	33.7	-
17:45	8	0	0	4	4	0	0	0	0	0	0	0	32	-
18:00	11	0	0	8	3	0	0	0	0	0	0	0	33.6	38
18:15	7	0	0	1	6	0	0	0	0	0	0	0	34	-
18:30	5	0	0	5	0	0	0	0	0	0	0	0	30.7	-
18:45	5	0	0	4	1	0	0	0	0	0	0	0	37.7	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	23.5	-
19:15	11	0	0	1	10	0	0	0	0	0	0	0	36.9	45.6
19:30	6	0	0	2	4	0	0	0	0	0	0	0	32	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	4	0	0	2	2	0	0	0	0	0	0	0	31.9	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	38.9	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	31.6	-
20:45	3	0	0	2	1	0	0	0	0	0	0	0	32.5	-
21:00	2	0	0	0	2	0	0	0	0	0	0	0	39	-
21:15	3	0	0	1	1	1	0	0	0	0	0	0	35.4	-
21:30	2	0	0	0	2	0	0	0	0	0	0	0	31	-
21:45	2	0	0	1	1	0	0	0	0	0	0	0	35.4	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	40.3	-
22:15	3	0	0	2	1	0	0	0	0	0	0	0	32	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	457	1	1	215	217	17	0	0	6	0	0	0	32.2	37.1
06-22	511	1	1	234	248	19	1	0	7	0	0	0	32.2	37.4
06-00	515	1	1	236	250	19	1	0	7	0	0	0	32.3	37.4
00-00	525	1	1	243	252	20	1	0	7	0	0	0	32.2	37.4

Date Thursday 27/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	32.2	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	1	0	0	0	0	0	0	0	0	37.2	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	2	0	0	2	0	0	0	0	0	0	0	0	12.1	-
05:00	2	0	0	2	0	0	0	0	0	0	0	0	36.2	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	30.6	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	32.6	-
05:45	2	0	0	1	1	0	0	0	0	0	0	0	32.3	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	32.8	-
06:15	3	0	0	1	1	1	0	0	0	0	0	0	28	-
06:30	3	0	0	1	2	0	0	0	0	0	0	0	36.3	-
06:45	8	0	0	3	4	1	0	0	0	0	0	0	29	-
07:00	7	0	1	2	4	0	0	0	0	0	0	0	33.4	-
07:15	9	0	0	6	3	0	0	0	0	0	0	0	29.9	-
07:30	8	0	0	4	3	0	1	0	0	0	0	0	33.2	-
07:45	8	0	0	3	5	0	0	0	0	0	0	0	26.8	-
08:00	16	0	0	5	10	1	0	0	0	0	0	0	32.7	36.9
08:15	11	0	0	7	4	0	0	0	0	0	0	0	33.6	37.6
08:30	11	0	0	7	4	0	0	0	0	0	0	0	31.9	40
08:45	18	0	0	4	14	0	0	0	0	0	0	0	31.6	34
09:00	14	0	0	5	8	1	0	0	0	0	0	0	31.3	32.9
09:15	8	0	0	5	2	1	0	0	0	0	0	0	31.1	-
09:30	4	0	0	2	2	0	0	0	0	0	0	0	32.4	-
09:45	7	0	0	2	4	0	1	0	0	0	0	0	34.6	-
10:00	7	0	0	3	3	1	0	0	0	0	0	0	30.7	-
10:15	11	1	0	6	4	0	0	0	0	0	0	0	26.7	31.2
10:30	4	0	0	1	3	0	0	0	0	0	0	0	33.3	-
10:45	7	0	0	6	1	0	0	0	0	0	0	0	33.6	-
11:00	12	0	0	3	8	1	0	0	0	0	0	0	28.6	31.8
11:15	8	0	0	2	5	1	0	0	0	0	0	0	29.2	-
11:30	8	0	0	3	5	0	0	0	0	0	0	0	30.2	-
11:45	6	0	0	2	2	1	0	0	1	0	0	0	32.6	-
12:00	7	0	0	2	4	0	1	0	0	0	0	0	28.1	-
12:15	7	0	0	3	4	0	0	0	0	0	0	0	32.6	-
12:30	12	0	0	3	9	0	0	0	0	0	0	0	32.2	37.1
12:45	6	0	0	2	2	2	0	0	0	0	0	0	28.9	-
13:00	7	0	0	3	4	0	0	0	0	0	0	0	30.6	-
13:15	10	0	0	6	4	0	0	0	0	0	0	0	31.2	-
13:30	6	0	0	2	4	0	0	0	0	0	0	0	30.9	-
13:45	9	0	0	2	6	1	0	0	0	0	0	0	30.9	-
14:00	9	0	0	5	2	2	0	0	0	0	0	0	32.9	-
14:15	11	0	0	5	6	0	0	0	0	0	0	0	30.4	36.1
14:30	12	0	0	5	7	0	0	0	0	0	0	0	30.3	34.4
14:45	13	0	0	7	6	0	0	0	0	0	0	0	31.2	37.5
15:00	12	0	0	7	5	0	0	0	0	0	0	0	33.4	38.7
15:15	13	0	0	4	9	0	0	0	0	0	0	0	30.4	33.5
15:30	8	0	0	2	3	2	0	0	1	0	0	0	30.6	-
15:45	9	0	0	3	6	0	0	0	0	0	0	0	30.8	-
16:00	12	0	0	7	5	0	0	0	0	0	0	0	33.2	38.8
16:15	11	1	0	4	5	1	0	0	0	0	0	0	30.4	35.7
16:30	16	0	0	3	10	3	0	0	0	0	0	0	32.6	40.9
16:45	14	0	0	5	8	1	0	0	0	0	0	0	34.7	40.2
17:00	11	0	0	6	4	1	0	0	0	0	0	0	29.1	35
17:15	9	0	0	7	2	0	0	0	0	0	0	0	34.1	-
17:30	12	0	0	6	6	0	0	0	0	0	0	0	33.3	37.8
17:45	11	0	0	3	7	0	0	0	1	0	0	0	34.3	40.9
18:00	8	0	0	5	3	0	0	0	0	0	0	0	33.2	-
18:15	8	0	0	7	1	0	0	0	0	0	0	0	31.4	-
18:30	10	0	0	6	4	0	0	0	0	0	0	0	30.3	-
18:45	5	0	0	2	3	0	0	0	0	0	0	0	29.8	-
19:00	5	0	0	2	2	1	0	0	0	0	0	0	34.6	-
19:15	1	0	0	0	1	0	0	0	0	0	0	0	59.4	-
19:30	4	0	0	3	1	0	0	0	0	0	0	0	34.8	-
19:45	2	0	0	0	2	0	0	0	0	0	0	0	35.7	-
20:00	4	0	0	1	3	0	0	0	0	0	0	0	34.1	-
20:15	2	0	0	2	0	0	0	0	0	0	0	0	31.6	-
20:30	3	0	0	1	2	0	0	0	0	0	0	0	34.4	-
20:45	3	0	0	2	1	0	0	0	0	0	0	0	35	-
21:00	2	0	0	0	2	0	0	0	0	0	0	0	41.4	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	37.1	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	31.7	-
21:45	2	0	0	2	0	0	0	0	0	0	0	0	37.2	-
22:00	2	0	0	2	0	0	0	0	0	0	0	0	37	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	41.7	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	29	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	2	0	0	1	1	0	0	0	0	0	0	0	44.8	-
07-19	462	2	1	200	233	20	3	0	3	0	0	0	31.5	36.3
06-22	509	2	1	221	256	23	3	0	3	0	0	0	31.7	36.7
06-00	515	2	1	226	257	23	3	0	3	0	0	0	31.8	36.7
00-00	525	2	1	235	258	23	3	0	3	0	0	0	31.8	36.7

Date Friday 28/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	0	0	1	0	0	0	0	0	23.9	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	0	0	2	0	0	0	0	0	0	0	0	31.9	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	3	0	0	2	0	1	0	0	0	0	0	0	37.1	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	44.7	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	36.4	-
06:00	2	0	0	1	1	0	0	0	0	0	0	0	36.8	-
06:15	3	0	0	0	2	0	0	0	1	0	0	0	33.9	-
06:30	6	0	0	4	1	0	1	0	0	0	0	0	31.3	-
06:45	8	0	0	3	4	1	0	0	0	0	0	0	30.8	-
07:00	2	0	0	1	1	0	0	0	0	0	0	0	36.1	-
07:15	7	0	0	4	2	0	1	0	0	0	0	0	33.8	-
07:30	10	0	0	4	5	0	1	0	0	0	0	0	28.8	-
07:45	17	0	0	11	6	0	0	0	0	0	0	0	32.3	34.6
08:00	11	0	0	3	6	2	0	0	0	0	0	0	30.7	36.1
08:15	11	0	0	4	5	0	1	0	1	0	0	0	30.8	34.5
08:30	21	0	0	13	7	0	1	0	0	0	0	0	30.8	36
08:45	11	0	0	4	7	0	0	0	0	0	0	0	30.3	35.1
09:00	7	0	0	3	3	1	0	0	0	0	0	0	34.1	-
09:15	11	0	0	6	5	0	0	0	0	0	0	0	29.1	33.9
09:30	7	0	0	0	6	0	1	0	0	0	0	0	29.1	-
09:45	13	0	0	9	3	0	0	0	1	0	0	0	30.8	32.6
10:00	10	0	0	6	3	0	0	0	1	0	0	0	31.5	-
10:15	3	1	0	1	0	0	1	0	0	0	0	0	27.3	-
10:30	8	0	0	7	1	0	0	0	0	0	0	0	31.9	-
10:45	4	0	0	0	4	0	0	0	0	0	0	0	37.5	-
11:00	11	0	0	8	3	0	0	0	0	0	0	0	28.6	35.2
11:15	7	0	0	6	0	1	0	0	0	0	0	0	25.4	-
11:30	7	0	0	3	3	1	0	0	0	0	0	0	30.3	-
11:45	11	0	0	7	4	0	0	0	0	0	0	0	32.7	37.9
12:00	13	0	0	6	6	1	0	0	0	0	0	0	30.7	33.4
12:15	13	0	0	7	6	0	0	0	0	0	0	0	32.1	35.9
12:30	10	0	0	6	3	1	0	0	0	0	0	0	32.6	-
12:45	12	0	0	6	6	0	0	0	0	0	0	0	30.7	35.7
13:00	8	0	0	2	5	1	0	0	0	0	0	0	32.8	-
13:15	8	0	0	3	3	2	0	0	0	0	0	0	32.5	-
13:30	8	0	0	4	4	0	0	0	0	0	0	0	30.1	-
13:45	9	0	0	7	2	0	0	0	0	0	0	0	28.9	-
14:00	8	0	0	4	3	0	1	0	0	0	0	0	31	-
14:15	6	0	0	0	5	1	0	0	0	0	0	0	30.5	-
14:30	9	0	0	4	4	0	0	0	1	0	0	0	31.6	-
14:45	13	0	0	5	6	2	0	0	0	0	0	0	35.1	39.4
15:00	9	0	0	5	2	2	0	0	0	0	0	0	32.2	-
15:15	16	0	0	7	9	0	0	0	0	0	0	0	36.4	41.6
15:30	7	0	0	1	3	3	0	0	0	0	0	0	33.7	-
15:45	11	0	0	4	6	0	0	0	1	0	0	0	30.5	35.1
16:00	13	0	0	8	5	0	0	0	0	0	0	0	30.3	33.2
16:15	9	0	0	4	5	0	0	0	0	0	0	0	33.9	-
16:30	21	0	0	8	9	3	0	0	1	0	0	0	30.5	35
16:45	13	0	0	3	9	1	0	0	0	0	0	0	34.6	41.4
17:00	9	0	0	4	5	0	0	0	0	0	0	0	34.7	-
17:15	9	0	0	1	7	1	0	0	0	0	0	0	31.5	-
17:30	10	0	0	6	2	1	1	0	0	0	0	0	30.9	-
17:45	6	0	0	2	4	0	0	0	0	0	0	0	33	-
18:00	7	0	0	3	3	1	0	0	0	0	0	0	32.8	-
18:15	5	0	0	3	2	0	0	0	0	0	0	0	31.2	-
18:30	2	0	0	2	0	0	0	0	0	0	0	0	32.4	-
18:45	4	0	0	2	2	0	0	0	0	0	0	0	30.8	-
19:00	1	0	0	0	1	0	0	0	0	0	0	0	32.6	-
19:15	6	0	0	4	2	0	0	0	0	0	0	0	33.1	-
19:30	6	0	0	3	2	1	0	0	0	0	0	0	34.9	-
19:45	3	0	0	3	0	0	0	0	0	0	0	0	39	-
20:00	7	0	0	1	6	0	0	0	0	0	0	0	37.4	-
20:15	4	0	0	3	1	0	0	0	0	0	0	0	34.2	-
20:30	2	0	0	0	2	0	0	0	0	0	0	0	29.5	-
20:45	4	0	0	1	3	0	0	0	0	0	0	0	31.8	-
21:00	3	0	0	1	2	0	0	0	0	0	0	0	35.9	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	33.2	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	37.4	-
22:00	2	0	0	0	2	0	0	0	0	0	0	0	30.5	-
22:15	2	0	0	1	1	0	0	0	0	0	0	0	39	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	31.3	-
22:45	3	0	0	1	2	0	0	0	0	0	0	0	38.8	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	4	0	0	1	3	0	0	0	0	0	0	0	34	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	2	0	0	0	2	0	0	0	0	0	0	0	32.1	-
07-19	457	1	0	217	200	25	8	0	6	0	0	0	31.6	36.2
06-22	514	1	0	242	228	27	9	0	7	0	0	0	31.9	36.5
06-00	528	1	0	245	239	27	9	0	7	0	0	0	31.9	36.7
00-00	536	1	0	249	241	28	10	0	7	0	0	0	32.0	36.8

Date Saturday 29/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	33.1	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	2	0	0	0	2	0	0	0	0	0	0	0	38.1	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	46.5	-
04:45	1	0	0	0	1	0	0	0	0	0	0	0	37	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	42	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	4	0	0	2	2	0	0	0	0	0	0	0	35.7	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	37.7	-
06:30	2	0	0	0	2	0	0	0	0	0	0	0	33.9	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	4	0	0	3	1	0	0	0	0	0	0	0	30.3	-
07:30	2	0	0	1	1	0	0	0	0	0	0	0	34.5	-
07:45	3	0	0	2	1	0	0	0	0	0	0	0	36.7	-
08:00	8	0	0	3	5	0	0	0	0	0	0	0	32.3	-
08:15	6	0	0	3	2	0	1	0	0	0	0	0	32.5	-
08:30	14	0	0	2	12	0	0	0	0	0	0	0	35.6	41.9
08:45	11	0	0	4	6	1	0	0	0	0	0	0	33	40
09:00	3	0	0	1	1	0	1	0	0	0	0	0	29.4	-
09:15	5	0	0	3	2	0	0	0	0	0	0	0	31.8	-
09:30	10	0	0	5	5	0	0	0	0	0	0	0	32.9	-
09:45	7	0	0	1	6	0	0	0	0	0	0	0	33.9	-
10:00	9	0	0	6	3	0	0	0	0	0	0	0	28.3	-
10:15	7	0	0	3	4	0	0	0	0	0	0	0	32.5	-
10:30	8	0	0	3	5	0	0	0	0	0	0	0	31.9	-
10:45	13	0	0	4	9	0	0	0	0	0	0	0	32.6	37.6
11:00	7	0	0	4	2	1	0	0	0	0	0	0	29.9	-
11:15	8	0	0	3	3	1	0	0	1	0	0	0	29	-
11:30	7	0	0	3	4	0	0	0	0	0	0	0	29.8	-
11:45	8	1	0	3	3	1	0	0	0	0	0	0	30.2	-
12:00	16	0	0	7	9	0	0	0	0	0	0	0	33.2	38.8
12:15	8	0	0	3	5	0	0	0	0	0	0	0	32	-
12:30	12	0	0	5	7	0	0	0	0	0	0	0	32.9	38.2
12:45	10	0	0	6	4	0	0	0	0	0	0	0	32	-
13:00	11	0	0	3	7	1	0	0	0	0	0	0	32	36.5
13:15	11	0	0	6	5	0	0	0	0	0	0	0	33.4	38.1
13:30	7	0	0	3	4	0	0	0	0	0	0	0	31.7	-
13:45	4	0	0	1	3	0	0	0	0	0	0	0	35.5	-
14:00	9	0	0	5	4	0	0	0	0	0	0	0	26.7	-
14:15	6	0	0	4	1	1	0	0	0	0	0	0	35.1	-
14:30	3	0	0	1	2	0	0	0	0	0	0	0	36.2	-
14:45	7	0	0	3	4	0	0	0	0	0	0	0	35.4	-
15:00	8	0	0	4	3	1	0	0	0	0	0	0	29.6	-
15:15	10	0	1	4	4	1	0	0	0	0	0	0	27.3	-
15:30	5	0	0	2	3	0	0	0	0	0	0	0	32.6	-
15:45	9	0	0	3	6	0	0	0	0	0	0	0	35.5	-
16:00	10	0	0	6	4	0	0	0	0	0	0	0	32.5	-
16:15	7	0	0	2	5	0	0	0	0	0	0	0	34.4	-
16:30	8	0	0	2	5	0	1	0	0	0	0	0	32.6	-
16:45	7	0	0	3	4	0	0	0	0	0	0	0	32.1	-
17:00	5	0	0	3	1	0	1	0	0	0	0	0	30.4	-
17:15	6	0	0	4	2	0	0	0	0	0	0	0	32.7	-
17:30	6	0	0	2	4	0	0	0	0	0	0	0	31.3	-
17:45	7	0	0	3	4	0	0	0	0	0	0	0	37.3	-
18:00	2	0	0	1	1	0	0	0	0	0	0	0	28.9	-
18:15	7	0	0	3	4	0	0	0	0	0	0	0	35.8	-
18:30	7	0	0	3	4	0	0	0	0	0	0	0	32	-
18:45	2	0	0	1	1	0	0	0	0	0	0	0	40.1	-
19:00	3	0	0	2	1	0	0	0	0	0	0	0	32.2	-
19:15	3	0	0	2	1	0	0	0	0	0	0	0	32.3	-
19:30	7	0	0	1	6	0	0	0	0	0	0	0	35.1	-
19:45	3	0	0	1	2	0	0	0	0	0	0	0	36.9	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	45.7	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	40.8	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	27.8	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	38.9	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	34	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	39.5	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	7	0	0	3	4	0	0	0	0	0	0	0	41.6	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	53.4	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	44.8	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	34.5	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	36.3	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	350	1	1	150	185	8	4	0	1	0	0	0	32.4	38.1
06-22	377	1	1	162	200	8	4	0	1	0	0	0	32.6	38.4
06-00	388	1	1	166	207	8	4	0	1	0	0	0	32.8	38.9
00-00	398	1	1	171	212	8	4	0	1	0	0	0	33.0	39.3

Date Sunday 01/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	26.7	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	31.7	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	0	0	1	0	0	0	0	0	31.5	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	28.6	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	2	0	0	1	0	1	0	0	0	0	0	0	34.2	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	3	0	0	1	2	0	0	0	0	0	0	0	37.6	-
06:45	2	0	0	0	1	0	0	0	1	0	0	0	27.4	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	3	0	0	0	2	0	1	0	0	0	0	0	31	-
07:30	2	0	0	0	2	0	0	0	0	0	0	0	29.1	-
07:45	3	0	1	1	1	0	0	0	0	0	0	0	26.7	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	2	0	0	1	1	0	0	0	0	0	0	0	30.5	-
08:30	1	0	0	0	1	0	0	0	0	0	0	0	37.5	-
08:45	1	0	0	1	0	0	0	0	0	0	0	0	28.4	-
09:00	4	1	0	1	2	0	0	0	0	0	0	0	34.3	-
09:15	3	0	0	1	2	0	0	0	0	0	0	0	35.4	-
09:30	7	0	0	5	2	0	0	0	0	0	0	0	35.7	-
09:45	9	1	0	2	5	0	0	0	1	0	0	0	33.7	-
10:00	7	0	0	1	6	0	0	0	0	0	0	0	32.6	-
10:15	7	0	0	4	3	0	0	0	0	0	0	0	31.2	-
10:30	7	0	0	1	6	0	0	0	0	0	0	0	36.8	-
10:45	12	0	0	4	8	0	0	0	0	0	0	0	31.3	34.8
11:00	8	0	0	4	4	0	0	0	0	0	0	0	34	-
11:15	7	0	0	1	6	0	0	0	0	0	0	0	31.7	-
11:30	3	0	0	3	0	0	0	0	0	0	0	0	33.3	-
11:45	7	0	0	4	3	0	0	0	0	0	0	0	32.4	-
12:00	9	0	0	5	4	0	0	0	0	0	0	0	32.4	-
12:15	13	0	0	7	5	0	0	0	0	0	0	1	33.2	37.6
12:30	5	0	0	2	3	0	0	0	0	0	0	0	32.9	-
12:45	5	0	0	1	4	0	0	0	0	0	0	0	30.4	-
13:00	7	0	1	5	1	0	0	0	0	0	0	0	32.2	-
13:15	8	0	0	6	2	0	0	0	0	0	0	0	33.5	-
13:30	9	0	1	4	4	0	0	0	0	0	0	0	32.3	-
13:45	7	0	0	1	6	0	0	0	0	0	0	0	34.3	-
14:00	7	0	0	3	4	0	0	0	0	0	0	0	29.2	-
14:15	5	0	0	2	3	0	0	0	0	0	0	0	30.2	-
14:30	5	0	0	2	3	0	0	0	0	0	0	0	31	-
14:45	8	0	0	1	7	0	0	0	0	0	0	0	33.2	-
15:00	7	0	0	2	4	1	0	0	0	0	0	0	30.7	-
15:15	12	0	0	4	8	0	0	0	0	0	0	0	30	32.9
15:30	8	0	0	2	6	0	0	0	0	0	0	0	30.4	-
15:45	9	0	0	5	4	0	0	0	0	0	0	0	30.3	-
16:00	11	0	0	6	5	0	0	0	0	0	0	0	34.9	38.7
16:15	8	0	0	3	5	0	0	0	0	0	0	0	31	-
16:30	6	0	0	3	3	0	0	0	0	0	0	0	30.4	-
16:45	3	0	0	0	2	1	0	0	0	0	0	0	39.9	-
17:00	8	0	0	4	3	0	1	0	0	0	0	0	34.4	-
17:15	5	0	0	0	4	1	0	0	0	0	0	0	32.6	-
17:30	6	0	0	3	3	0	0	0	0	0	0	0	33.2	-
17:45	3	0	0	2	1	0	0	0	0	0	0	0	35.7	-
18:00	3	0	0	0	3	0	0	0	0	0	0	0	26.9	-
18:15	2	0	0	0	2	0	0	0	0	0	0	0	31.8	-
18:30	7	0	0	3	4	0	0	0	0	0	0	0	40	-
18:45	7	0	0	1	6	0	0	0	0	0	0	0	35.5	-
19:00	3	0	0	0	2	0	1	0	0	0	0	0	34.6	-
19:15	3	0	0	0	3	0	0	0	0	0	0	0	32.8	-
19:30	2	0	0	0	2	0	0	0	0	0	0	0	35.9	-
19:45	2	0	0	1	1	0	0	0	0	0	0	0	23.8	-
20:00	5	0	0	2	3	0	0	0	0	0	0	0	40.6	-
20:15	2	0	0	1	1	0	0	0	0	0	0	0	35.2	-
20:30	3	0	0	1	2	0	0	0	0	0	0	0	34	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	4	0	0	3	1	0	0	0	0	0	0	0	34.9	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	37.8	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	29.6	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	32.8	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	34.5	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	28.2	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	35.6	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	29	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	2	0	0	0	2	0	0	0	0	0	0	0	38.2	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	286	2	3	111	163	3	2	0	1	0	0	1	32.7	37.9
06-22	319	2	3	122	183	3	3	0	2	0	0	1	32.9	38.3
06-00	325	2	3	124	187	3	3	0	2	0	0	1	32.9	38.3
00-00	331	2	3	125	190	4	4	0	2	0	0	1	32.8	38.3

Date Monday 02/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	25.6	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	37.5	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	1	1	0	0	0	0	0	0	0	34	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	33.4	-
06:00	1	0	0	0	0	0	1	0	0	0	0	0	32	-
06:15	2	0	0	1	1	0	0	0	0	0	0	0	33.7	-
06:30	5	0	0	2	2	0	0	0	1	0	0	0	31.5	-
06:45	5	0	0	4	0	1	0	0	0	0	0	0	29.3	-
07:00	5	0	0	3	2	0	0	0	0	0	0	0	33.5	-
07:15	5	0	0	3	2	0	0	0	0	0	0	0	35.3	-
07:30	17	0	0	9	7	0	0	0	1	0	0	0	33.1	39.1
07:45	10	0	0	7	3	0	0	0	0	0	0	0	31.7	-
08:00	12	0	0	5	7	0	0	0	0	0	0	0	32.3	39.1
08:15	9	0	0	5	3	0	0	0	0	0	0	1	31.9	-
08:30	13	0	0	6	7	0	0	0	0	0	0	0	31.2	40.2
08:45	15	0	0	3	12	0	0	0	0	0	0	0	31.9	37.8
09:00	14	0	0	7	5	1	0	0	1	0	0	0	30.7	36.5
09:15	14	0	0	6	8	0	0	0	0	0	0	0	31.4	33.7
09:30	11	0	0	6	4	0	0	0	1	0	0	0	32.1	38.1
09:45	9	0	0	3	5	1	0	0	0	0	0	0	31	-
10:00	10	0	0	5	4	1	0	0	0	0	0	0	29.3	-
10:15	8	0	0	4	3	0	0	0	1	0	0	0	27.6	-
10:30	10	0	0	5	4	1	0	0	0	0	0	0	34.4	-
10:45	11	0	0	7	4	0	0	0	0	0	0	0	30.3	34.9
11:00	6	0	0	3	2	1	0	0	0	0	0	0	28.1	-
11:15	13	0	0	6	5	2	0	0	0	0	0	0	29.3	31.9
11:30	4	0	0	2	1	1	0	0	0	0	0	0	29.9	-
11:45	7	0	0	2	4	1	0	0	0	0	0	0	34.6	-
12:00	9	0	0	4	4	1	0	0	0	0	0	0	34.2	-
12:15	11	0	0	5	5	1	0	0	0	0	0	0	28.9	34.8
12:30	6	0	0	3	3	0	0	0	0	0	0	0	32.1	-
12:45	7	0	0	1	5	1	0	0	0	0	0	0	33.6	-
13:00	10	0	0	5	5	0	0	0	0	0	0	0	32.2	-
13:15	5	0	0	2	3	0	0	0	0	0	0	0	37.2	-
13:30	8	0	0	4	4	0	0	0	0	0	0	0	31.3	-
13:45	10	0	0	4	6	0	0	0	0	0	0	0	33.4	-
14:00	14	1	0	9	4	0	0	0	0	0	0	0	30.5	34.8
14:15	15	0	0	5	10	0	0	0	0	0	0	0	32.6	36.5
14:30	13	0	0	6	6	1	0	0	0	0	0	0	32.4	40.4
14:45	13	0	0	5	8	0	0	0	0	0	0	0	33.2	35.9
15:00	10	0	0	4	4	2	0	0	0	0	0	0	28.9	-
15:15	11	0	0	4	7	0	0	0	0	0	0	0	31.1	35.7
15:30	8	0	0	1	7	0	0	0	0	0	0	0	36.7	-
15:45	5	0	0	3	2	0	0	0	0	0	0	0	35.8	-
16:00	11	0	0	2	6	2	0	0	1	0	0	0	34.2	43.4
16:15	7	0	0	3	3	1	0	0	0	0	0	0	33.2	-
16:30	16	0	0	6	7	3	0	0	0	0	0	0	31.5	38.2
16:45	15	0	0	4	11	0	0	0	0	0	0	0	36.4	43.3
17:00	20	0	0	6	13	1	0	0	0	0	0	0	34.1	40.3
17:15	19	0	0	8	10	1	0	0	0	0	0	0	32.7	36.7
17:30	9	0	0	5	4	0	0	0	0	0	0	0	30.2	-
17:45	4	0	0	0	3	1	0	0	0	0	0	0	29.5	-
18:00	4	0	0	0	4	0	0	0	0	0	0	0	43.6	-
18:15	12	0	0	8	4	0	0	0	0	0	0	0	32.3	37.4
18:30	4	0	0	2	2	0	0	0	0	0	0	0	32.9	-
18:45	3	0	0	2	1	0	0	0	0	0	0	0	35.1	-
19:00	7	0	0	3	4	0	0	0	0	0	0	0	35.2	-
19:15	8	0	0	2	6	0	0	0	0	0	0	0	37.3	-
19:30	5	0	0	0	5	0	0	0	0	0	0	0	38.3	-
19:45	3	0	0	1	2	0	0	0	0	0	0	0	34	-
20:00	4	0	0	2	2	0	0	0	0	0	0	0	41.8	-
20:15	4	0	0	2	1	1	0	0	0	0	0	0	37.8	-
20:30	4	0	0	2	2	0	0	0	0	0	0	0	34.5	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	34.7	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	26.3	-
21:15	6	0	0	1	5	0	0	0	0	0	0	0	31.8	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	29.8	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	33.3	-
22:00	4	0	0	2	1	1	0	0	0	0	0	0	33.8	-
22:15	3	0	0	1	2	0	0	0	0	0	0	0	31.5	-
22:30	2	0	0	2	0	0	0	0	0	0	0	0	36.9	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	20.4	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	2	0	0	1	1	0	0	0	0	0	0	0	38.9	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	482	1	0	208	243	24	0	0	5	0	0	1	32.3	37.5
06-22	541	1	0	230	276	26	1	0	6	0	0	1	32.5	37.7
06-00	553	1	0	236	281	27	1	0	6	0	0	1	32.6	37.7
00-00	558	1	0	239	283	27	1	0	6	0	0	1	32.6	37.7

Date Tuesday 03/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	25.2	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	0	1	0	0	0	0	0	0	0	31.8	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	21.9	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	3	0	0	3	0	0	0	0	0	0	0	0	29.7	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	47.1	-
06:00	1	0	0	0	1	0	0	0	0	0	0	0	31.1	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	8	0	0	4	2	2	0	0	0	0	0	0	33	-
06:45	1	0	0	0	0	1	0	0	0	0	0	0	36.3	-
07:00	8	0	0	4	4	0	0	0	0	0	0	0	31.6	-
07:15	8	0	0	6	2	0	0	0	0	0	0	0	31.7	-
07:30	18	0	0	10	8	0	0	0	0	0	0	0	32.9	39.7
07:45	9	0	0	4	4	0	0	0	1	0	0	0	30.6	-
08:00	18	0	0	8	9	1	0	0	0	0	0	0	32.5	39.6
08:15	13	0	0	4	8	0	0	0	0	0	0	1	31.5	37.2
08:30	22	0	0	12	9	1	0	0	0	0	0	0	33.3	39.6
08:45	14	0	0	8	6	0	0	0	0	0	0	0	31	33.5
09:00	15	0	0	9	6	0	0	0	0	0	0	0	30.8	35
09:15	7	0	0	3	2	2	0	0	0	0	0	0	32.6	-
09:30	6	0	0	3	3	0	0	0	0	0	0	0	31.9	-
09:45	11	0	0	3	8	0	0	0	0	0	0	0	33.5	37.5
10:00	13	0	0	5	6	2	0	0	0	0	0	0	31.9	35.8
10:15	10	0	0	7	2	1	0	0	0	0	0	0	25.6	-
10:30	13	0	0	6	7	0	0	0	0	0	0	0	29.9	32.8
10:45	13	0	0	6	6	1	0	0	0	0	0	0	31.6	36.4
11:00	6	0	0	3	2	1	0	0	0	0	0	0	31.1	-
11:15	6	0	0	1	3	2	0	0	0	0	0	0	31.6	-
11:30	11	0	0	3	5	2	0	0	0	0	1	0	33.2	38.1
11:45	11	0	0	3	8	0	0	0	0	0	0	0	30.4	33.4
12:00	7	0	0	1	5	1	0	0	0	0	0	0	27.8	-
12:15	4	0	0	1	2	0	0	0	1	0	0	0	35.4	-
12:30	4	0	0	1	3	0	0	0	0	0	0	0	26.7	-
12:45	10	0	0	7	3	0	0	0	0	0	0	0	30.3	-
13:00	9	0	0	4	5	0	0	0	0	0	0	0	29.4	-
13:15	6	0	0	3	3	0	0	0	0	0	0	0	34.2	-
13:30	10	0	0	3	7	0	0	0	0	0	0	0	30.9	-
13:45	10	0	0	3	6	1	0	0	0	0	0	0	30.8	-
14:00	7	0	0	3	3	1	0	0	0	0	0	0	34.7	-
14:15	14	0	0	4	9	1	0	0	0	0	0	0	27.8	32.7
14:30	11	0	0	3	7	1	0	0	0	0	0	0	32.2	39.9
14:45	9	0	0	6	2	1	0	0	0	0	0	0	30.6	-
15:00	23	0	0	8	13	2	0	0	0	0	0	0	31.2	36.6
15:15	12	0	0	5	6	1	0	0	0	0	0	0	33.7	40.4
15:30	8	0	0	2	6	0	0	0	0	0	0	0	33.5	-
15:45	9	0	0	4	4	1	0	0	0	0	0	0	29.4	-
16:00	7	0	0	3	4	0	0	0	0	0	0	0	37.1	-
16:15	11	0	0	5	5	1	0	0	0	0	0	0	32.1	38.1
16:30	16	0	0	4	10	2	0	0	0	0	0	0	32.1	35.1
16:45	17	0	0	6	9	2	0	0	0	0	0	0	33.3	37.6
17:00	10	0	0	5	5	0	0	0	0	0	0	0	32.8	-
17:15	18	0	0	8	10	0	0	0	0	0	0	0	31.8	36.7
17:30	8	0	0	2	6	0	0	0	0	0	0	0	34.3	-
17:45	21	0	0	14	6	1	0	0	0	0	0	0	33.1	38.3
18:00	7	0	0	3	4	0	0	0	0	0	0	0	33.1	-
18:15	4	0	0	1	3	0	0	0	0	0	0	0	32.3	-
18:30	5	0	0	0	5	0	0	0	0	0	0	0	31.9	-
18:45	8	0	0	4	4	0	0	0	0	0	0	0	27.9	-
19:00	4	0	0	2	2	0	0	0	0	0	0	0	37.1	-
19:15	8	0	0	3	4	1	0	0	0	0	0	0	32.9	-
19:30	4	0	0	4	0	0	0	0	0	0	0	0	28.9	-
19:45	7	0	0	1	6	0	0	0	0	0	0	0	33.2	-
20:00	8	0	0	3	5	0	0	0	0	0	0	0	32.9	-
20:15	8	0	0	3	5	0	0	0	0	0	0	0	31.4	-
20:30	6	0	0	5	1	0	0	0	0	0	0	0	32.8	-
20:45	4	0	0	1	3	0	0	0	0	0	0	0	32.6	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	33.9	-
21:15	5	0	0	3	2	0	0	0	0	0	0	0	35.8	-
21:30	8	0	0	1	7	0	0	0	0	0	0	0	32.6	-
21:45	2	0	0	1	1	0	0	0	0	0	0	0	31.8	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	28.8	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	2	0	0	0	2	0	0	0	0	0	0	0	32.4	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	27.4	-
07-19	517	0	0	221	263	29	0	0	2	0	1	1	31.7	36.9
06-22	593	0	0	253	303	33	0	0	2	0	1	1	31.9	37.0
06-00	597	0	0	253	307	33	0	0	2	0	1	1	31.8	37.0
00-00	604	0	0	257	310	33	0	0	2	0	1	1	31.8	37.0

Date Wednesday 04/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	32.1	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	2	0	0	2	0	0	0	0	0	0	0	0	30.8	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	39.4	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	28.3	-
06:00	2	0	0	1	1	0	0	0	0	0	0	0	34.8	-
06:15	1	0	0	0	1	0	0	0	0	0	0	0	32	-
06:30	4	0	0	3	1	0	0	0	0	0	0	0	25.7	-
06:45	4	0	0	2	2	0	0	0	0	0	0	0	34.7	-
07:00	4	0	0	3	1	0	0	0	0	0	0	0	31.4	-
07:15	5	0	0	2	3	0	0	0	0	0	0	0	22.8	-
07:30	9	0	0	3	5	0	0	0	1	0	0	0	31.7	-
07:45	11	0	0	2	8	1	0	0	0	0	0	0	32.4	39.7
08:00	16	0	0	7	7	1	0	1	0	0	0	0	30.6	40.1
08:15	14	0	0	7	6	0	0	0	0	0	0	1	31.1	33
08:30	7	0	0	3	4	0	0	0	0	0	0	0	33.4	-
08:45	11	0	0	4	6	1	0	0	0	0	0	0	32.3	37.9
09:00	25	0	0	15	10	0	0	0	0	0	0	0	27.9	32.2
09:15	10	0	0	1	8	1	0	0	0	0	0	0	33.6	-
09:30	14	0	0	6	6	0	0	0	2	0	0	0	32.7	37.6
09:45	9	0	0	5	3	1	0	0	0	0	0	0	31.7	-
10:00	11	0	0	3	8	0	0	0	0	0	0	0	30.3	35
10:15	7	0	0	3	4	0	0	0	0	0	0	0	28.1	-
10:30	12	0	0	6	5	0	1	0	0	0	0	0	26.8	34.6
10:45	8	0	0	3	3	2	0	0	0	0	0	0	32.3	-
11:00	10	0	0	5	5	0	0	0	0	0	0	0	30.7	-
11:15	9	0	0	3	6	0	0	0	0	0	0	0	35.3	-
11:30	11	0	0	4	5	2	0	0	0	0	0	0	33.3	39.2
11:45	10	0	0	3	7	0	0	0	0	0	0	0	32	-
12:00	10	0	0	2	6	1	0	0	1	0	0	0	26	-
12:15	7	0	0	2	4	1	0	0	0	0	0	0	34.7	-
12:30	11	0	0	3	7	0	0	0	1	0	0	0	33.7	39.7
12:45	15	0	1	6	7	1	0	0	0	0	0	0	30.9	33.9
13:00	7	0	0	2	2	3	0	0	0	0	0	0	33.2	-
13:15	7	0	0	4	3	0	0	0	0	0	0	0	33.2	-
13:30	10	0	0	8	2	0	0	0	0	0	0	0	33.3	-
13:45	13	0	0	9	2	2	0	0	0	0	0	0	31.9	33.5
14:00	8	0	0	3	5	0	0	0	0	0	0	0	32.1	-
14:15	11	0	0	3	6	2	0	0	0	0	0	0	30.2	36.2
14:30	8	0	0	4	4	0	0	0	0	0	0	0	33.3	-
14:45	10	0	0	5	5	0	0	0	0	0	0	0	36	-
15:00	11	0	0	5	5	1	0	0	0	0	0	0	34.7	39.3
15:15	11	0	0	4	5	2	0	0	0	0	0	0	33.2	38.7
15:30	15	0	0	5	10	0	0	0	0	0	0	0	32.6	35.4
15:45	9	0	0	4	5	0	0	0	0	0	0	0	33.9	-
16:00	14	0	0	8	6	0	0	0	0	0	0	0	32.8	39.8
16:15	11	0	0	6	4	1	0	0	0	0	0	0	33.2	39.5
16:30	19	0	0	6	12	1	0	0	0	0	0	0	30.6	34
16:45	9	0	0	2	5	2	0	0	0	0	0	0	34.5	-
17:00	15	0	0	8	7	0	0	0	0	0	0	0	32.7	35.7
17:15	9	0	0	3	6	0	0	0	0	0	0	0	35.9	-
17:30	10	0	0	2	8	0	0	0	0	0	0	0	31.9	-
17:45	13	0	0	4	8	1	0	0	0	0	0	0	34.9	41.6
18:00	9	0	0	4	5	0	0	0	0	0	0	0	30.3	-
18:15	11	0	0	7	4	0	0	0	0	0	0	0	31.3	38
18:30	10	0	0	7	2	0	1	0	0	0	0	0	28.9	-
18:45	6	0	0	5	1	0	0	0	0	0	0	0	29.9	-
19:00	3	0	0	1	2	0	0	0	0	0	0	0	36.3	-
19:15	3	0	0	1	2	0	0	0	0	0	0	0	35.8	-
19:30	6	0	0	3	3	0	0	0	0	0	0	0	30.6	-
19:45	3	0	0	2	1	0	0	0	0	0	0	0	40.7	-
20:00	8	0	0	3	4	1	0	0	0	0	0	0	35.2	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	30	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	45.3	-
21:00	3	0	0	0	2	0	1	0	0	0	0	0	38.5	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	28.4	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	24.2	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	34.6	-
22:15	2	0	0	0	2	0	0	0	0	0	0	0	29.7	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	31.8	-
23:00	2	0	0	0	2	0	0	0	0	0	0	0	29.9	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	26.8	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	512	0	1	219	256	27	2	1	5	0	0	1	31.8	36.4
06-22	555	0	1	238	278	28	3	1	5	0	0	1	31.9	36.8
06-00	562	0	1	240	283	28	3	1	5	0	0	1	31.9	36.7
00-00	567	0	1	244	284	28	3	1	5	0	0	1	31.9	36.7

Date Thursday 05/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	0	0	1	1	0	0	0	0	0	0	0	34.5	-
04:45	2	0	0	2	0	0	0	0	0	0	0	0	34.5	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	43	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	37.6	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	30.6	-
05:45	2	0	0	0	2	0	0	0	0	0	0	0	31	-
06:00	2	0	0	1	0	0	0	0	0	0	1	0	27.2	-
06:15	2	0	0	2	0	0	0	0	0	0	0	0	34	-
06:30	6	0	0	4	1	1	0	0	0	0	0	0	30.9	-
06:45	8	0	0	3	3	2	0	0	0	0	0	0	31.3	-
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	18	0	0	10	4	3	0	0	0	0	1	0		
06-00	18	0	0	10	4	3	0	0	0	0	1	0		
00-00	27	0	0	16	7	3	0	0	0	0	1	0		

Date	Friday	06/03/2020												
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 07/03/2020

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	08/03/2020												
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: AECOM
Project Number: ID05238
Junction Number: Site 3
Flow from: Pound Hill (E) to: Old Hall Close (W)

Date Monday 24/02/2020

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

Date Tuesday 25/02/2020

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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	0	1	0	0	0	0	0	0	0	26.4	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	18.5	-
05:45	2	0	0	0	2	0	0	0	0	0	0	0	33.6	-
06:00	1	0	0	0	1	0	0	0	0	0	0	0	30.5	-
06:15	2	0	0	1	1	0	0	0	0	0	0	0	42.5	-
06:30	6	0	0	1	4	1	0	0	0	0	0	0	34.2	-
06:45	10	0	0	3	7	0	0	0	0	0	0	0	30.9	-
07:00	6	0	0	0	3	1	0	0	1	0	0	1	30.6	-
07:15	7	0	0	3	4	0	0	0	0	0	0	0	30.8	-
07:30	10	0	0	4	5	1	0	0	0	0	0	0	32.2	-
07:45	10	0	0	2	7	1	0	0	0	0	0	0	32.2	-
08:00	12	0	0	6	6	0	0	0	0	0	0	0	30.8	37.4
08:15	11	0	0	7	4	0	0	0	0	0	0	0	31.3	38.4
08:30	8	0	0	3	5	0	0	0	0	0	0	0	30.3	-
08:45	13	0	0	2	11	0	0	0	0	0	0	0	34.6	39.8
09:00	10	0	0	4	6	0	0	0	0	0	0	0	31.7	-
09:15	9	0	0	5	4	0	0	0	0	0	0	0	29.7	-
09:30	8	0	0	1	7	0	0	0	0	0	0	0	32.8	-
09:45	11	0	0	5	6	0	0	0	0	0	0	0	31.4	37
10:00	8	0	0	1	6	1	0	0	0	0	0	0	29.9	-
10:15	7	0	0	1	5	1	0	0	0	0	0	0	29.6	-
10:30	12	0	0	5	7	0	0	0	0	0	0	0	29.6	33
10:45	11	0	1	2	5	1	0	0	1	0	1	0	31.6	37.2
11:00	12	0	0	4	7	1	0	0	0	0	0	0	33.6	37.5
11:15	10	0	0	7	3	0	0	0	0	0	0	0	27.2	-
11:30	10	0	0	7	2	0	0	0	1	0	0	0	32	-
11:45	9	0	0	3	6	0	0	0	0	0	0	0	30.5	-
12:00	16	0	0	5	9	2	0	0	0	0	0	0	28.9	33.1
12:15	11	0	0	5	5	0	0	0	0	0	1	0	31.6	39.3
12:30	7	0	0	1	6	0	0	0	0	0	0	0	34.5	-
12:45	10	0	0	4	6	0	0	0	0	0	0	0	31.5	-
13:00	13	0	0	7	5	1	0	0	0	0	0	0	29.2	37.3
13:15	11	0	0	8	3	0	0	0	0	0	0	0	29.2	34.4
13:30	5	0	0	1	3	1	0	0	0	0	0	0	30.6	-
13:45	10	0	0	5	5	0	0	0	0	0	0	0	30.9	-
14:00	8	0	0	3	4	1	0	0	0	0	0	0	31.8	-
14:15	7	0	0	4	3	0	0	0	0	0	0	0	29.3	-
14:30	12	0	0	5	7	0	0	0	0	0	0	0	29.2	32.8
14:45	17	0	0	6	11	0	0	0	0	0	0	0	30.7	38.9
15:00	12	0	0	6	4	2	0	0	0	0	0	0	30.1	34.3
15:15	8	0	1	4	3	0	0	0	0	0	0	0	29.5	-
15:30	12	0	0	2	8	1	0	0	0	0	1	0	33.9	42
15:45	6	0	0	2	4	0	0	0	0	0	0	0	35.1	-
16:00	10	0	0	2	8	0	0	0	0	0	0	0	31	-
16:15	15	0	1	5	7	2	0	0	0	0	0	0	32.5	37.6
16:30	13	0	0	8	5	0	0	0	0	0	0	0	28.8	33.1
16:45	14	0	0	5	9	0	0	0	0	0	0	0	36.2	42.9
17:00	14	0	0	8	6	0	0	0	0	0	0	0	29.8	40.8
17:15	14	0	0	6	6	2	0	0	0	0	0	0	33.1	39.6
17:30	9	0	0	5	4	0	0	0	0	0	0	0	31.2	-
17:45	13	0	0	5	6	1	1	0	0	0	0	0	31.6	40
18:00	8	0	0	3	5	0	0	0	0	0	0	0	31.4	-
18:15	5	0	0	4	1	0	0	0	0	0	0	0	31.6	-
18:30	8	0	0	4	4	0	0	0	0	0	0	0	30.8	-
18:45	8	0	0	2	6	0	0	0	0	0	0	0	31.3	-
19:00	16	0	0	7	9	0	0	0	0	0	0	0	38.4	42.8
19:15	3	0	0	3	0	0	0	0	0	0	0	0	32.4	-
19:30	3	0	0	1	2	0	0	0	0	0	0	0	38.4	-
19:45	2	0	0	1	0	1	0	0	0	0	0	0	29	-
20:00	5	0	0	3	2	0	0	0	0	0	0	0	28.8	-
20:15	2	0	0	0	2	0	0	0	0	0	0	0	34.5	-
20:30	3	0	0	3	0	0	0	0	0	0	0	0	38.1	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	3	0	0	1	2	0	0	0	0	0	0	0	34.8	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	3	0	0	1	2	0	0	0	0	0	0	0	35.7	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	29.3	-
22:15	4	0	0	3	1	0	0	0	0	0	0	0	29.3	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	29.9	-
23:00	3	0	0	2	1	0	0	0	0	0	0	0	29.5	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	490	0	3	197	262	20	1	0	3	0	3	1	31.2	37.0
06-22	549	0	3	222	294	22	1	0	3	0	3	1	31.6	37.7
06-00	558	0	3	229	296	22	1	0	3	0	3	1	31.6	37.7
00-00	562	0	3	229	300	22	1	0	3	0	3	1	31.5	37.7

Date Wednesday 26/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	22.8	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	30.1	-
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	35.2	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	0	0	1	0	0	0	0	0	0	36.8	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	43.8	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	0	1	0	0	0	0	0	0	0	30.4	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	1	0	0	0	0	0	0	0	24.5	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	32.2	-
06:00	2	0	0	1	1	0	0	0	0	0	0	0	30	-
06:15	3	0	0	1	2	0	0	0	0	0	0	0	32.2	-
06:30	6	0	0	2	3	1	0	0	0	0	0	0	32.6	-
06:45	4	0	0	0	4	0	0	0	0	0	0	0	35	-
07:00	9	0	0	5	3	0	0	0	1	0	0	0	31.2	-
07:15	5	0	0	1	3	1	0	0	0	0	0	0	32.4	-
07:30	13	0	0	4	8	1	0	0	0	0	0	0	31.1	35.9
07:45	5	0	0	2	2	1	0	0	0	0	0	0	30.9	-
08:00	11	0	0	7	4	0	0	0	0	0	0	0	34.5	37.1
08:15	12	0	0	7	4	0	0	0	1	0	0	0	31.1	39
08:30	9	0	0	3	6	0	0	0	0	0	0	0	34.8	-
08:45	17	0	0	8	7	1	0	0	1	0	0	0	32.9	42.1
09:00	3	0	0	1	1	0	1	0	0	0	0	0	29.4	-
09:15	8	0	0	3	4	1	0	0	0	0	0	0	31.1	-
09:30	9	0	0	3	5	1	0	0	0	0	0	0	29.7	-
09:45	10	0	0	3	7	0	0	0	0	0	0	0	28.5	-
10:00	10	0	0	3	5	1	0	1	0	0	0	0	32.3	-
10:15	9	0	0	6	3	0	0	0	0	0	0	0	33.3	-
10:30	8	0	0	2	6	0	0	0	0	0	0	0	27.3	-
10:45	10	0	0	7	3	0	0	0	0	0	0	0	31.1	-
11:00	10	1	0	4	2	2	0	0	1	0	0	0	26.5	-
11:15	13	0	0	4	8	1	0	0	0	0	0	0	30.5	34.4
11:30	10	0	0	4	6	0	0	0	0	0	0	0	28.6	-
11:45	11	0	0	5	5	1	0	0	0	0	0	0	29.8	33.7
12:00	8	0	0	2	5	1	0	0	0	0	0	0	31.9	-
12:15	8	0	0	3	4	1	0	0	0	0	0	0	32.4	-
12:30	10	0	0	3	6	1	0	0	0	0	0	0	28.4	-
12:45	3	0	0	0	3	0	0	0	0	0	0	0	28.4	-
13:00	5	0	0	3	1	1	0	0	0	0	0	0	31.5	-
13:15	10	0	0	6	4	0	0	0	0	0	0	0	29.7	-
13:30	12	0	0	4	8	0	0	0	0	0	0	0	33.8	37.5
13:45	6	0	0	4	2	0	0	0	0	0	0	0	35.6	-
14:00	17	0	0	8	5	3	0	1	0	0	0	0	32	39.2
14:15	8	0	0	5	3	0	0	0	0	0	0	0	34.6	-
14:30	9	0	0	7	2	0	0	0	0	0	0	0	33.2	-
14:45	15	1	0	9	5	0	0	0	0	0	0	0	30.2	35.6
15:00	17	0	0	6	9	2	0	0	0	0	0	0	31.2	35.3
15:15	9	0	0	3	6	0	0	0	0	0	0	0	31.2	-
15:30	9	0	0	4	5	0	0	0	0	0	0	0	29.6	-
15:45	11	0	0	6	5	0	0	0	0	0	0	0	37	46.1
16:00	9	0	0	3	5	1	0	0	0	0	0	0	35.6	-
16:15	13	0	0	2	9	2	0	0	0	0	0	0	33.4	38.5
16:30	17	0	0	9	8	0	0	0	0	0	0	0	27.6	32.5
16:45	14	0	0	7	7	0	0	0	0	0	0	0	37.1	44.5
17:00	9	0	0	4	5	0	0	0	0	0	0	0	31.9	-
17:15	12	0	0	6	5	1	0	0	0	0	0	0	33.2	46.2
17:30	12	0	0	5	7	0	0	0	0	0	0	0	31.6	37
17:45	10	0	0	4	4	0	1	0	0	0	0	1	32.4	-
18:00	21	0	0	6	14	0	0	0	1	0	0	0	34.4	41
18:15	9	0	0	3	6	0	0	0	0	0	0	0	30.1	-
18:30	5	0	0	2	2	1	0	0	0	0	0	0	32.8	-
18:45	5	0	0	2	3	0	0	0	0	0	0	0	29.4	-
19:00	5	0	0	5	0	0	0	0	0	0	0	0	29.4	-
19:15	4	0	0	3	1	0	0	0	0	0	0	0	32.9	-
19:30	2	0	0	1	1	0	0	0	0	0	0	0	23.6	-
19:45	2	0	0	0	2	0	0	0	0	0	0	0	34.6	-
20:00	5	1	0	4	0	0	0	0	0	0	0	0	30	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	37.2	-
20:45	3	0	0	0	3	0	0	0	0	0	0	0	35	-
21:00	2	0	0	2	0	0	0	0	0	0	0	0	37.1	-
21:15	6	0	0	1	4	0	1	0	0	0	0	0	42.4	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	3	0	0	3	0	0	0	0	0	0	0	0	32.4	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	26.7	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	30	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	36.2	-
23:15	2	0	0	1	1	0	0	0	0	0	0	0	35.5	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	485	2	0	208	240	25	2	2	5	0	0	1	31.7	36.8
06-22	533	3	0	231	262	26	3	2	5	0	0	1	31.9	37.2
06-00	538	3	0	233	265	26	3	2	5	0	0	1	31.9	37.3
00-00	546	3	0	234	271	27	3	2	5	0	0	1	31.9	37.2

Date Thursday 27/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	33.7	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	33.1	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	42.7	-
06:00	3	0	0	1	1	1	0	0	0	0	0	0	32.8	-
06:15	5	0	0	1	3	1	0	0	0	0	0	0	33.9	-
06:30	3	0	0	0	3	0	0	0	0	0	0	0	30.2	-
06:45	13	0	0	7	4	0	0	0	1	0	1	0	30.8	36.1
07:00	3	0	0	1	0	1	0	0	0	0	0	1	28.7	-
07:15	13	0	0	5	7	1	0	0	0	0	0	0	34.2	38.4
07:30	14	0	0	7	6	1	0	0	0	0	0	0	31.6	35.7
07:45	7	0	0	3	4	0	0	0	0	0	0	0	33.1	-
08:00	9	0	0	7	2	0	0	0	0	0	0	0	36	-
08:15	10	0	0	4	6	0	0	0	0	0	0	0	32.4	-
08:30	9	0	0	4	5	0	0	0	0	0	0	0	32.4	-
08:45	18	0	0	8	9	1	0	0	0	0	0	0	32	38.4
09:00	4	0	0	2	1	1	0	0	0	0	0	0	32.8	-
09:15	7	0	0	4	3	0	0	0	0	0	0	0	33.9	-
09:30	11	0	0	4	7	0	0	0	0	0	0	0	32.7	37.2
09:45	6	0	0	5	1	0	0	0	0	0	0	0	31.1	-
10:00	8	0	0	5	3	0	0	0	0	0	0	0	31.7	-
10:15	2	0	0	1	0	1	0	0	0	0	0	0	29.2	-
10:30	7	0	0	4	2	1	0	0	0	0	0	0	32.1	-
10:45	10	0	0	4	6	0	0	0	0	0	0	0	33.5	-
11:00	8	0	0	4	3	1	0	0	0	0	0	0	30	-
11:15	7	0	0	4	3	0	0	0	0	0	0	0	28.2	-
11:30	8	0	0	3	4	1	0	0	0	0	0	0	34.2	-
11:45	8	0	0	4	4	0	0	0	0	0	0	0	31.8	-
12:00	9	0	0	1	7	1	0	0	0	0	0	0	32	-
12:15	10	0	0	5	5	0	0	0	0	0	0	0	31.3	-
12:30	9	0	0	5	2	2	0	0	0	0	0	0	31.9	-
12:45	8	0	0	4	4	0	0	0	0	0	0	0	28.6	-
13:00	12	0	0	6	5	0	0	0	0	0	0	1	28.8	31.9
13:15	4	0	0	0	4	0	0	0	0	0	0	0	33.5	-
13:30	8	0	0	4	3	1	0	0	0	0	0	0	28.6	-
13:45	7	0	0	4	3	0	0	0	0	0	0	0	31.2	-
14:00	18	0	0	9	8	1	0	0	0	0	0	0	30.8	36.4
14:15	13	0	0	6	6	1	0	0	0	0	0	0	31.5	39.1
14:30	10	0	0	4	6	0	0	0	0	0	0	0	29.8	-
14:45	9	0	0	6	3	0	0	0	0	0	0	0	35.4	-
15:00	15	0	1	8	6	0	0	0	0	0	0	0	33.5	40.4
15:15	15	0	0	4	11	0	0	0	0	0	0	0	33.3	37.8
15:30	16	0	1	7	7	1	0	0	0	0	0	0	29.8	38.9
15:45	13	0	0	3	10	0	0	0	0	0	0	0	32.9	38.5
16:00	15	0	0	6	8	0	0	0	1	0	0	0	34.6	38
16:15	16	0	0	3	11	2	0	0	0	0	0	0	31.1	38.1
16:30	14	0	0	7	7	0	0	0	0	0	0	0	35	42.9
16:45	19	0	0	10	8	1	0	0	0	0	0	0	31.9	38.4
17:00	11	0	0	5	6	0	0	0	0	0	0	0	31.3	37.9
17:15	10	0	0	5	5	0	0	0	0	0	0	0	32.2	-
17:30	8	0	0	4	4	0	0	0	0	0	0	0	28.7	-
17:45	9	0	0	4	4	1	0	0	0	0	0	0	34.3	-
18:00	6	0	0	2	4	0	0	0	0	0	0	0	32.1	-
18:15	6	0	0	4	2	0	0	0	0	0	0	0	33.4	-
18:30	10	0	0	6	4	0	0	0	0	0	0	0	36.9	-
18:45	7	0	0	4	3	0	0	0	0	0	0	0	32.6	-
19:00	8	0	0	3	5	0	0	0	0	0	0	0	32.9	-
19:15	2	0	0	0	1	1	0	0	0	0	0	0	38.8	-
19:30	4	0	0	2	1	1	0	0	0	0	0	0	37.4	-
19:45	4	0	0	1	3	0	0	0	0	0	0	0	28.4	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	38.8	-
20:15	6	0	0	4	2	0	0	0	0	0	0	0	36.4	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	33.3	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	21.6	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	36.6	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	28.4	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	2	0	0	2	0	0	0	0	0	0	0	0	41.5	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	2	0	0	0	2	0	0	0	0	0	0	0	38.5	-
22:45	2	0	0	1	1	0	0	0	0	0	0	0	40.3	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	38.1	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	42.3	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	40.5	-
07-19	476	0	2	219	232	20	0	0	1	0	0	2	32.2	37.7
06-22	532	0	2	242	259	24	0	0	2	0	1	2	32.2	37.7
06-00	542	0	2	248	263	24	0	0	2	0	1	2	32.4	38.1
00-00	545	0	2	250	264	24	0	0	2	0	1	2	32.4	38.1

Date Friday 28/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	31.4	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	0	1	0	0	0	0	0	0	34.3	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	4	0	0	0	4	0	0	0	0	0	0	0	31.1	-
06:15	4	0	0	2	2	0	0	0	0	0	0	0	31.7	-
06:30	9	0	0	5	1	3	0	0	0	0	0	0	30.5	-
06:45	4	0	0	1	2	0	0	0	1	0	0	0	32.6	-
07:00	6	0	0	1	4	0	0	0	1	0	0	0	37.3	-
07:15	7	0	0	2	3	1	1	0	0	0	0	0	31.4	-
07:30	13	0	0	4	8	1	0	0	0	0	0	0	33.5	39.6
07:45	3	0	0	1	1	1	0	0	0	0	0	0	32.9	-
08:00	9	0	0	6	2	0	0	0	1	0	0	0	33.6	-
08:15	8	0	0	5	3	0	0	0	0	0	0	0	35.8	-
08:30	14	0	0	4	8	1	1	0	0	0	0	0	32.8	36.7
08:45	12	0	0	8	4	0	0	0	0	0	0	0	32.2	36.3
09:00	12	0	0	6	6	0	0	0	0	0	0	0	30.8	34
09:15	10	0	0	3	6	1	0	0	0	0	0	0	25.5	-
09:30	11	0	0	6	5	0	0	0	0	0	0	0	28.9	35.4
09:45	8	0	0	4	4	0	0	0	0	0	0	0	30	-
10:00	13	0	0	5	7	0	1	0	0	0	0	0	30.2	37.3
10:15	9	0	0	3	5	1	0	0	0	0	0	0	30.9	-
10:30	10	0	0	4	6	0	0	0	0	0	0	0	32.6	-
10:45	15	0	1	4	10	0	0	0	0	0	0	0	31.7	37.5
11:00	14	0	0	5	6	2	1	0	0	0	0	0	30.6	35.9
11:15	11	0	0	4	7	0	0	0	0	0	0	0	29.4	32.8
11:30	12	0	0	2	10	0	0	0	0	0	0	0	32.8	40.6
11:45	11	0	0	8	3	0	0	0	0	0	0	0	31.3	34.4
12:00	10	0	0	5	2	1	1	0	1	0	0	0	29.7	-
12:15	8	0	0	6	2	0	0	0	0	0	0	0	33.9	-
12:30	9	0	0	4	4	1	0	0	0	0	0	0	35.8	-
12:45	7	0	0	3	4	0	0	0	0	0	0	0	31.4	-
13:00	10	0	0	5	5	0	0	0	0	0	0	0	31.7	-
13:15	6	0	0	1	5	0	0	0	0	0	0	0	34.2	-
13:30	8	0	0	4	3	1	0	0	0	0	0	0	24.7	-
13:45	13	0	0	3	9	1	0	0	0	0	0	0	32.2	38.1
14:00	7	0	0	2	4	1	0	0	0	0	0	0	32.6	-
14:15	14	0	0	7	6	1	0	0	0	0	0	0	30.9	37.2
14:30	7	0	0	2	5	0	0	0	0	0	0	0	34.1	-
14:45	16	0	0	9	7	0	0	0	0	0	0	0	33.8	38.5
15:00	14	0	0	5	8	1	0	0	0	0	0	0	33.9	41.7
15:15	14	0	0	5	7	2	0	0	0	0	0	0	32.1	36
15:30	9	0	0	4	5	0	0	0	0	0	0	0	33.2	-
15:45	9	0	0	6	1	0	1	0	1	0	0	0	31.6	-
16:00	18	0	0	8	9	1	0	0	0	0	0	0	29.6	38.8
16:15	11	0	0	5	3	2	0	0	1	0	0	0	34.5	43.8
16:30	12	0	0	8	4	0	0	0	0	0	0	0	28.6	36.5
16:45	9	0	0	0	9	0	0	0	0	0	0	0	30.3	-
17:00	8	0	0	2	5	1	0	0	0	0	0	0	34.3	-
17:15	10	0	0	5	4	0	0	0	1	0	0	0	29.6	-
17:30	13	0	0	4	7	1	1	0	0	0	0	0	32.1	41.8
17:45	6	0	0	4	1	1	0	0	0	0	0	0	27.8	-
18:00	9	0	0	6	3	0	0	0	0	0	0	0	29.3	-
18:15	7	0	0	3	4	0	0	0	0	0	0	0	31.7	-
18:30	7	0	0	3	4	0	0	0	0	0	0	0	31.8	-
18:45	12	0	0	3	9	0	0	0	0	0	0	0	35.5	40.5
19:00	8	0	0	2	6	0	0	0	0	0	0	0	37.1	-
19:15	4	0	0	2	2	0	0	0	0	0	0	0	32.1	-
19:30	1	0	0	0	1	0	0	0	0	0	0	0	34.5	-
19:45	6	0	0	3	3	0	0	0	0	0	0	0	31.8	-
20:00	5	0	0	2	3	0	0	0	0	0	0	0	32.4	-
20:15	4	0	0	4	0	0	0	0	0	0	0	0	30.9	-
20:30	2	0	0	0	2	0	0	0	0	0	0	0	36.9	-
20:45	3	0	0	0	3	0	0	0	0	0	0	0	41.8	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	38.5	-
21:15	1	0	0	0	1	0	0	0	0	0	0	0	27.5	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	33	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	2	0	0	2	0	0	0	0	0	0	0	0	39.3	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	34.9	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	32.3	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	39.4	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	33.6	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	491	0	1	207	247	23	7	0	6	0	0	0	31.7	37.4
06-22	548	0	1	228	279	26	7	0	7	0	0	0	31.9	37.5
06-00	554	0	1	232	281	26	7	0	7	0	0	0	31.9	37.6
00-00	556	0	1	232	282	27	7	0	7	0	0	0	31.9	37.6

Date Saturday 29/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	35.4	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	26.7	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	28.8	-
06:00	1	0	0	0	0	1	0	0	0	0	0	0	28.3	-
06:15	2	0	0	1	1	0	0	0	0	0	0	0	28.7	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	4	0	0	2	2	0	0	0	0	0	0	0	32.6	-
07:15	3	0	0	0	3	0	0	0	0	0	0	0	31.3	-
07:30	2	0	1	1	0	0	0	0	0	0	0	0	29.6	-
07:45	11	0	0	3	8	0	0	0	0	0	0	0	35.5	42
08:00	6	0	0	3	3	0	0	0	0	0	0	0	35.2	-
08:15	2	0	0	0	2	0	0	0	0	0	0	0	34.8	-
08:30	4	0	0	3	1	0	0	0	0	0	0	0	29.6	-
08:45	2	0	0	0	2	0	0	0	0	0	0	0	29.7	-
09:00	11	0	0	4	7	0	0	0	0	0	0	0	33	41.7
09:15	7	0	0	4	3	0	0	0	0	0	0	0	31.1	-
09:30	10	0	0	3	6	0	1	0	0	0	0	0	32.8	-
09:45	9	0	0	3	6	0	0	0	0	0	0	0	35.7	-
10:00	12	0	0	4	7	1	0	0	0	0	0	0	30.7	39
10:15	8	0	0	3	4	1	0	0	0	0	0	0	32.6	-
10:30	8	0	0	2	5	1	0	0	0	0	0	0	33.1	-
10:45	13	0	0	7	6	0	0	0	0	0	0	0	33.2	37.8
11:00	8	0	0	5	3	0	0	0	0	0	0	0	32.8	-
11:15	11	0	0	3	8	0	0	0	0	0	0	0	30.7	35.4
11:30	7	0	0	3	4	0	0	0	0	0	0	0	30	-
11:45	6	0	0	4	2	0	0	0	0	0	0	0	34.8	-
12:00	6	0	0	2	3	1	0	0	0	0	0	0	26.9	-
12:15	13	0	0	7	6	0	0	0	0	0	0	0	35.7	41.8
12:30	8	0	0	1	7	0	0	0	0	0	0	0	32.8	-
12:45	10	0	0	7	3	0	0	0	0	0	0	0	29.5	-
13:00	8	0	0	4	4	0	0	0	0	0	0	0	32.6	-
13:15	13	0	0	9	4	0	0	0	0	0	0	0	33	37.2
13:30	12	0	1	5	6	0	0	0	0	0	0	0	27.9	34.9
13:45	11	0	0	7	4	0	0	0	0	0	0	0	33.9	39.2
14:00	12	0	1	4	6	1	0	0	0	0	0	0	30.5	35.1
14:15	20	0	0	10	10	0	0	0	0	0	0	0	32.2	36.7
14:30	7	0	0	2	5	0	0	0	0	0	0	0	32.5	-
14:45	11	0	0	7	4	0	0	0	0	0	0	0	32.3	40.6
15:00	9	0	0	3	6	0	0	0	0	0	0	0	32.5	-
15:15	9	0	0	4	5	0	0	0	0	0	0	0	31.1	-
15:30	9	0	0	7	2	0	0	0	0	0	0	0	30	-
15:45	4	0	0	1	3	0	0	0	0	0	0	0	31	-
16:00	12	0	0	3	7	2	0	0	0	0	0	0	34.4	41.6
16:15	7	0	0	5	2	0	0	0	0	0	0	0	33.9	-
16:30	9	0	0	3	6	0	0	0	0	0	0	0	32.7	-
16:45	6	0	0	4	2	0	0	0	0	0	0	0	33	-
17:00	11	0	0	3	8	0	0	0	0	0	0	0	31.4	37.6
17:15	8	0	0	5	3	0	0	0	0	0	0	0	29.3	-
17:30	9	0	0	5	4	0	0	0	0	0	0	0	34.7	-
17:45	12	0	0	9	3	0	0	0	0	0	0	0	34.6	40.7
18:00	6	0	0	3	3	0	0	0	0	0	0	0	32.4	-
18:15	5	0	0	1	3	0	1	0	0	0	0	0	36.7	-
18:30	6	0	0	1	5	0	0	0	0	0	0	0	35.9	-
18:45	2	0	0	1	1	0	0	0	0	0	0	0	38	-
19:00	6	0	0	2	4	0	0	0	0	0	0	0	38.2	-
19:15	4	0	0	2	2	0	0	0	0	0	0	0	37	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	3	0	0	1	2	0	0	0	0	0	0	0	37.5	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	45.8	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	43.1	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	32	-
21:00	5	0	0	2	3	0	0	0	0	0	0	0	35.9	-
21:15	4	0	0	1	3	0	0	0	0	0	0	0	34.8	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	39.3	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	3	0	0	1	2	0	0	0	0	0	0	0	39.4	-
22:15	2	0	0	2	0	0	0	0	0	0	0	0	20.2	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	37.3	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	42.1	-
23:00	4	0	0	3	1	0	0	0	0	0	0	0	37.7	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	26.8	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	399	0	3	180	207	7	2	0	0	0	0	0	32.5	37.6
06-22	428	0	3	193	222	8	2	0	0	0	0	0	32.8	38.1
06-00	440	0	3	200	227	8	2	0	0	0	0	0	32.8	38.2
00-00	443	0	3	201	229	8	2	0	0	0	0	0	32.8	38.2

Date Sunday 01/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	39.1	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	30.1	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	50.3	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	34.8	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	0	1	0	0	0	0	0	0	39.9	-
05:15	2	0	0	0	2	0	0	0	0	0	0	0	40	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	26.6	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	3	0	0	0	2	0	1	0	0	0	0	0	34.1	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	32.4	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	1	0	0	0	1	0	0	0	0	0	0	0	25.9	-
07:30	4	0	0	1	3	0	0	0	0	0	0	0	31.4	-
07:45	1	0	0	0	1	0	0	0	0	0	0	0	28.7	-
08:00	1	0	0	0	1	0	0	0	0	0	0	0	39.7	-
08:15	2	0	0	1	1	0	0	0	0	0	0	0	30	-
08:30	8	0	0	3	5	0	0	0	0	0	0	0	34.4	-
08:45	2	0	0	1	0	1	0	0	0	0	0	0	33.4	-
09:00	6	0	0	2	3	0	0	0	1	0	0	0	33.6	-
09:15	11	1	0	4	6	0	0	0	0	0	0	0	31.4	42.8
09:30	8	0	0	5	3	0	0	0	0	0	0	0	33.5	-
09:45	9	0	0	6	2	0	0	0	1	0	0	0	33.8	-
10:00	12	1	0	5	6	0	0	0	0	0	0	0	32.7	39
10:15	15	0	1	5	8	1	0	0	0	0	0	0	33.9	38.8
10:30	4	0	0	1	3	0	0	0	0	0	0	0	39	-
10:45	7	0	0	1	6	0	0	0	0	0	0	0	32.2	-
11:00	9	0	0	4	5	0	0	0	0	0	0	0	32	-
11:15	13	0	0	2	11	0	0	0	0	0	0	0	35	40.5
11:30	3	0	0	2	1	0	0	0	0	0	0	0	34.4	-
11:45	8	1	0	5	2	0	0	0	0	0	0	0	27	-
12:00	9	1	0	3	4	0	0	0	0	0	0	1	30.7	-
12:15	10	0	0	3	7	0	0	0	0	0	0	0	32.9	-
12:30	9	0	1	5	3	0	0	0	0	0	0	0	32.9	-
12:45	6	0	0	3	3	0	0	0	0	0	0	0	31.8	-
13:00	8	0	0	4	4	0	0	0	0	0	0	0	32.3	-
13:15	8	0	0	1	5	0	0	0	1	0	0	1	31.3	-
13:30	2	0	0	0	2	0	0	0	0	0	0	0	36.6	-
13:45	4	0	0	2	2	0	0	0	0	0	0	0	26.8	-
14:00	6	0	0	3	3	0	0	0	0	0	0	0	30.7	-
14:15	3	0	0	2	1	0	0	0	0	0	0	0	33.2	-
14:30	3	0	0	0	3	0	0	0	0	0	0	0	26.5	-
14:45	10	0	0	6	4	0	0	0	0	0	0	0	29.3	-
15:00	9	0	0	7	2	0	0	0	0	0	0	0	35.5	-
15:15	6	0	0	2	3	0	0	0	1	0	0	0	31	-
15:30	8	0	1	2	4	1	0	0	0	0	0	0	36.2	-
15:45	6	0	1	4	1	0	0	0	0	0	0	0	33.7	-
16:00	6	0	0	2	4	0	0	0	0	0	0	0	36.4	-
16:15	8	0	0	3	5	0	0	0	0	0	0	0	35.4	-
16:30	6	0	0	2	4	0	0	0	0	0	0	0	34.4	-
16:45	7	0	0	4	3	0	0	0	0	0	0	0	33	-
17:00	7	0	1	5	1	0	0	0	0	0	0	0	30.9	-
17:15	12	0	0	1	11	0	0	0	0	0	0	0	36.7	44.8
17:30	14	0	0	6	6	2	0	0	0	0	0	0	34.2	44.3
17:45	9	0	0	3	6	0	0	0	0	0	0	0	32.4	-
18:00	6	0	0	3	3	0	0	0	0	0	0	0	33.6	-
18:15	3	0	0	1	2	0	0	0	0	0	0	0	18.6	-
18:30	2	0	0	1	1	0	0	0	0	0	0	0	26.5	-
18:45	1	0	0	1	0	0	0	0	0	0	0	0	35.9	-
19:00	5	0	0	2	2	0	0	0	1	0	0	0	34.9	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	37.3	-
19:30	2	0	0	2	0	0	0	0	0	0	0	0	26.6	-
19:45	2	0	0	0	2	0	0	0	0	0	0	0	39	-
20:00	2	0	0	1	1	0	0	0	0	0	0	0	21.9	-
20:15	3	0	0	0	3	0	0	0	0	0	0	0	33.6	-
20:30	3	0	0	0	3	0	0	0	0	0	0	0	35	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	3	0	0	1	2	0	0	0	0	0	0	0	42	-
21:15	1	0	0	0	1	0	0	0	0	0	0	0	43	-
21:30	2	0	0	2	0	0	0	0	0	0	0	0	31.1	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	312	4	5	127	165	5	0	0	4	0	0	2	32.8	38.5
06-22	341	4	5	137	182	5	1	0	5	0	0	2	32.9	38.5
06-00	341	4	5	137	182	5	1	0	5	0	0	2	32.9	38.5
00-00	349	4	5	139	187	6	1	0	5	0	0	2	33.0	38.6

Date Monday 02/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	29.3	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	2	0	0	1	1	0	0	0	0	0	0	0	31	-
05:30	2	0	0	0	1	1	0	0	0	0	0	0	32.7	-
05:45	2	0	0	2	0	0	0	0	0	0	0	0	34.3	-
06:00	2	0	0	1	1	0	0	0	0	0	0	0	33.8	-
06:15	3	0	0	1	2	0	0	0	0	0	0	0	36.2	-
06:30	8	0	0	3	5	0	0	0	0	0	0	0	34.8	-
06:45	8	0	0	2	6	0	0	0	0	0	0	0	37.3	-
07:00	10	0	0	3	6	1	0	0	0	0	0	0	34	-
07:15	9	0	0	6	3	0	0	0	0	0	0	0	31.1	-
07:30	9	0	0	5	4	0	0	0	0	0	0	0	33.6	-
07:45	3	0	0	0	3	0	0	0	0	0	0	0	36.1	-
08:00	7	0	0	4	3	0	0	0	0	0	0	0	33.3	-
08:15	5	0	0	3	2	0	0	0	0	0	0	0	35.7	-
08:30	9	0	0	3	6	0	0	0	0	0	0	0	32.6	-
08:45	17	0	0	6	7	4	0	0	0	0	0	0	32.5	39.1
09:00	10	0	0	6	4	0	0	0	0	0	0	0	33.3	-
09:15	9	0	0	3	4	1	0	0	1	0	0	0	32	-
09:30	9	0	0	4	4	0	0	0	1	0	0	0	33	-
09:45	16	0	0	5	11	0	0	0	0	0	0	0	28.2	33.7
10:00	7	0	0	2	4	1	0	0	0	0	0	0	28.4	-
10:15	10	0	0	3	7	0	0	0	0	0	0	0	33	-
10:30	9	0	0	6	3	0	0	0	0	0	0	0	31.6	-
10:45	5	0	0	2	2	1	0	0	0	0	0	0	32.6	-
11:00	14	0	0	9	4	1	0	0	0	0	0	0	31.8	38.1
11:15	7	0	0	2	5	0	0	0	0	0	0	0	35.7	-
11:30	10	0	0	2	7	1	0	0	0	0	0	0	33	-
11:45	15	0	0	9	5	0	0	0	1	0	0	0	34	39.8
12:00	8	0	0	3	4	1	0	0	0	0	0	0	32.6	-
12:15	9	0	0	2	7	0	0	0	0	0	0	0	29	-
12:30	7	0	0	3	3	1	0	0	0	0	0	0	31.9	-
12:45	8	0	0	5	2	1	0	0	0	0	0	0	33.6	-
13:00	9	0	0	5	3	0	0	0	0	0	0	1	31.6	-
13:15	11	0	0	8	3	0	0	0	0	0	0	0	33.8	39
13:30	8	0	0	1	6	0	1	0	0	0	0	0	35.5	-
13:45	17	0	0	3	14	0	0	0	0	0	0	0	32.4	34.7
14:00	5	0	0	3	1	1	0	0	0	0	0	0	27.6	-
14:15	13	0	0	9	4	0	0	0	0	0	0	0	35.2	42
14:30	12	0	0	5	6	0	0	0	1	0	0	0	33.5	38.1
14:45	12	0	0	3	9	0	0	0	0	0	0	0	34.5	42.5
15:00	14	0	0	7	7	0	0	0	0	0	0	0	34	38
15:15	9	0	0	6	2	0	0	0	1	0	0	0	31.7	-
15:30	11	0	0	5	5	1	0	0	0	0	0	0	31.1	35.5
15:45	8	0	0	3	4	1	0	0	0	0	0	0	33.7	-
16:00	12	0	0	8	4	0	0	0	0	0	0	0	31.8	35.8
16:15	19	1	0	8	10	0	0	0	0	0	0	0	32	37.9
16:30	21	0	0	8	11	2	0	0	0	0	0	0	30.1	37
16:45	16	0	0	9	5	2	0	0	0	0	0	0	34.7	39.7
17:00	9	0	0	6	3	0	0	0	0	0	0	0	33.8	-
17:15	5	0	0	4	1	0	0	0	0	0	0	0	30.9	-
17:30	10	0	0	7	3	0	0	0	0	0	0	0	36.2	-
17:45	9	0	0	5	4	0	0	0	0	0	0	0	35.7	-
18:00	11	0	0	3	8	0	0	0	0	0	0	0	25.4	42.7
18:15	14	0	0	9	5	0	0	0	0	0	0	0	32.6	41.5
18:30	8	0	0	4	4	0	0	0	0	0	0	0	30.1	-
18:45	4	0	0	3	1	0	0	0	0	0	0	0	33.4	-
19:00	6	0	0	4	2	0	0	0	0	0	0	0	39.1	-
19:15	4	0	0	3	1	0	0	0	0	0	0	0	28.2	-
19:30	2	0	0	1	1	0	0	0	0	0	0	0	37	-
19:45	3	0	0	1	2	0	0	0	0	0	0	0	37.2	-
20:00	11	0	0	4	6	1	0	0	0	0	0	0	32.1	38
20:15	3	0	0	0	3	0	0	0	0	0	0	0	35.4	-
20:30	6	0	0	2	4	0	0	0	0	0	0	0	36	-
20:45	5	0	0	1	4	0	0	0	0	0	0	0	32.4	-
21:00	3	0	0	2	1	0	0	0	0	0	0	0	39.7	-
21:15	2	0	0	1	0	1	0	0	0	0	0	0	34.6	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	30.2	-
21:45	3	0	0	1	2	0	0	0	0	0	0	0	35.1	-
22:00	3	0	0	1	1	1	0	0	0	0	0	0	39.4	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	37.4	-
22:45	2	0	0	0	2	0	0	0	0	0	0	0	31.8	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	23.1	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	489	1	0	228	233	20	1	0	5	0	0	1	32.5	37.4
06-22	560	1	0	256	274	22	1	0	5	0	0	1	32.8	37.6
06-00	567	1	0	259	277	23	1	0	5	0	0	1	32.8	37.7
00-00	574	1	0	263	279	24	1	0	5	0	0	1	32.8	37.6

Date Tuesday 03/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	33.7	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	3	0	0	1	2	0	0	0	0	0	0	0	31.5	-
06:00	4	0	0	0	3	1	0	0	0	0	0	0	31.5	-
06:15	3	0	0	0	3	0	0	0	0	0	0	0	39	-
06:30	9	0	0	3	5	1	0	0	0	0	0	0	36.2	-
06:45	10	0	0	6	4	0	0	0	0	0	0	0	34.8	-
07:00	7	0	0	6	1	0	0	0	0	0	0	0	24.5	-
07:15	7	0	0	3	4	0	0	0	0	0	0	0	33.7	-
07:30	10	0	0	3	6	1	0	0	0	0	0	0	32.4	-
07:45	11	0	0	3	7	1	0	0	0	0	0	0	35.2	43.2
08:00	6	0	0	3	3	0	0	0	0	0	0	0	31.8	-
08:15	12	0	0	5	7	0	0	0	0	0	0	0	33.2	40.4
08:30	8	0	0	4	4	0	0	0	0	0	0	0	34.6	-
08:45	14	0	0	7	6	1	0	0	0	0	0	0	30.6	34.3
09:00	15	0	0	4	8	1	1	0	1	0	0	0	31	37
09:15	10	0	0	6	4	0	0	0	0	0	0	0	34.6	-
09:30	15	0	0	5	10	0	0	0	0	0	0	0	35.8	39.1
09:45	13	0	0	7	5	0	0	0	1	0	0	0	32.5	36.2
10:00	11	1	0	4	5	1	0	0	0	0	0	0	28	34.1
10:15	6	0	0	4	2	0	0	0	0	0	0	0	30.3	-
10:30	15	0	0	5	9	1	0	0	0	0	0	0	34.5	40.4
10:45	10	0	0	2	8	0	0	0	0	0	0	0	33.2	-
11:00	12	0	0	7	4	1	0	0	0	0	0	0	31.6	36
11:15	7	0	0	2	5	0	0	0	0	0	0	0	29.7	-
11:30	7	0	0	5	2	0	0	0	0	0	0	0	29.1	-
11:45	9	0	0	2	6	0	0	0	1	0	0	0	33.7	-
12:00	17	0	0	12	4	1	0	0	0	0	0	0	31.4	35.4
12:15	4	0	0	2	2	0	0	0	0	0	0	0	32.2	-
12:30	13	0	0	6	6	0	0	0	1	0	0	0	32.6	38.5
12:45	8	0	0	2	6	0	0	0	0	0	0	0	34	-
13:00	11	0	0	5	5	1	0	0	0	0	0	0	32.3	36.3
13:15	18	0	0	11	7	0	0	0	0	0	0	0	32	37.2
13:30	10	0	0	3	6	1	0	0	0	0	0	0	31.9	-
13:45	13	0	0	7	5	1	0	0	0	0	0	0	32.3	39
14:00	14	0	0	4	8	1	0	0	0	0	0	1	31.4	35.8
14:15	13	0	0	5	6	2	0	0	0	0	0	0	31.8	38.3
14:30	9	0	0	4	4	1	0	0	0	0	0	0	28.9	-
14:45	12	0	0	7	5	0	0	0	0	0	0	0	33.4	44.1
15:00	14	0	0	6	4	4	0	0	0	0	0	0	31.7	38.1
15:15	10	0	0	5	4	1	0	0	0	0	0	0	31.8	-
15:30	15	0	0	4	10	1	0	0	0	0	0	0	33.8	39.9
15:45	11	0	0	5	4	2	0	0	0	0	0	0	33.3	38.8
16:00	14	0	0	7	4	1	0	0	2	0	0	0	32.2	35.5
16:15	17	0	1	6	9	1	0	0	0	0	0	0	32.7	37
16:30	15	0	0	7	8	0	0	0	0	0	0	0	31.4	36.8
16:45	16	0	0	7	9	0	0	0	0	0	0	0	36.5	41.8
17:00	20	0	0	8	11	1	0	0	0	0	0	0	30	38.3
17:15	10	0	0	3	7	0	0	0	0	0	0	0	32.7	-
17:30	9	0	0	4	5	0	0	0	0	0	0	0	35.8	-
17:45	6	0	0	4	2	0	0	0	0	0	0	0	29.7	-
18:00	11	0	0	4	7	0	0	0	0	0	0	0	30	37.6
18:15	10	0	0	4	6	0	0	0	0	0	0	0	30.1	-
18:30	12	0	0	9	3	0	0	0	0	0	0	0	32.1	36.3
18:45	8	0	0	2	6	0	0	0	0	0	0	0	34.2	-
19:00	12	0	0	1	11	0	0	0	0	0	0	0	35.5	40
19:15	7	0	0	2	5	0	0	0	0	0	0	0	32.8	-
19:30	5	0	0	5	0	0	0	0	0	0	0	0	33.1	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	6	0	0	2	3	1	0	0	0	0	0	0	32.8	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	36.7	-
20:30	6	0	0	6	0	0	0	0	0	0	0	0	33.8	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	35.2	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	42.9	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	33.8	-
21:30	1	0	0	0	0	1	0	0	0	0	0	0	33.5	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	3	0	0	1	2	0	0	0	0	0	0	0	36.7	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	32.2	-
22:45	2	0	0	1	1	0	0	0	0	0	0	0	32.7	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	36.8	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	545	1	1	240	269	26	1	0	6	0	0	1	32.2	37.8
06-22	613	1	1	267	306	30	1	0	6	0	0	1	32.5	38.1
06-00	620	1	1	270	310	30	1	0	6	0	0	1	32.5	38.1
00-00	624	1	1	272	312	30	1	0	6	0	0	1	32.5	38.1

Date Wednesday 04/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	25.3	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	31.3	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	3	0	0	2	1	0	0	0	0	0	0	0	31.9	-
06:15	8	0	0	3	5	0	0	0	0	0	0	0	32.1	-
06:30	9	0	0	4	4	1	0	0	0	0	0	0	32.1	-
06:45	8	0	0	2	5	1	0	0	0	0	0	0	33	-
07:00	10	0	0	9	0	1	0	0	0	0	0	0	35.2	-
07:15	10	0	0	4	6	0	0	0	0	0	0	0	35.1	-
07:30	13	0	0	6	6	1	0	0	0	0	0	0	33.4	38.4
07:45	7	0	0	1	5	1	0	0	0	0	0	0	32.5	-
08:00	15	0	0	8	6	0	0	0	1	0	0	0	31.3	39.4
08:15	9	0	0	3	6	0	0	0	0	0	0	0	31.8	-
08:30	16	0	0	6	10	0	0	0	0	0	0	0	33.3	36.1
08:45	15	0	0	4	9	2	0	0	0	0	0	0	33.7	38.3
09:00	14	0	0	8	5	1	0	0	0	0	0	0	30.2	38.6
09:15	8	0	0	2	5	1	0	0	0	0	0	0	32.2	-
09:30	9	0	0	3	6	0	0	0	0	0	0	0	36.7	-
09:45	6	0	0	4	2	0	0	0	0	0	0	0	35.6	-
10:00	12	0	0	3	6	2	0	0	1	0	0	0	29.9	37.4
10:15	9	0	0	7	2	0	0	0	0	0	0	0	31	-
10:30	12	0	0	9	2	1	0	0	0	0	0	0	33.5	39.2
10:45	15	0	0	8	7	0	0	0	0	0	0	0	34.1	41.9
11:00	11	0	0	6	4	1	0	0	0	0	0	0	32.6	40.8
11:15	8	0	0	2	6	0	0	0	0	0	0	0	35.1	-
11:30	6	0	0	2	4	0	0	0	0	0	0	0	34.8	-
11:45	8	0	0	4	2	2	0	0	0	0	0	0	32.4	-
12:00	15	0	0	9	5	1	0	0	0	0	0	0	30.4	34.8
12:15	4	0	0	2	2	0	0	0	0	0	0	0	31.4	-
12:30	7	0	0	3	3	1	0	0	0	0	0	0	32.4	-
12:45	14	0	1	5	7	1	0	0	0	0	0	0	30.3	38
13:00	14	0	0	10	3	1	0	0	0	0	0	0	27.7	33.9
13:15	14	0	0	9	5	0	0	0	0	0	0	0	30.1	31.7
13:30	13	0	0	8	4	1	0	0	0	0	0	0	32.6	36.4
13:45	13	0	0	6	7	0	0	0	0	0	0	0	31.9	34.8
14:00	13	0	0	6	4	3	0	0	0	0	0	0	30.3	36.3
14:15	7	0	0	4	2	0	0	0	1	0	0	0	30.8	-
14:30	11	0	0	5	5	1	0	0	0	0	0	0	31.9	37.5
14:45	11	0	0	7	4	0	0	0	0	0	0	0	30.4	36
15:00	12	0	0	3	8	1	0	0	0	0	0	0	29.1	37.5
15:15	9	0	0	3	6	0	0	0	0	0	0	0	35.1	-
15:30	16	0	0	9	6	1	0	0	0	0	0	0	29.4	34.3
15:45	10	0	0	7	3	0	0	0	0	0	0	0	34.4	-
16:00	12	0	0	5	7	0	0	0	0	0	0	0	30.9	35.5
16:15	9	0	0	0	8	1	0	0	0	0	0	0	35.8	-
16:30	11	0	0	5	6	0	0	0	0	0	0	0	34.6	44.1
16:45	16	0	0	7	5	3	0	1	0	0	0	0	29.9	36.6
17:00	13	0	0	7	6	0	0	0	0	0	0	0	31.2	39.4
17:15	13	0	0	9	4	0	0	0	0	0	0	0	37.3	45.7
17:30	11	0	0	4	7	0	0	0	0	0	0	0	34.5	44.8
17:45	14	0	0	7	7	0	0	0	0	0	0	0	31.1	37
18:00	12	0	0	4	8	0	0	0	0	0	0	0	30.7	37.6
18:15	9	1	0	4	4	0	0	0	0	0	0	0	30.5	-
18:30	6	0	0	2	4	0	0	0	0	0	0	0	33.1	-
18:45	6	0	0	3	2	0	1	0	0	0	0	0	33.3	-
19:00	5	0	0	3	2	0	0	0	0	0	0	0	31.8	-
19:15	1	0	0	1	0	0	0	0	0	0	0	0	30.4	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	38.5	-
19:45	6	0	0	3	3	0	0	0	0	0	0	0	30	-
20:00	1	0	0	0	0	1	0	0	0	0	0	0	41.8	-
20:15	4	0	0	2	1	1	0	0	0	0	0	0	33.9	-
20:30	3	0	0	1	2	0	0	0	0	0	0	0	35.4	-
20:45	3	0	0	1	2	0	0	0	0	0	0	0	32.6	-
21:00	4	0	0	4	0	0	0	0	0	0	0	0	34	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	33.9	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	28.3	-
21:45	2	0	0	0	2	0	0	0	0	0	0	0	30.8	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	22.3	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	2	0	0	1	1	0	0	0	0	0	0	0	26.6	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	28	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	39.3	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	29.2	-
07-19	528	1	1	252	241	28	1	1	3	0	0	0	32.2	37.4
06-22	588	1	1	280	269	32	1	1	3	0	0	0	32.2	37.5
06-00	594	1	1	284	271	32	1	1	3	0	0	0	32.2	37.5
00-00	596	1	1	284	273	32	1	1	3	0	0	0	32.2	37.5

Date Thursday 05/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	38.3	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	31.3	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	32.1	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	39.4	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	1	1	0	0	0	0	0	0	0	31.7	-
05:45	3	0	0	2	1	0	0	0	0	0	0	0	32.4	-
06:00	1	0	0	0	0	0	0	0	1	0	0	0	40.2	-
06:15	9	0	0	3	5	1	0	0	0	0	0	0	33.5	-
06:30	6	0	0	1	4	1	0	0	0	0	0	0	34.2	-
06:45	8	0	0	2	6	0	0	0	0	0	0	0	37.7	-
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	24	0	0	6	15	2	0	0	1	0	0	0		
06-00	24	0	0	6	15	2	0	0	1	0	0	0		
00-00	33	0	0	10	20	2	0	0	1	0	0	0		

Date	Friday	06/03/2020												
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 07/03/2020

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	08/03/2020												
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: 24/02/2020
Road Name: Pages Lane
Flow from : Old Hall Close (W) to: Pound Hill (E)
Vehicle Classification: All Vehicles

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Hour Ending	Monday 24/02/2020	Tuesday 25/02/2020	Wednesday 26/02/2020	Thursday 27/02/2020	Friday 28/02/2020	Saturday 29/02/2020	Sunday 01/03/2020	Monday 02/03/2020	Tuesday 03/03/2020	Wednesday 04/03/2020	Thursday 05/03/2020	Friday 06/03/2020	Saturday 07/03/2020	Sunday 08/03/2020
01:00	*	*	1	1	0	3	2	0	0	0	0	*	*	*
02:00	*	*	2	0	0	0	2	0	1	0	0	*	*	*
03:00	*	*	1	0	1	0	0	0	1	1	0	*	*	*
04:00	*	*	0	1	0	0	0	0	0	0	0	*	*	*
05:00	*	3	4	2	2	2	0	2	1	2	4	*	*	*
06:00	*	3	2	6	5	5	2	3	4	2	5	*	*	*
07:00	*	20	18	15	19	3	5	13	10	11	18	*	*	*
08:00	*	46	31	32	36	9	8	37	43	29	*	*	*	*
09:00	*	51	48	56	54	39	4	49	67	48	*	*	*	*
10:00	*	47	39	33	38	25	23	48	39	58	*	*	*	*
11:00	*	33	30	29	25	37	33	39	49	38	*	*	*	*
12:00	*	31	35	34	36	30	25	30	34	40	*	*	*	*
13:00	*	31	35	32	48	46	32	33	25	43	*	*	*	*
14:00	*	43	25	32	33	33	31	33	35	37	*	*	*	*
15:00	*	33	45	45	36	25	25	55	41	37	*	*	*	*
16:00	*	44	43	42	43	32	36	34	52	46	*	*	*	*
17:00	*	64	61	53	56	32	28	49	51	53	*	*	*	*
18:00	*	42	37	43	34	24	22	52	57	47	*	*	*	*
19:00	*	25	28	31	18	18	19	23	24	36	*	*	*	*
20:00	*	8	18	12	16	16	10	23	23	15	*	*	*	*
21:00	*	17	9	12	17	4	10	14	26	11	*	*	*	*
22:00	*	10	9	8	5	4	8	9	17	6	*	*	*	*
23:00	*	5	4	3	8	8	3	10	3	4	*	*	*	*
00:00	*	2	0	3	6	3	3	2	1	3	*	*	*	*
Summary Data														
0700-1900	0	490	457	462	457	350	286	482	517	512	0	0	0	0
0600-2200	0	545	511	509	514	377	319	541	593	555	18	0	0	0
0600-0000	0	552	515	515	528	388	325	553	597	562	18	0	0	0
0000-0000	0	558	525	525	536	398	331	558	604	567	27	0	0	0
0700-1000	0	144	118	121	128	73	35	134	149	135	0	0	0	0
1600-1900	0	131	126	127	108	74	69	124	132	136	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	51	48	56	54	39	23	49	67	58	0	0	0	0
10:00-16:00	0	44	45	45	48	46	36	55	52	46	0	0	0	0
16:00-19:00	0	64	61	53	56	32	28	52	57	53	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: 24/02/2020
Road Name: Pages Lane
Flow from : Pound Hill (E) to: Old Hall Close (W)
Vehicle Classification: All Vehicles

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Hour Ending	Monday 24/02/2020	Tuesday 25/02/2020	Wednesday 26/02/2020	Thursday 27/02/2020	Friday 28/02/2020	Saturday 29/02/2020	Sunday 01/03/2020	Monday 02/03/2020	Tuesday 03/03/2020	Wednesday 04/03/2020	Thursday 05/03/2020	Friday 06/03/2020	Saturday 07/03/2020	Sunday 08/03/2020
01:00	*	*	1	0	0	2	2	1	1	0	2	*	*	*
02:00	*	*	1	0	0	0	1	0	0	0	1	*	*	*
03:00	*	*	2	0	1	0	0	0	0	1	1	*	*	*
04:00	*	*	1	0	0	0	0	0	0	0	0	*	*	*
05:00	*	1	1	1	0	0	1	0	0	0	0	*	*	*
06:00	*	3	2	2	1	1	4	6	3	1	5	*	*	*
07:00	*	19	15	24	21	3	4	21	26	28	24	*	*	*
08:00	*	33	32	37	29	20	6	31	35	40	*	*	*	*
09:00	*	44	49	46	43	14	13	38	40	55	*	*	*	*
10:00	*	38	30	28	41	37	34	44	53	37	*	*	*	*
11:00	*	38	37	27	47	41	38	31	42	48	*	*	*	*
12:00	*	41	44	31	48	32	33	46	35	33	*	*	*	*
13:00	*	44	29	36	34	37	34	32	42	40	*	*	*	*
14:00	*	39	33	31	37	44	22	45	52	54	*	*	*	*
15:00	*	44	49	50	44	50	22	42	48	42	*	*	*	*
16:00	*	38	46	59	46	31	29	42	50	47	*	*	*	*
17:00	*	52	53	64	50	34	27	68	62	48	*	*	*	*
18:00	*	50	43	38	37	40	42	33	45	51	*	*	*	*
19:00	*	29	40	29	35	19	12	37	41	33	*	*	*	*
20:00	*	24	13	18	19	13	11	15	24	13	*	*	*	*
21:00	*	10	9	8	14	3	8	25	14	11	*	*	*	*
22:00	*	6	11	6	3	10	6	10	4	8	*	*	*	*
23:00	*	6	2	6	3	7	0	6	6	3	*	*	*	*
00:00	*	3	3	4	3	5	0	1	1	3	*	*	*	*
Summary Data														
0700-1900	0	490	485	476	491	399	312	489	545	528	0	0	0	0
0600-2200	0	549	533	532	548	428	341	560	613	588	24	0	0	0
0600-0000	0	558	538	542	554	440	341	567	620	594	24	0	0	0
0000-0000	0	562	546	545	556	443	349	574	624	596	33	0	0	0
0700-1000	0	115	111	111	113	71	53	113	128	132	0	0	0	0
1600-1900	0	131	136	131	122	93	81	138	148	132	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	44	49	46	43	37	34	44	53	55	0	0	0	0
10:00-16:00	0	44	49	59	48	50	38	46	52	54	0	0	0	0
16:00-19:00	0	52	53	64	50	40	42	68	62	51	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: 24/02/2020
Road Name: Pages Lane

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
24/02/2020	-	-
25/02/2020	31.9	37.4
26/02/2020	32.2	37.4
27/02/2020	31.8	36.7
28/02/2020	32.0	36.8
29/02/2020	33.0	39.3
01/03/2020	32.8	38.3
02/03/2020	32.6	37.7
03/03/2020	31.8	37.0
04/03/2020	31.9	36.7
05/03/2020	-	-
06/03/2020	-	-
07/03/2020	-	-
08/03/2020	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
24/02/2020	-	-
25/02/2020	31.5	37.7
26/02/2020	31.9	37.2
27/02/2020	32.4	38.1
28/02/2020	31.9	37.6
29/02/2020	32.8	38.2
01/03/2020	33.0	38.6
02/03/2020	32.8	37.6
03/03/2020	32.5	38.1
04/03/2020	32.2	37.5
05/03/2020	-	-
06/03/2020	-	-
07/03/2020	-	-
08/03/2020	-	-

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
Saham Toney, Norfolk

Client:	AECOM		
Project Number:	ID05238		
Site Number:	Site 4		
Week Commencing:	24/02/2020		
Road Name:	Hills Road		
Survey Type:	ATC		
Direction AB	Flow from	Pages Lane (S)	to Coburg Lane (N)
Direction BA	Flow from	Coburg Lane (N)	to Pages Lane (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	06.03.2020			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID05238			
File Ref	ID05238 Saham Toney, Norfolk - ATC Site 4			

Issue Sheet

Issued to	Date 13.03.2020			
Andrew Beard	E-mail			

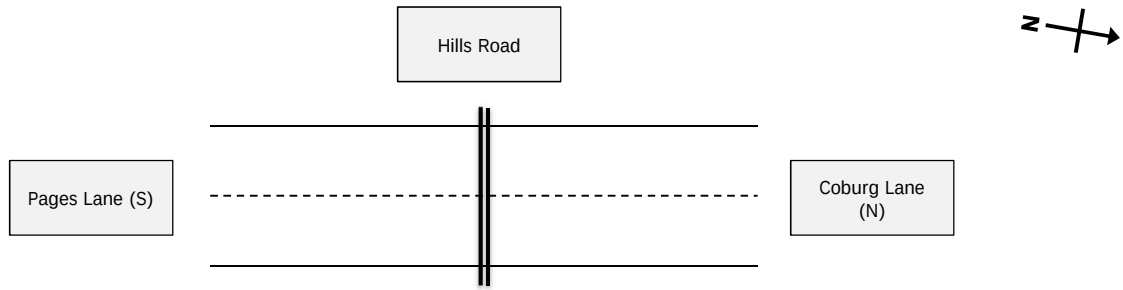
Intelligent Data - Automatic Traffic Count Output

Road Name	Hills Road		
Direction AB	Pages Lane (S)	to:	Coburg Lane (N)
Direction BA	Coburg Lane (N)	to:	Pages Lane (S)

Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
52.588270, 0.805599	25/02/2020	05/03/2020	30

Link to location on Google Maps
Click Here

Location Plan



Photograph Record

Comments

Prepared by	Grant Daniel Breddy	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data - Automatic Traffic Count Output

AECOM

Saham Toney, Norfolk

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	0	0	0	0	0
00:15	1	0	0	0	1
00:30	0	0	0	0	0
00:45	0	0	0	0	1
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	1
04:45	0	0	0	0	0
05:00	0	0	0	0	0
05:15	0	0	0	0	0
05:30	0	1	0	0	1
05:45	1	1	0	0	1
06:00	0	3	0	0	3
06:15	0	4	0	0	4
06:30	2	9	0	1	11
06:45	2	8	0	0	9
07:00	4	7	0	1	12
07:15	3	11	0	0	14
07:30	4	7	0	1	12
07:45	4	8	0	0	13
08:00	9	10	0	0	19
08:15	6	11	0	0	17
08:30	4	9	0	0	13
08:45	10	13	0	0	22
09:00	10	8	0	0	19
09:15	6	10	1	0	17
09:30	5	8	0	0	13
09:45	7	8	0	0	16
10:00	6	8	1	1	15
10:15	5	7	1	1	14
10:30	6	7	0	1	15
10:45	8	9	0	0	18
11:00	5	9	0	0	15
11:15	6	8	0	0	15
11:30	10	7	1	0	17
11:45	7	8	0	0	16
12:00	7	6	1	1	15
12:15	9	7	0	0	16
12:30	6	6	0	0	13
12:45	7	5	0	0	13
13:00	6	7	0	0	13
13:15	6	6	1	0	13
13:30	7	6	0	1	14
13:45	5	7	1	0	14
14:00	4	9	0	1	14
14:15	7	5	1	1	13
14:30	7	7	0	0	14
14:45	8	10	0	0	19
15:00	6	10	0	0	16
15:15	14	5	0	0	19
15:30	11	6	0	0	17
15:45	8	7	0	1	17
16:00	9	5	0	0	15
16:15	10	7	0	0	17
16:30	12	6	0	0	18
16:45	10	8	0	0	19
17:00	10	4	0	0	14
17:15	11	7	0	0	17
17:30	14	7	0	0	21
17:45	10	6	0	0	16
18:00	8	5	0	0	13
18:15	7	3	0	0	10
18:30	6	8	0	0	14
18:45	5	4	0	0	9
19:00	4	9	0	0	13
19:15	5	4	0	0	9
19:30	5	3	0	0	9
19:45	2	2	0	0	4
20:00	6	2	0	0	8
20:15	3	1	0	0	5
20:30	3	2	0	0	5
20:45	3	1	0	0	4
21:00	3	1	0	0	4
21:15	3	2	0	0	6
21:30	3	2	0	0	5
21:45	2	1	0	0	3
22:00	3	1	0	0	3
22:15	1	2	0	0	2
22:30	1	2	0	0	3
22:45	2	1	0	0	3
23:00	0	1	0	0	1
23:15	0	0	0	0	0
23:30	1	1	0	0	1
23:45	1	0	0	0	1

Fig 1 - Average Two Way Flows Tue-Thur

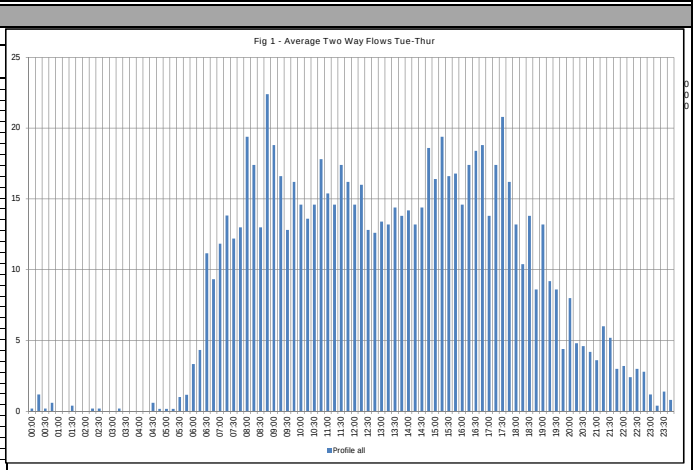
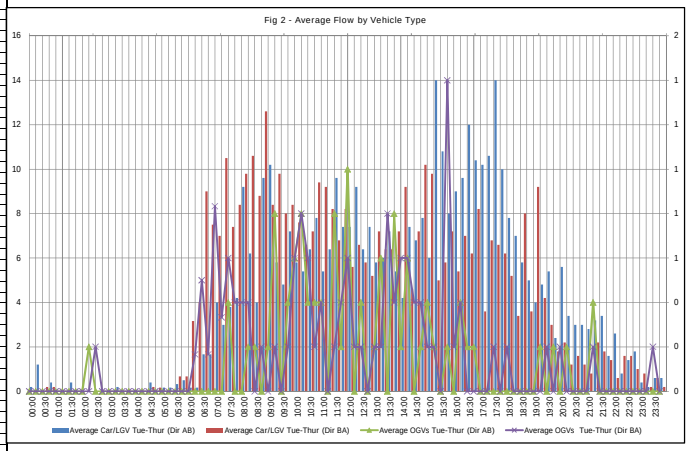


Fig 2 - Average Flow by Vehicle Type



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	22
Inter-Peak	08:00:00	08:15:00	19
PM Peak	17:30:00	17:45:00	21

Table 3 - Average HGV Content (Excluding PSV, M/C, P/C)

Category	% HGV - (AB)	% HGV - (BA)	% HGV - (All)
All	2.9%	3.7%	3.3%

Fig 3- Peak Interval Analysis

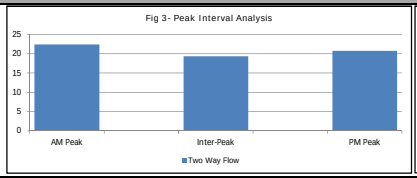
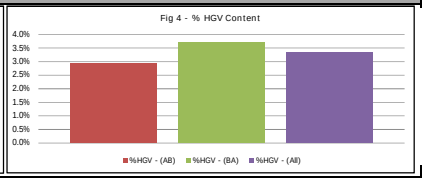


Fig 4 - % HGV Content



Variation Analysis - Week on Week (By Direction)

Fig 5 - Summary of Total Vehicles by Week - Channel AB

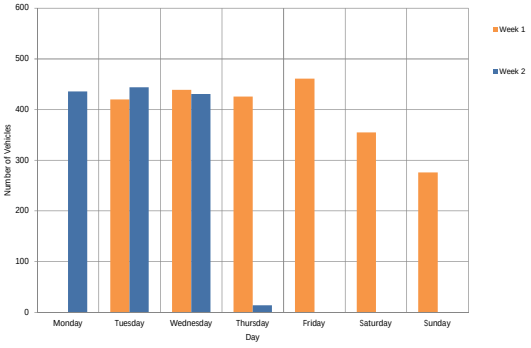
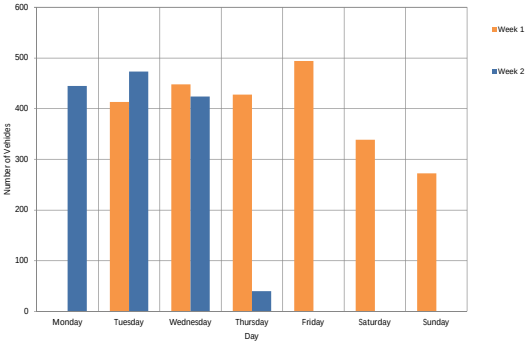


Fig 6 - Summary of Total Vehicles by Week - Channel BA



Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 4
Flow from: Pages Lane (S) to: Coburg Lane (N)

Date Monday 24/02/2020

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

Date Tuesday 25/02/2020

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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	1	0	0	0	0	0	0	0	22.9	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	20.4	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	2	0	0	1	1	0	0	0	0	0	0	0	20.1	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	21.6	-
07:00	5	0	0	1	4	0	0	0	0	0	0	0	20.3	-
07:15	5	0	1	2	2	0	0	0	0	0	0	0	18.5	-
07:30	5	0	0	2	2	1	0	0	0	0	0	0	18.4	-
07:45	2	0	0	1	1	0	0	0	0	0	0	0	19.8	-
08:00	11	0	0	8	3	0	0	0	0	0	0	0	18.5	21.6
08:15	8	0	0	5	2	1	0	0	0	0	0	0	18.8	-
08:30	2	0	0	0	2	0	0	0	0	0	0	0	16.8	-
08:45	6	0	0	5	1	0	0	0	0	0	0	0	21	-
09:00	10	0	0	8	2	0	0	0	0	0	0	0	20.2	-
09:15	6	0	0	6	0	0	0	0	0	0	0	0	20.7	-
09:30	2	0	0	1	1	0	0	0	0	0	0	0	22	-
09:45	9	0	0	5	3	0	1	0	0	0	0	0	18	-
10:00	7	0	0	6	0	1	0	0	0	0	0	0	18.7	-
10:15	7	0	0	4	3	0	0	0	0	0	0	0	19.6	-
10:30	6	0	0	4	2	0	0	0	0	0	0	0	19	-
10:45	7	0	0	7	0	0	0	0	0	0	0	0	19.7	-
11:00	5	1	0	3	0	0	0	1	0	0	0	0	16.1	-
11:15	6	0	0	4	2	0	0	0	0	0	0	0	18.2	-
11:30	9	0	0	5	3	1	0	0	0	0	0	0	12.8	-
11:45	8	0	0	5	2	1	0	0	0	0	0	0	12.9	-
12:00	9	1	0	5	2	1	0	0	0	0	0	0	17.8	-
12:15	10	0	0	7	3	0	0	0	0	0	0	0	18.5	-
12:30	12	0	0	8	3	1	0	0	0	0	0	0	20.8	24.9
12:45	4	1	0	1	2	0	0	0	0	0	0	0	16.4	-
13:00	10	1	0	5	3	1	0	0	0	0	0	0	18.6	-
13:15	7	0	0	5	0	2	0	0	0	0	0	0	17.1	-
13:30	5	0	0	3	2	0	0	0	0	0	0	0	19.8	-
13:45	5	0	0	2	3	0	0	0	0	0	0	0	19.9	-
14:00	2	0	0	2	0	0	0	0	0	0	0	0	19.5	-
14:15	4	0	0	1	2	1	0	0	0	0	0	0	21.5	-
14:30	6	0	0	4	2	0	0	0	0	0	0	0	20.8	-
14:45	11	0	0	6	4	1	0	0	0	0	0	0	20.2	23.6
15:00	10	0	0	8	1	0	0	1	0	0	0	0	19.1	-
15:15	8	0	0	5	3	0	0	0	0	0	0	0	19.3	-
15:30	8	0	0	3	5	0	0	0	0	0	0	0	18.4	-
15:45	5	0	0	5	0	0	0	0	0	0	0	0	17.5	-
16:00	12	0	0	7	5	0	0	0	0	0	0	0	20.4	24.2
16:15	11	0	0	8	3	0	0	0	0	0	0	0	21.5	24.2
16:30	15	0	0	11	4	0	0	0	0	0	0	0	20.3	22.2
16:45	10	0	0	9	1	0	0	0	0	0	0	0	22	-
17:00	12	0	0	7	5	0	0	0	0	0	0	0	19.8	24
17:15	10	0	0	8	2	0	0	0	0	0	0	0	19.7	-
17:30	10	0	0	8	2	0	0	0	0	0	0	0	21.1	-
17:45	10	0	0	5	5	0	0	0	0	0	0	0	19.6	-
18:00	7	0	0	5	2	0	0	0	0	0	0	0	22.3	-
18:15	7	0	0	6	1	0	0	0	0	0	0	0	21.2	-
18:30	7	0	1	5	1	0	0	0	0	0	0	0	22.2	-
18:45	3	0	0	1	2	0	0	0	0	0	0	0	21	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	21.7	-
19:15	3	0	0	3	0	0	0	0	0	0	0	0	21.5	-
19:30	7	0	0	6	1	0	0	0	0	0	0	0	20	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	10	0	0	7	3	0	0	0	0	0	0	0	19.4	-
20:15	5	0	0	4	1	0	0	0	0	0	0	0	21.2	-
20:30	7	0	1	4	2	0	0	0	0	0	0	0	20.1	-
20:45	4	0	0	2	2	0	0	0	0	0	0	0	20.2	-
21:00	3	0	0	1	2	0	0	0	0	0	0	0	21.9	-
21:15	3	0	0	2	1	0	0	0	0	0	0	0	20.9	-
21:30	2	0	0	2	0	0	0	0	0	0	0	0	23.1	-
21:45	2	0	0	2	0	0	0	0	0	0	0	0	22.6	-
22:00	5	0	0	4	1	0	0	0	0	0	0	0	19.8	-
22:15	2	0	0	1	1	0	0	0	0	0	0	0	21.1	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	17.6	-
22:45	2	0	0	1	1	0	0	0	0	0	0	0	20.3	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	2	0	0	1	1	0	0	0	0	0	0	0	23.9	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	356	4	2	232	103	12	1	2	0	0	0	0	19.3	22.6
06-22	406	4	3	268	116	12	1	2	0	0	0	0	19.5	22.7
06-00	418	4	3	276	120	12	1	2	0	0	0	0	19.5	22.7
00-00	420	4	3	277	121	12	1	2	0	0	0	0	19.5	22.7

Date Wednesday 26/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	19.6	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	19	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	8.9	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	0	1	0	0	0	0	0	0	22.9	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	20	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	20.4	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	20.7	-
06:30	2	0	0	0	2	0	0	0	0	0	0	0	22.5	-
06:45	3	0	0	1	2	0	0	0	0	0	0	0	21.2	-
07:00	2	0	0	1	1	0	0	0	0	0	0	0	19.6	-
07:15	3	0	0	2	1	0	0	0	0	0	0	0	22	-
07:30	3	0	0	2	1	0	0	0	0	0	0	0	18.4	-
07:45	4	0	0	3	1	0	0	0	0	0	0	0	22.4	-
08:00	7	0	0	4	3	0	0	0	0	0	0	0	18.2	-
08:15	6	0	0	5	1	0	0	0	0	0	0	0	20.1	-
08:30	6	0	0	4	2	0	0	0	0	0	0	0	20.3	-
08:45	7	0	0	5	2	0	0	0	0	0	0	0	19.5	-
09:00	10	0	0	6	3	1	0	0	0	0	0	0	19.5	-
09:15	7	0	0	4	3	0	0	0	0	0	0	0	20	-
09:30	8	0	0	7	1	0	0	0	0	0	0	0	20.9	-
09:45	7	0	0	5	2	0	0	0	0	0	0	0	20.5	-
10:00	8	0	0	7	1	0	0	0	0	0	0	0	18.9	-
10:15	7	0	0	3	3	1	0	0	0	0	0	0	19.1	-
10:30	7	0	0	2	4	1	0	0	0	0	0	0	19.4	-
10:45	15	0	0	9	5	1	0	0	0	0	0	0	20.8	23.1
11:00	9	0	0	8	1	0	0	0	0	0	0	0	19.9	-
11:15	4	0	0	4	0	0	0	0	0	0	0	0	19.9	-
11:30	5	0	0	2	2	1	0	0	0	0	0	0	20.2	-
11:45	8	0	0	5	3	0	0	0	0	0	0	0	20.1	-
12:00	11	0	0	6	4	1	0	0	0	0	0	0	18.5	23.7
12:15	8	0	0	6	2	0	0	0	0	0	0	0	21.5	-
12:30	9	0	0	6	2	1	0	0	0	0	0	0	18	-
12:45	9	0	1	6	2	0	0	0	0	0	0	0	19.5	-
13:00	5	0	1	3	1	0	0	0	0	0	0	0	19.8	-
13:15	8	0	0	5	2	1	0	0	0	0	0	0	19.2	-
13:30	7	0	0	5	2	0	0	0	0	0	0	0	20.6	-
13:45	2	0	0	0	1	1	0	0	0	0	0	0	21.1	-
14:00	4	0	0	3	1	0	0	0	0	0	0	0	17.8	-
14:15	9	0	0	5	4	0	0	0	0	0	0	0	20.8	-
14:30	6	0	0	3	3	0	0	0	0	0	0	0	19.2	-
14:45	4	0	0	3	1	0	0	0	0	0	0	0	18.5	-
15:00	6	0	0	3	2	1	0	0	0	0	0	0	22.5	-
15:15	16	0	0	8	8	0	0	0	0	0	0	0	20	21.7
15:30	15	1	0	8	6	0	0	0	0	0	0	0	20.3	25.3
15:45	4	0	0	3	1	0	0	0	0	0	0	0	19.5	-
16:00	9	0	0	8	1	0	0	0	0	0	0	0	18.5	-
16:15	10	0	0	4	6	0	0	0	0	0	0	0	21.1	-
16:30	11	0	0	7	3	1	0	0	0	0	0	0	20.8	24.2
16:45	14	0	1	12	0	1	0	0	0	0	0	0	19.5	23.3
17:00	12	0	0	9	3	0	0	0	0	0	0	0	20.1	22.9
17:15	10	0	0	6	4	0	0	0	0	0	0	0	23.2	-
17:30	16	0	0	14	2	0	0	0	0	0	0	0	21.7	25.8
17:45	11	0	0	7	4	0	0	0	0	0	0	0	21.4	25
18:00	9	0	0	9	0	0	0	0	0	0	0	0	22.8	-
18:15	4	0	0	4	0	0	0	0	0	0	0	0	19.6	-
18:30	10	0	0	8	2	0	0	0	0	0	0	0	22.6	-
18:45	3	0	0	3	0	0	0	0	0	0	0	0	21.4	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	24.1	-
19:15	12	0	0	7	5	0	0	0	0	0	0	0	22	27.2
19:30	6	0	0	2	4	0	0	0	0	0	0	0	21.3	-
19:45	3	0	0	2	1	0	0	0	0	0	0	0	20.5	-
20:00	6	0	0	6	0	0	0	0	0	0	0	0	18	-
20:15	3	0	0	1	1	1	0	0	0	0	0	0	22	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	22	-
21:00	4	0	0	3	1	0	0	0	0	0	0	0	23.5	-
21:15	4	0	0	2	1	1	0	0	0	0	0	0	20.8	-
21:30	3	0	0	1	2	0	0	0	0	0	0	0	23.2	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	18.5	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	2	0	0	1	1	0	0	0	0	0	0	0	23.5	-
22:45	4	0	0	3	1	0	0	0	0	0	0	0	22.6	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	14.9	-
07-19	375	1	3	252	107	12	0	0	0	0	0	0	20.3	23.2
06-22	426	1	3	282	126	14	0	0	0	0	0	0	20.4	23.4
06-00	434	1	3	288	128	14	0	0	0	0	0	0	20.4	23.4
00-00	439	1	3	290	130	15	0	0	0	0	0	0	20.4	23.4

Date Thursday 27/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	2	0	0	1	1	0	0	0	0	0	0	0	23	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	16.5	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	0	1	0	0	0	0	0	0	0	24	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	5	0	1	1	3	0	0	0	0	0	0	0	21	-
07:15	5	0	0	2	3	0	0	0	0	0	0	0	20.2	-
07:30	3	0	0	2	1	0	0	0	0	0	0	0	17.3	-
07:45	2	0	0	1	1	0	0	0	0	0	0	0	19.3	-
08:00	8	0	0	6	2	0	0	0	0	0	0	0	19.1	-
08:15	4	0	0	2	2	0	0	0	0	0	0	0	19.6	-
08:30	5	0	0	4	1	0	0	0	0	0	0	0	20.5	-
08:45	12	0	0	6	6	0	0	0	0	0	0	0	20	21.9
09:00	6	0	0	5	1	0	0	0	0	0	0	0	22.7	-
09:15	8	0	0	6	2	0	0	0	0	0	0	0	17.8	-
09:30	6	0	0	4	2	0	0	0	0	0	0	0	20.7	-
09:45	8	0	0	4	3	1	0	0	0	0	0	0	19.8	-
10:00	7	0	0	4	1	2	0	0	0	0	0	0	19.2	-
10:15	7	0	0	3	3	0	1	0	0	0	0	0	19.6	-
10:30	8	0	0	6	2	0	0	0	0	0	0	0	19.3	-
10:45	5	0	0	3	2	0	0	0	0	0	0	0	19.6	-
11:00	7	0	0	6	0	1	0	0	0	0	0	0	19.8	-
11:15	5	0	0	4	1	0	0	0	0	0	0	0	20.5	-
11:30	12	0	0	9	3	0	0	0	0	0	0	0	19.5	21.7
11:45	9	0	0	4	5	0	0	0	0	0	0	0	19.1	-
12:00	8	0	0	5	3	0	0	0	0	0	0	0	20.8	-
12:15	10	0	0	7	3	0	0	0	0	0	0	0	20.4	-
12:30	7	0	0	5	2	0	0	0	0	0	0	0	18.3	-
12:45	12	0	0	8	4	0	0	0	0	0	0	0	22	26.6
13:00	9	0	0	3	6	0	0	0	0	0	0	0	20.2	-
13:15	4	0	0	4	0	0	0	0	0	0	0	0	18.8	-
13:30	9	0	0	8	1	0	0	0	0	0	0	0	19.9	-
13:45	5	0	0	4	1	0	0	0	0	0	0	0	19.8	-
14:00	7	0	0	4	2	1	0	0	0	0	0	0	20.8	-
14:15	10	0	0	7	3	0	0	0	0	0	0	0	21.1	-
14:30	9	0	0	7	2	0	0	0	0	0	0	0	17.7	-
14:45	5	0	0	3	2	0	0	0	0	0	0	0	20.4	-
15:00	4	0	0	2	2	0	0	0	0	0	0	0	23.1	-
15:15	16	0	0	9	7	0	0	0	0	0	0	0	20.3	23
15:30	13	0	0	6	7	0	0	0	0	0	0	0	20.4	23.2
15:45	12	0	0	6	6	0	0	0	0	0	0	0	18.8	21.9
16:00	6	0	0	6	0	0	0	0	0	0	0	0	22.1	-
16:15	9	0	0	7	1	1	0	0	0	0	0	0	20	-
16:30	11	0	0	5	6	0	0	0	0	0	0	0	19.8	23.1
16:45	10	0	0	7	3	0	0	0	0	0	0	0	21.4	-
17:00	7	0	0	4	3	0	0	0	0	0	0	0	19.6	-
17:15	17	0	0	12	5	0	0	0	0	0	0	0	19.7	22.4
17:30	14	0	0	8	6	0	0	0	0	0	0	0	21.7	25.7
17:45	5	0	0	3	2	0	0	0	0	0	0	0	23	-
18:00	10	0	0	8	2	0	0	0	0	0	0	0	22.3	-
18:15	10	0	0	8	2	0	0	0	0	0	0	0	21.1	-
18:30	5	0	0	4	1	0	0	0	0	0	0	0	19.6	-
18:45	8	0	0	6	2	0	0	0	0	0	0	0	21.2	-
19:00	6	0	0	5	1	0	0	0	0	0	0	0	22.7	-
19:15	2	0	0	0	1	1	0	0	0	0	0	0	19.4	-
19:30	5	0	1	3	1	0	0	0	0	0	0	0	21.9	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	19.6	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	22.2	-
20:15	3	0	0	2	1	0	0	0	0	0	0	0	20.8	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	22.3	-
20:45	4	0	0	3	1	0	0	0	0	0	0	0	19.4	-
21:00	3	0	0	1	2	0	0	0	0	0	0	0	21.8	-
21:15	3	0	0	3	0	0	0	0	0	0	0	0	22.3	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	21.3	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	22.1	-
22:00	3	0	0	2	1	0	0	0	0	0	0	0	24.1	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	2	0	0	2	0	0	0	0	0	0	0	0	23.3	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	18.7	-
07-19	384	0	1	248	128	6	1	0	0	0	0	0	20.2	23.0
06-22	417	0	2	271	136	7	1	0	0	0	0	0	20.3	23.0
06-00	423	0	2	275	138	7	1	0	0	0	0	0	20.4	23.2
00-00	426	0	2	277	139	7	1	0	0	0	0	0	20.4	23.2

Date Friday 28/02/2020

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	24.3	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	23.4	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	2	0	0	1	1	0	0	0	0	0	0	0	17.9	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	8.5	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	21.9	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	23.2	-
07:00	1	0	0	0	1	0	0	0	0	0	0	0	21	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	25.4	-
07:30	5	0	0	4	1	0	0	0	0	0	0	0	20.4	-
07:45	6	0	0	5	1	0	0	0	0	0	0	0	18.8	-
08:00	12	0	0	9	3	0	0	0	0	0	0	0	19.9	21.9
08:15	12	0	0	5	6	1	0	0	0	0	0	0	18.3	20.8
08:30	1	0	0	1	0	0	0	0	0	0	0	0	17.7	-
08:45	13	0	0	9	4	0	0	0	0	0	0	0	19.1	21.4
09:00	12	0	0	8	4	0	0	0	0	0	0	0	20.7	24.5
09:15	11	0	0	10	0	1	0	0	0	0	0	0	19.5	21.9
09:30	8	0	0	5	3	0	0	0	0	0	0	0	19.4	-
09:45	12	0	0	10	1	0	1	0	0	0	0	0	18.4	21.1
10:00	5	0	0	3	1	0	0	0	1	0	0	0	20.3	-
10:15	7	1	0	4	2	0	0	0	0	0	0	0	20.2	-
10:30	10	0	1	8	1	0	0	0	0	0	0	0	18.7	-
10:45	6	0	0	4	2	0	0	0	0	0	0	0	20.8	-
11:00	7	0	0	4	2	1	0	0	0	0	0	0	20.4	-
11:15	9	0	0	9	0	0	0	0	0	0	0	0	17.5	-
11:30	6	0	0	5	1	0	0	0	0	0	0	0	17.8	-
11:45	15	0	0	12	3	0	0	0	0	0	0	0	19.6	24.2
12:00	10	0	0	8	2	0	0	0	0	0	0	0	20.9	-
12:15	12	0	0	10	2	0	0	0	0	0	0	0	19.5	21.5
12:30	13	0	0	10	3	0	0	0	0	0	0	0	21.3	24
12:45	4	0	0	3	1	0	0	0	0	0	0	0	19.2	-
13:00	10	0	0	8	2	0	0	0	0	0	0	0	20.2	-
13:15	8	0	0	6	2	0	0	0	0	0	0	0	20.9	-
13:30	6	0	0	5	1	0	0	0	0	0	0	0	19	-
13:45	1	0	0	1	0	0	0	0	0	0	0	0	22.9	-
14:00	2	0	0	1	0	1	0	0	0	0	0	0	19.2	-
14:15	5	0	0	2	3	0	0	0	0	0	0	0	20.8	-
14:30	9	0	0	4	4	0	0	0	1	0	0	0	19.8	-
14:45	7	0	0	4	2	1	0	0	0	0	0	0	19.8	-
15:00	8	0	0	5	3	0	0	0	0	0	0	0	21.5	-
15:15	22	0	0	10	12	0	0	0	0	0	0	0	21	24.6
15:30	11	0	0	4	4	3	0	0	0	0	0	0	21.6	25.5
15:45	6	0	0	6	0	0	0	0	0	0	0	0	17.1	-
16:00	14	0	0	8	4	1	1	0	0	0	0	0	21.4	24
16:15	9	0	0	6	3	0	0	0	0	0	0	0	20.4	-
16:30	12	0	0	7	4	1	0	0	0	0	0	0	20.5	24.8
16:45	12	0	0	7	5	0	0	0	0	0	0	0	21.8	24.2
17:00	8	0	1	6	1	0	0	0	0	0	0	0	22.3	-
17:15	15	0	0	9	6	0	0	0	0	0	0	0	21.4	24.4
17:30	10	0	0	7	3	0	0	0	0	0	0	0	20.2	-
17:45	7	0	0	7	0	0	0	0	0	0	0	0	20.9	-
18:00	9	0	0	7	2	0	0	0	0	0	0	0	23.2	-
18:15	4	0	0	4	0	0	0	0	0	0	0	0	18.9	-
18:30	3	0	0	2	1	0	0	0	0	0	0	0	20.3	-
18:45	6	0	0	6	0	0	0	0	0	0	0	0	20.8	-
19:00	5	0	0	2	3	0	0	0	0	0	0	0	20.4	-
19:15	1	0	0	1	0	0	0	0	0	0	0	0	20.6	-
19:30	7	0	0	4	3	0	0	0	0	0	0	0	21.2	-
19:45	2	0	0	1	1	0	0	0	0	0	0	0	16.8	-
20:00	4	0	0	2	2	0	0	0	0	0	0	0	20.4	-
20:15	5	0	0	1	4	0	0	0	0	0	0	0	18.7	-
20:30	3	0	0	3	0	0	0	0	0	0	0	0	19.3	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	25	-
21:00	5	0	0	4	1	0	0	0	0	0	0	0	20.8	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	2	0	0	0	2	0	0	0	0	0	0	0	21.9	-
22:15	2	0	0	2	0	0	0	0	0	0	0	0	22.1	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	22.9	-
22:45	5	0	0	4	1	0	0	0	0	0	0	0	21.8	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	21.8	-
23:15	5	0	0	4	1	0	0	0	0	0	0	0	19.7	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	402	1	2	279	106	10	2	0	2	0	0	0	20.2	23.3
06-22	438	1	2	301	120	10	2	0	2	0	0	0	20.2	23.3
06-00	455	1	2	314	124	10	2	0	2	0	0	0	20.3	23.3
00-00	461	1	2	317	127	10	2	0	2	0	0	0	20.3	23.4

Date Saturday 29/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	21.9	-
00:15	3	0	0	3	0	0	0	0	0	0	0	0	20.9	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	21	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	20.1	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	19.1	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	23	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	4	0	0	1	3	0	0	0	0	0	0	0	19.1	-
07:30	1	0	0	1	0	0	0	0	0	0	0	0	30.4	-
07:45	3	0	0	3	0	0	0	0	0	0	0	0	18.1	-
08:00	2	0	0	2	0	0	0	0	0	0	0	0	21.4	-
08:15	5	0	0	4	1	0	0	0	0	0	0	0	20.7	-
08:30	12	0	0	8	4	0	0	0	0	0	0	0	20.9	23.2
08:45	4	0	0	1	3	0	0	0	0	0	0	0	20.7	-
09:00	5	0	0	3	2	0	0	0	0	0	0	0	20.8	-
09:15	6	0	0	5	1	0	0	0	0	0	0	0	20.4	-
09:30	2	0	0	1	1	0	0	0	0	0	0	0	22.1	-
09:45	2	0	0	2	0	0	0	0	0	0	0	0	19.4	-
10:00	13	0	0	9	4	0	0	0	0	0	0	0	19.3	20.7
10:15	4	0	0	4	0	0	0	0	0	0	0	0	20.4	-
10:30	10	0	0	4	6	0	0	0	0	0	0	0	19.6	-
10:45	10	0	0	8	2	0	0	0	0	0	0	0	20.4	-
11:00	6	0	0	6	0	0	0	0	0	0	0	0	19.9	-
11:15	9	0	0	5	3	0	0	0	1	0	0	0	18.4	-
11:30	9	0	0	9	0	0	0	0	0	0	0	0	19.5	-
11:45	13	1	0	8	4	0	0	0	0	0	0	0	19	23.4
12:00	15	0	0	13	2	0	0	0	0	0	0	0	22	22.7
12:15	11	0	0	9	2	0	0	0	0	0	0	0	19.9	21.3
12:30	10	0	0	8	2	0	0	0	0	0	0	0	18.5	-
12:45	6	0	0	4	2	0	0	0	0	0	0	0	19.1	-
13:00	10	0	0	9	1	0	0	0	0	0	0	0	17.8	-
13:15	5	0	0	2	3	0	0	0	0	0	0	0	21.2	-
13:30	5	0	0	3	2	0	0	0	0	0	0	0	18	-
13:45	8	0	1	4	3	0	0	0	0	0	0	0	20.3	-
14:00	9	0	0	9	0	0	0	0	0	0	0	0	19.7	-
14:15	5	0	0	3	1	1	0	0	0	0	0	0	20.5	-
14:30	5	0	0	4	1	0	0	0	0	0	0	0	19.7	-
14:45	4	0	0	2	2	0	0	0	0	0	0	0	23.3	-
15:00	6	0	0	4	2	0	0	0	0	0	0	0	19.9	-
15:15	8	0	0	5	2	1	0	0	0	0	0	0	18.5	-
15:30	2	0	0	1	1	0	0	0	0	0	0	0	23.5	-
15:45	8	0	0	5	3	0	0	0	0	0	0	0	22.2	-
16:00	5	0	0	4	1	0	0	0	0	0	0	0	20.1	-
16:15	8	0	0	4	4	0	0	0	0	0	0	0	19.9	-
16:30	12	0	0	8	4	0	0	0	0	0	0	0	21.8	25.6
16:45	4	0	0	3	1	0	0	0	0	0	0	0	21.4	-
17:00	8	0	0	6	2	0	0	0	0	0	0	0	21.5	-
17:15	6	0	0	5	1	0	0	0	0	0	0	0	25.4	-
17:30	1	0	0	1	0	0	0	0	0	0	0	0	18.3	-
17:45	5	0	0	4	1	0	0	0	0	0	0	0	23.2	-
18:00	7	0	0	7	0	0	0	0	0	0	0	0	19.9	-
18:15	10	0	0	10	0	0	0	0	0	0	0	0	21.8	-
18:30	2	0	0	0	2	0	0	0	0	0	0	0	19.6	-
18:45	6	0	0	5	1	0	0	0	0	0	0	0	22.3	-
19:00	5	0	0	5	0	0	0	0	0	0	0	0	20.7	-
19:15	4	0	0	4	0	0	0	0	0	0	0	0	19.8	-
19:30	5	0	0	4	1	0	0	0	0	0	0	0	18.8	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	19.9	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	26.2	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	4	0	0	4	0	0	0	0	0	0	0	0	22.7	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	16.6	-
21:15	3	0	0	3	0	0	0	0	0	0	0	0	22	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	2	0	0	1	1	0	0	0	0	0	0	0	21.6	-
22:15	4	0	0	3	1	0	0	0	0	0	0	0	22.1	-
22:30	2	0	0	2	0	0	0	0	0	0	0	0	21.9	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	17.8	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	21.5	-
07-19	311	1	1	226	80	2	0	0	1	0	0	0	20.4	22.8
06-22	338	1	1	252	81	2	0	0	1	0	0	0	20.4	23.0
06-00	348	1	1	260	83	2	0	0	1	0	0	0	20.4	23.0
00-00	355	1	1	266	84	2	0	0	1	0	0	0	20.4	23.0

Date Sunday 01/03/2020

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	20.7	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	20.1	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	21.8	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	17.8	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	24.6	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	0	1	0	0	0	0	0	0	21.6	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	0	1	0	0	0	0	0	0	0	22.6	-
06:45	3	0	0	3	0	0	0	0	0	0	0	0	20.6	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	2	0	0	1	1	0	0	0	0	0	0	0	20.9	-
07:30	1	0	0	0	1	0	0	0	0	0	0	0	22.5	-
07:45	3	1	0	2	0	0	0	0	0	0	0	0	17.6	-
08:00	1	0	0	1	0	0	0	0	0	0	0	0	22.5	-
08:15	3	0	0	1	1	1	0	0	0	0	0	0	21.5	-
08:30	3	0	0	2	1	0	0	0	0	0	0	0	21.2	-
08:45	1	0	0	1	0	0	0	0	0	0	0	0	23.9	-
09:00	5	0	0	5	0	0	0	0	0	0	0	0	20.2	-
09:15	5	0	0	5	0	0	0	0	0	0	0	0	21.5	-
09:30	3	0	0	2	1	0	0	0	0	0	0	0	20.8	-
09:45	3	0	0	2	1	0	0	0	0	0	0	0	20.3	-
10:00	6	1	0	5	0	0	0	0	0	0	0	0	19.2	-
10:15	7	1	0	4	2	0	0	0	0	0	0	0	17.5	-
10:30	5	0	0	3	2	0	0	0	0	0	0	0	20.4	-
10:45	10	0	0	6	4	0	0	0	0	0	0	0	19.4	-
11:00	9	0	0	3	6	0	0	0	0	0	0	0	21.6	-
11:15	6	0	0	4	2	0	0	0	0	0	0	0	19.9	-
11:30	8	0	1	4	3	0	0	0	0	0	0	0	19.5	-
11:45	7	0	0	6	1	0	0	0	0	0	0	0	20.8	-
12:00	11	0	0	9	1	1	0	0	0	0	0	0	18.3	21.4
12:15	12	0	0	8	3	1	0	0	0	0	0	0	19.9	23.2
12:30	9	0	0	6	3	0	0	0	0	0	0	0	22.2	-
12:45	4	0	0	3	1	0	0	0	0	0	0	0	18.8	-
13:00	6	1	0	3	2	0	0	0	0	0	0	0	18.8	-
13:15	7	0	0	6	1	0	0	0	0	0	0	0	20.2	-
13:30	3	0	0	2	1	0	0	0	0	0	0	0	21.9	-
13:45	3	0	0	3	0	0	0	0	0	0	0	0	22.6	-
14:00	6	0	0	4	2	0	0	0	0	0	0	0	20.3	-
14:15	1	0	0	1	0	0	0	0	0	0	0	0	17	-
14:30	2	0	0	2	0	0	0	0	0	0	0	0	21.4	-
14:45	3	0	0	3	0	0	0	0	0	0	0	0	19.8	-
15:00	3	0	0	3	0	0	0	0	0	0	0	0	21.5	-
15:15	4	0	0	3	1	0	0	0	0	0	0	0	20.6	-
15:30	9	0	0	6	3	0	0	0	0	0	0	0	21.1	-
15:45	6	0	0	2	3	1	0	0	0	0	0	0	19.4	-
16:00	6	0	0	6	0	0	0	0	0	0	0	0	20.3	-
16:15	4	0	0	3	1	0	0	0	0	0	0	0	21	-
16:30	4	0	0	3	1	0	0	0	0	0	0	0	18.5	-
16:45	6	0	0	5	1	0	0	0	0	0	0	0	21.1	-
17:00	6	0	0	3	3	0	0	0	0	0	0	0	23.8	-
17:15	6	0	0	3	3	0	0	0	0	0	0	0	23.7	-
17:30	11	0	0	8	3	0	0	0	0	0	0	0	19.7	21.9
17:45	1	0	0	0	1	0	0	0	0	0	0	0	22.9	-
18:00	3	0	0	3	0	0	0	0	0	0	0	0	23.1	-
18:15	3	0	0	1	2	0	0	0	0	0	0	0	19.8	-
18:30	4	0	0	2	2	0	0	0	0	0	0	0	22.5	-
18:45	3	0	0	2	1	0	0	0	0	0	0	0	24.5	-
19:00	3	0	0	1	2	0	0	0	0	0	0	0	22	-
19:15	3	0	0	2	1	0	0	0	0	0	0	0	22.8	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	4	0	0	3	1	0	0	0	0	0	0	0	22	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	19.2	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	23.9	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	17.2	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	17.4	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	23.5	-
21:30	2	0	0	0	2	0	0	0	0	0	0	0	25.2	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	22.2	-
22:00	2	0	0	2	0	0	0	0	0	0	0	0	18.5	-
22:15	3	0	0	2	1	0	0	0	0	0	0	0	23.1	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	16.2	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	21.8	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	234	4	1	160	65	4	0	0	0	0	0	0	20.5	23.3
06-22	259	4	1	175	75	4	0	0	0	0	0	0	20.6	23.5
06-00	266	4	1	180	77	4	0	0	0	0	0	0	20.6	23.6
00-00	276	4	1	187	79	5	0	0	0	0	0	0	20.6	23.5

Date Monday 02/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	18.6	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	19.5	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	19.4	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	0	0	1	0	0	0	0	0	0	0	17.1	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	16.7	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	23	-
07:00	1	0	0	0	1	0	0	0	0	0	0	0	20.8	-
07:15	2	0	0	2	0	0	0	0	0	0	0	0	18.2	-
07:30	4	0	0	1	3	0	0	0	0	0	0	0	19.7	-
07:45	3	0	0	3	0	0	0	0	0	0	0	0	19.8	-
08:00	10	0	0	8	2	0	0	0	0	0	0	0	19.5	-
08:15	2	0	0	0	2	0	0	0	0	0	0	0	19.4	-
08:30	10	0	0	5	4	1	0	0	0	0	0	0	18.9	-
08:45	14	0	0	6	8	0	0	0	0	0	0	0	20.5	23.1
09:00	14	0	0	8	4	2	0	0	0	0	0	0	20.5	22.6
09:15	10	0	0	3	6	1	0	0	0	0	0	0	22.9	-
09:30	3	0	0	3	0	0	0	0	0	0	0	0	20.4	-
09:45	5	0	0	2	2	1	0	0	0	0	0	0	19.2	-
10:00	6	0	0	5	1	0	0	0	0	0	0	0	21.8	-
10:15	5	0	0	3	1	1	0	0	0	0	0	0	21.3	-
10:30	6	0	0	4	2	0	0	0	0	0	0	0	18.8	-
10:45	5	0	0	3	2	0	0	0	0	0	0	0	18	-
11:00	8	0	0	4	4	0	0	0	0	0	0	0	20.3	-
11:15	5	0	0	3	1	1	0	0	0	0	0	0	20.9	-
11:30	12	0	0	11	1	0	0	0	0	0	0	0	19.3	22.4
11:45	9	0	0	6	2	1	0	0	0	0	0	0	18.3	-
12:00	10	0	0	8	1	1	0	0	0	0	0	0	21.2	-
12:15	7	0	0	4	2	1	0	0	0	0	0	0	20.5	-
12:30	6	0	0	4	2	0	0	0	0	0	0	0	20.7	-
12:45	5	0	0	3	1	1	0	0	0	0	0	0	20.2	-
13:00	15	0	0	12	2	1	0	0	0	0	0	0	21	24.8
13:15	7	0	0	4	3	0	0	0	0	0	0	0	21.6	-
13:30	8	0	0	3	5	0	0	0	0	0	0	0	21.1	-
13:45	8	0	0	5	1	2	0	0	0	0	0	0	20.8	-
14:00	8	0	0	5	2	1	0	0	0	0	0	0	21.6	-
14:15	12	0	0	8	4	0	0	0	0	0	0	0	20.9	24.4
14:30	7	0	0	6	1	0	0	0	0	0	0	0	21.6	-
14:45	7	0	0	6	1	0	0	0	0	0	0	0	21	-
15:00	10	0	0	8	2	0	0	0	0	0	0	0	21.4	-
15:15	12	0	0	6	6	0	0	0	0	0	0	0	21.2	23.7
15:30	12	0	0	7	4	1	0	0	0	0	0	0	21.3	23.3
15:45	9	0	0	8	1	0	0	0	0	0	0	0	21.2	-
16:00	7	0	0	6	0	0	0	0	1	0	0	0	21.7	-
16:15	11	0	0	8	2	1	0	0	0	0	0	0	19.8	22.9
16:30	14	0	0	9	5	0	0	0	0	0	0	0	21.6	24.1
16:45	8	0	0	8	0	0	0	0	0	0	0	0	20.2	-
17:00	11	0	0	9	2	0	0	0	0	0	0	0	20.4	23.3
17:15	12	2	0	4	6	0	0	0	0	0	0	0	20.3	26.1
17:30	9	0	0	6	3	0	0	0	0	0	0	0	21.1	-
17:45	5	0	0	3	2	0	0	0	0	0	0	0	21.4	-
18:00	14	0	0	8	6	0	0	0	0	0	0	0	21.5	23.7
18:15	5	0	0	2	3	0	0	0	0	0	0	0	22.5	-
18:30	4	0	0	1	3	0	0	0	0	0	0	0	23.1	-
18:45	6	0	0	4	2	0	0	0	0	0	0	0	21.4	-
19:00	7	0	0	5	2	0	0	0	0	0	0	0	21.2	-
19:15	5	0	0	4	1	0	0	0	0	0	0	0	19.7	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	21.8	-
19:45	3	0	0	2	1	0	0	0	0	0	0	0	20.5	-
20:00	4	0	0	2	2	0	0	0	0	0	0	0	26	-
20:15	5	0	0	5	0	0	0	0	0	0	0	0	21.6	-
20:30	3	0	0	2	1	0	0	0	0	0	0	0	23.7	-
20:45	5	0	0	5	0	0	0	0	0	0	0	0	21.6	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	22.7	-
21:15	3	0	0	1	2	0	0	0	0	0	0	0	20	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	20.9	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	2	0	0	1	0	1	0	0	0	0	0	0	21.1	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	21	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	14	-
23:00	2	0	0	1	1	0	0	0	0	0	0	0	23.9	-
23:15	2	0	0	2	0	0	0	0	0	0	0	0	23.3	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	23.3	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	383	2	0	245	118	17	0	0	1	0	0	0	20.7	23.4
06-22	424	2	0	276	128	17	0	0	1	0	0	0	20.8	23.5
06-00	433	2	0	282	130	18	0	0	1	0	0	0	20.8	23.5
00-00	436	2	0	285	130	18	0	0	1	0	0	0	20.8	23.5

Date Tuesday 03/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	2	0	0	2	0	0	0	0	0	0	0	0	21.3	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	21.9	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	21.9	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	0	1	0	0	0	0	0	0	0	28.4	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	6	0	0	4	2	0	0	0	0	0	0	0	22.1	-
07:15	3	0	0	1	2	0	0	0	0	0	0	0	21.7	-
07:30	7	0	0	4	2	1	0	0	0	0	0	0	21.3	-
07:45	5	0	0	3	2	0	0	0	0	0	0	0	19	-
08:00	11	0	0	9	2	0	0	0	0	0	0	0	22.1	25.7
08:15	7	0	0	6	1	0	0	0	0	0	0	0	20.1	-
08:30	4	0	0	0	3	1	0	0	0	0	0	0	20.8	-
08:45	14	0	0	9	5	0	0	0	0	0	0	0	20.4	24.4
09:00	10	0	0	5	5	0	0	0	0	0	0	0	20.4	-
09:15	8	0	0	4	1	2	1	0	0	0	0	0	18	-
09:30	5	0	0	3	2	0	0	0	0	0	0	0	19.4	-
09:45	8	1	0	3	4	0	0	0	0	0	0	0	19.8	-
10:00	6	0	0	4	2	0	0	0	0	0	0	0	19.5	-
10:15	4	0	0	1	2	1	0	0	0	0	0	0	21	-
10:30	10	0	0	8	2	0	0	0	0	0	0	0	21	-
10:45	8	0	0	5	3	0	0	0	0	0	0	0	19	-
11:00	3	0	0	2	1	0	0	0	0	0	0	0	20.9	-
11:15	8	0	0	5	3	0	0	0	0	0	0	0	21	-
11:30	13	0	0	8	4	1	0	0	0	0	0	0	22.2	25.2
11:45	7	1	0	5	1	0	0	0	0	0	0	0	19.3	-
12:00	2	0	0	2	0	0	0	0	0	0	0	0	24.7	-
12:15	8	0	0	7	1	0	0	0	0	0	0	0	22.6	-
12:30	2	0	0	2	0	0	0	0	0	0	0	0	21.9	-
12:45	10	0	0	7	3	0	0	0	0	0	0	0	20.3	-
13:00	6	0	0	4	2	0	0	0	0	0	0	0	20.3	-
13:15	5	0	0	4	1	0	0	0	0	0	0	0	20.3	-
13:30	7	0	0	5	2	0	0	0	0	0	0	0	20.2	-
13:45	8	0	0	4	2	2	0	0	0	0	0	0	18.4	-
14:00	4	0	0	2	2	0	0	0	0	0	0	0	20.9	-
14:15	9	0	0	4	4	1	0	0	0	0	0	0	20.8	-
14:30	4	0	0	3	1	0	0	0	0	0	0	0	20.7	-
14:45	9	0	0	6	3	0	0	0	0	0	0	0	20.9	-
15:00	9	0	0	8	1	0	0	0	0	0	0	0	19.9	-
15:15	16	0	0	10	6	0	0	0	0	0	0	0	20.4	22.7
15:30	8	0	0	5	3	0	0	0	0	0	0	0	20	-
15:45	13	1	0	9	2	1	0	0	0	0	0	0	19.5	21.6
16:00	9	0	0	6	3	0	0	0	0	0	0	0	20.2	-
16:15	9	0	0	6	3	0	0	0	0	0	0	0	20.6	-
16:30	11	0	0	9	2	0	0	0	0	0	0	0	18.7	22.8
16:45	11	0	0	10	1	0	0	0	0	0	0	0	20.1	24.9
17:00	11	0	0	7	4	0	0	0	0	0	0	0	21.3	23.5
17:15	7	0	0	6	1	0	0	0	0	0	0	0	21.7	-
17:30	15	0	0	8	7	0	0	0	0	0	0	0	20.6	24.4
17:45	10	0	0	7	3	0	0	0	0	0	0	0	21.9	-
18:00	8	0	0	4	4	0	0	0	0	0	0	0	20.9	-
18:15	8	0	0	6	2	0	0	0	0	0	0	0	21.5	-
18:30	5	0	0	3	2	0	0	0	0	0	0	0	21	-
18:45	4	0	0	4	0	0	0	0	0	0	0	0	21.9	-
19:00	7	0	0	6	1	0	0	0	0	0	0	0	20.6	-
19:15	4	0	0	3	1	0	0	0	0	0	0	0	17.6	-
19:30	3	0	0	2	1	0	0	0	0	0	0	0	20.2	-
19:45	7	0	0	4	3	0	0	0	0	0	0	0	19.9	-
20:00	6	0	0	5	1	0	0	0	0	0	0	0	20.9	-
20:15	5	0	0	4	1	0	0	0	0	0	0	0	20.2	-
20:30	3	0	0	3	0	0	0	0	0	0	0	0	19	-
20:45	4	0	0	1	3	0	0	0	0	0	0	0	18.7	-
21:00	2	0	0	0	2	0	0	0	0	0	0	0	18.6	-
21:15	7	0	0	3	3	1	0	0	0	0	0	0	21.1	-
21:30	7	0	0	7	0	0	0	0	0	0	0	0	20.8	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	21.6	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	14.2	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	17.7	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	19.4	-
22:45	2	0	0	1	1	0	0	0	0	0	0	0	20.1	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	15.6	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	17.6	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	24.6	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	375	3	0	247	114	10	1	0	0	0	0	0	20.5	23.4
06-22	432	3	0	286	131	11	1	0	0	0	0	0	20.5	23.4
06-00	440	3	0	291	134	11	1	0	0	0	0	0	20.5	23.4
00-00	444	3	0	295	134	11	1	0	0	0	0	0	20.5	23.4

Date Wednesday 04/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	21.2	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	16.4	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	18.7	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	21.8	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	22.5	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	2	0	0	2	0	0	0	0	0	0	0	0	21.9	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	24.9	-
07:00	5	0	0	3	2	0	0	0	0	0	0	0	21.3	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	24.5	-
07:30	3	0	0	2	1	0	0	0	0	0	0	0	23.3	-
07:45	8	0	0	6	2	0	0	0	0	0	0	0	19.6	-
08:00	9	0	0	5	4	0	0	0	0	0	0	0	19.8	-
08:15	7	0	0	5	2	0	0	0	0	0	0	0	20.5	-
08:30	4	0	0	1	3	0	0	0	0	0	0	0	21.2	-
08:45	9	0	0	6	3	0	0	0	0	0	0	0	21.1	-
09:00	16	0	0	9	7	0	0	0	0	0	0	0	19.5	22.6
09:15	4	0	0	1	2	1	0	0	0	0	0	0	20.5	-
09:30	3	0	0	1	2	0	0	0	0	0	0	0	20.4	-
09:45	7	0	0	7	0	0	0	0	0	0	0	0	20.2	-
10:00	4	0	0	1	3	0	0	0	0	0	0	0	18.3	-
10:15	6	0	0	2	3	0	0	0	1	0	0	0	19.7	-
10:30	3	0	0	1	1	0	1	0	0	0	0	0	17.2	-
10:45	6	0	0	3	2	1	0	0	0	0	0	0	21.7	-
11:00	6	0	0	4	2	0	0	0	0	0	0	0	22.7	-
11:15	9	0	0	8	1	0	0	0	0	0	0	0	20.3	-
11:30	13	0	0	11	1	1	0	0	0	0	0	0	20.6	25.5
11:45	7	0	0	4	3	0	0	0	0	0	0	0	20.2	-
12:00	13	0	0	6	4	2	0	1	0	0	0	0	20.3	26.7
12:15	11	1	0	5	5	0	0	0	0	0	0	0	18.8	22.5
12:30	4	0	0	2	2	0	0	0	0	0	0	0	21.3	-
12:45	5	0	1	1	3	0	0	0	0	0	0	0	20.2	-
13:00	2	0	0	2	0	0	0	0	0	0	0	0	20.7	-
13:15	9	0	0	7	2	0	0	0	0	0	0	0	22	-
13:30	8	0	0	7	1	0	0	0	0	0	0	0	19.8	-
13:45	11	0	0	7	3	1	0	0	0	0	0	0	21.9	24.5
14:00	5	0	0	3	2	0	0	0	0	0	0	0	21.3	-
14:15	9	0	1	6	1	1	0	0	0	0	0	0	21.3	-
14:30	9	0	0	6	3	0	0	0	0	0	0	0	20.9	-
14:45	11	0	0	8	3	0	0	0	0	0	0	0	20	24.1
15:00	3	0	0	1	2	0	0	0	0	0	0	0	18.7	-
15:15	15	0	0	9	5	1	0	0	0	0	0	0	20.8	22.6
15:30	11	0	0	7	4	0	0	0	0	0	0	0	21.5	24.4
15:45	8	0	0	8	0	0	0	0	0	0	0	0	21.3	-
16:00	9	0	0	8	1	0	0	0	0	0	0	0	19.1	-
16:15	11	0	0	6	4	1	0	0	0	0	0	0	20.7	23.9
16:30	13	0	0	11	2	0	0	0	0	0	0	0	20.8	23.4
16:45	9	0	0	6	3	0	0	0	0	0	0	0	19.1	-
17:00	9	0	0	6	3	0	0	0	0	0	0	0	20.9	-
17:15	9	0	0	6	3	0	0	0	0	0	0	0	19.3	-
17:30	15	0	0	10	5	0	0	0	0	0	0	0	21	23.3
17:45	14	0	0	6	8	0	0	0	0	0	0	0	21.5	24
18:00	5	0	0	5	0	0	0	0	0	0	0	0	19.9	-
18:15	6	0	0	4	2	0	0	0	0	0	0	0	20.3	-
18:30	3	0	0	3	0	0	0	0	0	0	0	0	21.4	-
18:45	7	0	0	5	2	0	0	0	0	0	0	0	20.1	-
19:00	5	0	0	3	2	0	0	0	0	0	0	0	20.4	-
19:15	4	0	0	2	2	0	0	0	0	0	0	0	21.2	-
19:30	7	0	0	6	1	0	0	0	0	0	0	0	20.8	-
19:45	2	0	0	1	0	0	0	0	0	0	1	0	14.9	-
20:00	5	0	0	3	2	0	0	0	0	0	0	0	22.1	-
20:15	2	0	0	2	0	0	0	0	0	0	0	0	22.8	-
20:30	4	0	0	3	1	0	0	0	0	0	0	0	19.5	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	21.7	-
21:00	2	0	0	2	0	0	0	0	0	0	0	0	22.1	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	20.9	-
21:30	4	0	0	3	1	0	0	0	0	0	0	0	21.3	-
21:45	4	0	0	1	3	0	0	0	0	0	0	0	22.2	-
22:00	3	0	0	3	0	0	0	0	0	0	0	0	19	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	23.7	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	19.5	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	17.8	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	19.9	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	23.9	-
07-19	374	1	2	242	117	9	1	1	1	0	0	0	20.5	23.5
06-22	418	1	2	273	129	9	1	1	1	0	1	0	20.6	23.6
06-00	426	1	2	279	131	9	1	1	1	0	1	0	20.6	23.7
00-00	431	1	2	284	131	9	1	1	1	0	1	0	20.6	23.7

Date	Thursday	05/03/2020												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	20	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	27.7	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	24.6	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	2	0	0	2	0	0	0	0	0	0	0	0	16.5	-
06:45	5	0	0	4	1	0	0	0	0	0	0	0	18.8	-
07:00	2	0	0	1	1	0	0	0	0	0	0	0	21.8	-
07:15	2	0	0	1	1	0	0	0	0	0	0	0	20.6	-
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	4	0	0	2	2	0	0	0	0	0	0	0		
06-22	11	0	0	8	3	0	0	0	0	0	0	0		
06-00	11	0	0	8	3	0	0	0	0	0	0	0		
00-00	14	0	0	10	4	0	0	0	0	0	0	0		

Date	Friday	06/03/2020												
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 07/03/2020

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	08/03/2020												
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: AECOM
Project Number: ID05238
Junction Number: Site 4
Flow from: Coburg Lane (N) to: Pages Lane (S)

Date Monday 24/02/2020

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

Date	Tuesday	25/02/2020												
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	1	0	0	0	1	0	0	0	0	0	0	0	11.4	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	26.8	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	4	0	1	0	3	0	0	0	0	0	0	0	24.6	-
06:15	4	0	0	1	3	0	0	0	0	0	0	0	22.1	-
06:30	4	0	0	2	2	0	0	0	0	0	0	0	25	-
06:45	12	0	0	4	8	0	0	0	0	0	0	0	23.6	26.3
07:00	6	0	0	1	3	1	0	0	1	0	0	0	23.4	-
07:15	9	0	0	3	6	0	0	0	0	0	0	0	22.1	-
07:30	6	0	0	1	4	1	0	0	0	0	0	0	24.9	-
07:45	6	0	0	5	1	0	0	0	0	0	0	0	26.3	-
08:00	12	0	0	6	5	1	0	0	0	0	0	0	21.6	25.8
08:15	11	0	0	4	7	0	0	0	0	0	0	0	25.7	27.2
08:30	9	0	0	2	7	0	0	0	0	0	0	0	23.6	-
08:45	12	0	0	6	6	0	0	0	0	0	0	0	24.9	27.1
09:00	13	0	0	8	5	0	0	0	0	0	0	0	22.5	24.5
09:15	7	0	0	4	3	0	0	0	0	0	0	0	23.7	-
09:30	5	0	0	2	3	0	0	0	0	0	0	0	25.8	-
09:45	7	1	0	3	3	0	0	0	0	0	0	0	21	-
10:00	4	0	0	3	1	0	0	0	0	0	0	0	22.3	-
10:15	6	0	0	3	3	0	0	0	0	0	0	0	20.3	-
10:30	3	0	0	1	2	0	0	0	0	0	0	0	25	-
10:45	7	0	0	2	4	1	0	0	0	0	0	0	22.7	-
11:00	7	0	0	5	2	0	0	0	0	0	0	0	20.9	-
11:15	6	1	0	2	3	0	0	0	0	0	0	0	19.4	-
11:30	7	0	0	4	3	0	0	0	0	0	0	0	19.7	-
11:45	9	0	0	7	2	0	0	0	0	0	0	0	16.1	-
12:00	5	0	0	3	1	1	0	0	0	0	0	0	21.1	-
12:15	10	0	0	4	5	1	0	0	0	0	0	0	21.1	-
12:30	9	0	0	2	6	1	0	0	0	0	0	0	23.8	-
12:45	11	0	1	5	5	0	0	0	0	0	0	0	21.9	27.3
13:00	6	0	0	5	1	0	0	0	0	0	0	0	22.7	-
13:15	6	0	0	3	2	1	0	0	0	0	0	0	23.5	-
13:30	10	0	0	6	3	1	0	0	0	0	0	0	22.9	-
13:45	9	0	0	6	3	0	0	0	0	0	0	0	23.1	-
14:00	7	0	0	1	5	1	0	0	0	0	0	0	19.8	-
14:15	4	0	0	2	1	0	0	0	1	0	0	0	18.3	-
14:30	4	0	0	1	3	0	0	0	0	0	0	0	22.2	-
14:45	14	0	0	3	10	1	0	0	0	0	0	0	20.6	23.3
15:00	7	0	0	2	5	0	0	0	0	0	0	0	24.8	-
15:15	7	0	1	1	5	0	0	0	0	0	0	0	20.8	-
15:30	4	0	0	1	3	0	0	0	0	0	0	0	22.9	-
15:45	8	0	0	2	4	2	0	0	0	0	0	0	22.5	-
16:00	7	0	0	5	2	0	0	0	0	0	0	0	24.3	-
16:15	9	0	0	3	5	0	0	0	1	0	0	0	24.1	-
16:30	10	0	0	4	6	0	0	0	0	0	0	0	23.4	-
16:45	9	0	0	4	5	0	0	0	0	0	0	0	23.7	-
17:00	6	0	0	3	3	0	0	0	0	0	0	0	22.7	-
17:15	5	0	0	3	2	0	0	0	0	0	0	0	23.9	-
17:30	3	0	0	1	2	0	0	0	0	0	0	0	26.1	-
17:45	6	0	0	1	5	0	0	0	0	0	0	0	21.3	-
18:00	6	0	0	4	2	0	0	0	0	0	0	0	22.1	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	5	0	0	3	2	0	0	0	0	0	0	0	21.7	-
18:45	7	0	0	3	4	0	0	0	0	0	0	0	22.7	-
19:00	16	0	0	4	12	0	0	0	0	0	0	0	23.9	26
19:15	3	0	0	1	2	0	0	0	0	0	0	0	21.7	-
19:30	3	0	0	1	2	0	0	0	0	0	0	0	21.8	-
19:45	2	0	0	1	1	0	0	0	0	0	0	0	24.1	-
20:00	2	0	0	1	1	0	0	0	0	0	0	0	21.8	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	23.8	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	22.4	-
21:15	3	0	0	1	2	0	0	0	0	0	0	0	22.5	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	20.2	-
21:45	2	0	0	0	2	0	0	0	0	0	0	0	21	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	24.5	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	19.3	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	24.1	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	26	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	24.9	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	346	2	2	153	173	13	0	0	3	0	0	0	22.5	26.3
06-22	406	2	3	172	213	13	0	0	3	0	0	0	22.6	26.3
06-00	411	2	3	173	217	13	0	0	3	0	0	0	22.6	26.3
00-00	413	2	3	174	218	13	0	0	3	0	0	0	22.6	26.3

Date Wednesday 26/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	0	0	1	0	0	0	0	0	0	24.6	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	32.9	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	1	0	0	0	0	0	0	0	0	0	27.8	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	28.1	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	2	0	0	1	1	0	0	0	0	0	0	0	25.3	-
06:15	2	0	0	1	1	0	0	0	0	0	0	0	19.8	-
06:30	14	0	0	7	7	0	0	0	0	0	0	0	24.2	26.9
06:45	4	0	0	1	3	0	0	0	0	0	0	0	25	-
07:00	9	0	0	2	6	0	0	0	1	0	0	0	23.9	-
07:15	15	0	1	7	6	1	0	0	0	0	0	0	23.9	26.2
07:30	9	0	0	4	5	0	0	0	0	0	0	0	24.4	-
07:45	9	0	0	5	4	0	0	0	0	0	0	0	23.8	-
08:00	13	0	0	6	7	0	0	0	0	0	0	0	25.3	28
08:15	13	0	0	4	8	0	1	0	0	0	0	0	24	27.7
08:30	9	0	0	1	8	0	0	0	0	0	0	0	23.2	-
08:45	14	0	0	7	7	0	0	0	0	0	0	0	23.5	27.7
09:00	6	0	0	2	4	0	0	0	0	0	0	0	22.6	-
09:15	8	0	0	3	5	0	0	0	0	0	0	0	20.6	-
09:30	12	0	0	2	10	0	0	0	0	0	0	0	23.8	28.1
09:45	10	0	0	7	2	1	0	0	0	0	0	0	21.9	-
10:00	11	0	0	6	4	0	0	1	0	0	0	0	21.9	25.7
10:15	10	0	0	4	4	1	1	0	0	0	0	0	20.5	-
10:30	9	0	0	2	6	1	0	0	0	0	0	0	22.9	-
10:45	7	0	0	2	5	0	0	0	0	0	0	0	21.7	-
11:00	10	1	0	4	5	0	0	0	0	0	0	0	20.9	-
11:15	11	0	0	1	10	0	0	0	0	0	0	0	21.4	24.6
11:30	12	0	0	2	9	1	0	0	0	0	0	0	23.2	26
11:45	9	0	0	4	5	0	0	0	0	0	0	0	25.6	-
12:00	6	0	0	2	2	1	1	0	0	0	0	0	23	-
12:15	4	0	0	2	2	0	0	0	0	0	0	0	23.7	-
12:30	9	0	0	8	1	0	0	0	0	0	0	0	18.5	-
12:45	3	0	0	2	1	0	0	0	0	0	0	0	19.4	-
13:00	5	0	0	4	1	0	0	0	0	0	0	0	21.9	-
13:15	9	0	0	4	5	0	0	0	0	0	0	0	21.7	-
13:30	6	0	0	3	3	0	0	0	0	0	0	0	20.6	-
13:45	3	0	0	2	1	0	0	0	0	0	0	0	26	-
14:00	7	0	0	1	5	1	0	0	0	0	0	0	23.5	-
14:15	4	0	0	2	2	0	0	0	0	0	0	0	22.5	-
14:30	5	0	0	4	1	0	0	0	0	0	0	0	20	-
14:45	12	0	0	8	3	1	0	0	0	0	0	0	22.6	26.8
15:00	6	0	0	1	5	0	0	0	0	0	0	0	23.9	-
15:15	6	0	0	1	5	0	0	0	0	0	0	0	23.9	-
15:30	7	0	0	5	2	0	0	0	0	0	0	0	23.6	-
15:45	6	0	0	3	3	0	0	0	0	0	0	0	20.9	-
16:00	4	0	0	1	3	0	0	0	0	0	0	0	25.4	-
16:15	9	0	0	3	5	1	0	0	0	0	0	0	23	-
16:30	4	0	0	3	1	0	0	0	0	0	0	0	20.8	-
16:45	8	0	0	3	5	0	0	0	0	0	0	0	24.1	-
17:00	2	0	0	1	1	0	0	0	0	0	0	0	24.7	-
17:15	7	0	0	6	1	0	0	0	0	0	0	0	24.9	-
17:30	12	0	0	6	6	0	0	0	0	0	0	0	22.9	25.7
17:45	7	0	1	4	2	0	0	0	0	0	0	0	22.7	-
18:00	12	0	0	1	11	0	0	0	0	0	0	0	24.6	30.3
18:15	3	0	0	1	2	0	0	0	0	0	0	0	24.4	-
18:30	6	0	0	2	4	0	0	0	0	0	0	0	26.4	-
18:45	2	0	0	1	1	0	0	0	0	0	0	0	20.9	-
19:00	5	0	0	1	4	0	0	0	0	0	0	0	24.1	-
19:15	4	0	0	2	2	0	0	0	0	0	0	0	27.2	-
19:30	5	0	0	4	1	0	0	0	0	0	0	0	28.5	-
19:45	1	0	0	0	1	0	0	0	0	0	0	0	26.5	-
20:00	5	0	0	1	4	0	0	0	0	0	0	0	25.1	-
20:15	2	0	0	2	0	0	0	0	0	0	0	0	22.4	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	24.2	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	24.4	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	2	0	0	0	1	1	0	0	0	0	0	0	24.7	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	25.6	-
21:45	5	0	0	4	1	0	0	0	0	0	0	0	23.1	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	4	0	0	1	3	0	0	0	0	0	0	0	25.6	-
22:30	4	0	0	3	1	0	0	0	0	0	0	0	22.5	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	21.1	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	380	1	2	159	204	9	3	1	1	0	0	0	23.0	26.6
06-22	435	1	2	185	232	10	3	1	1	0	0	0	23.2	26.7
06-00	444	1	2	189	237	10	3	1	1	0	0	0	23.2	26.8
00-00	448	1	3	191	237	11	3	1	1	0	0	0	23.2	27.0

Date Thursday 27/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	17.3	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	2	0	0	1	1	0	0	0	0	0	0	0	26.4	-
06:00	3	0	0	1	2	0	0	0	0	0	0	0	22.9	-
06:15	5	0	0	2	2	1	0	0	0	0	0	0	22.7	-
06:30	7	0	0	2	5	0	0	0	0	0	0	0	25.4	-
06:45	10	0	0	4	5	0	0	0	1	0	0	0	23.5	-
07:00	5	0	0	2	2	1	0	0	0	0	0	0	23.2	-
07:15	14	0	0	3	10	1	0	0	0	0	0	0	23.4	26.7
07:30	7	0	0	4	3	0	0	0	0	0	0	0	25.5	-
07:45	10	0	0	5	5	0	0	0	0	0	0	0	25.2	-
08:00	8	0	0	4	4	0	0	0	0	0	0	0	24.1	-
08:15	11	0	0	4	7	0	0	0	0	0	0	0	25.7	27.1
08:30	11	0	0	7	4	0	0	0	0	0	0	0	23.5	26.9
08:45	13	0	0	7	6	0	0	0	0	0	0	0	21.1	25.4
09:00	6	0	0	2	4	0	0	0	0	0	0	0	22.1	-
09:15	8	0	0	2	6	0	0	0	0	0	0	0	23.2	-
09:30	7	0	0	2	5	0	0	0	0	0	0	0	24.6	-
09:45	10	0	0	9	1	0	0	0	0	0	0	0	22.3	-
10:00	9	0	0	4	4	1	0	0	0	0	0	0	22.4	-
10:15	11	0	0	5	4	2	0	0	0	0	0	0	21.3	27.8
10:30	8	0	0	6	1	1	0	0	0	0	0	0	20	-
10:45	11	0	0	3	8	0	0	0	0	0	0	0	24.2	28.5
11:00	10	0	0	6	3	1	0	0	0	0	0	0	23.3	-
11:15	8	0	0	3	5	0	0	0	0	0	0	0	21.3	-
11:30	7	0	0	3	4	0	0	0	0	0	0	0	22.2	-
11:45	7	0	0	4	3	0	0	0	0	0	0	0	23.2	-
12:00	8	0	0	1	7	0	0	0	0	0	0	0	24.7	-
12:15	9	0	0	5	4	0	0	0	0	0	0	0	23.4	-
12:30	3	0	0	2	1	0	0	0	0	0	0	0	23.4	-
12:45	7	0	0	5	2	0	0	0	0	0	0	0	21.6	-
13:00	12	0	0	5	6	1	0	0	0	0	0	0	23.6	26.8
13:15	4	1	0	1	2	0	0	0	0	0	0	0	23.3	-
13:30	2	0	0	2	0	0	0	0	0	0	0	0	20.5	-
13:45	8	0	0	4	3	1	0	0	0	0	0	0	23.5	-
14:00	11	0	0	5	6	0	0	0	0	0	0	0	23.8	27.7
14:15	6	1	0	2	2	1	0	0	0	0	0	0	20.5	-
14:30	10	0	0	4	6	0	0	0	0	0	0	0	21.8	-
14:45	10	0	0	7	3	0	0	0	0	0	0	0	24.5	-
15:00	15	0	1	2	11	1	0	0	0	0	0	0	24.4	27.9
15:15	6	0	0	1	5	0	0	0	0	0	0	0	24.5	-
15:30	8	0	0	3	5	0	0	0	0	0	0	0	19.8	-
15:45	9	0	0	1	6	2	0	0	0	0	0	0	22.7	-
16:00	6	0	0	3	3	0	0	0	0	0	0	0	24.1	-
16:15	8	0	0	3	5	0	0	0	0	0	0	0	24.9	-
16:30	3	0	0	3	0	0	0	0	0	0	0	0	24.5	-
16:45	6	0	0	5	1	0	0	0	0	0	0	0	23.9	-
17:00	4	0	0	3	1	0	0	0	0	0	0	0	23.7	-
17:15	8	0	0	3	5	0	0	0	0	0	0	0	24.9	-
17:30	7	0	0	5	2	0	0	0	0	0	0	0	24.3	-
17:45	3	0	0	1	2	0	0	0	0	0	0	0	25.1	-
18:00	1	0	0	1	0	0	0	0	0	0	0	0	24	-
18:15	8	0	0	4	4	0	0	0	0	0	0	0	25.2	-
18:30	9	0	1	4	4	0	0	0	0	0	0	0	25.8	-
18:45	2	0	0	2	0	0	0	0	0	0	0	0	27.3	-
19:00	8	0	0	0	8	0	0	0	0	0	0	0	23.7	-
19:15	4	0	0	2	2	0	0	0	0	0	0	0	26.2	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	1	0	0	0	1	0	0	0	0	0	0	0	24.1	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	27.2	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	25.8	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	5	0	0	4	1	0	0	0	0	0	0	0	24.4	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	19.4	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	28.3	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	25.9	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	22.8	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	25.4	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	25.1	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	374	2	2	172	185	13	0	0	0	0	0	0	23.4	26.8
06-22	420	2	2	188	213	14	0	0	1	0	0	0	23.5	26.9
06-00	425	2	2	190	216	14	0	0	1	0	0	0	23.5	27.0
00-00	428	2	2	191	218	14	0	0	1	0	0	0	23.5	27.0

Date Friday 28/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	18.8	-
00:30	2	0	0	1	1	0	0	0	0	0	0	0	24.5	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	25.5	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	0	0	1	0	0	0	0	0	21.3	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	25.7	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	31.7	-
06:00	4	0	0	1	3	0	0	0	0	0	0	0	23.2	-
06:15	4	0	0	3	1	0	0	0	0	0	0	0	22.1	-
06:30	11	0	0	6	5	0	0	0	0	0	0	0	23.3	26.2
06:45	6	0	0	4	2	0	0	0	0	0	0	0	24.7	-
07:00	13	0	0	6	7	0	0	0	0	0	0	0	23.6	29.4
07:15	9	0	0	3	5	0	1	0	0	0	0	0	23.2	-
07:30	5	0	1	1	3	0	0	0	0	0	0	0	27.2	-
07:45	8	0	0	2	6	0	0	0	0	0	0	0	23	-
08:00	11	0	0	6	5	0	0	0	0	0	0	0	24.4	29.5
08:15	15	0	0	8	7	0	0	0	0	0	0	0	24.4	27.2
08:30	15	0	0	6	7	1	0	1	0	0	0	0	22.3	25.6
08:45	12	0	0	4	8	0	0	0	0	0	0	0	23.7	27.1
09:00	9	0	0	6	3	0	0	0	0	0	0	0	22.8	-
09:15	8	0	0	3	3	1	1	0	0	0	0	0	22.3	-
09:30	14	0	0	5	9	0	0	0	0	0	0	0	23	27.9
09:45	7	0	0	3	4	0	0	0	0	0	0	0	21.5	-
10:00	10	0	0	9	1	0	0	0	0	0	0	0	22.2	-
10:15	11	0	0	7	4	0	0	0	0	0	0	0	23.9	27.3
10:30	11	0	0	4	7	0	0	0	0	0	0	0	22	25.4
10:45	11	1	0	1	9	0	0	0	0	0	0	0	21.6	26.4
11:00	9	0	0	3	5	1	0	0	0	0	0	0	23.5	-
11:15	13	0	0	6	6	1	0	0	0	0	0	0	21.6	24.8
11:30	7	0	0	2	5	0	0	0	0	0	0	0	24.4	-
11:45	7	0	0	4	3	0	0	0	0	0	0	0	19.4	-
12:00	5	0	0	2	2	1	0	0	0	0	0	0	21.5	-
12:15	2	0	0	2	0	0	0	0	0	0	0	0	21.7	-
12:30	9	0	0	5	3	1	0	0	0	0	0	0	23.9	-
12:45	12	0	0	5	6	1	0	0	0	0	0	0	22.8	26
13:00	9	0	0	7	2	0	0	0	0	0	0	0	22	-
13:15	7	0	0	4	3	0	0	0	0	0	0	0	20.5	-
13:30	9	0	0	5	4	0	0	0	0	0	0	0	22.1	-
13:45	8	0	0	4	4	0	0	0	0	0	0	0	23	-
14:00	6	0	0	5	1	0	0	0	0	0	0	0	23	-
14:15	11	0	0	3	7	1	0	0	0	0	0	0	21.1	22.8
14:30	12	0	0	8	4	0	0	0	0	0	0	0	23.7	27.1
14:45	10	0	0	4	6	0	0	0	0	0	0	0	24.2	-
15:00	14	0	0	6	8	0	0	0	0	0	0	0	25	29.3
15:15	5	0	0	1	4	0	0	0	0	0	0	0	22.1	-
15:30	7	0	0	3	4	0	0	0	0	0	0	0	24.3	-
15:45	8	0	0	4	2	2	0	0	0	0	0	0	20.1	-
16:00	9	0	0	6	3	0	0	0	0	0	0	0	22.5	-
16:15	9	0	0	4	5	0	0	0	0	0	0	0	22.8	-
16:30	9	0	0	4	5	0	0	0	0	0	0	0	23.9	-
16:45	9	0	0	5	4	0	0	0	0	0	0	0	23.4	-
17:00	7	0	0	2	5	0	0	0	0	0	0	0	23.5	-
17:15	9	0	0	3	6	0	0	0	0	0	0	0	22.7	-
17:30	8	0	0	4	3	0	1	0	0	0	0	0	22.5	-
17:45	2	0	0	1	1	0	0	0	0	0	0	0	24.2	-
18:00	4	0	0	1	3	0	0	0	0	0	0	0	25.1	-
18:15	5	0	0	4	1	0	0	0	0	0	0	0	21.6	-
18:30	4	0	0	1	3	0	0	0	0	0	0	0	25.5	-
18:45	13	0	0	3	10	0	0	0	0	0	0	0	24.1	28.2
19:00	2	0	0	1	1	0	0	0	0	0	0	0	21.3	-
19:15	1	0	0	0	1	0	0	0	0	0	0	0	21.3	-
19:30	5	0	0	1	4	0	0	0	0	0	0	0	21.8	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	26.6	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	21.8	-
20:15	5	0	0	5	0	0	0	0	0	0	0	0	22.4	-
20:30	2	0	0	0	2	0	0	0	0	0	0	0	25.5	-
20:45	5	0	0	2	2	1	0	0	0	0	0	0	25.9	-
21:00	2	0	0	2	0	0	0	0	0	0	0	0	22.4	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	25.3	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	2	0	0	2	0	0	0	0	0	0	0	0	22.6	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	4	0	0	3	1	0	0	0	0	0	0	0	22.4	-
23:15	2	0	0	1	1	0	0	0	0	0	0	0	21.8	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	22.8	-
07-19	427	1	1	195	216	10	3	1	0	0	0	0	23.0	26.3
06-22	478	1	1	224	237	11	3	1	0	0	0	0	23.0	26.3
06-00	487	1	1	231	239	11	3	1	0	0	0	0	23.0	26.3
00-00	494	1	1	232	244	11	4	1	0	0	0	0	23.0	26.3

Date Saturday 29/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	22.2	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	17	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	27.2	-
06:30	1	0	0	0	1	0	0	0	0	0	0	0	28.9	-
06:45	2	0	0	1	1	0	0	0	0	0	0	0	25.4	-
07:00	1	0	0	0	0	1	0	0	0	0	0	0	21.1	-
07:15	3	0	0	2	1	0	0	0	0	0	0	0	24.9	-
07:30	4	0	1	2	1	0	0	0	0	0	0	0	24.3	-
07:45	12	0	0	3	9	0	0	0	0	0	0	0	24.7	29.5
08:00	10	0	1	6	3	0	0	0	0	0	0	0	23.2	-
08:15	3	0	0	0	3	0	0	0	0	0	0	0	26.1	-
08:30	8	0	0	5	3	0	0	0	0	0	0	0	24.7	-
08:45	4	0	0	0	4	0	0	0	0	0	0	0	23.9	-
09:00	5	0	0	4	1	0	0	0	0	0	0	0	25.9	-
09:15	4	0	0	1	3	0	0	0	0	0	0	0	23.7	-
09:30	9	0	0	3	6	0	0	0	0	0	0	0	23.3	-
09:45	1	0	0	0	1	0	0	0	0	0	0	0	27.9	-
10:00	11	0	0	4	6	1	0	0	0	0	0	0	22.9	26.3
10:15	9	0	0	5	4	0	0	0	0	0	0	0	23	-
10:30	9	0	0	3	5	1	0	0	0	0	0	0	24.1	-
10:45	9	0	0	4	5	0	0	0	0	0	0	0	22.8	-
11:00	7	0	0	3	4	0	0	0	0	0	0	0	19.1	-
11:15	6	0	0	2	4	0	0	0	0	0	0	0	22.9	-
11:30	7	0	0	3	4	0	0	0	0	0	0	0	21.4	-
11:45	11	0	0	5	6	0	0	0	0	0	0	0	24.4	28.9
12:00	8	0	0	6	2	0	0	0	0	0	0	0	25.5	-
12:15	8	0	0	3	5	0	0	0	0	0	0	0	23.5	-
12:30	2	0	0	1	1	0	0	0	0	0	0	0	24.1	-
12:45	15	0	0	6	9	0	0	0	0	0	0	0	23.2	28.5
13:00	5	0	0	3	2	0	0	0	0	0	0	0	21.7	-
13:15	7	1	0	4	2	0	0	0	0	0	0	0	23	-
13:30	8	0	0	6	2	0	0	0	0	0	0	0	23.7	-
13:45	4	0	0	3	1	0	0	0	0	0	0	0	24.3	-
14:00	4	0	0	2	2	0	0	0	0	0	0	0	23	-
14:15	20	0	0	6	14	0	0	0	0	0	0	0	22	25.7
14:30	11	0	0	5	6	0	0	0	0	0	0	0	21.3	24.1
14:45	3	0	0	1	2	0	0	0	0	0	0	0	24.6	-
15:00	8	0	0	3	5	0	0	0	0	0	0	0	24	-
15:15	4	0	0	2	2	0	0	0	0	0	0	0	24.4	-
15:30	12	0	0	5	7	0	0	0	0	0	0	0	23.4	25.7
15:45	6	0	0	3	3	0	0	0	0	0	0	0	24.1	-
16:00	4	0	0	1	2	0	1	0	0	0	0	0	23.5	-
16:15	2	0	0	1	1	0	0	0	0	0	0	0	24	-
16:30	3	0	0	2	1	0	0	0	0	0	0	0	23.7	-
16:45	7	0	0	5	2	0	0	0	0	0	0	0	24.7	-
17:00	6	0	0	3	3	0	0	0	0	0	0	0	23.2	-
17:15	8	0	0	2	6	0	0	0	0	0	0	0	25.3	-
17:30	3	0	0	1	2	0	0	0	0	0	0	0	23.8	-
17:45	3	0	0	3	0	0	0	0	0	0	0	0	22	-
18:00	6	0	0	5	1	0	0	0	0	0	0	0	22.1	-
18:15	4	1	0	3	0	0	0	0	0	0	0	0	20.3	-
18:30	3	0	0	1	2	0	0	0	0	0	0	0	21.3	-
18:45	2	0	0	1	1	0	0	0	0	0	0	0	25.7	-
19:00	4	0	0	0	4	0	0	0	0	0	0	0	23.9	-
19:15	2	0	0	1	1	0	0	0	0	0	0	0	25.9	-
19:30	2	0	0	1	1	0	0	0	0	0	0	0	25.3	-
19:45	3	0	0	1	2	0	0	0	0	0	0	0	27.8	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	26.5	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	31.7	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	25.2	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	26.4	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	2	0	0	0	2	0	0	0	0	0	0	0	23	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	32.1	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	25.7	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	24.9	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	22	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	30	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	24.2	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	309	2	2	142	159	3	1	0	0	0	0	0	23.4	26.6
06-22	332	2	2	151	173	3	1	0	0	0	0	0	23.6	26.8
06-00	337	2	2	155	174	3	1	0	0	0	0	0	23.6	26.8
00-00	339	2	2	155	176	3	1	0	0	0	0	0	23.6	26.8

Date	Sunday	01/03/2020												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	24.9	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	2	0	0	1	1	0	0	0	0	0	0	0	22.7	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	3	0	0	2	0	0	1	0	0	0	0	0	23.7	-
05:15	2	0	0	0	2	0	0	0	0	0	0	0	26.2	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	23	-
06:15	1	0	0	0	1	0	0	0	0	0	0	0	22.5	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	2	0	0	0	2	0	0	0	0	0	0	0	25.9	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	0	0	0	1	0	0	0	0	0	0	0	22.8	-
07:45	4	0	0	1	3	0	0	0	0	0	0	0	23.4	-
08:00	1	0	0	0	1	0	0	0	0	0	0	0	17.8	-
08:15	3	0	0	2	1	0	0	0	0	0	0	0	26	-
08:30	3	1	0	1	1	0	0	0	0	0	0	0	16.3	-
08:45	3	0	0	0	3	0	0	0	0	0	0	0	23.9	-
09:00	8	0	0	1	6	0	0	0	0	0	1	0	24	-
09:15	10	0	0	4	6	0	0	0	0	0	0	0	23	-
09:30	8	0	0	5	3	0	0	0	0	0	0	0	24	-
09:45	6	0	0	5	1	0	0	0	0	0	0	0	23.3	-
10:00	5	0	0	2	3	0	0	0	0	0	0	0	23.7	-
10:15	8	0	0	4	4	0	0	0	0	0	0	0	36.8	-
10:30	5	0	0	1	4	0	0	0	0	0	0	0	24.5	-
10:45	5	0	0	4	1	0	0	0	0	0	0	0	22.7	-
11:00	11	1	0	5	5	0	0	0	0	0	0	0	22.2	26.7
11:15	7	0	0	3	4	0	0	0	0	0	0	0	24.6	-
11:30	8	0	0	4	4	0	0	0	0	0	0	0	22.2	-
11:45	6	0	0	4	2	0	0	0	0	0	0	0	23.6	-
12:00	9	0	1	5	2	0	0	0	0	0	0	1	21.2	-
12:15	9	0	0	7	2	0	0	0	0	0	0	0	23.4	-
12:30	5	0	0	3	2	0	0	0	0	0	0	0	21.4	-
12:45	5	0	0	2	3	0	0	0	0	0	0	0	21.9	-
13:00	2	0	0	1	1	0	0	0	0	0	0	0	20	-
13:15	10	0	0	4	5	0	0	0	0	0	0	1	22.8	-
13:30	7	0	0	3	4	0	0	0	0	0	0	0	24.6	-
13:45	4	0	0	1	3	0	0	0	0	0	0	0	24.7	-
14:00	2	0	0	1	1	0	0	0	0	0	0	0	24.9	-
14:15	3	0	0	2	1	0	0	0	0	0	0	0	24.2	-
14:30	3	0	0	2	1	0	0	0	0	0	0	0	21.4	-
14:45	6	0	0	3	3	0	0	0	0	0	0	0	22.2	-
15:00	5	0	0	4	1	0	0	0	0	0	0	0	24.5	-
15:15	1	0	0	0	1	0	0	0	0	0	0	0	20.8	-
15:30	7	0	0	2	5	0	0	0	0	0	0	0	21.1	-
15:45	6	0	0	2	3	1	0	0	0	0	0	0	23.5	-
16:00	4	0	0	1	3	0	0	0	0	0	0	0	24.8	-
16:15	7	0	0	2	5	0	0	0	0	0	0	0	24.9	-
16:30	2	0	0	1	1	0	0	0	0	0	0	0	22.5	-
16:45	4	0	0	4	0	0	0	0	0	0	0	0	22.2	-
17:00	5	0	0	2	3	0	0	0	0	0	0	0	23.7	-
17:15	9	0	0	0	9	0	0	0	0	0	0	0	26.4	-
17:30	11	0	1	3	5	2	0	0	0	0	0	0	24.1	31.3
17:45	4	0	0	3	1	0	0	0	0	0	0	0	22.4	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	1	0	0	0	1	0	0	0	0	0	0	0	25.8	-
18:30	3	0	0	2	1	0	0	0	0	0	0	0	24.9	-
18:45	4	0	0	1	3	0	0	0	0	0	0	0	25.8	-
19:00	3	0	1	1	1	0	0	0	0	0	0	0	21.7	-
19:15	1	0	0	0	1	0	0	0	0	0	0	0	22.3	-
19:30	3	0	0	3	0	0	0	0	0	0	0	0	24.7	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	20.2	-
20:00	4	0	0	3	1	0	0	0	0	0	0	0	26.3	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	24.1	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	22.7	-
21:00	1	0	0	0	0	0	1	0	0	0	0	0	20.3	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	25.5	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	28.9	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	3	0	0	2	1	0	0	0	0	0	0	0	25.9	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	242	2	2	107	125	3	0	0	0	0	1	2	23.8	27.1
06-22	261	2	3	118	131	3	1	0	0	0	1	2	23.8	27.1
06-00	264	2	3	120	132	3	1	0	0	0	1	2	23.8	27.1
00-00	272	2	3	124	135	3	2	0	0	0	1	2	23.8	27.1

Date	Monday	02/03/2020												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	19.5	-
06:00	3	0	0	1	2	0	0	0	0	0	0	0	24.6	-
06:15	3	0	0	1	2	0	0	0	0	0	0	0	23.9	-
06:30	9	0	0	3	6	0	0	0	0	0	0	0	23.6	-
06:45	8	0	0	4	4	0	0	0	0	0	0	0	24.9	-
07:00	11	0	0	4	6	1	0	0	0	0	0	0	25	29.2
07:15	19	0	0	8	9	1	0	0	1	0	0	0	23.1	27.5
07:30	9	0	0	5	4	0	0	0	0	0	0	0	23.9	-
07:45	5	0	0	3	2	0	0	0	0	0	0	0	26.8	-
08:00	10	0	0	5	5	0	0	0	0	0	0	0	22.1	-
08:15	10	0	0	4	6	0	0	0	0	0	0	0	22.6	-
08:30	12	0	0	5	7	0	0	0	0	0	0	0	25.3	28.7
08:45	10	0	0	4	5	1	0	0	0	0	0	0	23.2	-
09:00	9	0	0	4	5	0	0	0	0	0	0	0	26.3	-
09:15	7	0	0	4	3	0	0	0	0	0	0	0	23.6	-
09:30	3	0	0	3	0	0	0	0	0	0	0	0	20	-
09:45	10	0	0	2	7	1	0	0	0	0	0	0	23.4	-
10:00	7	0	0	2	5	0	0	0	0	0	0	0	20.9	-
10:15	6	0	0	4	2	0	0	0	0	0	0	0	24.5	-
10:30	3	0	0	0	3	0	0	0	0	0	0	0	17.8	-
10:45	8	0	0	4	4	0	0	0	0	0	0	0	25.3	-
11:00	11	0	0	4	7	0	0	0	0	0	0	0	23.8	27.2
11:15	6	0	0	3	3	0	0	0	0	0	0	0	23.9	-
11:30	9	0	0	2	6	1	0	0	0	0	0	0	24.2	-
11:45	10	0	0	6	3	1	0	0	0	0	0	0	23.4	-
12:00	7	0	0	6	1	0	0	0	0	0	0	0	25.2	-
12:15	4	0	0	3	1	0	0	0	0	0	0	0	24.3	-
12:30	3	0	0	3	0	0	0	0	0	0	0	0	23.6	-
12:45	6	0	0	3	1	2	0	0	0	0	0	0	24.5	-
13:00	11	0	0	7	4	0	0	0	0	0	0	0	23.5	29.6
13:15	12	0	0	5	6	1	0	0	0	0	0	0	23.5	27.3
13:30	10	0	0	6	3	0	1	0	0	0	0	0	22.7	-
13:45	10	0	0	6	3	1	0	0	0	0	0	0	21.8	-
14:00	5	0	0	4	1	0	0	0	0	0	0	0	23.1	-
14:15	7	0	0	2	5	0	0	0	0	0	0	0	21.3	-
14:30	6	0	0	2	4	0	0	0	0	0	0	0	24.2	-
14:45	10	0	0	3	5	2	0	0	0	0	0	0	22.3	-
15:00	15	0	0	7	8	0	0	0	0	0	0	0	24.2	27.4
15:15	4	0	0	2	2	0	0	0	0	0	0	0	20.1	-
15:30	7	0	0	4	2	1	0	0	0	0	0	0	23	-
15:45	6	0	0	2	3	1	0	0	0	0	0	0	24	-
16:00	7	0	0	4	2	1	0	0	0	0	0	0	20.3	-
16:15	9	2	0	1	5	0	0	1	0	0	0	0	21.6	-
16:30	12	0	0	5	6	1	0	0	0	0	0	0	22.1	25.2
16:45	9	0	0	5	3	1	0	0	0	0	0	0	23.1	-
17:00	4	0	0	2	2	0	0	0	0	0	0	0	24.2	-
17:15	8	1	0	4	3	0	0	0	0	0	0	0	21.9	-
17:30	6	0	0	3	3	0	0	0	0	0	0	0	23.7	-
17:45	6	0	0	1	4	0	1	0	0	0	0	0	22.4	-
18:00	4	0	0	3	1	0	0	0	0	0	0	0	23.1	-
18:15	8	0	0	3	5	0	0	0	0	0	0	0	25.1	-
18:30	3	0	0	1	2	0	0	0	0	0	0	0	26.7	-
18:45	6	0	0	6	0	0	0	0	0	0	0	0	26.5	-
19:00	7	0	0	3	4	0	0	0	0	0	0	0	23	-
19:15	6	0	0	3	3	0	0	0	0	0	0	0	23.8	-
19:30	3	0	0	2	1	0	0	0	0	0	0	0	25.5	-
19:45	5	0	0	2	3	0	0	0	0	0	0	0	25.1	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	25.1	-
20:15	3	0	0	2	1	0	0	0	0	0	0	0	24.9	-
20:30	6	0	0	2	3	0	1	0	0	0	0	0	25.5	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	25.3	-
21:00	2	0	0	2	0	0	0	0	0	0	0	0	26.3	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	24.4	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	2	0	0	0	1	0	1	0	0	0	0	0	29.5	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	2	0	0	0	2	0	0	0	0	0	0	0	19.3	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	23.2	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	380	3	0	179	177	17	2	1	1	0	0	0	23.4	26.7
06-22	439	3	0	207	207	17	3	1	1	0	0	0	23.6	26.7
06-00	444	3	0	208	210	17	4	1	1	0	0	0	23.6	26.7
00-00	445	3	0	209	210	17	4	1	1	0	0	0	23.6	26.7

Date Tuesday 03/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	26	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	25.3	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	20.7	-
06:00	1	0	0	0	1	0	0	0	0	0	0	0	24.9	-
06:15	3	0	0	2	1	0	0	0	0	0	0	0	21.9	-
06:30	10	0	0	3	6	0	1	0	0	0	0	0	22.2	-
06:45	8	0	0	4	4	0	0	0	0	0	0	0	23	-
07:00	11	0	0	5	6	0	0	0	0	0	0	0	23.3	26
07:15	11	0	0	6	5	0	0	0	0	0	0	0	23.9	27
07:30	7	0	0	1	6	0	0	0	0	0	0	0	24	-
07:45	11	0	0	7	4	0	0	0	0	0	0	0	23.4	26.3
08:00	9	0	0	3	5	0	1	0	0	0	0	0	24.8	-
08:15	10	0	0	5	4	0	1	0	0	0	0	0	22.8	-
08:30	7	0	0	2	5	0	0	0	0	0	0	0	23.3	-
08:45	14	0	0	5	8	0	0	1	0	0	0	0	21.7	26.2
09:00	8	0	0	3	5	0	0	0	0	0	0	0	22.4	-
09:15	17	1	0	8	8	0	0	0	0	0	0	0	21.9	25.4
09:30	10	0	0	5	5	0	0	0	0	0	0	0	22.7	-
09:45	10	0	0	4	6	0	0	0	0	0	0	0	21.2	-
10:00	8	1	0	2	4	1	0	0	0	0	0	0	22.7	-
10:15	5	0	0	3	2	0	0	0	0	0	0	0	24.3	-
10:30	10	0	0	5	5	0	0	0	0	0	0	0	23.8	-
10:45	10	0	1	3	6	0	0	0	0	0	0	0	23	-
11:00	12	0	0	6	6	0	0	0	0	0	0	0	25.7	27.5
11:15	9	0	0	4	5	0	0	0	0	0	0	0	23.6	-
11:30	8	1	0	4	3	0	0	0	0	0	0	0	21	-
11:45	10	0	0	3	6	1	0	0	0	0	0	0	26.3	-
12:00	6	0	0	2	4	0	0	0	0	0	0	0	22.5	-
12:15	4	0	0	3	1	0	0	0	0	0	0	0	24.2	-
12:30	4	0	0	4	0	0	0	0	0	0	0	0	24	-
12:45	3	1	0	1	1	0	0	0	0	0	0	0	18.5	-
13:00	4	0	0	2	2	0	0	0	0	0	0	0	22.2	-
13:15	10	0	0	7	3	0	0	0	0	0	0	0	22.4	-
13:30	12	0	0	7	4	1	0	0	0	0	0	0	23.4	26.5
13:45	12	0	0	6	5	1	0	0	0	0	0	0	24.1	26.7
14:00	15	0	0	4	10	1	0	0	0	0	0	0	22.8	24.9
14:15	6	0	0	2	4	0	0	0	0	0	0	0	24.1	-
14:30	12	0	0	8	3	1	0	0	0	0	0	0	23	26.9
14:45	12	0	0	7	5	0	0	0	0	0	0	0	21.6	25.8
15:00	12	0	0	7	5	0	0	0	0	0	0	0	23.3	27
15:15	4	0	0	3	1	0	0	0	0	0	0	0	23.3	-
15:30	4	0	0	3	1	0	0	0	0	0	0	0	23	-
15:45	9	0	0	6	1	2	0	0	0	0	0	0	22.4	-
16:00	4	0	0	2	1	1	0	0	0	0	0	0	22.6	-
16:15	4	0	0	2	2	0	0	0	0	0	0	0	22.3	-
16:30	10	0	0	5	5	0	0	0	0	0	0	0	23.7	-
16:45	9	0	0	3	6	0	0	0	0	0	0	0	24.6	-
17:00	2	0	0	1	1	0	0	0	0	0	0	0	22.1	-
17:15	9	0	0	6	3	0	0	0	0	0	0	0	24.3	-
17:30	7	0	0	2	4	1	0	0	0	0	0	0	23.6	-
17:45	11	0	0	5	6	0	0	0	0	0	0	0	22.6	26
18:00	4	0	0	2	2	0	0	0	0	0	0	0	22.9	-
18:15	2	0	0	0	2	0	0	0	0	0	0	0	22.6	-
18:30	10	0	0	6	4	0	0	0	0	0	0	0	23.1	-
18:45	6	0	0	1	5	0	0	0	0	0	0	0	23.6	-
19:00	13	0	0	2	11	0	0	0	0	0	0	0	23	26.1
19:15	7	0	0	3	4	0	0	0	0	0	0	0	23.5	-
19:30	4	0	0	2	2	0	0	0	0	0	0	0	23.4	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	2	0	0	1	1	0	0	0	0	0	0	0	25.4	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	22	-
20:30	3	0	0	1	2	0	0	0	0	0	0	0	23.8	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	21.6	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	24.3	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	21.2	-
21:30	3	0	0	3	0	0	0	0	0	0	0	0	25.4	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	13.4	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	25.6	-
22:45	2	0	0	2	0	0	0	0	0	0	0	0	22.7	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	2	0	0	0	1	0	1	0	0	0	0	0	22.8	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	24.5	-
07-19	404	4	1	191	195	10	2	1	0	0	0	0	23.2	26.4
06-22	463	4	1	215	229	10	3	1	0	0	0	0	23.1	26.3
06-00	470	4	1	217	233	10	4	1	0	0	0	0	23.1	26.3
00-00	473	4	1	218	235	10	4	1	0	0	0	0	23.1	26.3

Date Wednesday 04/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	24.6	-
06:00	6	0	0	4	2	0	0	0	0	0	0	0	24	-
06:15	6	0	0	5	1	0	0	0	0	0	0	0	24.5	-
06:30	14	0	0	5	8	0	1	0	0	0	0	0	25	27.3
06:45	4	0	0	2	2	0	0	0	0	0	0	0	27.2	-
07:00	8	0	0	1	6	1	0	0	0	0	0	0	23.8	-
07:15	11	0	0	4	7	0	0	0	0	0	0	0	23	26.1
07:30	11	0	0	3	6	0	2	0	0	0	0	0	24	27
07:45	8	0	0	5	1	0	2	0	0	0	0	0	25.1	-
08:00	9	0	0	3	6	0	0	0	0	0	0	0	23.5	-
08:15	10	0	0	4	6	0	0	0	0	0	0	0	24	-
08:30	8	0	0	3	5	0	0	0	0	0	0	0	25.3	-
08:45	11	0	0	4	7	0	0	0	0	0	0	0	21.9	26.8
09:00	9	0	0	5	4	0	0	0	0	0	0	0	22.1	-
09:15	11	0	0	6	4	0	0	0	1	0	0	0	23.3	25.2
09:30	6	0	0	2	4	0	0	0	0	0	0	0	25.3	-
09:45	7	0	0	4	3	0	0	0	0	0	0	0	22.9	-
10:00	10	0	0	5	5	0	0	0	0	0	0	0	22.6	-
10:15	5	0	0	2	3	0	0	0	0	0	0	0	22.7	-
10:30	9	0	0	3	5	1	0	0	0	0	0	0	24	-
10:45	14	0	0	6	8	0	0	0	0	0	0	0	23.6	26
11:00	10	0	0	4	5	0	0	1	0	0	0	0	23.4	-
11:15	9	0	1	4	4	0	0	0	0	0	0	0	22.6	-
11:30	3	0	1	1	1	0	0	0	0	0	0	0	20.6	-
11:45	8	0	0	3	4	1	0	0	0	0	0	0	23.9	-
12:00	6	0	0	6	0	0	0	0	0	0	0	0	21.7	-
12:15	7	0	0	4	3	0	0	0	0	0	0	0	21.5	-
12:30	5	0	0	2	3	0	0	0	0	0	0	0	23.2	-
12:45	5	0	1	3	1	0	0	0	0	0	0	0	23.6	-
13:00	10	0	0	5	5	0	0	0	0	0	0	0	20.4	-
13:15	5	0	0	1	4	0	0	0	0	0	0	0	24	-
13:30	6	0	0	3	1	2	0	0	0	0	0	0	22.8	-
13:45	6	0	0	5	1	0	0	0	0	0	0	0	23.5	-
14:00	9	0	0	6	3	0	0	0	0	0	0	0	24.3	-
14:15	9	1	1	1	5	0	0	0	1	0	0	0	20.4	-
14:30	7	0	0	3	3	1	0	0	0	0	0	0	23.3	-
14:45	5	0	0	3	2	0	0	0	0	0	0	0	22.5	-
15:00	11	0	0	3	8	0	0	0	0	0	0	0	23.5	26.9
15:15	4	0	0	0	3	1	0	0	0	0	0	0	21.6	-
15:30	6	0	0	4	2	0	0	0	0	0	0	0	24.6	-
15:45	11	0	0	6	4	1	0	0	0	0	0	0	22.9	25.9
16:00	7	0	0	4	3	0	0	0	0	0	0	0	26.1	-
16:15	7	0	0	3	4	0	0	0	0	0	0	0	25.9	-
16:30	4	0	0	1	3	0	0	0	0	0	0	0	23.9	-
16:45	9	0	0	3	6	0	0	0	0	0	0	0	21.1	-
17:00	4	0	0	3	1	0	0	0	0	0	0	0	21.8	-
17:15	5	0	0	3	2	0	0	0	0	0	0	0	26.9	-
17:30	5	0	0	1	4	0	0	0	0	0	0	0	25.4	-
17:45	5	0	0	2	3	0	0	0	0	0	0	0	23.8	-
18:00	4	0	0	1	2	0	1	0	0	0	0	0	22.1	-
18:15	5	0	1	2	2	0	0	0	0	0	0	0	19.9	-
18:30	11	0	0	5	6	0	0	0	0	0	0	0	23.4	26.2
18:45	1	0	0	0	1	0	0	0	0	0	0	0	15.1	-
19:00	4	0	0	4	0	0	0	0	0	0	0	0	21.1	-
19:15	3	0	0	1	2	0	0	0	0	0	0	0	25.6	-
19:30	4	0	0	0	3	0	1	0	0	0	0	0	25.6	-
19:45	5	0	0	2	3	0	0	0	0	0	0	0	23.1	-
20:00	2	0	0	0	1	1	0	0	0	0	0	0	29.5	-
20:15	2	0	0	2	0	0	0	0	0	0	0	0	20.8	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	26	-
20:45	3	0	0	0	3	0	0	0	0	0	0	0	23	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	28.2	-
21:15	1	0	0	0	1	0	0	0	0	0	0	0	25.9	-
21:30	3	0	0	0	3	0	0	0	0	0	0	0	26.4	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	3	0	0	0	3	0	0	0	0	0	0	0	22.3	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	27.4	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	23.4	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	20.2	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	20.9	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	356	1	5	155	179	8	5	1	2	0	0	0	23.2	26.3
06-22	415	1	5	180	210	9	7	1	2	0	0	0	23.4	26.6
06-00	423	1	5	184	214	9	7	1	2	0	0	0	23.4	26.6
00-00	424	1	5	184	215	9	7	1	2	0	0	0	23.4	26.5

Date Thursday 05/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	21.9	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	4	0	0	3	1	0	0	0	0	0	0	0	23.8	-
06:15	5	0	0	3	2	0	0	0	0	0	0	0	22.7	-
06:30	8	0	0	1	6	1	0	0	0	0	0	0	24	-
06:45	8	0	0	4	4	0	0	0	0	0	0	0	25.1	-
07:00	8	0	0	5	3	0	0	0	0	0	0	0	24.5	-
07:15	6	0	0	2	4	0	0	0	0	0	0	0	23.7	-
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	14	0	0	7	7	0	0	0	0	0	0	0		
06-22	39	0	0	18	20	1	0	0	0	0	0	0		
06-00	39	0	0	18	20	1	0	0	0	0	0	0		
00-00	40	0	0	18	21	1	0	0	0	0	0	0		

Date	Friday	06/03/2020												
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 07/03/2020

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	08/03/2020												
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: 24/02/2020
Road Name: Hills Road
Flow from : Pages Lane (S) to: Coburg Lane (N)
Vehicle Classification: All Vehicles

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Hour Ending	Monday 24/02/2020	Tuesday 25/02/2020	Wednesday 26/02/2020	Thursday 27/02/2020	Friday 28/02/2020	Saturday 29/02/2020	Sunday 01/03/2020	Monday 02/03/2020	Tuesday 03/03/2020	Wednesday 04/03/2020	Thursday 05/03/2020	Friday 06/03/2020	Saturday 07/03/2020	Sunday 08/03/2020
01:00	*	*	2	2	3	6	7	1	3	2	0	*	*	*
02:00	*	*	1	1	2	0	1	0	0	0	0	*	*	*
03:00	*	*	1	0	1	1	1	1	0	0	0	*	*	*
04:00	*	*	0	0	0	0	0	0	0	1	0	*	*	*
05:00	*	*	1	0	0	0	0	1	0	0	1	*	*	*
06:00	*	2	0	0	0	0	1	0	1	2	2	*	*	*
07:00	*	3	7	1	2	2	4	3	1	3	7	*	*	*
08:00	*	17	12	15	13	8	6	10	21	17	*	*	*	*
09:00	*	27	26	29	38	23	8	36	36	29	*	*	*	*
10:00	*	27	32	28	43	15	16	32	31	30	*	*	*	*
11:00	*	27	37	27	28	37	28	22	28	19	*	*	*	*
12:00	*	28	26	33	37	37	30	34	31	35	*	*	*	*
13:00	*	35	37	37	39	42	36	28	22	33	*	*	*	*
14:00	*	27	22	27	25	28	19	38	26	30	*	*	*	*
15:00	*	23	23	31	23	23	12	34	26	34	*	*	*	*
16:00	*	31	41	45	47	24	22	43	46	37	*	*	*	*
17:00	*	48	44	36	47	29	20	40	40	42	*	*	*	*
18:00	*	42	49	43	40	20	24	37	43	47	*	*	*	*
19:00	*	24	26	33	22	25	13	29	25	21	*	*	*	*
20:00	*	11	22	14	15	15	10	16	21	18	*	*	*	*
21:00	*	26	11	10	14	6	4	17	18	12	*	*	*	*
22:00	*	10	11	8	5	4	7	5	17	11	*	*	*	*
23:00	*	10	7	5	10	8	6	4	5	6	*	*	*	*
00:00	*	2	1	1	7	2	1	5	3	2	*	*	*	*
Summary Data														
0700-1900	0	356	375	384	402	311	234	383	375	374	0	0	0	0
0600-2200	0	406	426	417	438	338	259	424	432	418	7	0	0	0
0600-0000	0	418	434	423	455	348	266	433	440	426	7	0	0	0
0000-0000	0	420	439	426	461	355	276	436	444	431	10	0	0	0
0700-1000	0	71	70	72	94	46	30	78	88	76	0	0	0	0
1600-1900	0	114	119	112	109	74	57	106	108	110	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	27	32	29	43	23	16	36	36	30	0	0	0	0
10:00-16:00	0	35	41	45	47	42	36	43	46	37	0	0	0	0
16:00-19:00	0	48	49	43	47	29	24	40	43	47	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: 24/02/2020
Road Name: Hills Road
Flow from : Coburg Lane (N) to: Pages Lane (S)
Vehicle Classification: All Vehicles

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Hour Ending	Monday 24/02/2020	Tuesday 25/02/2020	Wednesday 26/02/2020	Thursday 27/02/2020	Friday 28/02/2020	Saturday 29/02/2020	Sunday 01/03/2020	Monday 02/03/2020	Tuesday 03/03/2020	Wednesday 04/03/2020	Thursday 05/03/2020	Friday 06/03/2020	Saturday 07/03/2020	Sunday 08/03/2020
01:00	*	*	0	1	3	1	3	0	1	0	0	*	*	*
02:00	*	*	0	0	1	0	0	0	0	0	0	*	*	*
03:00	*	*	1	0	0	1	0	0	0	0	0	*	*	*
04:00	*	*	0	0	0	0	0	0	0	0	0	*	*	*
05:00	*	*	1	0	0	0	0	0	0	0	0	*	*	*
06:00	*	1	2	2	3	0	5	1	2	1	1	*	*	*
07:00	*	24	22	25	25	4	2	23	22	30	25	*	*	*
08:00	*	27	42	36	35	20	7	44	40	38	*	*	*	*
09:00	*	44	49	43	53	25	10	42	40	38	*	*	*	*
10:00	*	32	36	31	38	19	32	29	45	33	*	*	*	*
11:00	*	20	37	39	43	38	23	24	33	38	*	*	*	*
12:00	*	29	42	32	36	31	32	36	39	30	*	*	*	*
13:00	*	35	22	27	28	33	28	20	17	23	*	*	*	*
14:00	*	31	23	26	33	24	23	43	38	27	*	*	*	*
15:00	*	29	28	37	39	38	14	28	45	30	*	*	*	*
16:00	*	26	25	38	34	30	19	32	29	32	*	*	*	*
17:00	*	35	25	23	36	16	17	37	27	27	*	*	*	*
18:00	*	20	28	22	26	20	29	24	29	19	*	*	*	*
19:00	*	18	23	20	26	15	8	21	22	21	*	*	*	*
20:00	*	24	15	13	9	11	8	21	24	16	*	*	*	*
21:00	*	4	10	2	14	4	6	12	8	8	*	*	*	*
22:00	*	8	8	6	3	4	3	3	5	5	*	*	*	*
23:00	*	3	9	2	2	3	3	2	4	6	*	*	*	*
00:00	*	2	0	3	7	2	0	3	3	2	*	*	*	*
Summary Data														
0700-1900	0	346	380	374	427	309	242	380	404	356	0	0	0	0
0600-2200	0	406	435	420	478	332	261	439	463	415	25	0	0	0
0600-0000	0	411	444	425	487	337	264	444	470	423	25	0	0	0
0000-0000	0	412	448	428	494	339	272	445	473	424	26	0	0	0
0700-1000	0	103	127	110	126	64	49	115	125	109	0	0	0	0
1600-1900	0	73	76	65	88	51	54	82	78	67	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	44	49	43	53	25	32	44	45	38	0	0	0	0
10:00-16:00	0	35	42	39	43	38	32	43	45	38	0	0	0	0
16:00-19:00	0	35	28	23	36	20	29	37	29	27	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: 24/02/2020
Road Name: Hills Road

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
24/02/2020	-	-
25/02/2020	19.5	22.7
26/02/2020	20.4	23.4
27/02/2020	20.4	23.2
28/02/2020	20.3	23.4
29/02/2020	20.4	23.0
01/03/2020	20.6	23.5
02/03/2020	20.8	23.5
03/03/2020	20.5	23.4
04/03/2020	20.6	23.7
05/03/2020	-	-
06/03/2020	-	-
07/03/2020	-	-
08/03/2020	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
24/02/2020	-	-
25/02/2020	22.6	26.3
26/02/2020	23.2	27.0
27/02/2020	23.5	27.0
28/02/2020	23.0	26.3
29/02/2020	23.6	26.8
01/03/2020	23.8	27.1
02/03/2020	23.6	26.7
03/03/2020	23.1	26.3
04/03/2020	23.4	26.5
05/03/2020	-	-
06/03/2020	-	-
07/03/2020	-	-
08/03/2020	-	-

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
Saham Toney, Norfolk

Client:	AECOM		
Project Number:	ID05238		
Site Number:	Site 5		
Week Commencing:	24/02/2020		
Road Name:	Chequers Lane		
Survey Type:	ATC		
Direction AB	Flow from	Hills Road (W)	to Ploughboy Lane (E)
Direction BA	Flow from	Ploughboy Lane (E)	to Hills Road (W)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	06.03.2020			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID05238			
File Ref	ID05238 Saham Toney, Norfolk - ATC Site 5			

Issue Sheet

Issued to	Date 13.03.2020			
Andrew Beard	E-mail			

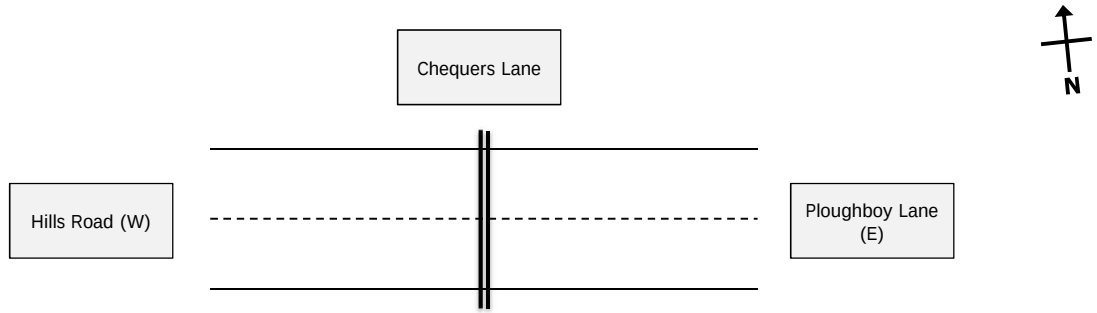
Intelligent Data - Automatic Traffic Count Output

Road Name	Chequers Lane		
Direction AB	Hills Road (W)	to:	Ploughboy Lane (E)
Direction BA	Ploughboy Lane (E)	to:	Hills Road (W)

Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
52.587898, 0.807601	25/02/2020	05/03/2020	30

Link to location on Google Maps
Click Here

Location Plan



Photograph Record

Comments

Prepared by	Grant Daniel Breddy	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data - Automatic Traffic Count Output

AECOM

Saham Toney, Norfolk

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	0	0	0	0	0
00:15	0	1	0	0	1
00:30	0	0	0	0	0
00:45	0	0	0	0	1
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	1	0	0	0	1
04:45	1	0	0	0	1
05:00	1	0	0	0	1
05:15	0	0	0	0	1
05:30	2	1	0	0	2
05:45	1	2	0	0	3
06:00	3	1	1	0	5
06:15	2	4	0	0	6
06:30	10	2	0	1	13
06:45	8	6	0	1	15
07:00	9	5	0	0	15
07:15	13	7	0	1	21
07:30	17	11	0	1	29
07:45	13	8	0	0	22
08:00	14	9	1	0	24
08:15	15	16	0	1	32
08:30	15	26	0	0	42
08:45	22	26	1	1	49
09:00	17	12	0	0	30
09:15	12	11	1	0	24
09:30	13	12	0	0	26
09:45	15	14	0	0	30
10:00	11	11	0	1	23
10:15	10	10	0	0	21
10:30	10	15	0	1	26
10:45	13	15	0	0	29
11:00	11	10	0	1	22
11:15	10	14	1	0	24
11:30	9	17	0	1	27
11:45	12	15	1	0	28
12:00	7	21	1	0	29
12:15	6	16	1	0	24
12:30	8	13	0	0	21
12:45	9	15	0	0	24
13:00	8	16	0	0	25
13:15	12	15	1	1	28
13:30	10	15	0	0	25
13:45	13	12	0	0	25
14:00	11	16	0	0	28
14:15	9	15	0	1	25
14:30	11	12	0	0	24
14:45	12	22	0	0	35
15:00	14	26	0	1	41
15:15	24	19	1	0	44
15:30	12	21	1	0	34
15:45	11	15	1	0	27
16:00	10	21	1	1	33
16:15	9	17	1	1	28
16:30	15	19	1	1	35
16:45	12	23	1	0	36
17:00	10	23	1	0	34
17:15	10	16	0	1	27
17:30	7	17	0	0	25
17:45	10	15	0	0	25
18:00	7	12	0	0	20
18:15	7	13	0	0	20
18:30	10	10	0	0	20
18:45	6	10	0	0	16
19:00	5	7	0	0	12
19:15	4	6	1	0	11
19:30	4	7	0	0	12
19:45	2	3	0	0	6
20:00	4	6	0	0	10
20:15	2	5	0	0	7
20:30	2	5	0	0	7
20:45	2	3	0	0	5
21:00	1	4	0	0	5
21:15	3	3	0	0	5
21:30	3	2	0	0	6
21:45	2	2	0	0	4
22:00	1	3	0	0	4
22:15	3	2	0	0	5
22:30	2	2	0	0	3
22:45	0	2	0	0	3
23:00	1	1	0	0	2
23:15	0	1	0	0	1
23:30	1	1	0	0	2
23:45	1	1	0	0	1

Fig 1 - Average Two Way Flows Tue-Thur

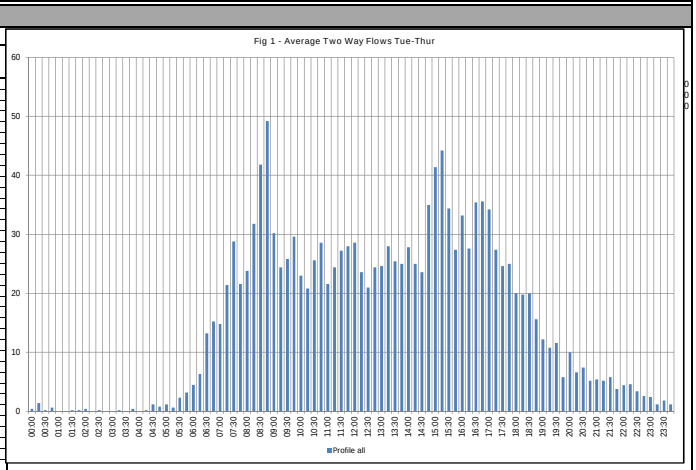
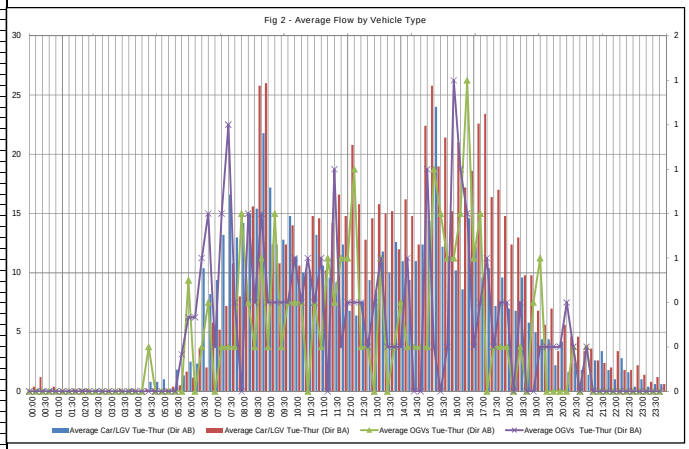


Fig 2 - Average Flow by Vehicle Type



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	49
Inter-Peak	15:15:00	15:30:00	44
PM Peak	16:45:00	17:00:00	36

Table 3 - Average HGV Content (Excluding PSV, M/C, P/C)

Category	% HGV - (AB)	% HGV - (BA)	% HGV - (All)
All	3.3%	2.9%	3.1%

Fig 3- Peak Interval Analysis

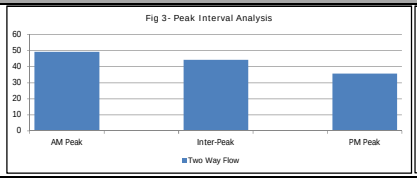
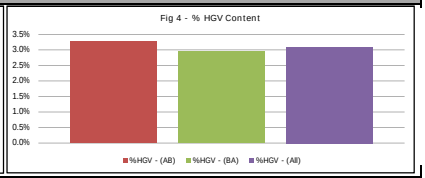


Fig 4 - % HGV Content



Variation Analysis - Week on Week (By Direction)

Fig 5 - Summary of Total Vehicles by Week - Channel AB

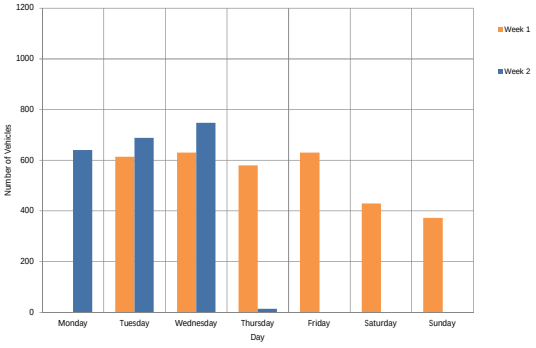
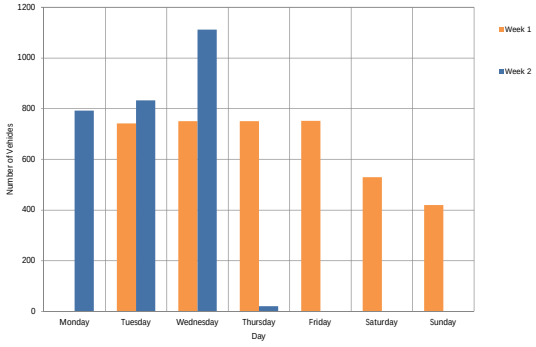


Fig 6 - Summary of Total Vehicles by Week - Channel BA



Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 5
Flow from: Hills Road (W) to: Ploughboy Lane (E)

Date Monday 24/02/2020

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

Date Tuesday 25/02/2020

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	1	0	0	1	0	0	0	0	0	0	0	0	37.8	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	32.6	-
06:00	4	0	0	0	3	1	0	0	0	0	0	0	35.5	-
06:15	3	0	0	2	1	0	0	0	0	0	0	0	38.1	-
06:30	11	0	0	5	5	1	0	0	0	0	0	0	33.6	36.5
06:45	13	0	0	4	8	1	0	0	0	0	0	0	33.3	43.4
07:00	7	0	0	6	1	0	0	0	0	0	0	0	30	-
07:15	13	0	0	3	10	0	0	0	0	0	0	0	29.8	34.9
07:30	23	0	0	11	11	0	0	0	1	0	0	0	30.2	33.8
07:45	13	0	0	8	5	0	0	0	0	0	0	0	31.1	35.2
08:00	15	0	0	3	10	2	0	0	0	0	0	0	29.4	36.1
08:15	12	0	0	4	8	0	0	0	0	0	0	0	32.9	38.2
08:30	15	0	0	11	4	0	0	0	0	0	0	0	26.2	29.5
08:45	19	0	0	9	9	1	0	0	0	0	0	0	30.6	35.1
09:00	14	0	0	3	11	0	0	0	0	0	0	0	30	33.4
09:15	13	0	0	2	11	0	0	0	0	0	0	0	30.9	34.7
09:30	8	0	0	3	5	0	0	0	0	0	0	0	31.8	-
09:45	19	1	0	14	4	0	0	0	0	0	0	0	24.3	36.2
10:00	7	0	0	4	3	0	0	0	0	0	0	0	28.2	-
10:15	12	0	0	6	5	1	0	0	0	0	0	0	25.6	29
10:30	6	0	0	2	4	0	0	0	0	0	0	0	29.3	-
10:45	13	0	1	5	7	0	0	0	0	0	0	0	29.5	35.2
11:00	8	0	0	3	5	0	0	0	0	0	0	0	24.9	-
11:15	10	0	0	4	6	0	0	0	0	0	0	0	28.5	-
11:30	6	0	0	2	4	0	0	0	0	0	0	0	31.3	-
11:45	12	0	0	6	6	0	0	0	0	0	0	0	29.9	36.6
12:00	11	0	0	7	3	1	0	0	0	0	0	0	27.4	33.8
12:15	7	0	0	1	4	2	0	0	0	0	0	0	28	-
12:30	7	0	0	1	5	1	0	0	0	0	0	0	28.8	-
12:45	12	0	1	1	10	0	0	0	0	0	0	0	28	32.9
13:00	14	0	0	8	6	0	0	0	0	0	0	0	28.2	32
13:15	14	0	0	7	6	1	0	0	0	0	0	0	30	33.5
13:30	12	0	0	6	6	0	0	0	0	0	0	0	28.9	31.3
13:45	7	0	0	4	3	0	0	0	0	0	0	0	28.3	-
14:00	11	0	0	3	7	0	0	0	1	0	0	0	29.9	36.1
14:15	4	0	0	1	3	0	0	0	0	0	0	0	27.8	-
14:30	4	0	0	0	4	0	0	0	0	0	0	0	34.5	-
14:45	7	0	0	2	5	0	0	0	0	0	0	0	30.1	-
15:00	14	0	0	6	8	0	0	0	0	0	0	0	29.6	31.9
15:15	24	0	0	6	17	1	0	0	0	0	0	0	30.3	36.1
15:30	16	0	0	5	9	2	0	0	0	0	0	0	31.4	34.8
15:45	11	0	0	2	8	1	0	0	0	0	0	0	30.1	35.2
16:00	16	0	0	6	9	1	0	0	0	0	0	0	29.8	34.2
16:15	11	0	0	3	8	0	0	0	0	0	0	0	31.9	36.4
16:30	24	0	0	6	16	2	0	0	0	0	0	0	31.5	35.5
16:45	14	0	0	3	11	0	0	0	0	0	0	0	30.8	37.3
17:00	12	0	0	9	2	1	0	0	0	0	0	0	28.3	32.5
17:15	9	0	0	4	5	0	0	0	0	0	0	0	31.1	-
17:30	5	0	0	2	3	0	0	0	0	0	0	0	32	-
17:45	8	0	0	2	5	1	0	0	0	0	0	0	29.3	-
18:00	9	0	0	4	4	1	0	0	0	0	0	0	29.7	-
18:15	3	0	0	1	2	0	0	0	0	0	0	0	29.2	-
18:30	9	0	0	2	7	0	0	0	0	0	0	0	26.9	-
18:45	5	0	0	3	2	0	0	0	0	0	0	0	28.4	-
19:00	8	0	0	2	4	1	1	0	0	0	0	0	31.1	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	27.5	-
19:30	2	0	0	1	1	0	0	0	0	0	0	0	29.4	-
19:45	2	0	0	1	1	0	0	0	0	0	0	0	30	-
20:00	2	0	0	0	2	0	0	0	0	0	0	0	35.4	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	3	0	0	0	3	0	0	0	0	0	0	0	34.9	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	2	0	0	0	2	0	0	0	0	0	0	0	32.7	-
21:15	4	0	0	2	2	0	0	0	0	0	0	0	31.9	-
21:30	3	0	0	1	2	0	0	0	0	0	0	0	37.7	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	36.4	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	29.9	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	2	0	0	0	2	0	0	0	0	0	0	0	29.5	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	2	0	0	1	1	0	0	0	0	0	0	0	31.2	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	41.1	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	33.8	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	545	1	2	214	307	19	0	0	2	0	0	0	29.5	34.2
06-22	605	1	2	235	341	23	1	0	2	0	0	0	29.9	34.9
06-00	612	1	2	237	346	23	1	0	2	0	0	0	29.9	34.9
00-00	614	1	2	239	346	23	1	0	2	0	0	0	29.9	34.9

Date Wednesday 26/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	3	0	1	1	1	0	0	0	0	0	0	0	33.1	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	30	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	40	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	1	1	0	0	0	0	0	0	0	39.3	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	2	0	0	0	1	1	0	0	0	0	0	0	33.7	-
06:15	3	0	0	2	1	0	0	0	0	0	0	0	34	-
06:30	14	0	0	7	7	0	0	0	0	0	0	0	30.7	36.6
06:45	9	0	0	4	5	0	0	0	0	0	0	0	32.6	-
07:00	7	0	0	1	6	0	0	0	0	0	0	0	29.6	-
07:15	13	0	1	8	3	1	0	0	0	0	0	0	30.9	35.4
07:30	18	0	0	6	12	0	0	0	0	0	0	0	29.7	34.8
07:45	12	0	0	6	5	1	0	0	0	0	0	0	34.5	37.3
08:00	17	0	0	7	10	0	0	0	0	0	0	0	31.4	35.9
08:15	19	0	0	7	10	1	0	1	0	0	0	0	29	34
08:30	15	0	0	8	7	0	0	0	0	0	0	0	27.9	30.7
08:45	21	0	0	14	5	2	0	0	0	0	0	0	30.1	32.2
09:00	16	0	0	4	12	0	0	0	0	0	0	0	30.2	34.7
09:15	12	0	0	5	5	0	0	0	1	0	1	0	27.4	35.6
09:30	15	0	0	5	10	0	0	0	0	0	0	0	30.9	36.6
09:45	9	0	0	7	2	0	0	0	0	0	0	0	28.9	-
10:00	14	0	0	7	7	0	0	0	0	0	0	0	28	31
10:15	12	0	0	3	9	0	0	0	0	0	0	0	27.9	31.9
10:30	13	0	0	5	8	0	0	0	0	0	0	0	24.6	29.9
10:45	11	0	0	5	5	0	0	0	1	0	0	0	28.5	34
11:00	15	0	0	7	7	0	0	0	1	0	0	0	29	32.3
11:15	11	0	0	2	9	0	0	0	0	0	0	0	29.1	33.4
11:30	8	0	0	2	6	0	0	0	0	0	0	0	27	-
11:45	11	0	0	2	8	1	0	0	0	0	0	0	29.8	36
12:00	7	0	0	3	3	0	1	0	0	0	0	0	31	-
12:15	8	0	0	3	4	0	0	0	1	0	0	0	29.5	-
12:30	7	0	0	5	2	0	0	0	0	0	0	0	31.7	-
12:45	13	0	0	6	6	1	0	0	0	0	0	0	28.8	34.4
13:00	5	0	0	4	1	0	0	0	0	0	0	0	30.4	-
13:15	14	0	0	3	10	1	0	0	0	0	0	0	31.3	34.4
13:30	8	0	0	7	1	0	0	0	0	0	0	0	28.9	-
13:45	8	0	0	2	6	0	0	0	0	0	0	0	31	-
14:00	7	0	0	3	4	0	0	0	0	0	0	0	27.7	-
14:15	8	0	0	7	1	0	0	0	0	0	0	0	32	-
14:30	13	0	0	4	9	0	0	0	0	0	0	0	28.5	33
14:45	12	0	0	4	8	0	0	0	0	0	0	0	25.7	34.5
15:00	9	0	0	2	7	0	0	0	0	0	0	0	30.4	-
15:15	23	0	0	7	15	1	0	0	0	0	0	0	29.7	34
15:30	14	0	0	5	9	0	0	0	0	0	0	0	31.6	37.7
15:45	8	0	0	3	5	0	0	0	0	0	0	0	31.1	-
16:00	13	0	0	7	6	0	0	0	0	0	0	0	30.6	34.4
16:15	11	0	0	2	7	2	0	0	0	0	0	0	30.5	37.3
16:30	13	0	0	3	8	2	0	0	0	0	0	0	33.6	43
16:45	15	0	0	8	7	0	0	0	0	0	0	0	30.3	34.1
17:00	11	0	1	4	5	1	0	0	0	0	0	0	32.8	48.4
17:15	3	0	0	1	2	0	0	0	0	0	0	0	33.7	-
17:30	9	0	0	5	4	0	0	0	0	0	0	0	32.1	-
17:45	5	0	0	2	3	0	0	0	0	0	0	0	31.4	-
18:00	10	0	0	6	4	0	0	0	0	0	0	0	31.8	-
18:15	8	0	0	0	8	0	0	0	0	0	0	0	32.7	-
18:30	10	0	0	7	3	0	0	0	0	0	0	0	30.5	-
18:45	5	0	0	3	2	0	0	0	0	0	0	0	34.3	-
19:00	5	0	0	2	3	0	0	0	0	0	0	0	27	-
19:15	6	0	0	3	3	0	0	0	0	0	0	0	31.6	-
19:30	7	0	0	3	4	0	0	0	0	0	0	0	29.4	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	8	0	0	4	4	0	0	0	0	0	0	0	31.5	-
20:15	2	0	0	1	1	0	0	0	0	0	0	0	23.5	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	28.3	-
20:45	3	0	0	2	1	0	0	0	0	0	0	0	29.5	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	29.4	-
21:30	3	0	0	0	3	0	0	0	0	0	0	0	30.8	-
21:45	3	0	0	1	2	0	0	0	0	0	0	0	30.2	-
22:00	2	0	0	0	2	0	0	0	0	0	0	0	35.5	-
22:15	5	0	0	2	3	0	0	0	0	0	0	0	27.9	-
22:30	2	0	0	1	1	0	0	0	0	0	0	0	32.6	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	27.7	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	546	0	2	227	296	14	1	1	4	0	1	0	30.0	34.6
06-22	613	0	2	257	332	15	1	1	4	0	1	0	30.1	34.6
06-00	623	0	2	260	339	15	1	1	4	0	1	0	30.1	34.6
00-00	630	0	3	264	341	15	1	1	4	0	1	0	30.1	34.7

Date Thursday 27/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	30.2	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	28.3	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	1	0	0	0	0	0	0	0	0	34.9	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	0	0	1	0	0	0	0	0	0	15.5	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	2	0	0	2	0	0	0	0	0	0	0	0	36	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	2	0	0	0	0	0	0	0	0	28.5	-
05:45	3	0	0	2	1	0	0	0	0	0	0	0	33.8	-
06:00	2	0	0	0	2	0	0	0	0	0	0	0	33.1	-
06:15	2	0	0	1	1	0	0	0	0	0	0	0	30.4	-
06:30	9	0	0	3	6	0	0	0	0	0	0	0	30.8	-
06:45	11	0	0	3	8	0	0	0	0	0	0	0	27	30.9
07:00	8	0	0	4	4	0	0	0	0	0	0	0	28.3	-
07:15	15	0	0	7	8	0	0	0	0	0	0	0	29	33.2
07:30	14	0	0	9	5	0	0	0	0	0	0	0	28.8	37
07:45	13	0	0	10	3	0	0	0	0	0	0	0	29.4	32.8
08:00	15	0	0	3	11	1	0	0	0	0	0	0	32.4	36.9
08:15	14	0	0	5	9	0	0	0	0	0	0	0	32.8	37.7
08:30	16	0	0	11	5	0	0	0	0	0	0	0	30.6	38.4
08:45	22	0	0	8	14	0	0	0	0	0	0	0	32.1	36.6
09:00	17	0	0	6	10	1	0	0	0	0	0	0	30.6	33.7
09:15	9	0	0	5	3	1	0	0	0	0	0	0	30.2	-
09:30	8	0	0	1	7	0	0	0	0	0	0	0	30.4	-
09:45	9	0	0	3	6	0	0	0	0	0	0	0	30.4	-
10:00	10	0	0	6	4	0	0	0	0	0	0	0	29.5	-
10:15	12	0	0	4	7	1	0	0	0	0	0	0	27.6	35.2
10:30	8	0	0	6	2	0	0	0	0	0	0	0	26	-
10:45	10	0	0	5	5	0	0	0	0	0	0	0	31.6	-
11:00	7	0	0	2	5	0	0	0	0	0	0	0	29.9	-
11:15	7	0	0	0	6	1	0	0	0	0	0	0	29.9	-
11:30	7	0	0	2	5	0	0	0	0	0	0	0	28.2	-
11:45	9	0	0	3	5	0	0	0	1	0	0	0	31.5	-
12:00	5	0	0	3	2	0	0	0	0	0	0	0	31.1	-
12:15	7	0	0	3	4	0	0	0	0	0	0	0	30.7	-
12:30	5	0	0	0	5	0	0	0	0	0	0	0	31.3	-
12:45	3	0	0	2	1	0	0	0	0	0	0	0	31.7	-
13:00	5	0	0	3	2	0	0	0	0	0	0	0	32.3	-
13:15	11	1	0	4	6	0	0	0	0	0	0	0	29.6	37.2
13:30	6	0	0	3	3	0	0	0	0	0	0	0	31	-
13:45	14	0	0	5	8	1	0	0	0	0	0	0	31	34.3
14:00	11	0	0	5	5	1	0	0	0	0	0	0	28.7	32.8
14:15	8	0	0	2	5	1	0	0	0	0	0	0	29.6	-
14:30	15	0	0	7	8	0	0	0	0	0	0	0	27.4	31.6
14:45	17	1	0	10	6	0	0	0	0	0	0	0	30.2	34.4
15:00	14	0	0	3	11	0	0	0	0	0	0	0	29.5	34.9
15:15	25	0	0	8	17	0	0	0	0	0	0	0	31.6	37
15:30	10	0	0	2	6	1	0	0	1	0	0	0	30.5	-
15:45	14	0	0	5	8	1	0	0	0	0	0	0	29	33.5
16:00	9	0	0	4	5	0	0	0	0	0	0	0	33.5	-
16:15	7	0	0	6	1	0	0	0	0	0	0	0	31.1	-
16:30	12	0	0	6	5	1	0	0	0	0	0	0	33.1	36.6
16:45	11	0	0	3	7	1	0	0	0	0	0	0	34	39.3
17:00	9	0	0	5	3	1	0	0	0	0	0	0	30.5	-
17:15	11	0	0	6	5	0	0	0	0	0	0	0	32.6	37.4
17:30	9	0	0	3	5	1	0	0	0	0	0	0	30.2	-
17:45	9	0	0	2	7	0	0	0	0	0	0	0	30.2	-
18:00	3	0	0	2	1	0	0	0	0	0	0	0	31.8	-
18:15	7	0	0	6	1	0	0	0	0	0	0	0	29.4	-
18:30	8	0	1	5	2	0	0	0	0	0	0	0	29.9	-
18:45	7	0	0	3	4	0	0	0	0	0	0	0	28.7	-
19:00	8	0	0	2	6	0	0	0	0	0	0	0	30.6	-
19:15	4	0	0	1	2	1	0	0	0	0	0	0	33.1	-
19:30	4	0	0	3	1	0	0	0	0	0	0	0	30.7	-
19:45	2	0	0	1	1	0	0	0	0	0	0	0	27.8	-
20:00	5	0	0	1	4	0	0	0	0	0	0	0	33.9	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	35.9	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	36.2	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	38.4	-
21:00	2	0	0	0	2	0	0	0	0	0	0	0	12.9	-
21:15	5	0	0	3	2	0	0	0	0	0	0	0	36	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	30.7	-
21:45	3	0	0	3	0	0	0	0	0	0	0	0	31.7	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	32.3	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	29.7	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	10.9	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	57.8	-
07-19	502	2	1	216	267	14	0	0	2	0	0	0	30.4	35.0
06-22	564	2	1	240	304	15	0	0	2	0	0	0	30.5	35.1
06-00	569	2	1	245	304	15	0	0	2	0	0	0	30.4	35.1
00-00	580	2	1	253	306	16	0	0	2	0	0	0	30.4	35.4

Date Friday 28/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	27.5	-
00:30	2	0	0	0	2	0	0	0	0	0	0	0	34.3	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	30.1	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	2	0	0	2	0	0	0	0	0	0	0	0	42	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	3	0	0	2	1	0	0	0	0	0	0	0	37.6	-
05:45	2	0	0	0	2	0	0	0	0	0	0	0	37.6	-
06:00	3	0	0	2	0	1	0	0	0	0	0	0	31.8	-
06:15	4	0	0	1	2	0	0	0	1	0	0	0	31.3	-
06:30	7	0	0	3	4	0	0	0	0	0	0	0	32.1	-
06:45	11	0	0	5	6	0	0	0	0	0	0	0	32.5	40.5
07:00	16	0	0	10	6	0	0	0	0	0	0	0	28.1	33.8
07:15	13	0	0	9	3	1	0	0	0	0	0	0	30.7	35.8
07:30	9	0	1	3	5	0	0	0	0	0	0	0	28.4	-
07:45	17	0	0	8	8	0	1	0	0	0	0	0	29.9	35.6
08:00	9	0	0	4	4	1	0	0	0	0	0	0	30.2	-
08:15	13	0	0	4	9	0	0	0	0	0	0	0	28.9	34
08:30	30	0	0	17	11	0	1	0	1	0	0	0	30.4	36
08:45	15	0	0	8	6	1	0	0	0	0	0	0	29.3	32.7
09:00	15	0	0	6	9	0	0	0	0	0	0	0	31.7	36.2
09:15	11	0	0	7	4	0	0	0	0	0	0	0	26.8	29.3
09:30	12	0	0	3	9	0	0	0	0	0	0	0	26.8	36.1
09:45	10	0	0	7	2	0	0	0	1	0	0	0	24.5	-
10:00	14	0	0	3	9	1	1	0	0	0	0	0	24.4	31
10:15	6	0	0	3	3	0	0	0	0	0	0	0	30.5	-
10:30	14	0	0	5	9	0	0	0	0	0	0	0	31	34
10:45	11	0	0	2	8	1	0	0	0	0	0	0	29	33.1
11:00	11	0	0	7	4	0	0	0	0	0	0	0	29	35
11:15	10	0	0	7	3	0	0	0	0	0	0	0	28.6	-
11:30	7	0	0	3	3	1	0	0	0	0	0	0	30.3	-
11:45	8	0	0	6	2	0	0	0	0	0	0	0	29.2	-
12:00	10	0	0	4	6	0	0	0	0	0	0	0	31.2	-
12:15	8	0	0	2	5	1	0	0	0	0	0	0	29.4	-
12:30	10	0	0	5	4	1	0	0	0	0	0	0	30.7	-
12:45	12	0	0	5	7	0	0	0	0	0	0	0	31.2	37.6
13:00	9	0	0	5	3	1	0	0	0	0	0	0	31.3	-
13:15	9	0	0	4	4	1	0	0	0	0	0	0	30.2	-
13:30	9	0	0	4	4	1	0	0	0	0	0	0	28.8	-
13:45	10	0	0	5	5	0	0	0	0	0	0	0	26.3	-
14:00	14	0	0	10	3	0	1	0	0	0	0	0	28.8	32
14:15	10	0	0	2	8	0	0	0	0	0	0	0	25.5	-
14:30	12	0	0	5	6	1	0	0	0	0	0	0	30	35.8
14:45	12	0	0	4	8	0	0	0	0	0	0	0	32.9	41.6
15:00	11	0	0	2	8	1	0	0	0	0	0	0	32	38.5
15:15	25	0	0	4	21	0	0	0	0	0	0	0	31.1	35.9
15:30	9	0	0	5	4	0	0	0	0	0	0	0	30.1	-
15:45	9	0	0	2	5	1	0	0	1	0	0	0	31.2	-
16:00	9	0	0	3	6	0	0	0	0	0	0	0	26.4	-
16:15	12	0	0	4	8	0	0	0	0	0	0	0	31.1	33.9
16:30	18	0	0	6	9	2	0	0	1	0	0	0	30.8	34.4
16:45	12	0	0	7	4	1	0	0	0	0	0	0	31.6	35.8
17:00	12	0	0	5	7	0	0	0	0	0	0	0	28.6	33.8
17:15	17	0	0	6	11	0	0	0	0	0	0	0	31.1	37
17:30	11	0	0	6	4	1	0	0	0	0	0	0	30.9	35.3
17:45	4	0	0	1	3	0	0	0	0	0	0	0	30.3	-
18:00	6	0	0	2	4	0	0	0	0	0	0	0	26.4	-
18:15	8	0	0	6	2	0	0	0	0	0	0	0	27.8	-
18:30	5	0	0	5	0	0	0	0	0	0	0	0	28.5	-
18:45	5	0	0	1	4	0	0	0	0	0	0	0	28.7	-
19:00	2	0	0	2	0	0	0	0	0	0	0	0	26	-
19:15	4	0	0	2	2	0	0	0	0	0	0	0	27	-
19:30	5	0	0	2	3	0	0	0	0	0	0	0	26.3	-
19:45	2	0	0	2	0	0	0	0	0	0	0	0	23.1	-
20:00	6	0	0	3	3	0	0	0	0	0	0	0	29.9	-
20:15	3	0	0	1	2	0	0	0	0	0	0	0	25.6	-
20:30	3	0	0	1	2	0	0	0	0	0	0	0	29.8	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	26.3	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	24.6	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	43.7	-
21:45	2	0	0	1	1	0	0	0	0	0	0	0	34.8	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	15.2	-
22:15	2	0	0	0	2	0	0	0	0	0	0	0	26.7	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	30.4	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	33.7	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	32	-
23:15	5	0	0	2	3	0	0	0	0	0	0	0	27.9	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	3	0	0	0	3	0	0	0	0	0	0	0	28.1	-
07-19	549	0	1	242	280	18	4	0	4	0	0	0	29.5	34.2
06-22	606	0	1	269	308	19	4	0	5	0	0	0	29.6	34.4
06-00	620	0	1	271	320	19	4	0	5	0	0	0	29.5	34.3
00-00	631	0	1	275	327	19	4	0	5	0	0	0	29.6	34.6

Date Saturday 29/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	30.2	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	32	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	34.8	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	1	0	0	0	0	0	0	0	25.4	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	41	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	38.5	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	4	0	0	2	2	0	0	0	0	0	0	0	36.3	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	33.4	-
06:15	1	0	0	0	1	0	0	0	0	0	0	0	27.7	-
06:30	2	0	0	0	2	0	0	0	0	0	0	0	34.3	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	1	0	0	1	0	0	0	0	0	0	0	0	27	-
07:15	2	0	0	0	1	1	0	0	0	0	0	0	21.6	-
07:30	4	0	0	1	3	0	0	0	0	0	0	0	29.1	-
07:45	8	0	0	4	4	0	0	0	0	0	0	0	29.6	-
08:00	10	0	1	5	4	0	0	0	0	0	0	0	29.7	-
08:15	4	0	0	3	1	0	0	0	0	0	0	0	31	-
08:30	11	0	0	3	8	0	0	0	0	0	0	0	29.8	37.1
08:45	11	0	0	4	5	2	0	0	0	0	0	0	30.4	36.8
09:00	3	0	0	3	0	0	0	0	0	0	0	0	31.5	-
09:15	6	0	0	3	3	0	0	0	0	0	0	0	30.1	-
09:30	14	0	0	5	9	0	0	0	0	0	0	0	30.3	35.1
09:45	8	0	0	2	6	0	0	0	0	0	0	0	33.5	-
10:00	9	0	0	3	6	0	0	0	0	0	0	0	29.8	-
10:15	11	0	0	10	1	0	0	0	0	0	0	0	29.1	35.9
10:30	10	0	0	2	8	0	0	0	0	0	0	0	29.2	-
10:45	15	0	0	7	8	0	0	0	0	0	0	0	30.2	35.6
11:00	9	0	0	3	6	0	0	0	0	0	0	0	28	-
11:15	6	0	0	2	4	0	0	0	0	0	0	0	25.6	-
11:30	5	0	0	2	3	0	0	0	0	0	0	0	27.8	-
11:45	13	0	0	5	7	1	0	0	0	0	0	0	29.6	32.9
12:00	13	0	0	5	8	0	0	0	0	0	0	0	31.8	37
12:15	8	0	0	3	4	1	0	0	0	0	0	0	30	-
12:30	11	0	0	7	4	0	0	0	0	0	0	0	29.4	34.6
12:45	12	0	0	9	3	0	0	0	0	0	0	0	29.4	32.4
13:00	8	0	0	3	5	0	0	0	0	0	0	0	30.9	-
13:15	12	0	0	8	4	0	0	0	0	0	0	0	32.5	38.5
13:30	7	0	0	4	3	0	0	0	0	0	0	0	29	-
13:45	6	0	0	3	3	0	0	0	0	0	0	0	30.6	-
14:00	9	0	0	4	5	0	0	0	0	0	0	0	28.4	-
14:15	8	0	0	2	6	0	0	0	0	0	0	0	29.8	-
14:30	8	0	0	2	6	0	0	0	0	0	0	0	26.7	-
14:45	6	0	0	3	3	0	0	0	0	0	0	0	30.9	-
15:00	10	0	0	3	6	1	0	0	0	0	0	0	29.1	-
15:15	8	0	0	4	3	1	0	0	0	0	0	0	31	-
15:30	9	0	0	3	6	0	0	0	0	0	0	0	29.3	-
15:45	6	0	0	2	4	0	0	0	0	0	0	0	31.4	-
16:00	4	0	0	2	2	0	0	0	0	0	0	0	32.1	-
16:15	2	0	0	1	1	0	0	0	0	0	0	0	35	-
16:30	2	0	0	1	1	0	0	0	0	0	0	0	28.5	-
16:45	8	0	0	2	6	0	0	0	0	0	0	0	24.2	-
17:00	8	0	0	6	2	0	0	0	0	0	0	0	30	-
17:15	8	0	0	3	5	0	0	0	0	0	0	0	28.5	-
17:30	9	0	0	4	5	0	0	0	0	0	0	0	30.2	-
17:45	9	0	0	4	5	0	0	0	0	0	0	0	35.4	-
18:00	6	0	0	5	1	0	0	0	0	0	0	0	31.7	-
18:15	7	0	0	4	3	0	0	0	0	0	0	0	33.4	-
18:30	7	0	0	3	4	0	0	0	0	0	0	0	30.6	-
18:45	3	0	0	2	1	0	0	0	0	0	0	0	37.6	-
19:00	4	0	0	2	2	0	0	0	0	0	0	0	34.3	-
19:15	3	0	0	2	1	0	0	0	0	0	0	0	28.2	-
19:30	8	0	0	1	7	0	0	0	0	0	0	0	33.8	-
19:45	5	0	0	2	3	0	0	0	0	0	0	0	31.3	-
20:00	2	0	0	1	1	0	0	0	0	0	0	0	33.1	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	33	-
20:30	3	0	0	1	2	0	0	0	0	0	0	0	30	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	38.8	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	37.1	-
21:15	1	0	0	0	1	0	0	0	0	0	0	0	34.8	-
21:30	3	0	0	2	1	0	0	0	0	0	0	0	35.3	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	31.1	-
22:00	2	0	0	0	2	0	0	0	0	0	0	0	45.3	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	40.1	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	52.9	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	45.4	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	32.6	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	36.1	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	374	0	1	170	196	7	0	0	0	0	0	0	30.0	35.1
06-22	412	0	1	186	218	7	0	0	0	0	0	0	30.3	35.7
06-00	419	0	1	187	224	7	0	0	0	0	0	0	30.5	36.0
00-00	429	0	1	193	228	7	0	0	0	0	0	0	30.6	36.1

Date	Sunday	01/03/2020												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	22.2	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	23.4	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	26.9	-
00:45	3	0	0	2	1	0	0	0	0	0	0	0	28.3	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	28.8	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	42.3	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	25.9	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	36	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	28.8	-
07:00	1	0	0	1	0	0	0	0	0	0	0	0	31	-
07:15	2	0	0	0	2	0	0	0	0	0	0	0	30.8	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	4	0	0	2	2	0	0	0	0	0	0	0	31	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	2	0	0	1	1	0	0	0	0	0	0	0	27.3	-
08:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:45	5	0	0	2	3	0	0	0	0	0	0	0	29.1	-
09:00	10	0	1	5	4	0	0	0	0	0	0	0	33.1	-
09:15	8	0	0	4	4	0	0	0	0	0	0	0	30.2	-
09:30	11	0	0	4	7	0	0	0	0	0	0	0	32.1	37.5
09:45	11	0	0	6	4	0	0	0	1	0	0	0	32.5	40.5
10:00	6	0	0	1	5	0	0	0	0	0	0	0	30.5	-
10:15	11	0	0	4	7	0	0	0	0	0	0	0	28.7	34.6
10:30	13	0	0	5	8	0	0	0	0	0	0	0	31.4	36.1
10:45	9	0	0	3	6	0	0	0	0	0	0	0	26.8	-
11:00	15	0	0	6	9	0	0	0	0	0	0	0	28.8	36.9
11:15	11	0	0	3	8	0	0	0	0	0	0	0	28.6	32.9
11:30	6	1	0	3	2	0	0	0	0	0	0	0	25.1	-
11:45	6	0	0	0	6	0	0	0	0	0	0	0	31.2	-
12:00	7	0	0	3	4	0	0	0	0	0	0	0	28.7	-
12:15	14	0	0	7	6	1	0	0	0	0	0	0	30.5	38.7
12:30	5	0	0	3	2	0	0	0	0	0	0	0	29.2	-
12:45	6	0	0	2	4	0	0	0	0	0	0	0	27.1	-
13:00	4	0	0	3	1	0	0	0	0	0	0	0	34.1	-
13:15	9	0	0	5	4	0	0	0	0	0	0	0	30.9	-
13:30	13	0	1	6	6	0	0	0	0	0	0	0	31.9	37.5
13:45	8	0	0	2	6	0	0	0	0	0	0	0	36.2	-
14:00	5	0	0	3	2	0	0	0	0	0	0	0	29	-
14:15	5	0	0	0	5	0	0	0	0	0	0	0	31.4	-
14:30	7	0	0	3	4	0	0	0	0	0	0	0	27.5	-
14:45	11	0	0	2	9	0	0	0	0	0	0	0	32	36.6
15:00	9	0	0	3	5	1	0	0	0	0	0	0	30.2	-
15:15	5	0	0	2	3	0	0	0	0	0	0	0	32.1	-
15:30	15	0	0	5	10	0	0	0	0	0	0	0	28.2	30.6
15:45	10	0	0	4	6	0	0	0	0	0	0	0	29.5	-
16:00	9	0	0	3	6	0	0	0	0	0	0	0	30.1	-
16:15	5	0	0	1	4	0	0	0	0	0	0	0	27.7	-
16:30	7	0	1	4	2	0	0	0	0	0	0	0	28.7	-
16:45	2	0	0	1	1	0	0	0	0	0	0	0	35	-
17:00	8	0	0	3	5	0	0	0	0	0	0	0	32	-
17:15	4	0	0	0	3	1	0	0	0	0	0	0	32.6	-
17:30	7	0	0	1	6	0	0	0	0	0	0	0	27.6	-
17:45	5	0	0	4	1	0	0	0	0	0	0	0	30.5	-
18:00	1	0	0	0	1	0	0	0	0	0	0	0	24.2	-
18:15	3	0	0	1	2	0	0	0	0	0	0	0	28.8	-
18:30	3	0	0	2	1	0	0	0	0	0	0	0	35.8	-
18:45	9	0	0	1	8	0	0	0	0	0	0	0	32.7	-
19:00	5	0	0	1	4	0	0	0	0	0	0	0	31.1	-
19:15	3	0	0	0	3	0	0	0	0	0	0	0	27.3	-
19:30	4	0	0	2	2	0	0	0	0	0	0	0	28.3	-
19:45	2	0	0	2	0	0	0	0	0	0	0	0	27.7	-
20:00	4	0	0	2	2	0	0	0	0	0	0	0	39.3	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	37.5	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	33.3	-
20:45	2	0	0	0	2	0	0	0	0	0	0	0	30.6	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	34.6	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	43.1	-
21:30	3	0	0	1	2	0	0	0	0	0	0	0	28.3	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	3	0	0	2	1	0	0	0	0	0	0	0	32.9	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	29.5	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	37.1	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	327	1	3	124	195	3	0	0	1	0	0	0	30.3	35.6
06-22	359	1	3	137	214	3	0	0	1	0	0	0	30.4	35.8
06-00	364	1	3	140	216	3	0	0	1	0	0	0	30.5	35.9
00-00	372	1	3	147	217	3	0	0	1	0	0	0	30.4	35.9

Date Monday 02/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	0	1	1	0	0	0	0	0	0	0	0	30.4	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	3	0	0	2	1	0	0	0	0	0	0	0	32.9	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	33.1	-
06:00	4	0	0	2	2	0	0	0	0	0	0	0	31.2	-
06:15	5	0	0	3	2	0	0	0	0	0	0	0	29.8	-
06:30	8	0	0	1	7	0	0	0	0	0	0	0	31.9	-
06:45	7	0	0	3	4	0	0	0	0	0	0	0	28.4	-
07:00	7	0	0	5	2	0	0	0	0	0	0	0	32.6	-
07:15	10	0	0	5	4	0	0	0	1	0	0	0	32.6	-
07:30	21	0	0	11	10	0	0	0	0	0	0	0	31.2	37.4
07:45	10	0	0	5	5	0	0	0	0	0	0	0	31.2	-
08:00	10	0	0	4	6	0	0	0	0	0	0	0	31.7	-
08:15	14	0	0	3	11	0	0	0	0	0	0	0	32	40.8
08:30	15	0	0	9	6	0	0	0	0	0	0	0	30.1	34.8
08:45	20	0	0	9	11	0	0	0	0	0	0	0	31.4	36.3
09:00	22	0	0	9	11	1	0	0	1	0	0	0	31.3	35.8
09:15	12	0	0	4	8	0	0	0	0	0	0	0	30	33.9
09:30	14	0	0	11	2	0	0	0	1	0	0	0	29	33
09:45	7	0	0	1	4	2	0	0	0	0	0	0	31.1	-
10:00	13	0	0	7	6	0	0	0	0	0	0	0	28.8	36.4
10:15	10	0	0	2	8	0	0	0	0	0	0	0	28.2	-
10:30	6	0	0	2	4	0	0	0	0	0	0	0	33	-
10:45	13	0	0	9	4	0	0	0	0	0	0	0	28.4	30.5
11:00	10	0	0	5	5	0	0	0	0	0	0	0	26.7	-
11:15	13	0	0	6	5	2	0	0	0	0	0	0	28.2	31.6
11:30	9	0	0	6	1	2	0	0	0	0	0	0	27	-
11:45	8	0	0	3	5	0	0	0	0	0	0	0	31.5	-
12:00	7	0	0	3	4	0	0	0	0	0	0	0	32.7	-
12:15	7	0	0	5	2	0	0	0	0	0	0	0	27.5	-
12:30	4	0	0	2	2	0	0	0	0	0	0	0	31.6	-
12:45	11	0	0	4	5	2	0	0	0	0	0	0	31	36.9
13:00	9	0	0	5	4	0	0	0	0	0	0	0	32.8	-
13:15	12	0	0	5	6	1	0	0	0	0	0	0	30.6	35.1
13:30	12	0	0	7	5	0	0	0	0	0	0	0	29.1	33.8
13:45	15	0	0	7	7	1	0	0	0	0	0	0	28.6	36.2
14:00	8	0	0	7	0	1	0	0	0	0	0	0	32.3	-
14:15	17	0	0	7	10	0	0	0	0	0	0	0	29.5	32.8
14:30	12	0	0	6	5	1	0	0	0	0	0	0	30.3	37.4
14:45	21	0	0	8	11	1	0	0	1	0	0	0	28.7	33.3
15:00	16	0	0	8	8	0	0	0	0	0	0	0	30.1	35.3
15:15	14	0	0	6	8	0	0	0	0	0	0	0	30.6	37.5
15:30	10	0	0	4	5	1	0	0	0	0	0	0	32.2	-
15:45	6	0	0	3	2	1	0	0	0	0	0	0	30.6	-
16:00	9	0	0	2	5	2	0	0	0	0	0	0	31.6	-
16:15	12	0	0	4	7	1	0	0	0	0	0	0	29.6	33.7
16:30	15	0	0	7	5	3	0	0	0	0	0	0	31.9	37.4
16:45	12	0	0	5	7	0	0	0	0	0	0	0	32.3	38.3
17:00	16	0	0	4	10	2	0	0	0	0	0	0	34.4	47.2
17:15	16	0	0	10	6	0	0	0	0	0	0	0	30.7	35.2
17:30	9	0	0	2	7	0	0	0	0	0	0	0	31.9	-
17:45	9	0	0	0	9	0	0	0	0	0	0	0	30.6	-
18:00	7	0	0	2	5	0	0	0	0	0	0	0	34.4	-
18:15	11	0	0	6	5	0	0	0	0	0	0	0	31.4	35
18:30	4	0	0	2	2	0	0	0	0	0	0	0	30.7	-
18:45	5	0	0	3	2	0	0	0	0	0	0	0	33.9	-
19:00	6	0	0	3	3	0	0	0	0	0	0	0	35.8	-
19:15	9	0	0	2	7	0	0	0	0	0	0	0	32.7	-
19:30	4	0	0	2	2	0	0	0	0	0	0	0	36.1	-
19:45	4	0	0	1	3	0	0	0	0	0	0	0	33.4	-
20:00	6	0	0	2	4	0	0	0	0	0	0	0	36	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	22.9	-
20:30	8	0	0	3	4	1	0	0	0	0	0	0	31.4	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	30.2	-
21:00	3	0	0	2	1	0	0	0	0	0	0	0	26.9	-
21:15	5	0	0	2	3	0	0	0	0	0	0	0	30.4	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	29.4	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	32.8	-
22:00	4	0	0	2	2	0	0	0	0	0	0	0	35.3	-
22:15	3	0	0	1	2	0	0	0	0	0	0	0	31.2	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	36.3	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	2	0	0	0	2	0	0	0	0	0	0	0	27.1	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	36.8	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	550	0	0	250	272	24	0	0	4	0	0	0	30.6	35.3
06-22	624	0	0	279	316	25	0	0	4	0	0	0	30.8	35.5
06-00	635	0	0	284	322	25	0	0	4	0	0	0	30.8	35.6
00-00	641	0	1	287	324	25	0	0	4	0	0	0	30.8	35.6

Date Tuesday 03/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	36.6	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	0	1	0	0	0	0	0	0	0	32.5	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	0	1	1	0	0	0	0	0	0	0	0	25.6	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	25.3	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	3	0	0	2	1	0	0	0	0	0	0	0	35	-
05:45	2	0	0	1	1	0	0	0	0	0	0	0	34.9	-
06:00	2	0	0	0	2	0	0	0	0	0	0	0	29.3	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	11	0	0	4	7	0	0	0	0	0	0	0	31.9	34.1
06:45	5	0	0	1	3	1	0	0	0	0	0	0	29.9	-
07:00	15	0	0	10	5	0	0	0	0	0	0	0	31.7	37
07:15	16	0	0	9	7	0	0	0	0	0	0	0	28.2	31.3
07:30	18	0	0	8	10	0	0	0	0	0	0	0	29.7	34.3
07:45	12	0	0	5	7	0	0	0	0	0	0	0	29.5	36.4
08:00	14	0	0	4	10	0	0	0	0	0	0	0	30.2	34.1
08:15	14	0	0	6	8	0	0	0	0	0	0	0	30	33.9
08:30	20	0	0	11	8	1	0	0	0	0	0	0	31.3	38.2
08:45	23	0	0	13	10	0	0	0	0	0	0	0	29.8	33.4
09:00	16	0	0	5	11	0	0	0	0	0	0	0	30.7	34.9
09:15	13	1	0	7	4	1	0	0	0	0	0	0	27.7	32.6
09:30	10	0	0	7	3	0	0	0	0	0	0	0	28.8	-
09:45	13	0	0	2	9	0	1	0	1	0	0	0	27.4	33.8
10:00	16	0	0	9	5	2	0	0	0	0	0	0	31	34.2
10:15	10	0	0	6	4	0	0	0	0	0	0	0	30.5	-
10:30	11	0	0	5	6	0	0	0	0	0	0	0	29	32.3
10:45	17	0	0	9	7	1	0	0	0	0	0	0	28.8	33.9
11:00	13	0	0	5	8	0	0	0	0	0	0	0	27.9	32.5
11:15	12	0	0	5	5	2	0	0	0	0	0	0	29.8	35
11:30	11	0	1	6	3	0	0	0	1	0	0	0	26.5	33.5
11:45	13	0	0	3	9	1	0	0	0	0	0	0	30	36.6
12:00	6	0	0	1	4	1	0	0	0	0	0	0	29.4	-
12:15	5	0	0	2	2	0	0	0	1	0	0	0	30.3	-
12:30	3	0	0	1	2	0	0	0	0	0	0	0	25.9	-
12:45	8	0	0	5	3	0	0	0	0	0	0	0	30.7	-
13:00	8	0	0	3	5	0	0	0	0	0	0	0	28.8	-
13:15	9	0	0	5	4	0	0	0	0	0	0	0	30.2	-
13:30	15	0	0	8	7	0	0	0	0	0	0	0	28	33.8
13:45	14	0	0	10	4	0	0	0	0	0	0	0	30.1	33.7
14:00	19	0	0	8	11	0	0	0	0	0	0	0	30.2	36.9
14:15	14	0	0	4	10	0	0	0	0	0	0	0	28.5	32.2
14:30	12	0	0	4	7	1	0	0	0	0	0	0	28.2	32.2
14:45	15	0	0	9	5	1	0	0	0	0	0	0	26.8	31.4
15:00	19	0	0	10	8	1	0	0	0	0	0	0	28.8	34.6
15:15	28	0	0	7	20	1	0	0	0	0	0	0	30.6	33.1
15:30	9	0	0	2	7	0	0	0	0	0	0	0	28.4	-
15:45	9	0	0	4	4	0	0	0	1	0	0	0	30	-
16:00	9	0	0	4	4	1	0	0	0	0	0	0	32.2	-
16:15	10	0	0	1	7	2	0	0	0	0	0	0	30.3	-
16:30	12	0	0	2	9	1	0	0	0	0	0	0	32.4	37.2
16:45	15	0	0	6	7	2	0	0	0	0	0	0	31.4	40.5
17:00	9	0	0	5	4	0	0	0	0	0	0	0	29.8	-
17:15	18	0	0	8	10	0	0	0	0	0	0	0	31.1	37
17:30	7	0	0	2	5	0	0	0	0	0	0	0	32.3	-
17:45	19	0	0	10	9	0	0	0	0	0	0	0	31.3	36.1
18:00	4	0	0	3	1	0	0	0	0	0	0	0	30.4	-
18:15	6	0	0	1	5	0	0	0	0	0	0	0	32.8	-
18:30	10	0	0	3	6	1	0	0	0	0	0	0	27.7	-
18:45	9	0	0	1	8	0	0	0	0	0	0	0	30.6	-
19:00	5	0	0	2	3	0	0	0	0	0	0	0	31.7	-
19:15	9	0	0	4	3	2	0	0	0	0	0	0	31.4	-
19:30	2	0	0	1	1	0	0	0	0	0	0	0	26.2	-
19:45	2	0	0	0	2	0	0	0	0	0	0	0	34.6	-
20:00	3	0	0	0	3	0	0	0	0	0	0	0	32.9	-
20:15	5	0	0	2	3	0	0	0	0	0	0	0	29.5	-
20:30	4	0	0	2	2	0	0	0	0	0	0	0	33.4	-
20:45	3	0	0	0	3	0	0	0	0	0	0	0	32.2	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	37.8	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	7	0	0	3	4	0	0	0	0	0	0	0	33.2	-
21:45	2	0	0	1	1	0	0	0	0	0	0	0	30.4	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	3	0	0	1	2	0	0	0	0	0	0	0	26.3	-
22:30	2	0	0	0	2	0	0	0	0	0	0	0	27.2	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	2	0	0	0	2	0	0	0	0	0	0	0	36.2	-
23:45	2	0	0	1	1	0	0	0	0	0	0	0	30.5	-
07-19	608	1	1	264	317	20	1	0	4	0	0	0	29.8	33.7
06-22	670	1	1	285	355	23	1	0	4	0	0	0	29.9	33.9
06-00	679	1	1	287	362	23	1	0	4	0	0	0	29.9	33.9
00-00	689	1	2	292	366	23	1	0	4	0	0	0	30.0	34.0

Date Wednesday 04/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	34.1	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	1	0	0	0	0	0	0	0	0	0	28.4	-
04:45	2	0	0	2	0	0	0	0	0	0	0	0	32.2	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	38.8	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	29.8	-
06:00	4	0	0	3	1	0	0	0	0	0	0	0	34.5	-
06:15	4	0	0	3	1	0	0	0	0	0	0	0	28.9	-
06:30	8	0	0	4	4	0	0	0	0	0	0	0	29.1	-
06:45	5	0	0	2	3	0	0	0	0	0	0	0	35.3	-
07:00	10	0	0	6	4	0	0	0	0	0	0	0	34	-
07:15	11	0	0	6	5	0	0	0	0	0	0	0	28.2	32.1
07:30	11	0	0	4	7	0	0	0	0	0	0	0	30.2	33.4
07:45	16	0	0	8	8	0	0	0	0	0	0	0	26.6	33.4
08:00	14	0	0	5	8	0	0	1	0	0	0	0	27.3	35
08:15	18	0	0	14	4	0	0	0	0	0	0	0	28.9	30.6
08:30	12	0	0	5	7	0	0	0	0	0	0	0	25.7	33.8
08:45	27	0	0	19	8	0	0	0	0	0	0	0	25.4	27.8
09:00	24	0	0	20	4	0	0	0	0	0	0	0	22.3	31.2
09:15	20	0	0	15	5	0	0	0	0	0	0	0	27.3	33.2
09:30	24	0	0	20	3	0	0	1	0	0	0	0	24.7	32.8
09:45	27	0	0	25	2	0	0	0	0	0	0	0	24.3	28.1
10:00	12	0	0	8	4	0	0	0	0	0	0	0	25.9	29
10:15	6	0	0	2	4	0	0	0	0	0	0	0	25.2	-
10:30	14	1	0	9	4	0	0	0	0	0	0	0	21.5	26.9
10:45	18	0	0	11	7	0	0	0	0	0	0	0	23.5	27.7
11:00	11	0	0	8	3	0	0	0	0	0	0	0	25.8	30.8
11:15	11	0	0	3	8	0	0	0	0	0	0	0	21.8	26
11:30	18	1	0	15	1	1	0	0	0	0	0	0	23.2	27.5
11:45	20	0	0	20	0	0	0	0	0	0	0	0	33.2	44.1
12:00	8	0	0	5	3	0	0	0	0	0	0	0	32.8	-
12:15	10	0	0	8	1	0	0	1	0	0	0	0	37.5	-
12:30	17	0	0	15	2	0	0	0	0	0	0	0	28.8	32.7
12:45	14	0	1	9	4	0	0	0	0	0	0	0	19.1	23.1
13:00	10	0	0	10	0	0	0	0	0	0	0	0	17	-
13:15	15	0	0	13	1	0	0	1	0	0	0	0	29.1	32
13:30	9	0	0	8	1	0	0	0	0	0	0	0	21.3	-
13:45	21	0	0	20	1	0	0	0	0	0	0	0	29.6	32.1
14:00	9	0	0	4	5	0	0	0	0	0	0	0	26.1	-
14:15	15	1	0	7	7	0	0	0	0	0	0	0	23	27
14:30	12	0	0	9	3	0	0	0	0	0	0	0	20.5	26.4
14:45	13	0	0	6	7	0	0	0	0	0	0	0	21.5	29
15:00	17	0	0	13	4	0	0	0	0	0	0	0	24.2	27.9
15:15	25	0	0	16	7	2	0	0	0	0	0	0	24.2	33.7
15:30	16	0	0	10	6	0	0	0	0	0	0	0	24.2	29.5
15:45	18	0	0	14	4	0	0	0	0	0	0	0	25.6	34.6
16:00	7	0	0	2	4	1	0	0	0	0	0	0	24.1	-
16:15	10	2	0	8	0	0	0	0	0	0	0	0	14.7	-
16:30	21	2	0	15	3	0	0	1	0	0	0	0	29.7	34.4
16:45	11	2	0	9	0	0	0	0	0	0	0	0	27	30.1
17:00	12	0	0	11	0	0	0	1	0	0	0	0	41.1	51.5
17:15	11	0	0	6	5	0	0	0	0	0	0	0	30.4	37.6
17:30	7	0	0	1	6	0	0	0	0	0	0	0	27	-
17:45	8	0	0	3	5	0	0	0	0	0	0	0	23.2	-
18:00	10	0	0	3	7	0	0	0	0	0	0	0	28.1	-
18:15	10	0	0	2	8	0	0	0	0	0	0	0	32.9	-
18:30	13	0	0	7	6	0	0	0	0	0	0	0	29.7	36.6
18:45	3	0	0	2	1	0	0	0	0	0	0	0	27.3	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	29.8	-
19:15	4	0	0	1	3	0	0	0	0	0	0	0	29.8	-
19:30	7	0	0	4	3	0	0	0	0	0	0	0	31.6	-
19:45	5	0	0	4	1	0	0	0	0	0	0	0	32.2	-
20:00	3	0	0	1	2	0	0	0	0	0	0	0	23.4	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	4	0	0	1	2	1	0	0	0	0	0	0	25.6	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	30.5	-
21:00	2	0	0	0	1	1	0	0	0	0	0	0	36.2	-
21:15	3	0	0	2	1	0	0	0	0	0	0	0	32.6	-
21:30	2	0	0	0	2	0	0	0	0	0	0	0	34.2	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	2	0	0	0	2	0	0	0	0	0	0	0	29.8	-
22:15	5	0	0	1	4	0	0	0	0	0	0	0	25.7	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	33.5	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	30.4	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	36.8	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	23.2	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	676	9	1	459	197	4	0	6	0	0	0	0	26.2	32.1
06-22	730	9	1	486	222	6	0	6	0	0	0	0	26.6	33.3
06-00	741	9	1	489	230	6	0	6	0	0	0	0	26.6	33.3
00-00	747	9	2	493	231	6	0	6	0	0	0	0	26.6	33.4

Date Thursday 05/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	0	1	0	1	0	0	0	0	0	0	0	37.8	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	42.5	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	33.1	-
05:30	3	0	0	2	1	0	0	0	0	0	0	0	27.1	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	32.7	-
06:00	4	0	0	2	1	0	0	0	0	0	1	0	27.3	-
06:15	2	0	0	0	2	0	0	0	0	0	0	0	30.6	-
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	6	0	0	2	3	0	0	0	0	0	1	0		
06-00	6	0	0	2	3	0	0	0	0	0	1	0		
00-00	14	0	1	6	6	0	0	0	0	0	1	0		

Date	Friday	06/03/2020												
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 07/03/2020

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	08/03/2020												
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: AECOM
Project Number: ID05238
Junction Number: Site 5
Flow from: Ploughboy Lane (E) to: Hills Road (W)

Date Monday 24/02/2020

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

Date Tuesday 25/02/2020

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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	30.9	-
06:00	1	0	0	0	1	0	0	0	0	0	0	0	29.4	-
06:15	1	0	0	0	1	0	0	0	0	0	0	0	51.4	-
06:30	2	0	0	0	1	1	0	0	0	0	0	0	35.7	-
06:45	11	0	0	6	4	0	1	0	0	0	0	0	33	38.1
07:00	1	0	0	0	1	0	0	0	0	0	0	0	30.3	-
07:15	6	0	0	5	0	1	0	0	0	0	0	0	30	-
07:30	10	0	0	3	5	2	0	0	0	0	0	0	32	-
07:45	9	0	0	6	3	0	0	0	0	0	0	0	30.2	-
08:00	12	0	0	7	5	0	0	0	0	0	0	0	29.6	33.9
08:15	10	0	0	6	3	1	0	0	0	0	0	0	30.9	-
08:30	21	0	0	10	10	1	0	0	0	0	0	0	32.6	38
08:45	24	0	0	11	13	0	0	0	0	0	0	0	33.6	37.3
09:00	8	0	0	2	6	0	0	0	0	0	0	0	29.3	-
09:15	12	0	0	5	7	0	0	0	0	0	0	0	28.5	33.5
09:30	10	0	0	6	4	0	0	0	0	0	0	0	33	-
09:45	19	0	0	10	9	0	0	0	0	0	0	0	29.3	32.5
10:00	7	0	0	1	5	1	0	0	0	0	0	0	29	-
10:15	12	0	0	5	6	1	0	0	0	0	0	0	26.5	29.5
10:30	15	0	0	6	9	0	0	0	0	0	0	0	28.4	34
10:45	14	0	1	4	7	1	0	0	1	0	0	0	30.2	33.1
11:00	12	0	0	8	4	0	0	0	0	0	0	0	32.1	35.2
11:15	13	0	0	9	4	0	0	0	0	0	0	0	31.6	34.8
11:30	20	0	0	13	6	0	0	0	1	0	0	0	31	32.3
11:45	11	0	0	5	6	0	0	0	0	0	0	0	30.4	36.1
12:00	24	0	0	14	9	1	0	0	0	0	0	0	31.3	34.4
12:15	16	0	0	8	8	0	0	0	0	0	0	0	28.7	31.1
12:30	16	0	0	6	10	0	0	0	0	0	0	0	30.7	36.2
12:45	9	0	0	1	8	0	0	0	0	0	0	0	27.9	-
13:00	20	0	0	12	6	2	0	0	0	0	0	0	28.6	33.6
13:15	14	0	0	11	2	1	0	0	0	0	0	0	29.4	31.7
13:30	7	0	0	2	5	0	0	0	0	0	0	0	28.4	-
13:45	7	0	0	3	4	0	0	0	0	0	0	0	32.2	-
14:00	10	0	0	5	5	0	0	0	0	0	0	0	32.6	-
14:15	12	0	0	4	7	1	0	0	0	0	0	0	30.5	35.4
14:30	13	0	0	3	10	0	0	0	0	0	0	0	31.4	35.8
14:45	24	0	0	11	13	0	0	0	0	0	0	0	31.8	37.4
15:00	27	0	0	12	14	1	0	0	0	0	0	0	31.9	35.4
15:15	17	0	0	7	10	0	0	0	0	0	0	0	31.3	33.7
15:30	18	0	0	10	8	0	0	0	0	0	0	0	33.8	39.1
15:45	9	0	0	4	5	0	0	0	0	0	0	0	31	-
16:00	15	0	0	7	8	0	0	0	0	0	0	0	31.3	35
16:15	16	0	0	6	8	2	0	0	0	0	0	0	34.5	38.3
16:30	11	0	0	6	5	0	0	0	0	0	0	0	31.6	38.1
16:45	20	0	0	8	12	0	0	0	0	0	0	0	32.9	39.2
17:00	24	0	0	15	9	0	0	0	0	0	0	0	31.6	35
17:15	14	0	0	3	10	1	0	0	0	0	0	0	33.8	39.8
17:30	13	0	0	9	4	0	0	0	0	0	0	0	32.7	39
17:45	16	0	0	9	7	0	0	0	0	0	0	0	31	33.5
18:00	8	0	1	1	4	0	2	0	0	0	0	0	29.4	-
18:15	11	0	0	5	6	0	0	0	0	0	0	0	32.6	35.8
18:30	14	0	0	10	4	0	0	0	0	0	0	0	31.9	37.7
18:45	9	0	0	4	5	0	0	0	0	0	0	0	33.9	-
19:00	3	0	0	1	2	0	0	0	0	0	0	0	27.5	-
19:15	7	0	0	4	3	0	0	0	0	0	0	0	30.2	-
19:30	6	0	0	2	4	0	0	0	0	0	0	0	33.5	-
19:45	3	0	0	2	0	1	0	0	0	0	0	0	26.9	-
20:00	8	0	0	5	3	0	0	0	0	0	0	0	33.5	-
20:15	5	0	0	2	3	0	0	0	0	0	0	0	35.1	-
20:30	4	0	1	3	0	0	0	0	0	0	0	0	36.3	-
20:45	2	0	0	0	2	0	0	0	0	0	0	0	31.1	-
21:00	5	0	0	2	3	0	0	0	0	0	0	0	36.6	-
21:15	2	0	0	0	2	0	0	0	0	0	0	0	32.7	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	32.2	-
21:45	5	0	0	0	5	0	0	0	0	0	0	0	31.4	-
22:00	4	0	0	2	2	0	0	0	0	0	0	0	34.1	-
22:15	4	0	0	3	1	0	0	0	0	0	0	0	30.8	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	29.4	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	30.2	-
23:00	2	0	0	0	2	0	0	0	0	0	0	0	28.7	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	2	0	0	1	1	0	0	0	0	0	0	0	36.3	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	660	0	2	318	319	17	2	0	2	0	0	0	31.2	35.6
06-22	727	0	3	346	354	19	3	0	2	0	0	0	31.3	35.9
06-00	741	0	3	353	361	19	3	0	2	0	0	0	31.4	35.9
00-00	742	0	3	353	362	19	3	0	2	0	0	0	31.4	35.9

Date Wednesday 26/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	18	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	0	1	0	0	0	0	0	0	0	33.7	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	43.5	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	0	1	0	0	0	0	0	0	0	31.7	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	1	0	0	0	0	0	0	0	31.5	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	33.7	-
06:00	1	0	0	0	1	0	0	0	0	0	0	0	28.2	-
06:15	3	0	0	1	2	0	0	0	0	0	0	0	31.2	-
06:30	4	0	0	1	2	1	0	0	0	0	0	0	37.1	-
06:45	4	0	0	0	4	0	0	0	0	0	0	0	31.7	-
07:00	5	0	0	4	1	0	0	0	0	0	0	0	32.9	-
07:15	5	0	0	3	1	1	0	0	0	0	0	0	34.6	-
07:30	13	0	0	7	5	1	0	0	0	0	0	0	30.3	33.7
07:45	7	0	0	2	3	2	0	0	0	0	0	0	31.5	-
08:00	5	0	0	3	2	0	0	0	0	0	0	0	34.9	-
08:15	22	0	0	18	3	1	0	0	0	0	0	0	33.4	36.2
08:30	21	0	0	9	12	0	0	0	0	0	0	0	33.5	36.9
08:45	22	0	0	8	11	3	0	0	0	0	0	0	34	40.8
09:00	15	0	0	9	5	1	0	0	0	0	0	0	30.6	33.5
09:15	5	0	0	1	3	1	0	0	0	0	0	0	27.7	-
09:30	12	0	0	5	6	1	0	0	0	0	0	0	29.9	33.3
09:45	12	0	0	5	6	1	0	0	0	0	0	0	32.8	40.2
10:00	9	0	0	4	5	0	0	0	0	0	0	0	33	-
10:15	12	0	0	4	7	1	0	0	0	0	0	0	28.6	31.7
10:30	14	0	0	1	11	2	0	0	0	0	0	0	27.1	31.2
10:45	22	0	0	9	13	0	0	0	0	0	0	0	29	33.1
11:00	15	0	0	6	7	1	0	0	1	0	0	0	30.1	32.5
11:15	11	0	0	2	9	0	0	0	0	0	0	0	30.6	33.4
11:30	9	0	0	4	4	1	0	0	0	0	0	0	29.1	-
11:45	14	0	0	6	8	0	0	0	0	0	0	0	30.3	33.4
12:00	16	0	0	10	5	1	0	0	0	0	0	0	31.8	33.6
12:15	23	0	0	11	10	1	0	0	1	0	0	0	31.6	35.7
12:30	11	0	0	5	6	0	0	0	0	0	0	0	33.1	37
12:45	13	0	1	3	8	1	0	0	0	0	0	0	31	38.7
13:00	6	0	1	3	2	0	0	0	0	0	0	0	32.2	-
13:15	10	0	0	6	3	0	0	1	0	0	0	0	30.6	-
13:30	12	0	0	4	8	0	0	0	0	0	0	0	29.1	32.9
13:45	7	0	0	3	4	0	0	0	0	0	0	0	35.4	-
14:00	13	0	0	7	6	0	0	0	0	0	0	0	30.2	33.9
14:15	13	0	0	6	7	0	0	0	0	0	0	0	33	35.8
14:30	13	0	0	8	5	0	0	0	0	0	0	0	32.4	34.8
14:45	17	0	0	6	11	0	0	0	0	0	0	0	31.7	38.3
15:00	33	0	0	18	14	1	0	0	0	0	0	0	31.4	34.8
15:15	12	0	0	4	8	0	0	0	0	0	0	0	31.5	37.2
15:30	14	0	0	6	8	0	0	0	0	0	0	0	31.3	37
15:45	12	0	0	8	4	0	0	0	0	0	0	0	34.4	40.1
16:00	23	0	0	12	9	2	0	0	0	0	0	0	30.7	33.2
16:15	16	0	0	4	12	0	0	0	0	0	0	0	31.6	35.1
16:30	12	0	0	5	6	0	1	0	0	0	0	0	30.6	34.8
16:45	19	0	0	11	8	0	0	0	0	0	0	0	34.1	40.5
17:00	21	0	1	11	9	0	0	0	0	0	0	0	33.4	39.4
17:15	12	0	0	6	5	1	0	0	0	0	0	0	31.1	34.5
17:30	21	0	0	14	6	1	0	0	0	0	0	0	30.6	32.1
17:45	13	0	0	5	8	0	0	0	0	0	0	0	31.4	34.6
18:00	17	0	0	10	7	0	0	0	0	0	0	0	31.2	33.7
18:15	12	0	0	7	5	0	0	0	0	0	0	0	33.3	37.1
18:30	11	0	0	5	6	0	0	0	0	0	0	0	31.5	34.7
18:45	8	0	0	4	4	0	0	0	0	0	0	0	36	-
19:00	8	0	0	4	4	0	0	0	0	0	0	0	31.7	-
19:15	13	0	0	7	5	1	0	0	0	0	0	0	31.2	35.9
19:30	7	0	0	3	4	0	0	0	0	0	0	0	27.9	-
19:45	4	0	0	4	0	0	0	0	0	0	0	0	29.1	-
20:00	10	0	0	8	2	0	0	0	0	0	0	0	32	-
20:15	2	0	0	1	1	0	0	0	0	0	0	0	37.5	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	30.3	-
20:45	4	0	0	0	4	0	0	0	0	0	0	0	35.8	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	42.1	-
21:15	5	0	0	0	5	0	0	0	0	0	0	0	42.1	-
21:30	4	0	0	1	3	0	0	0	0	0	0	0	30.5	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	31.1	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	3	0	0	2	1	0	0	0	0	0	0	0	35.4	-
22:45	5	0	0	3	2	0	0	0	0	0	0	0	35.5	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	34.4	-
23:15	2	0	0	1	1	0	0	0	0	0	0	0	34.8	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	36.7	-
07-19	660	0	3	312	316	25	1	1	2	0	0	0	31.6	35.3
06-22	732	0	3	344	354	27	1	1	2	0	0	0	31.7	35.8
06-00	745	0	3	352	359	27	1	1	2	0	0	0	31.8	36.0
00-00	751	0	3	352	365	27	1	1	2	0	0	0	31.8	36.0

Date Thursday 27/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	2	0	0	1	1	0	0	0	0	0	0	0	34.8	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	34.6	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	0	0	1	0	0	0	0	0	0	0	35.3	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	30.9	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	41.8	-
06:00	2	0	0	0	1	1	0	0	0	0	0	0	31.7	-
06:15	2	0	0	0	2	0	0	0	0	0	0	0	35.6	-
06:30	3	0	0	2	1	0	0	0	0	0	0	0	35.5	-
06:45	7	0	0	3	3	0	0	0	1	0	0	0	31.8	-
07:00	3	0	0	1	2	0	0	0	0	0	0	0	28.3	-
07:15	9	0	0	3	5	1	0	0	0	0	0	0	30.9	-
07:30	12	0	0	3	7	1	1	0	0	0	0	0	33.2	38.3
07:45	7	0	0	5	2	0	0	0	0	0	0	0	32	-
08:00	10	0	0	5	5	0	0	0	0	0	0	0	33.8	-
08:15	11	0	0	2	8	1	0	0	0	0	0	0	32.6	38.1
08:30	24	0	0	9	15	0	0	0	0	0	0	0	31.6	34.4
08:45	23	0	0	11	11	1	0	0	0	0	0	0	32.2	37.4
09:00	8	0	0	5	3	0	0	0	0	0	0	0	31.1	-
09:15	12	0	0	9	3	0	0	0	0	0	0	0	27.7	28.9
09:30	12	0	0	5	6	1	0	0	0	0	0	0	35	41
09:45	8	0	0	5	2	1	0	0	0	0	0	0	30.3	-
10:00	8	0	0	2	5	1	0	0	0	0	0	0	31.5	-
10:15	6	0	0	0	6	0	0	0	0	0	0	0	27.7	-
10:30	10	0	0	6	4	0	0	0	0	0	0	0	30.7	-
10:45	7	0	0	2	5	0	0	0	0	0	0	0	32.5	-
11:00	7	0	0	4	3	0	0	0	0	0	0	0	32.4	-
11:15	13	0	0	8	5	0	0	0	0	0	0	0	31.2	33.5
11:30	20	0	0	8	11	1	0	0	0	0	0	0	30	37.4
11:45	12	0	0	4	8	0	0	0	0	0	0	0	34.7	37.9
12:00	14	0	0	5	9	0	0	0	0	0	0	0	31.2	34.9
12:15	15	0	0	8	7	0	0	0	0	0	0	0	29.9	33.7
12:30	9	0	0	6	2	1	0	0	0	0	0	0	36.4	-
12:45	9	0	0	5	4	0	0	0	0	0	0	0	32.7	-
13:00	12	0	0	7	5	0	0	0	0	0	0	0	28.5	34
13:15	7	0	0	3	4	0	0	0	0	0	0	0	31	-
13:30	12	0	0	7	4	1	0	0	0	0	0	0	31.4	34.2
13:45	7	0	0	4	3	0	0	0	0	0	0	0	31.6	-
14:00	24	0	0	12	11	1	0	0	0	0	0	0	30.3	33.5
14:15	12	0	0	5	7	0	0	0	0	0	0	0	34.1	39.4
14:30	10	0	0	4	5	0	0	0	0	0	0	1	31.3	-
14:45	24	0	0	14	10	0	0	0	0	0	0	0	31.8	34.3
15:00	21	0	0	12	9	0	0	0	0	0	0	0	35	38.8
15:15	19	0	0	9	9	1	0	0	0	0	0	0	32.4	36
15:30	25	0	1	13	11	0	0	0	0	0	0	0	30.7	33.2
15:45	21	0	0	12	9	0	0	0	0	0	0	0	31.6	35.7
16:00	15	0	0	8	6	1	0	0	0	0	0	0	32.3	35
16:15	16	0	0	9	6	1	0	0	0	0	0	0	31.1	34.7
16:30	31	0	0	18	13	0	0	0	0	0	0	0	32.4	35.1
16:45	21	0	0	9	12	0	0	0	0	0	0	0	33.5	38.6
17:00	17	0	0	6	10	0	1	0	0	0	0	0	31.7	36.6
17:15	29	0	0	14	14	1	0	0	0	0	0	0	34.5	38.9
17:30	13	0	0	8	5	0	0	0	0	0	0	0	32.2	34.4
17:45	16	0	0	11	4	1	0	0	0	0	0	0	32.8	36.6
18:00	12	0	0	7	5	0	0	0	0	0	0	0	32.5	35.9
18:15	15	0	0	7	8	0	0	0	0	0	0	0	32.4	43.4
18:30	10	0	0	5	3	2	0	0	0	0	0	0	34.5	-
18:45	13	0	0	8	5	0	0	0	0	0	0	0	32.1	38.1
19:00	11	0	0	4	7	0	0	0	0	0	0	0	32.8	34.9
19:15	1	0	0	0	1	0	0	0	0	0	0	0	36.9	-
19:30	9	0	1	3	4	1	0	0	0	0	0	0	31.7	-
19:45	3	0	0	0	3	0	0	0	0	0	0	0	34	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	33.7	-
20:15	8	0	0	4	3	0	1	0	0	0	0	0	36.4	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	30.6	-
20:45	5	0	0	2	3	0	0	0	0	0	0	0	27.6	-
21:00	5	0	0	3	2	0	0	0	0	0	0	0	31.8	-
21:15	1	0	0	0	1	0	0	0	0	0	0	0	28.5	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	32.2	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	31.1	-
22:00	5	0	0	3	2	0	0	0	0	0	0	0	35.3	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	36.3	-
22:45	2	0	0	1	1	0	0	0	0	0	0	0	28.1	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	31.3	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	37.4	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	671	0	1	333	316	18	2	0	0	0	0	1	32.0	36.4
06-22	733	0	2	357	349	20	3	0	1	0	0	1	32.1	36.3
06-00	744	0	2	364	353	20	3	0	1	0	0	1	32.1	36.4
00-00	750	0	2	366	357	20	3	0	1	0	0	1	32.1	36.4

Date Friday 28/02/2020

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	38.6	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	38.4	-
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	34.4	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	3	0	0	3	0	0	0	0	0	0	0	0	34.4	-
06:15	2	0	0	0	2	0	0	0	0	0	0	0	37.8	-
06:30	6	0	0	1	1	3	1	0	0	0	0	0	35	-
06:45	2	0	0	1	1	0	0	0	0	0	0	0	34	-
07:00	5	0	0	2	3	0	0	0	0	0	0	0	33.2	-
07:15	4	0	0	2	1	1	0	0	0	0	0	0	33.4	-
07:30	15	0	0	10	5	0	0	0	0	0	0	0	32.3	35.8
07:45	8	0	0	5	3	0	0	0	0	0	0	0	29.8	-
08:00	15	0	0	10	5	0	0	0	0	0	0	0	33	38.1
08:15	19	0	0	13	5	0	1	0	0	0	0	0	31.9	35.9
08:30	13	0	0	4	8	0	1	0	0	0	0	0	32.7	37.6
08:45	28	0	0	13	14	1	0	0	0	0	0	0	31.2	36.4
09:00	14	0	0	9	5	0	0	0	0	0	0	0	31.1	34
09:15	9	0	0	3	4	1	1	0	0	0	0	0	32.1	-
09:30	9	0	0	5	4	0	0	0	0	0	0	0	33.1	-
09:45	15	0	0	9	6	0	0	0	0	0	0	0	30.7	35
10:00	12	0	0	7	3	1	1	0	0	0	0	0	23.2	31.4
10:15	12	0	0	8	4	0	0	0	0	0	0	0	30.2	35.8
10:30	12	0	0	3	9	0	0	0	0	0	0	0	31.8	37.9
10:45	19	0	0	10	9	0	0	0	0	0	0	0	31.2	33.4
11:00	14	0	0	8	4	0	1	0	1	0	0	0	28.2	33.7
11:15	16	0	0	11	5	0	0	0	0	0	0	0	31	35
11:30	7	0	0	2	5	0	0	0	0	0	0	0	31.3	-
11:45	17	0	0	6	11	0	0	0	0	0	0	0	33.5	43.1
12:00	19	0	0	9	10	0	0	0	0	0	0	0	32.1	35.3
12:15	8	0	0	4	3	1	0	0	0	0	0	0	31.1	-
12:30	20	0	0	7	13	0	0	0	0	0	0	0	31.9	36.3
12:45	9	0	0	4	5	0	0	0	0	0	0	0	29.2	-
13:00	12	0	0	7	5	0	0	0	0	0	0	0	31.7	37.1
13:15	17	0	0	9	8	0	0	0	0	0	0	0	31.8	34.6
13:30	4	0	0	1	2	1	0	0	0	0	0	0	31	-
13:45	15	0	0	7	8	0	0	0	0	0	0	0	33.1	37.2
14:00	11	0	0	7	3	1	0	0	0	0	0	0	29.5	33.9
14:15	18	0	0	7	10	0	1	0	0	0	0	0	29.8	33
14:30	13	0	0	6	7	0	0	0	0	0	0	0	29.5	31.9
14:45	19	0	0	10	9	0	0	0	0	0	0	0	32.4	36.7
15:00	25	0	0	10	15	0	0	0	0	0	0	0	31.4	36.7
15:15	24	0	0	13	9	1	1	0	0	0	0	0	31	35.6
15:30	12	0	0	6	6	0	0	0	0	0	0	0	35.5	40.2
15:45	9	0	0	5	3	0	0	0	1	0	0	0	29	-
16:00	19	0	0	10	9	0	0	0	0	0	0	0	31.8	33.9
16:15	15	0	0	7	6	1	0	0	1	0	0	0	31	35.1
16:30	16	0	0	9	6	0	1	0	0	0	0	0	29.7	34
16:45	12	0	0	3	9	0	0	0	0	0	0	0	28.9	34.4
17:00	19	0	1	9	9	0	0	0	0	0	0	0	30.9	33.9
17:15	25	0	0	10	14	0	0	0	1	0	0	0	33.1	36.5
17:30	14	0	0	7	7	0	0	0	0	0	0	0	31.1	37.6
17:45	9	0	0	5	4	0	0	0	0	0	0	0	35.3	-
18:00	13	0	0	3	10	0	0	0	0	0	0	0	32.1	36.3
18:15	6	0	0	3	3	0	0	0	0	0	0	0	30.8	-
18:30	9	0	0	2	7	0	0	0	0	0	0	0	29.8	-
18:45	11	0	0	4	7	0	0	0	0	0	0	0	31.8	37.9
19:00	12	0	1	3	8	0	0	0	0	0	0	0	30.5	34.6
19:15	5	0	0	3	2	0	0	0	0	0	0	0	30.1	-
19:30	5	0	0	1	4	0	0	0	0	0	0	0	28.5	-
19:45	8	0	0	4	4	0	0	0	0	0	0	0	29.5	-
20:00	8	0	0	5	3	0	0	0	0	0	0	0	29.8	-
20:15	6	0	0	2	4	0	0	0	0	0	0	0	27.3	-
20:30	3	0	0	0	3	0	0	0	0	0	0	0	30.4	-
20:45	3	0	0	2	1	0	0	0	0	0	0	0	33.4	-
21:00	2	0	0	0	2	0	0	0	0	0	0	0	33.9	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	34.3	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	30.3	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	38.5	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	3	0	0	1	2	0	0	0	0	0	0	0	37.2	-
22:45	2	0	0	1	1	0	0	0	0	0	0	0	31.9	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	33.1	-
23:15	4	0	0	1	3	0	0	0	0	0	0	0	32.7	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	34.7	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	33.6	-
07-19	666	0	1	324	320	9	8	0	4	0	0	0	31.3	35.5
06-22	733	0	2	349	357	12	9	0	4	0	0	0	31.3	35.5
06-00	747	0	2	355	365	12	9	0	4	0	0	0	31.3	35.5
00-00	752	0	2	356	369	12	9	0	4	0	0	0	31.4	35.6

Date Saturday 29/02/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	36.8	-
00:15	4	0	0	0	4	0	0	0	0	0	0	0	32.4	-
00:30	2	0	0	0	2	0	0	0	0	0	0	0	32.6	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	35.4	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	2	0	0	1	0	1	0	0	0	0	0	0	31.1	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	0	0	1	0	0	0	0	0	0	0	31.8	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	28	-
07:00	4	0	0	2	1	1	0	0	0	0	0	0	33.1	-
07:15	2	0	0	0	2	0	0	0	0	0	0	0	27.6	-
07:30	3	0	0	0	3	0	0	0	0	0	0	0	30.9	-
07:45	4	0	0	1	3	0	0	0	0	0	0	0	31.7	-
08:00	6	0	0	3	3	0	0	0	0	0	0	0	29.1	-
08:15	3	0	0	1	2	0	0	0	0	0	0	0	25.6	-
08:30	6	0	0	3	3	0	0	0	0	0	0	0	27.3	-
08:45	2	0	0	0	2	0	0	0	0	0	0	0	28.8	-
09:00	8	0	0	3	5	0	0	0	0	0	0	0	34.9	-
09:15	9	0	0	7	2	0	0	0	0	0	0	0	30.7	-
09:30	8	0	0	1	7	0	0	0	0	0	0	0	34.8	-
09:45	10	0	0	4	6	0	0	0	0	0	0	0	32	-
10:00	13	0	0	3	10	0	0	0	0	0	0	0	34.2	40.6
10:15	8	0	0	2	5	1	0	0	0	0	0	0	31.6	-
10:30	9	0	0	2	7	0	0	0	0	0	0	0	31.2	-
10:45	22	0	0	20	2	0	0	0	0	0	0	0	32.2	34.5
11:00	11	0	0	7	4	0	0	0	0	0	0	0	28.9	33.2
11:15	15	0	0	5	10	0	0	0	0	0	0	0	26.8	33.9
11:30	11	0	0	5	6	0	0	0	0	0	0	0	32.3	42.6
11:45	13	0	0	4	9	0	0	0	0	0	0	0	32.5	36.2
12:00	9	0	0	4	5	0	0	0	0	0	0	0	31.8	-
12:15	12	0	0	6	6	0	0	0	0	0	0	0	33.2	43.1
12:30	12	0	0	3	8	0	1	0	0	0	0	0	30.3	33.3
12:45	7	0	0	3	4	0	0	0	0	0	0	0	30.6	-
13:00	7	0	0	3	4	0	0	0	0	0	0	0	33.1	-
13:15	16	0	0	8	7	1	0	0	0	0	0	0	31.9	37.8
13:30	11	0	1	5	5	0	0	0	0	0	0	0	29	33.2
13:45	13	0	1	9	3	0	0	0	0	0	0	0	31.8	37.5
14:00	14	0	1	5	8	0	0	0	0	0	0	0	30.5	33.8
14:15	8	0	0	4	4	0	0	0	0	0	0	0	32.5	-
14:30	12	0	0	7	4	1	0	0	0	0	0	0	28.6	33.4
14:45	7	0	0	4	3	0	0	0	0	0	0	0	28.9	-
15:00	7	0	0	1	6	0	0	0	0	0	0	0	29.9	-
15:15	13	0	0	5	8	0	0	0	0	0	0	0	29.5	33.9
15:30	9	0	0	5	4	0	0	0	0	0	0	0	33.2	-
15:45	5	0	0	1	4	0	0	0	0	0	0	0	34.7	-
16:00	12	0	0	4	7	1	0	0	0	0	0	0	33	39.7
16:15	12	0	0	5	7	0	0	0	0	0	0	0	27.8	33.6
16:30	14	0	0	5	9	0	0	0	0	0	0	0	31.5	34.9
16:45	13	0	0	10	3	0	0	0	0	0	0	0	29.2	29.9
17:00	11	0	0	2	9	0	0	0	0	0	0	0	31.1	34.4
17:15	8	0	0	4	4	0	0	0	0	0	0	0	32.2	-
17:30	10	0	0	6	4	0	0	0	0	0	0	0	31.9	-
17:45	15	0	0	6	9	0	0	0	0	0	0	0	32.6	37.3
18:00	9	0	0	4	5	0	0	0	0	0	0	0	29.4	-
18:15	9	0	0	3	6	0	0	0	0	0	0	0	34.8	-
18:30	5	0	0	1	4	0	0	0	0	0	0	0	32.4	-
18:45	9	0	0	5	4	0	0	0	0	0	0	0	32.3	-
19:00	12	0	0	5	7	0	0	0	0	0	0	0	34.1	41.4
19:15	7	0	0	2	5	0	0	0	0	0	0	0	29.8	-
19:30	6	0	0	3	3	0	0	0	0	0	0	0	29.6	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	28	-
20:00	4	0	0	2	2	0	0	0	0	0	0	0	33.4	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	26.6	-
20:30	4	0	0	1	3	0	0	0	0	0	0	0	35.6	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	34	-
21:00	5	0	0	2	3	0	0	0	0	0	0	0	32	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	38	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	37.9	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	31.2	-
22:00	4	0	0	2	2	0	0	0	0	0	0	0	38.9	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	31	-
22:30	3	0	0	0	3	0	0	0	0	0	0	0	33.2	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	38.2	-
23:00	3	0	0	0	3	0	0	0	0	0	0	0	36.5	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	26.6	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	30.8	-
23:45	3	0	0	0	3	0	0	0	0	0	0	0	29.3	-
07-19	456	0	3	201	246	5	1	0	0	0	0	0	31.2	35.7
06-22	503	0	3	220	274	5	1	0	0	0	0	0	31.3	35.8
06-00	520	0	3	225	286	5	1	0	0	0	0	0	31.4	36.0
00-00	530	0	3	227	293	6	1	0	0	0	0	0	31.5	36.1

Date Sunday 01/03/2020

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	33.1	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	29.9	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	51.8	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	31	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	36.4	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	2	0	0	0	2	0	0	0	0	0	0	0	34.1	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	34.3	-
07:00	1	0	0	0	1	0	0	0	0	0	0	0	32.4	-
07:15	2	0	0	0	2	0	0	0	0	0	0	0	28	-
07:30	2	0	0	0	2	0	0	0	0	0	0	0	35.8	-
07:45	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	-	-
08:15	8	0	0	5	3	0	0	0	0	0	0	0	33.3	-
08:30	6	0	0	4	2	0	0	0	0	0	0	0	33.5	-
08:45	1	0	0	1	0	0	0	0	0	0	0	0	41	-
09:00	6	0	0	3	3	0	0	0	0	0	0	0	29.9	-
09:15	9	1	0	1	7	0	0	0	0	0	0	0	29.9	-
09:30	11	0	0	5	6	0	0	0	0	0	0	0	34.7	42.1
09:45	6	0	0	1	4	0	0	0	1	0	0	0	30.4	-
10:00	8	1	0	2	5	0	0	0	0	0	0	0	30.8	-
10:15	11	0	1	2	7	1	0	0	0	0	0	0	31.7	35.2
10:30	12	0	0	7	4	1	0	0	0	0	0	0	32.5	34.3
10:45	14	0	0	5	9	0	0	0	0	0	0	0	30.8	33.6
11:00	15	0	0	6	9	0	0	0	0	0	0	0	30.6	33.7
11:15	11	0	1	2	8	0	0	0	0	0	0	0	35.2	43.2
11:30	9	0	0	4	5	0	0	0	0	0	0	0	30.5	-
11:45	8	1	0	2	5	0	0	0	0	0	0	0	29	-
12:00	10	0	0	3	6	1	0	0	0	0	0	0	30.4	-
12:15	12	0	0	7	5	0	0	0	0	0	0	0	30.3	33.3
12:30	11	0	0	5	6	0	0	0	0	0	0	0	34.4	39
12:45	8	0	0	3	5	0	0	0	0	0	0	0	30.7	-
13:00	10	0	0	2	8	0	0	0	0	0	0	0	32.6	-
13:15	8	0	0	3	5	0	0	0	0	0	0	0	29.1	-
13:30	6	0	0	3	3	0	0	0	0	0	0	0	32	-
13:45	9	0	0	5	4	0	0	0	0	0	0	0	31.7	-
14:00	9	0	0	0	9	0	0	0	0	0	0	0	31.7	-
14:15	3	0	0	2	1	0	0	0	0	0	0	0	25.9	-
14:30	2	0	0	0	2	0	0	0	0	0	0	0	35.1	-
14:45	13	0	0	7	6	0	0	0	0	0	0	0	28.3	35.7
15:00	7	0	0	2	5	0	0	0	0	0	0	0	33.9	-
15:15	11	0	0	6	3	0	1	0	1	0	0	0	31.4	33.8
15:30	14	0	2	7	5	0	0	0	0	0	0	0	34.2	39.7
15:45	8	0	0	3	5	0	0	0	0	0	0	0	32.4	-
16:00	12	0	0	6	6	0	0	0	0	0	0	0	29.2	37.8
16:15	5	0	0	2	3	0	0	0	0	0	0	0	33	-
16:30	11	0	0	8	3	0	0	0	0	0	0	0	32.6	34
16:45	8	0	0	4	4	0	0	0	0	0	0	0	33.6	-
17:00	10	0	1	4	5	0	0	0	0	0	0	0	37.8	-
17:15	10	0	0	4	6	0	0	0	0	0	0	0	33.8	-
17:30	12	0	0	3	8	0	1	0	0	0	0	0	31.1	37.1
17:45	5	0	0	0	5	0	0	0	0	0	0	0	33.7	-
18:00	8	0	0	4	4	0	0	0	0	0	0	0	31.1	-
18:15	7	0	0	1	6	0	0	0	0	0	0	0	28.7	-
18:30	3	0	0	2	1	0	0	0	0	0	0	0	29	-
18:45	5	0	0	0	5	0	0	0	0	0	0	0	33.3	-
19:00	7	0	0	1	6	0	0	0	0	0	0	0	34.8	-
19:15	3	0	0	3	0	0	0	0	0	0	0	0	35.5	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	4	0	0	2	2	0	0	0	0	0	0	0	35.2	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	3	0	0	0	3	0	0	0	0	0	0	0	34.4	-
20:30	4	0	0	0	4	0	0	0	0	0	0	0	35.9	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	30.1	-
21:00	4	0	0	1	2	1	0	0	0	0	0	0	32.3	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	33.3	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	32.9	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	27.8	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	50.3	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	377	3	5	146	216	3	2	0	2	0	0	0	31.8	36.4
06-22	408	3	5	155	237	4	2	0	2	0	0	0	32.0	36.7
06-00	410	3	5	155	239	4	2	0	2	0	0	0	32.1	36.7
00-00	419	3	5	160	243	4	2	0	2	0	0	0	32.1	36.8

Date Monday 02/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	30.2	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	31.2	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	29.7	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	2	0	0	0	2	0	0	0	0	0	0	0	31	-
05:30	2	0	0	1	1	0	0	0	0	0	0	0	31.3	-
05:45	2	0	0	2	0	0	0	0	0	0	0	0	34.4	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	3	0	0	1	2	0	0	0	0	0	0	0	36.4	-
06:30	1	0	0	0	1	0	0	0	0	0	0	0	31.9	-
06:45	5	0	0	1	4	0	0	0	0	0	0	0	36	-
07:00	7	0	0	3	4	0	0	0	0	0	0	0	35	-
07:15	5	0	0	3	2	0	0	0	0	0	0	0	32.4	-
07:30	10	0	0	4	6	0	0	0	0	0	0	0	31.5	-
07:45	4	0	0	0	4	0	0	0	0	0	0	0	34.6	-
08:00	7	0	0	4	3	0	0	0	0	0	0	0	29.1	-
08:15	5	0	0	2	2	1	0	0	0	0	0	0	34.6	-
08:30	13	0	0	4	9	0	0	0	0	0	0	0	33	36.8
08:45	30	0	0	14	14	2	0	0	0	0	0	0	32	36.4
09:00	10	0	0	6	4	0	0	0	0	0	0	0	30.6	-
09:15	17	0	0	8	7	1	0	0	1	0	0	0	33.3	35.5
09:30	12	0	0	5	6	0	0	0	1	0	0	0	31	36.6
09:45	9	0	0	3	5	1	0	0	0	0	0	0	31.2	-
10:00	8	0	0	4	4	0	0	0	0	0	0	0	30.9	-
10:15	15	0	0	5	10	0	0	0	0	0	0	0	31.6	36.5
10:30	9	0	0	3	6	0	0	0	0	0	0	0	31.6	-
10:45	12	0	0	9	3	0	0	0	0	0	0	0	29.2	33
11:00	15	0	0	10	5	0	0	0	0	0	0	0	28.4	31.8
11:15	19	0	0	10	8	1	0	0	0	0	0	0	38.5	66.1
11:30	18	0	0	5	12	1	0	0	0	0	0	0	30.4	35
11:45	15	0	0	6	9	0	0	0	0	0	0	0	32	33.9
12:00	14	0	0	7	7	0	0	0	0	0	0	0	31.1	35.2
12:15	6	0	0	3	3	0	0	0	0	0	0	0	33.1	-
12:30	11	0	1	4	5	1	0	0	0	0	0	0	35.3	42.6
12:45	13	0	0	7	6	0	0	0	0	0	0	0	32.1	36.8
13:00	13	0	0	6	6	1	0	0	0	0	0	0	31.8	37
13:15	6	0	0	4	2	0	0	0	0	0	0	0	31.9	-
13:30	15	0	0	3	12	0	0	0	0	0	0	0	30.7	35.2
13:45	18	0	0	8	9	1	0	0	0	0	0	0	29.4	32.8
14:00	11	0	0	6	3	2	0	0	0	0	0	0	30.4	32.9
14:15	20	0	0	14	6	0	0	0	0	0	0	0	33.3	35.8
14:30	20	0	0	12	8	0	0	0	0	0	0	0	29.1	33.4
14:45	18	0	0	7	11	0	0	0	0	0	0	0	31.5	34.6
15:00	31	0	0	14	17	0	0	0	0	0	0	0	33	36
15:15	22	0	0	11	10	0	0	0	1	0	0	0	30.1	35.1
15:30	19	0	0	10	9	0	0	0	0	0	0	0	33	35.7
15:45	12	0	0	7	5	0	0	0	0	0	0	0	31.1	35.6
16:00	18	0	0	6	11	1	0	0	0	0	0	0	33.3	38.1
16:15	34	0	0	17	16	1	0	0	0	0	0	0	32.6	36.9
16:30	24	0	0	13	11	0	0	0	0	0	0	0	30.8	33.1
16:45	15	0	0	8	7	0	0	0	0	0	0	0	34.5	36.7
17:00	14	0	0	8	6	0	0	0	0	0	0	0	34.7	39.9
17:15	12	0	0	6	6	0	0	0	0	0	0	0	30.3	35.2
17:30	17	0	1	9	7	0	0	0	0	0	0	0	31.5	38.1
17:45	15	0	0	7	8	0	0	0	0	0	0	0	30.5	35.5
18:00	21	0	0	7	14	0	0	0	0	0	0	0	32.1	38.7
18:15	15	0	0	7	8	0	0	0	0	0	0	0	33.7	38.1
18:30	12	0	0	6	6	0	0	0	0	0	0	0	31.6	37.4
18:45	9	0	0	5	2	1	1	0	0	0	0	0	34.3	-
19:00	10	0	0	5	5	0	0	0	0	0	0	0	34.4	-
19:15	5	0	0	1	4	0	0	0	0	0	0	0	29.5	-
19:30	3	0	0	2	1	0	0	0	0	0	0	0	34.9	-
19:45	4	0	0	2	2	0	0	0	0	0	0	0	40.7	-
20:00	13	0	0	6	7	0	0	0	0	0	0	0	32.6	38.7
20:15	4	0	0	1	3	0	0	0	0	0	0	0	36	-
20:30	9	0	0	6	3	0	0	0	0	0	0	0	34.9	-
20:45	8	0	0	5	3	0	0	0	0	0	0	0	32.5	-
21:00	4	0	0	0	3	0	1	0	0	0	0	0	35	-
21:15	3	0	0	2	0	1	0	0	0	0	0	0	33.5	-
21:30	3	0	0	3	0	0	0	0	0	0	0	0	34.3	-
21:45	2	0	0	0	2	0	0	0	0	0	0	0	31.8	-
22:00	2	0	0	1	1	0	0	0	0	0	0	0	42.4	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	3	0	0	3	0	0	0	0	0	0	0	0	36	-
22:45	2	0	0	0	2	0	0	0	0	0	0	0	28.1	-
23:00	2	0	0	2	0	0	0	0	0	0	0	0	28.5	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	2	0	0	1	1	0	0	0	0	0	0	0	29	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	695	0	2	330	344	15	1	0	3	0	0	0	32.0	35.9
06-22	772	0	2	365	384	16	2	0	3	0	0	0	32.2	35.9
06-00	783	0	2	372	388	16	2	0	3	0	0	0	32.2	36.0
00-00	792	0	2	377	392	16	2	0	3	0	0	0	32.2	36.0

Date	Tuesday	03/03/2020												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	2	0	0	1	1	0	0	0	0	0	0	0	31.7	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	2	0	0	1	1	0	0	0	0	0	0	0	37.8	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	3	0	0	2	0	0	0	0	1	0	0	0	38.2	-
06:00	4	0	0	2	2	0	0	0	0	0	0	0	32.5	-
06:15	3	0	0	1	2	0	0	0	0	0	0	0	41.9	-
06:30	2	0	0	1	0	1	0	0	0	0	0	0	39.2	-
06:45	5	0	0	2	2	0	0	0	1	0	0	0	38	-
07:00	9	0	0	6	3	0	0	0	0	0	0	0	34.4	-
07:15	10	0	0	4	5	0	1	0	0	0	0	0	33.1	-
07:30	13	0	0	6	6	0	1	0	0	0	0	0	31.7	35.2
07:45	11	0	0	5	6	0	0	0	0	0	0	0	36.5	41.5
08:00	6	0	0	4	2	0	0	0	0	0	0	0	34.1	-
08:15	20	0	0	13	6	1	0	0	0	0	0	0	33.4	35.3
08:30	23	0	0	8	14	1	0	0	0	0	0	0	33.5	38.1
08:45	31	0	0	14	17	0	0	0	0	0	0	0	31	34.5
09:00	12	0	0	2	9	1	0	0	0	0	0	0	31.3	32.9
09:15	13	0	0	8	4	0	1	0	0	0	0	0	31.8	35.1
09:30	14	0	0	3	11	0	0	0	0	0	0	0	32.6	41
09:45	14	0	0	11	3	0	0	0	0	0	0	0	27.8	32.9
10:00	14	0	0	9	4	1	0	0	0	0	0	0	30.2	33.3
10:15	7	0	0	3	4	0	0	0	0	0	0	0	27.6	-
10:30	13	0	0	6	7	0	0	0	0	0	0	0	32.1	39.7
10:45	13	0	0	6	7	0	0	0	0	0	0	0	29.8	36.7
11:00	13	0	0	7	5	1	0	0	0	0	0	0	31.4	34.5
11:15	15	0	0	7	8	0	0	0	0	0	0	0	27.7	35.4
11:30	13	0	0	5	6	2	0	0	0	0	0	0	32.7	37.2
11:45	11	0	0	2	8	0	0	0	1	0	0	0	31.2	37.2
12:00	15	0	0	8	7	0	0	0	0	0	0	0	30.7	33.4
12:15	8	0	0	1	7	0	0	0	0	0	0	0	34.5	-
12:30	10	0	0	3	6	0	0	0	1	0	0	0	31.2	-
12:45	21	0	0	10	11	0	0	0	0	0	0	0	30.3	35.3
13:00	15	0	0	8	7	0	0	0	0	0	0	0	30.3	33.6
13:15	20	0	0	9	11	0	0	0	0	0	0	0	31.6	36.9
13:30	16	0	0	9	7	0	0	0	0	0	0	0	29.4	32.3
13:45	9	0	0	6	2	0	0	1	0	0	0	0	25.7	-
14:00	15	0	0	8	7	0	0	0	0	0	0	0	30.5	32.3
14:15	20	0	0	10	8	2	0	0	0	0	0	0	29.3	30.9
14:30	10	0	0	5	5	0	0	0	0	0	0	0	32.3	-
14:45	22	0	0	10	12	0	0	0	0	0	0	0	31.6	36.9
15:00	29	0	0	10	16	3	0	0	0	0	0	0	31	36.9
15:15	27	0	0	13	14	0	0	0	0	0	0	0	28.2	32.6
15:30	23	1	0	13	9	0	0	0	0	0	0	0	31.8	36.4
15:45	16	0	0	7	8	1	0	0	0	0	0	0	31.4	34.4
16:00	26	0	0	15	8	2	0	0	1	0	0	0	30.7	34.9
16:15	20	0	1	4	14	1	0	0	0	0	0	0	31.4	35.2
16:30	18	0	0	12	6	0	0	0	0	0	0	0	33.5	37.5
16:45	18	0	0	15	3	0	0	0	0	0	0	0	33.8	36.8
17:00	24	0	0	8	16	0	0	0	0	0	0	0	31.1	34.6
17:15	11	0	0	4	7	0	0	0	0	0	0	0	32.3	38.2
17:30	17	0	0	7	10	0	0	0	0	0	0	0	32.4	35.3
17:45	12	0	0	9	3	0	0	0	0	0	0	0	31.9	33.1
18:00	16	0	1	5	10	0	0	0	0	0	0	0	31.6	33.9
18:15	17	0	0	8	9	0	0	0	0	0	0	0	32.3	37.3
18:30	11	0	0	4	7	0	0	0	0	0	0	0	32.9	39.4
18:45	8	0	0	5	3	0	0	0	0	0	0	0	32.2	-
19:00	6	0	0	3	3	0	0	0	0	0	0	0	28.8	-
19:15	2	0	0	0	2	0	0	0	0	0	0	0	32.9	-
19:30	6	0	0	2	4	0	0	0	0	0	0	0	34.6	-
19:45	3	0	0	2	1	0	0	0	0	0	0	0	34.6	-
20:00	7	0	0	2	4	1	0	0	0	0	0	0	35.5	-
20:15	5	0	0	4	1	0	0	0	0	0	0	0	32.7	-
20:30	9	0	0	3	6	0	0	0	0	0	0	0	32.6	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	34.7	-
21:00	3	0	0	0	3	0	0	0	0	0	0	0	33.3	-
21:15	3	0	0	0	3	0	0	0	0	0	0	0	32.7	-
21:30	3	0	0	2	1	0	0	0	0	0	0	0	34	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	32.9	-
22:00	3	0	0	3	0	0	0	0	0	0	0	0	34.5	-
22:15	4	0	0	0	4	0	0	0	0	0	0	0	32.5	-
22:30	3	0	0	1	2	0	0	0	0	0	0	0	30.7	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	31.5	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	2	0	0	1	1	0	0	0	0	0	0	0	33.5	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	42.1	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	749	1	2	355	368	16	3	1	3	0	0	0	31.3	35.3
06-22	812	1	2	380	403	18	3	1	4	0	0	0	31.6	35.7
06-00	826	1	2	385	412	18	3	1	4	0	0	0	31.6	35.7
00-00	833	1	2	389	414	18	3	1	5	0	0	0	31.6	35.7

Date Wednesday 04/03/2020

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	33.2	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	39.3	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	33.2	-
05:45	2	0	0	0	2	0	0	0	0	0	0	0	33.9	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	5	0	0	1	4	0	0	0	0	0	0	0	35	-
06:30	2	0	0	1	1	0	0	0	0	0	0	0	28.4	-
06:45	6	0	0	0	5	1	0	0	0	0	0	0	30.7	-
07:00	9	0	0	6	2	0	0	0	0	0	1	0	30.3	-
07:15	10	0	0	7	3	0	0	0	0	0	0	0	30.7	-
07:30	12	0	0	7	5	0	0	0	0	0	0	0	31	33.6
07:45	8	0	0	5	3	0	0	0	0	0	0	0	33.8	-
08:00	11	0	0	6	5	0	0	0	0	0	0	0	30.1	38.4
08:15	19	0	0	16	3	0	0	0	0	0	0	0	31.5	33.8
08:30	42	0	0	40	2	0	0	0	0	0	0	0	32.7	33.8
08:45	34	0	0	33	1	0	0	0	0	0	0	0	33.1	34
09:00	21	0	0	18	3	0	0	0	0	0	0	0	31.1	34
09:15	14	0	0	13	1	0	0	0	0	0	0	0	34.5	34.6
09:30	16	0	0	16	0	0	0	0	0	0	0	0	29.9	34.3
09:45	19	0	0	14	5	0	0	0	0	0	0	0	31.9	32.9
10:00	18	0	0	18	0	0	0	0	0	0	0	0	26.3	27
10:15	15	0	0	12	3	0	0	0	0	0	0	0	21.7	27
10:30	25	0	0	21	3	0	1	0	0	0	0	0	32.1	34.2
10:45	20	0	0	16	4	0	0	0	0	0	0	0	35.3	35.5
11:00	7	0	0	5	2	0	0	0	0	0	0	0	33.6	-
11:15	19	0	0	12	7	0	0	0	0	0	0	0	35.8	39.5
11:30	26	0	0	23	3	0	0	0	0	0	0	0	29.1	31.5
11:45	28	1	0	27	0	0	0	0	0	0	0	0	24.7	26.3
12:00	37	0	0	35	2	0	0	0	0	0	0	0	23.9	28
12:15	19	0	0	18	1	0	0	0	0	0	0	0	28.1	28.2
12:30	20	0	0	20	0	0	0	0	0	0	0	0	28.2	28.2
12:45	24	0	1	23	0	0	0	0	0	0	0	0	26.9	28.2
13:00	29	0	0	29	0	0	0	0	0	0	0	0	25.7	25.7
13:15	27	0	0	26	0	0	0	1	0	0	0	0	22.9	25.7
13:30	30	0	0	29	1	0	0	0	0	0	0	0	23.8	23.8
13:45	31	0	0	30	1	0	0	0	0	0	0	0	26.5	26.5
14:00	20	0	0	18	2	0	0	0	0	0	0	0	27.5	30.7
14:15	20	0	0	16	4	0	0	0	0	0	0	0	28	29.6
14:30	17	0	0	13	4	0	0	0	0	0	0	0	27.9	30.1
14:45	25	0	0	23	2	0	0	0	0	0	0	0	28.4	28.9
15:00	24	0	0	21	3	0	0	0	0	0	0	0	28.1	30.4
15:15	21	0	0	18	3	0	0	0	0	0	0	0	26.7	28.5
15:30	29	0	0	25	4	0	0	0	0	0	0	0	25.1	27.9
15:45	19	0	0	17	2	0	0	0	0	0	0	0	32.4	36.2
16:00	35	0	2	31	1	0	0	1	0	0	0	0	22.8	33.2
16:15	24	0	0	23	0	0	0	1	0	0	0	0	19.2	21.6
16:30	25	0	0	22	0	0	0	3	0	0	0	0	24.5	27.2
16:45	37	0	1	35	0	0	0	1	0	0	0	0	25	27.2
17:00	34	0	0	33	0	0	0	1	0	0	0	0	20.8	24
17:15	20	0	1	12	7	0	0	0	0	0	0	0	26.6	38.9
17:30	22	0	0	14	8	0	0	0	0	0	0	0	31.1	34.8
17:45	19	0	0	9	9	0	1	0	0	0	0	0	30.8	34.1
18:00	14	0	1	7	6	0	0	0	0	0	0	0	32.4	35.5
18:15	10	0	0	5	5	0	0	0	0	0	0	0	34.1	-
18:30	5	0	0	2	3	0	0	0	0	0	0	0	31.7	-
18:45	11	0	0	4	7	0	0	0	0	0	0	0	34.8	40.7
19:00	6	0	0	4	2	0	0	0	0	0	0	0	27.4	-
19:15	6	0	0	2	4	0	0	0	0	0	0	0	35.6	-
19:30	9	0	0	7	2	0	0	0	0	0	0	0	34.5	-
19:45	5	0	0	3	2	0	0	0	0	0	0	0	30.9	-
20:00	2	0	0	0	2	0	0	0	0	0	0	0	33.6	-
20:15	5	0	0	2	2	1	0	0	0	0	0	0	33.8	-
20:30	10	0	0	1	8	1	0	0	0	0	0	0	30.8	-
20:45	5	0	0	1	4	0	0	0	0	0	0	0	28.6	-
21:00	4	0	0	2	1	0	1	0	0	0	0	0	35.2	-
21:15	2	0	0	0	2	0	0	0	0	0	0	0	32.3	-
21:30	2	0	0	0	2	0	0	0	0	0	0	0	34.6	-
21:45	3	0	0	1	2	0	0	0	0	0	0	0	32.8	-
22:00	4	0	0	2	2	0	0	0	0	0	0	0	33.5	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	33.8	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	31.7	-
22:45	2	0	0	1	1	0	0	0	0	0	0	0	31.3	-
23:00	2	0	0	1	1	0	0	0	0	0	0	0	29.1	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	2	0	0	1	1	0	0	0	0	0	0	0	31	-
23:45	2	0	0	0	2	0	0	0	0	0	0	0	33.3	-
07-19	1021	1	6	873	130	0	2	8	0	0	1	0	28.0	33.8
06-22	1093	1	6	898	173	3	3	8	0	0	1	0	28.3	33.8
06-00	1107	1	6	905	180	3	3	8	0	0	1	0	28.3	33.8
00-00	1112	1	6	906	184	3	3	8	0	0	1	0	28.4	33.8

Date Thursday 05/03/2020

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	35.7	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	28.9	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	38.9	-
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	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	38.2	-
05:15	1	0	0	0	1	0	0	0	0	0	0	0	29.5	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	33.2	-
05:45	3	0	0	2	1	0	0	0	0	0	0	0	34.3	-
06:00	1	0	0	0	0	0	0	0	1	0	0	0	34.7	-
06:15	10	0	0	7	1	1	1	0	0	0	0	0	31.9	-
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	11	0	0	7	1	1	1	0	1	0	0	0		
06-00	11	0	0	7	1	1	1	0	1	0	0	0		
00-00	20	0	0	9	8	1	1	0	1	0	0	0		

Date	Friday	06/03/2020												
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 07/03/2020

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	08/03/2020												
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: 24/02/2020
Road Name: Chequers Lane
Flow from : Hills Road (W) to: Ploughboy Lane (E)
Vehicle Classification: All Vehicles

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Hour Ending	Monday 24/02/2020	Tuesday 25/02/2020	Wednesday 26/02/2020	Thursday 27/02/2020	Friday 28/02/2020	Saturday 29/02/2020	Sunday 01/03/2020	Monday 02/03/2020	Tuesday 03/03/2020	Wednesday 04/03/2020	Thursday 05/03/2020	Friday 06/03/2020	Saturday 07/03/2020	Sunday 08/03/2020
01:00	*	*	0	2	3	3	6	0	1	0	0	*	*	*
02:00	*	*	0	0	1	0	1	0	0	0	0	*	*	*
03:00	*	*	0	0	0	1	0	0	1	1	0	*	*	*
04:00	*	*	0	1	0	0	0	0	0	0	0	*	*	*
05:00	*	*	4	1	0	1	0	2	3	3	2	*	*	*
06:00	*	*	3	7	7	5	1	4	5	2	6	*	*	*
07:00	*	31	28	24	25	4	3	24	18	21	*	*	*	*
08:00	*	56	50	50	55	15	7	48	61	48	*	*	*	*
09:00	*	61	72	67	67	36	7	59	71	71	*	*	*	*
10:00	*	54	52	43	48	31	40	55	52	95	*	*	*	*
11:00	*	38	50	40	45	45	39	42	54	50	*	*	*	*
12:00	*	36	45	30	36	33	38	40	49	60	*	*	*	*
13:00	*	37	35	20	40	44	32	29	22	49	*	*	*	*
14:00	*	47	35	36	37	33	34	48	46	55	*	*	*	*
15:00	*	26	40	51	48	31	28	58	60	49	*	*	*	*
16:00	*	65	54	63	54	33	39	46	65	76	*	*	*	*
17:00	*	65	52	39	51	16	23	48	46	49	*	*	*	*
18:00	*	34	28	38	44	34	24	50	53	38	*	*	*	*
19:00	*	26	33	25	24	23	16	27	29	36	*	*	*	*
20:00	*	14	18	18	13	20	14	23	18	17	*	*	*	*
21:00	*	5	14	8	14	8	9	17	15	9	*	*	*	*
22:00	*	10	7	12	5	6	6	10	11	7	*	*	*	*
23:00	*	3	10	2	5	4	3	8	5	9	*	*	*	*
00:00	*	4	0	3	9	3	2	3	4	2	*	*	*	*
Summary Data														
0700-1900	0	545	546	502	549	374	327	550	608	676	0	0	0	0
0600-2200	0	605	613	564	606	412	359	624	670	730	0	0	0	0
0600-0000	0	612	623	569	620	419	364	635	679	741	0	0	0	0
0000-0000	0	612	630	580	631	429	372	641	689	747	8	0	0	0
0700-1000	0	171	174	160	170	82	54	162	184	214	0	0	0	0
1600-1900	0	125	113	102	119	73	63	125	128	123	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	61	72	67	67	36	40	59	71	95	0	0	0	0
10:00-16:00	0	65	54	63	54	45	39	58	65	76	0	0	0	0
16:00-19:00	0	65	52	39	51	34	24	50	53	49	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: 24/02/2020
Road Name: Chequers Lane
Flow from : Ploughboy Lane (E) to: Hills Road (W)
Vehicle Classification: All Vehicles

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Hour Ending	Monday 24/02/2020	Tuesday 25/02/2020	Wednesday 26/02/2020	Thursday 27/02/2020	Friday 28/02/2020	Saturday 29/02/2020	Sunday 01/03/2020	Monday 02/03/2020	Tuesday 03/03/2020	Wednesday 04/03/2020	Thursday 05/03/2020	Friday 06/03/2020	Saturday 07/03/2020	Sunday 08/03/2020
01:00	*	*	1	2	3	7	6	2	4	1	2	*	*	*
02:00	*	*	1	1	2	0	1	0	0	0	0	*	*	*
03:00	*	*	0	0	0	1	1	1	0	0	1	*	*	*
04:00	*	*	1	0	0	0	0	0	0	1	0	*	*	*
05:00	*	*	1	1	0	0	1	0	0	0	0	*	*	*
06:00	*	*	2	2	0	2	0	6	3	3	6	*	*	*
07:00	*	15	12	14	13	2	3	9	14	13	*	*	*	*
08:00	*	26	30	31	32	13	5	26	43	39	*	*	*	*
09:00	*	67	70	68	75	17	15	55	80	106	*	*	*	*
10:00	*	49	44	40	47	35	32	48	53	70	*	*	*	*
11:00	*	48	57	31	55	52	45	44	47	78	*	*	*	*
12:00	*	56	49	52	54	50	43	67	52	80	*	*	*	*
13:00	*	65	63	47	56	40	41	44	54	100	*	*	*	*
14:00	*	48	35	38	48	47	33	52	60	117	*	*	*	*
15:00	*	59	56	70	61	41	27	69	67	82	*	*	*	*
16:00	*	71	71	86	70	34	40	84	95	93	*	*	*	*
17:00	*	62	70	83	62	51	36	91	82	121	*	*	*	*
18:00	*	67	67	75	67	44	37	58	64	95	*	*	*	*
19:00	*	42	48	50	39	32	23	57	52	40	*	*	*	*
20:00	*	19	32	24	30	26	14	22	17	26	*	*	*	*
21:00	*	19	17	16	20	10	8	34	22	22	*	*	*	*
22:00	*	14	11	8	4	9	6	12	10	11	*	*	*	*
23:00	*	10	9	8	6	9	2	7	11	8	*	*	*	*
00:00	*	4	4	3	8	8	0	4	3	6	*	*	*	*
Summary Data														
0700-1900	0	660	660	671	666	456	377	695	749	1021	0	0	0	0
0600-2200	0	727	732	733	733	503	408	772	812	1093	0	0	0	0
0600-0000	0	741	745	744	747	520	410	783	826	1107	0	0	0	0
0000-0000	0	741	751	750	752	530	419	792	833	1112	9	0	0	0
0700-1000	0	142	144	139	154	65	52	129	176	215	0	0	0	0
1600-1900	0	171	185	208	168	127	96	206	198	256	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	67	70	68	75	35	32	55	80	106	0	0	0	0
10:00-16:00	0	71	71	86	70	52	45	84	95	117	0	0	0	0
16:00-19:00	0	67	70	83	67	51	37	91	82	121	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: 24/02/2020
Road Name: Chequers Lane

Prepared by: Grant Daniel Breddy
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
24/02/2020	-	-
25/02/2020	29.9	34.9
26/02/2020	30.1	34.7
27/02/2020	30.4	35.4
28/02/2020	29.6	34.6
29/02/2020	30.6	36.1
01/03/2020	30.4	35.9
02/03/2020	30.8	35.6
03/03/2020	30.0	34.0
04/03/2020	26.6	33.4
05/03/2020	-	-
06/03/2020	-	-
07/03/2020	-	-
08/03/2020	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
24/02/2020	-	-
25/02/2020	31.4	35.9
26/02/2020	31.8	36.0
27/02/2020	32.1	36.4
28/02/2020	31.4	35.6
29/02/2020	31.5	36.1
01/03/2020	32.1	36.8
02/03/2020	32.2	36.0
03/03/2020	31.6	35.7
04/03/2020	28.4	33.8
05/03/2020	-	-
06/03/2020	-	-
07/03/2020	-	-
08/03/2020	-	-

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
Saham Toney, Norfolk

Client:	AECOM
Project Number:	ID05238
Junction Number:	Site 1
Date of Survey:	25.02.2020
Junction Name:	Pound Hill / Pages Lane
Junction Type:	T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	13.03.2020			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID05238			
File Ref	ID05238 Saham Toney, Norfolk - MCC Site 1 - 25.02.2020			

Issue Sheet

Issued to	Date			
	13.03.2020			
Andrew Beard	E-mail			

Contents Page

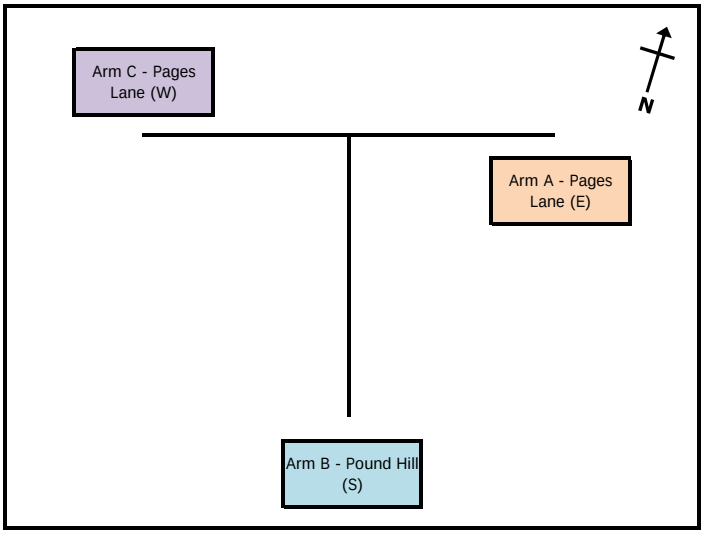
Location Plan & Summary
MCC Data
PCU Data
Movement Matrices

Intelligent Data Collection Limited

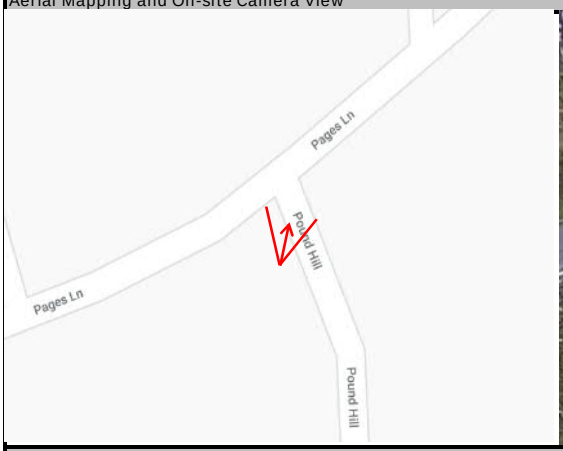
Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Pages Lane
Junction Number:	Site 1	Junction Type:	T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
52.587148	0.803638	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Clear	Showers		

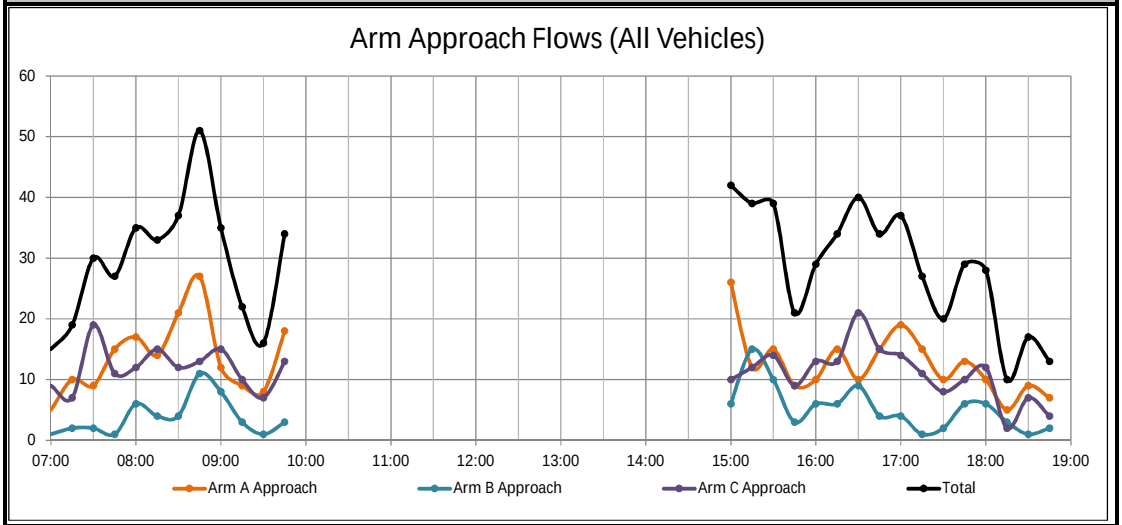
Junction Layout



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: AECOM
Project Number: ID05238
Junction Number: Site 1

Date of Survey: 25.02.2020
Junction Name: Pound Hill / Pages Lane
Junction Type: T-Junction

Arm A: Pages Lane (E)
Arm B: Pound Hill (S)
Arm C: Pages Lane (W)

	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	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
07:15								0	5	2	0	0	0	0	0	7	2	1	0	0	0	0	0	3
07:30								0	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:45								0	7	2	1	0	0	0	0	10	4	1	0	0	0	0	0	5
08:00								0	10	1	0	0	0	0	0	11	5	1	0	0	0	0	0	6
08:15								0	9	1	0	0	0	0	0	10	4	0	0	0	0	0	0	4
08:30								0	7	1	0	0	0	0	0	8	13	0	0	0	0	0	0	13
08:45								0	9	2	0	0	0	0	0	11	16	0	0	0	0	0	0	16
09:00								0	7	2	0	0	0	0	0	9	3	0	0	0	0	0	0	3
09:15								0	6	1	0	0	0	0	0	7	2	0	0	0	0	0	0	2
09:30								0	3	5	0	0	0	0	0	8	0	0	0	0	0	0	0	0
09:45								0	10	2	0	0	0	0	0	12	6	0	0	0	0	0	0	6
15:00								0	9	0	0	0	1	0	0	10	16	0	0	0	0	0	0	16
15:15								0	5	0	0	0	0	1	0	6	6	0	0	0	0	0	0	6
15:30								0	10	0	0	1	0	0	0	11	4	0	0	0	0	0	0	4
15:45								0	4	1	0	0	0	0	0	5	3	1	0	0	0	0	0	4
16:00								0	8	1	0	0	0	0	0	9	0	1	0	0	0	0	0	1
16:15								0	10	2	0	0	0	0	0	12	1	1	0	1	0	0	0	3
16:30								0	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
16:45								0	9	3	0	1	0	0	0	13	2	0	0	0	0	0	0	2
17:00								0	14	1	0	0	0	0	0	15	4	0	0	0	0	0	0	4
17:15								0	10	2	1	0	0	0	0	13	2	0	0	0	0	0	0	2
17:30								0	8	1	0	0	0	0	0	9	0	1	0	0	0	0	0	1
17:45								0	8	2	0	0	0	0	0	10	3	0	0	0	0	0	0	3
18:00								0	5	3	0	0	0	0	0	8	2	0	0	0	0	0	0	2
18:15								0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
18:30								0	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
18:45								0	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	22	8	1	0	0	0	0	31	6	2	0	0	0	0	0	8
07:15	0	0	0	0	0	0	0	0	28	8	1	0	0	0	0	37	11	3	0	0	0	0	0	14
07:30	0	0	0	0	0	0	0	0	32	7	1	0	0	0	0	40	13	2	0	0	0	0	0	15
07:45	0	0	0	0	0	0	0	0	33	5	1	0	0	0	0	39	26	2	0	0	0	0	0	28
08:00	0	0	0	0	0	0	0	0	35	5	0	0	0	0	0	40	38	1	0	0	0	0	0	39
08:15	0	0	0	0	0	0	0	0	32	6	0	0	0	0	0	38	36	0	0	0	0	0	0	36
08:30	0	0	0	0	0	0	0	0	29	6	0	0	0	0	0	35	34	0	0	0	0	0	0	34
08:45	0	0	0	0	0	0	0	0	25	10	0	0	0	0	0	35	21	0	0	0	0	0	0	21
09:00	0	0	0	0	0	0	0	0	26	10	0	0	0	0	0	36	11	0	0	0	0	0	0	11
15:00	0	0	0	0	0	0	0	0	28	1	0	1	1	1	0	32	29	1	0	0	0	0	0	30
15:15	0	0	0	0	0	0	0	0	27	2	0	1	0	1	0	31	13	2	0	0	0	0	0	15
15:30	0	0	0	0	0	0	0	0	32	4	0	1	0	0	0	37	8	3	0	1	0	0	0	12
15:45	0	0	0	0	0	0	0	0	31	5	0	0	0	0	0	36	4	3	0	1	0	0	0	8
16:00	0	0	0	0	0	0	0	0	36	7	0	1	0	0	0	44	3	2	0	1	0	0	0	6
16:15	0	0	0	0	0	0	0	0	42	7	0	1	0	0	0	50	7	1	0	1	0	0	0	9
16:30	0	0	0	0	0	0	0	0	42	7	1	1	0	0	0	51	8	0	0	0	0	0	0	8
16:45	0	0	0	0	0	0	0	0	41	7	1	1	0	0	0	50	8	1	0	0	0	0	0	9
17:00	0	0	0	0	0	0	0	0	40	6	1	0	0	0	0	47	9	1	0	0	0	0	0	10
17:15	0	0	0	0	0	0	0	0	31	8	1	0	0	0	0	40	7	1	0	0	0	0	0	8
17:30	0	0	0	0	0	0	0	0	25	6	0	0	0	0	0	31	6	1	0	0	0	0	0	7
17:45	0	0	0	0	0	0	0	0	24	5	0	0	0	0	0	29	8	0	0	0	0	0	0	8
18:00	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25	6	0	0	0	0	0	0	6

Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 1

Date of Survey: 25.02.2020
Junction Name: Pound Hill / Pages Lane
Junction Type: T-Junction

Arm A: Pages Lane (E)
Arm B: Pound Hill (S)
Arm C: Pages Lane (W)

	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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
07:15								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30								0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:45								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00								0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
08:15								0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
08:30								0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
08:45								0	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
09:00								0	5	1	0	0	0	0	0	6	1	0	0	0	1	0	0	2
09:15								0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:30								0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45								0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:00								0	3	0	0	1	0	0	0	4	2	0	0	0	0	0	0	2
15:15								0	14	0	0	0	0	0	0	14	1	0	0	0	0	0	0	1
15:30								0	9	0	0	0	0	0	0	9	0	0	0	0	1	0	0	1
15:45								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:00								0	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
16:15								0	2	0	0	0	0	0	0	2	3	0	0	0	0	1	0	4
16:30								0	6	0	0	0	0	0	0	6	2	1	0	0	0	0	0	3
16:45								0	3	0	0	0	0	0	0	3	0	0	0	0	1	0	0	1
17:00								0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:15								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30								0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45								0	3	0	0	0	0	0	0	3	2	0	0	0	1	0	0	3
18:00								0	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:15								0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:30								0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	1	0	0	2
07:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	4	0	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20	5	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	5	0	0	0	1	0	0	6
08:30	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	6	0	0	0	1	0	0	7
08:45	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	4	0	0	0	1	0	0	5
09:00	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	3	0	0	0	1	0	0	4
15:00	0	0	0	0	0	0	0	0	28	0	0	1	0	0	0	29	4	0	0	0	1	0	0	5
15:15	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	30	3	0	0	0	1	0	0	4
15:30	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	5	0	0	0	1	1	0	7
15:45	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	7	1	0	0	0	1	0	9
16:00	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	6	1	0	0	1	1	0	9
16:15	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	5	1	0	0	1	1	0	8
16:30	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	2	1	0	0	1	0	0	4
16:45	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10	0	0	0	0	1	0	0	1
17:00	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10	2	0	0	0	1	0	0	3
17:15	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	2	0	0	0	1	0	0	3
17:30	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13	3	0	0	0	1	0	0	4
17:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	4	0	0	0	1	0	0	5
18:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	4	0	0	0	0	0	0	4

Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 1

Date of Survey: 25.02.2020
Junction Name: Pound Hill / Pages Lane
Junction Type: T-Junction

Arm A: Pages Lane (E)
Arm B: Pound Hill (S)
Arm C: Pages Lane (W)

	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	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
07:15								0	0	0	0	0	0	0	0	0	4	2	0	0	0	1	0	7
07:30								0	2	1	0	0	0	0	0	3	13	3	0	0	0	0	0	16
07:45								0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	11
08:00								0	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
08:15								0	1	0	0	0	1	0	0	2	10	3	0	0	0	0	0	13
08:30								0	1	1	0	0	0	0	0	2	9	1	0	0	0	0	0	10
08:45								0	4	0	0	0	0	0	0	4	7	2	0	0	0	0	0	9
09:00								0	0	0	0	0	1	0	0	1	11	3	0	0	0	0	0	14
09:15								0	1	0	0	0	0	0	0	1	6	3	0	0	0	0	0	9
09:30								0	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
09:45								0	1	1	0	0	0	0	0	2	7	3	0	1	0	0	0	11
15:00								0	2	0	0	0	1	0	0	3	7	0	0	0	0	0	0	7
15:15								0	2	0	0	0	0	0	0	2	8	2	0	0	0	0	0	10
15:30								0	1	0	0	0	0	0	0	1	9	4	0	0	0	0	0	13
15:45								0	1	0	0	0	0	0	0	1	6	2	0	0	0	0	0	8
16:00								0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
16:15								0	3	0	0	0	0	0	0	3	8	2	0	0	0	0	0	10
16:30								0	3	0	0	0	1	0	0	4	14	3	0	0	0	0	0	17
16:45								0	1	0	0	0	0	0	0	1	11	3	0	0	0	0	0	14
17:00								0	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	14
17:15								0	0	0	0	0	0	0	0	0	9	1	1	0	0	0	0	11
17:30								0	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
17:45								0	0	0	0	0	1	0	0	1	7	2	0	0	0	0	0	9
18:00								0	2	1	0	0	0	0	0	3	9	0	0	0	0	0	0	9
18:15								0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30								0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
18:45								0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	31	11	0	0	0	1	0	43
07:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	33	12	0	0	0	1	0	46
07:30	0	0	0	0	0	0	0	0	3	1	0	0	1	0	0	5	39	13	0	0	0	0	0	52
07:45	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	4	35	11	0	0	0	0	0	46
08:00	0	0	0	0	0	0	0	0	6	1	0	0	1	0	0	8	36	8	0	0	0	0	0	44
08:15	0	0	0	0	0	0	0	0	6	1	0	0	2	0	0	9	37	9	0	0	0	0	0	46
08:30	0	0	0	0	0	0	0	0	6	1	0	0	1	0	0	8	33	9	0	0	0	0	0	42
08:45	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8	28	9	0	0	0	0	0	37
09:00	0	0	0	0	0	0	0	0	4	1	0	0	1	0	0	6	28	10	0	1	0	0	0	39
15:00	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	30	8	0	0	0	0	0	38
15:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	34	10	0	0	0	0	0	44
15:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	34	10	0	0	0	0	0	44
15:45	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8	39	9	0	0	0	0	0	48
16:00	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8	44	10	0	0	0	0	0	54
16:15	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8	43	12	0	0	0	0	0	55
16:30	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5	44	11	1	0	0	0	0	56
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	36	8	1	0	0	0	0	45
17:00	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	32	7	1	0	0	0	0	40
17:15	0	0	0	0	0	0	0	0	4	1	0	0	1	0	0	6	31	3	1	0	0	0	0	35
17:30	0	0	0	0	0	0	0	0	4	1	0	0	1	0	0	6	24	2	0	0	0	0	0	26
17:45	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	4	24	3	0	0	0	0	0	27
18:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	19	1	0	0	0	0	0	20

Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Pages Lane
Junction Number:	Site 1	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	4	1	0	0	0	0	0	5	8	1	0	0	0	0	0	9
07:15	7	3	0	0	0	0	0	10	6	2	0	0	0	1	0	9
07:30	6	3	0	0	0	0	0	9	14	3	0	0	0	0	0	17
07:45	11	3	1	0	0	0	0	15	7	5	0	0	0	0	0	12
08:00	15	2	0	0	0	0	0	17	15	2	0	0	0	0	0	17
08:15	13	1	0	0	0	0	0	14	13	3	0	0	0	0	0	16
08:30	20	1	0	0	0	0	0	21	11	1	0	0	0	0	0	12
08:45	25	2	0	0	0	0	0	27	17	2	0	0	0	0	0	19
09:00	10	2	0	0	0	0	0	12	16	4	0	0	0	0	0	20
09:15	8	1	0	0	0	0	0	9	7	3	0	0	0	0	0	10
09:30	3	5	0	0	0	0	0	8	4	2	0	0	0	0	0	6
09:45	16	2	0	0	0	0	0	18	10	3	0	1	0	0	0	14
15:00	25	0	0	0	1	0	0	26	10	0	0	1	0	0	0	11
15:15	11	0	0	0	0	1	0	12	22	2	0	0	0	0	0	24
15:30	14	0	0	1	0	0	0	15	18	4	0	0	0	0	0	22
15:45	7	2	0	0	0	0	0	9	8	2	0	0	0	0	0	10
16:00	8	2	0	0	0	0	0	10	16	2	0	0	0	0	0	18
16:15	11	3	0	1	0	0	0	15	10	2	0	0	0	0	0	12
16:30	9	1	0	0	0	0	0	10	20	3	0	0	0	0	0	23
16:45	11	3	0	1	0	0	0	15	14	3	0	0	0	0	0	17
17:00	18	1	0	0	0	0	0	19	13	5	0	0	0	0	0	18
17:15	12	2	1	0	0	0	0	15	10	1	1	0	0	0	0	12
17:30	8	2	0	0	0	0	0	10	6	2	0	0	0	0	0	8
17:45	11	2	0	0	0	0	0	13	10	2	0	0	0	0	0	12
18:00	7	3	0	0	0	0	0	10	14	1	0	0	0	0	0	15
18:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
18:30	9	0	0	0	0	0	0	9	6	1	0	0	0	0	0	7
18:45	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	28	10	1	0	0	0	0	39	35	11	0	0	0	1	0	47
07:15	39	11	1	0	0	0	0	51	42	12	0	0	0	1	0	55
07:30	45	9	1	0	0	0	0	55	49	13	0	0	0	0	0	62
07:45	59	7	1	0	0	0	0	67	46	11	0	0	0	0	0	57
08:00	73	6	0	0	0	0	0	79	56	8	0	0	0	0	0	64
08:15	68	6	0	0	0	0	0	74	57	10	0	0	0	0	0	67
08:30	63	6	0	0	0	0	0	69	51	10	0	0	0	0	0	61
08:45	46	10	0	0	0	0	0	56	44	11	0	0	0	0	0	55
09:00	37	10	0	0	0	0	0	47	37	12	0	1	0	0	0	50
15:00	57	2	0	1	1	1	0	62	58	8	0	1	0	0	0	67
15:15	40	4	0	1	0	1	0	46	64	10	0	0	0	0	0	74
15:30	40	7	0	2	0	0	0	49	52	10	0	0	0	0	0	62
15:45	35	8	0	1	0	0	0	44	54	9	0	0	0	0	0	63
16:00	39	9	0	2	0	0	0	50	60	10	0	0	0	0	0	70
16:15	49	8	0	2	0	0	0	59	57	13	0	0	0	0	0	70
16:30	50	7	1	1	0	0	0	59	57	12	1	0	0	0	0	70
16:45	49	8	1	1	0	0	0	59	43	11	1	0	0	0	0	55
17:00	49	7	1	0	0	0	0	57	39	10	1	0	0	0	0	50
17:15	38	9	1	0	0	0	0	48	40	6	1	0	0	0	0	47
17:30	31	7	0	0	0	0	0	38	34	5	0	0	0	0	0	39
17:45	32	5	0	0	0	0	0	37	34	4	0	0	0	0	0	38
18:00	28	3	0	0	0	0	0	31	26	2	0	0	0	0	0	28

Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Pages Lane
Junction Number:	Site 1	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	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
07:30	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
07:45	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
08:00	6	0	0	0	0	0	0	6	5	1	0	0	0	0	0	6
08:15	4	0	0	0	0	0	0	4	5	0	0	0	1	0	0	6
08:30	4	0	0	0	0	0	0	4	14	1	0	0	0	0	0	15
08:45	11	0	0	0	0	0	0	11	20	0	0	0	0	0	0	20
09:00	6	1	0	0	1	0	0	8	3	0	0	0	1	0	0	4
09:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
09:30	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:45	3	0	0	0	0	0	0	3	7	1	0	0	0	0	0	8
15:00	5	0	0	1	0	0	0	6	18	0	0	0	1	0	0	19
15:15	15	0	0	0	0	0	0	15	8	0	0	0	0	0	0	8
15:30	9	0	0	0	1	0	0	10	5	0	0	0	0	0	0	5
15:45	3	0	0	0	0	0	0	3	4	1	0	0	0	0	0	5
16:00	6	0	0	0	0	0	0	6	0	1	0	0	0	0	0	1
16:15	5	0	0	0	0	1	0	6	4	1	0	1	0	0	0	6
16:30	8	1	0	0	0	0	0	9	3	0	0	0	1	0	0	4
16:45	3	0	0	0	1	0	0	4	3	0	0	0	0	0	0	3
17:00	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4
17:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:30	0	2	0	0	0	0	0	2	2	1	0	0	0	0	0	3
17:45	5	0	0	0	1	0	0	6	3	0	0	0	1	0	0	4
18:00	5	1	0	0	0	0	0	6	4	1	0	0	0	0	0	5
18:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	5	0	0	0	1	0	0	6	8	3	0	0	0	0	0	11
07:15	11	0	0	0	0	0	0	11	13	4	0	0	0	0	0	17
07:30	13	0	0	0	0	0	0	13	16	3	0	0	1	0	0	20
07:45	15	0	0	0	0	0	0	15	28	3	0	0	1	0	0	32
08:00	25	0	0	0	0	0	0	25	44	2	0	0	1	0	0	47
08:15	25	1	0	0	1	0	0	27	42	1	0	0	2	0	0	45
08:30	24	1	0	0	1	0	0	26	40	1	0	0	1	0	0	42
08:45	20	2	0	0	1	0	0	23	28	0	0	0	1	0	0	29
09:00	12	2	0	0	1	0	0	15	15	1	0	0	1	0	0	17
15:00	32	0	0	1	1	0	0	34	35	1	0	0	1	0	0	37
15:15	33	0	0	0	1	0	0	34	17	2	0	0	0	0	0	19
15:30	23	0	0	0	1	1	0	25	13	3	0	1	0	0	0	17
15:45	22	1	0	0	0	1	0	24	11	3	0	1	1	0	0	16
16:00	22	1	0	0	1	1	0	25	10	2	0	1	1	0	0	14
16:15	19	2	0	0	1	1	0	23	14	1	0	1	1	0	0	17
16:30	15	2	0	0	1	0	0	18	12	0	0	0	1	0	0	13
16:45	7	3	0	0	1	0	0	11	11	1	0	0	0	0	0	12
17:00	9	3	0	0	1	0	0	13	11	1	0	0	1	0	0	13
17:15	11	3	0	0	1	0	0	15	11	2	0	0	1	0	0	14
17:30	13	3	0	0	1	0	0	17	10	2	0	0	1	0	0	13
17:45	14	1	0	0	1	0	0	16	10	1	0	0	1	0	0	12
18:00	11	1	0	0	0	0	0	12	10	1	0	0	0	0	0	11

Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Pages Lane
Junction Number:	Site 1	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	8	1	0	0	0	0	0	9	4	1	0	0	1	0	0	6
07:15	4	2	0	0	0	1	0	7	5	2	0	0	0	0	0	7
07:30	15	4	0	0	0	0	0	19	7	3	0	0	0	0	0	10
07:45	6	5	0	0	0	0	0	11	7	2	1	0	0	0	0	10
08:00	10	2	0	0	0	0	0	12	11	1	0	0	0	0	0	12
08:15	11	3	0	0	1	0	0	15	10	1	0	0	0	0	0	11
08:30	10	2	0	0	0	0	0	12	9	1	0	0	0	0	0	10
08:45	11	2	0	0	0	0	0	13	10	2	0	0	0	0	0	12
09:00	11	3	0	0	1	0	0	15	8	2	0	0	1	0	0	11
09:15	7	3	0	0	0	0	0	10	8	1	0	0	0	0	0	9
09:30	6	1	0	0	0	0	0	7	3	5	0	0	0	0	0	8
09:45	8	4	0	1	0	0	0	13	10	2	0	0	0	0	0	12
15:00	9	0	0	0	1	0	0	10	11	0	0	0	1	0	0	12
15:15	10	2	0	0	0	0	0	12	6	0	0	0	0	1	0	7
15:30	10	4	0	0	0	0	0	14	10	0	0	1	1	0	0	12
15:45	7	2	0	0	0	0	0	9	5	1	0	0	0	0	0	6
16:00	11	2	0	0	0	0	0	13	9	1	0	0	0	0	0	10
16:15	11	2	0	0	0	0	0	13	13	2	0	0	0	1	0	16
16:30	17	3	0	0	1	0	0	21	11	2	0	0	0	0	0	13
16:45	12	3	0	0	0	0	0	15	9	3	0	1	1	0	0	14
17:00	10	4	0	0	0	0	0	14	14	1	0	0	0	0	0	15
17:15	9	1	1	0	0	0	0	11	10	2	1	0	0	0	0	13
17:30	8	0	0	0	0	0	0	8	8	1	0	0	0	0	0	9
17:45	7	2	0	0	1	0	0	10	10	2	0	0	1	0	0	13
18:00	11	1	0	0	0	0	0	12	5	3	0	0	0	0	0	8
18:15	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
18:30	6	1	0	0	0	0	0	7	8	0	0	0	0	0	0	8
18:45	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	33	12	0	0	0	1	0	46	23	8	1	0	1	0	0	33
07:15	35	13	0	0	0	1	0	49	30	8	1	0	0	0	0	39
07:30	42	14	0	0	1	0	0	57	35	7	1	0	0	0	0	43
07:45	37	12	0	0	1	0	0	50	37	5	1	0	0	0	0	43
08:00	42	9	0	0	1	0	0	52	40	5	0	0	0	0	0	45
08:15	43	10	0	0	2	0	0	55	37	6	0	0	1	0	0	44
08:30	39	10	0	0	1	0	0	50	35	6	0	0	1	0	0	42
08:45	35	9	0	0	1	0	0	45	29	10	0	0	1	0	0	40
09:00	32	11	0	1	1	0	0	45	29	10	0	0	1	0	0	40
15:00	36	8	0	0	1	0	0	45	32	1	0	1	2	1	0	37
15:15	38	10	0	0	0	0	0	48	30	2	0	1	1	1	0	35
15:30	39	10	0	0	0	0	0	49	37	4	0	1	1	1	0	44
15:45	46	9	0	0	1	0	0	56	38	6	0	0	0	1	0	45
16:00	51	10	0	0	1	0	0	62	42	8	0	1	1	1	0	53
16:15	50	12	0	0	1	0	0	63	47	8	0	1	1	1	0	58
16:30	48	11	1	0	1	0	0	61	44	8	1	1	1	0	0	55
16:45	39	8	1	0	0	0	0	48	41	7	1	1	1	0	0	51
17:00	34	7	1	0	1	0	0	43	42	6	1	0	1	0	0	50
17:15	35	4	1	0	1	0	0	41	33	8	1	0	1	0	0	43
17:30	28	3	0	0	1	0	0	32	28	6	0	0	1	0	0	35
17:45	26	4	0	0	1	0	0	31	28	5	0	0	1	0	0	34
18:00	23	2	0	0	0	0	0	25	26	3	0	0	0	0	0	29

Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Pages Lane
Junction Number:	Site 1	Junction Type:	T-Junction

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	12	2	0	0	1	0	0	15
07:15	13	5	0	0	0	1	0	19
07:30	23	7	0	0	0	0	0	30
07:45	18	8	1	0	0	0	0	27
08:00	31	4	0	0	0	0	0	35
08:15	28	4	0	0	1	0	0	33
08:30	34	3	0	0	0	0	0	37
08:45	47	4	0	0	0	0	0	51
09:00	27	6	0	0	2	0	0	35
09:15	18	4	0	0	0	0	0	22
09:30	9	7	0	0	0	0	0	16
09:45	27	6	0	1	0	0	0	34
15:00	39	0	0	1	2	0	0	42
15:15	36	2	0	0	0	1	0	39
15:30	33	4	0	1	1	0	0	39
15:45	17	4	0	0	0	0	0	21
16:00	25	4	0	0	0	0	0	29
16:15	27	5	0	1	0	1	0	34
16:30	34	5	0	0	1	0	0	40
16:45	26	6	0	1	1	0	0	34
17:00	31	6	0	0	0	0	0	37
17:15	22	3	2	0	0	0	0	27
17:30	16	4	0	0	0	0	0	20
17:45	23	4	0	0	2	0	0	29
18:00	23	5	0	0	0	0	0	28
18:15	10	0	0	0	0	0	0	10
18:30	16	1	0	0	0	0	0	17
18:45	13	0	0	0	0	0	0	13
Start Time	Rolling Hour							Total
07:00	66	22	1	0	1	1	0	91
07:15	85	24	1	0	0	1	0	111
07:30	100	23	1	0	1	0	0	125
07:45	111	19	1	0	1	0	0	132
08:00	140	15	0	0	1	0	0	156
08:15	136	17	0	0	3	0	0	156
08:30	126	17	0	0	2	0	0	145
08:45	101	21	0	0	2	0	0	124
09:00	81	23	0	1	2	0	0	107
15:00	125	10	0	2	3	1	0	141
15:15	111	14	0	1	1	1	0	128
15:30	102	17	0	2	1	1	0	123
15:45	103	18	0	1	1	1	0	124
16:00	112	20	0	2	2	1	0	137
16:15	118	22	0	2	2	1	0	145
16:30	113	20	2	1	2	0	0	138
16:45	95	19	2	1	1	0	0	118
17:00	92	17	2	0	2	0	0	113
17:15	84	16	2	0	2	0	0	104
17:30	72	13	0	0	2	0	0	87
17:45	72	10	0	0	2	0	0	84
18:00	62	6	0	0	0	0	0	68

Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Pages Lane
Junction Number:	Site 1	Junction Type:	T-Junction

Arm A: Pages Lane (E) Arm B: Pound Hill (S) Arm C: Pages Lane (W)

	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	5	0	0	0	3	0	0	9
07:15	0	7	3	0	2	0	0	0	6
07:30	0	9	0	0	1	1	0	3	16
07:45	0	11	5	0	1	0	0	0	11
08:00	0	11	6	0	5	1	0	0	12
08:15	0	10	4	0	3	1	0	4	13
08:30	0	8	13	0	2	2	0	2	10
08:45	0	11	16	0	10	1	0	4	9
09:00	0	9	3	0	6	4	0	3	14
09:15	0	7	2	0	1	2	0	1	9
09:30	0	8	0	0	1	0	0	2	5
09:45	0	12	6	0	3	0	0	2	13
15:00	0	12	16	0	6	2	0	5	7
15:15	0	5	6	0	14	1	0	2	10
15:30	0	13	4	0	9	3	0	1	13
15:45	0	5	4	0	2	1	0	1	8
16:00	0	9	1	0	5	1	0	0	13
16:15	0	12	5	0	2	3	0	3	10
16:30	0	10	0	0	6	3	0	6	17
16:45	0	15	2	0	3	3	0	1	14
17:00	0	15	4	0	4	0	0	0	14
17:15	0	14	2	0	1	0	0	0	12
17:30	0	9	1	0	2	0	0	2	6
17:45	0	10	3	0	3	5	0	3	9
18:00	0	8	2	0	6	0	0	3	9
18:15	0	4	1	0	2	1	0	0	2
18:30	0	7	2	0	0	1	0	0	7
18:45	0	6	1	0	0	2	0	2	2
Start Time	Rolling Hour								
07:00	0	32	8	0	4	4	0	3	42
07:15	0	38	14	0	9	2	0	3	45
07:30	0	41	15	0	10	3	0	7	52
07:45	0	40	28	0	11	4	0	6	46
08:00	0	40	39	0	20	5	0	10	44
08:15	0	38	36	0	21	8	0	12	46
08:30	0	35	34	0	19	9	0	10	42
08:45	0	35	21	0	18	7	0	10	37
09:00	0	36	11	0	11	6	0	8	41
15:00	0	35	30	0	31	7	0	9	38
15:15	0	32	15	0	30	6	0	4	44
15:30	0	39	14	0	18	8	0	5	44
15:45	0	36	10	0	15	8	0	10	48
16:00	0	46	8	0	16	10	0	10	54
16:15	0	52	11	0	15	9	0	10	55
16:30	0	54	8	0	14	6	0	7	57
16:45	0	53	9	0	10	3	0	3	46
17:00	0	48	10	0	10	5	0	5	41
17:15	0	41	8	0	12	5	0	8	36
17:30	0	31	7	0	13	6	0	8	26
17:45	0	29	8	0	11	7	0	6	27
18:00	0	25	6	0	8	4	0	5	20

Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020	Arm A:	Pages Lane (E)
Project Number:	ID05238	Junction Name:	Pound Hill / Pages Lane	Arm B:	Pound Hill (S)
Junction Number:	Site 1	Junction Type:	T-Junction	Arm C:	Pages Lane (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:	08:45	until:	09:00	flow:	51
PM Peak	from:	15:00	until:	15:15	flow:	42

Period Starting: 07:00 *Select the time from the drop-down in cell D17 to show the 15-minute data for that period*

Movement Counts

From \ To	A	B	C	Total
A	0	0	5	5
B	0	0	1	1
C	9	0	0	9
Total	9	0	6	15

HGV Proportions

From \ To	A	B	C	Total
A	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	100.0%	100.0%
C	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	16.7%	6.7%

Maximum Hourly Junction Flow:

AM Peak	from:	08:00	until:	09:00	flow:	156
PM Peak	from:	16:15	until:	17:15	flow:	145

Period Starting: 07:00 *Select the time from the drop-down in cell D32 to show the hourly data for that period*

Movement Counts

From \ To	A	B	C	Total
A	0	8	31	39
B	4	0	2	6
C	43	3	0	46
Total	47	11	33	91

HGV Proportions

From \ To	A	B	C	Total
A	0.0%	0.0%	3.2%	2.6%
B	0.0%	0.0%	50.0%	16.7%
C	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	6.1%	2.2%

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

Intelligent Data Collection Limited
Saham Toney, Norfolk

Client:	AECOM
Project Number:	ID05238
Junction Number:	Site 2
Date of Survey:	25.02.2020
Junction Name:	Pound Hill / Richmond Road
Junction Type:	Crossroads

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	13.03.2020			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID05238			
File Ref	ID05238 Saham Toney, Norfolk - MCC Site 2 - 25.02.2020			

Issue Sheet

	Date			
Issued to	13.03.2020			
Andrew Beard	E-mail			

Contents Page

Location Plan & Summary
MCC Data
PCU Data
Movement Matrices

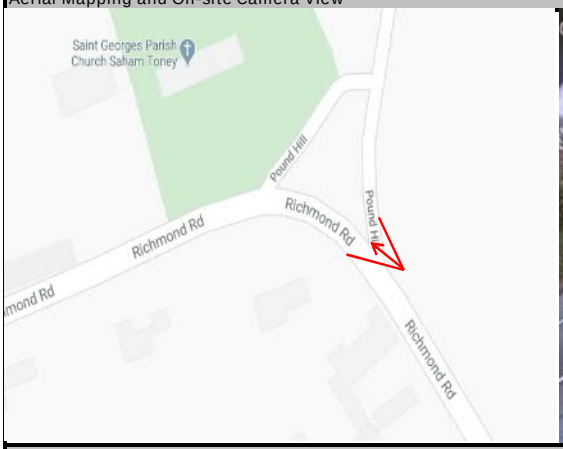
Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Richmond Road
Junction Number:	Site 2	Junction Type:	Crossroads

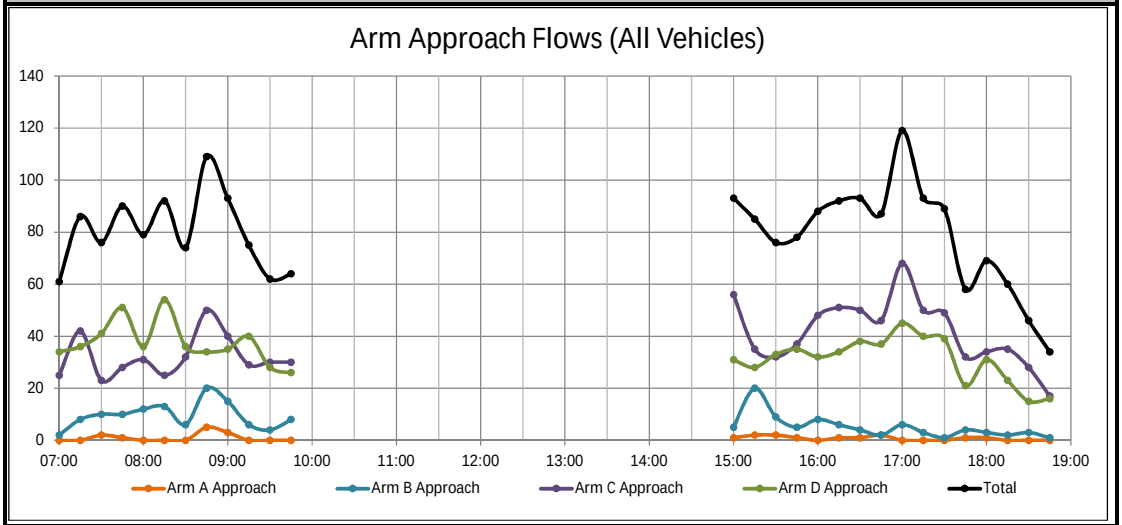
X Coordinate	Y Coordinate	Google Maps Link	
52.582612	0.802666	Click Here	
AM Peak Conditions	**PM Peak Conditions**		
Clear	Showers		

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: AECOM
Project Number: ID05238
Junction Number: Site 2

Date of Survey: 25.02.2020
Junction Name: Pound Hill / Richmond Road
Junction Type: Crossroads

Arm A: Pound Hill (N)
Arm B: Pound Hill (N)
Arm C: Richmond Road (S)
Arm D: Richmond Road (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	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	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45								0	1	0	0	0	0	0	0	1	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	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
09:00								0	3	0	0	0	0	0	0	3	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
15:00								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30								0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45								0	1	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30								0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45								0	2	0	0	0	0	0	0	2	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	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00								0	1	0	0	0	0	0	0	1	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								0	0	0	0	0	0	0	0	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	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 2

Date of Survey: 25.02.2020
Junction Name: Pound Hill / Richmond Road
Junction Type: Crossroads

Arm A: Pound Hill (N)
Arm B: Pound Hill (N)
Arm C: Richmond Road (S)
Arm D: Richmond Road (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
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	0	0	0	0	0	0	0	0								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
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 2

Date of Survey: 25.02.2020
Junction Name: Pound Hill / Richmond Road
Junction Type: Crossroads

Arm A: Pound Hill (N)
Arm B: Pound Hill (N)
Arm C: Richmond Road (S)
Arm D: Richmond Road (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	2	0	0	0	0	0	0	2								0
07:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	8								0
07:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10								0
07:45	0	0	0	0	0	0	0	0	6	3	0	0	0	1	0	10								0
08:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	1	12								0
08:15	0	0	0	0	0	0	0	0	12	0	0	0	1	0	0	13								0
08:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6								0
08:45	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20								0
09:00	0	0	0	0	0	0	0	0	14	0	0	0	1	0	0	15								0
09:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6								0
09:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4								0
09:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8								0
15:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5								0
15:15	0	0	0	0	0	0	0	0	19	0	0	0	1	0	0	20								0
15:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9								0
15:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5								0
16:00	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8								0
16:15	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6								0
16:30	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4								0
16:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2								0
17:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6								0
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3								0
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1								0
17:45	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	4								0
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3								0
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2								0
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3								0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	23	5	0	0	0	1	1	30	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	31	6	0	0	0	1	2	40	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	37	5	0	0	1	1	1	45	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	34	4	0	0	1	1	1	41	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	47	2	0	0	1	0	1	51	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	51	1	0	0	2	0	0	54	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	45	1	0	0	1	0	0	47	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	43	1	0	0	1	0	0	45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	31	0	0	0	1	0	1	33	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	35	3	0	0	1	0	0	39	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	36	5	0	0	1	0	0	42	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	21	6	0	1	0	0	0	28	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	16	5	0	1	1	0	0	23	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	14	4	0	1	1	0	0	20	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	14	2	0	1	1	0	0	18	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	13	1	0	0	1	0	0	15	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	11	2	0	0	1	0	0	14	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	8	2	0	0	1	0	0	11	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	7	2	0	0	1	0	0	10	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	10	1	0	0	1	0	0	12	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 2

Date of Survey: 25.02.2020
Junction Name: Pound Hill / Richmond Road
Junction Type: Crossroads

Arm A: Pound Hill (N)
Arm B: Pound Hill (N)
Arm C: Richmond Road (S)
Arm D: Richmond Road (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	1	0	0	1	0	0	0	0	0	0	0	0	17	7	0	0	0	0	0	24
07:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	25	14	0	0	0	0	0	39
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	16	5	0	0	0	0	0	21
07:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	19	6	0	0	0	0	0	25
08:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	18	5	1	0	0	0	0	24
08:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	17	4	0	0	0	0	0	21
08:30	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	19	2	1	0	0	0	0	22
08:45	18	2	0	0	0	0	0	20	1	0	0	0	0	0	0	1	22	6	1	0	0	0	0	29
09:00	5	2	0	0	1	0	0	8	0	0	0	0	0	0	0	0	28	4	0	0	0	0	0	32
09:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	17	5	2	0	0	1	0	25
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	7	1	0	0	0	0	30
09:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	18	7	1	1	0	0	0	27
15:00	19	0	0	1	0	0	0	20	2	0	0	0	0	0	0	2	24	10	0	0	0	0	0	34
15:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	21	5	3	0	0	0	0	29
15:30	1	1	0	0	1	0	0	3	2	0	0	0	0	0	0	2	23	4	0	0	0	0	0	27
15:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	24	8	1	0	0	0	0	33
16:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	34	11	0	1	0	0	0	46
16:15	6	0	0	0	0	1	0	7	0	1	0	0	0	0	0	1	33	9	1	0	0	0	0	43
16:30	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	28	4	3	1	0	2	0	38
16:45	5	0	0	0	1	0	0	6	0	0	0	0	0	0	0	0	34	4	2	0	0	0	0	40
17:00	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	45	9	1	0	0	0	1	56
17:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	36	7	1	0	0	0	0	44
17:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	38	3	0	0	0	1	0	42
17:45	5	1	0	0	1	0	0	7	0	0	0	0	0	0	0	0	20	4	0	0	0	1	0	25
18:00	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29
18:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	30
18:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24
18:45	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	6	1	0	0	1	0	0	8	1	0	0	0	0	0	0	1	77	32	0	0	0	0	0	109
07:15	13	1	0	0	0	0	0	14	1	0	0	0	0	0	0	1	78	30	1	0	0	0	0	109
07:30	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	70	20	1	0	0	0	0	91
07:45	22	1	0	0	0	0	0	23	1	0	0	0	0	0	0	1	73	17	2	0	0	0	0	92
08:00	38	2	0	0	0	0	0	40	2	0	0	0	0	0	0	2	76	17	3	0	0	0	0	96
08:15	36	4	0	0	1	0	0	41	2	0	0	0	0	0	0	2	86	16	2	0	0	0	0	104
08:30	36	4	0	0	1	0	0	41	2	0	0	0	0	0	0	2	86	17	4	0	0	1	0	108
08:45	27	4	0	0	1	0	0	32	1	0	0	0	0	0	0	1	89	22	4	0	0	1	0	116
09:00	12	2	0	0	1	0	0	15	0	0	0	0	0	0	0	0	85	23	4	1	0	1	0	114
15:00	29	2	0	1	1	0	0	33	4	0	0	0	0	0	0	4	92	27	4	0	0	0	0	123
15:15	11	3	0	0	1	0	0	15	2	0	0	0	0	0	0	2	102	28	4	1	0	0	0	135
15:30	11	3	0	0	1	1	0	16	2	1	0	0	0	0	0	3	114	32	2	1	0	0	0	149
15:45	22	2	0	0	0	1	0	25	0	1	0	0	0	0	0	1	119	32	5	2	0	2	0	160
16:00	24	1	0	0	1	1	0	27	0	1	0	0	0	0	0	1	129	28	6	2	0	2	0	167
16:15	34	1	0	0	1	1	0	37	0	1	0	0	0	0	0	1	140	26	7	1	0	2	1	177
16:30	34	1	0	0	1	0	0	36	0	0	0	0	0	0	0	0	143	24	7	1	0	2	1	178
16:45	29	1	0	0	1	0	0	31	0	0	0	0	0	0	0	0	153	23	4	0	0	1	1	182
17:00	29	2	0	0	1	0	0	32	0	0	0	0	0	0	0	0	139	23	2	0	0	2	1	167
17:15	23	1	0	0	1	0	0	25	0	0	0	0	0	0	0	0	121	16	1	0	0	2	0	140
17:30	22	1	0	0	1	0	0	24	0	0	0	0	0	0	0	0	113	11	0	0	0	2	0	126
17:45	19	1	0	0	1	0	0	21	0	0	0	0	0	0	0	0	98	9	0	0	0	1	0	108
18:00	16	0	0	0	0	0	1	17	0	0	0	0	0	0	0	0	91	6	0	0	0	0	0	97

Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 2

Date of Survey: 25.02.2020
Junction Name: Pound Hill / Richmond Road
Junction Type: Crossroads

Arm A: Pound Hill (N)
Arm B: Pound Hill (N)
Arm C: Richmond Road (S)
Arm D: Richmond Road (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	27	7	0	0	0	0	0	34	0	0	0	0	0	0	0	0
07:15								0	25	7	2	1	0	0	0	35	0	0	0	0	0	0	0	0
07:30								0	33	5	3	0	0	0	0	41	0	0	0	0	0	0	0	0
07:45								0	35	13	0	0	0	1	0	49	0	0	0	0	0	0	0	0
08:00								0	27	8	0	0	1	0	0	36	0	0	0	0	0	0	0	0
08:15								0	46	5	1	0	0	1	0	53	0	0	0	0	0	0	0	0
08:30								0	26	8	0	1	0	1	0	36	0	0	0	0	0	0	0	0
08:45								0	30	4	0	0	0	0	0	34	0	0	0	0	0	0	0	0
09:00								0	30	3	2	0	0	0	0	35	0	0	0	0	0	0	0	0
09:15								0	32	6	2	0	0	0	0	40	0	0	0	0	0	0	0	0
09:30								0	21	7	0	0	0	0	0	28	0	0	0	0	0	0	0	0
09:45								0	22	4	0	0	0	0	0	26	0	0	0	0	0	0	0	0
15:00								0	24	3	0	0	0	1	0	28	0	0	0	0	0	0	0	0
15:15								0	24	3	0	1	0	0	0	28	0	0	0	0	0	0	0	0
15:30								0	25	4	1	3	0	0	0	33	0	0	0	0	0	0	0	0
15:45								0	29	4	1	0	0	0	0	34	0	0	0	0	0	0	0	0
16:00								0	27	3	1	0	0	0	0	31	0	0	0	0	0	0	0	0
16:15								0	29	5	0	0	0	0	0	34	0	0	0	0	0	0	0	0
16:30								0	25	8	0	1	0	0	0	34	0	0	0	0	0	0	0	0
16:45								0	31	4	0	1	0	0	0	36	0	0	0	0	0	0	0	0
17:00								0	34	8	0	1	0	0	0	43	0	0	0	0	0	0	0	0
17:15								0	32	8	0	0	0	0	0	40	0	0	0	0	0	0	0	0
17:30								0	34	3	0	0	0	0	0	37	0	0	0	0	0	0	0	0
17:45								0	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0
18:00								0	26	2	2	0	0	0	0	30	0	0	0	0	0	0	0	0
18:15								0	21	1	1	0	0	0	0	23	0	0	0	0	0	0	0	0
18:30								0	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
18:45								0	16	0	0	0	0	0	0	16	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	120	32	5	1	0	1	0	159	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	120	33	5	1	1	1	0	161	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	141	31	4	0	1	2	0	179	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	134	34	1	1	1	3	0	174	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	129	25	1	1	1	2	0	159	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	132	20	3	1	0	2	0	158	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	118	21	4	1	0	1	0	145	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	113	20	4	0	0	0	0	137	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	105	20	4	0	0	0	0	129	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	102	14	2	4	0	1	0	123	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	105	14	3	4	0	0	0	126	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	110	16	3	3	0	0	0	132	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	110	20	2	1	0	0	0	133	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	112	20	1	2	0	0	0	135	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	119	25	0	3	0	0	0	147	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	122	28	0	3	0	0	0	153	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	131	23	0	2	0	0	0	156	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	117	22	0	1	0	0	0	140	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	109	16	2	0	0	0	0	127	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	98	9	3	0	0	0	0	110	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	79	6	3	0	0	0	0	88	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	78	3	3	0	0	0	0	84	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 2

Date of Survey: 25.02.2020
Junction Name: Pound Hill / Richmond Road
Junction Type: Crossroads

Arm A: Pound Hill (N)
Arm B: Pound Hill (N)
Arm C: Richmond Road (S)
Arm D: Richmond Road (W)

	D to A							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
15:00	3	0	0	0	0	0	0	3
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	1	0	0	0	0	0	1
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	3	1	0	0	0	0	0	4
16:45	0	1	0	0	0	0	0	1
17:00	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0
17:30	1	1	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total
07:00	2	1	0	0	0	0	0	3
07:15	2	1	0	0	0	0	0	3
07:30	3	0	0	0	0	0	0	3
07:45	3	0	0	0	0	0	0	3
08:00	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
15:00	3	1	0	0	0	0	0	4
15:15	1	1	0	0	0	0	0	2
15:30	1	1	0	0	0	0	0	2
15:45	4	2	0	0	0	0	0	6
16:00	4	2	0	0	0	0	0	6
16:15	5	2	0	0	0	0	0	7
16:30	5	2	0	0	0	0	0	7
16:45	3	2	0	0	0	0	0	5
17:00	4	1	0	0	0	0	0	5
17:15	3	1	0	0	0	0	0	4
17:30	3	1	0	0	0	0	0	4
17:45	2	0	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	1

Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Richmond Road
Junction Number:	Site 2	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	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	1	1	0	0	0	0	0	2
07:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
09:00	3	0	0	0	0	0	0	3	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
15:00	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
15:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
15:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
16:45	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
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	1	1	0	0	0	0	0	2
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
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	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
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	2	1	0	0	0	0	0	3	3	1	0	0	0	0	0	4
07:15	2	1	0	0	0	0	0	3	3	1	0	0	0	0	0	4
07:30	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
07:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
08:00	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
08:15	7	1	0	0	0	0	0	8	3	0	0	0	0	0	0	3
08:30	7	1	0	0	0	0	0	8	2	0	0	0	0	0	0	2
08:45	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	1
09:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:00	6	0	0	0	0	0	0	6	7	1	0	0	0	0	0	8
15:15	5	0	0	0	0	0	0	5	3	1	0	0	0	0	0	4
15:30	4	0	0	0	0	0	0	4	3	2	0	0	0	0	0	5
15:45	3	0	0	0	0	0	0	3	4	3	0	0	0	0	0	7
16:00	4	0	0	0	0	0	0	4	4	3	0	0	0	0	0	7
16:15	4	0	0	0	0	0	0	4	5	3	0	0	0	0	0	8
16:30	3	0	0	0	0	0	0	3	5	2	0	0	0	0	0	7
16:45	2	0	0	0	0	0	0	2	3	2	0	0	0	0	0	5
17:00	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
17:15	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
17:30	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
17:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1

Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Richmond Road
Junction Number:	Site 2	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	2	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1
07:15	6	1	0	0	0	0	1	8	2	0	0	0	0	0	0	2
07:30	9	1	0	0	0	0	0	10	2	0	0	0	0	0	0	2
07:45	6	3	0	0	0	1	0	10	2	1	0	0	0	0	0	3
08:00	10	1	0	0	0	0	1	12	7	0	0	0	0	0	0	7
08:15	12	0	0	0	1	0	0	13	4	0	0	0	0	0	0	4
08:30	6	0	0	0	0	0	0	6	9	0	0	0	0	0	0	9
08:45	19	1	0	0	0	0	0	20	18	2	0	0	0	0	0	20
09:00	14	0	0	0	1	0	0	15	5	2	0	0	1	0	0	8
09:15	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
09:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	7	0	0	0	0	0	1	8	3	0	0	0	0	0	0	3
15:00	5	0	0	0	0	0	0	5	19	0	0	1	0	0	0	20
15:15	19	0	0	0	1	0	0	20	6	0	0	0	0	0	0	6
15:30	8	1	0	0	0	0	0	9	1	1	0	0	1	0	0	3
15:45	3	2	0	0	0	0	0	5	3	1	0	0	0	0	0	4
16:00	6	2	0	0	0	0	0	8	1	1	0	0	0	0	0	2
16:15	4	1	0	1	0	0	0	6	6	0	0	0	0	1	0	7
16:30	3	0	0	0	1	0	0	4	12	0	0	0	0	0	0	12
16:45	1	1	0	0	0	0	0	2	5	0	0	0	1	0	0	6
17:00	6	0	0	0	0	0	0	6	11	1	0	0	0	0	0	12
17:15	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
17:30	0	1	0	0	0	0	0	1	7	0	0	0	0	0	0	7
17:45	2	1	0	0	1	0	0	4	5	1	0	0	1	0	0	7
18:00	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
18:15	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
18:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
18:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	1	3
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	23	5	0	0	0	1	1	30	6	1	0	0	1	0	0	8
07:15	31	6	0	0	0	1	2	40	13	1	0	0	0	0	0	14
07:30	37	5	0	0	1	1	1	45	15	1	0	0	0	0	0	16
07:45	34	4	0	0	1	1	1	41	22	1	0	0	0	0	0	23
08:00	47	2	0	0	1	0	1	51	38	2	0	0	0	0	0	40
08:15	51	1	0	0	2	0	0	54	36	4	0	0	1	0	0	41
08:30	45	1	0	0	1	0	0	47	36	4	0	0	1	0	0	41
08:45	43	1	0	0	1	0	0	45	27	4	0	0	1	0	0	32
09:00	31	0	0	0	1	0	1	33	12	2	0	0	1	0	0	15
15:00	35	3	0	0	1	0	0	39	29	2	0	1	1	0	0	33
15:15	36	5	0	0	1	0	0	42	11	3	0	0	1	0	0	15
15:30	21	6	0	1	0	0	0	28	11	3	0	0	1	1	0	16
15:45	16	5	0	1	1	0	0	23	22	2	0	0	0	1	0	25
16:00	14	4	0	1	1	0	0	20	24	1	0	0	1	1	0	27
16:15	14	2	0	1	1	0	0	18	34	1	0	0	1	1	0	37
16:30	13	1	0	0	1	0	0	15	34	1	0	0	1	0	0	36
16:45	10	2	0	0	0	0	0	12	29	1	0	0	1	0	0	31
17:00	11	2	0	0	1	0	0	14	29	2	0	0	1	0	0	32
17:15	8	2	0	0	1	0	0	11	23	1	0	0	1	0	0	25
17:30	7	2	0	0	1	0	0	10	22	1	0	0	1	0	0	24
17:45	10	1	0	0	1	0	0	12	19	1	0	0	1	0	0	21
18:00	9	0	0	0	0	0	0	9	16	0	0	0	0	0	1	17

Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Richmond Road
Junction Number:	Site 2	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	17	7	0	0	1	0	0	25	29	7	0	0	0	0	0	36
07:15	28	14	0	0	0	0	0	42	31	8	2	1	0	0	1	43
07:30	18	5	0	0	0	0	0	23	42	6	3	0	0	0	0	51
07:45	21	7	0	0	0	0	0	28	41	16	0	0	0	2	0	59
08:00	25	5	1	0	0	0	0	31	37	9	0	0	1	0	1	48
08:15	21	4	0	0	0	0	0	25	58	5	1	0	1	1	0	66
08:30	29	2	1	0	0	0	0	32	32	8	0	1	0	1	0	42
08:45	41	8	1	0	0	0	0	50	50	5	0	0	0	0	0	55
09:00	33	6	0	0	1	0	0	40	44	3	2	0	1	0	0	50
09:15	21	5	2	0	0	1	0	29	38	6	2	0	0	0	0	46
09:30	22	7	1	0	0	0	0	30	25	7	0	0	0	0	0	32
09:45	21	7	1	1	0	0	0	30	29	4	0	0	0	0	1	34
15:00	45	10	0	1	0	0	0	56	29	3	0	0	0	1	0	33
15:15	27	5	3	0	0	0	0	35	43	3	0	1	1	0	0	48
15:30	26	5	0	0	1	0	0	32	33	5	1	3	0	0	0	42
15:45	27	9	1	0	0	0	0	37	32	6	1	0	0	0	0	39
16:00	35	12	0	1	0	0	0	48	33	5	1	0	0	0	0	39
16:15	39	10	1	0	0	1	0	51	33	6	0	1	0	0	0	40
16:30	40	4	3	1	0	2	0	50	28	8	0	1	1	0	0	38
16:45	39	4	2	0	1	0	0	46	32	5	0	1	0	0	0	38
17:00	56	10	1	0	0	0	1	68	40	8	0	1	0	0	0	49
17:15	42	7	1	0	0	0	0	50	35	8	0	0	0	0	0	43
17:30	45	3	0	0	0	1	0	49	34	4	0	0	0	0	0	38
17:45	25	5	0	0	1	1	0	32	19	4	0	0	1	0	0	24
18:00	32	2	0	0	0	0	0	34	29	2	2	0	0	0	0	33
18:15	33	2	0	0	0	0	0	35	23	1	1	0	0	0	0	25
18:30	27	1	0	0	0	0	0	28	18	0	0	0	0	0	0	18
18:45	15	1	0	0	0	0	1	17	17	0	0	0	0	0	0	17
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	84	33	0	0	1	0	0	118	143	37	5	1	0	2	1	189
07:15	92	31	1	0	0	0	0	124	151	39	5	1	1	2	2	201
07:30	85	21	1	0	0	0	0	107	178	36	4	0	2	3	1	224
07:45	96	18	2	0	0	0	0	116	168	38	1	1	2	4	1	215
08:00	116	19	3	0	0	0	0	138	177	27	1	1	2	2	1	211
08:15	124	20	2	0	1	0	0	147	184	21	3	1	2	2	0	213
08:30	124	21	4	0	1	1	0	151	164	22	4	1	1	1	0	193
08:45	117	26	4	0	1	1	0	149	157	21	4	0	1	0	0	183
09:00	97	25	4	1	1	1	0	129	136	20	4	0	1	0	1	162
15:00	125	29	4	1	1	0	0	160	137	17	2	4	1	1	0	162
15:15	115	31	4	1	1	0	0	152	141	19	3	4	1	0	0	168
15:30	127	36	2	1	1	1	0	168	131	22	3	4	0	0	0	160
15:45	141	35	5	2	0	3	0	186	126	25	2	2	1	0	0	156
16:00	153	30	6	2	1	3	0	195	126	24	1	3	1	0	0	155
16:15	174	28	7	1	1	3	1	215	133	27	0	4	1	0	0	165
16:30	177	25	7	1	1	2	1	214	135	29	0	3	1	0	0	168
16:45	182	24	4	0	1	1	1	213	141	25	0	2	0	0	0	168
17:00	168	25	2	0	1	2	1	199	128	24	0	1	1	0	0	154
17:15	144	17	1	0	1	2	0	165	117	18	2	0	1	0	0	138
17:30	135	12	0	0	1	2	0	150	105	11	3	0	1	0	0	120
17:45	117	10	0	0	1	1	0	129	89	7	3	0	1	0	0	100
18:00	107	6	0	0	0	0	1	114	87	3	3	0	0	0	0	93

Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Richmond Road
Junction Number:	Site 2	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	27	7	0	0	0	0	0	34	17	7	0	0	0	0	0	24
07:15	25	8	2	1	0	0	0	36	25	14	0	0	0	0	0	39
07:30	33	5	3	0	0	0	0	41	17	6	0	0	0	0	0	23
07:45	37	13	0	0	0	1	0	51	20	6	0	0	0	0	0	26
08:00	27	8	0	0	1	0	0	36	18	5	1	0	0	0	0	24
08:15	47	5	1	0	0	1	0	54	17	4	0	0	0	0	0	21
08:30	26	8	0	1	0	1	0	36	19	2	1	0	0	0	0	22
08:45	30	4	0	0	0	0	0	34	25	7	1	0	0	0	0	33
09:00	30	3	2	0	0	0	0	35	31	4	0	0	0	0	0	35
09:15	32	6	2	0	0	0	0	40	17	5	2	0	0	1	0	25
09:30	21	7	0	0	0	0	0	28	22	7	1	0	0	0	0	30
09:45	22	4	0	0	0	0	0	26	18	7	1	1	0	0	0	27
15:00	27	3	0	0	0	1	0	31	25	10	0	0	0	0	0	35
15:15	24	3	0	1	0	0	0	28	23	5	3	0	0	0	0	31
15:30	25	4	1	3	0	0	0	33	25	4	0	0	0	0	0	29
15:45	29	5	1	0	0	0	0	35	25	8	1	0	0	0	0	34
16:00	28	3	1	0	0	0	0	32	34	11	0	1	0	0	0	46
16:15	29	5	0	0	0	0	0	34	34	9	1	0	0	0	0	44
16:30	28	9	0	1	0	0	0	38	29	4	3	1	0	2	0	39
16:45	31	5	0	1	0	0	0	37	36	4	2	0	0	0	0	42
17:00	36	8	0	1	0	0	0	45	45	9	1	0	0	0	1	56
17:15	32	8	0	0	0	0	0	40	36	7	1	0	0	0	0	44
17:30	35	4	0	0	0	0	0	39	38	3	0	0	0	1	0	42
17:45	18	3	0	0	0	0	0	21	21	4	0	0	0	1	0	26
18:00	27	2	2	0	0	0	0	31	28	2	0	0	0	0	0	30
18:15	21	1	1	0	0	0	0	23	28	2	0	0	0	0	0	30
18:30	15	0	0	0	0	0	0	15	23	1	0	0	0	0	0	24
18:45	16	0	0	0	0	0	0	16	13	1	0	0	0	0	0	14
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	122	33	5	1	0	1	0	162	79	33	0	0	0	0	0	112
07:15	122	34	5	1	1	1	0	164	80	31	1	0	0	0	0	112
07:30	144	31	4	0	1	2	0	182	72	21	1	0	0	0	0	94
07:45	137	34	1	1	1	3	0	177	74	17	2	0	0	0	0	93
08:00	130	25	1	1	1	2	0	160	79	18	3	0	0	0	0	100
08:15	133	20	3	1	0	2	0	159	92	17	2	0	0	0	0	111
08:30	118	21	4	1	0	1	0	145	92	18	4	0	0	1	0	115
08:45	113	20	4	0	0	0	0	137	95	23	4	0	0	1	0	123
09:00	105	20	4	0	0	0	0	129	88	23	4	1	0	1	0	117
15:00	105	15	2	4	0	1	0	127	98	27	4	0	0	0	0	129
15:15	106	15	3	4	0	0	0	128	107	28	4	1	0	0	0	140
15:30	111	17	3	3	0	0	0	134	118	32	2	1	0	0	0	153
15:45	114	22	2	1	0	0	0	139	122	32	5	2	0	2	0	163
16:00	116	22	1	2	0	0	0	141	133	28	6	2	0	2	0	171
16:15	124	27	0	3	0	0	0	154	144	26	7	1	0	2	1	181
16:30	127	30	0	3	0	0	0	160	146	24	7	1	0	2	1	181
16:45	134	25	0	2	0	0	0	161	155	23	4	0	0	1	1	184
17:00	121	23	0	1	0	0	0	145	140	23	2	0	0	2	1	168
17:15	112	17	2	0	0	0	0	131	123	16	1	0	0	2	0	142
17:30	101	10	3	0	0	0	0	114	115	11	0	0	0	2	0	128
17:45	81	6	3	0	0	0	0	90	100	9	0	0	0	1	0	110
18:00	79	3	3	0	0	0	0	85	92	6	0	0	0	0	0	98

Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Richmond Road
Junction Number:	Site 2	Junction Type:	Crossroads

	Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	46	14	0	0	1	0	0	61
07:15	59	23	2	1	0	0	1	86
07:30	61	12	3	0	0	0	0	76
07:45	65	23	0	0	0	2	0	90
08:00	62	14	1	0	1	0	1	79
08:15	80	9	1	0	1	1	0	92
08:30	61	10	1	1	0	1	0	74
08:45	94	14	1	0	0	0	0	109
09:00	80	9	2	0	2	0	0	93
09:15	59	11	4	0	0	1	0	75
09:30	47	14	1	0	0	0	0	62
09:45	50	11	1	1	0	0	1	64
15:00	78	13	0	1	0	1	0	93
15:15	72	8	3	1	1	0	0	85
15:30	61	10	1	3	1	0	0	76
15:45	60	16	2	0	0	0	0	78
16:00	69	17	1	1	0	0	0	88
16:15	73	16	1	1	0	1	0	92
16:30	72	13	3	2	1	2	0	93
16:45	73	10	2	1	1	0	0	87
17:00	98	18	1	1	0	0	1	119
17:15	77	15	1	0	0	0	0	93
17:30	80	8	0	0	0	1	0	89
17:45	46	9	0	0	2	1	0	58
18:00	63	4	2	0	0	0	0	69
18:15	56	3	1	0	0	0	0	60
18:30	45	1	0	0	0	0	0	46
18:45	32	1	0	0	0	0	1	34
Start Time	Rolling Hour							Total
07:00	231	72	5	1	1	2	1	313
07:15	247	72	6	1	1	2	2	331
07:30	268	58	5	0	2	3	1	337
07:45	268	56	3	1	2	4	1	335
08:00	297	47	4	1	2	2	1	354
08:15	315	42	5	1	3	2	0	368
08:30	294	44	8	1	2	2	0	351
08:45	280	48	8	0	2	1	0	339
09:00	236	45	8	1	2	1	1	294
15:00	271	47	6	5	2	1	0	332
15:15	262	51	7	5	2	0	0	327
15:30	263	59	5	5	1	1	0	334
15:45	274	62	7	4	1	3	0	351
16:00	287	56	7	5	2	3	0	360
16:15	316	57	7	5	2	3	1	391
16:30	320	56	7	4	2	2	1	392
16:45	328	51	4	2	1	1	1	388
17:00	301	50	2	1	2	2	1	359
17:15	266	36	3	0	2	2	0	309
17:30	245	24	3	0	2	2	0	276
17:45	210	17	3	0	2	1	0	233
18:00	196	9	3	0	0	0	1	209

Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Junction Number: Site 2

Date of Survey: 25.02.2020
Junction Name: Pound Hill / Richmond Road
Junction Type: Crossroads

Arm A: Pound Hill (N) Arm B: Pound Hill (N) Arm C: Richmond Road (S) Arm D: Richmond Road (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	0	0	0	0	0	0	2	0	3	0	24	0	34	0	0
07:15	0	0	0	0	0	0	0	7	0	2	1	39	0	39	0	1
07:30	0	2	0	0	0	0	0	10	0	2	0	21	0	44	0	0
07:45	0	1	0	0	0	0	0	9	0	3	0	25	0	48	0	2
08:00	0	0	0	0	0	0	0	11	0	7	0	25	0	38	0	0
08:15	0	0	0	0	0	0	0	15	0	4	0	21	0	53	0	1
08:30	0	0	0	0	0	0	0	6	0	9	1	23	0	37	0	0
08:45	0	4	1	0	0	0	0	20	0	20	1	30	0	34	0	0
09:00	0	3	0	0	0	0	0	17	0	10	0	32	0	37	0	0
09:15	0	0	0	0	0	0	0	6	0	4	0	26	0	42	0	0
09:30	0	0	0	0	0	0	0	4	0	0	0	31	0	28	0	0
09:45	0	0	0	0	0	0	0	7	0	3	0	30	0	26	0	0
15:00	0	1	0	0	0	0	0	5	0	22	2	34	0	27	0	3
15:15	0	2	0	0	0	0	0	22	0	6	0	32	0	30	0	0
15:30	0	2	0	0	0	0	0	9	0	5	2	27	0	40	0	0
15:45	0	1	0	0	0	0	0	5	0	4	0	34	0	35	0	1
16:00	0	0	0	0	0	0	0	8	0	2	0	48	0	32	0	1
16:15	0	1	0	0	0	0	0	8	0	6	1	44	0	34	0	0
16:30	0	1	0	0	0	0	0	6	0	12	0	41	0	36	0	4
16:45	0	2	0	0	0	0	0	2	0	8	0	42	0	38	0	1
17:00	0	0	0	0	0	0	0	6	0	12	0	56	0	45	0	2
17:15	0	0	0	0	0	0	0	3	0	6	0	45	0	40	0	0
17:30	0	0	0	0	0	0	0	1	0	7	0	41	0	37	0	2
17:45	0	1	0	0	0	0	0	6	0	9	0	24	0	20	0	1
18:00	0	1	0	0	0	0	0	3	0	5	0	29	0	32	0	1
18:15	0	0	0	0	0	0	0	2	0	5	0	30	0	24	0	0
18:30	0	0	0	0	0	0	0	3	0	4	0	24	0	15	0	0
18:45	0	0	0	0	0	0	0	1	0	2	0	14	0	16	0	0
Start Time	Rolling Hour															
07:00	0	3	0	0	0	0	0	29	0	10	1	109	0	165	0	3
07:15	0	3	0	0	0	0	0	38	0	14	1	110	0	168	0	3
07:30	0	3	0	0	0	0	0	45	0	16	0	92	0	183	0	3
07:45	0	1	0	0	0	0	0	41	0	23	1	94	0	177	0	3
08:00	0	4	1	0	0	0	0	52	0	40	2	99	0	162	0	1
08:15	0	7	1	0	0	0	0	57	0	43	2	106	0	161	0	1
08:30	0	7	1	0	0	0	0	49	0	43	2	111	0	150	0	0
08:45	0	7	1	0	0	0	0	47	0	34	1	119	0	141	0	0
09:00	0	3	0	0	0	0	0	34	0	17	0	119	0	133	0	0
15:00	0	6	0	0	0	0	0	41	0	36	4	127	0	132	0	4
15:15	0	5	0	0	0	0	0	44	0	17	2	141	0	136	0	2
15:30	0	4	0	0	0	0	0	30	0	17	3	153	0	140	0	2
15:45	0	3	0	0	0	0	0	26	0	24	1	167	0	137	0	6
16:00	0	4	0	0	0	0	0	23	0	28	1	175	0	140	0	6
16:15	0	4	0	0	0	0	0	21	0	38	1	183	0	153	0	7
16:30	0	3	0	0	0	0	0	17	0	38	0	184	0	159	0	7
16:45	0	2	0	0	0	0	0	12	0	33	0	184	0	160	0	5
17:00	0	1	0	0	0	0	0	16	0	34	0	167	0	142	0	5
17:15	0	2	0	0	0	0	0	13	0	27	0	140	0	129	0	4
17:30	0	2	0	0	0	0	0	12	0	26	0	125	0	113	0	4
17:45	0	2	0	0	0	0	0	14	0	23	0	107	0	91	0	2
18:00	0	1	0	0	0	0	0	9	0	16	0	97	0	87	0	1

Intelligent Data Collection Limited

Client:	AECOM	Date of Survey:	25.02.2020
Project Number:	ID05238	Junction Name:	Pound Hill / Richmond Road
Junction Number:	Site 2	Junction Type:	Crossroads

Arm A: Pound Hill (N)
Arm B: Pound Hill (N)
Arm C: Richmond Road (S)
Arm D: Richmond Road (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:	08:45	until:	09:00	flow:	109
PM Peak	from:	17:00	until:	17:15	flow:	119

Period Starting: 07:00 *Select the time from the drop-down in cell D17 to show the 15-minute data for that period*

Movement Counts

From \ To	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	2	0	2
C	0	1	0	24	25
D	0	0	34	0	34
Total	0	1	36	24	61

HGV Proportions

From \ To	A	B	C	D	Total
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	0.0%	0.0%
C	0.0%	100.0%	0.0%	0.0%	4.0%
D	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	1.6%

Maximum Hourly Junction Flow:

AM Peak	from:	08:15	until:	09:15	flow:	368
PM Peak	from:	16:30	until:	17:30	flow:	392

Period Starting: 07:00 *Select the time from the drop-down in cell D33 to show the hourly data for that period*

Movement Counts

From \ To	A	B	C	D	Total
A	0	0	0	3	3
B	0	0	30	0	30
C	1	8	0	109	118
D	3	0	159	0	162
Total	4	8	189	112	313

HGV Proportions

From \ To	A	B	C	D	Total
A	0.0%	0.0%	0.0%	0.0%	0.0%
B	0.0%	0.0%	0.0%	0.0%	0.0%
C	0.0%	12.5%	0.0%	0.0%	0.8%
D	0.0%	0.0%	3.8%	0.0%	3.7%
Total	0.0%	12.5%	3.2%	0.0%	2.2%

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

Intelligent Data Collection Limited
Saham Toney, Norfolk

Client:	AECOM
Project Number:	ID05238
Site Number:	Site 1
Date of Survey:	25.02.2020
Junction Name:	Pound Hill / Pages Lane
Survey Type:	Queue Length Survey

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	13.03.2020			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID05238			
File Ref	ID05238 Saham Toney, Norfolk - Queue Report Site 1 - 25.02.2020			

Issue Sheet

Issued to	Date			
	13.03.2020			
Andrew Beard	E-mail			

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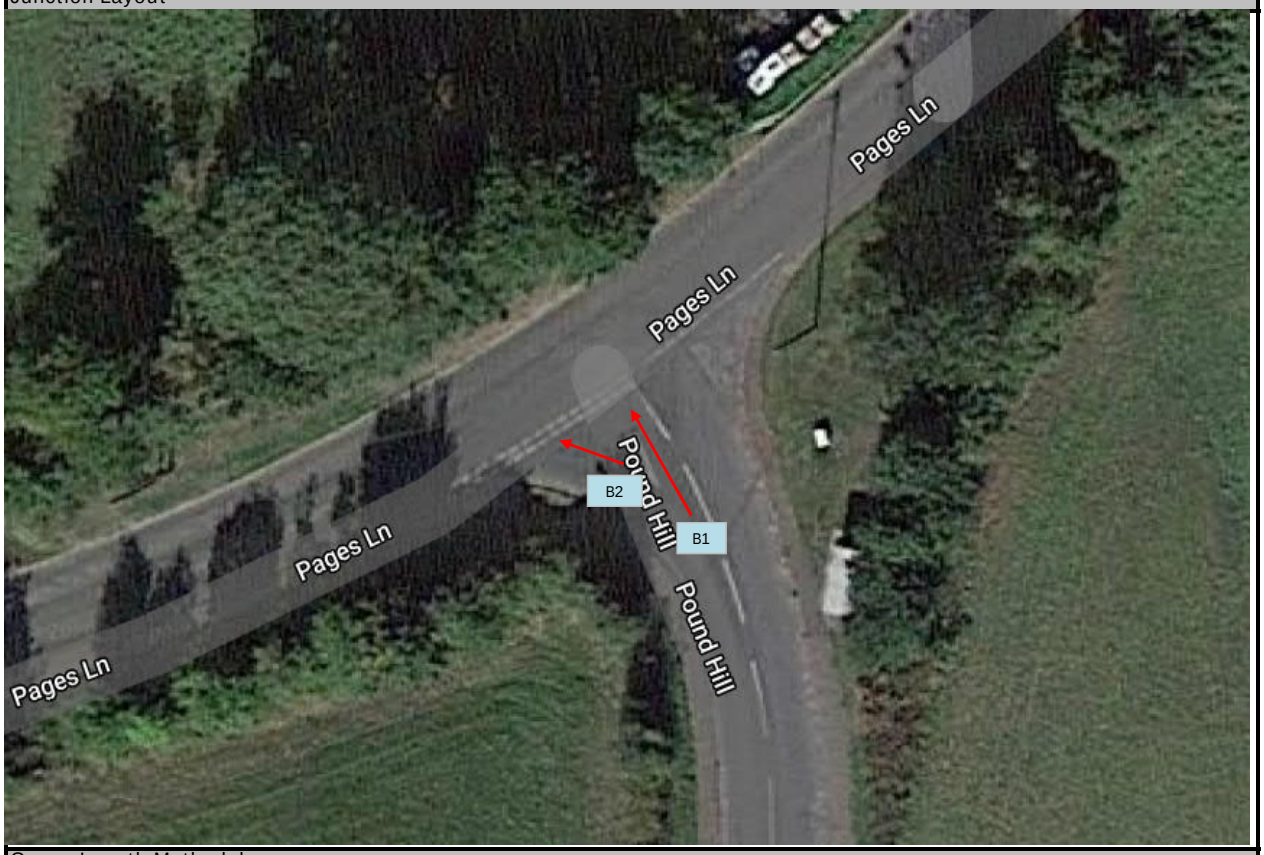
Location Plan
Queue Lengths

Intelligent Data Collection Limited

Client:	AECOM
Project Number:	ID05238
Site Number:	Site 1
Date of Survey:	25.02.2020
Junction Name:	Pound Hill / Pages Lane
Survey Type:	Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.587148	0.803638	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Showers	

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Site Number: Site 1
Date of Survey: 25.02.2020
Junction Name: Pound Hill / Pages Lane
Survey Type: Queue Length Survey

AM Peak Period:

	Lane B1				Lane B2			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0
07:30	1	0	1	6	0	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	2	0	2	12	0	0	0	0
08:10	2	0	2	12	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0
08:30	1	0	1	6	0	0	0	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0
08:45	1	0	1	6	0	0	0	0
08:50	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	1	0	1	6	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	1	0	1	6	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	1	0	1	6	1	0	1	6
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	1	0	1	6	0	0	0	0
09:50	1	0	1	6	0	0	0	0
09:55	0	0	0	0	0	0	0	0

PM Peak Period:

	Lane B1				Lane B2			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
15:00	1	0	1	6	0	0	0	0
15:05	0	0	0	0	1	0	1	6
15:10	0	0	0	0	0	0	0	0
15:15	1	0	1	6	0	0	0	0
15:20	1	0	1	6	0	0	0	0
15:25	1	0	1	6	0	0	0	0
15:30	1	0	1	6	0	0	0	0
15:35	0	0	0	0	0	0	0	0
15:40	1	0	1	6	0	0	0	0
15:45	0	0	0	0	0	0	0	0
15:50	0	0	0	0	0	0	0	0
15:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	1	0	1	6	0	0	0	0
16:10	1	0	1	6	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	1	0	1	6	1	0	1	6
16:35	1	0	1	6	0	0	0	0
16:40	1	0	1	6	0	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0
16:55	1	0	1	6	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	1	0	1	6	0	0	0	0
17:10	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	1	0	1	6	0	0	0	0
18:05	1	0	1	6	0	0	0	0
18:10	1	0	1	6	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:25	1	0	1	6	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited
Saham Toney, Norfolk

Client:	AECOM
Project Number:	ID05238
Site Number:	Site 2
Date of Survey:	25.02.2020
Junction Name:	Pound Hill / Richmond Road
Survey Type:	Queue Length Survey

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	13.03.2020			
Prepared by	Grant Daniel Breddy			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID05238			
File Ref	ID05238 Saham Toney, Norfolk - Queue Report Site 2 - 25.02.2020			

Issue Sheet

Issued to	Date			
	13.03.2020			
Andrew Beard	E-mail			

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Location Plan
Queue Lengths

Intelligent Data Collection Limited

Client:	AECOM
Project Number:	ID05238
Site Number:	Site 2
Date of Survey:	25.02.2020
Junction Name:	Pound Hill / Richmond Road
Survey Type:	Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
52.582612	0.802666	Click Here
AM Peak Conditions	**PM Peak Conditions**	
Clear	Showers	

Junction Layout

Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data Collection Limited

Client: AECOM
Project Number: ID05238
Site Number: Site 2
Date of Survey: 25.02.2020
Junction Name: Pound Hill / Richmond Road
Survey Type: Queue Length Survey

AM Peak Period:

	Lane A1				Lane A2				Lane B1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0
07:10	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
07:20	0	0	0	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0	0	0	0	0
07:40	0	0	0	0	1	0	1	6	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0	1	0	1	6
07:55	0	0	0	0	1	0	1	6	1	0	1	6
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0
08:10	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
08:20	0	0	0	0	0	0	0	0	1	0	1	6
08:25	0	0	0	0	0	0	0	0	1	0	1	6
08:30	0	0	0	0	0	0	0	0	1	0	1	6
08:35	0	0	0	0	0	0	0	0	0	0	0	0
08:40	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
08:50	0	0	0	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	1	0	1	6	0	0	0	0
09:05	0	0	0	0	1	0	1	6	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	1	0	1	6
09:20	0	0	0	0	0	0	0	0	0	0	0	0
09:25	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
09:35	0	0	0	0	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	1	0	1	6
09:50	0	0	0	0	0	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Period:

	Lane A1				Lane A2				Lane B1			
Time	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
15:00	0	0	0	0	0	0	0	0	1	0	1	6
15:05	0	0	0	0	0	0	0	0	0	0	0	0
15:10	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	1	0	1	6	0	0	0	0
15:20	0	0	0	0	0	0	0	0	0	0	0	0
15:25	0	0	0	0	1	0	1	6	0	0	0	0
15:30	0	0	0	0	1	0	1	6	0	0	0	0
15:35	0	0	0	0	0	0	0	0	1	0	1	6
15:40	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	1	0	1	6
15:50	0	0	0	0	0	0	0	0	0	0	0	0
15:55	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	1	0	1	6
16:05	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	1	6	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	1	0	1	6	0	0	0	0
16:35	0	0	0	0	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	1	0	1	6	0	0	0	0
16:50	0	0	0	0	1	0	1	6	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	1	0	1	6
17:05	0	0	0	0	0	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0	0	1	0	1	6
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0
17:25	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
17:35	0	0	0	0	0	0	0	0	0	0	0	0
17:40	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
17:50	0	0	0	0	1	0	1	6	1	0	1	6
17:55	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
18:05	0	0	0	0	0	0	0	0	0	0	0	0
18:10	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
18:20	0	0	0	0	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0	0	0	0	0

Appendix B TRICS Outputs and Census 2011 Data

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	17	0.115	6	17	0.394	6	17	0.509
08:00 - 09:00	6	17	0.125	6	17	0.740	6	17	0.865
09:00 - 10:00	6	17	0.135	6	17	0.308	6	17	0.443
10:00 - 11:00	6	17	0.250	6	17	0.279	6	17	0.529
11:00 - 12:00	6	17	0.163	6	17	0.183	6	17	0.346
12:00 - 13:00	6	17	0.221	6	17	0.240	6	17	0.461
13:00 - 14:00	6	17	0.163	6	17	0.154	6	17	0.317
14:00 - 15:00	6	17	0.163	6	17	0.183	6	17	0.346
15:00 - 16:00	6	17	0.442	6	17	0.327	6	17	0.769
16:00 - 17:00	6	17	0.510	6	17	0.288	6	17	0.798
17:00 - 18:00	6	17	0.654	6	17	0.173	6	17	0.827
18:00 - 19:00	6	17	0.433	6	17	0.202	6	17	0.635
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.374			3.471			6.845

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	29	0.132	4	29	0.254	4	29	0.386
08:00 - 09:00	4	29	0.342	4	29	1.184	4	29	1.526
09:00 - 10:00	4	29	0.509	4	29	0.570	4	29	1.079
10:00 - 11:00	4	29	0.404	4	29	0.482	4	29	0.886
11:00 - 12:00	4	29	0.316	4	29	0.395	4	29	0.711
12:00 - 13:00	4	29	0.474	4	29	0.360	4	29	0.834
13:00 - 14:00	4	29	0.281	4	29	0.254	4	29	0.535
14:00 - 15:00	4	29	0.456	4	29	0.491	4	29	0.947
15:00 - 16:00	4	29	1.132	4	29	0.746	4	29	1.878
16:00 - 17:00	4	29	0.377	4	29	0.544	4	29	0.921
17:00 - 18:00	4	29	0.667	4	29	0.570	4	29	1.237
18:00 - 19:00	4	29	0.430	4	29	0.351	4	29	0.781
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.520			6.201			11.721

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

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

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 16 March 2020]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02005510 : Breckland 008 (2011 super output area - middle layer)

place of work : 2011 census merged local authority district	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Breckland	1,289	0	0	0	23	5	14	1,026	96	44	77	4
Norwich	209	0	0	1	13	0	1	176	13	0	5	0
South Norfolk	170	0	0	0	7	0	1	157	3	0	2	0
King's Lynn and West N	147	0	0	0	1	0	1	137	4	0	4	0
Broadland	67	0	0	0	1	0	2	57	3	0	3	1
North Norfolk	54	0	0	0	1	0	3	48	0	0	2	0
Forest Heath	53	0	0	0	4	0	0	48	1	0	0	0
St Edmundsbury	24	0	0	0	0	0	1	23	0	0	0	0
Mid Suffolk	11	0	0	0	0	0	0	11	0	0	0	0
Suffolk Coastal	9	0	0	0	0	0	0	8	0	0	1	0
East Cambridgeshire	8	0	0	0	0	0	0	8	0	0	0	0
South Cambridgeshire	7	0	0	0	0	0	1	6	0	0	0	0
Fenland	6	0	0	0	0	0	0	6	0	0	0	0
Great Yarmouth	6	0	0	0	0	0	0	5	1	0	0	0
Westminster,City of Lon	6	0	0	4	0	0	0	1	0	0	0	1
Cambridge	5	0	0	1	0	0	1	3	0	0	0	0
Ipswich	5	0	0	0	0	0	0	5	0	0	0	0
Huntingdonshire	3	0	0	0	0	0	0	3	0	0	0	0
Braintree	3	0	0	0	0	0	0	3	0	0	0	0
Babergh	3	0	0	0	0	0	0	3	0	0	0	0
Camden	3	0	0	1	0	0	0	2	0	0	0	0
Wiltshire	3	0	0	0	0	0	0	3	0	0	0	0
Cheshire West and Che	2	0	0	0	0	0	0	1	0	0	1	0
Central Bedfordshire	2	0	0	0	0	0	0	2	0	0	0	0
Basildon	2	0	0	0	0	0	0	2	0	0	0	0
Brentwood	2	0	0	0	0	0	0	2	0	0	0	0
Colchester	2	0	0	0	0	0	0	0	0	0	2	0
Rochford	2	0	0	0	1	0	0	1	0	0	0	0
Dacorum	2	0	0	0	0	0	0	2	0	0	0	0
Waveney	2	0	0	0	0	0	0	2	0	0	0	0
Havering	2	0	0	0	0	0	0	2	0	0	0	0
Waltham Forest	2	0	0	0	0	0	0	1	1	0	0	0
West Berkshire	2	0	0	0	0	0	0	2	0	0	0	0
Other Destinations	44	0	0	1	1	1	0	38	2	0	0	1
	2,157	0	0	8	52	6	25	1,794	124	44	97	7
Mode Share		0.0%	0.0%	0.4%	2.4%	0.3%	1.2%	83.2%	5.7%	2.0%	4.5%	0.3%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

KS102UK - Age Structure

ONS Crown Copyright Reserved [from Nomis on 25 February 2020]

area type	2011 super output areas - middle layer
area name	E02005510 : Breckland 008
rural urban	Total

Age	**2011**	
	number	**%**
All usual residents	6,641	100%
Age 0 to 4	296	4%
Age 5 to 7	158	2%
Age 8 to 9	111	2%
Age 10 to 14	372	6%
Age 15	75	1%
Age 16 to 17	161	2%
Age 18 to 19	104	2%
Age 20 to 24	246	4%
Age 25 to 29	218	3%
Age 30 to 44	983	15%
Age 45 to 59	1,355	20%
Age 60 to 64	676	10%
Age 65 to 74	1,019	15%
Age 75 to 84	633	10%
Age 85 to 89	155	2%
Age 90 and over	79	1%

Appendix C Indicative Junction Configurations

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Project Management Initials: Designer: KC Checked: KP Approved: AB ISO A3 297mm x 420mm

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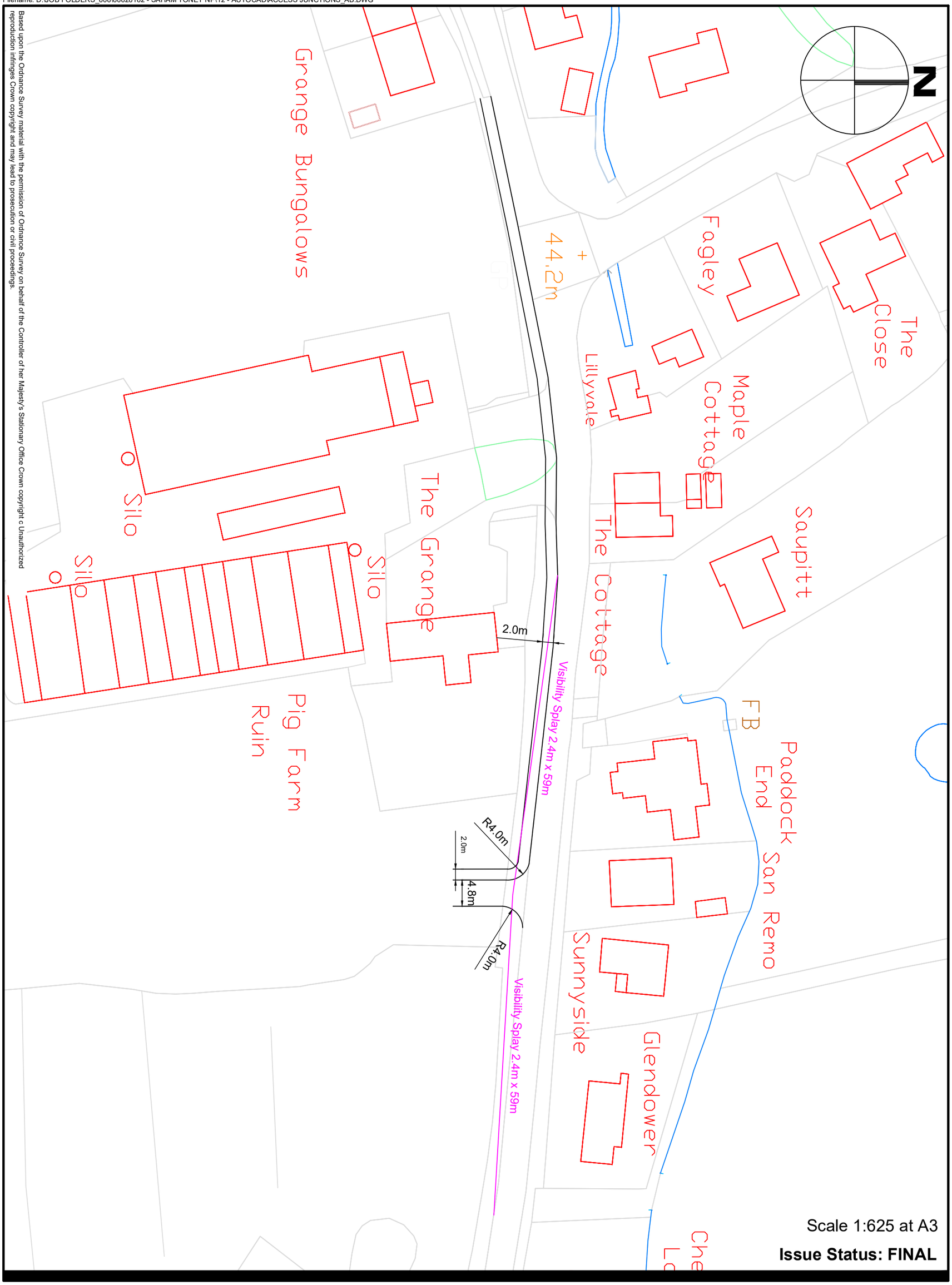

Saham Toney Neighbourhood Plan Transport Study
Indicative Vehicular Access & Visibility Splays
Saham Toney Parish Council
Project No.: 60626162 Date: March 2020

AECOM

STNP1: Grange Farm, Chequers Lane

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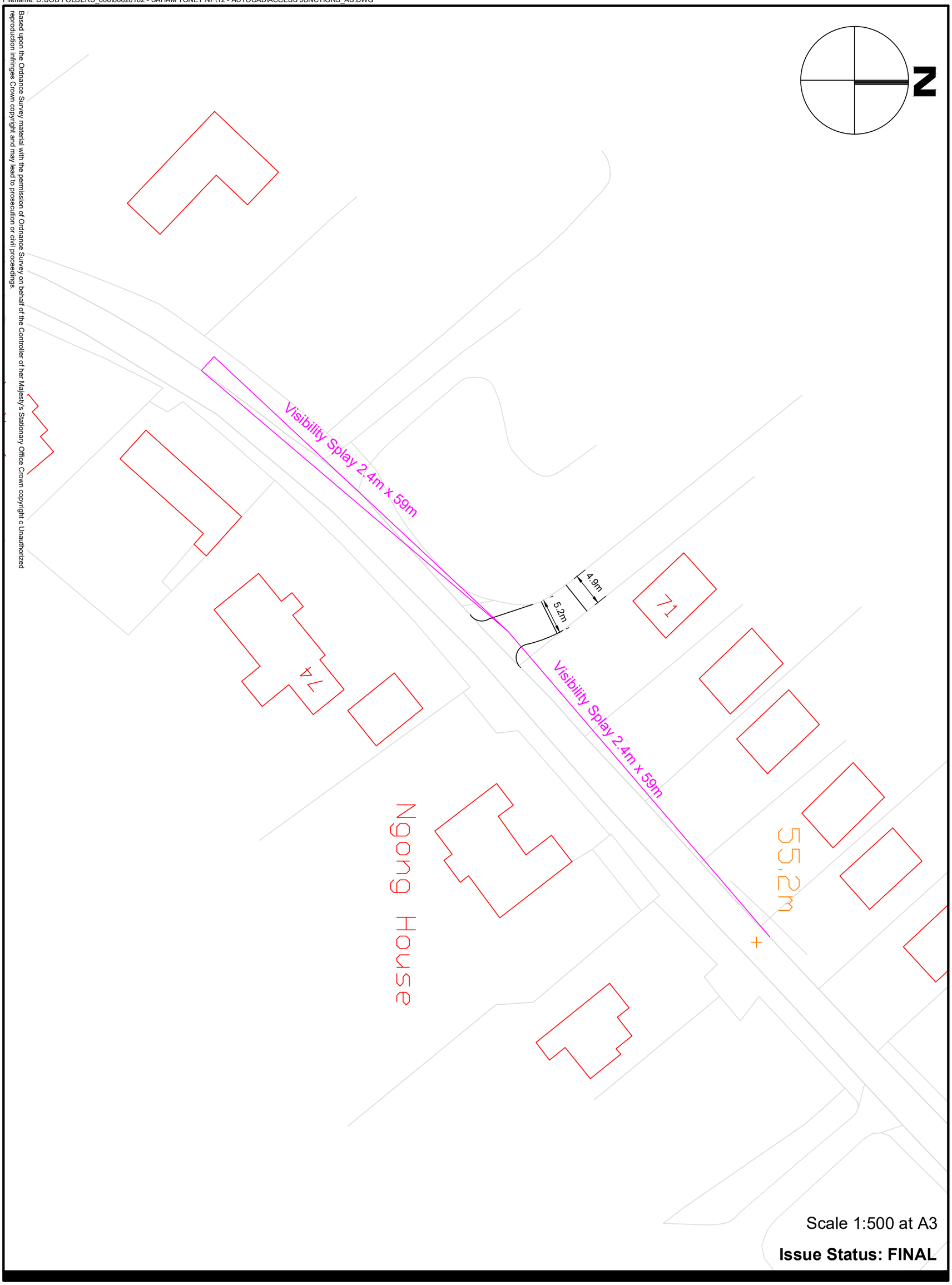

Scale 1:500 at A3

Issue Status: FINAL

Saham Toney Neighbourhood Plan Transport Study
Indicative Vehicular Access & Visibility Splays
Saham Toney Parish Council
Project No.: 60626162 Date: March 2020

AECOM

STNP2: Disused Piggery, Off Hills Road

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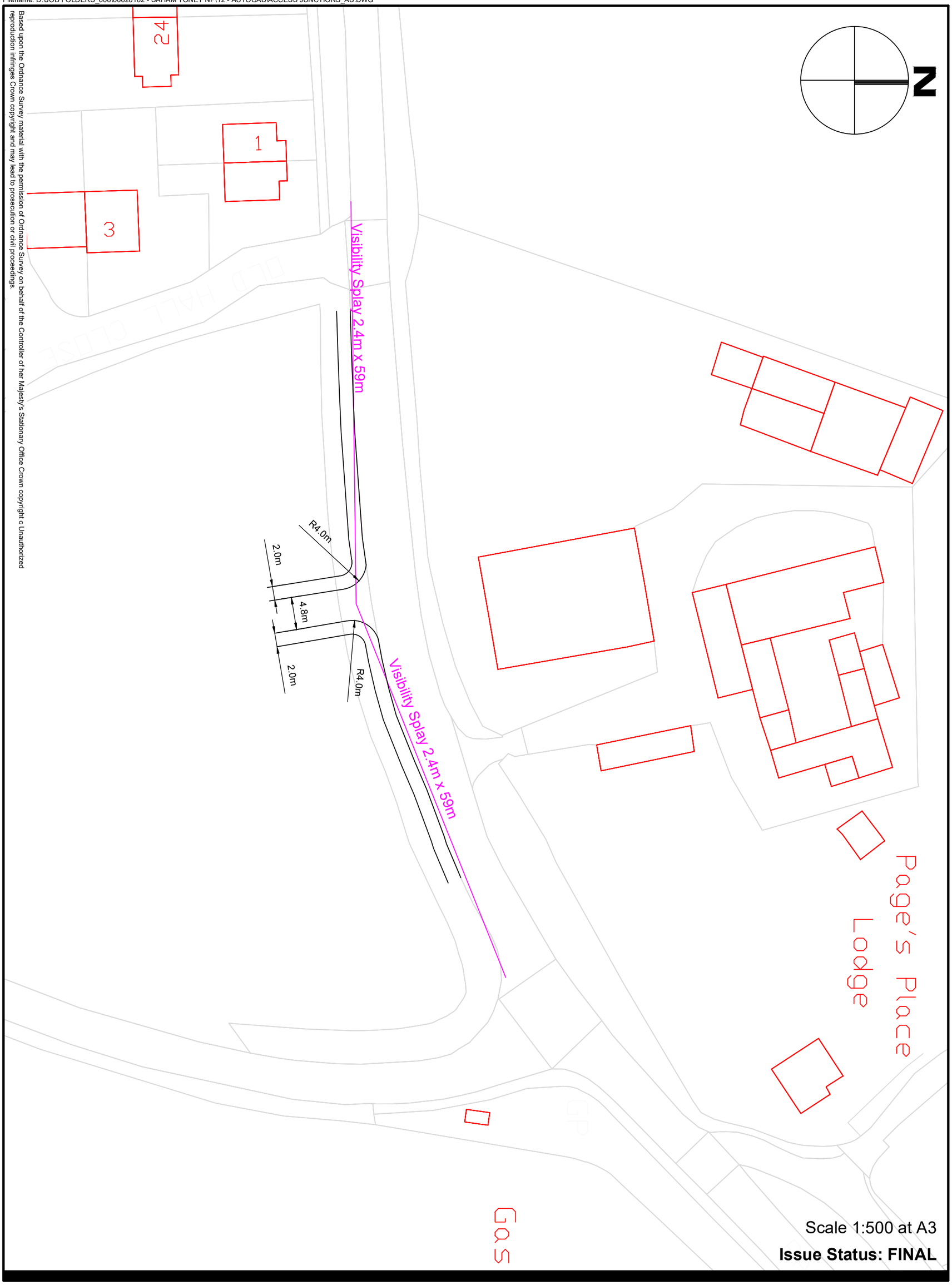

Scale 1:500 at A3

Issue Status: FINAL

Saham Toney Neighbourhood Plan Transport Study
Indicative Vehicular Access & Visibility Splays
Saham Toney Parish Council
Project No.: 60626162 Date: March 2020

AECOM

STNP4: Land at the junction of Pound Hill and Page's Lane

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Project Management Initials: Designer: KC Checked: KP Approved: AB ISO A3 297mm x 420mm

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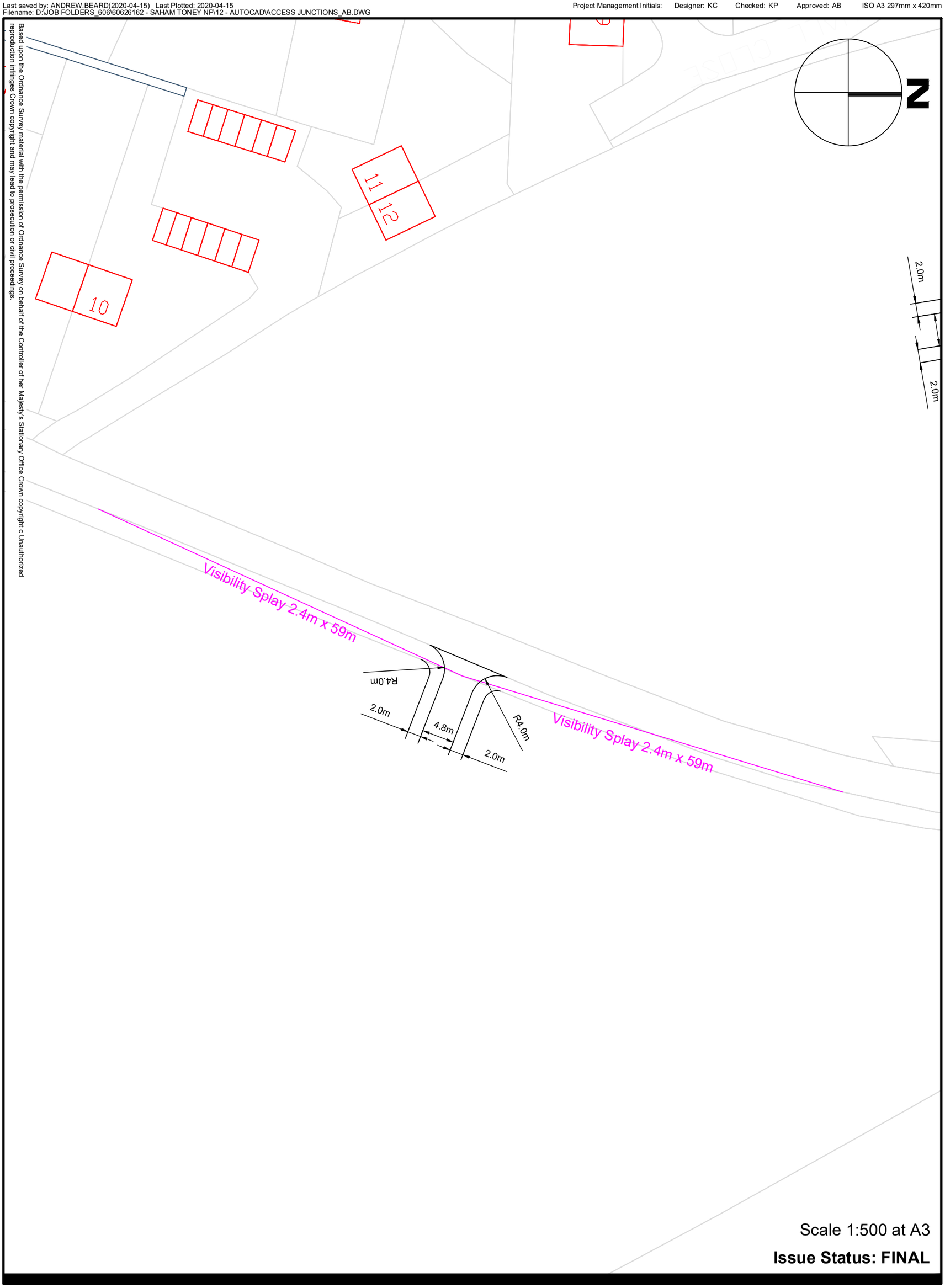

Scale 1:500 at A3

Issue Status: FINAL

Saham Toney Neighbourhood Plan Transport Study
Indicative Vehicular Access & Visibility Splays
Saham Toney Parish Council
Project No.: 60626162 Date: March 2020

AECOM

STNP5: Land to the East of Pound Hill

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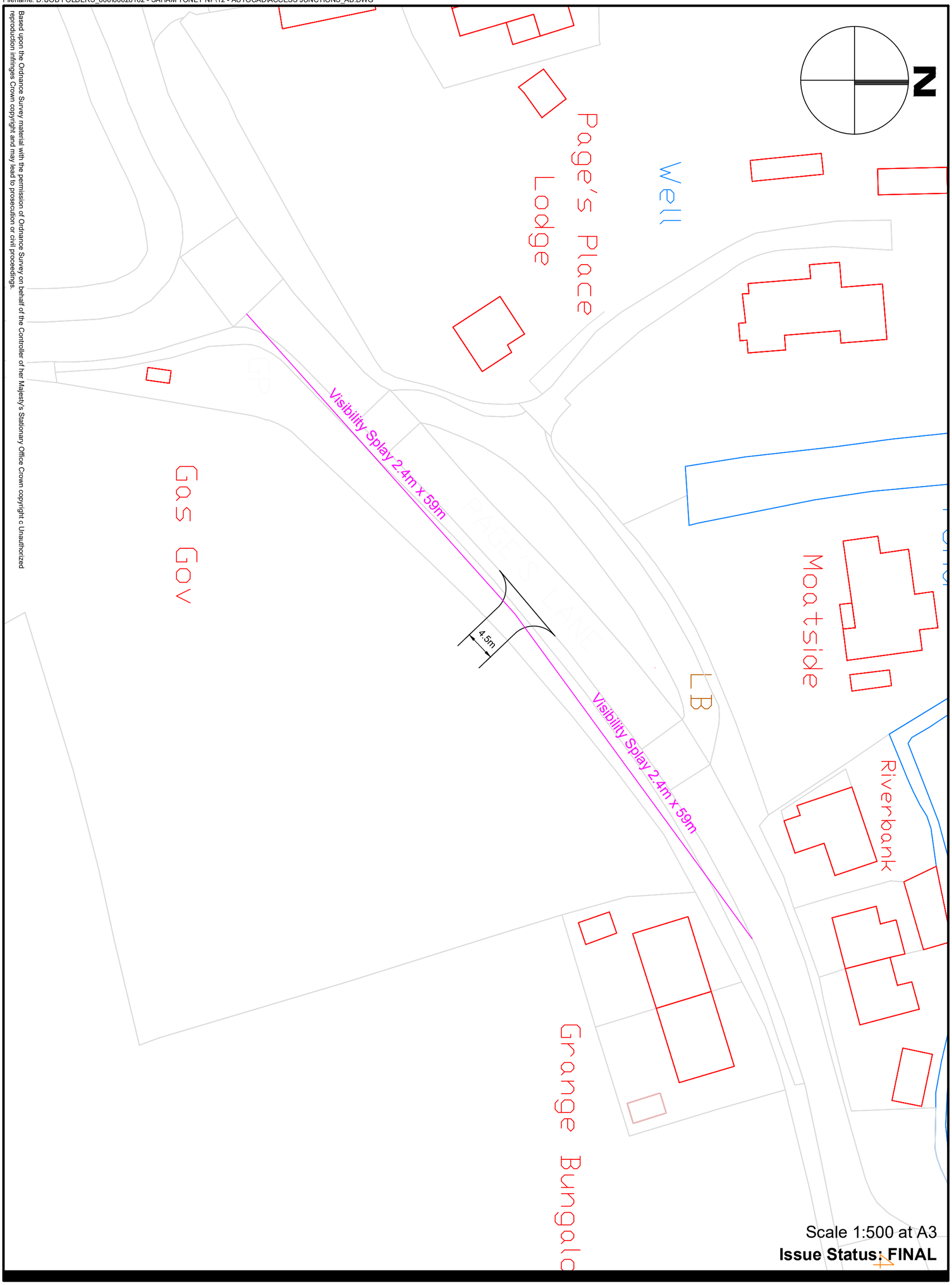


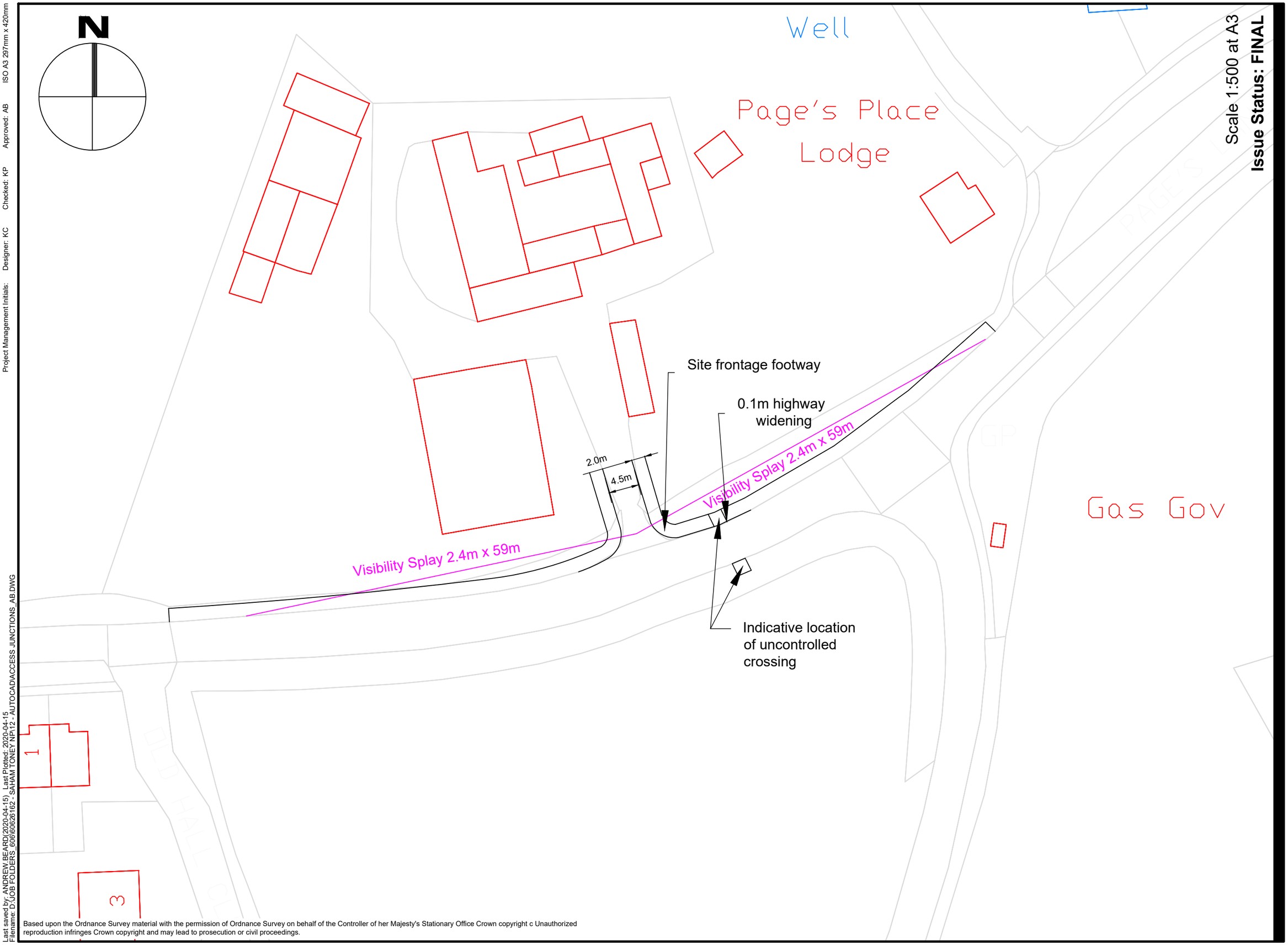
Scale 1:500 at A3

Issue Status: FINAL

Saham Toney Neighbourhood Plan Transport Study
Indicative Vehicular Access & Visibility Splays
Saham Toney Parish Council
Project No.: 60626162 Date: March 2020

AECOM

STNP6: Land at the junction of Pound Hill and Page's Lane



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Issue Status: FINAL

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STNP7: Page's Farm

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Saham Toney Parish Council
Project No.: 60626162 Date: March 2020

Project Management Initials: Designer: KC Checked: KP Approved: AB ISO A3 297mm x 420mm

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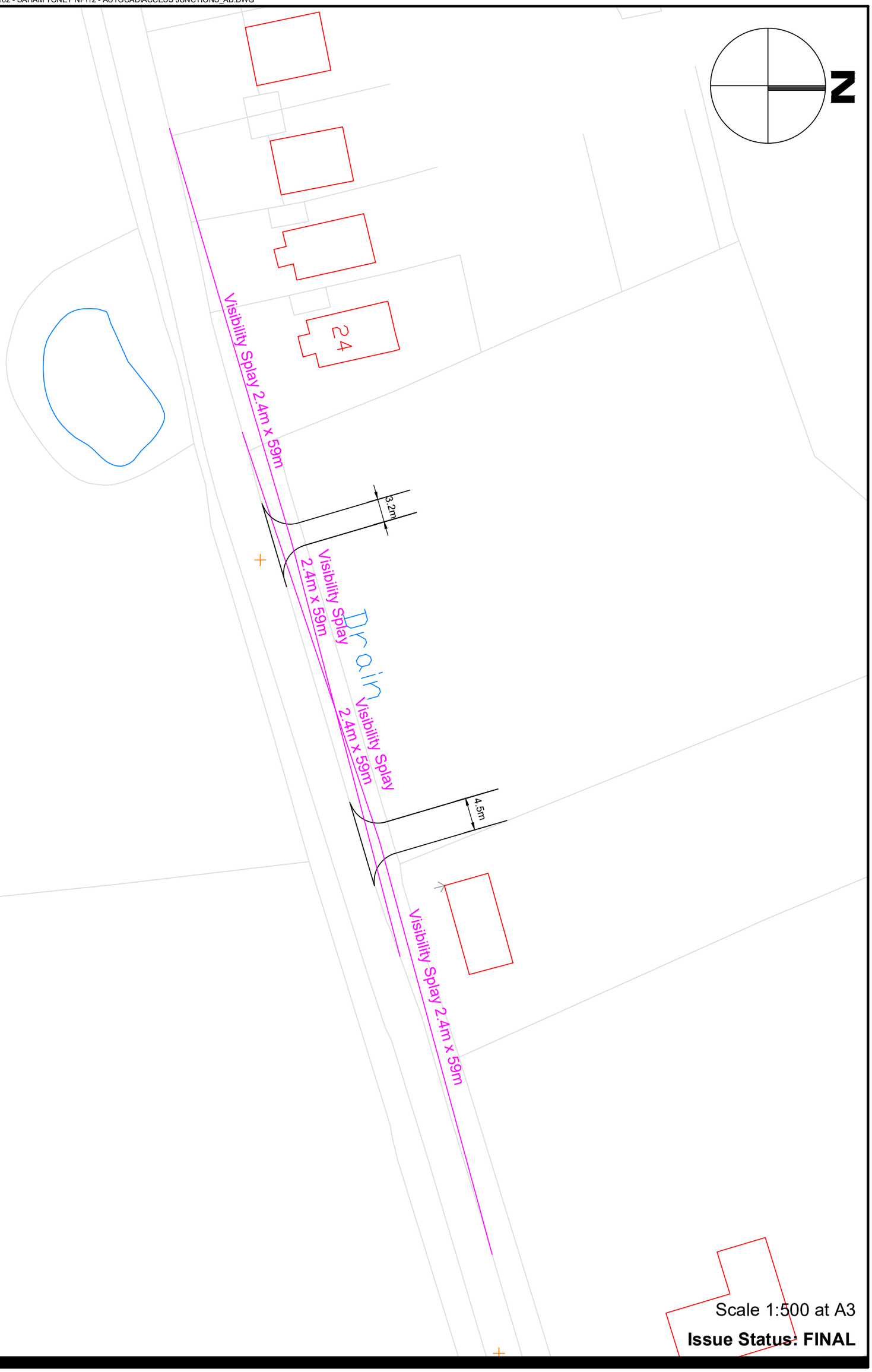

Scale 1:500 at A3

Issue Status: FINAL

Saham Toney Neighbourhood Plan Transport Study
Indicative Vehicular Access & Visibility Splays
Saham Toney Parish Council
Project No.: 60626162 Date: March 2020

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STNP9: Ovington Road

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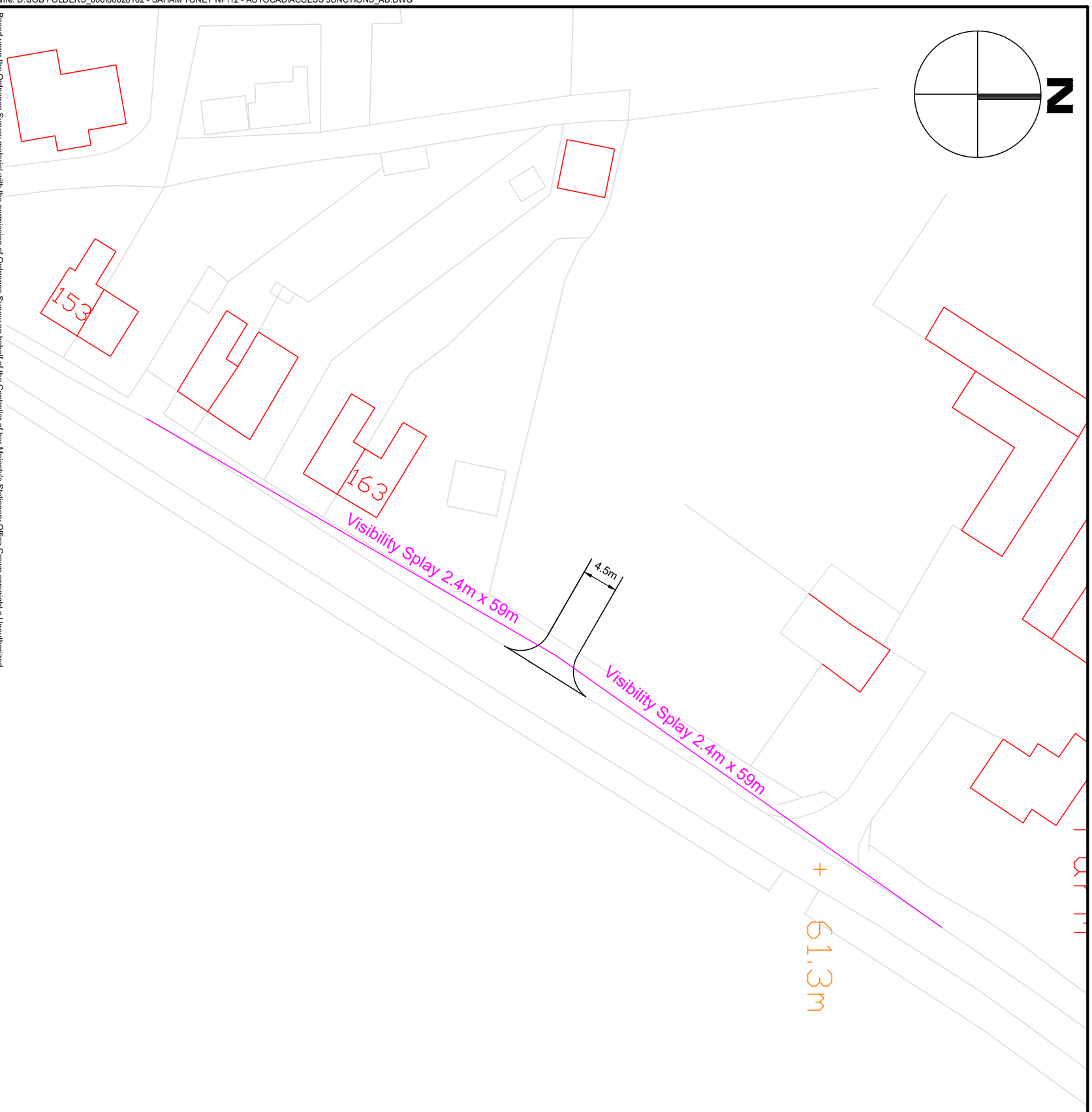

Scale 1:500 at A3

Issue Status: FINAL

Saham Toney Neighbourhood Plan Transport Study
Indicative Vehicular Access & Visibility Splays
Saham Toney Parish Council
Project No.: 60626162 Date: March 2020

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STNP 13: Hill Farm

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Saham Toney Parish Council
Project No.: 60626162 Date: March 2020

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STNP 14: Croft Field

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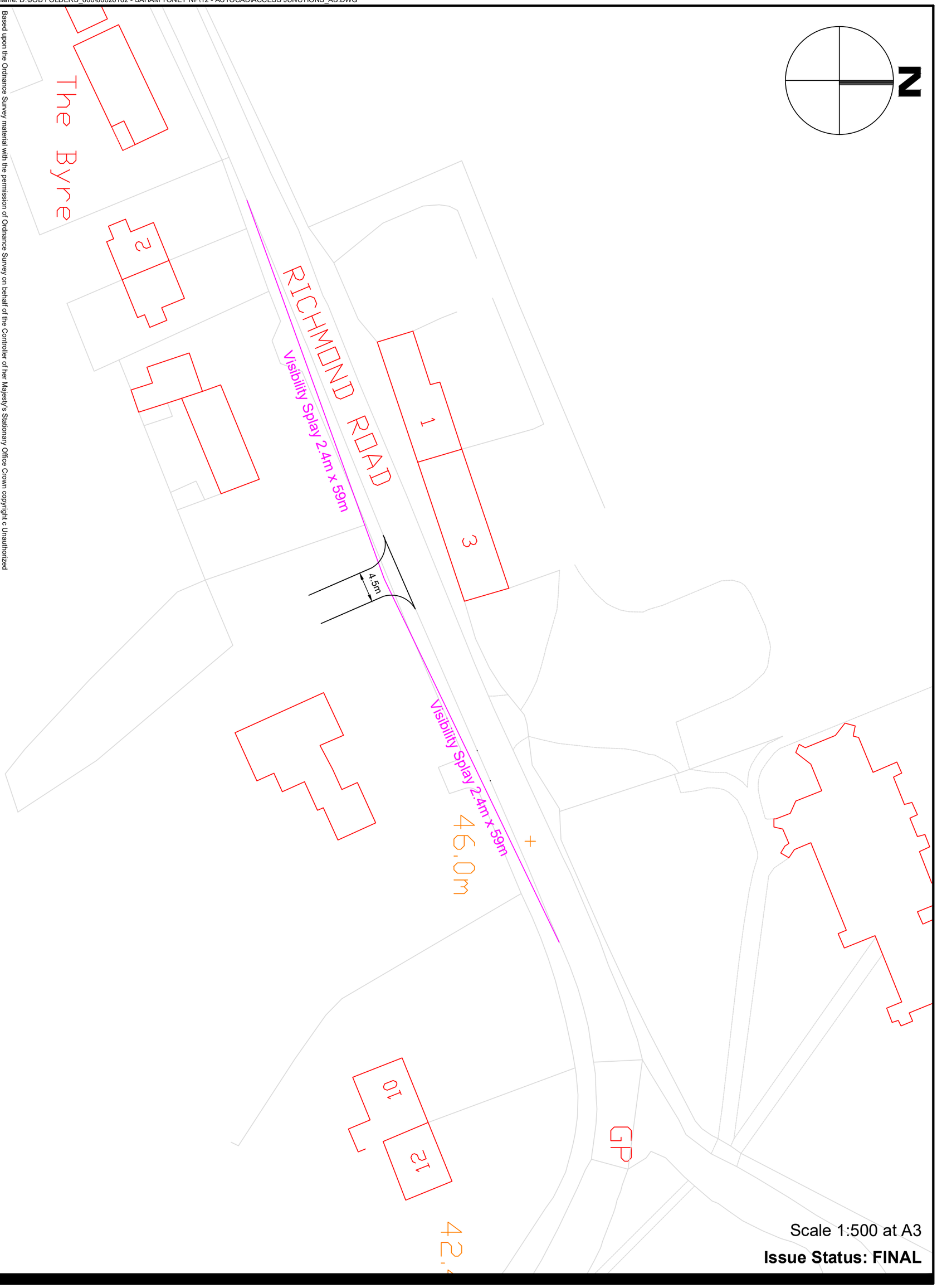

Scale 1:500 at A3

Issue Status: FINAL

Saham Toney Neighbourhood Plan Transport Study
Indicative Vehicular Access & Visibility Splays
Saham Toney Parish Council
Project No.: 60626162 Date: March 2020

AECOM

STNP 15: 8 Richmond Road

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Project Management Initials: Designer: KC Checked: KP Approved: AB ISO A3 297mm x 420mm

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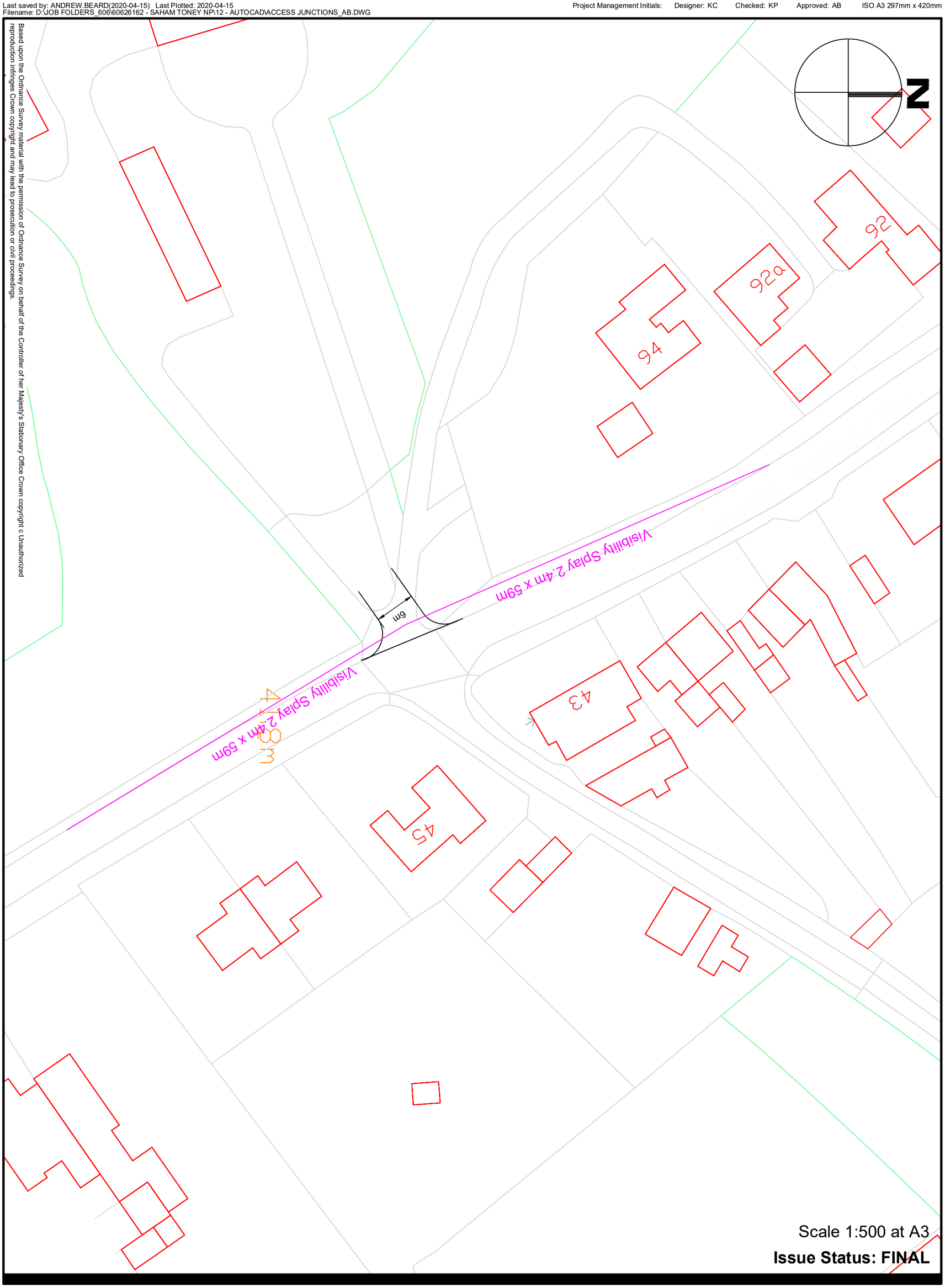

Scale 1:500 at A3

Issue Status: FINAL

Saham Toney Neighbourhood Plan Transport Study
Indicative Vehicular Access & Visibility Splays
Saham Toney Parish Council
Project No.: 60626162 Date: March 2020

AECOM

STNP 16: 8 Richmond Hall

GENERAL NOTES:

1. VISIBILITY SPLAYS BASED ON ESTIMATED DESIGN SPEEDS ON RICHMOND ROAD AND ARE SIZED AT 59m x 2.4m x 59m.
2. ALL AFFECTED STREET FURNITURE TO BE REPOSITIONED TO THE REAR OF THE NEW FOOTWAY AND DRAINAGE MEASURES TO BE INCLUDED, WHERE REQUIRED.
3. ANY EXCAVATION CLOSE TO TREES/HEDGES TO BE CARRIED OUT IN ACCORDANCE WITH NJUG GUIDELINES.
4. THE DRAWING IS BASED ON OS MAPPING AND ON-SITE MEASUREMENTS, AND CONSEQUENTLY IS INDICATIVE ONLY OF WHAT MIGHT POTENTIALLY BE ACHIEVED. TOPOGRAPHIC SURVEY INFORMATION AND HIGHWAY BOUNDARY DATA WILL BE NEEDED, IN DUE COURSE, TO VALIDATE THE PRELIMINARY DESIGN WORK PRESENTED ON THIS DRAWING 1534/03/001.
5. SERVICES ARE TO BE PROTECTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES.
6. TO BE READ IN CONJUNCTION WITH ALL OTHER LAYOUT AND DETAIL DRAWINGS.
7. ACCESS FOR PEDESTRIANS AND CYCLISTS IS TO BE MAINTAINED AT ALL TIMES. ACCESSES TO PROPERTIES ARE TO BE MAINTAINED AND WORKS PROGRAMMED IN CONSULTATION WITH PROPERTY OWNERS.
8. ROAD MARKINGS AND ROAD SIGNS ARE TO BE IN ACCORDANCE WITH THE SI DOCUMENT "TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, 2016".
9. ALL MEASUREMENTS IN METRES UNLESS OTHERWISE STATED.

KEY:

59m x 2.4m x 59m VISIBILITY SPLAYS (subject to vegetation clearance)

NEW FOOTWAY PROVISION

CUT BACK VEGETATION WITHIN HIGHWAY VERGE TO ENABLE CONSTRUCTION AND PRACTICAL USE OF PROPOSED FOOTWAY

MEASURES TO BE UNDERTAKEN, IN ACCORDANCE WITH DETAILS TO BE AGREED WITH NORFOLK COUNTY COUNCIL, TO RETAIN THE EMBANKMENT TO THE REAR OF THE NEW FOOTWAY

PROVIDE STEPS DOWN TO NEW FOOTWAY FROM EXISTING GATE AND DROPPED CROSSING POINT

REPOSITION AND REMOUNT EXISTING WARNING AND SPEED LIMIT REPEATERS IN RESPECT OF NEW FOOTWAY

1.50

1.20

1.50

6.00

PROPOSED ACCESS (AS PER ARTEK DRAWING: ARTEK/TWEED/6 UNIT/100)

RICHMOND ROAD

21 23 88 90 31 4 92 92a 94 43 45 96

N Indicative CREATE

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REV	DATE	AMENDMENT DETAILS	DRAWN	APPROVED
A	01.08.18	UPDATED FOLLOWING NCC COMMENTS	MDA	MDA

PROJECT: LAND AT RICHMOND HALL, SAHAM TONEY	DATE: 27.07.18	DRAWING STATUS: PRELIMINARY	
	SCALE(S): 1:200	DESIGNED: MDA	DRAWN: MDA
DRAWING TITLE: PROPOSED ACCESS STRATEGY		CHECKED: MDA	APPROVED: AF
	JOB No: 1534		
CLIENT: MR GRAHAM TWEED	DRAWING No: 03/001	REVISION: A	

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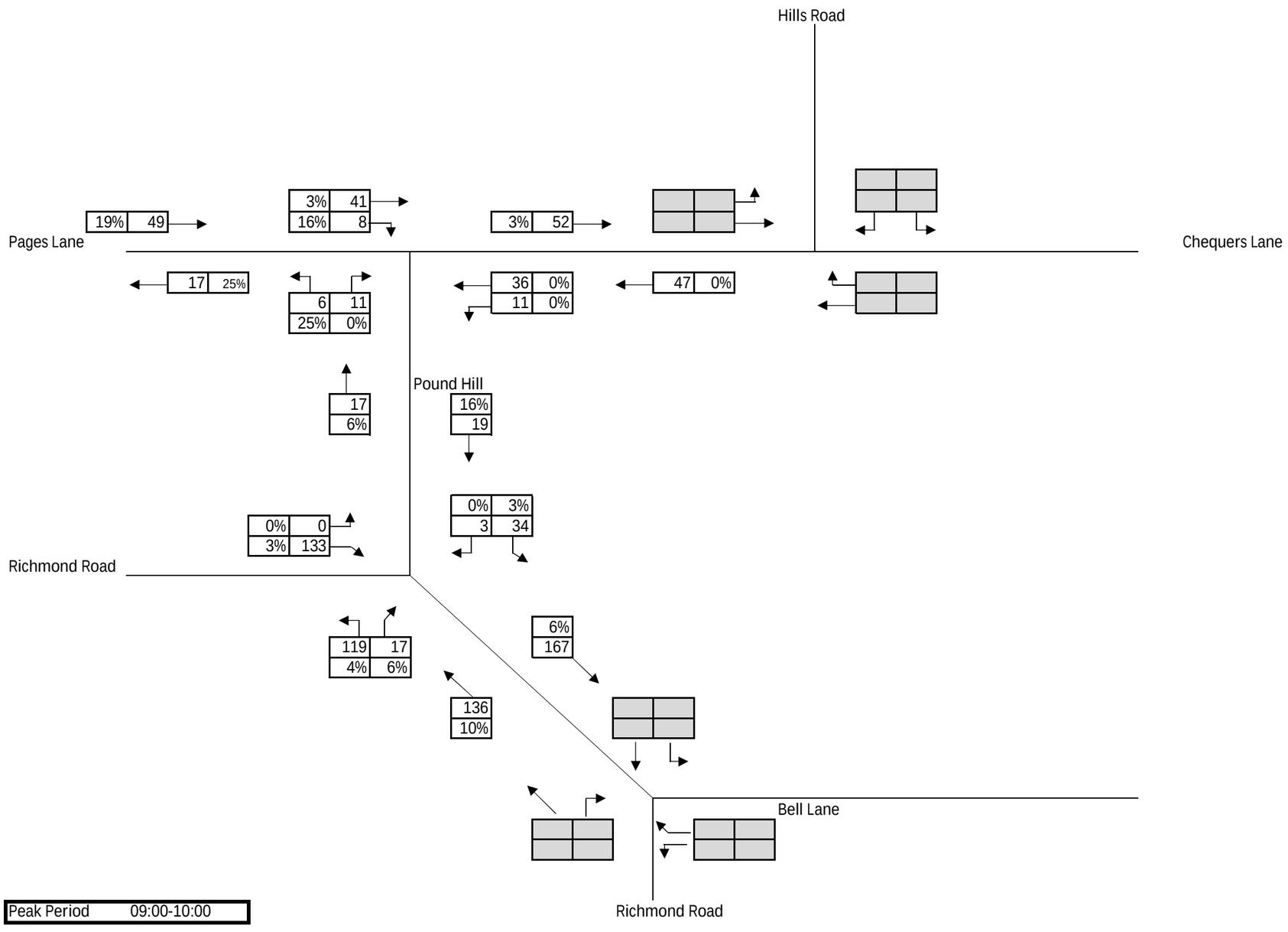
DO NOT SCALE ORIGINAL SHEET SIZE: A0 Portrait

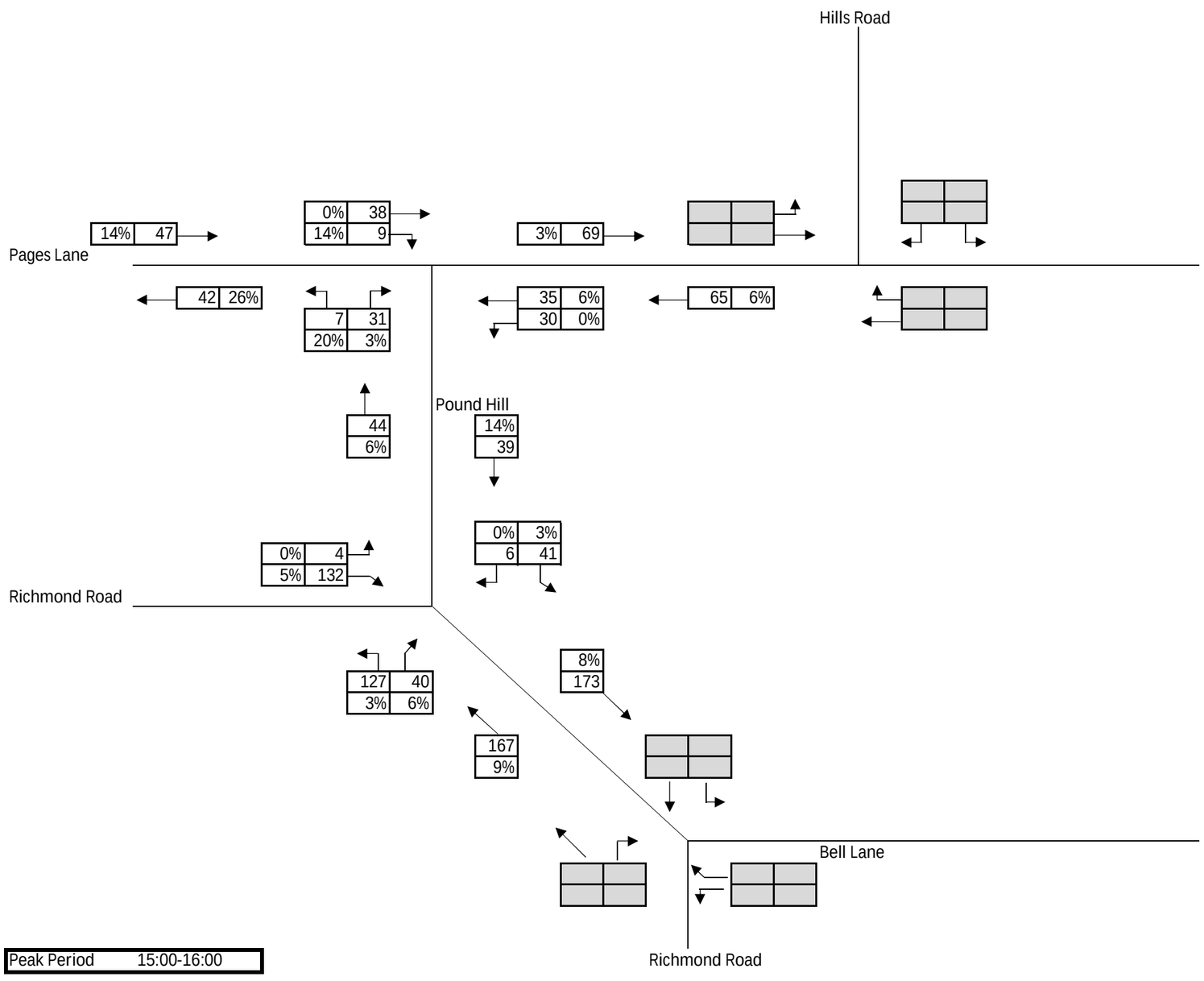
Appendix D Traffic Flow Diagrams



Notes
1. All flows are shown in PCUs (Passenger Car Units)
2. Percentage figures detail the percentage of HGVs.
3. No baseline data available for junctions where cells are shaded.

Peak Period 09:00-10:00

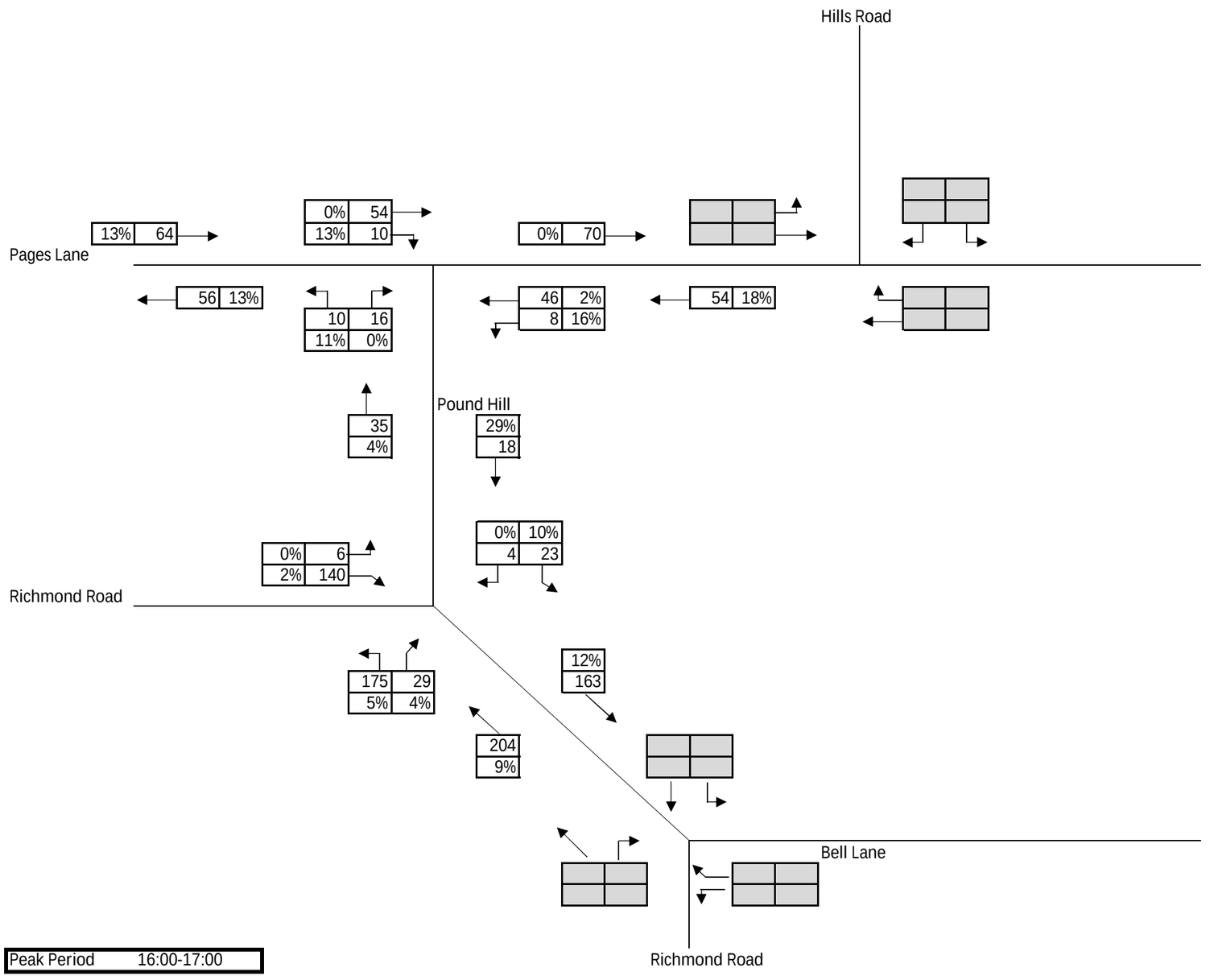
Client	Project	Drawing Number 1	Revision -	Date Mar-20	Checked KP	AECOM
Saham Toney Parish Council	Saham Toney Neighbourhood Plan Review	Title Base 2020 AM Peak Traffic Flow Diagram		Design KC	Approved AB	



Notes
1. All flows are shown in PCUs (Passenger Car Units)
2. Percentage figures detail the percentage of HGVs.
3. No baseline data available for junctions where cells are shaded.

Peak Period 15:00-16:00

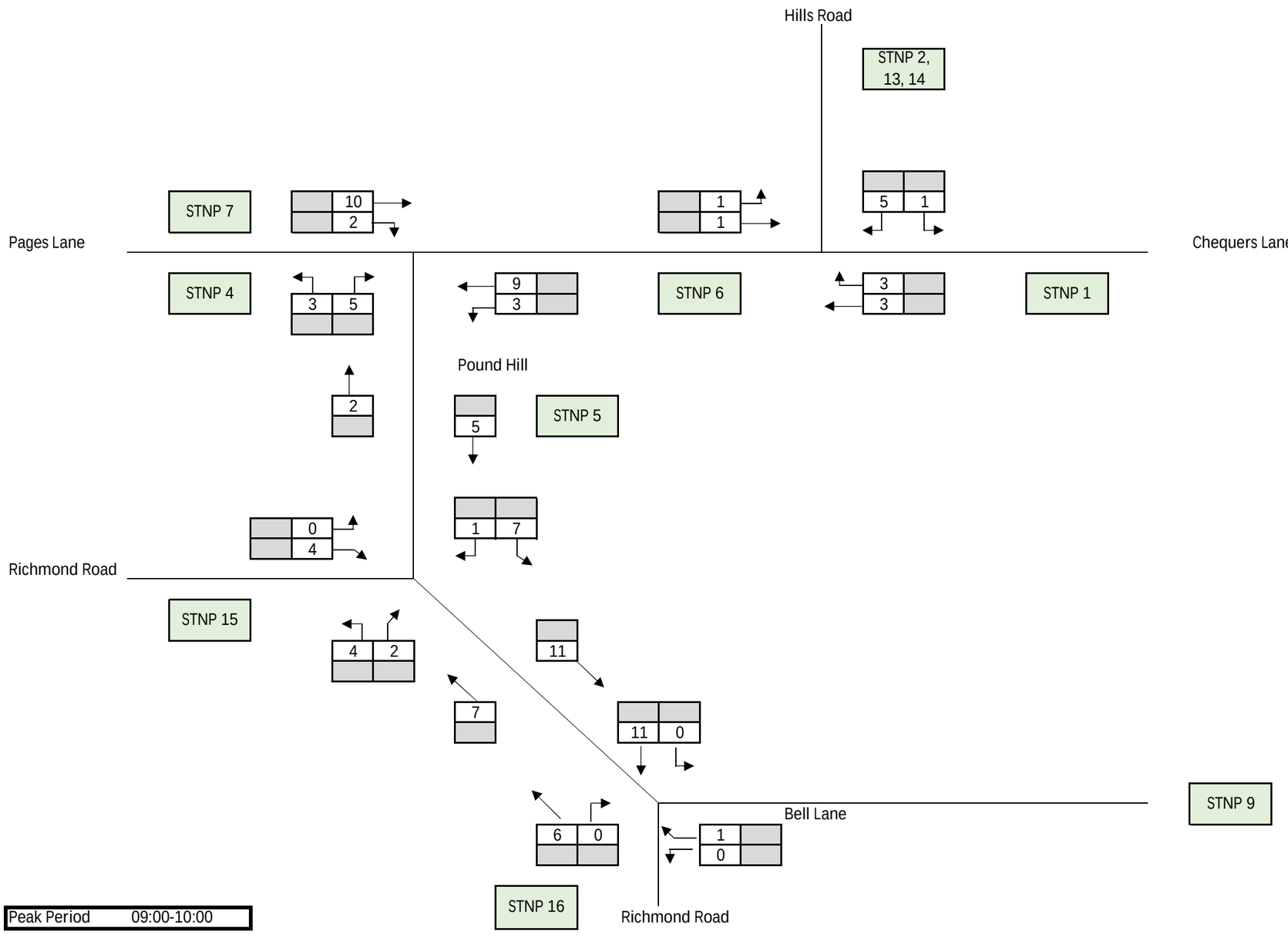
Client	Project	Drawing Number 2	Revision -	Date Mar-20	Checked KP	AECOM
Saham Toney Parish Council	Saham Toney Neighbourhood Plan Review	Title Base 2020 School PM Peak Traffic Flow Diagram		Design KC	Approved AB	



Notes
1. All flows are shown in PCUs (Passenger Car Units)
2. Percentage figures detail the percentage of HGVs.
3. No baseline data available for junctions where cells are shaded.

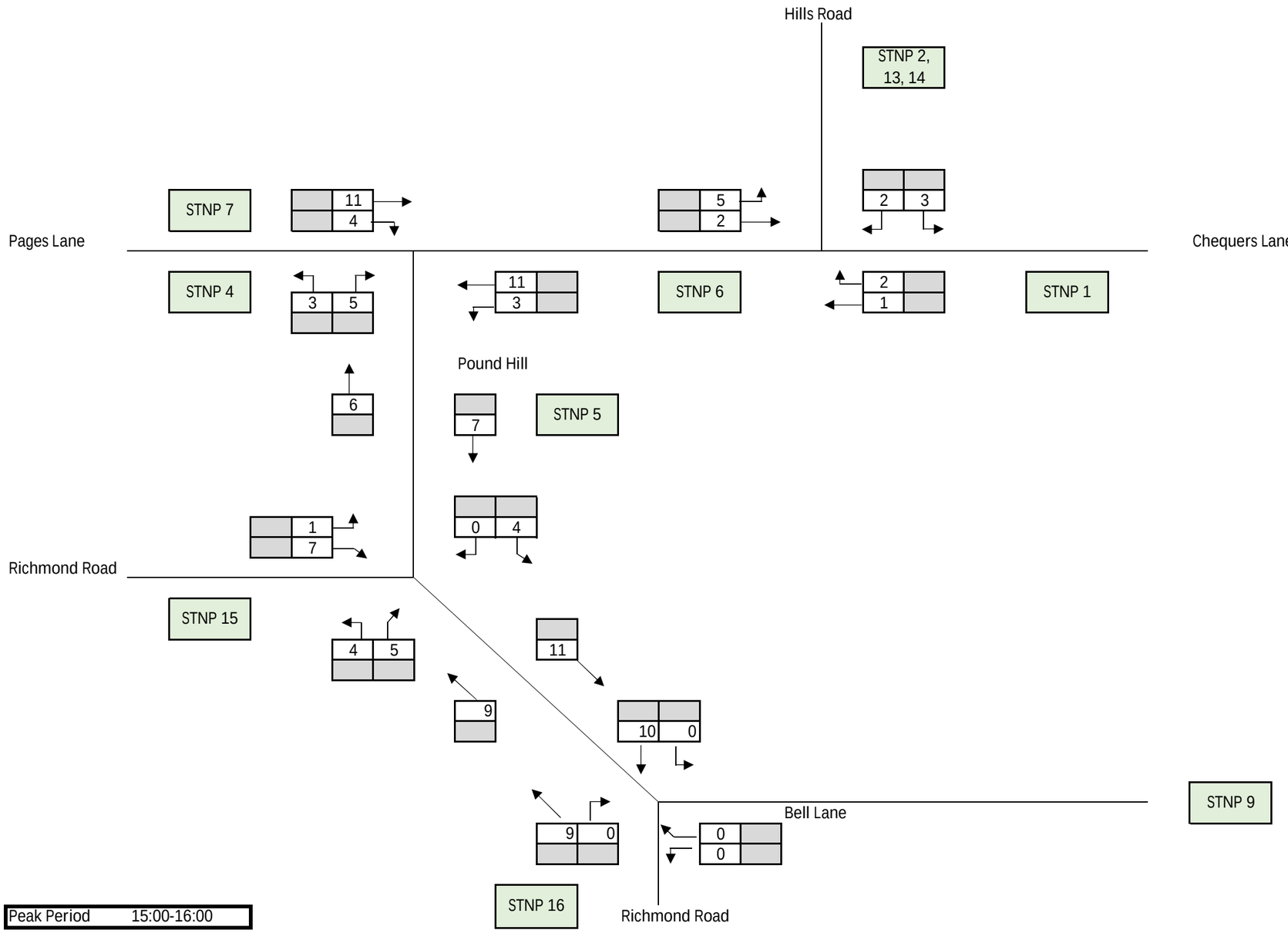
Peak Period 16:00-17:00

Client	Project	Drawing Number 3	Revision -	Date Mar-20	Checked KP	AECOM
Saham Toney Parish Council	Saham Toney Neighbourhood Plan Review	Title Base 2020 PM Peak Traffic Flow Diagram		Design KC	Approved AB	



Notes
1. All forecast vehicle trips associated with the STNP sites are combined
2. All flows are shown in PCUs (Passenger Car Units)
3. HGV percentage is negligible for development flows (shaded cells)

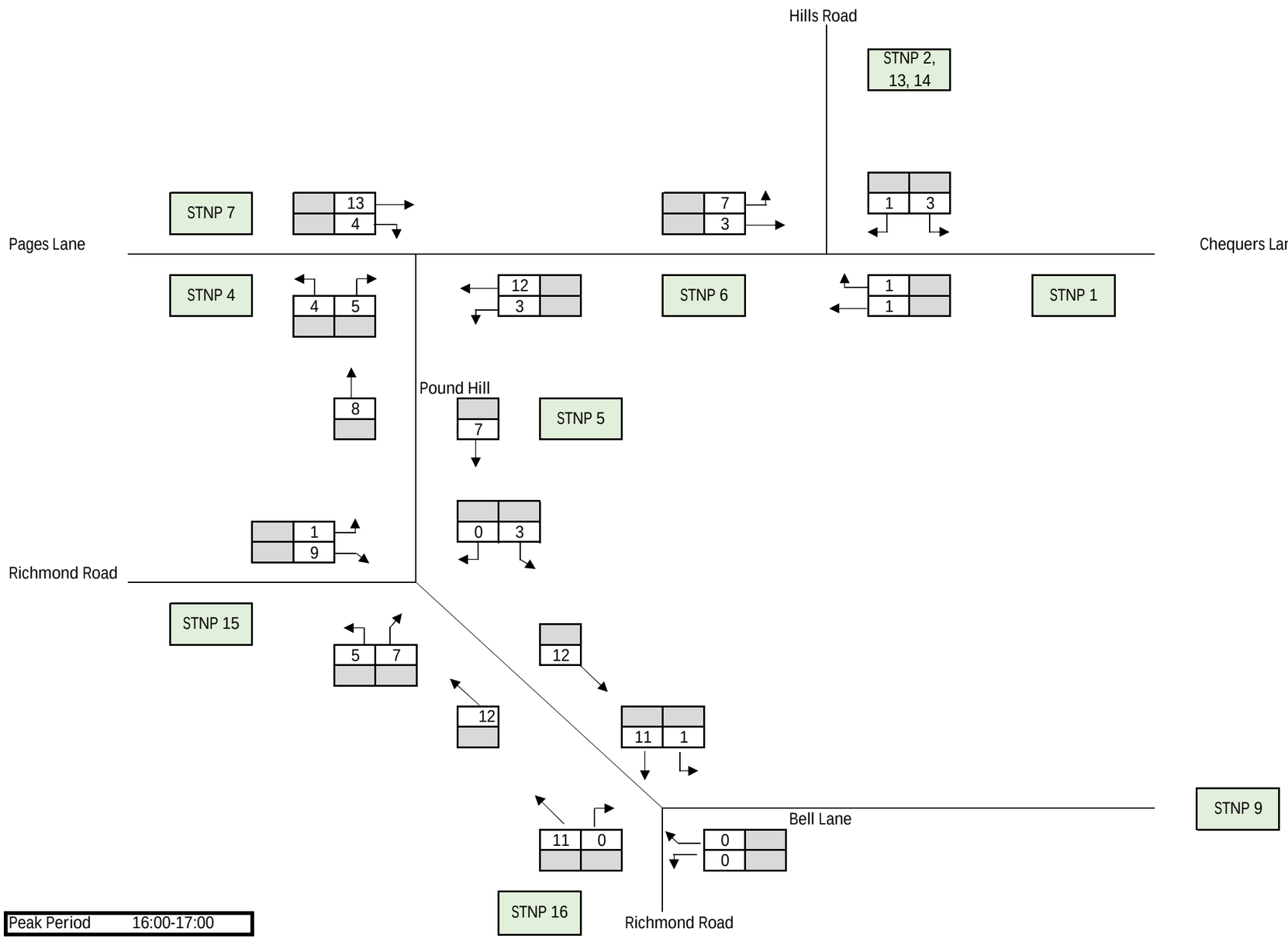
Client	Project	Drawing Number 44	Revision -	Date Mar-20	Checked KP	AECOM
Saham Toney Parish Council	Saham Toney Neighbourhood Plan Review	Title Development AM Peak Traffic Flow Diagram		Design KC	Approved AB	



Notes
1. All forecast vehicle trips associated with the STNP sites are combined
2. All flows are shown in PCUs (Passenger Car Units)
3. HGV percentage is negligible for development flows (shaded cells)

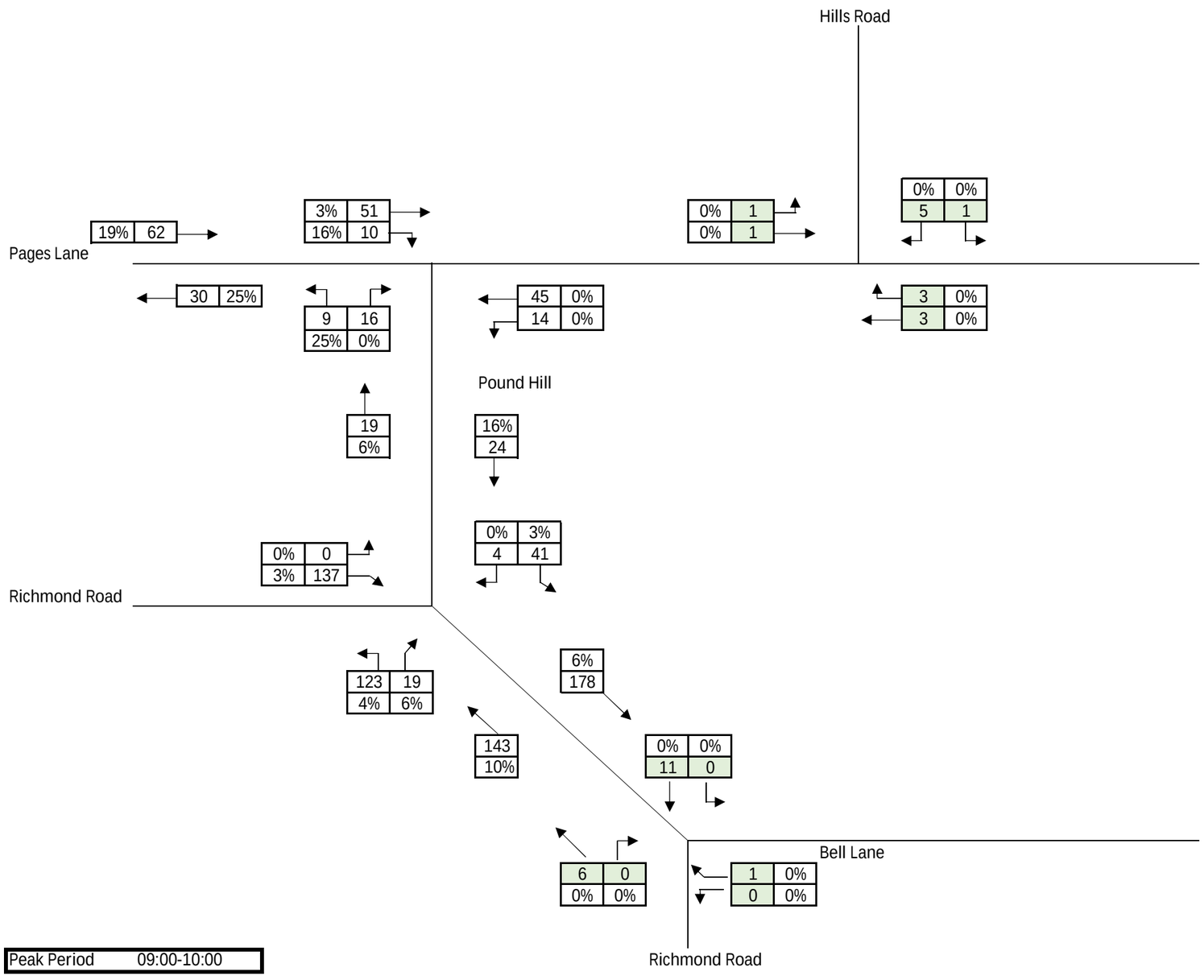
Peak Period 15:00-16:00

Client	Project	Drawing Number 45	Revision -	Date Mar-20	Checked KP	AECOM
Saham Toney Parish Council	Saham Toney Neighbourhood Plan Review	Title Development School PM Peak Traffic Flow Diagram		Design KC	Approved AB	



Notes
1. All forecast vehicle trips associated with the STNP sites are combined
2. All flows are shown in PCUs (Passenger Car Units)
3. HGV percentage is negligible for development flows (shaded cells)

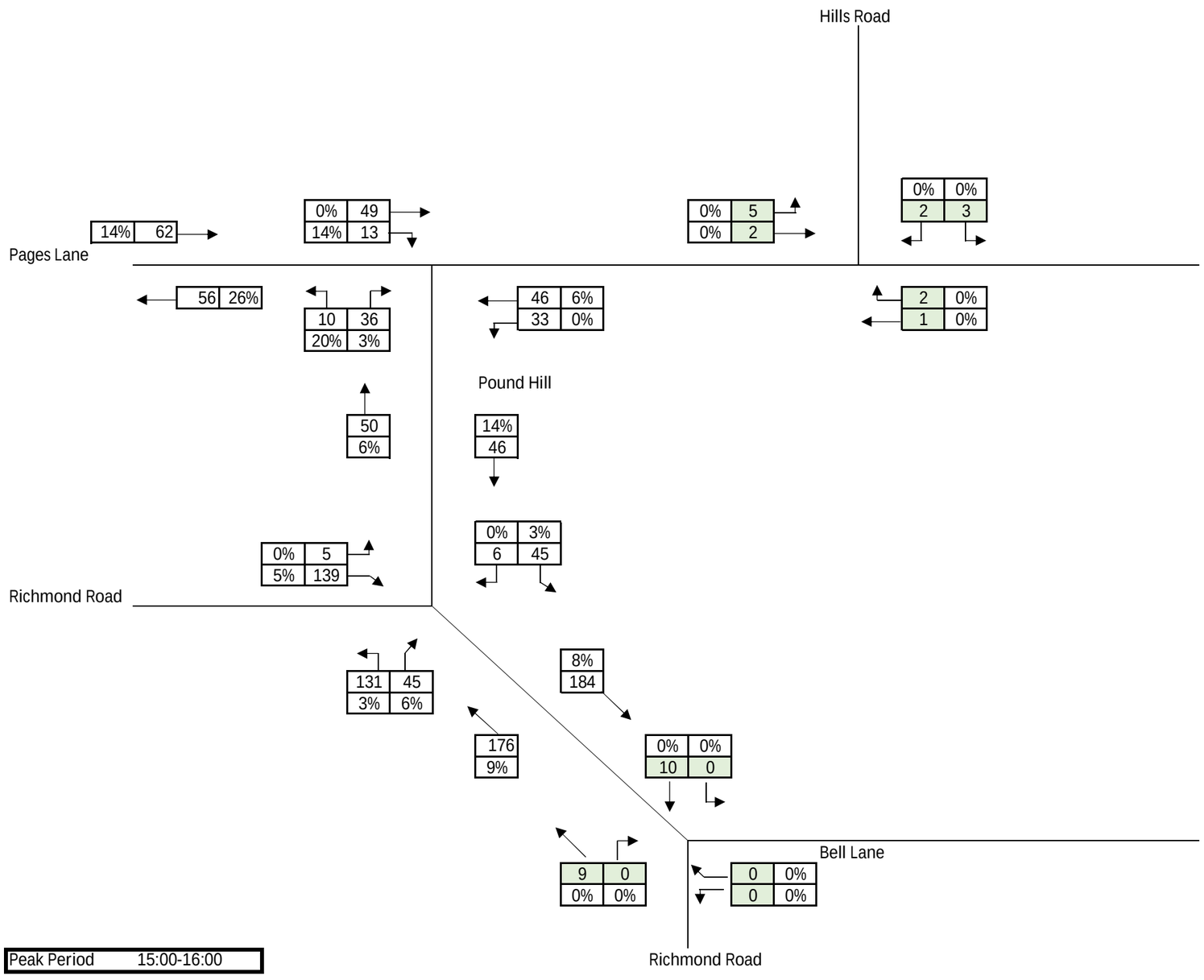
Client	Project	Drawing Number 46	Revision -	Date Mar-20	Checked KP	AECOM
Saham Toney Parish Council	Saham Toney Neighbourhood Plan Review	Title Development PM Peak Traffic Flow Diagram		Design KC	Approved AB	



Notes
1. All forecast vehicle trips associated with the STNP sites are combined
2. All flows are shown in PCUs (Passenger Car Units)
3. Percentage figures detail the percentage of HGVs.
4. Flows highlighted in green include development traffic only, as no baseline data was available. Non-highlighted flows represent Base 2020 + Development flows.

Peak Period 09:00-10:00

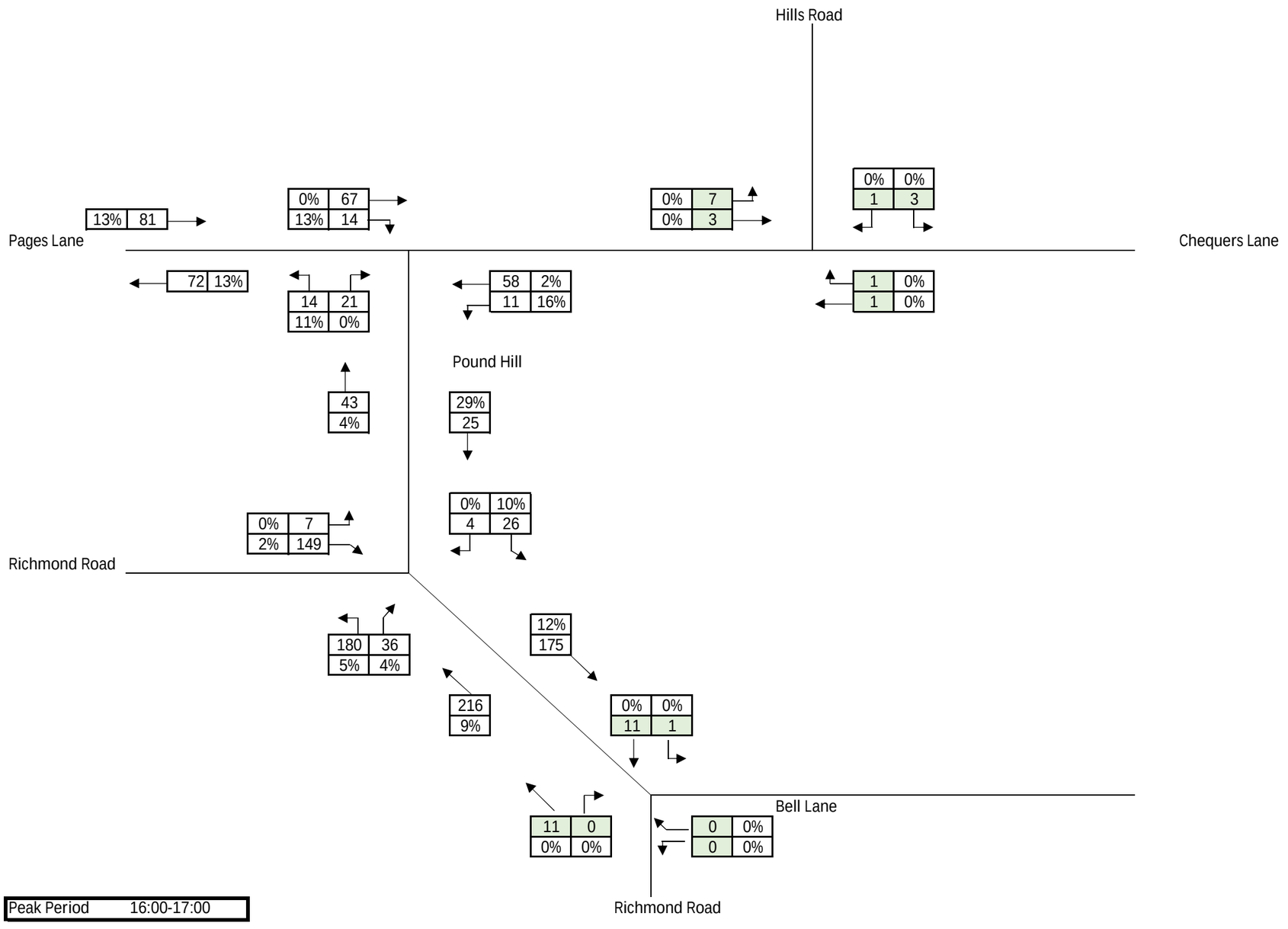
Client	Project	Drawing Number 47	Revision -	Date Mar-20	Checked KP	AECOM
Saham Toney Parish Council	Saham Toney Neighbourhood Plan Review	Title Base 2020 + Dev AM Peak Traffic Flow Diagram		Design KC	Approved AB	



Notes
1. All forecast vehicle trips associated with the STNP sites are combined
2. All flows are shown in PCUs (Passenger Car Units)
3. Percentage figures detail the percentage of HGVs.
4. Flows highlighted in green include development traffic only, as no baseline data was available. Non-highlighted flows represent Base 2020 + Development flows.

Peak Period 15:00-16:00

Client	Project	Drawing Number 48	Revision -	Date Mar-20	Checked KP	AECOM
Saham Toney Parish Council	Saham Toney Neighbourhood Plan Review	Title Base 2020 + Dev School PM Peak Traffic Flow Diagram		Design KC	Approved AB	



Notes
1. All forecast vehicle trips associated with the STNP sites are combined
2. All flows are shown in PCUs (Passenger Car Units)
3. Percentage figures detail the percentage of HGVs.
4. Flows highlighted in green include development traffic only, as no baseline data was available. Non-highlighted flows represent Base 2020 + Development flows.

Peak Period 16:00-17:00

Client	Project	Drawing Number 49	Revision -	Date Mar-20	Checked KP	AECOM
Saham Toney Parish Council	Saham Toney Neighbourhood Plan Review	Title Base 2020 + Dev PM Peak Traffic Flow Diagram		Design KC	Approved AB	

Appendix E Junctions 9 Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Pages Lane Pound Hill PICADY.j9
Path: Y:\Job Folders_606\60626162 - Saham Toney NP\10 - Technical
Report generation date: 19/03/2020 08:08:39

»Base 2020, AM
»Base 2020, PM
»Base 2020 + Dev , AM
»Base 2020 + Dev , PM
»Base 2020 School Peak, School Peak
»Base 2020 + Dev School Peak , School Peak

Summary of junction performance

	AM				PM				School Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Base 2020											
Stream B-AC	0.0	7.92	0.04	A	0.1	7.81	0.06	A				
Stream C-AB	0.0	6.57	0.01	A	0.0	6.35	0.02	A				
	Base 2020 + Dev											
Stream B-AC	0.1	8.13	0.05	A	0.1	8.05	0.08	A				
Stream C-AB	0.0	6.55	0.02	A	0.0	6.34	0.03	A				
	Base 2020 School Peak											
Stream B-AC									0.1	8.59	0.09	A
Stream C-AB									0.0	6.51	0.02	A
	Base 2020 + Dev School Peak											
Stream B-AC									0.1	8.84	0.10	A
Stream C-AB									0.0	6.50	0.02	A

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

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

File summary

File Description

Title	Pages Lane/ Pound Hill Junction
Location	Saham Toney
Site number	
Date	16/03/2020
Version	
Status	
Identifier	
Client	Saham Toney Parish Council
Jobnumber	60626162
Enumerator	EU\CarmanK
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2020	AM	ONE HOUR	08:45	10:15	15
D2	Base 2020	PM	ONE HOUR	17:00	18:30	15
D3	Base 2020 + Dev	AM	ONE HOUR	08:45	10:15	15
D4	Base 2020 + Dev	PM	ONE HOUR	17:00	18:30	15
D5	Base 2020 School Peak	School Peak	ONE HOUR	14:45	16:15	15
D6	Base 2020 + Dev School Peak	School Peak	ONE HOUR	14:45	16:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - Base 2020 School Peak, School Peak	Demand Set 5: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?
Warning	Demand Sets	D6 - Base 2020 + Dev School Peak , School Peak	Demand Set 6: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pages Lane/ Pound Hill	T-Junction	Two-way		1.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Pages Lane (east)		Major
B	Pound Hill		Minor
C	Pages Lane (west)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			90.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.60	25	37

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	484	0.086	0.218	0.137	0.311
1	B-C	621	0.093	0.235	-	-
1	C-B	626	0.237	0.237	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2020	AM	ONE HOUR	08:45	10:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	47	100.000
B		✓	17	100.000
C		✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	36
	B	11	0	6
	C	41	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	25
	C	3	16	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.92	0.0	A
C-AB	0.01	6.57	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	513	0.025	13	0.0	7.738	A
C-AB	6	638	0.010	6	0.0	6.570	A
C-A	31			31			
A-B	8			8			
A-C	27			27			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	511	0.030	15	0.0	7.815	A
C-AB	8	640	0.012	8	0.0	6.555	A
C-A	36			36			
A-B	10			10			
A-C	32			32			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	508	0.037	19	0.0	7.920	A
C-AB	9	644	0.015	9	0.0	6.531	A
C-A	44			44			
A-B	12			12			
A-C	40			40			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	508	0.037	19	0.0	7.920	A
C-AB	9	644	0.015	9	0.0	6.527	A
C-A	44			44			
A-B	12			12			
A-C	40			40			

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	511	0.030	15	0.0	7.818	A
C-AB	8	640	0.012	8	0.0	6.549	A
C-A	36			36			
A-B	10			10			
A-C	32			32			

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	513	0.025	13	0.0	7.742	A
C-AB	6	638	0.010	6	0.0	6.566	A
C-A	31			31			
A-B	8			8			
A-C	27			27			

Base 2020, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - Base 2020 School Peak, School Peak	Demand Set 5: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?
Warning	Demand Sets	D6 - Base 2020 + Dev School Peak , School Peak	Demand Set 6: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pages Lane/ Pound Hill	T-Junction	Two-way		1.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2020	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	54	100.000
B		✓	26	100.000
C		✓	64	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	46
	B	16	0	10
	C	54	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	16	2
	B	0	0	11
	C	0	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.81	0.1	A
C-AB	0.02	6.35	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	514	0.038	19	0.0	7.559	A
C-AB	8	643	0.013	8	0.0	6.352	A
C-A	40			40			
A-B	6			6			
A-C	35			35			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	512	0.046	23	0.0	7.664	A
C-AB	10	647	0.015	10	0.0	6.329	A
C-A	48			48			
A-B	7			7			
A-C	41			41			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	508	0.056	29	0.1	7.808	A
C-AB	12	651	0.019	12	0.0	6.295	A
C-A	58			58			
A-B	9			9			
A-C	51			51			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	508	0.056	29	0.1	7.810	A
C-AB	12	651	0.019	12	0.0	6.292	A
C-A	58			58			
A-B	9			9			
A-C	51			51			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	512	0.046	23	0.1	7.665	A
C-AB	10	647	0.015	10	0.0	6.320	A
C-A	48			48			
A-B	7			7			
A-C	41			41			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	514	0.038	20	0.0	7.563	A
C-AB	8	643	0.013	8	0.0	6.346	A
C-A	40			40			
A-B	6			6			
A-C	35			35			

Base 2020 + Dev , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - Base 2020 School Peak, School Peak	Demand Set 5: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?
Warning	Demand Sets	D6 - Base 2020 + Dev School Peak , School Peak	Demand Set 6: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pages Lane/ Pound Hill	T-Junction	Two-way		1.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Base 2020 + Dev	AM	ONE HOUR	08:45	10:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	59	100.000
B		✓	25	100.000
C		✓	61	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	45
	B	16	0	9
	C	51	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	25
	C	3	16	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	8.13	0.1	A
C-AB	0.02	6.55	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	511	0.037	19	0.0	7.874	A
C-AB	8	641	0.013	8	0.0	6.548	A
C-A	38			38			
A-B	11			11			
A-C	34			34			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	508	0.044	22	0.0	7.983	A
C-AB	10	644	0.015	10	0.0	6.530	A
C-A	45			45			
A-B	13			13			
A-C	40			40			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	504	0.055	27	0.1	8.131	A
C-AB	12	648	0.019	12	0.0	6.502	A
C-A	55			55			
A-B	15			15			
A-C	50			50			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	504	0.055	28	0.1	8.133	A
C-AB	12	648	0.019	12	0.0	6.496	A
C-A	55			55			
A-B	15			15			
A-C	50			50			

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	508	0.044	23	0.1	7.987	A
C-AB	10	644	0.015	10	0.0	6.519	A
C-A	45			45			
A-B	13			13			
A-C	40			40			

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	511	0.037	19	0.0	7.882	A
C-AB	8	641	0.013	8	0.0	6.546	A
C-A	38			38			
A-B	11			11			
A-C	34			34			

Base 2020 + Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - Base 2020 School Peak, School Peak	Demand Set 5: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?
Warning	Demand Sets	D6 - Base 2020 + Dev School Peak , School Peak	Demand Set 6: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pages Lane/ Pound Hill	T-Junction	Two-way		2.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Base 2020 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	69	100.000
B		✓	35	100.000
C		✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	58
	B	21	0	14
	C	67	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	16	2
	B	0	0	11
	C	0	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	8.05	0.1	A
C-AB	0.03	6.34	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	513	0.051	26	0.1	7.703	A
C-AB	11	647	0.018	11	0.0	6.335	A
C-A	50			50			
A-B	8			8			
A-C	44			44			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	509	0.062	31	0.1	7.847	A
C-AB	14	651	0.021	14	0.0	6.312	A
C-A	59			59			
A-B	10			10			
A-C	52			52			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	504	0.076	38	0.1	8.048	A
C-AB	17	657	0.026	17	0.0	6.275	A
C-A	72			72			
A-B	12			12			
A-C	64			64			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	504	0.076	39	0.1	8.050	A
C-AB	17	657	0.026	17	0.0	6.270	A
C-A	72			72			
A-B	12			12			
A-C	64			64			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	509	0.062	32	0.1	7.851	A
C-AB	14	651	0.021	14	0.0	6.298	A
C-A	59			59			
A-B	10			10			
A-C	52			52			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	513	0.051	26	0.1	7.712	A
C-AB	11	647	0.018	11	0.0	6.331	A
C-A	50			50			
A-B	8			8			
A-C	44			44			

Base 2020 School Peak, School Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - Base 2020 School Peak, School Peak	Demand Set 5: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?
Warning	Demand Sets	D6 - Base 2020 + Dev School Peak , School Peak	Demand Set 6: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pages Lane/ Pound Hill	T-Junction	Two-way		2.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Base 2020 School Peak	School Peak	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	65	100.000
B		✓	38	100.000
C		✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	35
	B	31	0	7
	C	38	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	3	0	20
	C	0	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	8.59	0.1	A
C-AB	0.02	6.51	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	491	0.058	28	0.1	8.225	A
C-AB	7	633	0.011	7	0.0	6.511	A
C-A	28			28			
A-B	23			23			
A-C	26			26			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	488	0.070	34	0.1	8.379	A
C-AB	9	635	0.013	9	0.0	6.507	A
C-A	34			34			
A-B	27			27			
A-C	31			31			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	485	0.086	42	0.1	8.592	A
C-AB	11	637	0.017	11	0.0	6.498	A
C-A	41			41			
A-B	33			33			
A-C	39			39			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	485	0.086	42	0.1	8.593	A
C-AB	11	637	0.017	11	0.0	6.495	A
C-A	41			41			
A-B	33			33			
A-C	39			39			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	488	0.070	34	0.1	8.385	A
C-AB	9	635	0.013	9	0.0	6.500	A
C-A	34			34			
A-B	27			27			
A-C	31			31			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	491	0.058	29	0.1	8.237	A
C-AB	7	633	0.011	7	0.0	6.509	A
C-A	28			28			
A-B	23			23			
A-C	26			26			

Base 2020 + Dev School Peak , School Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - Base 2020 School Peak, School Peak	Demand Set 5: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?
Warning	Demand Sets	D6 - Base 2020 + Dev School Peak , School Peak	Demand Set 6: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pages Lane/ Pound Hill	T-Junction	Two-way		2.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Base 2020 + Dev School Peak	School Peak	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	79	100.000
B		✓	46	100.000
C		✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	33	46
	B	36	0	10
	C	49	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	3	0	20
	C	0	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	8.84	0.1	A
C-AB	0.02	6.50	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	491	0.071	34	0.1	8.368	A
C-AB	10	636	0.016	10	0.0	6.503	A
C-A	36			36			
A-B	25			25			
A-C	35			35			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	488	0.085	41	0.1	8.566	A
C-AB	13	638	0.020	13	0.0	6.498	A
C-A	43			43			
A-B	30			30			
A-C	41			41			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	483	0.105	51	0.1	8.838	A
C-AB	16	641	0.024	16	0.0	6.488	A
C-A	53			53			
A-B	36			36			
A-C	51			51			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	483	0.105	51	0.1	8.842	A
C-AB	16	641	0.024	16	0.0	6.482	A
C-A	53			53			
A-B	36			36			
A-C	51			51			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	488	0.085	41	0.1	8.573	A
C-AB	13	638	0.020	13	0.0	6.486	A
C-A	43			43			
A-B	30			30			
A-C	41			41			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	491	0.071	35	0.1	8.382	A
C-AB	10	636	0.016	10	0.0	6.497	A
C-A	36			36			
A-B	25			25			
A-C	35			35			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Richmond Road Pound Hill PICADY.j9
Path: Y:\Job Folders_606\60626162 - Saham Toney NP\10 - Technical
Report generation date: 19/03/2020 08:16:53

»Base 2020 AM Peak, AM
»Base 2020 PM Peak, PM
»Base 2020 + Dev AM Peak, AM
»Base 2020 + Dev PM Peak, PM
»Base 2020 School Peak, School Peak
»Base 2020 + Dev School Peak, School Peak

Summary of junction performance

	AM				PM				School Peak			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Base 2020 AM Peak											
Stream B-AC	0.1	7.00	0.07	A								
Stream C-AB	0.1	6.10	0.04	A								
	Base 2020 PM Peak											
Stream B-AC					0.1	7.50	0.05	A				
Stream C-AB					0.1	5.88	0.06	A				
	Base 2020 + Dev AM Peak											
Stream B-AC	0.1	7.16	0.09	A								
Stream C-AB	0.1	6.10	0.04	A								
	Base 2020 + Dev PM Peak											
Stream B-AC					0.1	7.56	0.06	A				
Stream C-AB					0.1	5.94	0.08	A				
	Base 2020 School Peak											
Stream B-AC									0.1	7.30	0.09	A
Stream C-AB									0.1	6.26	0.08	A
	Base 2020 + Dev School Peak											
Stream B-AC									0.1	7.37	0.10	A
Stream C-AB									0.1	6.32	0.10	A

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

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

File summary

File Description

Title	Richmond Road/ Pound Hill
Location	Saham Toney
Site number	
Date	16/03/2020
Version	
Status	
Identifier	
Client	Saham Toney Parish Council
Jobnumber	60626162
Enumerator	EU\CarmanK
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2020 AM Peak	AM	ONE HOUR	08:45	10:15	15
D2	Base 2020 PM Peak	PM	ONE HOUR	15:45	17:15	15
D3	Base 2020 + Dev AM Peak	AM	ONE HOUR	08:45	10:15	15
D4	Base 2020 + Dev PM Peak	PM	ONE HOUR	15:45	17:15	15
D5	Base 2020 School Peak	School Peak	ONE HOUR	14:45	16:15	15
D6	Base 2020 + Dev School Peak	School Peak	ONE HOUR	14:45	16:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2020 AM Peak, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - Base 2020 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - Base 2020 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D3 - Base 2020 + Dev AM Peak, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D4 - Base 2020 + Dev PM Peak, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D5 - Base 2020 School Peak, School Peak	Demand Set 5: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?
Warning	Demand Sets	D6 - Base 2020 + Dev School Peak, School Peak	Demand Set 6: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Richmond Road/ Pound Hill	T-Junction	Two-way		1.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Richmond Road (west)		Major
B	Pound Hill		Minor
C	Richmond Road (east)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			46.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.45	30	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	484	0.086	0.217	0.137	0.310
1	B-C	620	0.093	0.234	-	-
1	C-B	601	0.227	0.227	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2020 AM Peak	AM	ONE HOUR	08:45	10:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	133	100.000
B		✓	37	100.000
C		✓	136	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	133
	B	3	0	34
	C	119	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	3
	C	4	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	7.00	0.1	A
C-AB	0.04	6.10	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	581	0.048	28	0.1	6.684	A
C-AB	15	639	0.023	15	0.0	6.099	A
C-A	88			88			
A-B	0			0			
A-C	100			100			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	576	0.058	33	0.1	6.815	A
C-AB	18	646	0.028	18	0.0	6.057	A
C-A	104			104			
A-B	0			0			
A-C	120			120			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	569	0.072	41	0.1	7.000	A
C-AB	23	657	0.036	23	0.1	5.999	A
C-A	126			126			
A-B	0			0			
A-C	146			146			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	569	0.072	41	0.1	7.000	A
C-AB	23	657	0.036	23	0.1	5.998	A
C-A	126			126			
A-B	0			0			
A-C	146			146			

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	576	0.058	33	0.1	6.816	A
C-AB	18	646	0.028	18	0.0	6.054	A
C-A	104			104			
A-B	0			0			
A-C	120			120			

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	581	0.048	28	0.1	6.691	A
C-AB	15	639	0.023	15	0.0	6.098	A
C-A	87			87			
A-B	0			0			
A-C	100			100			

Base 2020 PM Peak, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - Base 2020 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - Base 2020 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D3 - Base 2020 + Dev AM Peak, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D4 - Base 2020 + Dev PM Peak, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D5 - Base 2020 School Peak, School Peak	Demand Set 5: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?
Warning	Demand Sets	D6 - Base 2020 + Dev School Peak, School Peak	Demand Set 6: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Richmond Road/ Pound Hill	T-Junction	Two-way		1.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2020 PM Peak	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	146	100.000
B		✓	27	100.000
C		✓	204	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	140
	B	4	0	23
	C	175	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	10
	C	5	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	7.50	0.1	A
C-AB	0.06	5.88	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	565	0.036	20	0.0	7.164	A
C-AB	27	665	0.041	27	0.1	5.875	A
C-A	126			126			
A-B	5			5			
A-C	105			105			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	559	0.043	24	0.0	7.301	A
C-AB	34	678	0.050	34	0.1	5.822	A
C-A	149			149			
A-B	5			5			
A-C	126			126			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	550	0.054	30	0.1	7.496	A
C-AB	44	697	0.064	44	0.1	5.756	A
C-A	180			180			
A-B	7			7			
A-C	154			154			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	550	0.054	30	0.1	7.497	A
C-AB	44	697	0.064	44	0.1	5.759	A
C-A	180			180			
A-B	7			7			
A-C	154			154			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	559	0.043	24	0.0	7.303	A
C-AB	34	678	0.050	34	0.1	5.828	A
C-A	149			149			
A-B	5			5			
A-C	126			126			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	565	0.036	20	0.0	7.168	A
C-AB	27	665	0.041	27	0.1	5.881	A
C-A	126			126			
A-B	5			5			
A-C	105			105			

Base 2020 + Dev AM Peak, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - Base 2020 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - Base 2020 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D3 - Base 2020 + Dev AM Peak, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D4 - Base 2020 + Dev PM Peak, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D5 - Base 2020 School Peak, School Peak	Demand Set 5: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?
Warning	Demand Sets	D6 - Base 2020 + Dev School Peak, School Peak	Demand Set 6: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Richmond Road/ Pound Hill	T-Junction	Two-way		1.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Base 2020 + Dev AM Peak	AM	ONE HOUR	08:45	10:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	137	100.000
B		✓	45	100.000
C		✓	142	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	137
	B	4	0	41
	C	123	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	3
	C	4	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.16	0.1	A
C-AB	0.04	6.10	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	579	0.059	34	0.1	6.782	A
C-AB	17	640	0.026	17	0.0	6.103	A
C-A	90			90			
A-B	0			0			
A-C	103			103			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	573	0.071	40	0.1	6.937	A
C-AB	21	648	0.032	21	0.0	6.062	A
C-A	107			107			
A-B	0			0			
A-C	123			123			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	566	0.088	49	0.1	7.156	A
C-AB	26	659	0.040	26	0.1	6.009	A
C-A	130			130			
A-B	0			0			
A-C	151			151			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	566	0.088	50	0.1	7.156	A
C-AB	26	659	0.040	26	0.1	6.006	A
C-A	130			130			
A-B	0			0			
A-C	151			151			

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	573	0.071	41	0.1	6.942	A
C-AB	21	648	0.032	21	0.0	6.060	A
C-A	107			107			
A-B	0			0			
A-C	123			123			

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	579	0.059	34	0.1	6.792	A
C-AB	17	640	0.026	17	0.0	6.105	A
C-A	90			90			
A-B	0			0			
A-C	103			103			

Base 2020 + Dev PM Peak, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - Base 2020 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - Base 2020 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D3 - Base 2020 + Dev AM Peak, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D4 - Base 2020 + Dev PM Peak, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D5 - Base 2020 School Peak, School Peak	Demand Set 5: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?
Warning	Demand Sets	D6 - Base 2020 + Dev School Peak, School Peak	Demand Set 6: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Richmond Road/ Pound Hill	T-Junction	Two-way		1.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Base 2020 + Dev PM Peak	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	156	100.000
B		✓	30	100.000
C		✓	216	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	149
	B	4	0	26
	C	180	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	10
	C	5	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.56	0.1	A
C-AB	0.08	5.94	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	565	0.040	22	0.0	7.194	A
C-AB	34	666	0.051	34	0.1	5.930	A
C-A	129			129			
A-B	5			5			
A-C	112			112			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	559	0.048	27	0.1	7.343	A
C-AB	43	680	0.063	42	0.1	5.892	A
C-A	152			152			
A-B	6			6			
A-C	134			134			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	550	0.060	33	0.1	7.556	A
C-AB	55	698	0.079	55	0.1	5.843	A
C-A	182			182			
A-B	8			8			
A-C	164			164			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	550	0.060	33	0.1	7.556	A
C-AB	56	698	0.080	56	0.1	5.846	A
C-A	182			182			
A-B	8			8			
A-C	164			164			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	559	0.048	27	0.1	7.348	A
C-AB	43	680	0.063	43	0.1	5.898	A
C-A	152			152			
A-B	6			6			
A-C	134			134			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	565	0.040	23	0.0	7.199	A
C-AB	34	666	0.051	34	0.1	5.939	A
C-A	129			129			
A-B	5			5			
A-C	112			112			

Base 2020 School Peak, School Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - Base 2020 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - Base 2020 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D3 - Base 2020 + Dev AM Peak, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D4 - Base 2020 + Dev PM Peak, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D5 - Base 2020 School Peak, School Peak	Demand Set 5: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?
Warning	Demand Sets	D6 - Base 2020 + Dev School Peak, School Peak	Demand Set 6: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Richmond Road/ Pound Hill	T-Junction	Two-way		1.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Base 2020 School Peak	School Peak	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	136	100.000
B		✓	47	100.000
C		✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	132
	B	6	0	41
	C	127	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	3
	C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.30	0.1	A
C-AB	0.08	6.26	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	571	0.062	35	0.1	6.893	A
C-AB	35	642	0.055	35	0.1	6.253	A
C-A	90			90			
A-B	3			3			
A-C	99			99			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	565	0.075	42	0.1	7.062	A
C-AB	44	651	0.067	44	0.1	6.257	A
C-A	106			106			
A-B	4			4			
A-C	119			119			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	558	0.093	52	0.1	7.301	A
C-AB	56	663	0.084	56	0.1	6.254	A
C-A	128			128			
A-B	4			4			
A-C	145			145			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	558	0.093	52	0.1	7.301	A
C-AB	56	663	0.084	56	0.1	6.256	A
C-A	128			128			
A-B	4			4			
A-C	145			145			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	565	0.075	42	0.1	7.064	A
C-AB	44	651	0.067	44	0.1	6.252	A
C-A	106			106			
A-B	4			4			
A-C	119			119			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	571	0.062	35	0.1	6.903	A
C-AB	35	642	0.055	36	0.1	6.261	A
C-A	90			90			
A-B	3			3			
A-C	99			99			

Base 2020 + Dev School Peak, School Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - Base 2020 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - Base 2020 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D3 - Base 2020 + Dev AM Peak, AM	Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D4 - Base 2020 + Dev PM Peak, PM	Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Demand Sets	D5 - Base 2020 School Peak, School Peak	Demand Set 5: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?
Warning	Demand Sets	D6 - Base 2020 + Dev School Peak, School Peak	Demand Set 6: Scenario Name includes Time Period Name ('School Peak'). Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Richmond Road/ Pound Hill	T-Junction	Two-way		1.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Base 2020 + Dev School Peak	School Peak	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	144	100.000
B		✓	51	100.000
C		✓	176	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	139
	B	6	0	45
	C	131	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	3
	C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	7.37	0.1	A
C-AB	0.10	6.32	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	571	0.067	38	0.1	6.929	A
C-AB	40	643	0.062	40	0.1	6.293	A
C-A	92			92			
A-B	4			4			
A-C	105			105			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	565	0.081	46	0.1	7.111	A
C-AB	49	652	0.076	49	0.1	6.307	A
C-A	109			109			
A-B	4			4			
A-C	125			125			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	557	0.101	56	0.1	7.368	A
C-AB	63	664	0.096	63	0.1	6.319	A
C-A	130			130			
A-B	6			6			
A-C	153			153			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	557	0.101	56	0.1	7.371	A
C-AB	63	664	0.096	63	0.1	6.321	A
C-A	130			130			
A-B	6			6			
A-C	153			153			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	565	0.081	46	0.1	7.117	A
C-AB	49	652	0.076	50	0.1	6.305	A
C-A	109			109			
A-B	4			4			
A-C	125			125			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	571	0.067	38	0.1	6.937	A
C-AB	40	643	0.062	40	0.1	6.301	A
C-A	92			92			
A-B	4			4			
A-C	105			105			

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