



Barwood Development Securities Ltd

Pheasant Oak Farm, Balsall Common

Transport Assessment

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Project Code: 05655

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I Introduction

I.1 Overview

1.1.1 PJA has been appointed to prepare a Transport Assessment (TA) and Travel Plan (TP) to accompany an outline planning application for a residential development at Pheasant Oak Farm, Balsall Common.

1.1.2 The development will comprise:

*“up to 250 homes, including 40% affordable) with vehicular access off Waste Lane; **demolition of existing buildings/structures**; associated landscaping and new public open spaces; community growing area/orchard; and enhancements to Millennium Way through the Site”.*

1.1.3 The aim of this report is to identify the transport characteristics of the development site and surrounding area, and to examine the likely transport implications of the proposed development.

I.2 Scoping Discussions

1.2.1 In advance of this Transport Assessment being prepared, a Scoping Note issued to SMBC highways officers (SMBC). A copy of the Scoping Note, and subsequent response from SMBC have been included in **Appendix A**.

I.3 Structure of Report

1.3.1 Following this section, the remainder of the report is structured as follows:

- Chapter 2: Policy Context;
- Chapter 3: Baseline Conditions;
- Chapter 4: Development Proposals;
- Chapter 5: Integrated Transport Strategy;
- Chapter 6: Travel Demand;
- Chapter 7: Detailed Capacity Assessments; and
- Chapter 8: Summary and Conclusion.



2 Policy Context

2.1 National Policy

National Planning Policy Framework (NPPF) 2021

2.1.1 The National Planning Policy Framework (NPPF) was updated in July 2021 and sets out the Government's wider planning policies. The presumption in favour of sustainable development remains at its core.

2.1.2 Policies aimed at promoting sustainable development are covered within section 9, paragraphs 104 to 113 of the NPPF. Paragraph 104 states that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a the potential impacts of development on transport networks can be addressed;*
- b opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

2.1.3 Paragraph 105 states:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.1.4 Paragraph 111 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.1.5 Paragraph 113 states:



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

Planning Practice Guidance 2014

2.1.6 PPG 2014 stipulates that the scope and level of detail in a Transport Assessment or Statement will vary from site to site, but the following should be considered when settling the scope of the proposed assessment:

- *“Information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)*
- *Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- *Data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;*
- *A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*
- *An assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);*
- *Data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
- *An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area;*
- *An assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);*
- *Measures to improve the accessibility of the location (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;*
- *A description of parking facilities in the area and the parking strategy of the development;*
- *Ways of encouraging environmental sustainability by reducing the need to travel; and*



- *Measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.”*

2.2 Regional Policy

Movement for Growth: The West Midlands Strategic Transport Plan (2015)

2.2.1 This document provides a transport strategy for the wider West Midlands Metropolitan Area, and forms the current Local Transport Plan for the region. It sets out the long-term approach to guide improvements in the region over a 20-year period.

2.2.2 There are nine objectives for the Strategic Transport Plan, which are supported by 15 transport policies. Those of relevance to the proposed development are set out below:

<p>Policy 1 - To accommodate increased travel demand by existing transport capacity and new sustainable transport capacity</p>	<p>Policy 2 - To use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods</p>	<p>Policy 3 - To maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods</p>
<p>Policy 4 - To improve connections to new economic development locations to help them flourish, primarily through sustainable transport connections</p>	<p>Policy 5 - To help make economic centres attractive places where people wish to be</p>	<p>Policy 8 - To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections</p>
<p>Policy 9 - To significantly improve the quality of the natural and historic environment and create attractive local environments</p>	<p>Policy 11 - To significantly increase the amount of active travel in the West Midlands Metropolitan Area</p>	<ul style="list-style-type: none"> Economic Growth and Economic Inclusion Population Growth and Housing Development Environment Public Health

West Midlands Local Transport Plan Green Paper (2021)

2.2.3 The West Midlands Combined Authority (WMCA) are currently preparing a new Local Transport Plan (LTP) for the seven metropolitan boroughs of the West Midlands. This Green Paper has been published to enable discussion around a new LTP, and enables WMCA to engage with people, businesses, and other key stakeholders across the region.



2.2.4 The Green Paper identifies five Motives for Change to frame the challenges of transport and its involvement with inclusive growth. These motives are as follows:

- 1 **Sustaining economic success** – delivering transformative benefits to the economy by maximising the benefit of existing infrastructure, minimising external costs of transport, levelling up mobility for those without car access, ensuring that transport supports investment in places across the West Midlands;
- 2 **Creating a fairer society** – more equitable access to transport services and information, reducing negative impacts of pollution and rebalancing mobility to support those who are currently marginalised;
- 3 **Supporting local communities and places** – increasing access to local opportunities, safe streets, sustainable local connections and supporting changes to land use through “20-minute neighbourhoods”;
- 4 **Becoming more active** – reducing the number of inactive residents in the West Midlands, making region safer and more convenient for walking to sustain healthier habits; and
- 5 **Tacking the climate emergency** – reducing carbon emissions through favouring ultra-low emission vehicles and behavioural shifts to more sustainable uses of transport.

WM2041: WMCA Climate Action Plan Green Paper

2.2.5 This document, prepared by West Midlands Combined Authority (WMCA) sets out a range of actions to address the climate crisis with inclusivity, prosperity, and fairness at the fore. As a Green Paper, it is not policy, but rather sets out a series of proposals for further iteration and discussion.

2.2.6 Central to addressing the climate crisis, the Green Paper sets out a range of example actions for five, five to fifteen and the last five years. Relevant example actions are as follows:

- Changing economy without leaving anyone behind:
 - Expanding low emission places in line with upgrades to transport network (first 5 years);
 - Review Movement for Growth to ensure availability of credible, sustainable public transport and balance delivery of goods with the need to create safe spaces for people to walk and cycle (first 5 years);
 - Expand ‘Mobility Credits’ vehicle scrappage scheme to the whole region (5 – 15 years)
 - The sale of petrol and diesel vehicles is banned by 2040, in line with national targets (last 5 years);
- Use industrial past to create zero carbon future;
 - Provision of new metro lines and Sprint bus rapid transit routes (first 5 years);
 - Reallocate highway space to walking, cycling and mass transit (first 5 years);



- Reallocate parking spaces to car sharing and electric vehicles (first 5 years);
- Provide fewer parking spaces in new developments, particularly in city centres where public transport access is greatest (first 5 years).

2.3 Local Policy

Solihull Local Plan

2.3.1 The Solihull Local Plan was adopted in December 2013 and sets out the long term spatial strategy for Solihull borough over the 2011 to 2028 period.

2.3.2 Within the Local Plan Balsall Common is identified as a key area for the provision of development to meet the Boroughs local housing needs and identified a longstanding bypass improvement line at Balsall Common.

2.3.3 However, paragraph 9.3.17 states that:

“It is apparent however that the focus of transport investment has shifted significantly since initial consideration of the bypass lines. Given the impact of the current economic climate, and the drive to reduce greenhouse gas emissions, it is considered no longer appropriate to deliver large scale, costly transport improvements in the form of new roads. Transport policy is now focused more towards the management of travel demands, encouraging a shift away from car use and towards public transport, walking and cycling.”

2.3.4 It is also noted that the:

“principal purpose of the three bypass improvement lines would be to remove traffic from Knowle, Hockley Heath and Balsall Common centres; and it is therefore conceivable that the implementation of such bypass lines could be detrimental to the vitality and viability of the centres. In the light of the national commitment to sustainable economic growth, measures to increase footfall in centres and to manage the various different needs of a centre in a cohesive way that encourages its sense of place, would be more appropriate.

Solihull Local Plan Review

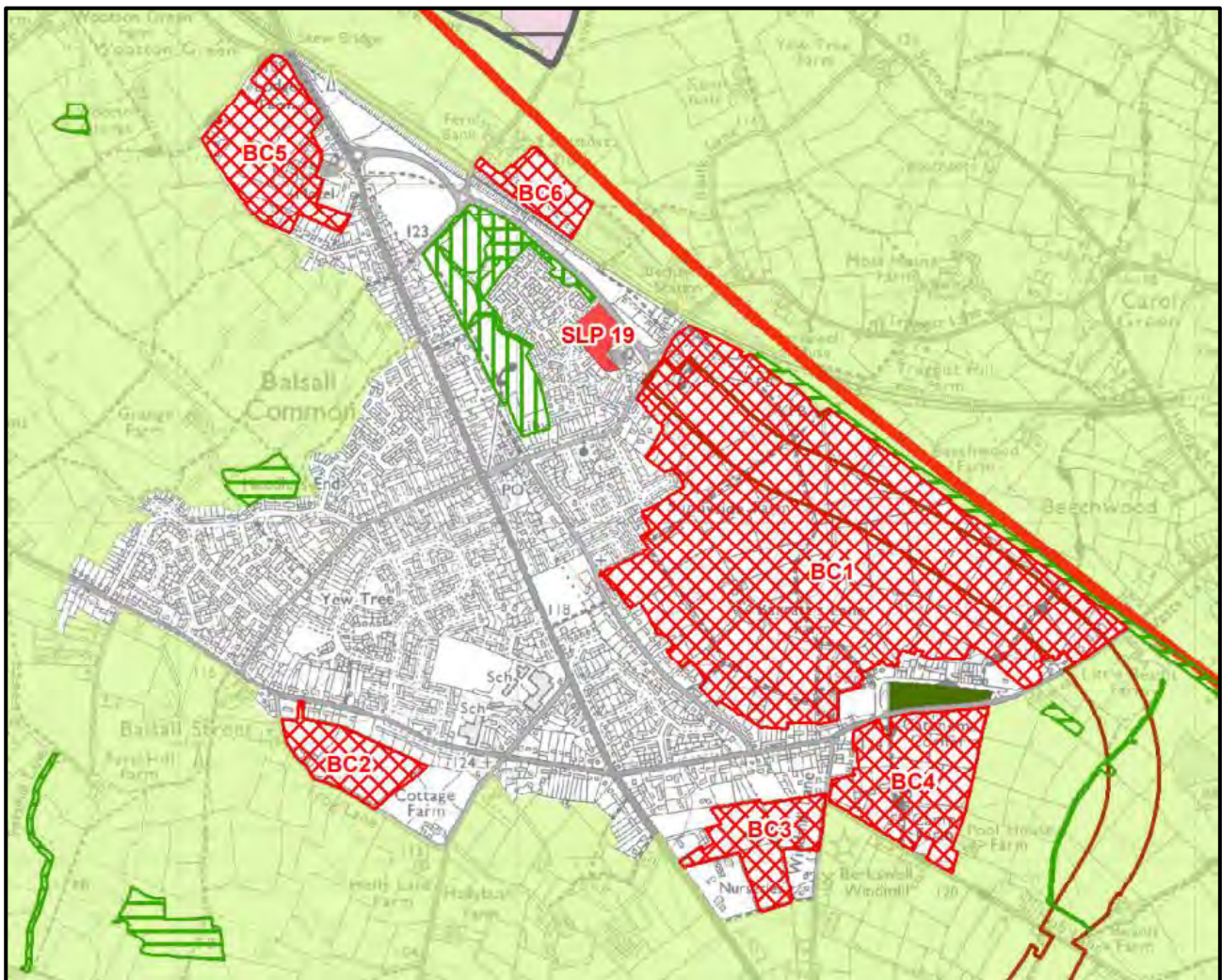
2.3.5 The adopted Solihull Local Plan is currently under review. In May 2021 SMBC submitted a draft Local Plan to the Secretary of State for examination.

2.3.6 Within this Local Plan, the proposed development site is allocated under Policy BC4 for 200 residential dwellings. It forms one of six draft allocations within Balsall Common, as follows. These are illustrated in Figure 2-1 below.

- BC1 – Barratts Farm – 875 dwellings
- BC2 – Frog Lane – 110 dwellings

- BC3 – Windmill Lane/Kenilworth Road – 120 dwellings
- BC4 – Pheasant Oak Farm – 200 dwellings
- BC5 – Trevallion Stud – 230 dwellings
- BC6 – Lavender Hall Farm – 80 dwellings

Figure 2-1: Balsall Common Site Allocations - Extract from Draft Local Plan Site Allocations Plan



2.3.7 Paragraph 525 refers to the Balsall Common Relief Road (known as the bypass within the previous Local Plan), and states that:

“Evidence shows that there is a need for a bypass to serve Balsall Common currently, and that the additional growth proposed in this Plan will make its early delivery necessary to facilitate development and HS2 activity. It also indicates that continuing the line of Hall Meadow Road around the eastern side of the village, crossing Waste Lane to the west of Little Beanit Farm and joining up with the A452 around the Meer End Road junction is the preferred route. The design of the road would be single carriageway with few direct access points thus being attractive to



through traffic as an alternative to using Kenilworth Road through the centre. However, the road would be expected to provide the main vehicular access into the Barratt's Farm development, and will need to be phased early in the development and as such it could also provide construction access for HS2 traffic. Delivery of the road will comprise of direct on site delivery, coupled with potential CIL funding and grant funding opportunities that may be available through, for instance, the WMCA."

2.3.8 Specific to transport, Policy BC4 (for which the site is allocated under), states that:

- *"Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Berkswell rail station, Balsall Common centre and Balsall Common health centre"; and*
- *Enhancement of the public right of way network, including new walking and cycling routes connecting to the wider network".*

Berkswell Parish Neighbourhood Development Plan

The Berkswell Parish Neighbourhood Development Plan was adopted in July 2019, and will be used by the Local Planning Authority to help determine applications in the Neighbourhood Area.

2.3.9 The vision for the Berkswell Parish NDP is:

"...that Berkswell Parish is and will remain a pleasant and safe place in which to live and bring up families; it will continue to be a supportive and inclusive society; it will remain distinct from the neighbouring conurbations by protecting the rural environment within the Meriden gap but have good transport links and modern and enhanced communications.

The many historic features that emphasise and enhance the rural character of Berkswell, whether in the countryside or built environment, will be conserved and new development will be designed to be sensitive to our local heritage, character and distinctiveness."

2.3.10 Paragraph 4.4 notes that:

"The development of these strategic sites would have a significant impact on the character and setting of Berkswell parish, and in particular the built-up and undeveloped areas around Balsall Common. The NDP has a potential role in setting out criteria for new housing in terms of design, size, affordability etc to ensure developments respond positively to the local context and provide the types of housing that will meet local needs."

2.3.11 Paragraph 4.7 states that:

"Overall, there is a need to ensure that the new development is integrated into the existing built form to provide sustainable extensions to the existing settlement of Balsall Common and to help ensure new residential communities can access local services and facilities and take part in community life."



2.3.12 Paragraph 4.8 states that:

2.3.13 *“Berkswell is an area of high car ownership (see Section 10) so accessible pedestrian and cycle linkages should be provided linking to existing routes to reduce reliance on the private car and associated increased pressures on the local rural road network.”*

2.4 Summary

2.4.1 The development proposals, and this report, have been prepared with specific regard to policy on a national and local level.

2.4.2 On a national level, this document seeks to demonstrate that the proposals comply with the NPPF by:

- Creating a sustainable development that will minimise the require for residents to travel by private car; and
- Establishing via a thorough and documented process of testing that the residual cumulative impact of the development cannot be classified as ‘severe’.

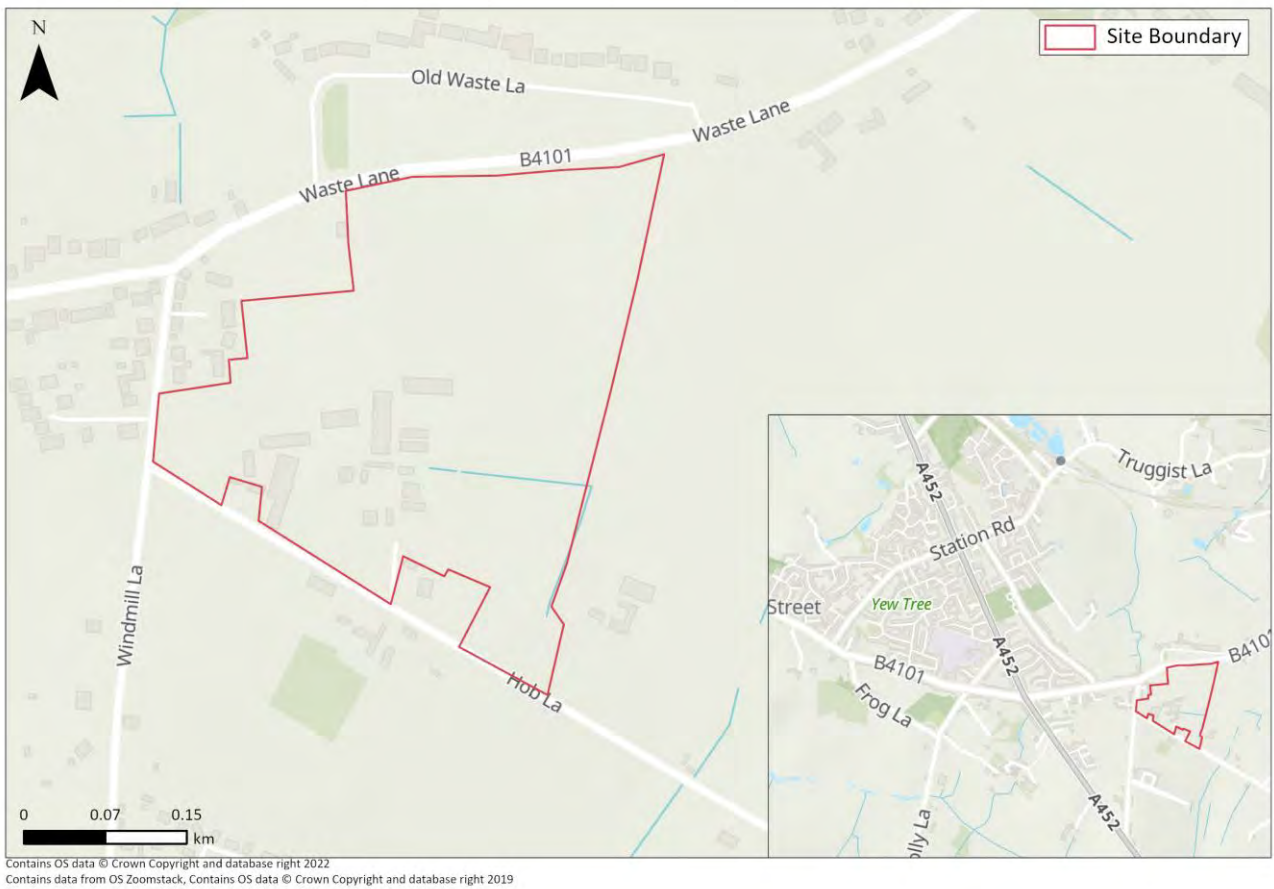


3 Baseline Conditions

3.1 Site Location

3.1.1 The site is located approximately 1.5km to the southeast of Balsall Common village centre, and is bound by Waste Lane to the north, Windmill Lane to the west, Hob Lane to the south and greenfield land to the east.

Figure 3-1: Site Location



3.2 Nearby Planning Applications

3.2.1 In July 2023, an outline planning application was submitted for the development of up to 970 residential dwellings on Land at Station Road, Balsall Common (PL/2023/01520/PPOL). This site comprises the Barratts Farm site allocation (BC1) within the draft Local Plan.

3.2.2 As part of the application, a Transport Assessment has been submitted, and the key points from this document are summarised below:

- Development proposals assessed within the TA:
 - 1,000 mixed-tenure residential dwellings (for robustness);



- A two-form entry Primary School with nursery and SEND with 480 pupil spaces;
- Two local centres incorporating small retail and community use;
- Public open space and play areas; and
- Extension of Berkswell Railway Station car park.
- The development will be delivered over several years with an indicative phasing provided with construction anticipated to begin in 2025.
- Phase 1 of the development will take access from a new priority junction with Station Road and comprise 185 dwellings.
- Additional access points will be provided via:
 - An additional fourth arm to be added to the Hallmeadow Road/Station Road roundabout once HS2 construction have vacated the site in 2026/2027.
 - A new roundabout with Waste Lane once HS2 activity has ceased in 2027.
- The section of Balsall Common Relief Road between Station Road and Waste Lane will be implemented as part of the development.
- Travel demand associated with the development has been calculated as follows:
 - Trip rates extracted from the Balsall Common Transport Study report have been used for residential dwellings;
 - Residential trip distribution and assignment using 2011 Census Journey to Work data.
 - Two distribution scenarios assumed a) as per the existing highway network, and b) with the section of Relief Road on-site in place.
 - No consideration has been given to the impact of the Relief Road on background traffic.

3.3 Local Highway Network

Waste Lane

- 3.3.1 Waste Lane is a single carriageway road, approximately 6m in width, which runs in an east to west alignment. Waste Lane in the vicinity of the site is subject to a 40mph speed limit, reducing to 30mph at the westernmost corner of the site (adjacent to the Old Waste Lane/Waste Lane junction).

Windmill Lane

- 3.3.2 Windmill Lane is a single carriageway road, approximately 5.5m in width, which runs in a north to south alignment. Windmill Lane meets Waste Lane to the north, Hob Lane approximately 185m to the south, and the A452 approximately 750m further to the south. Windmill Lane is subject to a 40mph speed limit in the vicinity of the A452, reducing to 30mph approximately 150m north of the A452 junction. The remainder of Windmill Lane is subject to a 30mph speed limit.



Hob Lane

- 3.3.3 Hob Lane is a single carriageway road, approximately 5.5m in width, which runs in an east to west alignment. Hob Lane is subject to a national speed limit and meets Windmill Lane to the west.

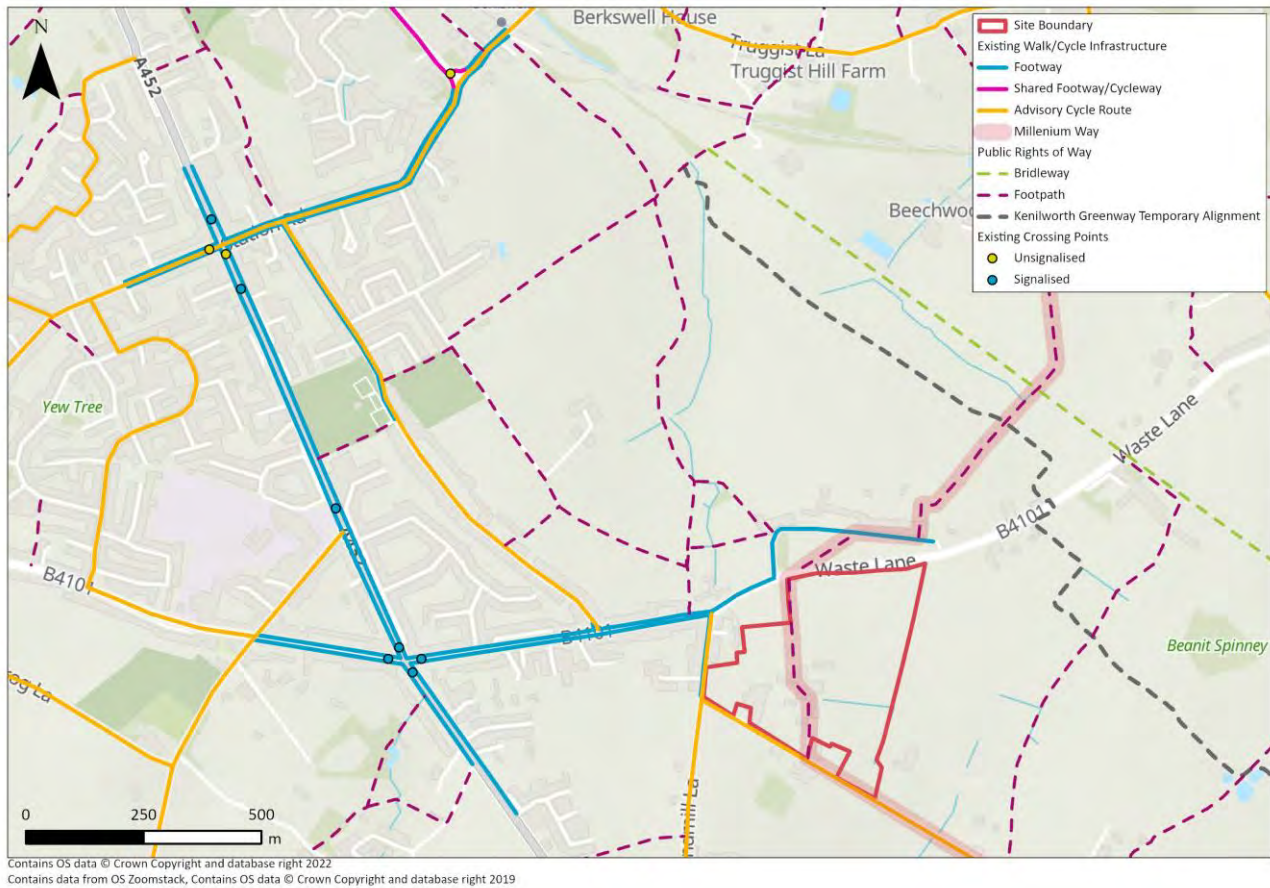
3.4 Sustainable Travel Opportunities

Walking and Cycling

- 3.4.1 There is a comprehensive network of walking and cycling routes in the vicinity of the site. These are summarised below and illustrated in Figure 3-2.

- There is a single footway (approx. 1.5-2m in width) on the northern edge of Waste Lane up to westernmost junction with Old Waste Lane.
- There is a single footway (approx. 1.5-2m in width) on the western edge of Windmill Lane between Waste Lane and Hob Lane.
- There are footways (approx. 1.5-2m in width) on both sides of Kelsey Road and the A452 which continue to Balsall Common centre.
- Meeting House Lane, Windmill Lane and Hob Lane are advisory cycle routes within the Solihull Cycle Map.
- There are a series of Public Rights of Way (PROW) in the vicinity of the site, the most notable as follows:
 - Footpath between Hob Lane and Waste Lane through the centre of the site;
 - Footpaths from Waste Lane to Kenilworth Greenway via Old Waste Lane; and
 - Footpath from Old Waste Lane and Kelsey Lane through the Barratts Farm site allocation to Berkswell Station and Meeting House Lane.
 - Bridleway comprising the Kenilworth Greenway, a dedicated active travel link, runs approximately 500m to the east of the site.

Figure 3-2: Pedestrian and Cycle Infrastructure



Public Transport

Bus

3.4.2 The closest bus stops to the site are located on Kelsey Lane and Waste Lane. These stops are approximately 300m and 400m respectively from the centre of the site as the crow flies.

3.4.3 The stops on Waste Lane and the westbound Kelsey Lane stop comprise a flag and pole arrangement. The eastbound Kelsey Lane stop has an additional sheltered waiting facility. Services from these stops are summarised in Table 3-1 below.

Table 3-1: Bus Services Summary

Service	Stop Location	Operator	Route	Frequency	Day of Operation
87	Waste Lane	Stagecoach Midlands	Coventry to Solihull	1 per hour	Mon-Sat
87A	Waste Lane	Stagecoach Midlands	Coventry to Solihull	4-5 per day (AM + PM peak only serving Jaguar Land Rover)	Mon-Fri



Figure 3-3: Bus Stop Locations



Rail Services

3.4.4 The closest station, Berkswell, is located 1.3km to the north of the site. The walk/cycle route to the station from an access on Waste Lane is 2.1km, equivalent to 25 minutes. Services from the station are summarised in Table 3-2 below.

Table 3-2: Rail Services Summary

Route	Operator	Peak Frequency
Northampton via Coventry	West Midlands Trains	2 per hour
Birmingham New Street via Birmingham International	West Midlands Trains	2 per hour
London Euston via Northampton	West Midlands Trains	1 every other hour

3.4.5 Berkswell station has sheltered cycle parking stands with space for eight cycles on the station platform. The station also has 82 car parking spaces (with 5 accessible spaces) which are free of charge for railway users.

3.5 Accessibility to Local Amenities

3.5.1 Guidance provided by the Institution of Highways and Transportation (IHT) in their publication 'Guidelines for Providing for Journeys on Foot' (2000) suggests that in terms of commuting, walking



to school and recreational journeys; walk distances of up to 2km can be considered as a preferred maximum, with 'desirable' and 'acceptable' distances being 500m and 1km respectively. It should however be noted that journeys of a longer length are often undertaken.

- 3.5.2 For non-commuter journeys, the Guidance suggests that walk distances of up to 1.2km can be considered as a preferred maximum, with the 'desirable' and 'acceptable' distances being 400m and 800m respectively. Again, it should be noted that journeys of a longer length are often undertaken.

Table 3-3: Walk Distance and Time Thresholds

IHT Standard	Distance (m)		Walk Time (mins)	
	Commuting, Walking to School and Recreation	Other, non-commuter journeys	Commuting, Walking to School and Recreation	Other, non-commuter journeys
Desirable	500	400	6	5
Acceptable	1000	800	12	10
Preferred Maximum	2000	1200	25	15

- 3.5.3 There are a number of local facilities within walking/cycling distance of the site, providing a wide range of services for everyday needs. Taking account of IHT walk journey times and distance thresholds, a summary of journey times from the approximate centre of the site is presented in Table 3-4.
- 3.5.4 Table 3-4 below identifies that there are a large number of local amenities in close proximity to the site. Whilst a number of these are located outside of the 'preferred maximum' walk distance identified by the IHT standards, it is important to note that journeys of a longer length are often undertaken with the National Travel Survey (NTS 2021) identifying that whilst 65% of journeys made on foot are within 1 mile (1.6km), 28% are between 1 and 2 miles (1.6-3.2km) and 7% greater than 2 miles (3.2km+). In addition to this, it is recognised that people are more likely to undertake longer walk distances in order to reach more attractive local amenities, of which are located within Balsall Common village centre.



Figure 3-4: Walking Isochrones

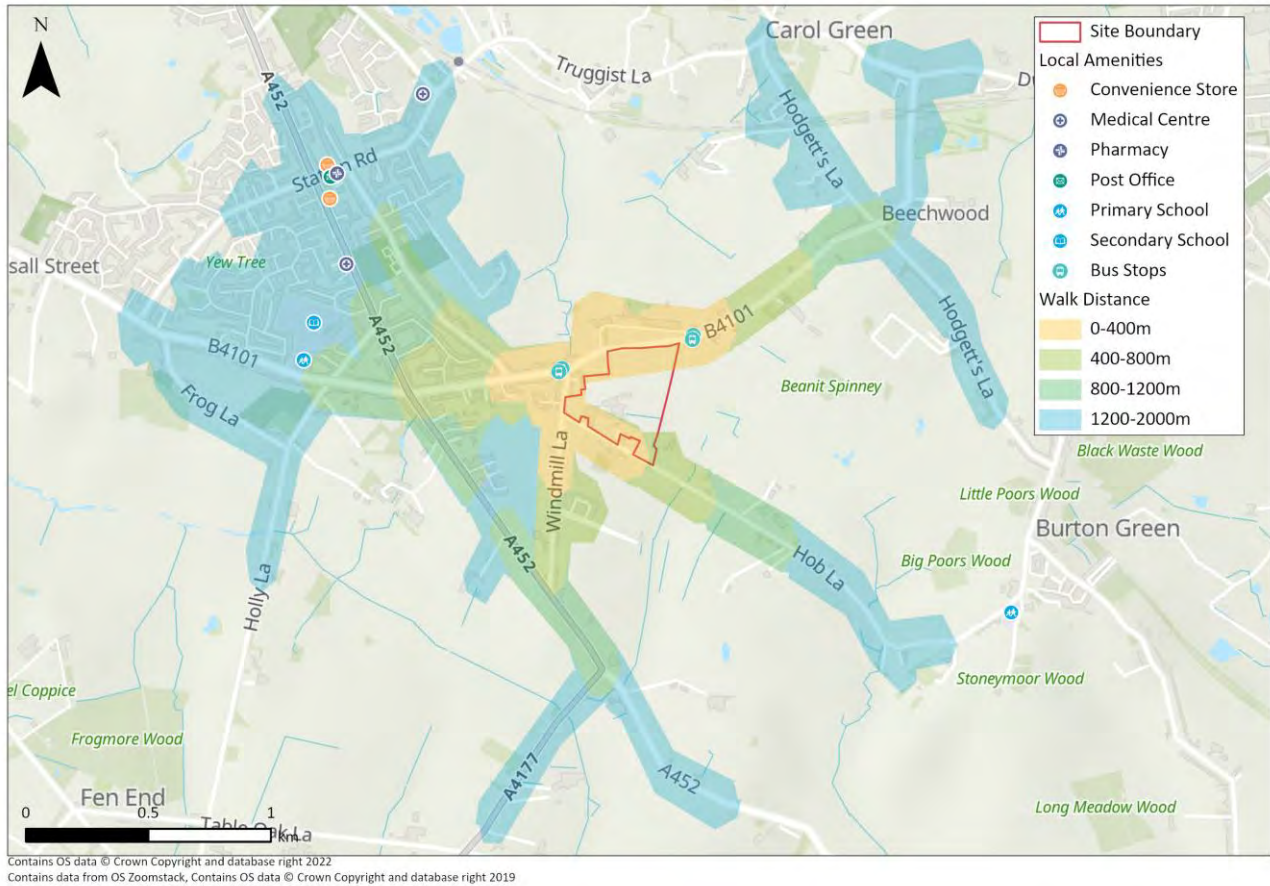


Table 3-4: Local Amenities

Local Amenity	Amenity Type	Walk Distance	IHT Guidance
Barratts Green Primary School (TBC)	Primary School	0.5	Desirable
Balsall Common Primary School	Primary School	1.3	Preferred Maximum
Burton Green C of E Academy	Primary School	2.5	-
Heart of England School	Secondary School	1.2	Preferred Maximum
Cooperative Food	Convenience Store	1.7	-
Tesco Express	Convenience Store	1.6	-
One Stop	Convenience Store	1.6	-
Balsall Common Post Office	Post Office	1.6	-
The Medical Advisory Centre	Medical Centre	1.4	-
Balsall Common Medical Centre	Medical Centre	2.0	-
Balsall Common Pharmacy	Pharmacy	1.6	-

3.6 Highway Safety

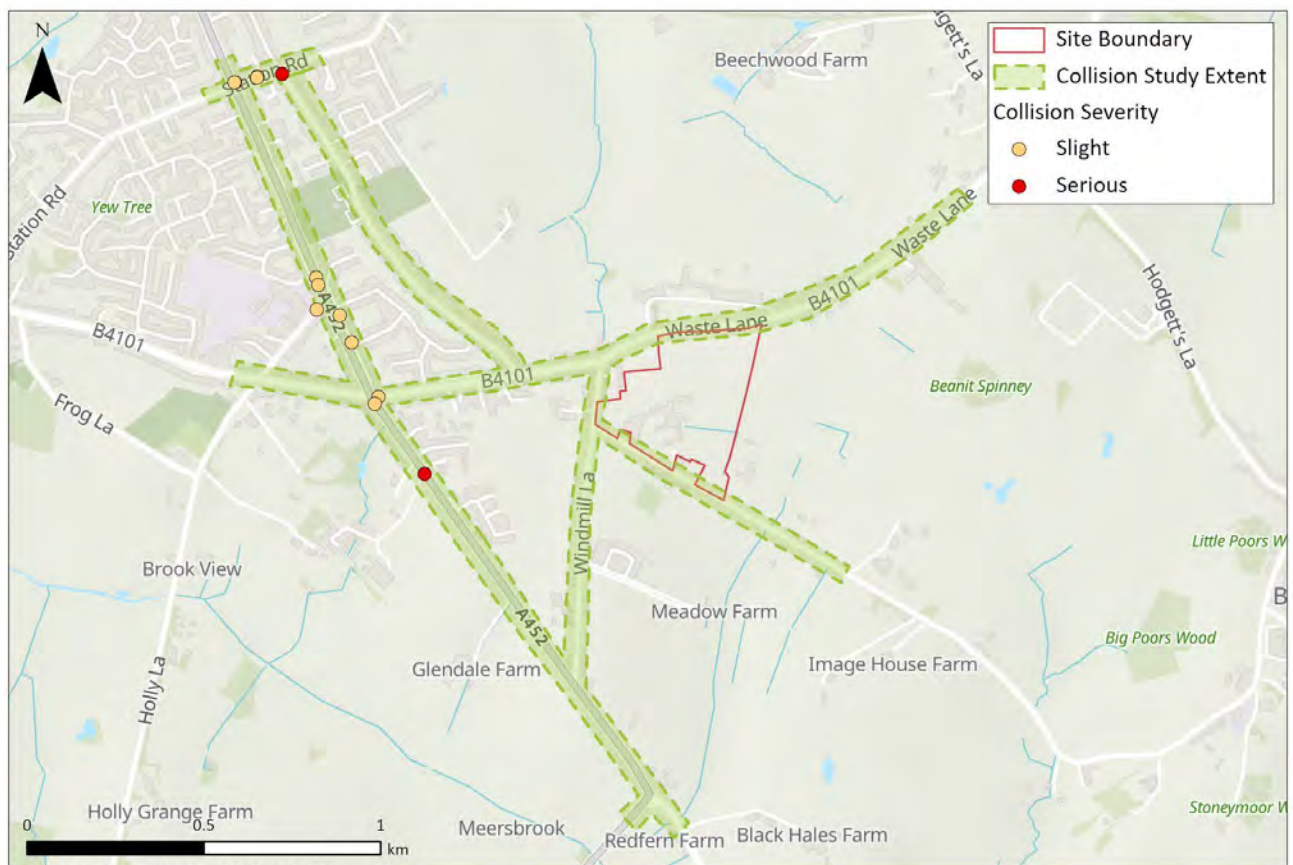
3.6.1 In order to establish whether there are any safety concerns on the local highway network that could be exacerbated by the proposed development, collision data recorded from the most recent five-year period for which data is available (01/07/2017-30/06/22) have been sourced from Transport

for West Midlands Data Insight. The study area is presented in Figure 3-5 and a summary of each junction and link is provided below. Full collision data is provided in **Appendix B**.

Table 3-5: Collision Summary

Junction/Link	Severity			Sensitive Road Users		
	Slight	Serious	Fatal	Pedestrian	Cyclist	Motorcyclist
A452 Kenilworth Road/Kelsey Lane/Alder Lane Junction	2	0	0	0	0	0
A452 Kenilworth Road/Leveson Crescent Junction	1	0	0	0	0	0
A452 Kenilworth Road/Station Road Junction	3	0	0	0	3	0
Station Road/Meeting House Lane Junction	0	1	0	1	0	0
A452 Kenilworth Road (Link)	1	1	0	1	1	0
Kenilworth Road Service Road (Link)	2	0	0	2	0	0
Gipsy Lane (Link)	1	0	0	1	0	0
Station Road (Link)	2	0	0	1	0	0
Total	12	2	0	6	4	0

Figure 3-5: Collision Extent



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A452 Kenilworth Road/Kelsey Lane/Alder Lane Junction

- 3.6.2 A total of two collisions occurred at this junction, both of which were slight in severity. No sensitive road users were involved, and the collisions were the result of vehicles making poor turns and failing to judge the path of other vehicles.

A452 Kenilworth Road/Leveson Crescent Junction

- 3.6.3 One slight collision occurred at this junction. No sensitive road users were involved, and the collision was the result of a driver exceeding the speed limit and failing to judge the speed and path of another vehicle.

A452 Kenilworth Road/Station Road Junction

- 3.6.4 A total of two collisions occurred at this junction, both of which were slight in severity and involved cyclists. Both collisions were the result of drivers failing to give-way to cyclists already on the roundabout.

Station Road/Meeting House Lane Junction

- 3.6.5 One collision occurred at this junction which was serious in severity and involved a pedestrian. The collision was the result of a vehicle turning right, and failing to look properly for pedestrians.

A452 Kenilworth Road (Link)

- 3.6.6 A total of two collisions occurred on this link, one of which was slight in severity and the other serious. The slight collision involved a pedestrian, and the serious collision involved a cyclist.
- 3.6.7 The serious collision was the result of a vehicle turning, but failing to give way to the cyclist. No additional information is provided in relation to the slight collision.

Kenilworth Road Service Road (Link)

- 3.6.8 A total of two collisions occurred on this link, both of which were slight in severity and involved pedestrians. In both instances, the collision was the result of a pedestrians walking into the path of an oncoming vehicle.

Gipsy Lane (Link)

- 3.6.9 One collision occurred on this link, which was slight in severity. The collision involved a pedestrian and was the result of the pedestrian walking into the path of an oncoming vehicle.



Station Road (Link)

- 3.6.10 A total of two collisions occurred on this link, both of which were slight in severity. One collision involved a pedestrian. Both collisions were the result of a vehicle reversing into/out of parking bays on Station Road.

Highway Safety Summary

- 3.6.11 A total of 14 collisions occurred in the vicinity of the development, during the most recent five-year period for which data is available. Of the collisions, 12 were slight in severity, two serious and 10 involved sensitive road users.
- 3.6.12 This level of collisions equates to 2.8 collisions per year over the study period, with the majority of collisions being recorded on the A452. Given the strategic nature of the A452, extent of the study area and nature of the collisions (in that any collisions recorded are considered to be the result of driver error, rather than the design of the highway network), there is not considered to be significant highway safety concern that could be exacerbated by the development.

3.7 Summary

- 3.7.1 The proposed development is suitably located for residential development for the following reasons:
- Key local amenities are located within walking and cycling distance of the site.;
 - Bus services are easily accessible from stops in close proximity to the site and provide connections to Solihull and Coventry;
 - Berkswell station is located a 2.1km walk from the site and provides regular services to destinations including Birmingham and Coventry whereby onward connections can be made; and
 - A review of personal injury collision data has revealed no highway safety concerns that will require further assessment.



4 Development Proposals

4.1 Development Quantum

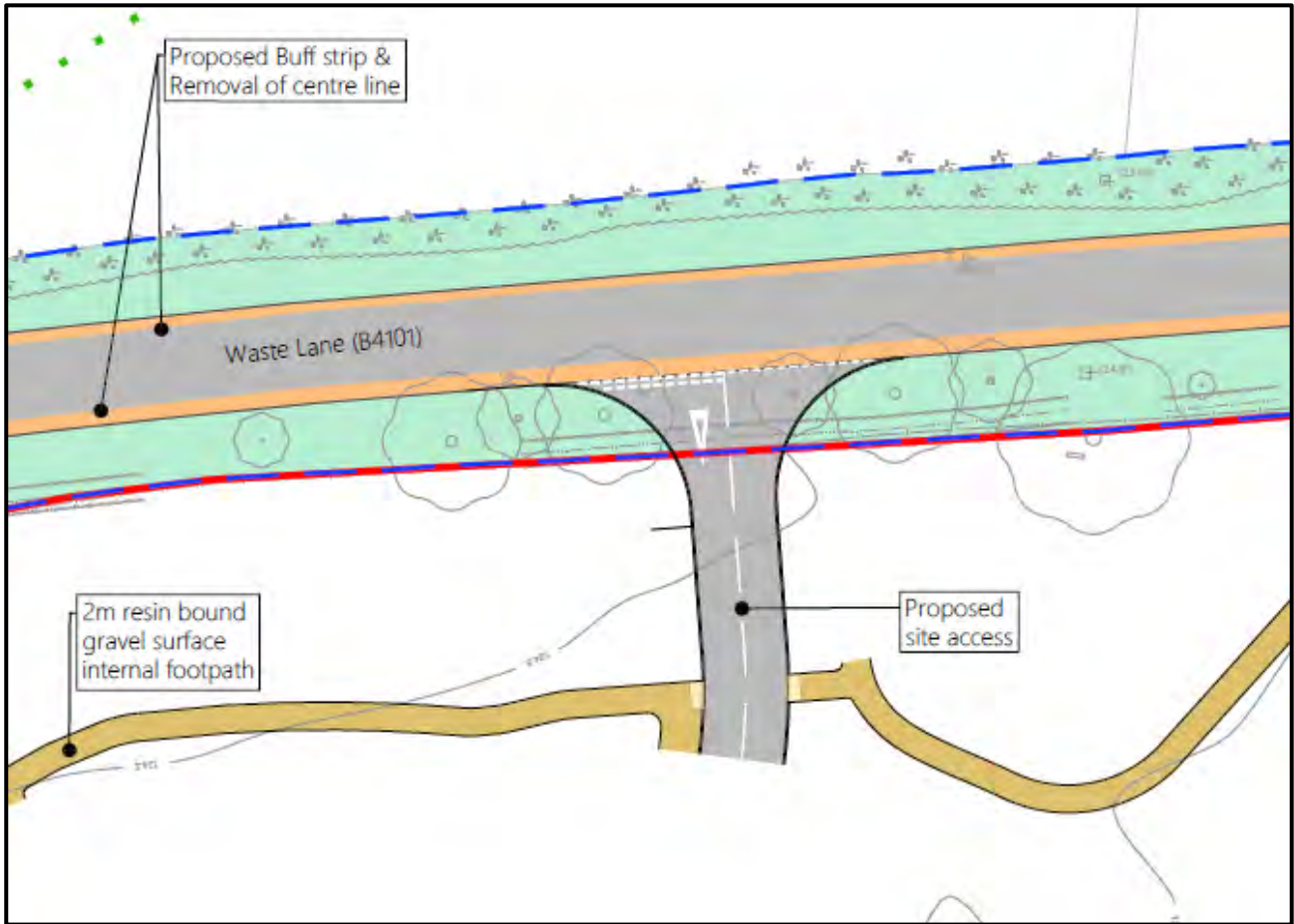
- 4.1.1 The current proposals are for the development of up to 250 dwellings, including 40% affordable with vehicular access off Waste Lane; demolition of existing buildings/structures; associated landscaping and new public open spaces; community growing area/orchard; and enhancements to Millennium Way through the Site.
- 4.1.2 A precise breakdown of the unit mix will be provided at the Reserved Matters stage.
- 4.1.3 An indicative masterplan has been included in **Appendix C**.

4.2 Proposed Access Strategy

Vehicle Access

- 4.2.1 Vehicle access will be provided via a new priority junction on Waste Lane. The junction will be 6m in width and achieves visibility splays of 2.4x90m in accordance with the 85th percentile speeds recorded by an Automatic Traffic Count (ATC) undertaken in September 2022. Full ATC data has been included in **Appendix D**, and the proposed access junction is illustrated in Figure 4-1 below, and a full drawing included in **Appendix E**.
- 4.2.2 In order to support the single point of access, it is proposed that an additional pedestrian/cycle/emergency access is provided on Windmill Lane, approximately 70m to the north of the Windmill Lane/Hob Lane junction. The access will be a minimum of 3.75m in width and will comprise a vehicle crossover facility.
- 4.2.3 It is noted that the Solihull MBC Developers Design and Adoption Guide suggests that two points of access would be preferable for a development of this size on the basis of capacity and safety. However, if a single point of access can be demonstrated to have sufficient capacity to accommodate demand and can be designed to a sufficient standard, it is considered that a single point of access, and an additional emergency access point, should be considered to be sufficient.
- 4.2.4 Swept path analysis has been undertaken and illustrates a refuse vehicle and fire tender manoeuvring through the site access junction. Full drawings have been included in **Appendix E**.

Figure 4-1: Access Junction Design



Pedestrian and Cycle Access

4.2.5 It is proposed that pedestrian and cycle access be provided via Waste Lane and Windmill Lane as follows:

- (1) A 2m footway within the site in an east to west alignment. This will connect onto Waste Lane at the eastern and western extents of the site with dropped kerb crossing points;
- (2) A pedestrian/cycle/emergency access onto Windmill Lane with a dropped kerb crossing point connecting between the site and existing footway infrastructure on Windmill Lane.

4.3 Parking

4.3.1 Parking provision will be detailed as part of future Reserved Matters applications and will have regard to the relevant parking standards at the time.



5 Integrated Transport Strategy

5.1 Introduction

5.1.1 An Integrated Transport Strategy has been developed to promote and encourage sustainable travel to the site via public transport, walking and cycling.

5.2 Public Transport

Bus

5.2.1 Following a review of the existing accessibility of the site via public transport, it is considered that the site is well located in proximity to existing bus stops, and that existing services are sufficient to serve the proposed development.

5.2.2 In order to enhance the existing provision, the development will relocate the existing bus stops on Waste Lane such that they are adjacent to the site and sheltered waiting facilities and real time information will be provided. A dropped kerb pedestrian crossing will be provided to facilitate access to services in both directions.

Rail

5.2.3 Berkswell, the closest station to the site, is located 1.3km to the north, with existing walk distances of approximately 2.1km. Berkswell offers services to Northampton, Coventry, Birmingham New Street and London Euston with a minimum of four services per hour. Berkswell station has sheltered cycle parking stands with space for eight cycles on the station platform.

5.2.4 In order to support rail use by residents of the development, it is proposed to provide improvements to active travel infrastructure between the site and the station including provision of new crossing points on Waste Lane and Windmill Lane, and increased traffic calming measures on Meeting House Lane to promote the route for cycling. Further information in relation to the proposed active travel infrastructure is provided in Section 5.3 below.

5.3 Active Travel

5.3.1 The primary aim of the pedestrian and cycle strategy is to connect the development to existing transport facilities and key local amenities. The safety, attractiveness and accessibility of pedestrian and cycle movements will be improved as follows. Figure 5-1 identifies the routes between the site and key destinations, whilst Figure 5-2 identifies the location of proposed improvements.

Figure 5-1: Key Routes

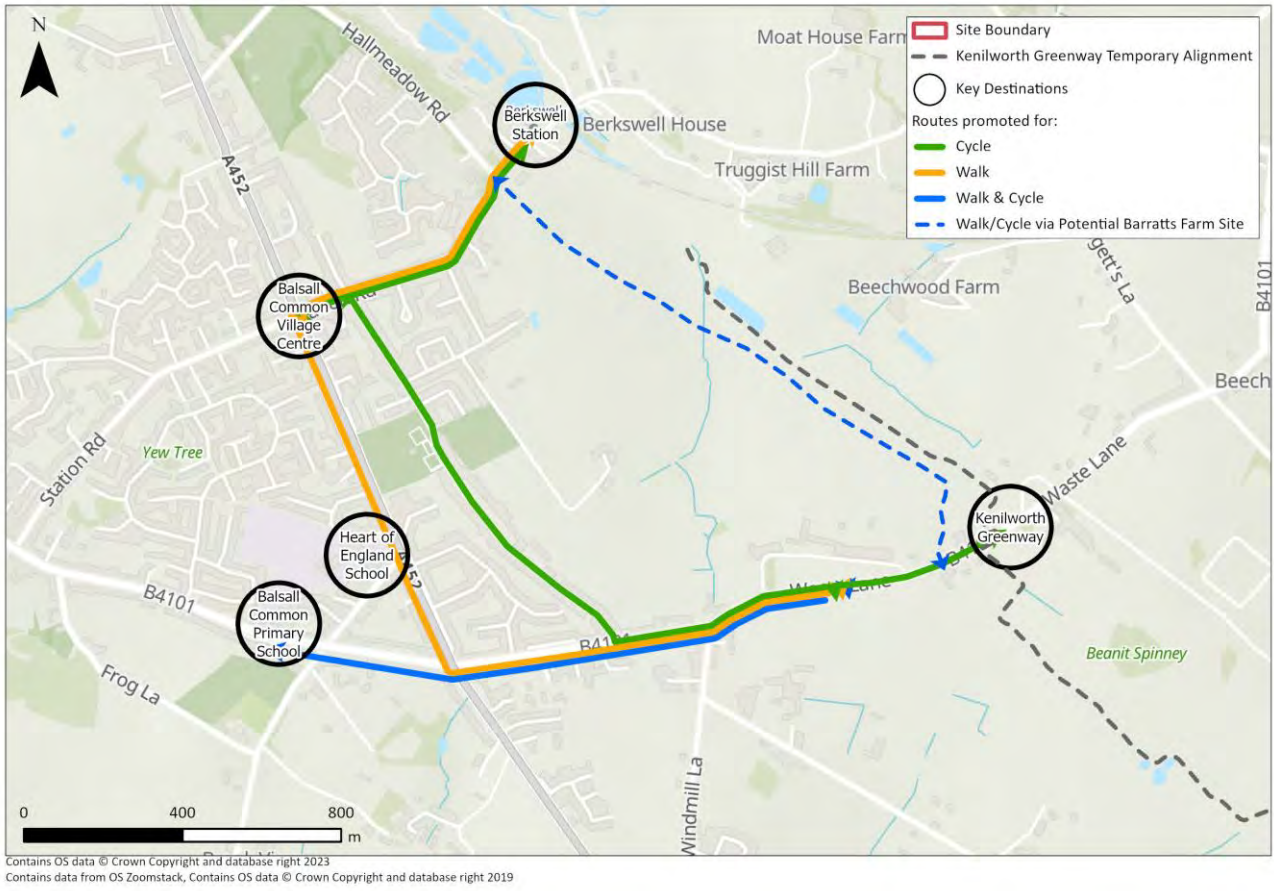
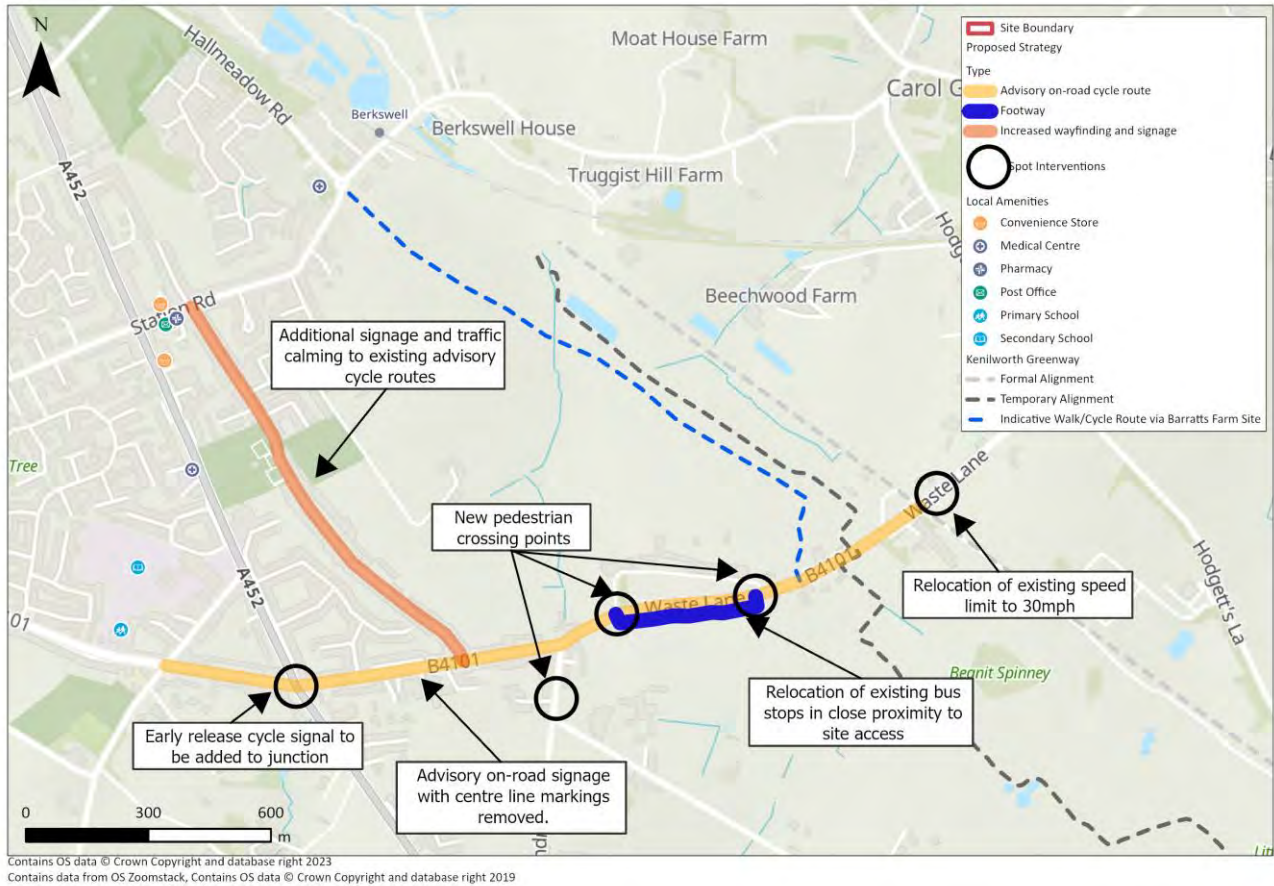


Figure 5-2: Proposed Active Travel Strategy



Waste Lane

5.3.2 The footway on the northern edge of Waste Lane currently ends at the westernmost junction with Old Waste Lane, with no footway provided in the vicinity of the site. In order to provide a continuous pedestrian/cycle facility between the site and key amenities, the following measures are proposed:

- Provision of a dropped kerb crossing across the westernmost Old Waste Lane junction;
- Provision of a dropped kerb crossing across Waste Lane in the vicinity of the westernmost Old Waste Lane junction;
- Provision of a 2m footway between the two dropped kerb crossings across Waste Lane and Old Waste Lane;
- Provision of a 2m footway within the site, running in an east to west alignment between the eastern and western extents of the site and to provide access to the relocated bus stops;
- Provision of a dropped kerb crossing across Waste Lane in the vicinity of the relocated bus stops;



- Removal of centre line markings and resurfacing with informal buffer area to encourage slow vehicle speeds, between the Old Waste Lane/Waste Lane (E) junction and the Kenilworth Greenway; and
- Relocation of speed limit change to west of the Kenilworth Greenway, and new gateway feature in the vicinity of the existing toucan crossing to encourage slow vehicle speeds for vehicles travelling into Balsall Common. The extent of Waste Lane between the site and Greenway would therefore be subject to a 30mph speed limit.

Windmill Lane

- 5.3.3 The footway on the western edge of Windmill Lane tapers off at the Windmill Lane/Hob Lane junction, with no footway provided on the eastern edge of the carriageway. It is proposed to provide a dropped kerb pedestrian crossing in the vicinity of the pedestrian/cycle/emergency access to connect onto the footway.

Kelsey Lane/Alder Lane

- 5.3.4 There are existing pedestrian facilities on both Kelsey Lane and Alder Lane, however no dedicated cycle infrastructure. In order to encourage cycle journeys on Kelsey Lane and Alder Lane, it is proposed to provide an early release cycle signal and associated marking at Kelsey Lane/A452/Alder Lane junction.

Meeting House Lane

- 5.3.5 Meeting House Lane is an advisory cycle route on the Solihull cycle network, and benefits from low levels of traffic. In accordance with LTN 1/20 the route is sufficient for on-road cycling, and to support use of this route, it is proposed to:
- (1) Implement additional wayfinding and signage which identifies this route as a key cycle link between the site and Balsall Common village centre, including cycle symbols;
 - (2) Provide two informal build-out features to encourage vehicles to travel at slow speeds and give way as appropriate. This will supplement existing traffic calming measures already in place.
- 5.3.6 Alternatively, it is understood that a traffic calming scheme is proposed along Meeting House Lane as part of the Barratts Farm application (PL/2023/01520/PPOL). This scheme comprises the provision of new speed cushions and a proposed build out with one way working in close proximity to the Berkswell and Balsall Common Tennis Club. Consideration could be given to a contribution towards this scheme, rather than proposed above, if required.



5.4 Other Local Plan Allocations

- 5.4.1 It is acknowledged that the future transport position will differ when the BC2 site allocation (Barratts Farm) is delivered. The delivery of this site will result in more direct connections to Berkswell Station being the key benefit in terms of active travel. The proposed strategy has been designed to ensure that the Pheasant Oak Farm site is deliverable in isolation. However, the measures proposed have also been designed to work cumulatively when the BC2 Barratts Farm site comes forward.



6 Travel Demand

6.1.1 This chapter provides a summary of the travel demand calculations that have been used to determine the highway impact of the proposed development. For the purpose of this assessment, the impact of development has been assessed for the AM (08:00-09:00) and PM (17:00-18:00) network peak periods.

6.1.2 Whilst this Transport Assessment accompanies an outline application for the development of up to 250 residential dwellings (including 30% affordable), for the purpose of this assessment, a development quantum up to 270 dwellings (all privately owned) has been assumed. This is considered to provide a robust assessment of the proposed development.

6.2 Vehicle Trip Generation

6.2.1 As referenced during scoping discussions, vehicle trip rates have been extracted from the Balsall Common Transport Study: Impact of Future Growth on the Network (October 2020) document. It is understood that these trip rates were derived from TRICS and have been recommended for use within other development site assessments within Balsall Common (specifically the hybrid application for Land at 722 Kenilworth Road, PL/2021/01360/MAJFOT, which is awaiting a decision).

6.2.2 The trip rates and subsequent trip generation has been summarised in Table 6-1 below.

Table 6-1: Vehicle Trip Generation

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate (per dwelling)	0.135	0.414	0.549	0.378	0.155	0.533
Trip Generation (270 dwellings)	36	112	148	102	42	144

6.3 Multi-Modal Trip Generation

6.3.1 Mode splits have been sourced from the 2011 Census (Journey to Work, MSOA) for the Solihull 025 MSOA area (the MSOA in which the site is located). These have been applied proportionately to the trip generation of the site. Table 6-2 summarises the results.

Table 6-2: Multi-Modal Trip Generation

Mode	Mode Share (%)	AM			PM		
		Arrive	Depart	Total	Arrive	Depart	Total
Train	8	3	10	14	9	4	13
Bus, minibus or coach	1	0	1	2	1	1	2
Driving a car or van	82	36	112	148	102	42	144
Passenger in a car or van	4	2	5	7	5	2	7
Bicycle	1	1	2	2	1	1	2
On foot	4	2	6	8	5	2	8



Mode	Mode Share (%)	AM			PM		
		Arrive	Depart	Total	Arrive	Depart	Total
Total	100	44	136	181	124	51	175

6.4 Trip Distribution and Assignment

- 6.4.1 In order to identify the likely distribution and route assignment of trips to/from the development, 2011 Census data (Journey to Work, MSOA) for the Solihull 025 MSOA area has been used as a proxy for the distribution of trips associated with the site.
- 6.4.2 This resultant distribution has been assigned to the local highway network using ArcGIS route assignment software. The resultant route assignment is summarised in Table 6-3 below.
- 6.4.3 A traffic flow diagram illustrating the assignment and development trips has been included in **Appendix F**.

Table 6-3: Route Assignment Summary

Route		Distribution	AM			PM		
			Arrive	Depart	Total	Arrive	Depart	Total
SAR	Site Access (right)	31%	11	34	46	31	13	44
SAL	Site Access (left)	69%	25	77	102	71	29	100
1	Site Access (left) to A452 (S)	7%	2	8	10	7	3	10
2	Site Access (left) to Meer End Road	21%	8	24	31	21	9	30
3	Site Access (left) to Alder Lane	0%	0	0	0	0	0	0
4	Site Access (left) to Station Road (W)	0%	0	0	0	0	0	0
5	Site Access (left) to Station Road €	8%	3	9	11	8	3	11
6	Site Access (left) to A452 (N)	34%	12	38	50	34	14	48
7	Site Access (left) to Hallmeadow Road	0%	0	0	0	0	0	0

6.5 Junction Impact

- 6.5.1 Based on the above, the total two-way development trips have been quantified at a number of key junctions in the vicinity of the site.

Table 6-4: Development Impact - Two Way Trips

Junction		AM	PM
1	Waste Lane/Kelsey Lane/Windmill Lane	102	100
2	Windmill Lane/Hob Lane	41	40
3	Windmill Lane/Kenilworth Road	41	40
4	Meer End Road/Kenilworth Road	41	40
5	Kelsey Lane/Alder Lane/Kenilworth Road	61	60
6	Gipsy Lane/Kenilworth Road	61	40
7	Station Road/Kenilworth Road	61	40
8	Hallmeadow Road/Kenilworth Road	50	48

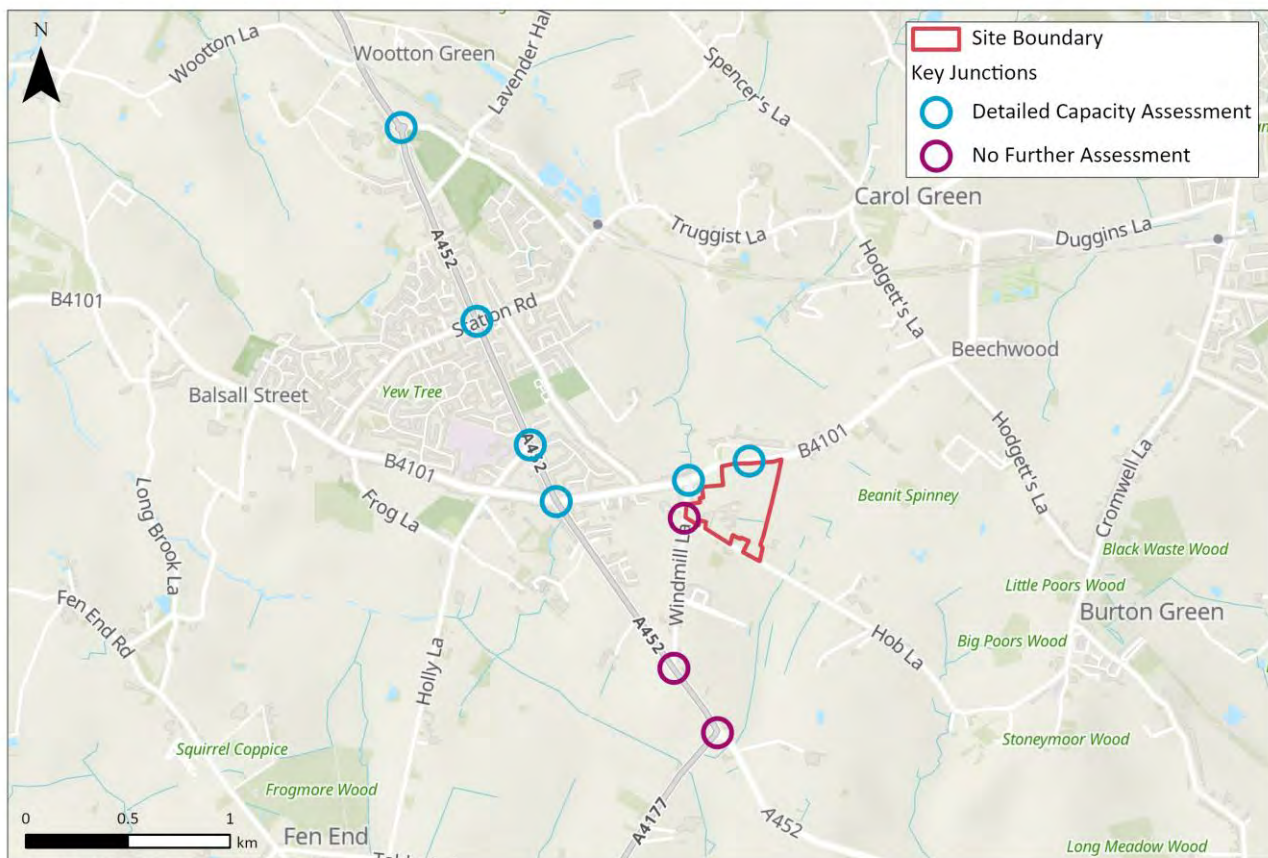
7 Detailed Capacity Assessments

7.1 Scope of Assessment

7.1.1 Based on the above, it is proposed that detailed capacity assessments be undertaken at any junction whereby the development results in more than 50 two-way vehicle trips in either the AM or PM peak periods. The resultant scope of assessment is set out below and illustrated in Figure 7-1.

- Site Access/Waste Lane priority junction;
- Waste Lane/Kelsey Lane/Windmill Lane priority junction;
- Kelsey Lane/Alder Lane/Kenilworth Road signalised junction;
- Gipsy Lane/Kenilworth Road priority junction;
- Station Road/Kenilworth Road roundabout; and
- Hallmeadow Road/Kenilworth Road roundabout.

Figure 7-1: Scope of Assessment





7.2 Assessment Scenarios

7.2.1 The following scenarios have been assessed:

- 2022 Base;
- 2023 Base (application year);
- 2028 Base (application year + 5); and
- 2028 Base + Development.

7.2.2 Traffic flow diagrams of each scenario has been included in **Appendix F**.

7.3 Baseline Data

7.3.1 Baseline data has been collected from Manual Classified Counts (MCC) and queue length surveys of the above junctions in September 2022. The surveys covered the 07:00-10:00 (AM) and 16:00-19:00 (PM) peak periods, and full survey data has been included in **Appendix D**.

7.4 Traffic Growth

7.4.1 In order to account for background traffic growth, growth factors have been derived from TEMPro under the following parameters:

- Dataset Version: 72
- Result type: trip ends by time period
- Area definition: Solihull 025 MSOA
- Trip purpose: All Purposes
- Transport mode: Car Driver only
- Trip end type: Origin/Destination
- NTM Dataset: RTF 2018 Scenario 1 - Reference
- Road/Area: All/Region

Table 7-1: Growth Factors

	AM Peak	PM Peak
2022 - 2023	1.0083	1.0082
2022 - 2028	1.0502	1.0500

Committed Development

7.4.2 No specific committed developments have been included within the assessment primarily to avoid double counting with the growth accounted for within the TEMPro factors.



7.4.3 At the time of preparing this TA, no information was available as to the potential travel demand associated with the other draft local plan allocations. Whilst it is noted that an application has recently been made in relation to the Barratts Farm site, given the access strategy and proposed phasing suggested within the TA, it is considered unlikely that the impacts of the development will overlap with those associated with the proposed development.

7.5 Model Results

Site Access/Waste Lane priority junction

7.5.1 The proposed Site Access/Waste Lane priority junction has been modelled using Junctions 10 software. The results are summarised in Table 7-2 below, and full model outputs have been included in **Appendix G**.

Table 7-2: Site Access/Waste Lane

Arm (turn)	AM Peak			PM Peak		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<i>2028 Base + Dev</i>						
Site Access (left, right)	0.23	0	9	0.08	0	7
Waste Lane W (ahead, right)	0.06	0	5	0.17	0	5

7.5.2 The results indicate that the site access junction would operate with significant reserve capacity in both peak periods.

Waste Lane/Kelsey Lane/Windmill Lane priority junction

7.5.3 The Waste Lane/Kelsey Lane/Windmill Lane priority junction has been modelled using Junctions 10 software. The results are summarised in Table 7-3 below, and full model outputs have been included in **Appendix G**.

Table 7-3: Waste Lane/Kelsey Lane/Windmill Lane

Arm (turn)	AM Peak			PM Peak		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<i>2022 Base</i>						
Windmill Lane (left, right)	0.37	1	14	0.65	2	23
Kelsey Lane (ahead, right)	0.12	0	5	0.13	0	6
<i>2023 Base</i>						
Windmill Lane (left, right)	0.37	1	14	0.66	2	24
Kelsey Lane (ahead, right)	0.13	0	5	0.13	0	6
<i>2028 Base</i>						
Windmill Lane (left, right)	0.39	1	14	0.69	2	26
Kelsey Lane (ahead, right)	0.13	0	5	0.14	0	6
<i>2028 Base + Dev</i>						



Windmill Lane (left, right)	0.79	4	41	0.79	3	39
Kelsey Lane (ahead, right)	0.15	0	6	0.15	0	6

7.5.4 The results indicate that the junction would operate with reserve capacity in all scenarios. The proposed development would have a negligible to minor impact on queuing and delay.

Kelsey Lane/Alder Lane/Kenilworth Road signalised junction

7.5.5 The Kelsey Lane/Alder Lane/A452 Kenilworth Road signalised junction has been modelled using Linsig software. The results are summarised in Table 7-4 below, and full model outputs have been included in **Appendix G**.

Table 7-4: Kelsey Lane/Alder Lane/A452

Arm (turn)	AM Peak			PM Peak		
	DoS	Delay (s)	Queue (pcu)	DoS	Delay (s)	Queue (pcu)
<i>2022 Base</i>						
A452 (N)	78.4%	50	16	92.0%	62	27
Kelsey Lane	80.0%	72	11	88.1%	88	13
A452 (S)	76.7%	49	16	85.6%	50	22
Alder Lane	79.8%	72	11	89.8%	107	11
Cycle Time	120 seconds			120 seconds		
PRC (%)	12.5			-2.3		
<i>2023 Base</i>						
A452 (N)	79.0%	51	17	92.7%	63	27
Kelsey Lane	80.9%	73	11	88.7%	90	13
A452 (S)	77.3%	49	16	86.1%	51	22
Alder Lane	80.4%	72	11	90.2%	109	11
Cycle Time	120 seconds			120 seconds		
PRC (%)	11.3			-3.0		
<i>2028 Base</i>						
A452 (N)	82.1%	53	18	96.6%	79	32
Kelsey Lane	84.1%	78	12	92.4%	102	14
A452 (S)	80.5%	52	17	89.9%	57	25
Alder Lane	83.6%	77	12	94.3%	127	13
Cycle Time	120 seconds			120 seconds		
PRC (%)	7.0			-7.4		
<i>2028 Base + Dev</i>						
A452 (N)	89.4%	66	20	100.9%	112	41
Kelsey Lane	86.5%	77	14	97.9%	133	18
A452 (S)	84.8%	59	18	88.0%	53	24
Alder Lane	87.6%	87	12	100.5%	176	16



Cycle Time	120 seconds	120 seconds
PRC (%)	0.7	-12.1

7.5.6 The results indicate that the junction would operate with reserve capacity in the AM peak for all scenarios. In the PM peak, the junction operates at capacity in the baseline and future year scenarios. With the addition of the development, the level of queuing increases by a maximum of nine vehicles.

7.5.7 Notwithstanding this, it should be noted that it is proposed to provide cycle improvements in the form of early release cycle signals and associated markings at this junction. These improvements prioritise cycle infrastructure over junction capacity and will provide a betterment to the active travel environment within Balsall Common.

Gipsy Lane/Kenilworth Road priority junction

7.5.8 The Gipsy Lane/A452 Kenilworth Road priority junction has been modelled using Junctions 10 software. The results are summarised in Table 7-5 below, and full model outputs have been included in **Appendix G**.

Table 7-5: Gipsy Lane/A452

Arm (turn)	AM Peak			PM Peak		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<i>2022 Base</i>						
Gipsy Lane (left)	0.24	0	9	0.24	0	9
Gipsy Lane (right)	0.09	0	18	0.02	0	17
A452 S (ahead, right)	0.36	1	10	0.18	0	9
<i>2023 Base</i>						
Gipsy Lane (left)	0.24	0	9	0.25	0	9
Gipsy Lane (right)	0.09	0	18	0.02	0	17
A452 S (ahead, right)	0.37	1	10	0.19	0	9
<i>2028 Base</i>						
Gipsy Lane (left)	0.25	0	9	0.26	0	9
Gipsy Lane (right)	0.10	0	19	0.02	0	19
A452 S (ahead, right)	0.39	1	10	0.20	0	9
<i>2028 Base + Dev</i>						
Gipsy Lane (left)	0.26	0	9	0.26	0	9
Gipsy Lane (right)	0.10	0	21	0.02	0	20
A452 S (ahead, right)	0.40	1	11	0.20	0	9

7.5.9 The results indicate that the junction would operate with significant reserve capacity in all scenarios, and that the proposed development would have a negligible impact on the operation of the junction.



Station Road/Kenilworth Road roundabout

7.5.10 The Station Road/A452 Kenilworth Road roundabout has been modelled using Junctions 10 software. The results are summarised in Table 7-6 below, and full model outputs have been included in **Appendix G**.

Table 7-6: Station Road/A452

Arm (turn)	AM Peak			PM Peak		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<i>2022 Base</i>						
A452 (N)	0.57	1	6	0.62	2	7
Station Road (E)	0.42	1	9	0.51	1	11
A452 (S)	0.69	2	12	0.87	6	27
Station Road (W)	0.38	1	8	0.42	1	10
<i>2023 Base</i>						
A452 (N)	0.58	1	6	0.62	2	7
Station Road (E)	0.43	1	10	0.51	1	11
A452 (S)	0.69	2	12	0.88	7	29
Station Road (W)	0.39	1	8	0.42	1	10
<i>2028 Base</i>						
A452 (N)	0.60	2	7	0.65	2	8
Station Road (E)	0.46	1	10	0.55	1	13
A452 (S)	0.73	3	13	0.92	10	40
Station Road (W)	0.41	1	8	0.46	1	11
<i>2028 Base + Dev</i>						
A452 (N)	0.62	2	7	0.68	2	8
Station Road (E)	0.47	1	11	0.58	1	14
A452 (S)	0.78	4	16	0.94	12	46
Station Road (W)	0.43	1	9	0.46	1	11

7.5.11 The results indicate that the junction would operate with reserve capacity in the AM peak periods, and be approaching theoretical capacity in the PM peak periods for all scenarios. The addition of the proposed development has a negligible impact on the operation of the junction, with a maximum increase in queueing and delay of two vehicles and six seconds. This level of impact is not severe.

Hallmeadow Road/Kenilworth Road Roundabout

7.5.12 The Hallmeadow Road/A452 Kenilworth Road roundabout has been modelled using Junctions 10 software. The model has been built using parameters included within the Transport Assessment for



the PL/2021/03280 Foodstore application, which is awaiting a decision. The results are summarised in Table 7-7 below, and full model outputs have been included in **Appendix G**.

Table 7-7: Hallmeadow Road/A452

Arm (turn)	AM Peak			PM Peak		
	RFC	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)
<i>2022 Base</i>						
A452 (N)	0.24	0	2	0.32	1	2
Hallmeadow Road	0.07	0	3	0.09	0	3
A452 (S)	0.41	1	4	0.51	1	5
Premier Inn Car Park	0.02	0	4	0.01	0	4
<i>2023 Base</i>						
A452 (N)	0.25	0	2	0.32	1	2
Hallmeadow Road	0.07	0	3	0.09	0	3
A452 (S)	0.41	1	4	0.52	1	5
Premier Inn Car Park	0.02	0	4	0.01	0	4
<i>2028 Base</i>						
A452 (N)	0.26	0	2	0.34	1	2
Hallmeadow Road	0.08	0	3	0.09	0	3
A452 (S)	0.43	1	4	0.54	1	5
Premier Inn Car Park	0.02	0	4	0.01	0	4
<i>2028 Base + Dev</i>						
A452 (N)	0.26	0	2	0.35	1	2
Hallmeadow Road	0.08	0	3	0.10	0	3
A452 (S)	0.46	1	4	0.55	1	5
Premier Inn Car Park	0.02	0	4	0.01	0	4

7.5.13 The results indicate that the junction would operate with significant reserve capacity in all scenarios and the proposed development would have a negligible impact on the junction.

7.6 Summary

7.6.1 The detailed capacity assessments have identified that:

- Five junctions, including the site access junction, would operate with reserve capacity with the inclusion of the development traffic; and
- Whilst the Kelsey Lane/Alder Lane/A452 signal junction operates at capacity, the development is considered to have a minor impact on the operation of the junction. Notwithstanding this, as part of the Integrated Transport Strategy, it is proposed to improve the cycle infrastructure at the junction, prioritising active travel improvements over junction capacity.



- 7.6.2 It should be noted that the capacity assessments represent a worst-case scenario as the assessment has been undertaken on the basis of current travel patterns. It therefore does not account for any reduction in vehicle trips as a result of the Integrated Transport Strategy including pedestrian, cycle and mobility infrastructure improvements.



8 Summary and Conclusion

8.1 Summary

8.1.1 PJA has been appointed to prepare a Transport Assessment to accompany an outline planning application for the development on land at Pheasant Oak Farm, Balsall Common.

8.1.2 The development will comprise:

*“up to 250 homes, including 40% affordable) with vehicular access off Waste Lane; **demolition of existing buildings/structures**; associated landscaping and new public open spaces; community growing area/orchard; and enhancements to Millennium Way through the Site”.*

8.1.3 The site is allocated under Policy BC4: Pheasant Oak Farm, within the Solihull Draft Local Plan which is currently under review.

8.1.4 The site is considered to be suitably located for residential development for the following reasons:

- Key local amenities are located within walking and cycling distance of the site.;
- Bus services are easily accessible from stops in close proximity to the site and provide connections to Solihull and Coventry;
- Berkswell station is located a 2.1km walk from the site and provides regular services to destinations including Birmingham and Coventry whereby onward connections can be made; and
- A review of personal injury collision data has revealed no highway safety concerns that will require further assessment.

8.1.5 It is proposed that access be sought via a new priority junction with Waste Lane. In addition, it is proposed that a pedestrian/cycle/emergency access be provided onto Windmill Lane.

8.1.6 An integrated transport strategy has been developed to support the development, and includes:

- Improvements to existing bus infrastructure including the upgrade (and possible relocation) of existing bus stops on Waste Lane;
- Improvements to the pedestrian and cycle infrastructure as follows:
 - Provision of a dropped kerb crossing across the westernmost Old Waste Lane junction;
 - Provision of a dropped kerb crossing across Waste Lane in the vicinity of the westernmost Old Waste Lane junction;
 - Provision of a 2m footway between the two dropped kerb crossings across Waste Lane and Old Waste Lane;



- Provision of a 2m footway within the site, running in an east to west alignment between the eastern and western extents of the site;
- Provision of a dropped kerb crossing across Waste Lane in the vicinity of the relocated bus stops;
- Removal of centre line markings and resurfacing with informal buffer area to encourage slow vehicle speeds, between the Old Waste Lane/Waste Lane (E) junction and the Kenilworth Greenway; and
- Increased signage and wayfinding and supporting traffic calming measures on Meeting House Lane to promote the LTN 1/20 compliant route for use; and
- Early release cycle signals at the A452/Kelsey Lane/Alder Lane signalised junction.

8.1.7 The development will generate 148 two-way trips in the AM peak and 144 two-way trips in the PM peak. The impact of the development has been distributed onto the local highway network and detailed capacity assessments undertaken at six junctions.

8.1.8 The detailed capacity assessments identified that the development would result in a negligible impact on all junctions.

8.2 Conclusion

8.2.1 Paragraph 109 of the revised National Planning Policy Framework (2018) states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

8.2.2 This report has demonstrated that the proposed development is sustainably located, specific measures are proposed to promote travel by sustainable modes of transport and the impacts of the proposed application are not severe.

8.2.3 In conclusion, therefore, it is considered that there are no highway or transport reasons why the application should not be granted planning permission.





Appendix A Scoping Correspondence

Technical Note

Project: Pheasant Oak Farm, Balsall Common

Subject: Transport Scoping Note

Client:	Barwood Developments	Version:	B
Project No:	05655	Author:	BS
Date:	1st August 2022	Approved:	SB

I Introduction

I.1 Background and Context

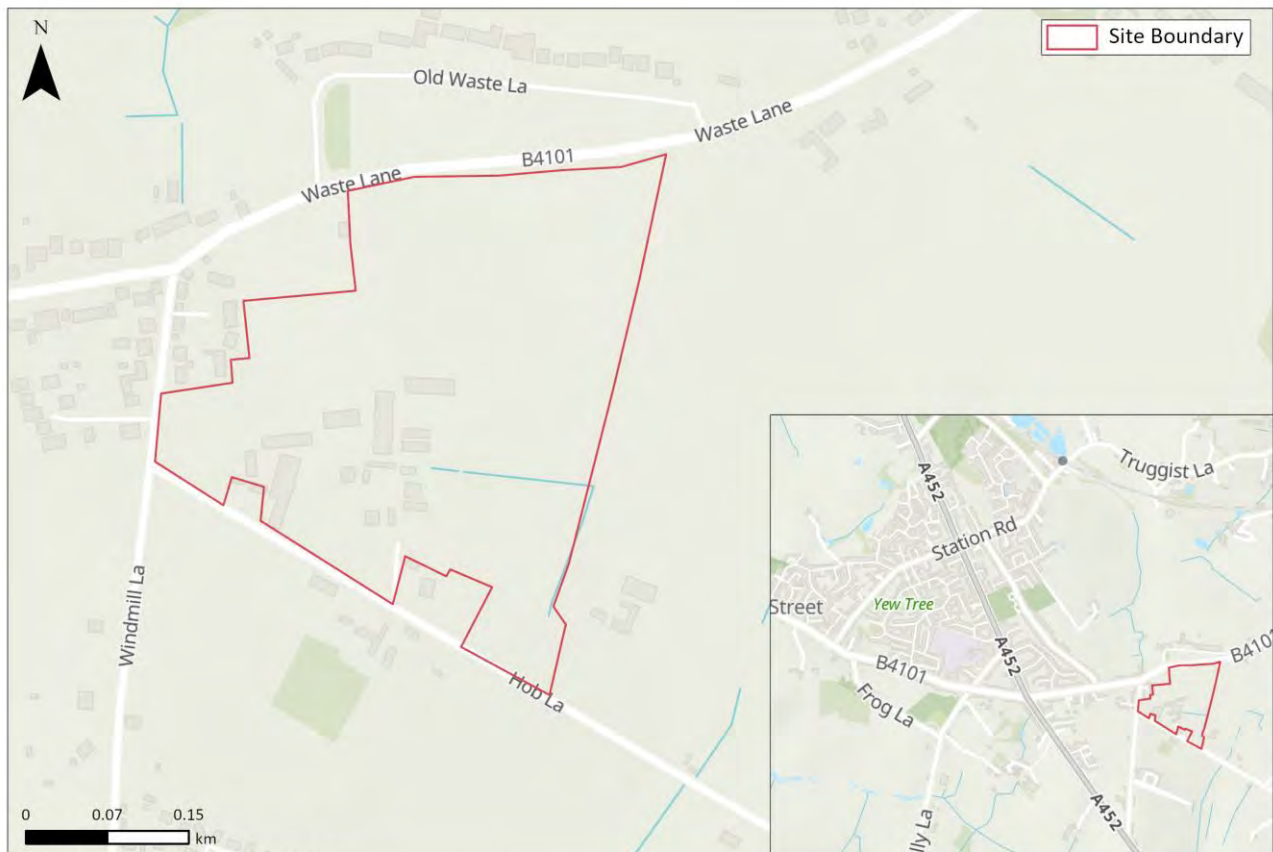
- 1.1.1 PJA has been appointed to prepare a Transport Assessment (TA) and Travel Plan (TP) to accompany a planning application for a residential development at Pheasant Oak Farm, Balsall Common.
- 1.1.2 It is intended that planning approval be sought via an outline planning application for up to 270 dwellings.
- 1.1.3 This Scoping Note has been produced for Solihull Metropolitan Borough Council highways (SMBC) to inform pre-application discussions at a meeting (date to be confirmed).

2 Development Proposals

2.1 Site Location

- 2.1.1 The site is bound by Waste Lane to the north, Windmill Lane to the west, Hob Lane to the south and greenfield land to the east.

Figure 1: Site Location



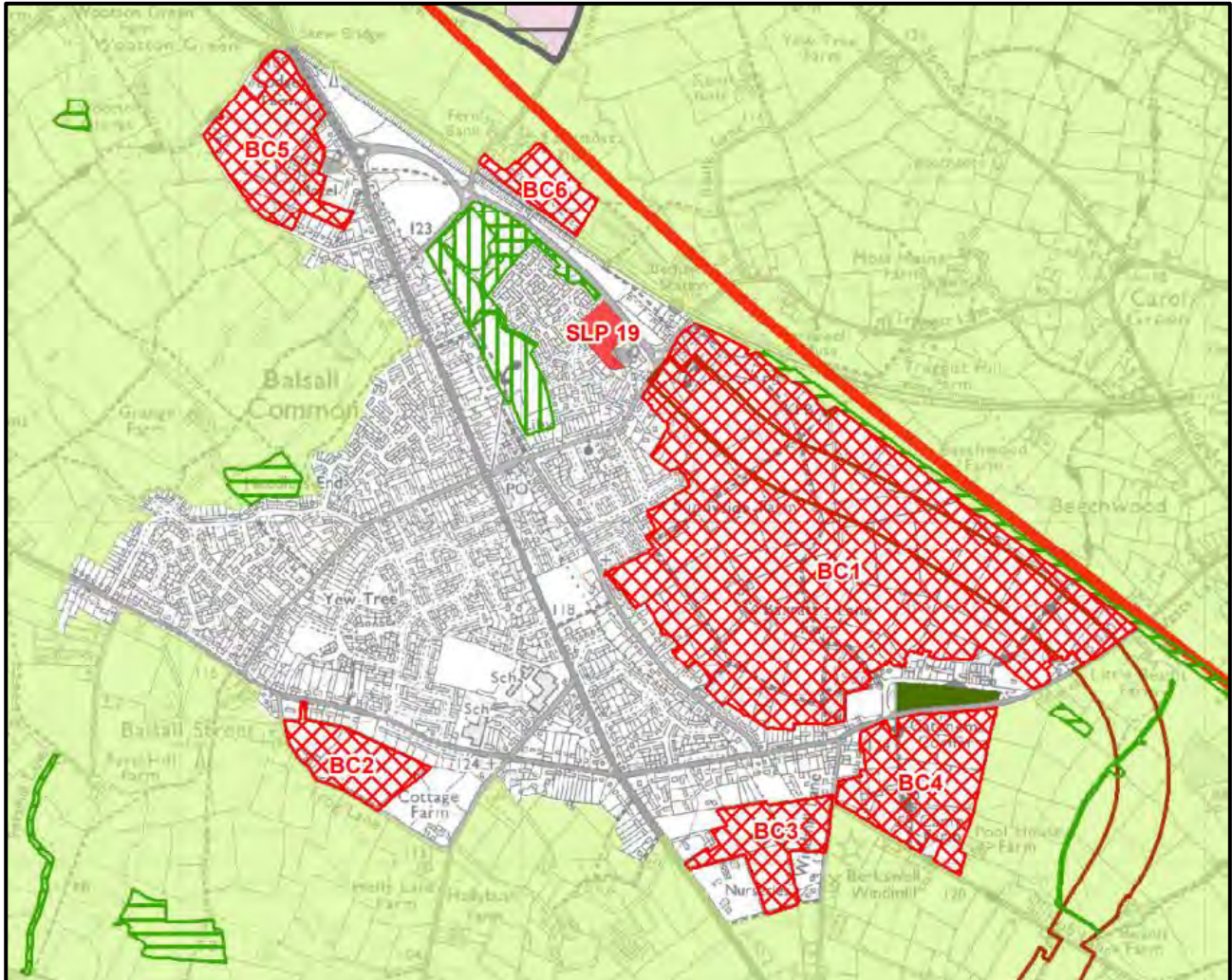
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Policy Context

2.1.2 The site allocated within the Draft Local Plan, under Policy BC4, for 220 dwellings. The site forms one of six strategic residential allocations within Balsall Common, as follows:

- BC1 – Barratts Farm – 875 dwellings
- BC2 – Frog Lane – 110 dwellings
- BC3 – Windmill Lane/Kenilworth Road – 120 dwellings
- BC4 – Pheasant Oak Farm – 220 dwellings
- BC5 – Trevallion Stud – 230 dwellings
- BC6 – Lavender Hall Farm – 80 dwellings

Figure 2: Balsall Common Site Allocations - Extract from Draft Local Plan Site Allocations Plan



2.2 Development Quantum

2.2.1 The current proposals are for the development of up to 270 dwellings, although the site masterplan is still evolving, so the development quantum could change.

2.3 Proposed Access Strategy

Vehicle Access

2.3.1 It is proposed that a single vehicle access is provided via a new priority junction on Waste Lane.

2.3.2 In addition to the single access point on Waste Lane, it is proposed to provide an emergency access on Windmill Lane.

- 2.3.3 The indicative access location for these accesses have been illustrated on Figure 3 below.
- 2.3.4 It is anticipated that the access junction with Waste Lane will be designed in accordance with the 'Residential Street' or 'Connecting Street' road type within the Solihull MBC Developers Design and Adoption Guide.
- 2.3.5 It is noted that the Solihull MBC Developers Design and Adoption Guide suggests that two points of access would be preferable for a development of this size on the basis of capacity and safety. However, if a single point of access can be demonstrated to have sufficient capacity to accommodate demand and can be designed to a sufficient standard, it is considered that a single point of access, and an additional emergency access point should be considered to be sufficient.

Pedestrian and Cycle Access

- 2.3.6 Pedestrian and cycle access will be investigated as part of the Transport Assessment, however, at this stage it is considered that pedestrian and cycle access will be provided alongside the vehicle and emergency access points.

Figure 3: Access Strategy



3 Accessibility

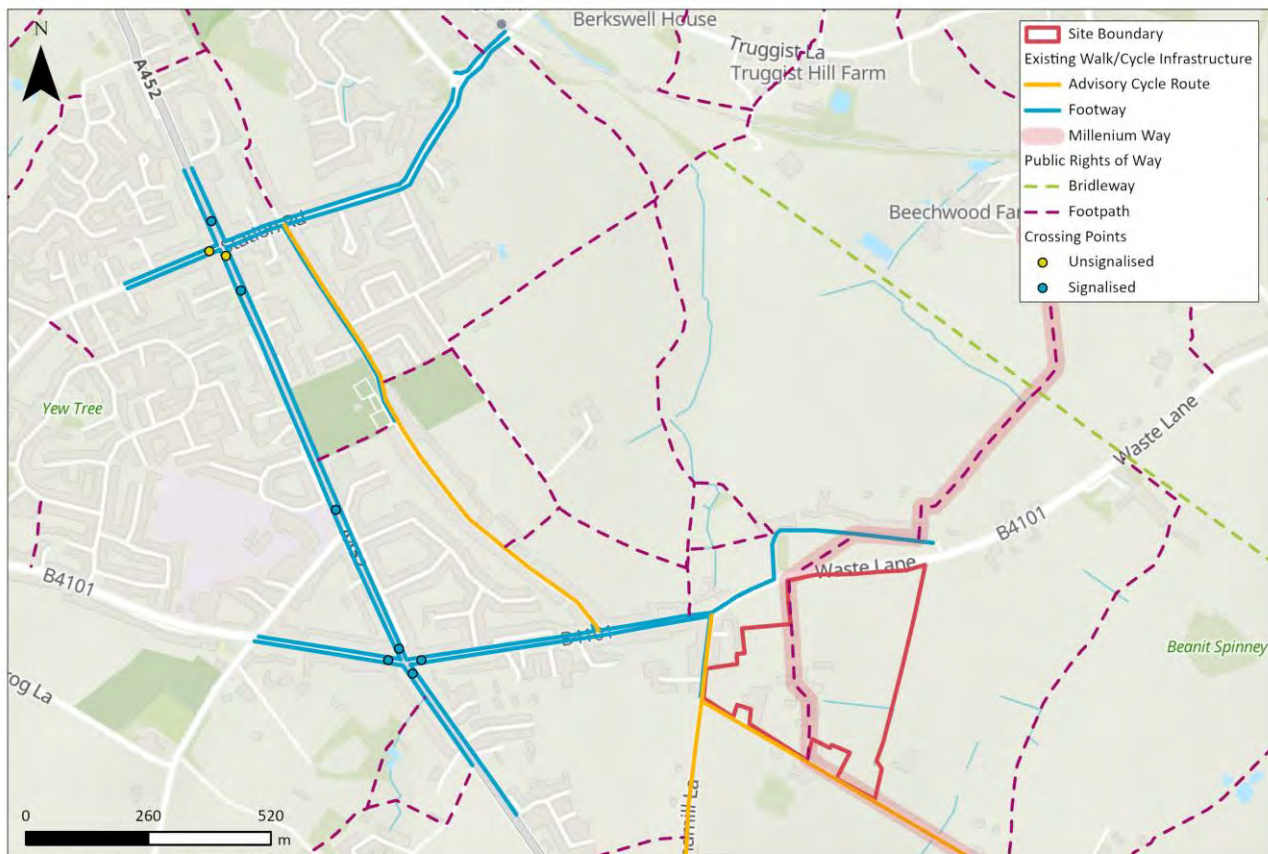
3.1 Walk and Cycle

The pedestrian and cycle infrastructure in the vicinity of the site is summarised below, and illustrated in Figure 4 below.

- There is a single footway (approx. 1.5-2m in width) on the northern edge of Waste Lane up to westernmost junction with Old Waste Lane.
- There is a single footway (approx. 1.5-2m in width) on the western edge of Windmill Lane between Waste Lane and Hob Lane.
- There are footways (approx. 1.5-2m in width) on both sides of Kelsey Road and the A452 which continue to Balsall Common centre.
- Meeting House Lane, Windmill Lane and Hob Lane are advisory cycle routes within the Solihull Cycle Map.

- There are a series of Public Rights of Way (PROW) in the vicinity of the site, the most notable as follows:
 - Footpath between Hob Lane and Waste Lane through the centre of the site;
 - Footpaths from Waste Lane to Kenilworth Greenway via Old Waste Lane; and
 - Footpath from Old Waste Lane and Kelsey Lane through the Barratts Farm site allocation to Berkswell Station and Meeting House Lane.
 - Bridleway comprising the Kenilworth Greenway, a dedicated active travel link, runs approximately 500m to the east of the site.

Figure 4: Pedestrian and Cycle Infrastructure



3.2 Public Transport

Bus

3.2.1 The closest bus stops to the site are located on Kelsey Lane and Waste Lane. These stops are approximately 300m and 400m respectively from the centre of the site as the crow flies.

3.2.2 The stops on Waste Lane and the westbound Kelsey Lane stop comprise a flag and pole arrangement. The eastbound Kelsey Lane stop has an additional sheltered waiting facility. Services from these stops are summarised in Table 1 below.

Table 1: Bus Services Summary

Service	Stop Location	Operator	Route	Frequency	Day of Operation
87	Waste Lane	Diamond Bus	Coventry to Solihull	1 per hour	Mon-Sat
87A	Waste Lane	Diamond Bus	Coventry to Solihull	1 per hour (2 services AM peak, 2 services PM peak)	Mon-Fri
89	Waste Lane Kelsey Lane	Diamond Bus	Coventry to Solihull via Meriden	1 per hour (2 services AM peak, 2 services PM peak)	Mon - Fri

Figure 5: Bus Stop Locations



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Rail Services

3.2.3 The closest station, Berkswell, is located 1.3km to the north of the site. The walk/cycle route to the station from an access on Waste Lane is 2.1km, equivalent to 25 minutes. Services from the station are summarised in the table below.

Table 2: Rail Services Summary

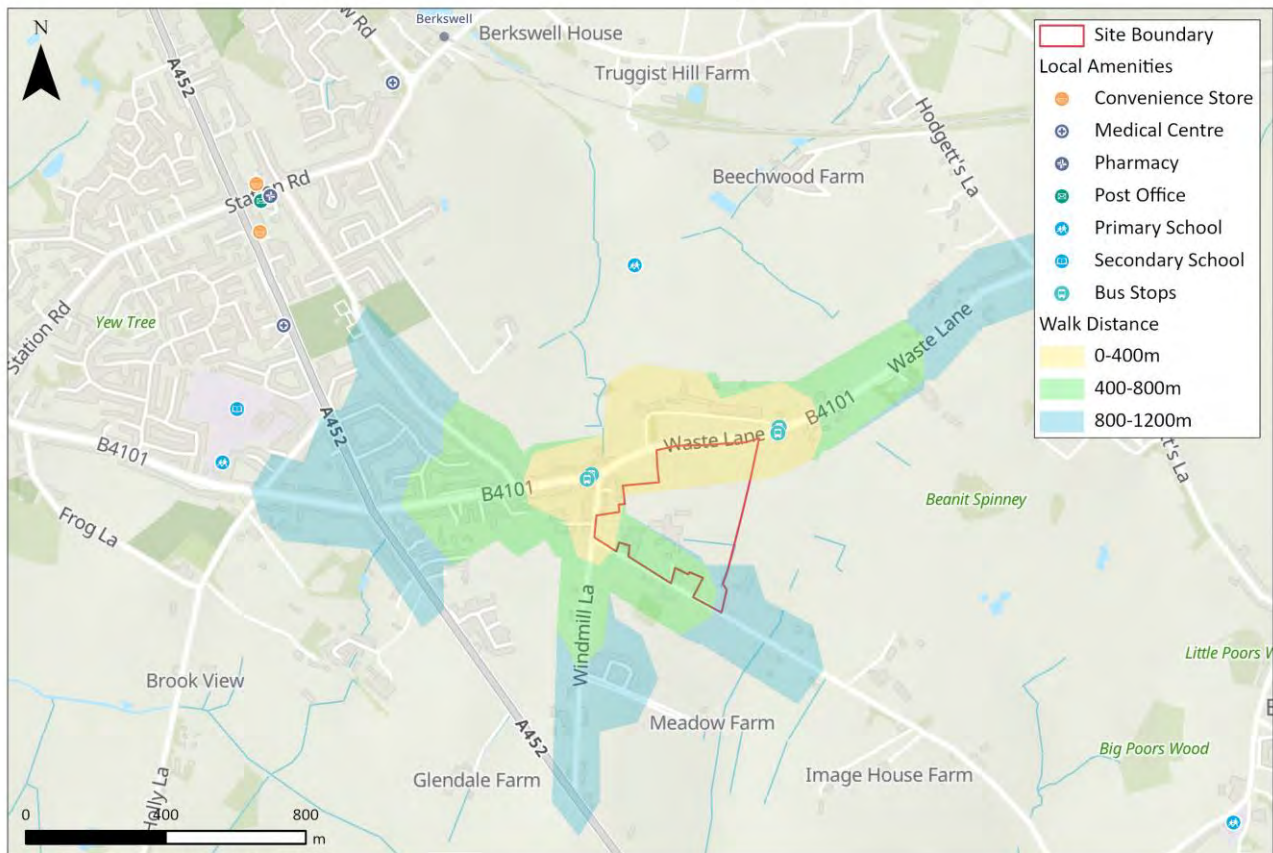
Route	Operator	Peak Frequency
Northampton via Coventry	West Midlands Trains	2 per hour
Birmingham New Street via Birmingham International	West Midlands Trains	2 per hour
London Euston via Northampton	West Midlands Trains	1 every other hour

3.2.4 Berkswell station has sheltered cycle parking stands with space for eight cycles on the station platform. This parking is not covered by CCTV. The station also has 82 car parking spaces (with 5 accessible spaces) which are free of charge for railway users.

3.3 Local Amenities

3.3.1 There are a number of local facilities within walking/cycling distance of the site, providing a wide range of services for everyday needs. Taking account of IHT walk journey times and distance thresholds, a summary of journey times from the approximate centre of the site is presented in Table 3.

Figure 6: Walking Isochrones



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Table 3: Local Amenities

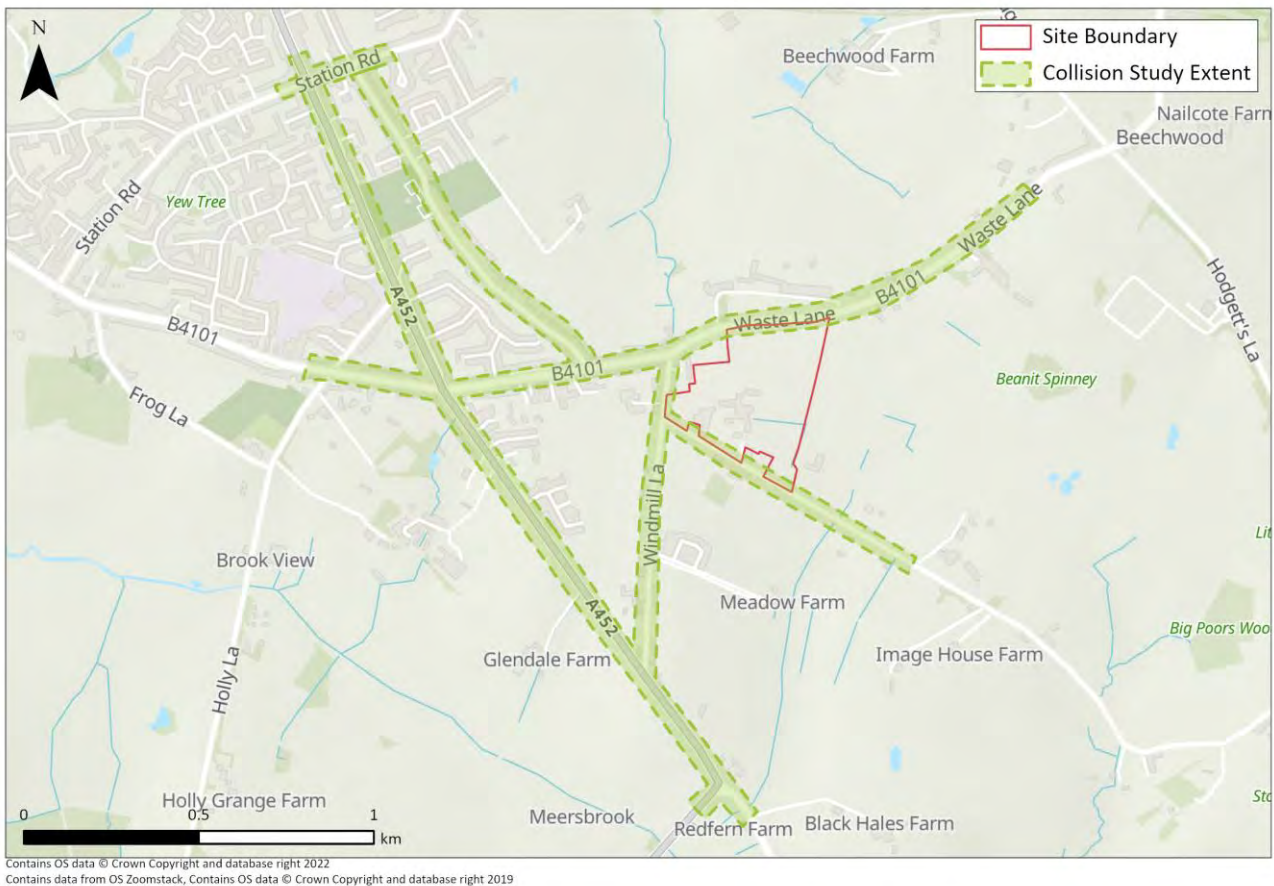
Local Amenity	Amenity Type	Walk Distance	Within IHT Standards
Barretts Green Primary School (TBC)	Primary School	0.5	Desirable
Balsall Common Primary School	Primary School	1.3	Preferred Maximum
Burton Green C of E Academy	Primary School	2.5	-
Heart of England School	Secondary School	1.2	Preferred Maximum
Cooperative Food	Convenience Store	1.7	-
Tesco Express	Convenience Store	1.6	-
One Stop	Convenience Store	1.6	-
Balsall Common Post Office	Post Office	1.6	-
The Medical Advisory Centre	Medical Centre	1.4	-
Balsall Common Medical Centre	Medical Centre	2.0	-
Balsall Common Pharmacy	Pharmacy	1.6	-

3.3.2 It should be noted that the distances above could be reduced, depending on the infrastructure provided within the Barretts Farm allocation site.

3.4 Highway Safety

3.4.1 It is proposed that Personal Injury Collision (PIC) data will be sourced from Transport for West Midlands (TfWM) Data Insight for the latest five-year period available. The proposed study area extent is illustrated in Figure 7.

Figure 7: Collision Study Extent



4 Travel Demand

4.1 Vehicle Trip Generation

4.1.1 In order to calculate the anticipated trip generation, vehicle trip rates have been extracted from the Balsall Common Transport Study: Impact of Future Growth on the Network (October 2020) document. It is understood that these trip rates were derived from TRICS and have been recommended for use within other development site assessments within Balsall Common (specifically the hybrid application for Land at 722 Kenilworth Road, PL/2021/01360/MAJFOT, which is awaiting a decision).

4.1.2 The trip rates and subsequent trip generation has been summarised in Table 4 below.

Table 4: Vehicle Trip Generation

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate (per dwelling)	0.135	0.414	0.549	0.378	0.155	0.533
Trip Generation (270 dwellings)	36	112	148	102	42	144

4.2 Multi-Modal Trip Generation

4.2.1 Mode splits have been sourced from the 2011 Census (Journey to Work, MSOA) for the Solihull 025 MSOA area (the MSOA in which the site is located). These have been applied proportionately to the trip generation of the site. Table 5 summarises the results.

Table 5: Multi-Modal Trip Generation

Mode	Mode Share (%)	AM			PM		
		Arrive	Depart	Total	Arrive	Depart	Total
Train	8	3	10	14	9	4	13
Bus, minibus or coach	1	0	1	2	1	1	2
Driving a car or van	82	36	112	148	102	42	144
Passenger in a car or van	4	2	5	7	5	2	7
Bicycle	1	1	2	2	1	1	2
On foot	4	2	6	8	5	2	8
Total	100	44	136	181	124	51	175

4.3 Trip Distribution and Assignment

4.3.1 It is proposed that 2011 Census (Journey to Work, MSOA) for the Solihull 025 MSOA area is used as a proxy for the distribution of trips associated with the site.

4.3.2 These have been assigned to the local highway network using GIS route assignment software. The resultant route assignment is summarised in Table 6 below.

Table 6: Route Assignment Summary

Route	Distribution	AM			PM		
		Arrive	Depart	Total	Arrive	Depart	Total
SAR Site Access (right)	31%	11	34	46	31	13	44
SAL Site Access (left)	69%	25	77	102	71	29	100
1 Site Access (left) to A452 (S)	7%	2	8	10	7	3	10
2 Site Access (left) to Meer End Road	21%	8	24	31	21	9	30
3 Site Access (left) to Alder Lane	0%	0	0	0	0	0	0
4 Site Access (left) to Station Road (W)	0%	0	0	0	0	0	0
5 Site Access (left) to Station Road €	8%	3	9	11	8	3	11
6 Site Access (left) to A452 (N)	34%	12	38	50	34	14	48

Route	Distribution	AM			PM		
		Arrive	Depart	Total	Arrive	Depart	Total
7	Site Access (left) to Hallmeadow Road	0%	0	0	0	0	0

4.4 Junction Impact

4.4.1 Based on the above, the total two-way development trips have been quantified at a number of key junctions in the vicinity of the site.

Table 7: Development Impact - Two Way Trips

Junction	AM	PM
1 Waste Lane/Kelsey Lane/Windmill Lane	102	100
2 Windmill Lane/Hob Lane	41	40
3 Windmill Lane/Kenilworth Road	41	40
4 Meer End Road/Kenilworth Road	41	40
5 Kelsey Lane/Alder Lane/Kenilworth Road	61	60
6 Gipsy Lane/Kenilworth Road	61	40
7 Station Road/Kenilworth Road	61	40
8 Hallmeadow Road/Kenilworth Road	50	48

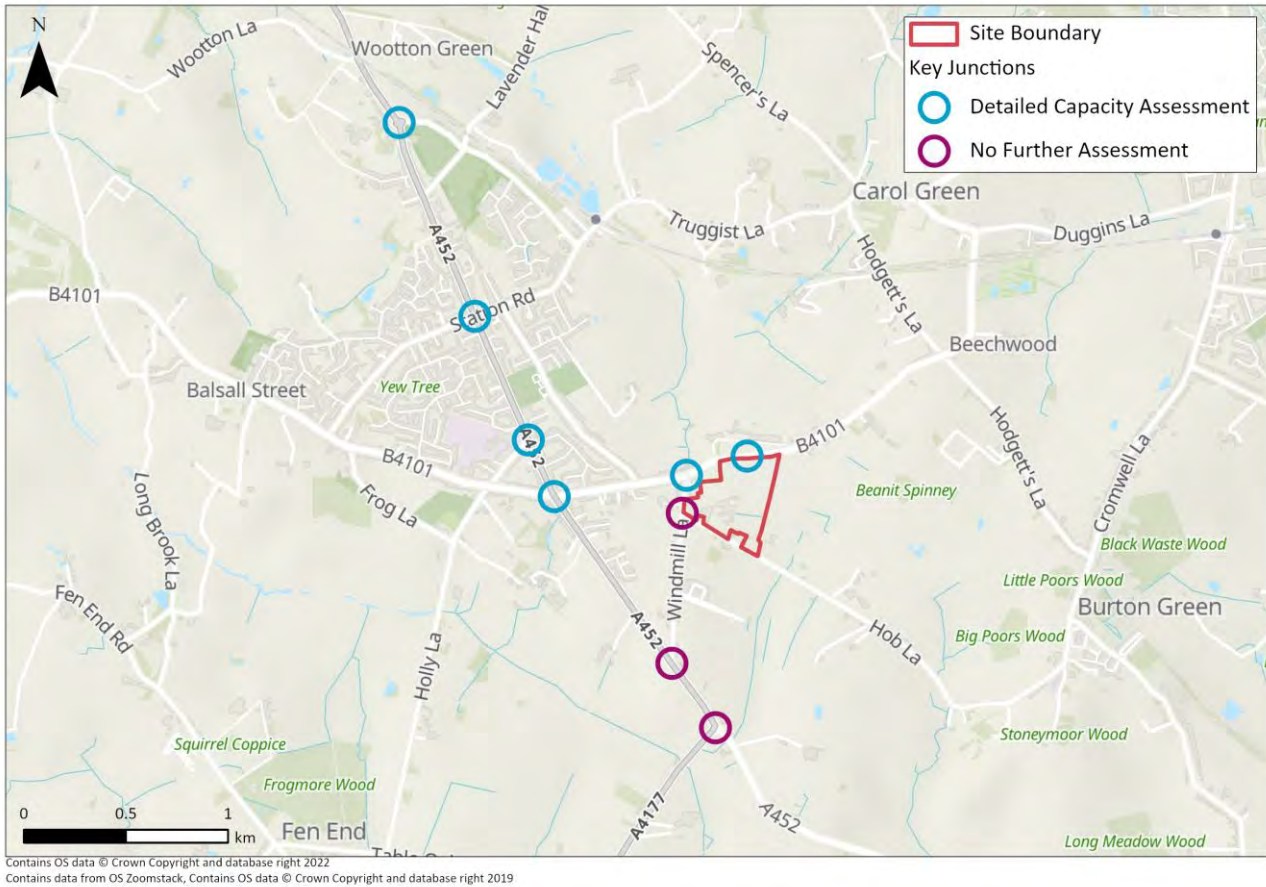
5 Highway Impact Assessment

5.1 Scope of Assessment

5.1.1 Based on the above, it is proposed that detailed capacity assessments be undertaken at any junction whereby the development results in more than 50 two-way vehicle trips in either the AM or PM peak periods. The resultant scope of assessment is set out below, and illustrated in Figure 8.

- Site Access/Waste Lane priority junction;
- Waste Lane/Kelsey Lane/Windmill Lane priority junction;
- Kelsey Lane/Alder Lane/Kenilworth Road signalised junction;
- Gipsy Lane/Kenilworth Road priority junction;
- Station Road/Kenilworth Road roundabout; and
- Hallmeadow Road/Kenilworth Road roundabout.

Figure 8: Scope of Assessment



5.2 Scenarios

5.2.1 It is proposed to assess the following scenarios:

- 2022 Base (application year);
- 2027 Base (application year + 5); and
- 2027 Base + Development.

5.3 Baseline Data

5.3.1 It is anticipated that Manual Classified Count (MCC) surveys will be undertaken at each of the above junctions in September 2022. These surveys will cover the 07:00-10:00 (AM) and 16:00-19:00 (PM) peak periods.

5.4 Committed Development and Infrastructure

- 5.4.1 Confirmation is sought on whether there are any planned developments or infrastructure that should be considered as committed within the assessment.

6 Strategic Model

- 6.1.1 PJA are aware that strategic modelling has been undertaken which assesses the Draft Local Plan development, with and without mitigation using a PRISM and VISUM model. It is understood that the Pheasant Oak Farm site is included within this modelling as comprising 300 dwellings/699 residents in the 2036 future year.
- 6.1.2 Confirmation is sought on whether the development trip generation and assignment and turning counts could be extracted from the model for use in the proposed assessment. This would form an alternative to following the travel demand and highway impact assessment set out in Sections 4 and 5.

7 Summary

- 7.1.1 This note sets out the details of the proposed development at Pheasant Oak Farm, Balsall Common. It is proposed that the contents of this note are used to inform pre-application discussions with Solihull Metropolitan Borough Council highways.

CONSULTATION UNDER TOWN AND COUNTRY PLANNING ACT 1990

Application Number	PL/2022/01861/PREAPC
Address	Land At Pheasant Oak Farm Waste Lane Balsall Common
Proposal	Pre-application advice regarding a residential development and associated open space.
Case Officer	Lawrence Osborne

Date comments sent	25/11/22
Name of consultee department	Highways
Consultation response author	Duncan Cartwright

Pre Application Comments	<input checked="" type="checkbox"/>
No Objection	<input type="checkbox"/>
No Objection Subject to Conditions	<input type="checkbox"/>
Objection	<input type="checkbox"/>
Further information Requested	<input type="checkbox"/>

Comments:

(Please explain the reason for your response)

The site is identified as being part of BC4: Pheasant Oak Farm, Balsall Common, in the Solihull Local Plan – Draft Submission (October 2020). The site forms one of six strategic residential allocations within Balsall Common.

In line with the National Planning Policy Framework (NPPF), allocated sites identified in the Solihull Local Plan – Draft Submission (October 2020) are likely to generate significant amounts of movement therefore the Highway Authority will require a Transport Assessment (TA) and a Travel Plan (TP) to be submitted in support of any future planning application.

The TA will need to demonstrate that the development proposals comply with National and Local planning policies, particularly Chapter 9 (Promoting Sustainable Transport) of the NPPF, and Policies P7 and P8 of the Solihull Local Plan 2013 and Local Plan Review.

In terms of NPPF, particular attention should be given to cumulative impacts, noting the proximity of the other proposals which form the overall allocation site, along with other nearby Local Plan allocation sites and any material impact from any committed development.

Given that the site forms part of a wider allocation, careful consideration is required for both the cumulative scenario (with whole allocation), development phasing and impacts of the site in isolation, identifying when mitigation would be required, and how the site will contribute towards the constituent parts of the overall package of measures required for the overall Local Plan allocation site/cluster. In cases where there is a concentration of site allocations nearby, the TA should also take account of those other sites, so that an understanding of how the local highway network and its junctions would perform against this change. Sustainable travel options and the sites

contribution to achieving carbon reduction should be considered from the outset and clearly set out in the TA and accompanying Travel Plan. Scoping discussions for the Transport Assessment will allow the LHA to help identify where on the local network testing should be undertaken. Highways England are a statutory consultee, and their views will be sought at planning application submission stage where necessary.

The supporting information for the Local Plan Review includes the Solihull Traffic Impact Assessment which assesses the impact of Local Plan Review sites on the highway network. The Traffic Impact Assessment does not seek to replicate the level or type of assessment that would be required as and when a planning application may come forward in relation to Local Plan preferred site allocations, or to prescriptively define specific mitigation measures associated with each.

The Solihull Traffic Impact Assessments makes use of the PRISM model. Applicants are required to undertake a scoping exercise to demonstrate how they will assess cumulative and standalone impacts of their development. The PRISM model can be used to derive traffic demands and make use of traffic growth factors and distribution from the model to inform individual Transport Assessments for assessment years of 2026 and 2036.

Existing VISSIM models are available for Solihull Town Centre, the A34 Stratford Road corridor, Knowle and Balsall Common. Given the complex interactions between allocation sites, the relevant VISSIM models will need to be further developed by applicants to assess their impacts. Proposed mitigation is also required to be assessed in the relevant VISSIM model. As applicant, your own development team would be welcome to make use of the Council's VISSIM models, for a fee.

Applicants for the constituent parcels within the allocation sites will be required to work collaboratively with the other promoters of their overall allocation site to establish a common cumulative scenario. SMBC will seek to facilitate these discussions, but the applicants will be responsible for proposing an overall package of mitigation measures and demonstrating that the residual cumulative impacts on the transportation network are mitigated to an appropriate level and agreed by Officers.

On the 13th May 2021, the Local Plan Review was submitted (via the Planning Inspectorate) to the Secretary of State for independent examination. This marks the next state in the preparation and adoption of the plan. In accordance with Paragraph 48 of the NPPF (July 2021), weight can be given to relevant policies in the emerging plans. Therefore, Policies P7 and P8 of the Local Plan Review should also be taken into consideration.

The Preliminary Plan (Drawing no. 3444-04) demonstrates that there will be a proposed access point from the site onto Waste Lane. This is in line with Policy BC4 of the Local Plan Review as it states that access to the site should be along Waste Lane. As the access will be sited in close proximity to the speed limit change on Waste Lane appropriate visibility splays will be required.

The Preliminary Plan shows a network of pedestrian routes throughout the site and connects to the Millennium Way pedestrian Route (M190). However the aforementioned route is not a desirable route for pedestrians to walk along as it is unlit and not easily accessible with uneven surfaces. Therefore Policy BC4 indicates the requirement for highway improvements to provide a new crossing and footpath improvements along Waste Lane to ensure connectivity to the Barretts Farm development as well as to the existing pedestrian and cycle route network.

Currently there is a footway on the northern side of the eastbound carriage, towards Kelsey Lane where there are footways on either side of the carriageway. There are no existing footways along the frontage of the application site and the Preliminary Plan shows no further improvements to link the pedestrian routes to from the site to the existing footway network. This impacts on the directness of routes to the amenities, along with desirability and distance. Therefore it should be demonstrated that there is a direct, safe, and accessible route for pedestrians and cycles that links to the existing footway/cycle network . This will improve accessibility to the existing bus stops on Kelsey Lane and to the Railway Station as well as Balsall Common Village via Old Waste Lane, which is recognised by Policy BC4 in the Solihull Local Plan Review.

It should also be considered that footpath M190 runs through the site. While the preliminary plan has not proposed for any diversion or realignment of the public rights of way, the plan illustrates that the principle vehicular routes within the site will cross over the footpath. Therefore as a result of this appropriate statutory procedures may be required to be undertaken in consultation with the authority.

The justification for Policy BC4 notes that the sites are opportunely located in very close proximity to Berkswell Railway Station, and local services and shops in Balsall Common village centre will be easily accessible by foot or bicycle.

However, proximity needs to be considered alongside quality- it is important that safe, suitable, direct and convenient links are provided. The TA will need to demonstrate the suitability of (and improvements required to) walking and cycling routes to these amenities. Assessment and design of improvements will need to reflect current guidance (e.g. LTN 1/20 and LCWIP). The Council has also recently adopted the Solihull Cycling and Walking Strategy (March 2021) and two supporting documents Solihull Cycling and Walking Infrastructure Plan and Summary of Cycling & Walking Strategy. The documents identify cycling links from Balsall Common to the wider area which should be considered. It should be noted that the M190 footpath alongside the existing network of public right of way to the North West of the site do not permit cycling.

The Background Site Information for Pre-Application Discussions contains a chapter on Sustainable Transport Accessibility. The section on sustainability notes the existing footways on Waste Lane and Kelsey Lane but does not identify their suitability. Existing bus stops have also been identified on the aforementioned roads; however the frequency of the bus service is currently only one bus per hour. Enhancements should be considered to the local bus services to increase frequency which are likely to be required through developer funded contributions. In addition Policy BC4 notes that the existing bus stop; particularly on Waste Lane, could be relocated closer to the proposed site access. As Waste Lane east of the proposed access is unlit and has no footways this would provide an increased level of public transport accessibility for residents and the public.

Reference is made to amenities within Balsall Common in terms of straight line distances. The TA will need to investigate the actual distance of the routes, their suitability, and what improvements are required. Berkswell Railways Station is identified and accessible routes to the Station should be considered in the TA.

Further information required (if applicable):

(Please explain the reason for your response)

Amendments recommended (if applicable):

(Please explain the reason for your response)

Recommended conditions (if applicable):

(Please provide justification for any pre-commencement conditions)

If the application is to DISCHARGE CONDITIONS, please confirm the list of documents you are approving below:

If the application requires a S106 contribution/ requirement, please include the following information:

Please note: The legal tests for when a S106 contribution can be requested are set out in regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010 (as amended). The regulations and guidance can be viewed here:

<https://www.legislation.gov.uk/ukdsi/2010/9780111492390/regulation/122> and

<https://www.legislation.gov.uk/ukdsi/2010/948/contents/made> and

<https://www.gov.uk/guidance/planning-obligations> and

The tests are:

1. Necessary to make the development acceptable in planning terms;
2. Directly related to the development; and
3. Fairly and reasonably related in scale and kind to the development.

- | | |
|--|--|
| • Contribution description | |
| • Contribution amount £ (if applicable). Please provide justification. | |
| • Trigger point for payment (i.e. upon commencement of development, upon first occupation, upon 50% occupation...) | |
| • Trigger point for works to be undertaken (if applicable) | |



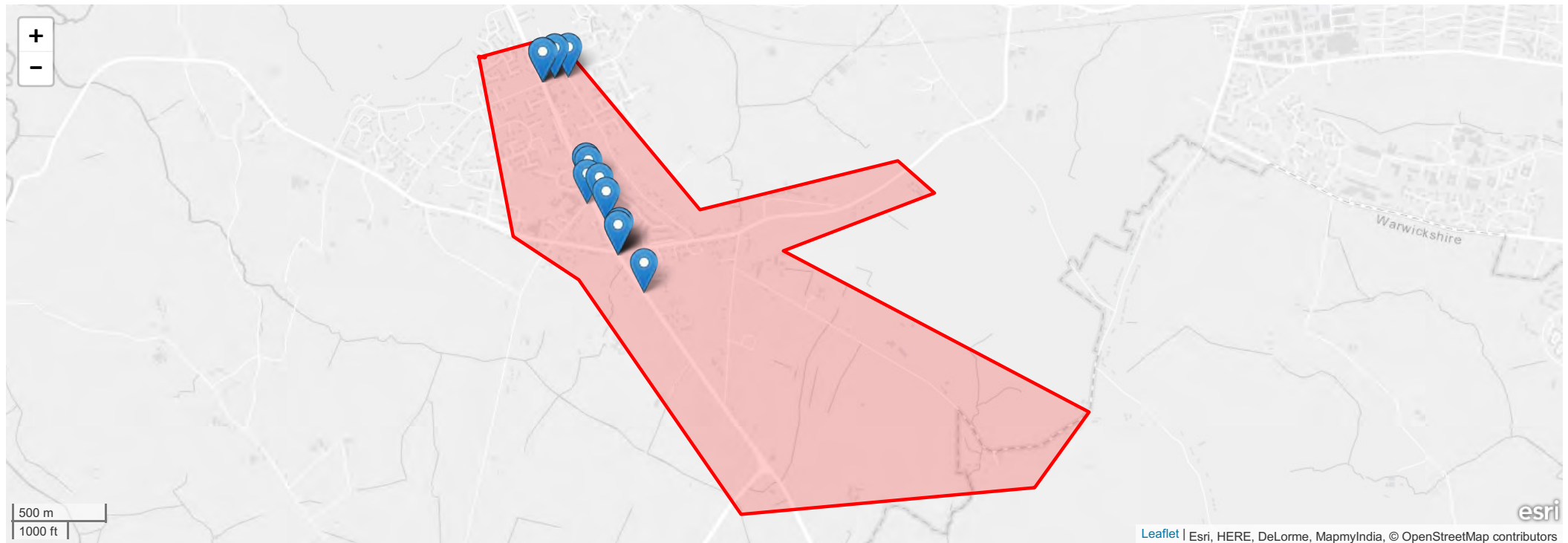
Appendix B Collision Data

Transport for West Midlands Road Traffic Collision Report

From 01/07/2017 to 30/06/2022

Report generated on 15 November 2022 at 10:44

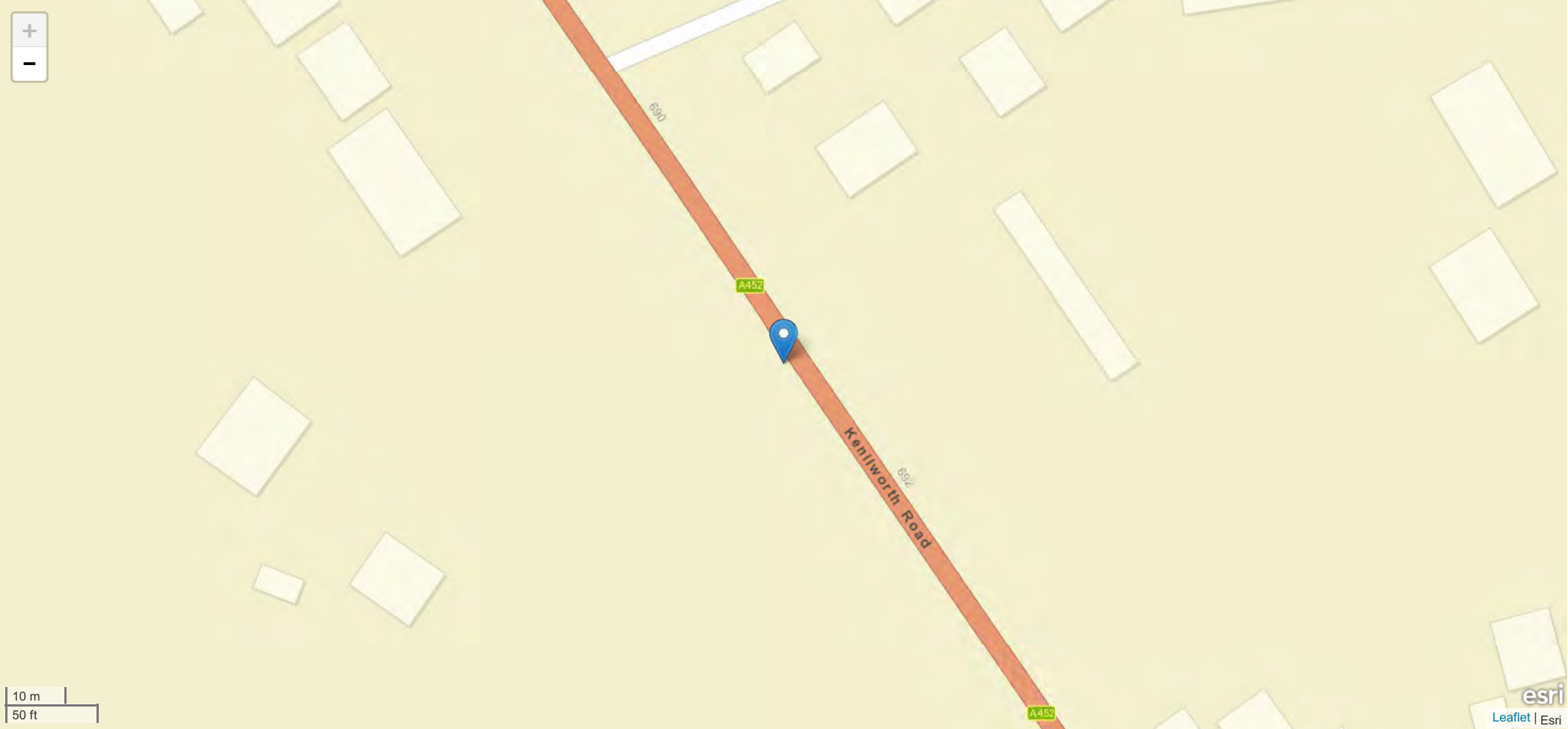
Total Collisions	No. of Fatal Collisions	No. of Serious Collisions	No. of Slight Collisions	Total Casualties	No. of Fatal Casualties	No. of Serious Casualties	No. of Slight Casualties	No. of Driver Classification	No. of Passenger Classification	No. of Pedestrian Classification
14	0	2	12	17	0	2	15	8	4	5



Incident Record Number: 1 - Thursday 12:32 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L22285517	31/08/2017	12:32	Thursday	2	1	Daylight	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
724 KENILWORTH RD A452	AT JN WITH HARPERS CARE HOME



Incident Record Number: 1 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
724 KENILWORTH RD A452	424436, 276041	A 452	Unknown	Private drive or entrance	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Poor turn or manoeuvre	Failed to look properly (pedestrian)	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Serious	48	40 - 49 years

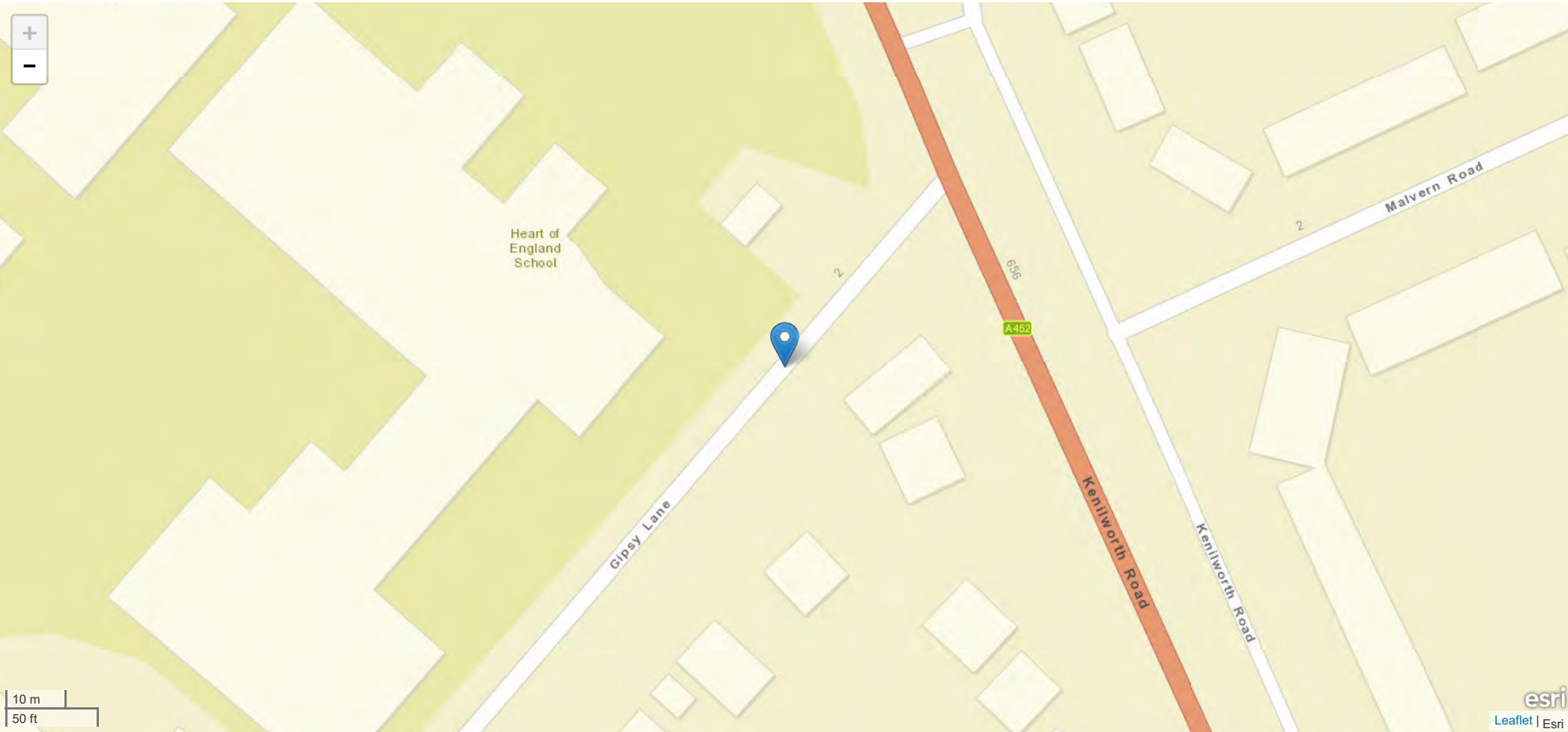
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	82	12	Car, No tow articulation	FORD, FIESTA TITANIUM X TD	Not requested	None	On main c way - not in restricted lane	None	Nearside	Turning right	NW SW
2	48	40 - 49 years	Pedal cycle, No tow articulation	No Data Provided, No Data Provided	No Data Provided	None	On main c way - not in restricted lane	None	Front	Going ahead other	SE NW

Incident Record Number: 2 - Monday 08:45 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L22801217	18/09/2017	08:45	Monday	1	1	Daylight	Unknown	Slight	Dry

Road Name 1	Road Name 2
ENTRANCE TO SCHOOL GIPSY LANE	No Data Provided



Incident Record Number: 2 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description

Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
ENTRANCE TO SCHOOL GIPSY LANE	424131, 276506	Unknown	Unknown	Private drive or entrance	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	15	12 - 15 years

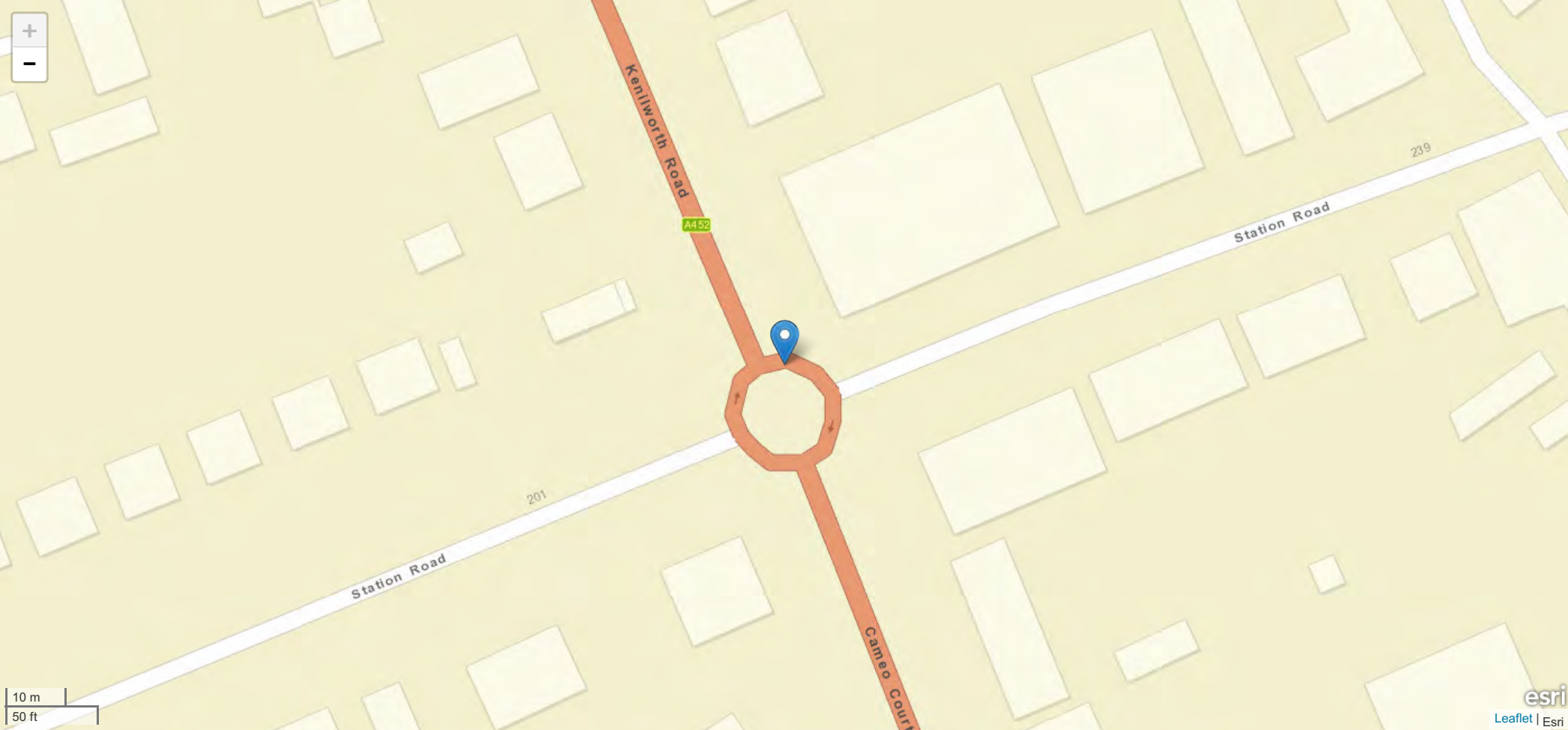
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	HONDA, No Data Provided	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Moving off	NW SE

Incident Record Number: 3 - Wednesday 07:00 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L31206718	20/06/2018	07:00	Wednesday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
KENILWORTH ROAD A452 AT JN WITH STATION ROAD	No Data Provided



Incident Record Number: 3 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description

Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
KENILWORTH ROAD A452 AT JN WITH STATION ROAD	423899, 277149	A 452	Unknown	Roundabout	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Poor turn or manoeuvre	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	No Data Provided	Unknown

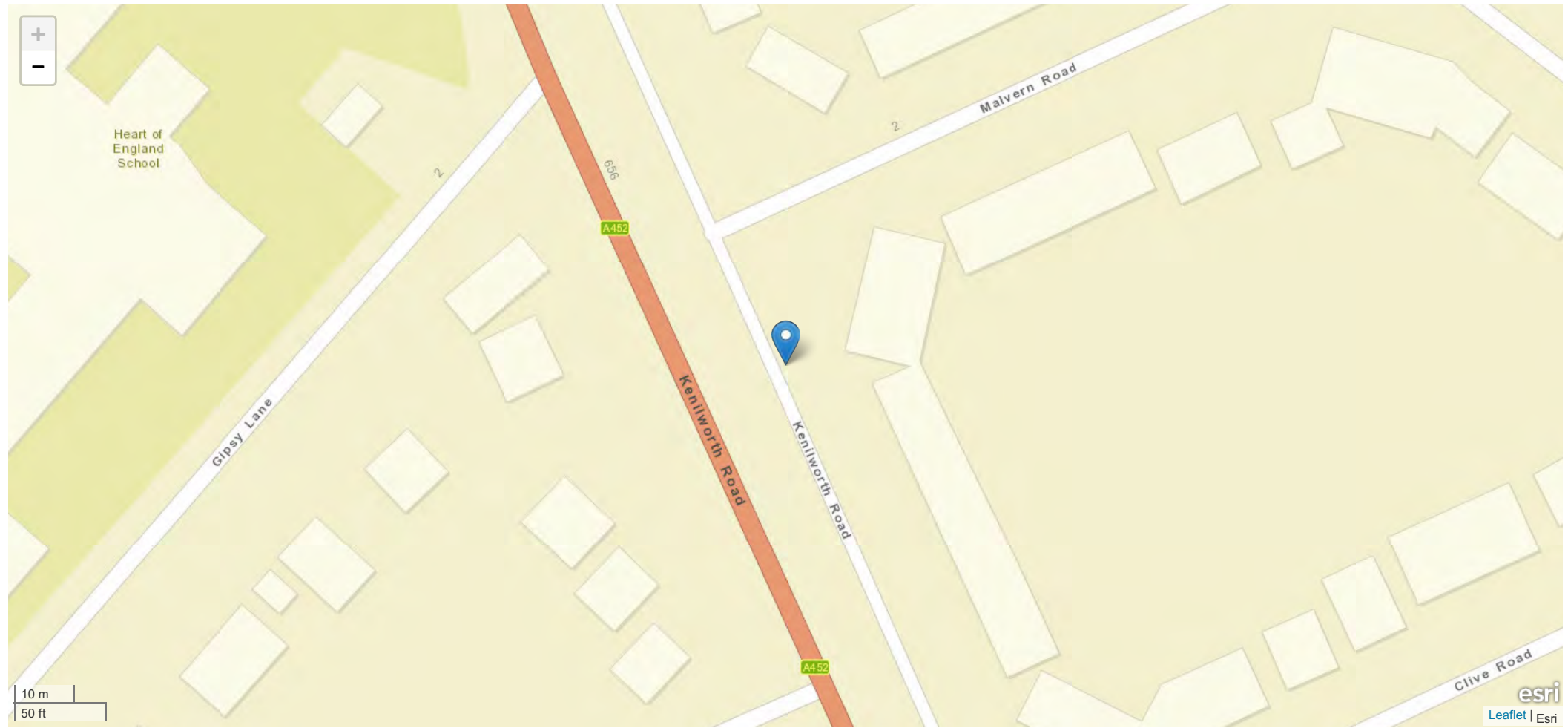
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	No Data Provided	Car, No tow articulation	LAND ROVER, RANGE ROVER EVOQUE S	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Going ahead other	SE NW
2	No Data Provided	No Data Provided	Pedal cycle, No tow articulation	No Data Provided, No Data Provided	No Data Provided	None	On main c way - not in restricted lane	None	Did not impact	Going ahead other	NE SW

Incident Record Number: 4 - Tuesday 07:45 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L81217618	04/12/2018	07:45	Tuesday	1	1	Daylight	Unknown	Slight	Dry

Road Name 1	Road Name 2
613 KENILWORTH ROAD	No Data Provided



Incident Record Number: 4 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description

Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
613 KENILWORTH ROAD	424197, 276490	Unknown	Unknown	Private drive or entrance	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	29	20 - 29 years

Vehicle Details

Vehicle Number	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	49 40 - 49 years	Car, No tow articulation	SEAT, ALTEA XL SE CR TDI E	Driver not contacted at time of accident	None	No Data Provided	None	Back	Reversing	NE SW

Incident Record Number: 5 - Friday 16:30 Slight

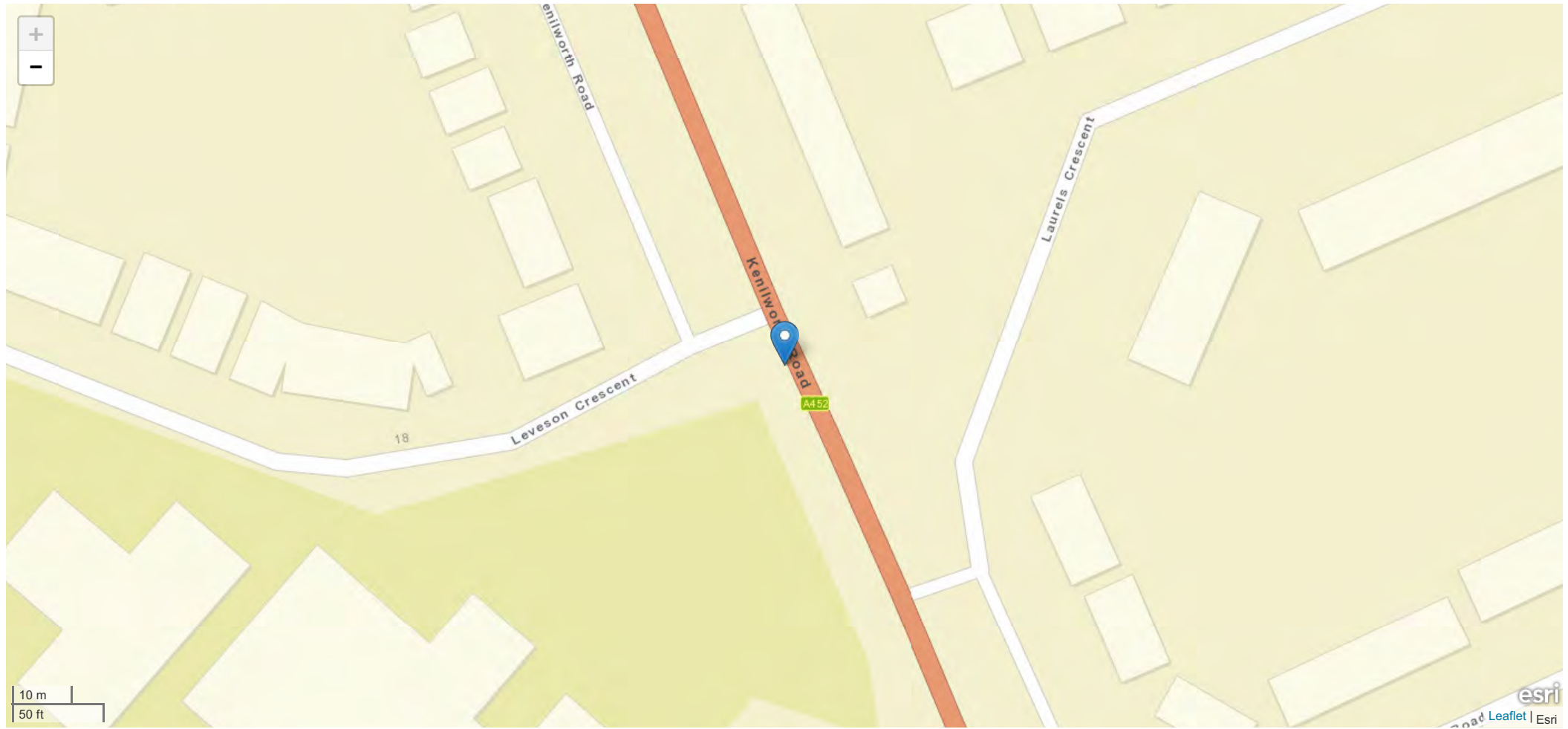
ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L87643419	24/05/2019	16:30	Friday	2	2	Daylight	Fine no high winds	Slight	Dry

Road Name 1

KENILWORTH ROAD (A452) NEAR JUNCTION WITH LEVESON CRESCENT

Road Name 2

No Data Provided



Incident Record Number: 5 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
KENILWORTH ROAD (A452) NEAR JUNCTION WITH LEVESON CRESCENT	424129, 276596	A 452	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to judge other persons path or speed	Exceeding speed limit	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	34	30 - 39 years
2	2	Passenger	Slight	39	30 - 39 years

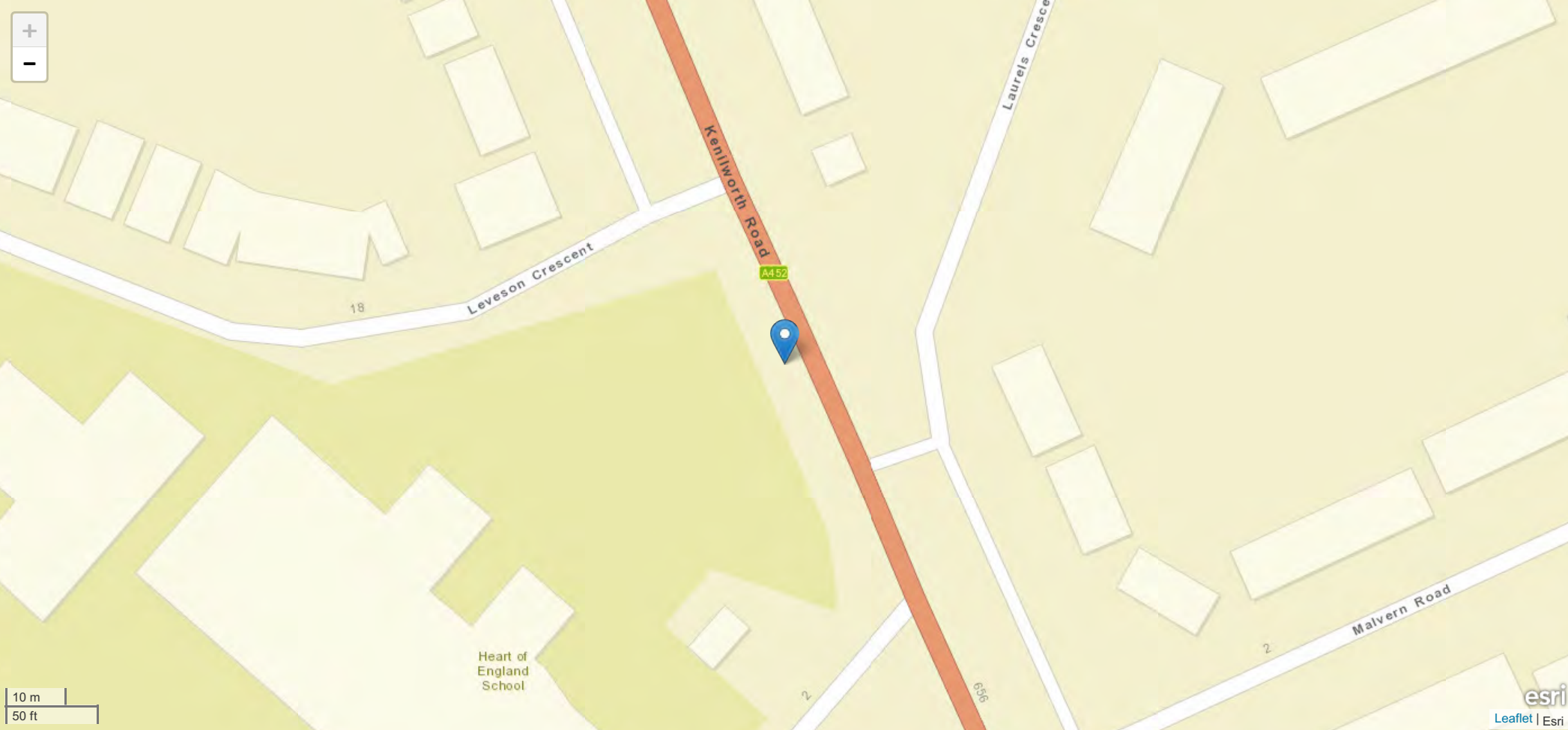
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	30	30 - 39 years	Car, No tow articulation	MAZDA, 323	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Going ahead other	NW SE
2	34	30 - 39 years	Car, No tow articulation	AUDI, A1 S LINE TFSI	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	NW SE

Incident Record Number: 6 - Thursday 19:29 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L89864019	17/10/2019	19:29	Thursday	1	1	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
KENILWORTH ROAD (A452)	No Data Provided



Incident Record Number: 6 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description

Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
KENILWORTH ROAD (A452)	424136, 276575	A 452	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	14	12 - 15 years

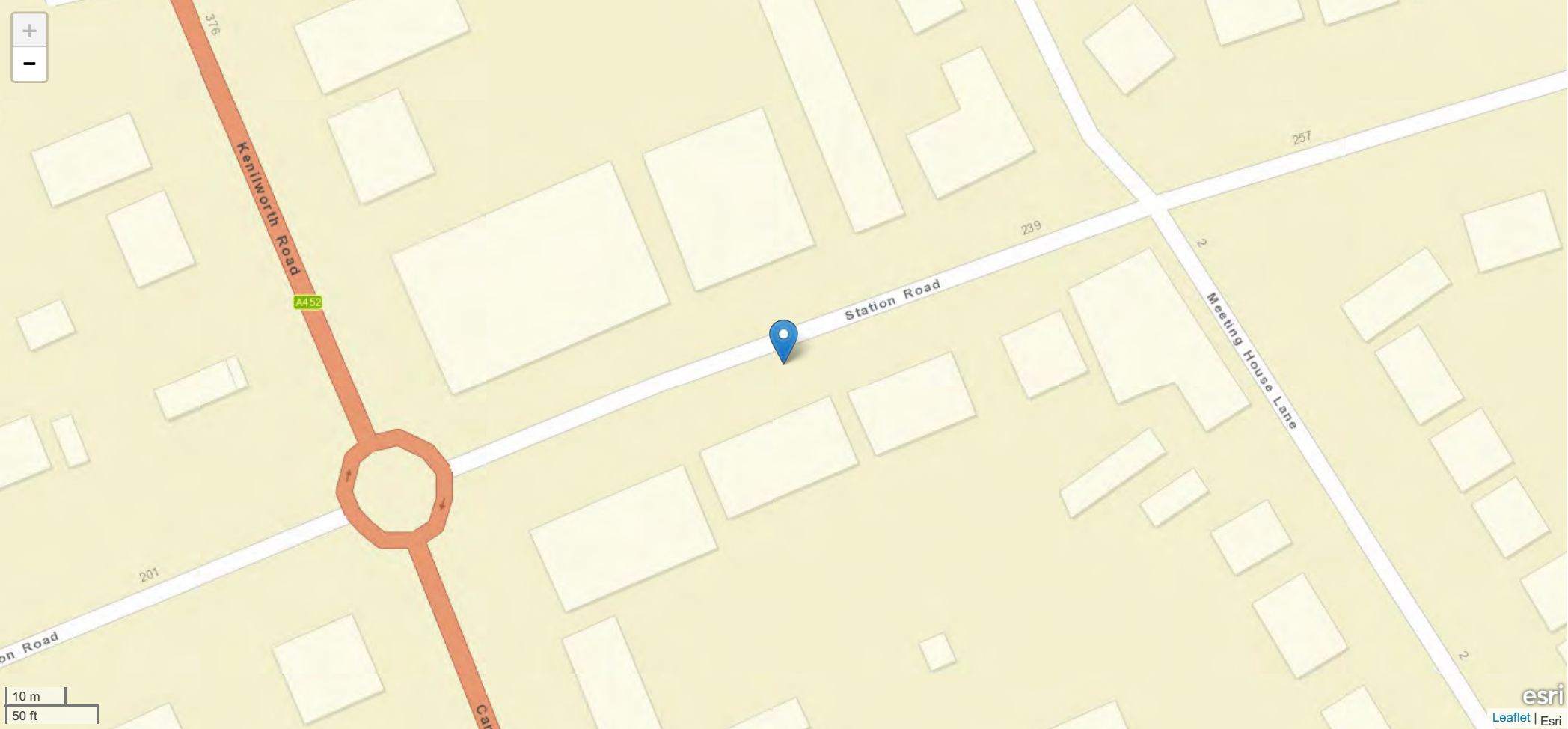
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	49	40 - 49 years	Van / Goods 3.5 tonnes mgw or under, No tow articulation	FORD, TRANSIT	Negative	None	No Data Provided	None	Front	Going ahead other	SE NW

Incident Record Number: 7 - Saturday 20:30 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L92040319	30/11/2019	20:30	Saturday	2	1	Darkness - lights lit	Raining no high winds	Slight	Wet or damp

Road Name 1	Road Name 2
O/S 184 STATION ROAD	No Data Provided



Incident Record Number: 7 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description

Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
O/S 184 STATION ROAD	423962, 277162	Unknown	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	Failed to look properly (pedestrian)	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Passenger	Slight	35	30 - 39 years

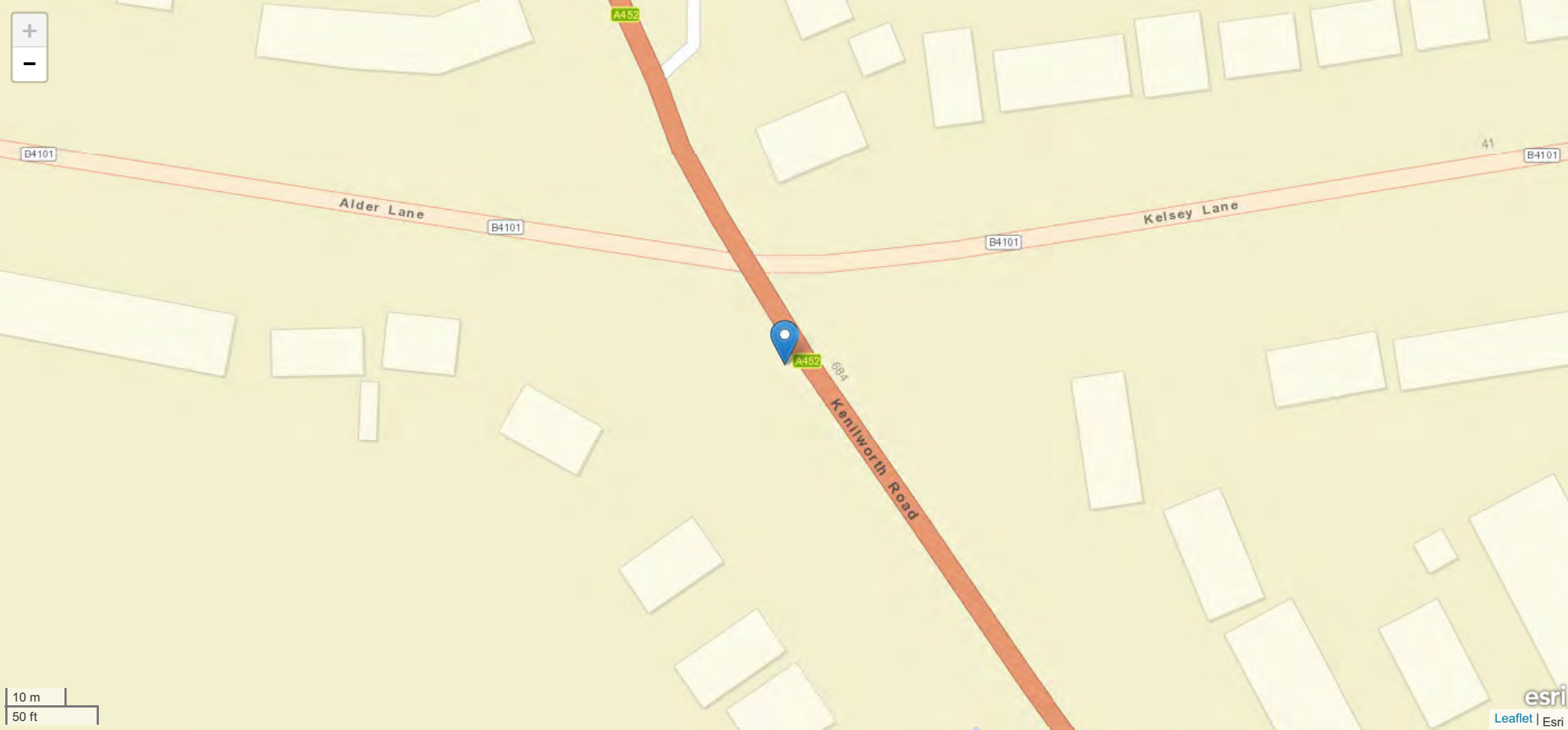
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	BMW, 430D M SPORT AUTO	Not requested	None	On main c way - not in restricted lane	None	Back	Reversing	NE SW
2	57	50 - 59 years	Car, No tow articulation	MAZDA, 5 TS	Not requested	None	On main c way - not in restricted lane	None	Back	Reversing	SW NE

Incident Record Number: 8 - Monday 10:45 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L94835520	09/03/2020	10:45	Monday	2	2	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
KENILWORTH ROAD (A452) NEAR JUNCTION WITH ALDER LANE (B4101)	No Data Provided



Incident Record Number: 8 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description

Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
KENILWORTH ROAD (A452) NEAR JUNCTION WITH ALDER LANE (B4101)	424295, 276240	A 452	B 4101	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	Failed to judge other persons path or speed	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	38	30 - 39 years
2	2	Passenger	Slight	No Data Provided	Unknown

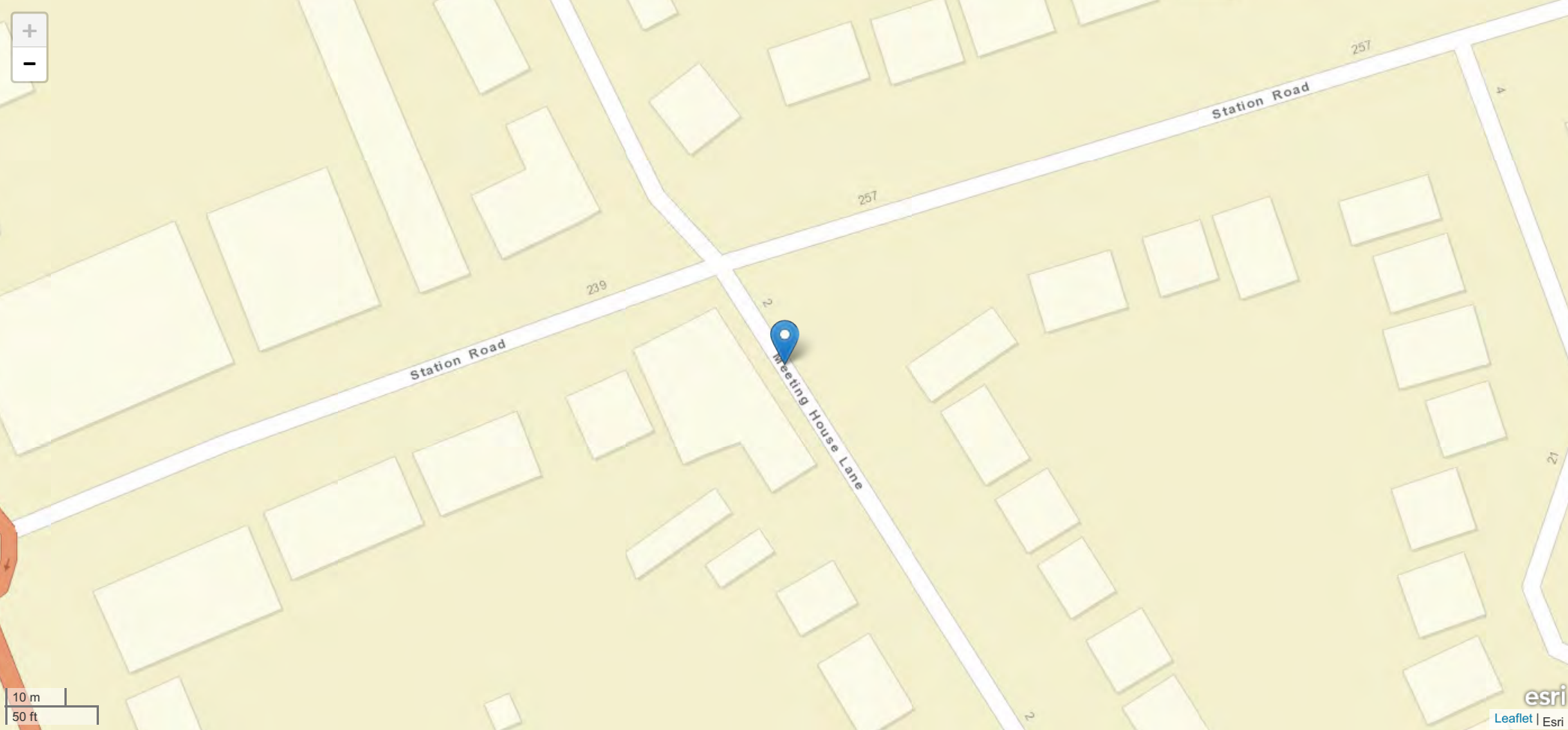
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Goods vehicle - unknown weight, No tow articulation	DAF TRUCKS, TIPPER	Not requested	None	On main c way - not in restricted lane	None	Front	Slowing or stopping	NW SE
2	38	30 - 39 years	Car, No tow articulation	CITROEN, BERLINGO	Not requested	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	NW SE

Incident Record Number: 9 - Tuesday 08:32 Serious

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L97066020	21/07/2020	08:32	Tuesday	1	1	Daylight	Fine no high winds	Serious	Dry

Road Name 1	Road Name 2
MEETING HOUSE LANE NEAR JUNCTION WITH STATION ROAD	No Data Provided



Incident Record Number: 9 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	1	0

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
MEETING HOUSE LANE NEAR JUNCTION WITH STATION ROAD	424033, 277172	Unknown	Unknown	Crossroads	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Failed to look properly	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Serious	27	20 - 29 years

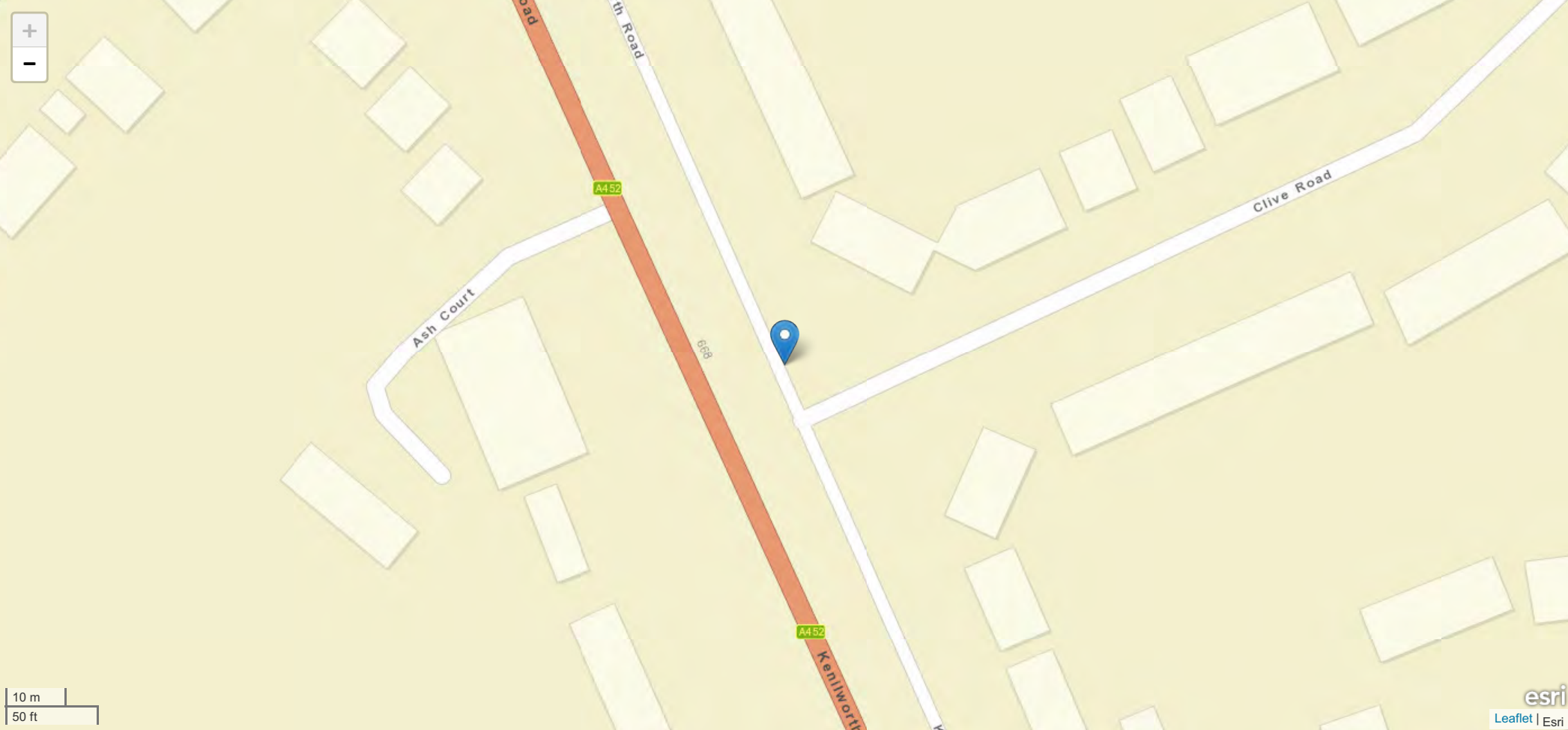
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	44	40 - 49 years	Car, No tow articulation	BMW, 420D SPORT	Negative	None	No Data Provided	None	Did not impact	Turning right	SW SE

Incident Record Number: 10 - Tuesday 18:20 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L106013721	08/06/2021	18:20	Tuesday	1	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
KENILWORTH ROAD NEAR JUNCTION WITH CLIVE ROAD	No Data Provided



Incident Record Number: 10 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description

Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
KENILWORTH ROAD NEAR JUNCTION WITH CLIVE ROAD	424231, 276412	Unknown	Unknown	T or staggered junction	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Vegetation	Failed to judge vehicles path or speed	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	1	Pedestrian	Slight	7	5 - 7 years

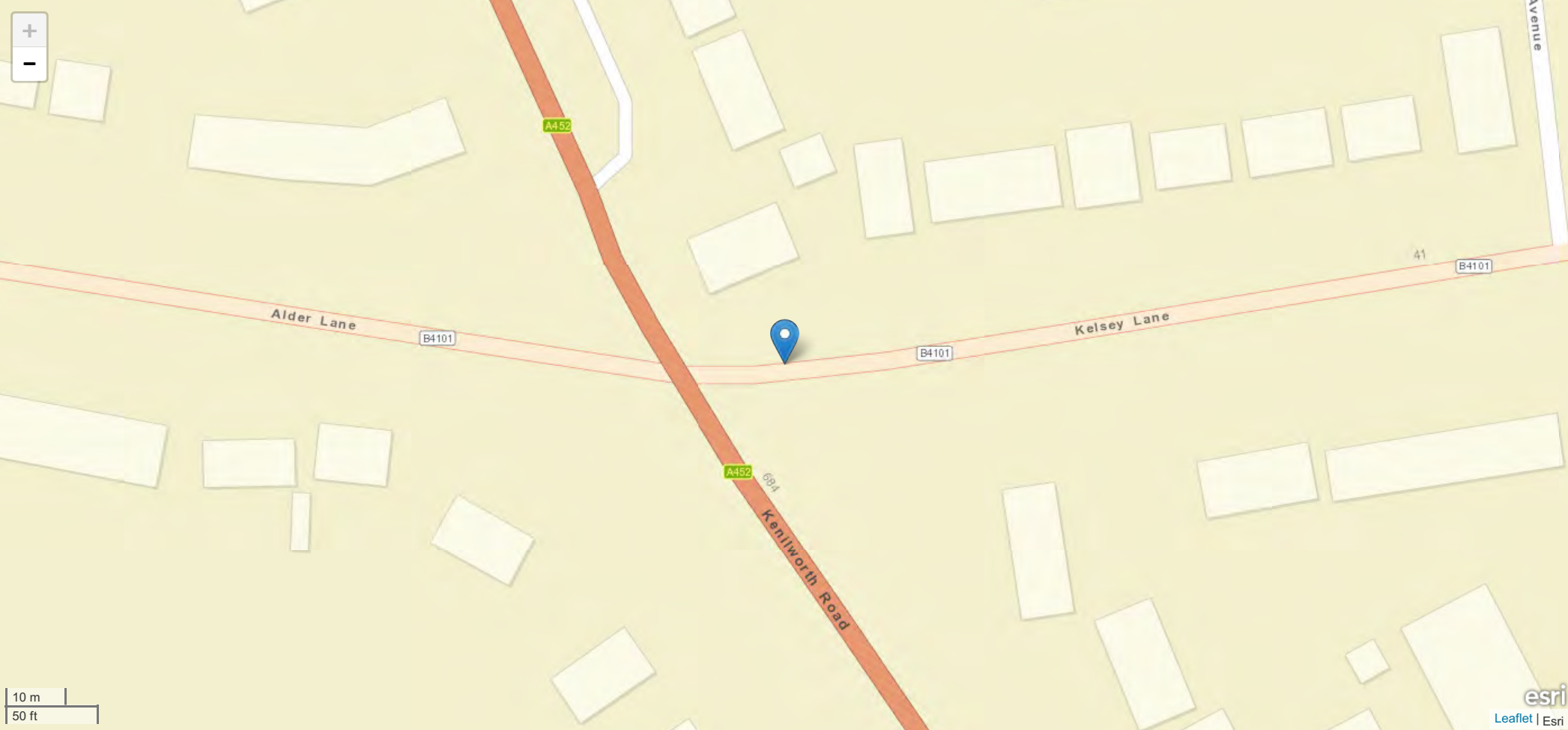
Vehicle Details

Vehicle Number	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	67 60 - 69 years	Car, No tow articulation	TOYOTA, No Data Provided	Driver not contacted at time of accident	None	No Data Provided	None	Front	Going ahead other	NW SE

Incident Record Number: 11 - Thursday 17:20 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L114728621	25/11/2021	17:20	Thursday	2	2	Darkness - lights lit	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
KELSEY LANE (B4101)	No Data Provided



Incident Record Number: 11 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	2

Description

Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
KELSEY LANE (B4101)	424306, 276258	B 4101	A 452	Crossroads	Auto traffic signal

Contributory 1	Contributory 2	Contributory 3
Failed to look properly (pedestrian)	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Passenger	Slight	3	0 - 4 years
2	2	Driver or rider	Slight	35	30 - 39 years

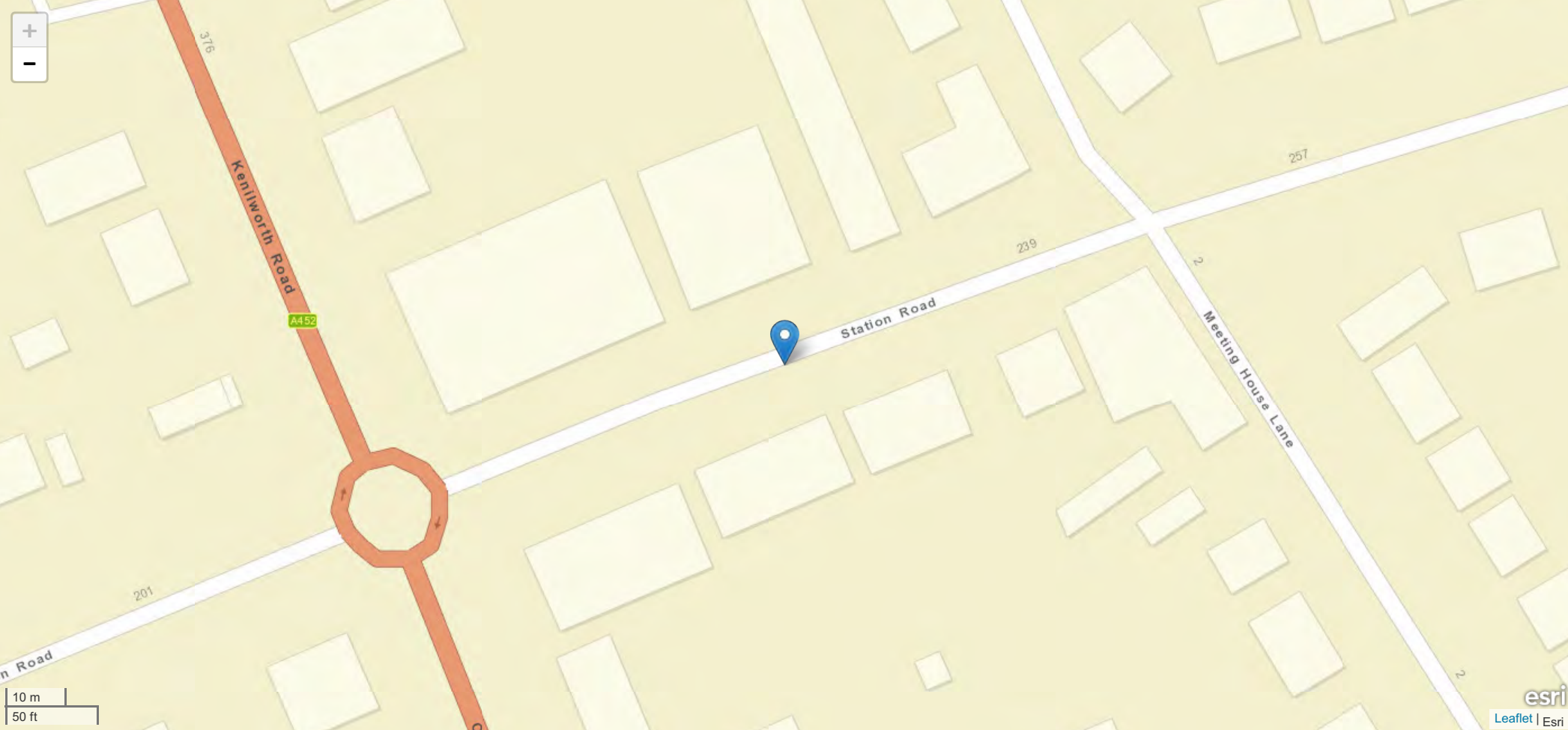
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	TOYOTA, No Data Provided	Not applicable	None	On main c way - not in restricted lane	None	Front	Going ahead other	W E
2	35	30 - 39 years	Car, No tow articulation	NISSAN, No Data Provided	Not applicable	None	On main c way - not in restricted lane	None	Back	Waiting to go held up	W E

Incident Record Number: 12 - Thursday 14:30 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L122661022	10/03/2022	14:30	Thursday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
STATION ROAD	No Data Provided



Incident Record Number: 12 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description

Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
STATION ROAD	423963, 277165	Unknown	Unknown	Not at junction or within 20 metres	No Data Provided

Contributory 1	Contributory 2	Contributory 3
Loss of control	Inexperience with type of vehicle	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	51	50 - 59 years

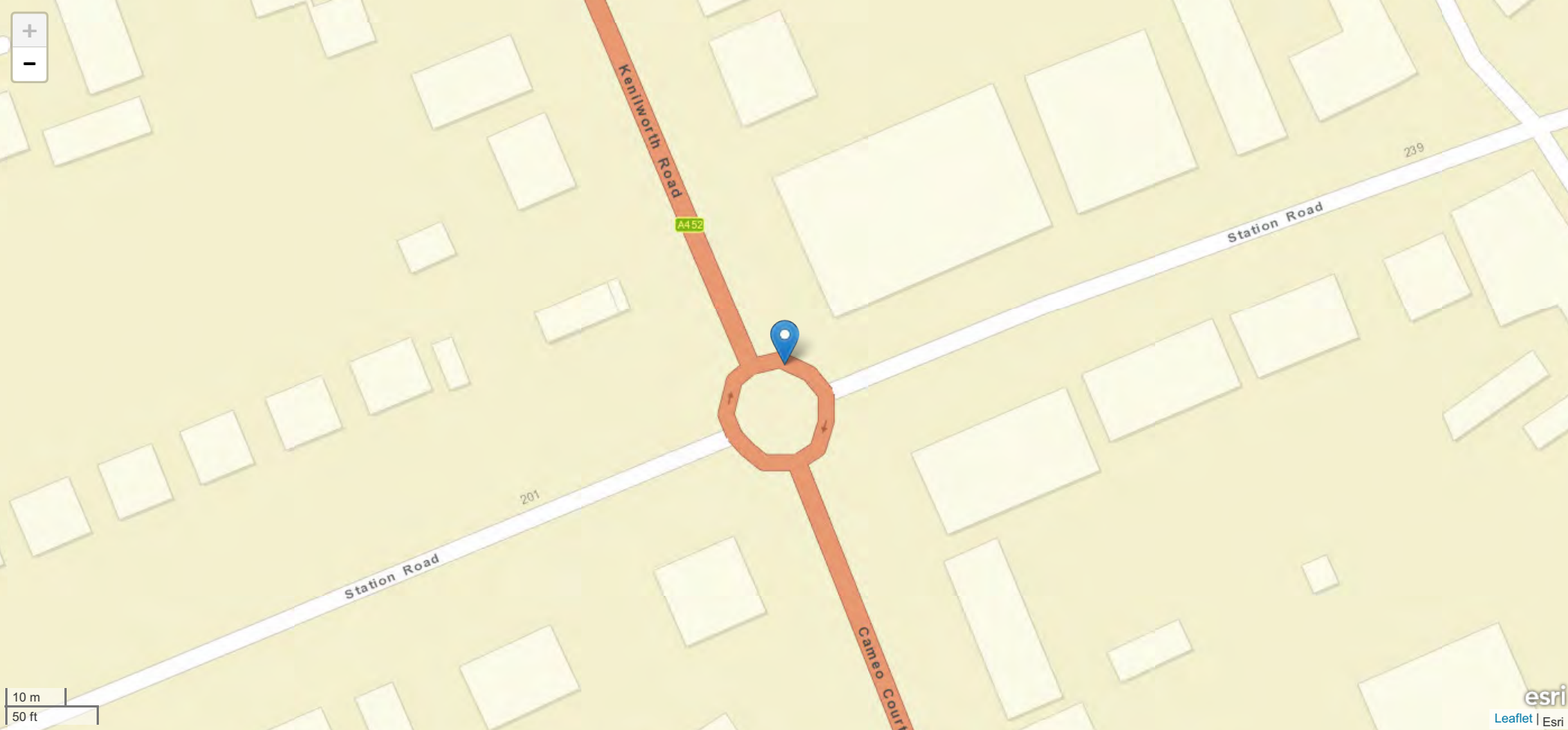
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	83	12	Car, No tow articulation	FIAT, 500	Negative	None	On main c way - not in restricted lane	None	Back	Reversing	NE SW
2	51	50 - 59 years	Car, No tow articulation	FORD, FOCUS CL	Not requested	None	On main c way - not in restricted lane	None	Offside	Waiting to go held up	SW NE

Incident Record Number: 13 - Wednesday 17:00 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L118193322	06/04/2022	17:00	Wednesday	2	1	Daylight	Other	Slight	Dry

Road Name 1	Road Name 2
KENILWORTH ROAD (A452) AT JUNCTION WITH STATION ROAD	No Data Provided



Incident Record Number: 13 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description
Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
KENILWORTH ROAD (A452) AT JUNCTION WITH STATION ROAD	423900, 277149	A 452	Unknown	Roundabout	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
No Data Provided	No Data Provided	No Data Provided

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	26	20 - 29 years

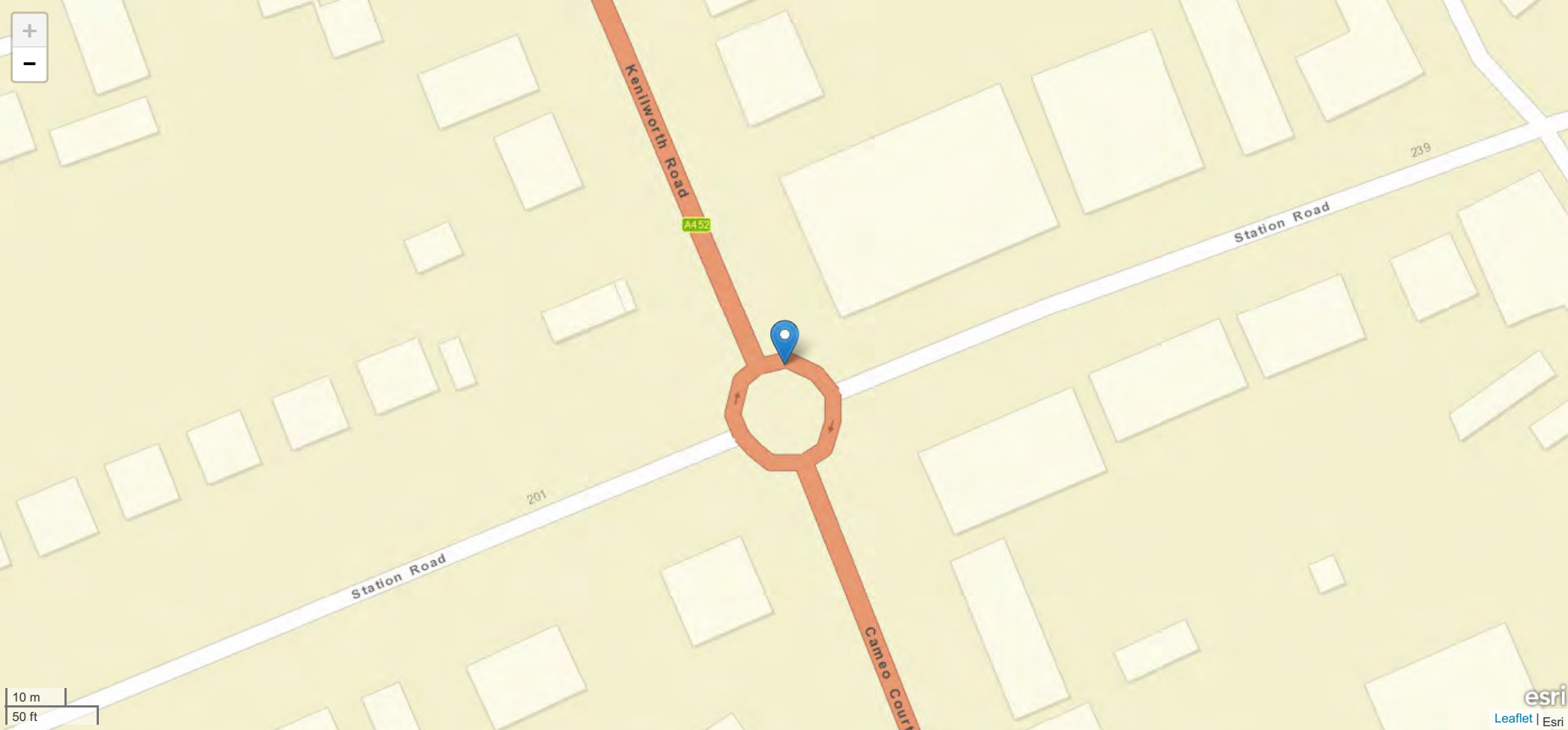
Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	No Data Provided	Data missing or out of range	Car, No tow articulation	LEXUS, No Data Provided	Driver not contacted at time of accident	None	On main c way - not in restricted lane	None	Front	Going ahead other	SE NW
2	26	20 - 29 years	Pedal cycle, No tow articulation	No Data Provided, No Data Provided	No Data Provided	None	On main c way - not in restricted lane	None	Front	Turning right	NE SE

Incident Record Number: 14 - Wednesday 17:04 Slight

ID	Date	Time	Incident Day	Total Vehicles	Total Casualties	Lighting Conditions	Weather Conditions	Incident Severity	Road Surface
L117270122	06/04/2022	17:04	Wednesday	2	1	Daylight	Fine no high winds	Slight	Dry

Road Name 1	Road Name 2
KENILWORTH ROAD (A452) AT JUNCTION WITH STATION ROAD	No Data Provided



Incident Record Number: 14 continued

Fatal Casualties	Serious Casualties	Slight Casualties
0	0	1

Description

Field will be populated once Privacy Impact Assessment completed

Road Name	Coordinates	First Road	Second Road	Junction Detail	Junction Control
KENILWORTH ROAD (A452) AT JUNCTION WITH STATION ROAD	423899, 277149	A 452	Unknown	Roundabout	Give way or uncontrolled

Contributory 1	Contributory 2	Contributory 3
Exceeding speed limit	Exceeding speed limit	Failed to look properly (pedestrian)

Casualty Details

Casualty	Vehicle	Class	Severity	Age	Age Group
1	2	Driver or rider	Slight	No Data Provided	Unknown

Vehicle Details

Vehicle Number	Age	Age Group	Type & Towing	Make & Model	Driver Breath Test	Vehicle Skidding	Vehicle Location	Object in Carriageway	First Impact Damage	Vehicle Manoeuvre	Vehicle Compass
1	62	60 - 69 years	Car, No tow articulation	LEXUS, No Data Provided	Not requested	None	On main c way - not in restricted lane	None	Front	Moving off	SE NW
2	No Data Provided	Data missing or out of range	Pedal cycle, No tow articulation	No Data Provided, No Data Provided	No Data Provided	None	On main c way - not in restricted lane	None	Front	Going ahead right hand bend	NE SE



Appendix C Indicative Masterplan

The following risks are identified as unusual or unfamiliar to a competent contractor

CONSTRUCTION RISKS
There are no significant or unfamiliar risks

DEMOLITION RISKS (FUTURE)
There are no significant or unfamiliar risks

It is assumed that all work will be carried out by a competent contractor working, where appropriate, to an approved method statement

Notes:



Key

	Proposed Site Boundary (total area 12.7ha)		New Area of Play
	Potential Site Access Point (subject to detailed design)		Children's Play Trail
	'Millennium Way' Existing Promoted Pedestrian Route		Proposed Residential Development (circa 6.7ha) for up to 250 homes
	Existing Pedestrian Route		Existing Trees and Hedges Retained
	Pedestrian/Emergency Access Point		New or Enhanced Planting to Supplement Existing Field Boundaries and Protect Amenity of Neighbouring Properties
	Provision for Potential Pedestrian/Cycle Link to Neighbouring Future Development		Possible Location of Community Orchard or Other Similar Use
	Proposed Pedestrian Crossing Point		Potential Landscaping and new tree planting
	Existing Bus Stop		Wild-flower Meadow providing ecological enhancements
	Existing Bus Stop to be Relocated		
	Relocated and Enhanced Bus Stop		

REV DETAILS DATE CHECKED

brownhill hayward brown
chartered architects

01543 244357 - mail@bhbarchitects.co.uk

Land at Pheasant Oak Farm, Balsall Common
Barwood Land

DRAWING NO. **3444 - 04**
REV O DATE Aug '22

PLANNING DRAWN MJM CHECKED MW SCALE 1:1250@ A1

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bhb
architects



Appendix D Traffic Data

Date Thursday 08/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	50	1	0	32	13	3	0	0	0	0	1	0	35.9	40.7
13:00	32	0	0	20	7	4	0	0	0	0	1	0	36.5	44.1
13:15	45	0	0	31	11	3	0	0	0	0	0	0	35.8	39.8
13:30	52	0	1	42	7	2	0	0	0	0	0	0	37.2	42.3
13:45	44	0	0	37	4	2	0	0	0	0	1	0	35.7	40.9
14:00	36	0	0	28	6	1	0	0	0	0	1	0	36.1	41.9
14:15	42	1	0	30	9	2	0	0	0	0	0	0	35.3	41.1
14:30	44	0	0	36	4	2	0	0	2	0	0	0	36.5	41
14:45	31	0	0	21	5	5	0	0	0	0	0	0	35.8	40.5
15:00	60	0	0	40	13	5	0	0	1	0	1	0	36.9	40.9
15:15	74	1	0	56	9	6	1	0	0	0	1	0	36.9	41.9
15:30	135	0	0	108	23	4	0	0	0	0	0	0	37.2	41.2
15:45	93	0	1	62	19	7	0	0	1	0	1	2	36.1	40.5
16:00	76	0	1	52	20	3	0	0	0	0	0	0	36.9	40.5
16:15	51	0	1	43	6	1	0	0	0	0	0	0	37.9	41.3
16:30	66	0	0	54	9	2	0	0	0	0	0	1	38.1	43.5
16:45	68	0	0	52	15	1	0	0	0	0	0	0	38.4	42.9
17:00	81	0	0	67	12	1	0	0	0	0	0	1	38.7	42.4
17:15	96	1	1	80	11	2	0	0	1	0	0	0	37.1	43
17:30	82	0	0	70	10	2	0	0	0	0	0	0	39.1	44.6
17:45	57	1	0	52	3	1	0	0	0	0	0	0	37.2	43.4
18:00	64	0	0	55	7	2	0	0	0	0	0	0	39.3	44.2
18:15	26	1	0	21	3	1	0	0	0	0	0	0	40.7	45.6
18:30	33	0	0	30	2	0	0	0	1	0	0	0	39.8	45
18:45	24	0	0	20	3	1	0	0	0	0	0	0	39.5	46.3
19:00	27	0	0	23	3	1	0	0	0	0	0	0	37.9	43.6
19:15	20	0	0	16	4	0	0	0	0	0	0	0	40.5	46.2
19:30	38	0	0	35	3	0	0	0	0	0	0	0	37.8	42.1
19:45	30	0	0	28	1	1	0	0	0	0	0	0	38.3	46.3
20:00	30	0	0	28	2	0	0	0	0	0	0	0	38.3	45.1
20:15	23	0	0	19	3	1	0	0	0	0	0	0	37.5	42.9
20:30	13	0	0	11	2	0	0	0	0	0	0	0	37.1	41.8
20:45	13	0	0	13	0	0	0	0	0	0	0	0	36.2	39.9
21:00	19	0	0	16	3	0	0	0	0	0	0	0	38.5	44.5
21:15	8	0	0	5	2	1	0	0	0	0	0	0	40.1	-
21:30	8	0	0	8	0	0	0	0	0	0	0	0	37.2	-
21:45	12	0	0	12	0	0	0	0	0	0	0	0	39.5	50.5
22:00	12	0	0	10	2	0	0	0	0	0	0	0	38.7	46.3
22:15	10	0	1	8	1	0	0	0	0	0	0	0	40.3	-
22:30	4	0	0	3	1	0	0	0	0	0	0	0	44	-
22:45	14	0	0	11	3	0	0	0	0	0	0	0	38.1	42.2
23:00	6	0	0	6	0	0	0	0	0	0	0	0	39.5	-
23:15	2	0	0	2	0	0	0	0	0	0	0	0	38.2	-
23:30	4	0	0	3	1	0	0	0	0	0	0	0	36.3	-
23:45	2	0	0	1	1	0	0	0	0	0	0	0	39.7	-
07-19	1462	6	5	1139	231	63	1	0	6	0	7	4	37.4	42.3
06-22	1703	6	5	1353	254	67	1	0	6	0	7	4	37.5	42.5
06-00	1757	6	6	1397	263	67	1	0	6	0	7	4	37.5	42.6
00-00	1757	6	6	1397	263	67	1	0	6	0	7	4	37.5	42.6

Date	Friday 09/09/2022												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	4	0	0	2	1	1	0	0	0	0	0	0	35.3	-
00:15	3	0	0	2	0	0	0	0	1	0	0	0	31.5	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	33.6	-
00:45	3	0	0	3	0	0	0	0	0	0	0	0	34.3	-
01:00	2	0	0	2	0	0	0	0	0	0	0	0	38.4	-
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	1	0	0	1	0	0	0	0	0	0	0	0	32.5	-
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	35.7	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	37.9	-
03:30	4	0	0	3	1	0	0	0	0	0	0	0	53.2	-
03:45	1	0	0	1	0	0	0	0	0	0	0	0	33.5	-
04:00	2	0	0	1	1	0	0	0	0	0	0	0	32.7	-
04:15	4	1	0	2	0	1	0	0	0	0	0	0	32.1	-
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	35.1	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	44.5	-
05:15	3	0	0	3	0	0	0	0	0	0	0	0	40.6	-
05:30	10	0	0	8	2	0	0	0	0	0	0	0	39.3	-
05:45	4	0	0	3	1	0	0	0	0	0	0	0	34	-
06:00	7	0	0	6	1	0	0	0	0	0	0	0	39.5	-
06:15	15	0	0	12	3	0	0	0	0	0	0	0	40.2	46.3
06:30	24	0	0	22	2	0	0	0	0	0	0	0	40.9	47.6
06:45	50	0	1	36	11	1	0	0	1	0	0	0	38.6	41.8
07:00	60	1	0	45	12	1	1	0	0	0	0	0	38.8	45
07:15	55	0	0	40	10	4	0	0	0	0	0	1	39.7	44.1
07:30	60	1	1	50	5	3	0	0	0	0	0	0	36.6	42.3
07:45	78	0	0	57	13	4	0	0	2	0	1	1	35.5	39.7
08:00	68	1	1	50	13	1	0	1	0	0	1	0	36.9	44
08:15	65	0	2	49	11	1	0	0	2	0	0	0	36.7	41.5
08:30	92	1	0	78	11	2	0	0	0	0	0	0	37.1	40.6
08:45	100	0	0	70	25	2	0	0	2	0	1	0	37.4	41.1
09:00	100	1	1	81	13	2	0	0	0	0	1	1	35.6	40.3
09:15	59	1	0	44	11	1	1	0	0	0	1	0	34.4	38.5
09:30	48	0	0	35	11	1	0	0	0	0	0	1	34.8	40.9
09:45	50	0	0	38	8	3	0	0	1	0	0	0	34.7	38.7
10:00	30	0	1	19	6	2	0	0	2	0	0	0	37.1	41.9
10:15	51	0	2	39	8	1	1	0	0	0	0	0	35.8	40.7
10:30	51	0	0	39	9	3	0	0	0	0	0	0	35.7	40.7
10:45	37	0	0	22	12	2	0	1	0	0	0	0	36.1	40.5
11:00	38	2	0	31	3	1	0	0	1	0	0	0	32.8	39
11:15	46	3	0	27	12	2	0	1	0	0	1	0	34.5	41.3
11:30	52	0	0	34	9	6	0	0	0	0	2	1	35	39.9
11:45	48	1	0	31	12	4	0	0	0	0	0	0	35.5	40.3
12:00	44	0	0	34	6	4	0	0	0	0	0	0	36.7	41.8
12:15	55	0	1	31	14	4	3	0	1	0	1	0	37.4	43.1
12:30	52	1	0	37	12	2	0	0	0	0	0	0	37.6	43
12:45	57	0	0	44	10	3	0	0	0	0	0	0	36.7	42.7
13:00	51	1	0	28	18	4	0	0	0	0	0	0	36.4	41.2
13:15	34	0	0	29	4	0	0	0	0	0	1	0	38.2	44.3
13:30	47	0	0	36	11	0	0	0	0	0	0	0	36.9	42.4
13:45	60	0	0	46	10	3	0	0	1	0	0	0	37.1	41.7
14:00	37	0	0	25	6	4	0	0	1	0	1	0	38.4	42.5
14:15	44	0	0	31	12	0	0	0	0	0	0	1	38.7	43.6
14:30	62	0	0	45	12	3	1	0	1	0	0	0	36.9	41.9
14:45	53	0	1	40	7	2	0	0	3	0	0	0	37.8	41.8
15:00	42	1	0	29	7	5	0	0	0	0	0	0	35.2	41.9
15:15	52	0	0	43	7	2	0	0	0	0	0	0	38.7	43.2
15:30	137	1	1	115	16	4	0	0	0	0	0	0	36.4	40.2
15:45	82	0	0	61	13	6	0	0	1	0	1	0	31.7	44
16:00	68	0	1	47	17	2	0	0	1	0	0	0	37.6	42.2
16:15	68	1	0	57	7	3	0	0	0	0	0	0	38.1	43.7
16:30	80	0	0	71	5	4	0	0	0	0	0	0	36.9	42
16:45	57	0	0	45	11	0	0	0	1	0	0	0	37.5	44.1
17:00	82	1	0	70	9	2	0	0	0	0	0	0	36.6	40.1
17:15	78	0	0	65	10	3	0	0	0	0	0	0	36.9	39.9
17:30	61	0	0	56	4	1	0	0	0	0	0	0	39.2	43.4
17:45	56	0	1	42	12	1	0	0	0	0	0	0	39.3	44.8
18:00	50	0	1	45	2	2	0	0	0	0	0	0	37.4	41.5
18:15	47	0	0	41	6	0	0	0	0	0	0	0	37.8	42.7
18:30	29	0	0	24	5	0	0	0	0	0	0	0	39.8	44.7
18:45	25	1	0	19	4	1	0	0	0	0	0	0	35.6	41.4
19:00	34	0	0	29	5	0	0	0	0	0	0	0	37.9	44.2
19:15	37	0	0	32	5	0	0	0	0	0	0	0	39.6	43.8
19:30	23	0	1	19	2	0	0	0	1	0	0	0	37.8	44
19:45	21	0	0	17	4	0	0	0	0	0	0	0	36.6	45.2
20:00	21	0	0	19	2	0	0	0	0	0	0	0	37.2	41.8
20:15	15	0	0	13	1	1	0	0	0	0	0	0	36	42.6
20:30	15	0	0	12	2	0	0	0	0	0	0	1	38.4	42
20:45	13	0	0	11	2	0	0	0	0	0	0	0	37.7	44.2
21:00	12	0	0	11	1	0	0	0	0	0	0	0	37.6	42.8
21:15	14	0	0	12	2	0	0	0	0	0	0	0	33.8	40.3
21:30	10	0	0	9	1	0	0	0	0	0	0	0	34.5	-
21:45	11	0	0	10	1	0	0	0	0	0	0	0	35.9	40.2
22:00	11	0	0	10	1	0	0	0	0	0	0	0	34	40.6
22:15	6	0	0	6	0	0	0	0	0	0	0	0	31.4	-
22:30	12	0	0	12	0	0	0	0	0	0	0	0	38.3	45.6
22:45	9	0	0	8	0	1	0	0	0	0	0	0	39.1	-
23:00	3	0	0	3	0	0	0	0	0	0	0	0	36.8	-
23:15	7	0	0	7	0	0	0	0	0	0	0	0	34.1	-
23:30	6	0	0	5	1	0	0	0	0	0	0	0	41.8	-
23:45	3	0	0	3	0	0	0	0	0	0	0	0	37.8	-
07-19	2798	19	14	2135	471	111	7	3	20	0	12	6	36.7	41.8
06-22	3120	19	16	2405	516	113	7	3	22	0	12	7	36.8	42.1
06-00	3177	19	16	2459	518	114	7	3	22	0	12	7	36.8	42.1
00-00	3224	20	16	2495	525	116	7	3	23	0	12	7	36.8	42.1

Date Saturday 10/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	37.6	-
00:15	4	0	0	3	1	0	0	0	0	0	0	0	39.5	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	29.5	-
00:45	2	0	0	1	1	0	0	0	0	0	0	0	33.3	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	38.5	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	37.7	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	61	-
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	42.6	-
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	31.8	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	2	1	0	1	0	0	0	0	0	0	0	0	34.9	-
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	38.4	-
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	7	0	0	6	1	0	0	0	0	0	0	0	38.9	-
05:45	3	0	0	3	0	0	0	0	0	0	0	0	38.3	-
06:00	4	0	0	4	0	0	0	0	0	0	0	0	34.2	-
06:15	6	0	0	5	1	0	0	0	0	0	0	0	42.9	-
06:30	10	0	0	7	3	0	0	0	0	0	0	0	42	-
06:45	16	0	1	11	2	1	0	0	1	0	0	0	37.8	50.9
07:00	16	0	0	12	3	0	1	0	0	0	0	0	37.5	46.8
07:15	25	3	0	17	2	2	0	0	0	0	1	0	34.5	43.2
07:30	8	0	0	8	0	0	0	0	0	0	0	0	35	-
07:45	15	0	0	11	1	2	0	0	1	0	0	0	36.4	41.5
08:00	13	0	1	10	2	0	0	0	0	0	0	0	38.9	43.4
08:15	29	2	0	20	5	2	0	0	0	0	0	0	36.7	43
08:30	27	0	0	19	6	2	0	0	0	0	0	0	38.9	42.1
08:45	21	1	0	15	3	1	0	0	1	0	0	0	36.6	45.4
09:00	21	0	0	17	4	0	0	0	0	0	0	0	39.1	44.4
09:15	32	3	0	22	6	1	0	0	0	0	0	0	35.9	46.2
09:30	27	1	1	18	4	3	0	0	0	0	0	0	36.8	43.1
09:45	36	1	1	28	5	1	0	0	0	0	0	0	39.5	43.8
10:00	36	1	0	28	5	1	0	0	0	0	1	0	34.2	39.8
10:15	49	1	0	40	7	0	0	0	0	0	0	1	38.6	44.5
10:30	36	0	2	29	4	1	0	0	0	0	0	0	37.2	42.6
10:45	44	2	1	35	4	1	1	0	0	0	0	0	35.3	41.4
11:00	44	0	0	37	5	2	0	0	0	0	0	0	38.6	44.4
11:15	50	1	0	35	12	1	0	1	0	0	0	0	35	41
11:30	44	2	1	32	7	0	0	1	1	0	0	0	34.8	41.6
11:45	31	1	0	23	6	1	0	0	0	0	0	0	36.6	43
12:00	56	0	0	47	8	1	0	0	0	0	0	0	37	41.2
12:15	50	2	0	42	6	0	0	0	0	0	0	0	37.7	43.2
12:30	53	1	0	46	6	0	0	0	0	0	0	0	37.4	44.8
12:45	41	1	1	27	8	3	0	0	1	0	0	0	37.7	42.4
13:00	47	0	0	41	5	1	0	0	0	0	0	0	38.2	43.4
13:15	46	1	0	35	10	0	0	0	0	0	0	0	37.9	46.4
13:30	45	0	0	39	6	0	0	0	0	0	0	0	39.2	44.6
13:45	36	1	1	27	6	1	0	0	0	0	0	0	38.1	44.8
14:00	53	0	0	44	9	0	0	0	0	0	0	0	36.1	41.6
14:15	39	1	0	36	2	0	0	0	0	0	0	0	36.1	43.6
14:30	40	2	2	32	3	1	0	0	0	0	0	0	35.7	41.7
14:45	54	4	2	43	3	2	0	0	0	0	0	0	33.8	39.6
15:00	41	1	0	34	5	1	0	0	0	0	0	0	37.5	45.4
15:15	41	0	0	35	5	1	0	0	0	0	0	0	36.5	42.2
15:30	54	0	0	45	7	1	0	0	1	0	0	0	36.7	41.3
15:45	59	2	1	54	2	0	0	0	0	0	0	0	35.8	41.7
16:00	35	0	0	31	4	0	0	0	0	0	0	0	38.2	42.8
16:15	37	0	0	29	6	1	0	0	0	0	0	0	37.1	42.7
16:30	40	1	1	35	3	0	0	0	0	0	0	0	36.5	42.4
16:45	45	0	0	40	4	1	0	0	0	0	0	0	37.4	41.7
17:00	52	0	0	45	5	1	0	0	0	0	0	1	37.7	43.1
17:15	35	1	1	29	4	0	0	0	0	0	0	0	38.7	44.9
17:30	46	0	0	43	3	0	0	0	0	0	0	0	38.3	41.4
17:45	44	0	0	37	6	1	0	0	0	0	0	0	39.1	43
18:00	33	0	0	28	5	0	0	0	0	0	0	0	38.4	44.3
18:15	24	0	0	17	5	2	0	0	0	0	0	0	39.5	46.2
18:30	32	0	2	25	4	1	0	0	0	0	0	0	38.8	45.5
18:45	32	0	0	24	6	2	0	0	0	0	0	0	39.5	47.4
19:00	14	0	0	11	3	0	0	0	0	0	0	0	40.9	47.8
19:15	27	0	0	23	3	1	0	0	0	0	0	0	39	43.7
19:30	17	0	0	14	3	0	0	0	0	0	0	0	37.5	44.4
19:45	18	0	0	17	1	0	0	0	0	0	0	0	37.9	44.5
20:00	21	0	0	15	5	1	0	0	0	0	0	0	34.7	42.5
20:15	14	0	0	12	2	0	0	0	0	0	0	0	36.7	44.1
20:30	16	0	0	13	3	0	0	0	0	0	0	0	33.9	39
20:45	18	0	0	18	0	0	0	0	0	0	0	0	41.5	47.6
21:00	14	0	0	12	2	0	0	0	0	0	0	0	40.8	46.2
21:15	12	0	0	11	1	0	0	0	0	0	0	0	38.6	45.4
21:30	7	1	0	5	1	0	0	0	0	0	0	0	31.6	-
21:45	15	0	0	15	0	0	0	0	0	0	0	0	39	50
22:00	19	0	0	17	2	0	0	0	0	0	0	0	37	41.2
22:15	10	0	0	8	1	1	0	0	0	0	0	0	38.8	-
22:30	9	0	0	9	0	0	0	0	0	0	0	0	34.6	-
22:45	8	0	0	7	1	0	0	0	0	0	0	0	38.9	-
23:00	11	0	0	10	1	0	0	0	0	0	0	0	38.5	43.2
23:15	7	0	0	6	0	1	0	0	0	0	0	0	34.5	-
23:30	9	0	0	7	2	0	0	0	0	0	0	0	34.5	-
23:45	5	0	0	4	1	0	0	0	0	0	0	0	33.5	-
07-19	1814	37	18	1466	237	42	2	3	5	0	2	2	37.2	42.7
06-22	2043	38	19	1659	267	45	2	3	6	0	2	2	37.3	43.0
06-00	2121	38	19	1727	275	47	2	3	6	0	2	2	37.3	42.9
00-00	2148	39	19	1748	280	47	2	3	6	0	2	2	37.3	42.9

Date Sunday 11/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	6	0	0	6	0	0	0	0	0	0	0	0	37.1	-
00:15	3	0	0	3	0	0	0	0	0	0	0	0	37.8	-
00:30	7	0	0	6	1	0	0	0	0	0	0	0	34.7	-
00:45	2	0	0	2	0	0	0	0	0	0	0	0	24.1	-
01:00	4	0	0	4	0	0	0	0	0	0	0	0	35.5	-
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	4	0	0	2	2	0	0	0	0	0	0	0	36	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	43.3	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	38.4	-
02:30	4	0	0	1	3	0	0	0	0	0	0	0	37	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	40	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	50.1	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	34.5	-
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	45.7	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	39.8	-
04:30	3	0	0	2	0	1	0	0	0	0	0	0	32.3	-
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	2	0	0	2	0	0	0	0	0	0	0	0	34.6	-
05:45	2	0	0	2	0	0	0	0	0	0	0	0	32.8	-
06:00	3	0	0	3	0	0	0	0	0	0	0	0	43.4	-
06:15	4	0	0	4	0	0	0	0	0	0	0	0	46.8	-
06:30	3	0	0	1	2	0	0	0	0	0	0	0	41	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	2	0	0	1	1	0	0	0	0	0	0	0	35.7	-
07:15	3	1	0	2	0	0	0	0	0	0	0	0	34.4	-
07:30	4	0	0	4	0	0	0	0	0	0	0	0	42.6	-
07:45	7	1	0	4	2	0	0	0	0	0	0	0	32.8	-
08:00	11	1	0	10	0	0	0	0	0	0	0	0	40.3	49.8
08:15	12	0	0	11	1	0	0	0	0	0	0	0	39.1	44.1
08:30	6	0	0	5	0	1	0	0	0	0	0	0	38.5	-
08:45	12	1	0	10	1	0	0	0	0	0	0	0	36.8	47.1
09:00	11	0	0	10	1	0	0	0	0	0	0	0	38.4	44.9
09:15	11	0	0	9	2	0	0	0	0	0	0	0	38.8	43.6
09:30	28	1	1	22	4	0	0	0	0	0	0	0	39.1	45.4
09:45	24	1	0	19	4	0	0	0	0	0	0	0	38.2	43.4
10:00	22	1	0	15	5	1	0	0	0	0	0	0	37.3	43.3
10:15	37	2	0	31	4	0	0	0	0	0	0	0	38.4	44.8
10:30	38	2	0	31	4	1	0	0	0	0	0	0	35	39.8
10:45	38	4	0	31	2	0	0	0	1	0	0	0	36	43.3
11:00	53	5	1	42	5	0	0	0	0	0	0	0	33.8	41.5
11:15	39	0	0	29	9	0	0	1	0	0	0	0	38.1	43.9
11:30	35	3	2	23	6	0	0	0	0	0	1	0	37.2	43.9
11:45	42	1	2	32	5	0	0	1	0	0	0	1	34.9	40.6
12:00	42	1	0	30	10	1	0	0	0	0	0	0	39.8	46.7
12:15	42	0	0	37	4	1	0	0	0	0	0	0	36.3	44.5
12:30	41	1	0	34	6	0	0	0	0	0	0	0	36.2	41.6
12:45	33	0	2	23	6	0	0	0	2	0	0	0	36	41.2
13:00	39	3	0	30	6	0	0	0	0	0	0	0	37.7	43.2
13:15	40	0	1	33	4	2	0	0	0	0	0	0	37.4	42.4
13:30	51	3	1	42	4	0	0	0	0	0	1	0	38.9	44.5
13:45	34	1	0	29	4	0	0	0	0	0	0	0	37	42
14:00	34	0	1	25	8	0	0	0	0	0	0	0	37.7	40.7
14:15	52	1	4	44	3	0	0	0	0	0	0	0	36	43.2
14:30	30	1	1	28	0	0	0	0	0	0	0	0	34.6	41.4
14:45	35	4	1	29	1	0	0	0	0	0	0	0	36.1	48.9
15:00	32	1	1	26	4	0	0	0	0	0	0	0	36.8	41.7
15:15	32	3	0	28	1	0	0	0	0	0	0	0	34.3	42.3
15:30	35	0	0	33	2	0	0	0	0	0	0	0	35.8	40.4
15:45	49	0	4	40	5	0	0	0	0	0	0	0	36.8	43
16:00	36	1	1	30	4	0	0	0	0	0	0	0	38	45.2
16:15	37	2	0	31	3	1	0	0	0	0	0	0	34.4	40.9
16:30	41	1	2	37	0	0	0	1	0	0	0	0	37.7	43.4
16:45	39	1	1	34	3	0	0	0	0	0	0	0	36.9	42.7
17:00	32	0	0	25	7	0	0	0	0	0	0	0	39.5	43.8
17:15	48	0	0	45	2	0	0	0	0	0	0	1	38.7	41.4
17:30	30	0	0	27	3	0	0	0	0	0	0	0	39.3	44.5
17:45	25	3	1	19	2	0	0	0	0	0	0	0	35	43.4
18:00	16	1	0	14	1	0	0	0	0	0	0	0	36.1	44.3
18:15	20	0	1	18	1	0	0	0	0	0	0	0	40.4	47
18:30	35	0	0	29	6	0	0	0	0	0	0	0	40.7	45.3
18:45	14	0	0	9	3	2	0	0	0	0	0	0	36.1	39
19:00	17	0	0	17	0	0	0	0	0	0	0	0	39.2	44.8
19:15	21	0	0	17	4	0	0	0	0	0	0	0	37.4	42.8
19:30	27	0	0	26	1	0	0	0	0	0	0	0	37.9	45.2
19:45	18	0	0	14	4	0	0	0	0	0	0	0	37.6	46
20:00	22	0	0	19	2	1	0	0	0	0	0	0	40.1	46.1
20:15	14	0	0	11	3	0	0	0	0	0	0	0	34.8	42.1
20:30	9	0	0	8	0	1	0	0	0	0	0	0	38.5	-
20:45	7	0	0	5	2	0	0	0	0	0	0	0	37.3	-
21:00	7	0	0	7	0	0	0	0	0	0	0	0	37.2	-
21:15	13	0	0	11	2	0	0	0	0	0	0	0	43.7	50.8
21:30	6	0	0	6	0	0	0	0	0	0	0	0	41.4	-
21:45	4	0	0	3	1	0	0	0	0	0	0	0	43.3	-
22:00	5	0	0	5	0	0	0	0	0	0	0	0	38.3	-
22:15	5	0	0	4	0	1	0	0	0	0	0	0	31.2	-
22:30	5	0	0	4	1	0	0	0	0	0	0	0	34.5	-
22:45	4	0	0	4	0	0	0	0	0	0	0	0	41.6	-
23:00	4	0	0	4	0	0	0	0	0	0	0	0	33.4	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	38.9	-
23:30	3	0	0	3	0	0	0	0	0	0	0	0	40.3	-
23:45	2	0	0	2	0	0	0	0	0	0	0	0	35	-
07-19	1429	52	28	1170	159	10	0	3	3	0	2	2	37.1	43.1
06-22	1604	52	28	1322	180	12	0	3	3	0	2	2	37.3	43.2
06-00	1633	52	28	1349	181	13	0	3	3	0	2	2	37.3	43.3
00-00	1677	52	28	1386	187	14	0	3	3	0	2	2	37.2	43.2

Date Monday 12/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	14.2	-
00:15	2	0	0	1	0	1	0	0	0	0	0	0	35.7	-
00:30	2	0	0	2	0	0	0	0	0	0	0	0	21.2	-
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	26.4	-
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	1	0	0	0	0	1	0	0	0	0	0	0	31.9	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	34.9	-
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	33.5	-
04:00	1	0	0	0	1	0	0	0	0	0	0	0	29.7	-
04:15	1	1	0	0	0	0	0	0	0	0	0	0	16.8	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	3	0	0	3	0	0	0	0	0	0	0	0	35.8	-
05:00	2	0	0	2	0	0	0	0	0	0	0	0	49.2	-
05:15	5	0	0	4	1	0	0	0	0	0	0	0	43.4	-
05:30	13	1	0	11	0	1	0	0	0	0	0	0	39.3	50.6
05:45	6	0	0	4	2	0	0	0	0	0	0	0	40.7	-
06:00	5	1	0	2	2	0	0	0	0	0	0	0	34.6	-
06:15	22	0	1	17	4	0	0	0	0	0	0	0	39.8	46.3
06:30	23	0	0	22	1	0	0	0	0	0	0	0	37	41.9
06:45	56	0	1	38	13	3	0	0	1	0	0	0	38.9	42.9
07:00	54	1	0	42	10	0	1	0	0	0	0	0	38.5	42.9
07:15	63	0	1	49	10	0	2	0	0	0	0	1	40.1	46.8
07:30	68	0	0	52	12	4	0	0	0	0	0	0	36.9	40.8
07:45	100	1	0	71	19	6	0	0	0	0	2	1	37	41.9
08:00	81	0	0	64	12	5	0	0	0	0	0	0	38.4	44.2
08:15	87	2	0	67	13	5	0	0	0	0	0	0	36	41
08:30	87	0	0	75	11	0	1	0	0	0	0	0	37.9	41.5
08:45	94	0	0	76	17	1	0	0	0	0	0	0	38.8	42
09:00	77	0	0	58	13	4	0	0	1	0	0	1	37.6	43.2
09:15	56	0	0	42	9	4	0	0	0	0	1	0	36.8	41.3
09:30	36	1	0	27	6	0	0	0	1	0	1	0	36.3	41.9
09:45	44	0	1	32	7	2	0	0	0	0	1	1	36.1	40.4
10:00	24	0	0	19	3	2	0	0	0	0	0	0	35.6	42.6
10:15	34	0	0	23	8	3	0	0	0	0	0	0	38.3	43.6
10:30	43	0	1	27	8	2	1	0	1	0	3	0	35.4	41.6
10:45	40	0	0	26	7	4	0	0	0	0	1	2	35.9	40.8
11:00	37	0	1	25	8	1	0	0	0	0	1	1	37.3	42.2
11:15	41	0	0	29	10	1	0	0	1	0	0	0	37.7	43.9
11:30	42	0	0	21	12	7	0	0	0	0	2	0	36.3	43.6
11:45	37	2	0	27	4	2	0	1	0	0	0	1	34.1	40
12:00	40	1	0	26	11	0	1	0	1	0	0	0	34.3	43.2
12:15	36	0	0	26	6	3	0	0	0	0	1	0	37.2	41.3
12:30	33	0	0	27	5	0	0	0	0	0	1	0	35.9	40.2
12:45	36	0	1	21	12	1	0	0	0	0	0	1	35.6	40.3
13:00	32	0	0	23	4	4	0	0	1	0	0	0	36.7	39.8
13:15	37	0	1	27	6	3	0	0	0	0	0	0	35.9	41.3
13:30	42	0	1	28	12	0	0	0	0	0	1	0	37.7	44.2
13:45	44	0	0	30	11	1	0	0	0	0	0	2	35	39.9
14:00	38	0	0	28	8	1	0	0	0	0	1	0	38.7	45.2
14:15	40	0	0	33	6	0	0	0	1	0	0	0	35.9	39.6
14:30	38	0	0	28	6	4	0	0	0	0	0	0	36.3	40.3
14:45	46	0	0	33	9	4	0	0	0	0	0	0	37.1	40.1
15:00	51	0	1	32	14	1	0	0	3	0	0	0	38.4	43.8
15:15	39	1	0	32	5	1	0	0	0	0	0	0	39.4	46
15:30	138	0	0	111	21	5	0	1	0	0	0	0	35.5	39.8
15:45	76	0	0	62	10	1	0	1	1	0	0	1	35	40.1
16:00	64	0	1	49	12	1	0	0	0	0	0	1	37.9	41.8
16:15	64	2	0	53	7	2	0	0	0	0	0	0	37.6	43
16:30	76	0	1	59	14	1	1	0	0	0	0	0	37.5	42.4
16:45	60	0	0	44	14	1	0	1	0	0	0	0	35.6	43.6
17:00	70	0	0	60	7	1	0	0	0	0	0	2	38.6	42.2
17:15	80	0	2	70	6	1	1	0	0	0	0	0	37.1	41.9
17:30	86	2	0	75	8	0	0	0	0	0	1	0	37.2	42.8
17:45	65	0	0	61	4	0	0	0	0	0	0	0	39.1	43.2
18:00	53	1	0	39	13	0	0	0	0	0	0	0	38.6	45.4
18:15	41	0	1	35	5	0	0	0	0	0	0	0	40.9	47.6
18:30	47	0	1	39	4	2	0	0	1	0	0	0	38.7	44.5
18:45	30	0	0	29	1	0	0	0	0	0	0	0	36.9	42.9
19:00	28	0	0	25	2	1	0	0	0	0	0	0	38.6	43.8
19:15	28	0	0	23	4	1	0	0	0	0	0	0	39.2	45.7
19:30	19	0	0	17	2	0	0	0	0	0	0	0	36.7	42.4
19:45	12	0	0	11	0	1	0	0	0	0	0	0	38.5	46.3
20:00	20	0	0	15	4	1	0	0	0	0	0	0	40	44.9
20:15	14	0	0	12	1	1	0	0	0	0	0	0	38.3	43.1
20:30	10	0	0	8	2	0	0	0	0	0	0	0	40.4	-
20:45	18	0	0	12	4	2	0	0	0	0	0	0	37.8	43.4
21:00	16	0	0	13	3	0	0	0	0	0	0	0	36.9	41.4
21:15	10	0	0	8	2	0	0	0	0	0	0	0	37.4	-
21:30	12	0	0	11	1	0	0	0	0	0	0	0	38.3	43.2
21:45	11	0	0	8	2	1	0	0	0	0	0	0	37.1	40.7
22:00	9	0	0	7	2	0	0	0	0	0	0	0	38	-
22:15	8	0	0	8	0	0	0	0	0	0	0	0	37.1	-
22:30	4	0	0	3	1	0	0	0	0	0	0	0	38.2	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	43	-
23:00	3	0	0	3	0	0	0	0	0	0	0	0	39.7	-
23:15	2	0	0	2	0	0	0	0	0	0	0	0	38	-
23:30	4	0	0	3	1	0	0	0	0	0	0	0	40.3	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	2647	14	14	2032	440	91	8	4	12	0	17	15	37.2	42.2
06-22	2951	15	16	2274	487	102	8	4	13	0	17	15	37.3	42.4
06-00	2982	15	16	2301	491	102	8	4	13	0	17	15	37.3	42.4
00-00	3022	17	16	2332	495	105	8	4	13	0	17	15	37.3	42.5

Date Tuesday 13/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	40	-
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	3	0	0	2	1	0	0	0	0	0	0	0	40	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	2	0	0	2	0	0	0	0	0	0	0	0	39.4	-
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	37.6	-
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	2	0	0	2	0	0	0	0	0	0	0	0	32.9	-
04:30	2	0	0	2	0	0	0	0	0	0	0	0	40.3	-
04:45	1	0	0	0	0	1	0	0	0	0	0	0	42	-
05:00	6	0	0	3	2	1	0	0	0	0	0	0	43	-
05:15	4	0	0	4	0	0	0	0	0	0	0	0	40.5	-
05:30	9	0	0	8	1	0	0	0	0	0	0	0	39.3	-
05:45	8	1	0	6	1	0	0	0	0	0	0	0	35.1	-
06:00	9	1	0	4	4	0	0	0	0	0	0	0	33.7	-
06:15	15	0	1	7	6	0	1	0	0	0	0	0	41.2	44.7
06:30	37	0	0	34	3	0	0	0	0	0	0	0	33.3	40.9
06:45	47	1	1	36	7	1	0	0	1	0	0	0	39.8	44.4
07:00	59	1	1	43	13	1	0	0	0	0	0	0	37.5	44.5
07:15	62	0	0	49	9	2	0	0	1	0	0	1	38.2	43.9
07:30	86	1	0	68	9	3	0	0	3	0	2	0	36.3	39.2
07:45	79	0	0	65	10	2	0	0	0	0	1	1	38.2	42.3
08:00	81	0	0	63	11	2	0	2	0	0	3	0	35.7	42.4
08:15	96	2	1	82	9	2	0	0	0	0	0	0	37.4	41.6
08:30	87	0	0	71	16	0	0	0	0	0	0	0	37.9	42.3
08:45	109	1	0	83	23	2	0	0	0	0	0	0	37.2	42.3
09:00	102	0	0	81	16	4	0	0	0	0	1	0	36.6	42.3
09:15	54	0	0	41	10	3	0	0	0	0	0	0	37	41.3
09:30	41	1	0	29	6	4	0	0	1	0	0	0	36	40.8
09:45	49	0	0	32	13	4	0	0	0	0	0	0	36.8	40.9
10:00	51	0	0	33	16	2	0	0	0	0	0	0	36.7	40.4
10:15	45	1	0	29	8	3	0	0	0	0	4	0	36.2	42.3
10:30	33	0	0	20	7	3	0	0	1	0	2	0	36.3	42
10:45	39	0	1	24	11	2	1	0	0	0	0	0	36.8	42.8
11:00	29	0	0	20	7	2	0	0	0	0	0	0	35.5	40.6
11:15	39	2	0	22	13	1	0	1	0	0	0	0	35.2	40.4
11:30	42	3	1	26	5	6	1	0	0	0	0	0	34.5	40.7
11:45	37	2	0	25	5	3	1	1	0	0	0	0	35.8	45.2
12:00	40	0	0	26	7	6	0	0	0	0	1	0	37.1	43.3
12:15	40	0	0	26	10	3	0	0	0	0	1	0	37	42.2
12:30	34	0	0	21	11	2	0	0	0	0	0	0	39.1	43.6
12:45	33	2	0	25	4	1	0	0	0	0	1	0	34.5	39.7
13:00	41	1	0	27	6	7	0	0	0	0	0	0	36.7	44.1
13:15	44	2	1	30	6	5	0	0	0	0	0	0	34.6	43.1
13:30	55	2	1	35	6	6	2	1	0	0	2	0	34.3	40.7
13:45	48	0	0	36	6	5	0	1	0	0	0	0	37.4	42.6
14:00	39	1	0	34	2	2	0	0	0	0	0	0	35.3	41
14:15	37	0	0	31	5	1	0	0	0	0	0	0	36.2	43
14:30	47	0	2	31	9	3	0	0	0	0	1	1	37.4	42.9
14:45	44	0	0	31	7	5	0	0	1	0	0	0	36.2	43
15:00	63	0	0	41	16	5	0	0	0	0	1	0	38.1	44.2
15:15	47	1	0	36	6	3	0	0	1	0	0	0	34.5	40.1
15:30	130	2	1	102	21	4	0	0	0	0	0	0	35	39.6
15:45	87	0	1	74	10	0	0	0	1	0	0	1	37.8	41.9
16:00	65	0	1	47	11	5	0	0	1	0	0	0	38.1	43.9
16:15	70	0	1	46	16	7	0	0	0	0	0	0	37.4	42.4
16:30	69	2	1	49	12	5	0	0	0	0	0	0	36.7	43
16:45	84	3	1	66	9	4	0	0	1	0	0	0	36.4	42.3
17:00	100	0	3	87	7	1	0	0	1	0	0	1	38.6	43.1
17:15	87	1	1	69	12	4	0	0	0	0	0	0	38.4	43.4
17:30	73	3	0	65	5	0	0	0	0	0	0	0	38.1	42.4
17:45	82	1	1	72	7	1	0	0	0	0	0	0	39.7	46.5
18:00	43	2	1	34	6	0	0	0	0	0	0	0	37.8	44.4
18:15	52	0	3	44	5	0	0	0	0	0	0	0	41	46.9
18:30	41	3	0	34	4	0	0	0	0	0	0	0	37.4	42.9
18:45	37	0	2	28	6	1	0	0	0	0	0	0	39.8	47.2
19:00	28	0	2	21	5	0	0	0	0	0	0	0	38.3	46.8
19:15	36	1	0	31	4	0	0	0	0	0	0	0	38.4	43.5
19:30	35	0	0	31	4	0	0	0	0	0	0	0	36.4	41.9
19:45	31	0	1	28	2	0	0	0	0	0	0	0	37.5	44.2
20:00	19	0	0	16	3	0	0	0	0	0	0	0	36.6	44.1
20:15	23	0	0	20	2	0	0	0	0	0	0	1	37.7	47
20:30	19	0	0	15	4	0	0	0	0	0	0	0	37.5	44.3
20:45	11	0	0	9	1	1	0	0	0	0	0	0	40.5	49.2
21:00	12	0	0	11	0	1	0	0	0	0	0	0	37.5	45.9
21:15	15	0	0	13	2	0	0	0	0	0	0	0	38.6	47.3
21:30	15	0	0	14	1	0	0	0	0	0	0	0	38.3	44
21:45	7	0	0	7	0	0	0	0	0	0	0	0	39.3	-
22:00	13	1	0	11	1	0	0	0	0	0	0	0	37	43.6
22:15	11	0	0	11	0	0	0	0	0	0	0	0	36.9	40.9
22:30	2	0	0	2	0	0	0	0	0	0	0	0	38	-
22:45	4	0	0	4	0	0	0	0	0	0	0	0	36.9	-
23:00	3	0	0	0	2	0	0	0	1	0	0	0	45.5	-
23:15	1	0	0	0	0	1	0	0	0	0	0	0	30.8	-
23:30	2	0	0	0	2	0	0	0	0	0	0	0	35.9	-
23:45	2	0	0	2	0	0	0	0	0	0	0	0	39.1	-
07-19	2852	40	25	2153	449	137	5	6	12	0	20	5	37.0	42.4
06-22	3211	43	30	2450	497	140	6	6	13	0	20	6	37.1	42.6
06-00	3249	44	30	2480	502	141	6	6	14	0	20	6	37.1	42.6
00-00	3288	45	30	2511	507	143	6	6	14	0	20	6	37.1	42.6

Date Wednesday 14/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	41.9	-
00:15	4	0	0	3	1	0	0	0	0	0	0	0	43	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	42.7	-
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	52.7	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	41.3	-
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	1	0	0	0	1	0	0	0	0	0	0	0	37.1	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	0	1	0	0	0	0	0	0	0	34.4	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	2	1	0	1	0	0	0	0	0	0	0	0	26.8	-
04:30	2	0	0	1	0	1	0	0	0	0	0	0	43.9	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	3	0	0	3	0	0	0	0	0	0	0	0	39	-
05:15	8	0	0	6	2	0	0	0	0	0	0	0	40.7	-
05:30	10	0	0	9	1	0	0	0	0	0	0	0	39.1	-
05:45	10	0	0	5	4	0	1	0	0	0	0	0	37.8	-
06:00	12	2	0	7	3	0	0	0	0	0	0	0	36.6	46.5
06:15	18	1	0	12	5	0	0	0	0	0	0	0	37.6	42
06:30	24	1	0	20	3	0	0	0	0	0	0	0	37.4	41.8
06:45	45	0	0	32	10	2	0	0	0	0	1	0	38.2	42.1
07:00	55	1	0	40	8	5	0	0	0	0	0	1	39.1	44.5
07:15	67	0	0	49	12	3	1	0	0	0	1	1	39.5	43.2
07:30	81	2	1	61	9	5	0	0	1	0	2	0	36.2	41.2
07:45	86	0	0	63	17	3	0	0	0	0	2	1	36.6	41.6
08:00	89	1	0	69	17	1	0	0	0	0	1	0	37.4	41
08:15	85	1	1	70	9	1	0	0	1	0	1	1	36.1	40.5
08:30	82	0	0	71	9	1	1	0	0	0	0	0	36.9	41
08:45	111	1	0	87	20	1	0	1	0	0	0	1	38.4	43.8
09:00	103	1	0	83	17	1	0	0	1	0	0	0	36.8	42.4
09:15	65	1	1	53	8	2	0	0	0	0	0	0	36.6	42
09:30	47	0	1	36	8	2	0	0	0	0	0	0	37.8	43.7
09:45	32	0	1	21	5	5	0	0	0	0	0	0	37.1	41.6
10:00	41	0	0	28	5	1	0	2	1	0	4	0	35.7	42.8
10:15	54	0	0	43	8	2	0	0	0	0	1	0	36.4	41.5
10:30	36	1	0	18	9	6	0	0	1	0	1	0	35.2	42.3
10:45	41	1	0	23	13	2	0	0	1	0	0	1	37.2	45.5
11:00	37	0	2	26	6	3	0	0	0	0	0	0	38.3	43.5
11:15	30	0	1	19	6	1	2	1	0	0	0	0	36.5	42.2
11:30	52	1	1	37	11	2	0	0	0	0	0	0	37.5	43.9
11:45	54	1	1	41	7	4	0	0	0	0	0	0	34.9	41.2
12:00	41	2	3	24	7	4	0	0	1	0	0	0	34.1	39.4
12:15	37	0	0	28	5	0	0	0	2	0	2	0	37	43.5
12:30	34	1	1	22	8	2	0	0	0	0	0	0	35.2	40.3
12:45	46	2	1	35	5	3	0	0	0	0	0	0	34.2	40.6
13:00	37	0	0	25	8	1	0	1	1	0	1	0	35.2	41
13:15	25	0	0	23	1	1	0	0	0	0	0	0	36.2	39.7
13:30	42	1	0	31	9	0	0	1	0	0	0	0	35.7	42.6
13:45	47	0	0	34	9	3	0	0	1	0	0	0	37.2	44.1
14:00	45	2	0	30	9	4	0	0	0	0	0	0	38.9	44.5
14:15	32	1	0	23	4	3	0	0	1	0	0	0	36.1	44
14:30	37	0	0	26	5	5	0	0	1	0	0	0	36	39.7
14:45	40	0	1	30	5	4	0	0	0	0	0	0	37.2	43.6
15:00	45	0	1	30	11	3	0	0	0	0	0	0	36.2	41
15:15	51	0	0	39	9	3	0	0	0	0	0	0	39.5	45.7
15:30	141	2	0	117	17	2	0	0	0	0	0	3	35	39.3
15:45	84	0	0	67	14	3	0	0	0	0	0	0	36.6	41
16:00	81	0	1	59	16	3	0	0	2	0	0	0	39.3	43.3
16:15	67	0	1	53	9	3	0	0	0	0	1	0	37.6	43.4
16:30	85	3	1	60	16	4	0	1	0	0	0	0	38.5	44.3
16:45	63	0	0	46	16	1	0	0	0	0	0	0	39.3	43.9
17:00	84	1	1	74	4	3	0	1	0	0	0	0	38.3	45.6
17:15	93	1	1	81	8	2	0	0	0	0	0	0	38.7	43.1
17:30	82	1	0	67	12	1	0	0	0	0	0	1	38.1	43.4
17:45	67	0	0	55	9	2	0	0	1	0	0	0	39.7	43.2
18:00	73	2	1	59	9	2	0	0	0	0	0	0	38.9	47.4
18:15	56	1	0	46	9	0	0	0	0	0	0	0	37.4	42.2
18:30	35	1	1	29	4	0	0	0	0	0	0	0	39.6	44.6
18:45	36	3	1	25	6	1	0	0	0	0	0	0	37	45.4
19:00	27	1	0	24	2	0	0	0	0	0	0	0	40.7	48.3
19:15	24	0	0	21	3	0	0	0	0	0	0	0	37.3	40.8
19:30	28	0	0	26	2	0	0	0	0	0	0	0	38.5	42.4
19:45	36	0	0	34	2	0	0	0	0	0	0	0	38.7	42.6
20:00	19	0	1	15	2	0	0	0	0	0	1	0	36.3	44.6
20:15	21	0	2	16	2	0	0	1	0	0	0	0	38.4	42.5
20:30	22	0	0	21	0	0	0	0	0	0	0	1	36.3	41
20:45	12	0	1	8	3	0	0	0	0	0	0	0	39	43.4
21:00	20	0	1	17	1	1	0	0	0	0	0	0	38.1	51
21:15	9	0	0	8	1	0	0	0	0	0	0	0	37.8	-
21:30	15	0	4	9	2	0	0	0	0	0	0	0	40.1	47.1
21:45	11	0	0	10	1	0	0	0	0	0	0	0	34.9	42.7
22:00	11	0	1	6	3	0	0	0	1	0	0	0	35.9	44.4
22:15	3	0	0	2	1	0	0	0	0	0	0	0	37.4	-
22:30	5	0	0	5	0	0	0	0	0	0	0	0	37.5	-
22:45	4	0	0	3	0	1	0	0	0	0	0	0	34.2	-
23:00	4	0	0	2	2	0	0	0	0	0	0	0	39.7	-
23:15	7	0	0	6	1	0	0	0	0	0	0	0	35.4	-
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	2854	36	25	2176	448	114	4	8	16	0	17	10	37.3	42.7
06-22	3197	41	34	2456	490	117	4	9	16	0	19	11	37.3	42.7
06-00	3231	41	35	2480	497	118	4	9	17	0	19	11	37.3	42.7
00-00	3277	42	35	2512	508	119	5	9	17	0	19	11	37.4	42.7

Date Thursday 15/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	43	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	43.1	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	46.9	-
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	1	0	0	1	0	0	0	0	0	0	0	0	37.6	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	57.5	-
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	2	0	0	1	1	0	0	0	0	0	0	0	44.8	-
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	38	-
04:00	2	0	0	1	1	0	0	0	0	0	0	0	35.8	-
04:15	2	1	0	1	0	0	0	0	0	0	0	0	28.9	-
04:30	2	0	0	2	0	0	0	0	0	0	0	0	39.9	-
04:45	1	0	0	0	0	1	0	0	0	0	0	0	45.1	-
05:00	2	0	0	2	0	0	0	0	0	0	0	0	44.1	-
05:15	8	1	0	6	1	0	0	0	0	0	0	0	37.7	-
05:30	9	0	0	9	0	0	0	0	0	0	0	0	40.4	-
05:45	7	0	0	2	4	0	0	0	1	0	0	0	39.6	-
06:00	8	1	0	6	1	0	0	0	0	0	0	0	36.4	-
06:15	18	0	0	13	5	0	0	0	0	0	0	0	39.7	44.3
06:30	30	0	0	27	1	1	1	0	0	0	0	0	37.8	44.1
06:45	36	0	0	27	7	2	0	0	0	0	0	0	39.3	43.6
07:00	63	3	0	45	10	4	1	0	0	0	0	0	37.3	41.8
07:15	67	0	0	52	10	2	0	1	0	0	1	1	39	43
07:30	69	1	1	56	6	4	1	0	0	0	0	0	37.8	42.2
07:45	87	0	0	67	15	3	1	0	0	0	0	1	37.7	42.2
08:00	76	1	0	56	16	1	1	0	0	0	1	0	37.3	42.3
08:15	75	0	0	58	13	3	1	0	0	0	0	0	36.9	41.3
08:30	97	0	1	76	16	2	0	0	1	0	1	0	37.8	40.3
08:45	122	0	1	97	17	4	1	1	1	0	0	0	33.4	41.4
09:00	108	0	0	81	19	6	0	0	0	0	1	1	37.9	42.3
09:15	54	1	1	37	12	2	0	0	0	0	1	0	36.6	43.2
09:30	46	0	0	33	11	0	0	0	2	0	0	0	37.7	42
09:45	50	1	0	37	8	3	0	0	1	0	0	0	37.2	42.6
10:00	51	0	1	36	9	5	0	0	0	0	0	0	36.4	41.4
10:15	28	0	0	21	3	0	1	1	2	0	0	0	32.9	40.6
10:30	29	0	0	20	6	1	0	0	1	0	1	0	37.4	43
10:45	48	0	1	35	9	2	0	0	1	0	0	0	35.2	41.9
11:00	45	1	0	36	5	1	0	0	2	0	0	0	32.4	41.2
11:15	45	1	0	32	10	1	0	1	0	0	0	0	36.9	41
11:30	46	0	0	36	8	1	0	1	0	0	0	0	37.4	41.3
11:45	30	0	0	23	5	2	0	0	0	0	0	0	37.3	43.7
12:00	35	0	0	20	12	3	0	0	0	0	0	0	35.3	40.7
12:15	38	1	0	27	9	1	0	0	0	0	0	0	34.1	38.7
12:30	48	0	0	35	11	2	0	0	0	0	0	0	37.3	42.7
12:45	40	1	1	29	4	3	0	1	0	0	1	0	36.7	41.2
13:00	39	0	0	21	13	3	1	0	1	0	0	0	36.5	42.8
13:15	47	1	0	32	6	4	0	2	1	0	1	0	36.8	44.8
13:30	40	0	1	23	11	3	0	1	0	0	1	0	35.8	41
13:45	32	0	1	20	8	2	0	1	0	0	0	0	36.1	40.4
14:00	36	4	0	23	7	2	0	0	0	0	0	0	32.2	38.9
14:15	50	0	0	36	8	3	1	0	0	0	1	1	35.3	39.9
14:30	56	1	0	43	11	1	0	0	0	0	0	0	35	41.9
14:45	51	0	0	33	13	4	0	1	0	0	0	0	38.2	43.4
15:00	41	0	0	33	7	1	0	0	0	0	0	0	36.9	41.4
15:15	54	2	0	35	13	4	0	0	0	0	0	0	34.1	39.2
15:30	137	1	1	115	16	1	0	0	1	0	0	2	35.5	39.4
15:45	97	0	1	75	16	5	0	0	0	0	0	0	36.6	40
16:00	87	1	1	62	16	4	0	0	0	0	3	0	37.4	42.1
16:15	74	0	1	55	13	3	0	0	0	0	1	1	35.7	42.2
16:30	69	1	0	51	15	2	0	0	0	0	0	0	37.6	42.5
16:45	73	0	0	57	13	2	0	0	0	0	1	0	38.8	42.9
17:00	76	1	0	68	7	0	0	0	0	0	0	0	37.2	42.3
17:15	92	1	2	76	11	2	0	0	0	0	0	0	38.3	44.3
17:30	86	0	2	75	8	1	0	0	0	0	0	0	38.5	42.4
17:45	85	1	1	73	8	1	0	0	1	0	0	0	40.3	45.8
18:00	52	0	1	44	5	2	0	0	0	0	0	0	38.6	43.6
18:15	48	0	0	39	9	0	0	0	0	0	0	0	39.5	44.1
18:30	38	0	0	33	5	0	0	0	0	0	0	0	37.3	42.2
18:45	35	0	0	30	4	1	0	0	0	0	0	0	39.5	45.9
19:00	33	0	0	30	3	0	0	0	0	0	0	0	39.9	43.8
19:15	18	0	0	16	2	0	0	0	0	0	0	0	40.1	48.3
19:30	28	0	0	26	2	0	0	0	0	0	0	0	37.8	43.6
19:45	34	0	0	30	4	0	0	0	0	0	0	0	38.7	44.5
20:00	25	0	1	21	3	0	0	0	0	0	0	0	37.6	42.9
20:15	23	0	0	22	1	0	0	0	0	0	0	0	36.8	45.5
20:30	18	0	0	17	0	1	0	0	0	0	0	0	38.3	46.4
20:45	12	0	1	9	1	1	0	0	0	0	0	0	36.9	47.6
21:00	20	0	0	19	1	0	0	0	0	0	0	0	38.2	42
21:15	14	0	0	11	3	0	0	0	0	0	0	0	39.2	52.4
21:30	12	0	0	10	2	0	0	0	0	0	0	0	39.5	47
21:45	7	0	0	6	1	0	0	0	0	0	0	0	39.3	-
22:00	9	1	1	3	4	0	0	0	0	0	0	0	34.8	-
22:15	11	0	0	10	1	0	0	0	0	0	0	0	37.1	46.4
22:30	6	0	0	4	1	1	0	0	0	0	0	0	40.6	-
22:45	4	0	0	2	2	0	0	0	0	0	0	0	32.6	-
23:00	10	0	0	10	0	0	0	0	0	0	0	0	37.5	-
23:15	5	0	0	5	0	0	0	0	0	0	0	0	34.9	-
23:30	3	0	0	3	0	0	0	0	0	0	0	0	34.4	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	32.2	-
07-19	2892	25	19	2197	487	107	9	11	15	0	15	7	36.9	41.9
06-22	3228	26	21	2487	524	112	10	11	15	0	15	7	37.0	42.2
06-00	3277	27	22	2525	532	113	10	11	15	0	15	7	37.0	42.2
00-00	3318	29	22	2554	540	114	10	11	16	0	15	7	37.1	42.2

Date Friday 16/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	39.6	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	0	1	0	0	0	0	0	0	34.9	-
00:45	3	0	0	2	1	0	0	0	0	0	0	0	33.2	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	33.9	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	30.3	-
01:30	3	0	0	1	2	0	0	0	0	0	0	0	36	-
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	45.9	-
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	1	0	0	0	0	1	0	0	0	0	0	0	36.7	-
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	35.7	-
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	46.5	-
04:15	1	0	0	0	0	1	0	0	0	0	0	0	32.7	-
04:30	2	0	0	1	1	0	0	0	0	0	0	0	33.6	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	44.1	-
05:00	2	0	0	2	0	0	0	0	0	0	0	0	45.2	-
05:15	5	0	0	5	0	0	0	0	0	0	0	0	42.3	-
05:30	9	0	0	8	1	0	0	0	0	0	0	0	42.9	-
05:45	8	0	0	5	2	1	0	0	0	0	0	0	39.9	-
06:00	17	1	0	11	5	0	0	0	0	0	0	0	30.2	45.8
06:15	17	0	0	12	4	1	0	0	0	0	0	0	37.2	41.6
06:30	24	0	0	18	5	1	0	0	0	0	0	0	40.2	47.1
06:45	43	0	0	33	8	2	0	0	0	0	0	0	38.5	43.6
07:00	56	0	1	39	13	1	1	0	0	0	1	0	37.4	42.5
07:15	52	0	0	39	8	2	1	0	0	0	1	1	36.8	42.8
07:30	67	0	0	52	7	4	0	1	3	0	0	0	38.8	44.6
07:45	86	2	0	70	11	2	0	0	0	0	0	1	35.8	41.2
08:00	63	1	1	47	12	1	0	0	0	0	1	0	38	43.4
08:15	81	0	0	58	16	4	1	0	1	1	0	0	36.1	41.8
08:30	83	0	0	73	8	2	0	0	0	0	0	0	37.6	42.1
08:45	122	0	0	95	22	2	1	0	1	0	0	1	37.6	42.5
09:00	78	0	0	62	12	2	1	0	1	0	0	0	38.7	43.4
09:15	44	0	0	27	13	3	0	0	1	0	0	0	38.9	44.5
09:30	51	1	1	35	12	1	0	0	0	0	1	0	37.5	43.3
09:45	44	2	0	26	15	1	0	0	0	0	0	0	36.5	41.2
10:00	42	1	0	30	6	4	0	0	0	0	1	0	36.1	42.1
10:15	41	2	0	25	10	4	0	0	0	0	0	0	33.6	40
10:30	40	0	1	33	4	2	0	0	0	0	0	0	37.7	42.5
10:45	30	0	0	16	8	3	0	1	1	0	0	1	36.6	41
11:00	52	2	0	38	7	3	1	0	0	0	1	0	34.8	41.5
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	1032	11	4	765	184	41	6	2	8	1	6	4	37.1	42.4
06-22	1133	12	4	839	206	45	6	2	8	1	6	4	37.1	42.6
06-00	1133	12	4	839	206	45	6	2	8	1	6	4	37.1	42.6
00-00	1176	12	4	871	213	49	6	2	8	1	6	4	37.2	42.8

Date Thursday 08/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	53	1	0	27	21	2	0	0	0	0	1	1	37.9	45.9
13:00	46	0	0	29	10	5	0	0	0	0	2	0	36.8	41.6
13:15	37	0	0	25	10	2	0	0	0	0	0	0	38	45
13:30	39	0	0	30	6	2	0	0	1	0	0	0	38	43.6
13:45	43	0	0	30	7	6	0	0	0	0	0	0	37.7	43.1
14:00	54	0	0	40	5	8	0	0	0	0	1	0	34.7	41.2
14:15	36	0	0	31	3	1	1	0	0	0	0	0	35.1	45.1
14:30	63	0	0	49	11	2	0	0	1	0	0	0	37.7	42.4
14:45	51	0	0	35	11	5	0	0	0	0	0	0	37	41.3
15:00	77	1	1	61	11	3	0	0	0	0	0	0	35.7	40.5
15:15	76	0	0	53	14	7	0	0	0	0	2	0	36.4	41.4
15:30	48	1	0	38	8	0	1	0	0	0	0	0	37	42.9
15:45	50	0	0	39	8	0	0	0	1	0	1	1	37	43
16:00	60	0	0	41	16	2	0	0	1	0	0	0	39.1	45.3
16:15	52	0	1	40	8	2	0	0	1	0	0	0	36.6	43.2
16:30	69	1	0	50	18	0	0	0	0	0	0	0	38.2	42.8
16:45	113	0	0	83	29	0	0	0	0	0	0	1	36.6	41.2
17:00	109	0	0	80	22	3	0	0	1	0	1	2	36.2	41.9
17:15	98	0	0	79	16	2	1	0	0	0	0	0	38	44.4
17:30	102	3	1	78	18	2	0	0	0	0	0	0	37.4	42.3
17:45	74	0	0	63	10	1	0	0	0	0	0	0	38.4	44
18:00	54	0	0	43	10	0	1	0	0	0	0	0	40.8	46.5
18:15	57	0	0	43	13	1	0	0	0	0	0	0	39.9	44
18:30	41	1	0	31	8	1	0	0	0	0	0	0	39.1	47
18:45	43	0	0	38	5	0	0	0	0	0	0	0	38.3	44.9
19:00	34	1	0	28	3	1	0	0	1	0	0	0	38.5	46.8
19:15	29	0	1	22	4	2	0	0	0	0	0	0	33.8	40.3
19:30	24	0	0	21	1	2	0	0	0	0	0	0	37	45.9
19:45	35	0	1	29	5	0	0	0	0	0	0	0	40.8	48.3
20:00	16	0	0	11	5	0	0	0	0	0	0	0	39.4	45.3
20:15	22	1	0	19	2	0	0	0	0	0	0	0	37.4	47.7
20:30	14	0	0	11	3	0	0	0	0	0	0	0	45.3	55.5
20:45	16	0	0	10	5	1	0	0	0	0	0	0	38.4	42.7
21:00	10	0	0	8	2	0	0	0	0	0	0	0	36.8	-
21:15	10	0	0	10	0	0	0	0	0	0	0	0	40.8	-
21:30	6	0	0	6	0	0	0	0	0	0	0	0	34.7	-
21:45	7	0	0	6	1	0	0	0	0	0	0	0	41.8	-
22:00	7	0	0	6	1	0	0	0	0	0	0	0	34.1	-
22:15	5	0	0	5	0	0	0	0	0	0	0	0	38.9	-
22:30	4	0	0	3	1	0	0	0	0	0	0	0	38.2	-
22:45	4	0	0	4	0	0	0	0	0	0	0	0	39.4	-
23:00	4	0	0	4	0	0	0	0	0	0	0	0	37.5	-
23:15	3	0	0	3	0	0	0	0	0	0	0	0	41.9	-
23:30	5	0	0	4	1	0	0	0	0	0	0	0	37.8	-
23:45	2	0	0	1	0	1	0	0	0	0	0	0	44.3	-
07-19	1545	8	3	1156	298	57	4	0	6	0	8	5	37.4	43.0
06-22	1768	10	5	1337	329	63	4	0	7	0	8	5	37.5	43.4
06-00	1802	10	5	1367	332	64	4	0	7	0	8	5	37.5	43.4
00-00	1802	10	5	1367	332	64	4	0	7	0	8	5	37.5	43.4

Date Friday 09/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	25.3	-
00:15	2	0	0	1	1	0	0	0	0	0	0	0	31.5	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	33.9	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	3	0	0	3	0	0	0	0	0	0	0	0	34.2	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	32.2	-
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	1	0	0	1	0	0	0	0	0	0	0	0	33.3	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	0	1	0	0	0	0	0	0	0	48.4	-
03:45	3	0	0	2	1	0	0	0	0	0	0	0	43.8	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	31.8	-
04:15	2	0	0	0	0	2	0	0	0	0	0	0	46.9	-
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	1	0	0	0	0	0	0	0	51.3	-
05:15	5	1	0	3	0	1	0	0	0	0	0	0	42.1	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	44	-
05:45	2	0	0	1	1	0	0	0	0	0	0	0	45.5	-
06:00	7	0	0	6	1	0	0	0	0	0	0	0	43.6	-
06:15	5	0	0	3	1	0	0	1	0	0	0	0	37.6	-
06:30	18	0	0	14	3	1	0	0	0	0	0	0	39.4	44.8
06:45	37	1	0	25	11	0	0	0	0	0	0	0	35.3	42.3
07:00	27	0	0	21	4	2	0	0	0	0	0	0	39.5	47.2
07:15	43	0	0	27	12	3	0	0	0	0	0	1	39	44.3
07:30	45	0	0	34	9	2	0	0	0	0	0	0	39.5	44.9
07:45	59	0	0	42	15	2	0	0	0	0	0	0	39.1	44.7
08:00	51	0	0	36	13	2	0	0	0	0	0	0	40.4	46.9
08:15	72	0	0	53	17	1	0	0	0	0	0	1	36.5	41.3
08:30	114	1	0	82	25	3	0	0	0	0	0	3	35	39.7
08:45	92	1	1	64	18	4	0	0	2	0	1	1	36.5	42.6
09:00	48	2	0	30	6	5	1	1	1	0	2	0	33.6	39.8
09:15	45	0	0	30	14	0	0	0	1	0	0	0	35.7	42.9
09:30	38	0	0	23	10	4	0	1	0	0	0	0	36.6	41.6
09:45	31	0	0	23	5	0	0	0	1	0	2	0	34.1	42.6
10:00	35	1	0	22	5	7	0	0	0	0	0	0	34	39
10:15	44	0	0	28	10	4	0	0	0	0	0	2	35.4	43.3
10:30	45	0	0	31	8	5	0	0	1	0	0	0	38	44.5
10:45	33	2	0	22	8	1	0	0	0	0	0	0	35.1	41.9
11:00	35	0	0	24	10	1	0	0	0	0	0	0	35.5	44
11:15	38	0	0	26	7	4	1	0	0	0	0	0	34.3	41.1
11:30	43	0	2	29	9	2	1	0	0	0	0	0	34.8	41
11:45	45	0	1	29	13	0	0	1	1	0	0	0	34.6	40.3
12:00	53	1	0	37	9	5	0	0	0	0	1	0	35.9	41.8
12:15	48	0	0	32	12	4	0	0	0	0	0	0	33.4	41.2
12:30	50	0	0	38	9	2	0	0	0	0	0	1	36.3	42.6
12:45	55	0	1	43	10	1	0	0	0	0	0	0	36.3	42.9
13:00	73	0	0	49	14	7	0	0	1	0	1	1	32	38
13:15	54	0	2	37	10	2	2	1	0	0	0	0	35.4	42.6
13:30	32	0	0	25	5	2	0	0	0	0	0	0	39.1	44.1
13:45	36	0	0	27	7	2	0	0	0	0	0	0	36	43.6
14:00	34	0	0	20	11	3	0	0	0	0	0	0	38.9	42.9
14:15	43	0	2	27	10	2	0	1	1	0	0	0	37.6	43.2
14:30	52	0	2	36	9	3	0	0	1	0	1	0	34.2	40.2
14:45	65	0	0	49	13	2	0	0	0	0	1	0	36.1	41.5
15:00	100	0	0	83	12	3	0	0	2	0	0	0	35.9	41.7
15:15	65	2	0	51	10	0	2	0	0	0	0	0	37.8	43.2
15:30	68	1	0	55	10	0	0	0	1	0	0	1	35.1	41.7
15:45	62	0	0	43	13	3	0	0	3	0	0	0	38	43.3
16:00	68	0	0	48	15	4	0	0	1	0	0	0	31.1	41.7
16:15	55	0	0	43	10	2	0	0	0	0	0	0	34.6	40
16:30	76	0	0	61	15	0	0	0	0	0	0	0	37.1	42.6
16:45	83	1	0	67	12	1	2	0	0	0	0	0	35.7	40.2
17:00	90	0	0	74	12	2	0	0	0	0	0	1	35.6	43.3
17:15	64	1	1	41	18	3	0	0	0	0	0	0	37.4	42.9
17:30	68	0	0	54	12	1	0	0	0	0	0	1	40.2	46.1
17:45	62	0	0	54	8	0	0	0	0	0	0	0	38.9	44.8
18:00	39	0	1	32	6	0	0	0	0	0	0	0	39.2	44.3
18:15	46	1	0	38	4	1	1	0	1	0	0	0	37.2	43.3
18:30	31	1	1	27	2	0	0	0	0	0	0	0	35.5	40.7
18:45	47	0	0	37	9	1	0	0	0	0	0	0	38.3	46.2
19:00	38	0	0	29	9	0	0	0	0	0	0	0	39.6	45.8
19:15	37	0	0	33	3	1	0	0	0	0	0	0	39.4	45.7
19:30	15	0	0	12	3	0	0	0	0	0	0	0	43.2	47.3
19:45	29	1	0	22	4	1	0	0	0	0	1	0	38.5	47.1
20:00	19	0	0	14	3	1	0	0	0	0	0	1	36.9	43.9
20:15	22	1	0	18	3	0	0	0	0	0	0	0	36.1	43.5
20:30	16	0	0	14	2	0	0	0	0	0	0	0	35.5	45.9
20:45	11	0	0	8	2	1	0	0	0	0	0	0	36.9	43.6
21:00	9	0	0	8	0	1	0	0	0	0	0	0	40.3	-
21:15	17	0	0	13	4	0	0	0	0	0	0	0	35	40.5
21:30	8	0	0	7	1	0	0	0	0	0	0	0	34.1	-
21:45	10	0	0	9	1	0	0	0	0	0	0	0	40.2	-
22:00	6	0	0	6	0	0	0	0	0	0	0	0	34.4	-
22:15	6	0	0	6	0	0	0	0	0	0	0	0	42.3	-
22:30	15	0	0	12	3	0	0	0	0	0	0	0	37.5	43
22:45	6	0	0	5	1	0	0	0	0	0	0	0	39.5	-
23:00	10	0	0	7	2	0	0	0	0	0	1	0	37.5	-
23:15	19	0	0	12	5	2	0	0	0	0	0	0	38.9	45.5
23:30	5	0	0	4	1	0	0	0	0	0	0	0	39.3	-
23:45	2	0	0	2	0	0	0	0	0	0	0	0	41.2	-
07:19	2602	15	14	1904	505	108	10	5	18	0	11	12	36.3	42.8
06:22	2900	18	14	2139	556	114	11	5	18	0	12	13	36.5	42.9
06:00	2969	18	14	2193	568	116	11	5	18	0	13	13	36.5	43.0
00:00	2995	19	14	2210	573	119	11	5	18	0	13	13	36.5	43.1

Date Saturday 10/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	30.3	-
00:15	3	0	0	3	0	0	0	0	0	0	0	0	46.6	-
00:30	4	0	0	2	2	0	0	0	0	0	0	0	36.1	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	36	-
01:00	2	0	0	0	2	0	0	0	0	0	0	0	30.1	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	37.3	-
01:30	2	0	0	2	0	0	0	0	0	0	0	0	28.2	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	33.3	-
03:45	1	0	0	1	0	0	0	0	0	0	0	0	41.5	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	39.9	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	1	0	1	0	0	0	0	0	0	0	0	32.1	-
04:45	1	0	0	0	1	0	0	0	0	0	0	0	52.1	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	52.3	-
05:15	2	0	0	2	0	0	0	0	0	0	0	0	35.6	-
05:30	3	0	0	3	0	0	0	0	0	0	0	0	44.2	-
05:45	4	0	0	3	1	0	0	0	0	0	0	0	45.8	-
06:00	3	0	0	2	1	0	0	0	0	0	0	0	38.4	-
06:15	5	0	0	5	0	0	0	0	0	0	0	0	36.9	-
06:30	8	0	0	6	1	1	0	0	0	0	0	0	40.3	-
06:45	10	0	0	8	2	0	0	0	0	0	0	0	38.3	-
07:00	8	0	0	7	1	0	0	0	0	0	0	0	47.4	-
07:15	12	1	0	8	3	0	0	0	0	0	0	0	38.2	47.2
07:30	13	1	0	9	3	0	0	0	0	0	0	0	36.8	48.3
07:45	20	1	0	16	2	1	0	0	0	0	0	0	38.7	42.7
08:00	17	0	1	10	4	0	0	1	1	0	0	0	35.2	42.7
08:15	26	0	0	21	3	0	0	0	1	0	0	1	39.5	46.1
08:30	30	0	0	22	7	1	0	0	0	0	0	0	38.5	46
08:45	27	2	1	21	3	1	0	0	0	0	0	0	36.7	45.9
09:00	24	2	1	14	6	1	0	0	0	0	0	0	37	42.1
09:15	30	0	0	24	5	1	0	0	0	0	0	0	34.9	41.9
09:30	46	0	0	34	10	1	0	0	0	0	1	0	36.8	41
09:45	48	0	0	38	10	0	0	0	0	0	0	0	39	42.9
10:00	35	1	2	24	5	2	0	0	0	0	1	0	33.5	40.8
10:15	48	0	0	35	11	1	0	0	0	0	1	0	36.5	42.5
10:30	30	3	0	23	3	0	0	0	0	0	1	0	33.3	41.9
10:45	46	1	0	36	7	1	0	0	0	0	1	0	32.6	39
11:00	34	1	2	26	3	2	0	0	0	0	0	0	36.9	42.4
11:15	46	1	0	39	5	0	1	0	0	0	0	0	37.6	45.4
11:30	59	1	1	45	9	3	0	0	0	0	0	0	37.8	44.6
11:45	60	1	0	45	11	2	1	0	0	0	0	0	37.8	44.1
12:00	44	0	0	35	8	1	0	0	0	0	0	0	38.3	44.2
12:15	32	0	0	25	6	0	0	1	0	0	0	0	37.8	45.2
12:30	57	1	0	45	10	0	0	0	1	0	0	0	36.8	43.1
12:45	61	0	3	49	7	2	0	0	0	0	0	0	36.4	44.7
13:00	51	0	0	40	9	2	0	0	0	0	0	0	35.7	42.5
13:15	65	0	1	49	13	1	0	0	1	0	0	0	38.6	45.1
13:30	44	0	0	35	8	1	0	0	0	0	0	0	37.5	42.3
13:45	45	0	0	35	9	0	0	0	0	0	0	1	38.6	47.2
14:00	57	1	1	45	8	2	0	0	0	0	0	0	35.9	44
14:15	46	0	0	38	7	0	0	0	0	0	1	0	36.2	43.7
14:30	40	0	0	36	4	0	0	0	0	0	0	0	38.7	42.9
14:45	45	1	0	41	3	0	0	0	0	0	0	0	34.9	43.1
15:00	39	1	0	30	7	1	0	0	0	0	0	0	39.5	44.1
15:15	36	0	0	25	9	2	0	0	0	0	0	0	40.2	45.2
15:30	27	0	0	28	7	0	0	0	0	0	0	1	38.1	44.6
15:45	41	0	0	31	10	0	0	0	0	0	0	0	40.1	46.6
16:00	34	1	0	29	4	0	0	0	0	0	0	0	38.7	44.6
16:15	41	0	1	36	3	1	0	0	0	0	0	0	40.2	44.7
16:30	30	0	0	27	3	0	0	0	0	0	0	0	35.3	42.1
16:45	45	2	0	27	14	2	0	0	0	0	0	0	36	43
17:00	31	0	1	23	7	0	0	0	0	0	0	0	41.8	47.7
17:15	41	0	0	34	7	0	0	0	0	0	0	0	39.3	46.3
17:30	45	0	0	39	5	1	0	0	0	0	0	0	37.7	42.8
17:45	37	0	0	26	9	2	0	0	0	0	0	0	39.4	44.5
18:00	43	0	1	38	3	1	0	0	0	0	0	0	41	47.1
18:15	19	1	2	13	3	0	0	0	0	0	0	0	39.1	45.9
18:30	23	0	0	18	3	1	0	0	0	0	0	0	39	47.3
18:45	24	1	0	17	5	1	0	0	0	0	0	0	39.5	50.3
19:00	18	0	0	16	1	1	0	0	0	0	0	0	37.3	43.2
19:15	21	0	1	15	5	0	0	0	0	0	0	0	41.6	47.3
19:30	12	0	0	10	2	0	0	0	0	0	0	0	37.5	43.1
19:45	7	0	0	7	0	0	0	0	0	0	0	0	34.1	-
20:00	13	0	0	11	2	0	0	0	0	0	0	0	38	44.2
20:15	14	0	0	10	3	1	0	0	0	0	0	0	38	42.8
20:30	9	0	0	7	2	0	0	0	0	0	0	0	40.2	-
20:45	6	0	0	5	1	0	0	0	0	0	0	0	43.3	-
21:00	5	0	0	4	1	0	0	0	0	0	0	0	42.4	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	36.1	-
21:30	8	0	0	8	0	0	0	0	0	0	0	0	41	-
21:45	6	0	0	6	0	0	0	0	0	0	0	0	45.1	-
22:00	7	0	0	3	4	0	0	0	0	0	0	0	41	-
22:15	10	0	0	10	0	0	0	0	0	0	0	0	36.7	-
22:30	16	0	0	14	2	0	0	0	0	0	0	0	41.3	44.2
22:45	3	0	0	2	1	0	0	0	0	0	0	0	39	-
23:00	8	0	0	7	1	0	0	0	0	0	0	0	40.5	-
23:15	7	0	0	6	0	0	0	0	0	0	0	0	41.1	-
23:30	2	0	0	2	0	0	0	0	0	0	0	0	35.5	-
23:45	3	0	0	3	0	0	0	0	0	0	0	0	40.1	-
07-19	1812	25	17	1411	302	39	2	2	5	0	6	3	37.6	44.1
06-22	1958	25	18	1532	323	42	2	2	5	0	6	3	37.7	44.2
06-00	2014	25	18	1579	331	43	2	2	5	0	6	3	37.8	44.2
00-00	2044	25	18	1601	338	43	2	2	6	0	6	3	37.8	44.3

Date Sunday 11/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	4	0	0	2	2	0	0	0	0	0	0	0	34.3	-
00:15	2	0	0	2	0	0	0	0	0	0	0	0	36.9	-
00:30	3	0	0	2	1	0	0	0	0	0	0	0	41.2	-
00:45	3	0	0	3	0	0	0	0	0	0	0	0	32.3	-
01:00	3	0	0	3	0	0	0	0	0	0	0	0	39	-
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	42.7	-
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	3	0	0	2	1	0	0	0	0	0	0	0	33.3	-
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	30.8	-
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	3	0	0	3	0	0	0	0	0	0	0	0	47.2	-
05:45	3	0	0	2	1	0	0	0	0	0	0	0	46.5	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	48.3	-
06:15	3	0	1	2	0	0	0	0	0	0	0	0	33.3	-
06:30	2	0	0	2	0	0	0	0	0	0	0	0	43.7	-
06:45	6	0	0	5	1	0	0	0	0	0	0	0	39.8	-
07:00	2	1	0	1	0	0	0	0	0	0	0	0	28.5	-
07:15	11	1	0	7	2	0	0	0	0	0	0	1	39.4	48.4
07:30	16	1	0	13	1	0	1	0	0	0	0	0	41.2	51.4
07:45	17	0	0	14	0	0	2	0	0	0	0	0	38.5	44.7
08:00	14	2	0	10	2	0	0	0	0	0	0	0	39.3	46.8
08:15	5	1	0	3	1	0	0	0	0	0	0	0	38.7	-
08:30	17	4	0	10	3	0	0	0	0	0	0	0	34.6	47.6
08:45	17	1	0	11	5	0	0	0	0	0	0	0	37.1	44.9
09:00	16	1	1	10	2	1	0	1	0	0	0	0	35.6	44.8
09:15	31	3	2	23	2	1	4	0	0	0	0	0	40	48.7
09:30	22	2	1	14	4	0	0	0	0	0	0	1	36.6	46.3
09:45	38	2	0	26	9	0	0	1	0	0	0	0	37.8	44.7
10:00	26	0	0	21	5	0	0	0	0	0	0	0	38.9	43.7
10:15	27	2	1	22	1	1	0	0	0	0	0	0	37.4	49.6
10:30	19	0	0	16	3	0	0	0	0	0	0	0	35.6	42.6
10:45	34	0	1	29	4	0	0	0	0	0	0	0	37.2	44.4
11:00	22	0	0	18	4	0	0	0	0	0	0	0	37.9	46.2
11:15	45	2	0	38	4	1	0	0	0	0	0	0	36.7	42.9
11:30	37	0	2	31	4	0	0	0	0	0	0	0	36.3	43.1
11:45	40	0	1	33	5	1	0	0	0	0	0	0	37.6	45.2
12:00	32	1	1	27	4	0	0	0	0	0	0	0	38.1	44
12:15	41	1	0	32	8	0	0	0	0	0	0	0	36.7	44.5
12:30	46	0	1	39	6	0	0	0	0	0	0	0	37.1	43.6
12:45	47	0	2	36	7	2	0	0	0	0	0	0	36.5	44.5
13:00	37	1	1	25	9	1	0	0	0	0	0	0	38.4	44.1
13:15	39	2	1	31	5	0	0	0	0	0	0	0	36.2	44.5
13:30	41	1	1	32	7	1	0	0	0	0	0	0	38.1	43.7
13:45	42	1	1	35	5	0	0	0	0	0	0	0	36.6	44.5
14:00	41	2	1	33	5	0	0	0	0	0	0	0	35.9	42.1
14:15	45	0	3	34	7	1	0	0	0	0	0	0	36.6	43.7
14:30	33	1	2	27	3	0	0	0	0	0	0	0	37.5	45.2
14:45	39	1	1	34	2	1	0	0	0	0	0	0	36.1	43.5
15:00	33	2	0	24	7	0	0	0	0	0	0	0	38.4	45.2
15:15	38	5	1	27	5	0	0	0	0	0	0	0	33.3	42
15:30	27	0	1	21	4	1	0	1	0	0	0	0	38.7	48.6
15:45	44	0	1	32	11	0	0	0	0	0	0	0	39	45
16:00	35	0	1	27	4	3	0	0	0	0	0	0	39.5	45.5
16:15	32	0	0	25	6	1	0	0	0	0	0	0	37.7	44.9
16:30	32	2	0	28	2	0	0	0	0	0	0	0	37.5	45.2
16:45	23	0	0	21	2	0	0	0	0	0	0	0	39.2	45.4
17:00	23	0	0	16	7	0	0	0	0	0	0	0	42	51.1
17:15	32	1	0	26	4	1	0	0	0	0	0	0	39.6	46.5
17:30	19	1	0	12	6	0	0	0	0	0	0	0	38.8	46.4
17:45	19	4	0	9	5	1	0	0	0	0	0	0	32.7	43.2
18:00	19	0	0	16	3	0	0	0	0	0	0	0	37.9	42.2
18:15	19	0	0	16	2	1	0	0	0	0	0	0	38.8	46.8
18:30	14	0	0	13	1	0	0	0	0	0	0	0	39.1	45.1
18:45	25	0	0	21	4	0	0	0	0	0	0	0	38.2	42.7
19:00	18	0	0	14	3	1	0	0	0	0	0	0	40.1	47.2
19:15	10	1	0	8	1	0	0	0	0	0	0	0	36.7	-
19:30	9	0	0	8	1	0	0	0	0	0	0	0	41.3	-
19:45	14	0	0	13	0	1	0	0	0	0	0	0	38.6	44.9
20:00	11	0	0	10	1	0	0	0	0	0	0	0	39.7	44.3
20:15	10	0	0	8	1	1	0	0	0	0	0	0	38.6	-
20:30	17	0	0	14	2	0	0	0	1	0	0	0	37.5	43.8
20:45	8	0	0	5	3	0	0	0	0	0	0	0	37.1	-
21:00	8	0	0	6	2	0	0	0	0	0	0	0	35	-
21:15	12	0	0	9	3	0	0	0	0	0	0	0	37.6	41.8
21:30	9	0	0	8	1	0	0	0	0	0	0	0	43.1	-
21:45	10	0	0	9	0	1	0	0	0	0	0	0	41.7	-
22:00	6	0	0	4	2	0	0	0	0	0	0	0	39.6	-
22:15	4	0	0	3	1	0	0	0	0	0	0	0	41.5	-
22:30	4	0	0	4	0	0	0	0	0	0	0	0	39.9	-
22:45	2	0	0	2	0	0	0	0	0	0	0	0	35.2	-
23:00	3	0	0	2	1	0	0	0	0	0	0	0	44.1	-
23:15	3	0	0	3	0	0	0	0	0	0	0	0	42.1	-
23:30	3	0	0	3	0	0	0	0	0	0	0	0	39.6	-
23:45	3	0	0	3	0	0	0	0	0	0	0	0	38.7	-
07:19	1373	48	27	1069	203	21	1	2	0	0	0	2	37.5	44.7
06:22	1521	49	28	1190	223	25	1	2	1	0	0	2	37.6	44.7
06:00	1549	49	28	1214	227	25	1	2	1	0	0	2	37.7	44.7
00:00	1576	49	28	1235	233	25	1	2	1	0	0	2	37.7	44.8

Date	Monday 12/09/2022												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	-
00:15	5	0	0	5	0	0	0	0	0	0	0	0	47.6	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	35.7	-
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	1	0	0	1	0	0	0	0	0	0	0	0	20.8	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	42.6	-
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	59.7	-
05:15	4	0	0	4	0	0	0	0	0	0	0	0	39.4	-
05:30	6	0	0	5	1	0	0	0	0	0	0	0	42.8	-
05:45	6	0	0	3	3	0	0	0	0	0	0	0	48.1	-
06:00	5	0	0	4	1	0	0	0	0	0	0	0	39.9	-
06:15	5	1	0	4	0	0	0	0	0	0	0	0	29.6	-
06:30	21	0	2	13	6	0	0	0	0	0	0	0	36.8	46.1
06:45	33	1	1	25	6	0	0	0	0	0	0	0	40.3	46.3
07:00	30	0	0	20	6	2	0	0	0	0	1	1	42.1	48.3
07:15	42	0	1	28	10	2	0	0	0	0	0	1	37.4	44
07:30	60	0	0	38	13	8	1	0	0	0	0	0	40.1	45
07:45	67	2	0	48	14	3	0	0	0	0	0	0	37.2	43.5
08:00	56	1	1	39	13	1	0	0	0	0	1	0	36.5	45
08:15	62	0	0	49	7	4	1	0	0	0	0	1	37	43.4
08:30	143	0	1	115	20	5	0	0	0	0	1	1	34.9	39.6
08:45	65	1	1	47	11	5	0	0	0	0	0	1	38	43
09:00	58	0	1	41	11	3	0	0	0	0	1	1	37.6	44.7
09:15	45	0	0	32	10	1	0	0	0	1	0	1	34.4	41.1
09:30	23	1	0	12	5	4	1	0	0	0	0	0	37.2	50.3
09:45	39	0	0	26	9	3	0	0	0	0	1	0	38.1	45
10:00	24	1	0	15	5	1	0	0	0	0	1	1	33.3	40.8
10:15	28	1	0	23	0	4	0	0	0	0	0	0	34.9	40.8
10:30	34	1	0	20	7	5	1	0	0	0	0	0	35.6	42.1
10:45	31	1	0	14	13	2	0	0	0	0	1	0	38.4	48
11:00	28	0	0	18	6	2	0	0	0	0	0	1	35.5	41.2
11:15	38	2	0	27	4	4	1	0	0	0	0	0	34.2	43.1
11:30	34	3	0	21	7	2	1	0	0	0	0	0	36.9	44.9
11:45	48	0	1	26	11	5	0	1	0	0	3	1	34.7	42.1
12:00	29	0	0	21	4	3	0	0	0	0	0	1	34.6	41.3
12:15	42	0	0	27	9	3	0	1	0	0	2	0	36	41.1
12:30	35	0	0	20	11	1	0	0	0	0	2	1	36.3	42.4
12:45	49	1	0	40	3	4	0	0	0	0	0	1	34	41.2
13:00	29	0	0	19	8	1	0	0	0	0	0	1	38.8	48.8
13:15	42	1	0	31	7	2	1	0	0	0	0	0	34.8	42.6
13:30	34	0	0	22	9	2	0	0	1	0	0	0	35.8	44.6
13:45	24	0	0	18	4	2	0	0	0	0	0	0	37.1	40.9
14:00	26	0	0	15	10	0	0	0	0	0	0	1	39.4	46.6
14:15	35	0	0	25	6	3	0	0	0	0	1	0	35.1	40.2
14:30	47	0	0	32	7	3	0	0	3	0	2	0	35.8	41.2
14:45	45	0	0	29	14	2	0	0	0	0	0	0	36.2	44.6
15:00	79	1	0	67	8	1	0	0	0	0	1	1	36.7	43.4
15:15	69	0	0	48	17	4	0	0	0	0	0	0	37.6	42.7
15:30	48	1	0	37	7	3	0	0	0	0	0	0	37.2	38.5
15:45	50	1	0	35	8	4	0	0	0	0	0	2	35.1	40.9
16:00	63	0	1	49	11	2	0	0	0	0	0	0	34.9	41.5
16:15	50	0	0	34	11	5	0	0	0	0	0	0	37.7	43.3
16:30	78	0	0	61	16	1	0	0	0	0	0	0	36.1	42.8
16:45	77	1	0	58	13	2	0	0	2	0	0	1	36.8	42.6
17:00	78	0	0	63	13	0	0	0	1	0	1	0	37.1	43.1
17:15	92	1	2	69	17	2	0	0	0	0	0	1	35.3	42.4
17:30	71	1	0	53	14	2	0	0	0	0	0	1	36.8	42.9
17:45	72	1	0	62	6	2	0	0	0	0	1	0	35.9	43.7
18:00	68	1	1	51	12	2	1	0	0	0	0	0	37.2	45.7
18:15	51	0	1	38	9	2	0	0	0	0	0	1	40.3	45.8
18:30	36	0	0	32	3	1	0	0	0	0	0	0	39.1	44.7
18:45	40	0	0	35	5	0	0	0	0	0	0	0	39.3	47.7
19:00	30	0	0	28	1	1	0	0	0	0	0	0	40.5	49.9
19:15	34	1	0	29	2	0	0	0	0	0	1	1	37.7	44
19:30	27	0	0	21	5	0	0	0	0	0	1	0	36.2	42.9
19:45	17	0	0	15	2	0	0	0	0	0	0	0	40.1	44.8
20:00	16	0	0	13	3	0	0	0	0	0	0	0	41.5	45.7
20:15	15	0	0	11	4	0	0	0	0	0	0	0	38.1	42.3
20:30	8	0	0	8	0	0	0	0	0	0	0	0	40.2	-
20:45	6	0	0	5	1	0	0	0	0	0	0	0	42.4	-
21:00	16	0	0	16	0	0	0	0	0	0	0	0	38	43.3
21:15	10	0	0	8	1	1	0	0	0	0	0	0	37.9	-
21:30	8	0	0	8	0	0	0	0	0	0	0	0	40.2	-
21:45	4	0	0	2	2	0	0	0	0	0	0	0	38.6	-
22:00	9	0	0	8	1	0	0	0	0	0	0	0	34	-
22:15	3	0	0	2	1	0	0	0	0	0	0	0	33.8	-
22:30	4	0	0	4	0	0	0	0	0	0	0	0	40	-
22:45	3	0	0	3	0	0	0	0	0	0	0	0	39.2	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	28.8	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	38.3	-
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	2414	24	10	1750	444	125	8	2	9	0	20	22	36.3	43.1
06-22	2669	27	13	1960	478	127	8	2	9	0	22	23	36.6	43.2
06-00	2690	27	13	1979	480	127	8	2	9	0	22	23	36.6	43.2
00-00	2716	27	13	1998	487	127	8	2	9	0	22	23	36.6	43.3

Date Tuesday 13/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	58.6	-
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	40.8	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	62.1	-
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	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	21.7	-
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	43.3	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	48.8	-
05:00	2	0	0	1	1	0	0	0	0	0	0	0	40.7	-
05:15	1	0	0	1	0	0	0	0	0	0	0	0	29	-
05:30	12	0	0	9	3	0	0	0	0	0	0	0	44.9	56.8
05:45	3	0	0	2	1	0	0	0	0	0	0	0	43.8	-
06:00	6	0	0	5	0	0	0	0	1	0	0	0	39	-
06:15	11	1	0	8	2	0	0	0	2	0	0	0	38	49
06:30	17	0	2	15	0	0	0	0	0	0	0	0	38.5	47.5
06:45	29	0	1	20	5	1	1	0	1	0	0	0	38.3	43.9
07:00	39	0	1	26	11	1	0	0	0	0	0	0	40.2	46.2
07:15	45	1	0	30	9	4	0	0	0	0	0	1	37.9	43.9
07:30	50	0	3	42	2	2	0	0	1	0	0	0	38.2	42.8
07:45	78	2	0	48	23	4	0	0	1	0	0	0	37.9	44.4
08:00	51	1	0	36	10	3	0	0	1	0	0	0	38.3	45.7
08:15	86	0	1	73	8	4	0	0	0	0	0	0	36.4	40.5
08:30	128	0	0	102	19	5	0	0	1	0	0	1	35.3	42.4
08:45	86	0	0	66	14	5	0	0	0	0	0	1	35.4	39.8
09:00	43	2	1	33	1	5	0	0	0	0	1	0	30.7	40.3
09:15	58	1	3	37	13	1	1	0	1	0	1	0	34.6	42.2
09:30	48	1	0	30	8	5	3	0	0	0	1	0	34.5	41.5
09:45	27	1	0	15	9	1	0	0	0	0	1	0	35.6	42.1
10:00	34	1	0	22	7	2	0	1	1	0	0	0	35.8	42.4
10:15	24	0	1	16	3	3	0	0	1	0	0	0	37.3	42.3
10:30	27	0	0	17	6	3	1	0	0	0	0	0	38.4	39.0
10:45	44	0	0	27	9	5	0	0	1	0	2	0	36.5	39.9
11:00	32	0	1	16	7	6	0	0	2	0	0	0	34.8	41.9
11:15	42	1	0	26	8	5	0	0	1	0	1	0	33.8	39.6
11:30	37	1	0	16	14	5	0	0	0	0	1	0	36.5	42.6
11:45	30	0	0	24	3	3	0	0	0	0	0	0	35.6	41.9
12:00	43	0	0	29	9	4	0	0	0	0	1	0	38	46
12:15	39	1	1	30	7	0	0	0	0	0	1	0	35.6	43.7
12:30	46	1	0	34	10	0	0	1	0	0	0	0	33.8	38.4
12:45	54	1	2	33	13	3	1	0	1	0	0	0	35.5	40.4
13:00	38	1	1	24	6	5	0	0	0	0	1	0	35.3	41.6
13:15	41	1	0	23	10	4	1	0	1	0	1	0	35.1	42.1
13:30	33	0	0	23	7	2	0	0	0	0	0	0	37.5	44.5
13:45	40	0	1	29	8	1	0	0	0	0	1	0	38.1	43.9
14:00	50	0	0	34	9	4	1	0	0	0	1	1	33.9	40.5
14:15	41	0	3	26	6	3	0	0	3	0	0	0	36.6	45.5
14:30	54	0	0	43	10	1	0	0	0	0	0	0	37.6	43.1
14:45	71	1	1	53	15	1	0	0	0	0	0	0	37.2	41.7
15:00	66	1	1	52	6	4	0	0	1	0	1	0	34.1	41.1
15:15	69	0	0	51	14	2	0	0	0	0	1	1	36.6	43.2
15:30	51	0	0	34	15	2	0	0	0	0	0	0	36.3	43.1
15:45	52	0	1	39	9	2	0	0	0	0	0	1	37.8	45
16:00	55	0	1	37	12	4	0	0	0	0	0	1	35.6	41.1
16:15	82	0	0	61	15	5	0	0	0	0	1	0	37.8	42.6
16:30	83	1	0	63	17	2	0	0	0	0	0	0	36	42.9
16:45	91	2	0	69	17	2	0	0	0	0	0	1	37.1	41.8
17:00	110	0	1	84	17	5	0	0	1	0	1	1	37.1	43.8
17:15	97	2	1	73	15	5	0	0	0	0	0	1	35.3	40.8
17:30	101	2	0	83	13	1	0	1	1	0	0	0	37.3	43.7
17:45	79	1	0	69	9	0	0	0	0	0	0	0	37.6	43.5
18:00	73	1	2	53	16	1	0	0	0	0	0	0	38.4	43.9
18:15	58	3	3	40	8	4	0	0	0	0	0	0	37	45.7
18:30	46	1	0	37	7	0	0	0	0	0	1	0	38.2	42.3
18:45	47	1	1	38	7	0	0	0	0	0	0	0	39.4	45.4
19:00	39	0	0	29	9	1	0	0	0	0	0	0	41.8	51.1
19:15	36	1	1	25	8	1	0	0	0	0	0	0	39	46.5
19:30	30	0	0	25	5	0	0	0	0	0	0	0	39.7	48.6
19:45	21	0	0	18	3	0	0	0	0	0	0	0	40.7	51
20:00	16	0	0	15	1	0	0	0	0	0	0	0	38.9	45.4
20:15	14	0	0	9	4	1	0	0	0	0	0	0	37.2	43.5
20:30	13	1	0	12	0	0	0	0	0	0	0	0	37.8	46.1
20:45	17	0	0	16	1	0	0	0	0	0	0	0	39.9	45.7
21:00	15	0	0	14	1	0	0	0	0	0	0	0	43.4	51.2
21:15	6	0	0	5	1	0	0	0	0	0	0	0	44.3	-
21:30	14	0	0	13	1	0	0	0	0	0	0	0	38.6	47
21:45	9	0	0	8	1	0	0	0	0	0	0	0	41.2	-
22:00	9	0	0	9	0	0	0	0	0	0	0	0	37.5	-
22:15	8	0	0	6	2	0	0	0	0	0	0	0	39.2	-
22:30	5	0	0	5	0	0	0	0	0	0	0	0	44.9	-
22:45	6	0	0	5	1	0	0	0	0	0	0	0	38.2	-
23:00	6	0	0	3	3	0	0	0	0	0	0	0	43.1	-
23:15	3	0	0	3	0	0	0	0	0	0	0	0	50.1	-
23:30	3	0	0	2	1	0	0	0	0	0	0	0	33.6	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	67.9	-
07-19	2719	33	31	1966	491	139	8	3	20	0	18	10	36.5	42.7
06-22	3012	36	35	2203	533	143	9	3	22	0	18	10	36.8	43.1
06-00	3053	36	35	2236	541	143	9	3	22	0	18	10	36.8	43.2
00-00	3077	36	35	2253	548	143	9	3	22	0	18	10	36.9	43.2

Date Wednesday 14/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	48.4	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	1	0	0	0	0	0	0	0	0	37	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	0	1	0	0	0	0	0	0	0	59.2	-
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	37.2	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	2	0	0	0	1	0	0	0	0	0	0	1	39.5	-
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	53	-
05:15	1	0	0	0	1	0	0	0	0	0	0	0	28.2	-
05:30	11	0	0	9	1	0	0	0	1	0	0	0	42.9	57.9
05:45	9	0	0	5	4	0	0	0	0	0	0	0	45.4	-
06:00	5	0	0	5	0	0	0	0	0	0	0	0	42.8	-
06:15	9	0	1	7	1	0	0	0	1	0	0	0	34.4	-
06:30	18	0	2	14	2	0	0	0	0	0	0	0	41.4	48.6
06:45	23	0	0	17	5	1	0	0	0	0	0	0	40.8	46.4
07:00	32	0	1	21	6	4	0	0	0	0	0	0	38.8	46.8
07:15	45	1	2	29	8	5	0	0	0	0	0	0	37.4	43.3
07:30	51	0	0	37	9	4	0	0	0	0	1	0	37.7	44.7
07:45	63	0	2	60	15	3	0	0	1	1	0	0	36.9	43.9
08:00	51	0	0	31	17	2	0	0	1	0	0	0	39.6	44.5
08:15	85	2	0	67	10	5	0	0	0	0	1	0	35.2	40.8
08:30	143	0	0	116	21	3	0	0	0	0	1	2	35.4	40
08:45	75	1	0	54	11	6	0	0	1	0	1	1	37.6	42.3
09:00	50	0	0	29	14	5	0	1	0	0	1	0	37.5	42.5
09:15	38	1	0	29	5	3	0	0	0	0	0	0	38.1	43.6
09:30	38	0	0	26	10	1	0	0	1	0	0	0	37.1	43
09:45	31	0	1	22	7	1	0	0	0	0	0	0	40.5	46.5
10:00	28	0	0	18	8	1	0	0	1	0	0	0	36.5	41.2
10:15	58	2	1	44	5	3	0	2	0	0	1	0	34.3	42.1
10:30	39	0	0	31	5	2	0	0	1	0	0	0	33.8	40.4
10:45	47	1	0	34	4	6	0	1	0	0	1	0	33.1	40.8
11:00	40	0	0	23	10	6	0	0	0	0	1	0	34.9	41.9
11:15	46	0	1	25	15	3	0	1	0	0	1	0	36.3	42.8
11:30	44	1	1	28	6	5	0	1	0	0	1	1	36	41.4
11:45	35	0	0	25	8	1	0	0	0	0	0	1	35.8	41
12:00	58	1	1	35	12	7	0	0	0	0	1	1	34.4	40.8
12:15	37	0	0	28	5	4	0	0	0	0	0	0	36.8	42.2
12:30	41	0	1	24	12	4	0	0	0	0	0	0	36.4	43.2
12:45	32	0	0	23	4	2	1	0	2	0	0	0	35.4	39.7
13:00	50	1	0	30	12	5	0	0	0	0	1	1	37.2	43.5
13:15	35	0	2	24	8	0	0	1	0	0	0	0	38.4	45.8
13:30	41	1	5	27	5	3	0	0	0	0	0	0	37.7	46.4
13:45	38	2	0	28	5	2	0	0	0	0	1	0	34.9	43.4
14:00	34	1	1	17	9	5	0	0	1	0	0	0	36.1	43.9
14:15	37	1	0	25	8	2	0	0	1	0	0	0	38	45.1
14:30	48	1	0	35	8	2	0	0	2	0	0	0	35.2	39.3
14:45	70	0	1	44	17	4	1	1	0	0	2	0	35.4	42
15:00	70	0	1	58	9	2	0	0	0	0	0	0	36.8	43.8
15:15	70	0	0	55	10	2	0	0	0	0	1	2	37.7	42.8
15:30	68	2	1	51	13	1	0	0	1	0	0	0	35	41
15:45	57	1	0	48	4	2	0	0	1	0	0	1	38.5	44
16:00	50	0	0	42	8	0	0	0	0	0	0	0	41.2	49.1
16:15	89	1	1	65	17	5	0	0	0	0	0	0	34.3	40.6
16:30	78	1	1	59	13	4	0	0	0	0	0	0	35.5	43.1
16:45	101	3	0	80	14	1	0	0	0	0	2	1	36.3	43.2
17:00	94	0	1	75	15	1	0	0	1	0	0	1	36.7	41.6
17:15	115	1	0	94	15	2	0	1	0	0	1	1	36.4	41.9
17:30	107	0	1	85	18	3	0	0	0	0	0	0	38.3	44.4
17:45	86	1	0	69	16	0	0	0	0	0	0	0	38.2	43.5
18:00	68	0	0	52	12	3	1	0	0	0	0	0	39.2	44.3
18:15	62	2	0	48	10	2	0	0	0	0	0	0	37.4	43
18:30	40	1	0	33	5	0	0	1	0	0	0	0	38.3	45.2
18:45	39	0	2	29	7	0	0	1	0	0	0	0	38.6	42.2
19:00	35	0	0	27	8	0	0	0	0	0	0	0	40.5	47
19:15	39	0	1	33	4	1	0	0	0	0	0	0	35.8	43.2
19:30	22	0	0	18	2	1	0	0	1	0	0	0	36.7	42.8
19:45	29	0	0	26	3	0	0	0	0	0	0	0	37.9	43.3
20:00	26	0	0	20	5	1	0	0	0	0	0	0	39.8	45.6
20:15	15	1	0	11	3	0	0	0	0	0	0	0	38.6	47.8
20:30	13	0	0	8	5	0	0	0	0	0	0	0	37.3	46.2
20:45	12	0	0	10	2	0	0	0	0	0	0	0	38.3	44.9
21:00	6	0	0	6	0	0	0	0	0	0	0	0	41	-
21:15	11	0	0	9	1	1	0	0	0	0	0	0	37.9	50.3
21:30	22	0	0	21	1	0	0	0	0	0	0	0	41.8	47.6
21:45	17	0	0	14	3	0	0	0	0	0	0	0	42.5	55.2
22:00	7	0	0	6	1	0	0	0	0	0	0	0	41.6	-
22:15	8	0	0	4	4	0	0	0	0	0	0	0	42.8	-
22:30	6	0	1	3	2	0	0	0	0	0	0	0	42.9	-
22:45	2	0	0	1	1	0	0	0	0	0	0	0	40.1	-
23:00	6	0	0	5	1	0	0	0	0	0	0	0	36.3	-
23:15	2	0	0	2	0	0	0	0	0	0	0	0	36.1	-
23:30	2	0	0	2	0	0	0	0	0	0	0	0	42.7	-
23:45	3	0	0	3	0	0	0	0	0	0	0	0	43.2	-
07:19	2774	30	28	2032	485	137	3	12	14	0	19	14	36.7	42.9
06:22	3076	31	32	2278	530	142	3	12	15	0	19	14	36.9	43.2
06:00	3112	31	33	2304	539	142	3	12	15	0	19	14	37.0	43.2
00:00	3140	31	33	2321	548	142	3	12	16	0	19	15	37.0	43.3

Date Thursday 15/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	47.4	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	43.9	-
01:30	2	0	0	1	1	0	0	0	0	0	0	0	39.5	-
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	51.5	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	39.8	-
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	21.8	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	0	0	0	0	0	0	0	0	1	42.1	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	42	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	0	0	0	0	0	0	0	0	0	56.7	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	39.4	-
05:15	2	0	0	1	1	0	0	0	0	0	0	0	40.6	-
05:30	7	0	0	6	0	1	0	0	0	0	0	0	47.1	-
05:45	9	0	0	5	2	1	0	0	1	0	0	0	42.5	-
06:00	6	0	0	2	1	3	0	0	0	0	0	0	40	-
06:15	10	0	0	9	0	9	0	0	0	0	0	0	44.1	-
06:30	19	0	0	19	0	0	0	0	0	0	0	0	38.6	43.7
06:45	29	0	1	22	5	1	0	0	0	0	0	0	39.2	44.3
07:00	27	0	1	18	6	2	0	0	0	0	0	0	41.2	50
07:15	39	1	0	28	8	1	0	0	0	0	0	1	40.7	47.8
07:30	50	0	2	34	10	4	0	0	0	0	0	0	39.9	44.9
07:45	76	1	1	48	23	3	0	0	1	0	0	0	38.6	46
08:00	52	0	1	38	10	3	0	0	0	0	0	0	39.8	44.7
08:15	84	1	1	62	12	8	0	0	0	0	0	0	37	43.9
08:30	150	0	2	111	30	2	1	0	0	0	0	4	34.5	37.6
08:45	85	0	1	62	17	5	0	0	1	0	0	0	36.8	41.6
09:00	50	2	0	37	5	3	0	1	1	0	0	1	36.8	43.5
09:15	53	1	1	39	5	3	1	1	0	0	1	1	34.3	40.5
09:30	43	1	0	21	11	9	1	0	0	0	0	0	35.9	44.2
09:45	54	0	0	37	10	6	1	0	0	0	0	0	35.6	42.1
10:00	26	1	0	17	4	3	0	0	1	0	0	0	38.3	45.4
10:15	24	1	1	15	4	3	0	0	0	0	0	0	35.2	42.5
10:30	43	0	0	25	11	6	0	1	0	0	0	0	37.6	42.1
10:45	43	1	0	33	6	2	0	0	0	0	0	1	32.7	39.9
11:00	40	1	0	25	8	4	2	0	0	0	0	0	36.6	42.2
11:15	36	1	0	24	9	2	0	0	0	0	0	0	35.4	40.6
11:30	43	1	1	30	6	3	0	0	1	0	1	0	36.2	44.1
11:45	43	0	0	27	13	2	0	1	0	0	0	0	37.1	40.7
12:00	36	0	3	19	8	4	0	0	0	0	1	1	39.1	44.9
12:15	49	3	0	28	11	7	0	0	0	0	0	0	32.6	40.9
12:30	39	0	0	28	8	3	0	0	0	0	0	0	36.6	41.7
12:45	42	1	2	28	7	4	0	0	0	0	0	0	34.7	40.2
13:00	30	1	0	23	2	4	0	0	0	0	0	0	35.6	44.2
13:15	49	1	0	33	12	2	0	0	1	0	0	0	34.7	41.7
13:30	39	0	0	26	6	4	0	1	1	0	1	0	35.4	43.5
13:45	50	0	0	32	11	6	0	0	1	0	0	0	35.4	40.4
14:00	55	1	0	37	12	4	0	0	0	0	0	1	37.2	42.9
14:15	47	0	0	32	7	6	0	1	1	0	0	0	35.7	40.8
14:30	42	1	1	30	4	5	0	1	0	0	0	0	35.8	42.9
14:45	50	0	1	36	11	1	0	0	1	0	0	0	36.9	42.5
15:00	72	1	1	51	13	2	1	2	0	0	1	0	36.1	41.3
15:15	70	1	0	51	13	4	0	0	0	0	1	0	35.4	40.9
15:30	53	0	0	46	6	1	0	0	0	0	0	0	37.8	43.4
15:45	50	0	1	39	7	2	0	0	1	0	0	0	36.4	42.6
16:00	70	0	0	47	16	6	0	0	1	0	0	0	35.8	41.2
16:15	65	0	0	45	13	4	0	0	1	0	1	1	36.2	43
16:30	96	2	1	70	21	0	0	0	0	0	2	0	34.6	40
16:45	92	0	1	72	17	1	0	0	0	0	0	1	37.9	43.9
17:00	86	1	0	65	15	2	1	0	0	0	1	1	36.4	42.5
17:15	100	2	0	71	22	2	0	0	0	0	1	2	34.8	40.5
17:30	76	1	1	59	14	1	0	0	0	0	0	0	38.1	44.5
17:45	74	0	0	59	15	0	0	0	0	0	0	0	39.8	44.8
18:00	68	0	0	51	13	2	0	1	0	0	1	0	39	44.5
18:15	62	1	0	50	9	1	0	0	0	0	1	0	38.3	44.6
18:30	49	0	0	39	10	0	0	0	0	0	0	0	38.4	42.5
18:45	37	0	0	29	7	0	0	0	0	0	1	0	39.5	45.5
19:00	43	1	0	34	7	1	0	0	0	0	0	0	40	47.4
19:15	40	0	0	31	8	1	0	0	0	0	0	0	37.9	44
19:30	25	0	0	22	3	0	0	0	0	0	0	0	39.1	46.3
19:45	33	0	0	22	11	0	0	0	0	0	0	0	38	43.5
20:00	28	1	0	20	7	0	0	0	0	0	0	0	37.1	45.1
20:15	18	0	0	14	4	0	0	0	0	0	0	0	39.8	48.8
20:30	20	0	0	18	2	0	0	0	0	0	0	0	41	50.3
20:45	13	0	0	11	2	0	0	0	0	0	0	0	39.5	47.1
21:00	17	0	0	13	4	0	0	0	0	0	0	0	42.2	50.9
21:15	11	0	0	11	0	0	0	0	0	0	0	0	38.7	47
21:30	6	0	0	5	1	0	0	0	0	0	0	0	35.4	-
21:45	9	1	0	7	1	0	0	0	0	0	0	0	35.2	-
22:00	9	0	0	8	1	0	0	0	0	0	0	0	48	-
22:15	8	0	0	7	1	0	0	0	0	0	0	0	37.9	-
22:30	9	0	0	6	3	0	0	0	0	0	0	0	35.2	-
22:45	8	0	0	6	2	0	0	0	0	0	0	0	41.8	-
23:00	3	0	0	2	1	0	0	0	0	0	0	0	37.7	-
23:15	4	0	0	4	0	0	0	0	0	0	0	0	42.5	-
23:30	2	0	0	2	0	0	0	0	0	0	0	0	40.2	-
23:45	5	0	0	3	2	0	0	0	0	0	0	0	41.6	-
07-19	2709	30	24	1927	518	152	8	11	10	0	14	15	36.6	42.8
06-22	3036	33	25	2187	575	158	8	11	10	0	14	15	36.9	43.1
06-00	3084	33	25	2225	585	158	8	11	10	0	14	15	37.0	43.1
00-00	3113	33	25	2244	591	160	8	11	11	0	14	16	37.0	43.2

Date Friday 16/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	40.1	-	
00:15	1	0	0	1	0	0	0	0	0	0	0	0	40.2	-	
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	35.7	-	
01:00	1	0	0	1	0	0	0	0	0	0	0	0	27.4	-	
01:15	2	0	0	1	1	0	0	0	0	0	0	0	44.8	-	
01:30	3	0	0	1	1	1	0	0	0	0	0	0	36.9	-	
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	1	0	0	0	0	0	0	0	0	45.3	-	
02:30	3	0	0	0	2	1	0	0	0	0	0	0	40.5	-	
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	1	0	0	0	1	0	0	0	0	0	0	0	58.6	-	
03:30	1	0	0	1	0	0	0	0	0	0	0	0	40.2	-	
03:45	1	0	0	0	1	0	0	0	0	0	0	0	35.4	-	
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	40.8	-	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
05:15	1	0	0	1	0	0	0	0	0	0	0	0	41.5	-	
05:30	5	0	0	5	0	0	0	0	0	0	0	0	46.3	-	
05:45	6	0	0	3	3	0	0	0	0	0	0	0	46	-	
06:00	4	0	0	3	1	0	0	0	0	0	0	0	37.9	-	
06:15	13	0	1	8	4	0	4	0	0	0	0	0	40.6	56	
06:30	18	0	1	15	2	0	0	0	0	0	0	0	43.9	48.6	
06:45	30	0	1	22	6	1	0	0	0	0	0	0	38.7	45.8	
07:00	28	0	2	16	9	1	0	0	0	0	0	0	39	49.3	
07:15	41	0	0	32	7	1	0	0	0	0	0	1	39.5	43.5	
07:30	51	0	2	33	9	7	0	0	0	0	0	0	40.6	46.4	
07:45	62	1	0	40	15	5	1	0	0	0	0	0	38.2	48.2	
08:00	68	0	0	47	16	3	0	0	2	0	0	0	36.3	41.7	
08:15	73	1	1	56	11	3	0	0	0	0	0	1	37.4	43.6	
08:30	135	0	1	91	35	4	0	0	0	0	1	3	35.4	40.7	
08:45	72	1	0	53	14	3	0	0	1	0	0	0	38.8	44.2	
09:00	49	0	0	34	9	6	0	0	0	0	0	0	38.6	45.9	
09:15	47	0	1	32	9	4	0	0	0	0	1	0	37.7	41.9	
09:30	35	0	0	24	5	5	0	0	1	0	0	0	37	41.4	
09:45	45	1	0	32	10	2	0	0	0	0	0	0	35.6	39.8	
10:00	40	1	0	20	12	6	1	0	0	0	0	0	34.5	42.6	
10:15	48	3	1	25	12	4	1	0	2	0	0	0	32	39.4	
10:30	33	0	0	25	6	2	0	0	0	0	0	0	36	43.4	
10:45	27	0	1	18	6	1	0	0	0	0	1	0	39.8	46	
11:00	34	0	0	27	4	2	0	0	0	0	1	0	37.4	44.8	
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	888	8	9	605	189	59	3	0	6	0	4	5	37.0	43.2	
06:22	953	8	12	653	202	60	3	0	6	0	4	5	37.3	43.8	
06:00	953	8	12	653	202	60	3	0	6	0	4	5	37.3	43.8	
00:00	982	8	12	670	212	62	3	0	6	0	4	5	37.4	43.9	

Intelligent Data Collection Limited



Period Commencing: 05/09/2022
Road Name: B4101 Waste Lane
Flow from : Old Waste Lane (W) **to:** Old Waste Lane (E)
Vehicle Classification: All Vehicles

Prepared by: Richard Collins
Checked by: Luke Martin

Hour Starting	Monday 05/09/2022	Tuesday 06/09/2022	Wednesday 07/09/2022	Thursday 08/09/2022	Friday 09/09/2022	Saturday 10/09/2022	Sunday 11/09/2022	Monday 12/09/2022	Tuesday 13/09/2022	Wednesday 14/09/2022	Thursday 15/09/2022	Friday 16/09/2022	Saturday 17/09/2022	Sunday 18/09/2022	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	*	*	11	8	18	5	1	7	2	6	*	*	3	5	7
01:00	*	*	*	*	3	1	8	1	5	2	2	5	*	*	3	3	3
02:00	*	*	*	*	2	2	7	2	1	1	1	1	*	*	1	1	2
03:00	*	*	*	*	6	2	3	1	0	1	3	2	*	*	1	2	2
04:00	*	*	*	*	7	4	4	5	5	4	7	5	*	*	5	6	5
05:00	*	*	*	*	18	10	4	26	27	31	26	24	*	*	28	25	21
06:00	*	*	*	*	96	36	10	106	108	99	92	101	*	*	100	100	81
07:00	*	*	*	*	253	64	16	285	286	289	286	261	*	*	287	277	218
08:00	*	*	*	*	325	90	41	349	373	367	370	349	*	*	370	356	283
09:00	*	*	*	*	257	116	74	213	246	247	258	217	*	*	250	240	204
10:00	*	*	*	*	169	165	135	141	168	172	156	153	*	*	165	160	157
11:00	*	*	*	*	184	169	169	157	147	173	166	*	*	*	162	165	166
12:00	*	*	*	*	208	200	158	145	147	158	161	*	*	*	155	164	168
13:00	*	*	*	173	192	174	164	155	188	151	158	*	*	*	168	170	169
14:00	*	*	*	153	196	186	151	162	167	154	193	*	*	*	167	171	170
15:00	*	*	*	362	313	195	148	304	327	321	329	*	*	*	335	326	287
16:00	*	*	*	261	273	157	153	264	288	296	303	*	*	*	287	281	249
17:00	*	*	*	316	277	177	135	301	342	326	339	*	*	*	331	317	277
18:00	*	*	*	147	151	121	85	171	173	200	173	*	*	*	173	169	153
19:00	*	*	*	115	115	76	83	87	130	115	113	*	*	*	118	113	104
20:00	*	*	*	79	64	69	52	62	72	74	78	*	*	*	76	72	69
21:00	*	*	*	47	47	48	30	49	49	55	53	*	*	*	51	50	47
22:00	*	*	*	40	38	46	19	22	30	23	30	*	*	*	31	31	31
23:00	*	*	*	14	19	32	10	9	8	11	19	*	*	*	13	13	15
Summary Data															Summary Data		
0700-1900	0	0	0	1412	2798	1814	1429	2647	2852	2854	2892	980	0	0	2850	2794	2502
0600-2200	0	0	0	1653	3120	2043	1604	2951	3211	3197	3228	1081	0	0	3195	3128	2803
0600-0000	0	0	0	1707	3177	2121	1633	2982	3249	3231	3277	1081	0	0	3238	3172	2849
0000-0000	0	0	0	1707	3224	2148	1677	3022	3288	3277	3318	1124	0	0	3280	3215	2890
0700-1000	0	0	0	0	835	270	131	847	905	903	914	827	0	0	907	872	704
1600-1900	0	0	0	724	701	455	373	736	803	822	815	0	0	0	791	767	679
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	0	0	0	325	116	74	349	373	367	370	349	0	0	370	356	283
10:00-16:00	0	0	0	362	313	200	169	304	327	321	329	153	0	0	335	326	287
16:00-19:00	0	0	0	316	277	177	153	301	342	326	339	0	0	0	331	317	277

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

Intelligent Data Collection Limited



Period Commencing: 05/09/2022
Road Name: B4101 Waste Lane
Flow from : Old Waste Lane (E) **to:** Old Waste Lane (W)
Vehicle Classification: All Vehicles

Prepared by: Richard Collins
Checked by: Luke Martin

Hour Starting	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
	05/09/2022	06/09/2022	07/09/2022	08/09/2022	09/09/2022	10/09/2022	11/09/2022	12/09/2022	13/09/2022	14/09/2022	15/09/2022	16/09/2022	17/09/2022	18/09/2022			
00:00	*	*	*	*	4	9	12	6	0	1	1	3	*	*	1	3	5
01:00	*	*	*	*	4	5	5	0	3	1	3	6	*	*	2	3	3
02:00	*	*	*	*	1	0	3	1	0	1	2	4	*	*	1	2	2
03:00	*	*	*	*	4	2	1	1	1	3	2	3	*	*	2	2	2
04:00	*	*	*	*	3	4	0	0	2	0	2	1	*	*	1	1	2
05:00	*	*	*	*	10	10	6	18	18	22	19	12	*	*	20	17	14
06:00	*	*	*	*	67	26	12	64	63	55	64	65	*	*	61	63	52
07:00	*	*	*	*	174	53	46	199	212	211	192	182	*	*	205	195	159
08:00	*	*	*	*	329	100	53	326	351	354	371	348	*	*	359	347	279
09:00	*	*	*	*	162	148	107	165	176	157	200	176	*	*	178	173	161
10:00	*	*	*	*	157	159	106	117	129	172	136	148	*	*	146	143	141
11:00	*	*	*	*	161	199	144	148	141	165	162	*	*	156	155	160	
12:00	*	*	*	*	206	194	166	155	182	168	166	*	*	172	175	177	
13:00	*	*	*	165	195	205	159	129	152	164	168	*	*	162	162	167	
14:00	*	*	*	204	194	188	158	153	216	189	194	*	*	201	192	187	
15:00	*	*	*	251	295	153	142	246	238	265	245	*	*	250	257	229	
16:00	*	*	*	294	282	150	122	268	311	318	323	*	*	312	299	259	
17:00	*	*	*	383	284	154	93	313	387	402	336	*	*	377	351	294	
18:00	*	*	*	195	163	109	77	195	224	209	216	*	*	211	200	174	
19:00	*	*	*	122	119	58	51	108	126	125	141	*	*	129	124	106	
20:00	*	*	*	68	68	42	46	45	60	66	79	*	*	68	64	59	
21:00	*	*	*	33	44	20	39	38	44	56	43	*	*	44	43	40	
22:00	*	*	*	20	33	36	16	19	28	23	34	*	*	26	26	26	
23:00	*	*	*	14	36	20	12	2	13	13	14	*	*	14	15	16	
Summary Data															Summary Data		
0700-1900	0	0	0	1492	2602	1812	1373	2414	2719	2774	2709	854	0	0	2727	2649	2386
0600-2200	0	0	0	1715	2900	1958	1521	2669	3012	3076	3036	919	0	0	3029	2943	2643
0600-0000	0	0	0	1749	2969	2014	1549	2690	3053	3112	3084	919	0	0	3068	2984	2684
0000-0000	0	0	0	1749	2995	2044	1576	2716	3077	3140	3113	948	0	0	3095	3011	2712
0700-1000	0	0	0	0	665	301	206	690	739	722	763	706	0	0	741	714	599
1600-1900	0	0	0	872	729	413	292	776	922	929	875	0	0	900	851	726	
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	0	0	0	329	148	107	326	351	354	371	348	0	0	359	347	279
10:00-16:00	0	0	0	251	295	205	166	246	238	265	245	148	0	0	250	257	229
16:00-19:00	0	0	0	383	284	154	122	313	387	402	336	0	0	377	351	294	

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

Intelligent Data Collection Limited

Period Commencing: 05/09/2022
 Road Name: B4101 Waste Lane
 Flow from : Two-way Total
 Vehicle Classification: All Vehicles

Prepared by: Richard Collins
 Checked by: Luke Martin



Hour Starting	Monday 05/09/2022	Tuesday 06/09/2022	Wednesday 07/09/2022	Thursday 08/09/2022	Friday 09/09/2022	Saturday 10/09/2022	Sunday 11/09/2022	Monday 12/09/2022	Tuesday 13/09/2022	Wednesday 14/09/2022	Thursday 15/09/2022	Friday 16/09/2022	Saturday 17/09/2022	Sunday 18/09/2022	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	*	*	15	17	30	11	1	8	3	9	*	*	4	8	12
01:00	*	*	*	*	7	6	13	1	8	3	5	11	*	*	5	6	7
02:00	*	*	*	*	3	2	10	3	1	2	3	5	*	*	2	3	4
03:00	*	*	*	*	10	4	4	2	1	4	5	5	*	*	3	5	4
04:00	*	*	*	*	10	8	4	5	7	4	9	6	*	*	7	7	7
05:00	*	*	*	*	28	20	10	44	45	53	45	36	*	*	48	42	35
06:00	*	*	*	*	163	62	22	170	171	154	156	166	*	*	160	163	133
07:00	*	*	*	*	427	117	62	484	498	500	478	443	*	*	492	472	376
08:00	*	*	*	*	654	190	94	675	724	721	741	697	*	*	729	702	562
09:00	*	*	*	*	419	264	181	378	422	404	458	393	*	*	428	412	365
10:00	*	*	*	*	326	324	241	258	297	344	292	301	*	*	311	303	298
11:00	*	*	*	*	345	368	313	305	288	338	328	*	*	318	321	326	
12:00	*	*	*	*	414	394	324	300	329	326	327	*	*	327	339	345	
13:00	*	*	*	338	387	379	323	284	340	315	326	*	*	330	332	337	
14:00	*	*	*	357	390	374	309	315	383	343	387	*	*	368	363	357	
15:00	*	*	*	613	608	348	290	550	565	586	574	*	*	585	583	517	
16:00	*	*	*	555	555	307	275	532	599	614	626	*	*	599	580	508	
17:00	*	*	*	699	561	331	228	614	729	728	675	*	*	708	668	571	
18:00	*	*	*	342	314	230	162	366	397	409	389	*	*	384	370	326	
19:00	*	*	*	237	234	134	134	195	256	240	254	*	*	247	236	211	
20:00	*	*	*	147	132	111	98	107	132	140	157	*	*	144	136	128	
21:00	*	*	*	80	91	68	69	87	93	111	96	*	*	95	93	87	
22:00	*	*	*	60	71	82	35	41	58	46	64	*	*	57	57	57	
23:00	*	*	*	28	55	52	22	11	21	24	33	*	*	27	29	31	
Summary Data															Summary Data		
0700-1900	0	0	0	2904	5400	3626	2802	5061	5571	5628	5601	1834	0	0	5577	5443	4887
0600-2200	0	0	0	3368	6020	4001	3125	5620	6223	6273	6264	2000	0	0	6223	6071	5446
0600-0000	0	0	0	3456	6146	4135	3182	5672	6302	6343	6361	2000	0	0	6307	6157	5534
0000-0000	0	0	0	3456	6219	4192	3253	5738	6365	6417	6431	2072	0	0	6376	6226	5602
0700-1000	0	0	0	0	1500	571	337	1537	1644	1625	1677	1533	0	0	1649	1586	1303
1600-1900	0	0	0	1596	1430	868	665	1512	1725	1751	1690	0	0	0	1691	1617	1405
Peak Hour Analysis															Peak Hour Analysis		
07:00-10:00	0	0	0	0	654	264	181	675	724	721	741	697	0	0	729	702	562
10:00-16:00	0	0	0	613	608	394	324	550	565	586	574	301	0	0	585	583	517
16:00-19:00	0	0	0	699	561	331	275	614	729	728	675	0	0	0	708	668	571

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

Intelligent Data Collection Limited

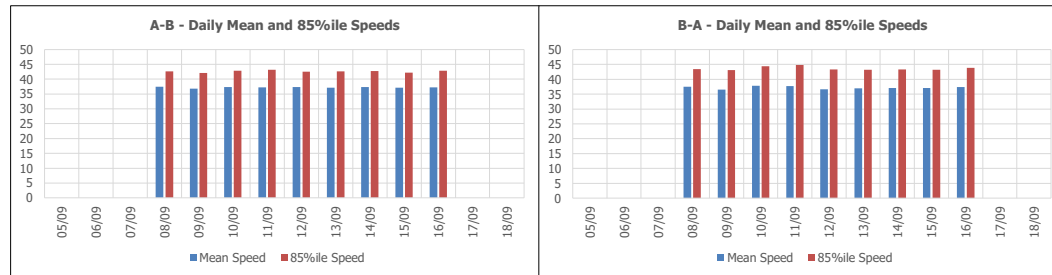
Client: Phil Jones Associates
 Project Number: ID06678
 Site Number: Site 1



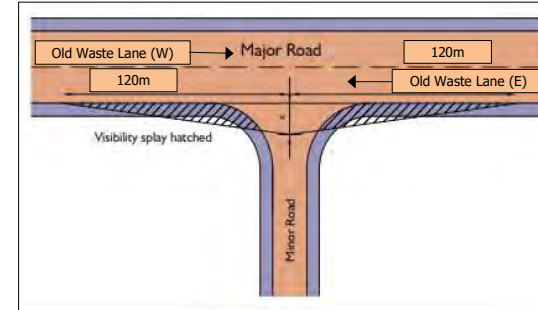
Mean and 85%ile Speed Summary

Direction A-B (Mph)															
Date	05/09	06/09	07/09	08/09	09/09	10/09	11/09	12/09	13/09	14/09	15/09	16/09	17/09	18/09	Max
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
Mean Speed (mph)	-	-	-	37.5	36.8	37.3	37.2	37.3	37.1	37.4	37.1	37.2	-	-	37.5
85%ile Speed (mph)	-	-	-	42.6	42.1	42.9	43.2	42.5	42.6	42.7	42.2	42.8	-	-	43.2
85%ile Speed (kph)	-	-	-	68.2	67.4	68.6	69.12	68.00	68.16	68.32	67.52	68.48	-	-	69.1
Visibility Splay (m)	-	-	-	120	120	120	120	120	120	120	120	120	-	-	120

Direction B-A (Mph)															
Date	05/09	06/09	07/09	08/09	09/09	10/09	11/09	12/09	13/09	14/09	15/09	16/09	17/09	18/09	Max
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
Mean Speed (mph)	-	-	-	37.5	36.5	37.8	37.7	36.6	36.9	37.0	37.0	37.4	-	-	37.8
85%ile Speed (mph)	-	-	-	43.4	43.1	44.3	44.8	43.3	43.2	43.3	43.2	43.9	-	-	44.8
85%ile Speed (kph)	-	-	-	69.4	69.0	70.9	71.7	69.3	69.1	69.3	69.1	70.2	-	-	71.7
Visibility Splay (m)	-	-	-	120	120	120	120	120	120	120	120	120	-	-	120



Visibility Splay



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

Guidance Notes

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

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

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

Date

Thursday 08/09/2022

Time	Speeds (Mph)																Mean	85th %ile				
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80			80-85	85-90	90-95	95-100
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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	50	0	0	1	0	2	16	23	6	1	1	0	0	0	0	0	0	0	0	0	35.9	40.7
13:00	32	0	0	0	0	3	11	12	3	2	1	0	0	0	0	0	0	0	0	0	36.5	44.1
13:15	45	0	0	0	0	4	16	19	4	1	1	0	0	0	0	0	0	0	0	0	35.8	39.8
13:30	52	0	0	1	0	5	9	20	14	3	0	0	0	0	0	0	0	0	0	0	37.2	45.3
13:45	44	0	0	0	1	5	17	13	6	1	0	0	1	0	0	0	0	0	0	0	35.7	40.9
14:00	36	0	0	0	1	2	13	13	6	1	0	0	0	0	0	0	0	0	0	0	36.1	41.9
14:15	42	0	1	0	1	2	15	15	8	0	0	0	0	0	0	0	0	0	0	0	35.3	41.1
14:30	44	0	0	0	0	0	20	14	9	1	0	0	0	0	0	0	0	0	0	0	36.5	41
14:45	31	0	0	0	0	5	8	13	3	1	1	0	0	0	0	0	0	0	0	0	35.8	40.5
15:00	60	0	0	0	0	2	21	26	9	2	0	0	0	0	0	0	0	0	0	0	36.9	40.9
15:15	74	0	1	0	0	6	13	35	13	6	0	0	0	0	0	0	0	0	0	0	36.9	41.9
15:30	135	0	0	0	0	2	36	65	25	5	1	1	0	0	0	0	0	0	0	0	37.2	41.2
15:45	93	0	1	0	0	3	33	39	14	1	1	1	0	0	0	0	0	0	0	0	36.1	40.5
16:00	76	0	0	1	0	3	23	34	8	2	4	0	0	0	0	0	0	0	0	0	36.9	40.5
16:15	51	0	0	0	0	1	9	26	8	2	2	0	0	0	0	0	0	0	0	0	37.9	41.3
16:30	66	0	0	0	0	0	13	36	14	1	2	0	0	0	0	0	0	0	0	0	38.1	43.5
16:45	68	0	0	0	0	0	15	33	17	2	0	0	0	0	0	0	0	0	0	0	38.4	42.9
17:00	81	0	0	0	0	3	7	50	15	4	2	2	0	0	0	0	0	0	0	0	38.7	42.4
17:15	96	0	0	1	1	4	24	44	14	8	0	0	0	0	0	0	0	0	0	0	37.1	43
17:30	82	0	0	0	0	1	19	30	21	0	2	1	0	0	0	0	0	0	0	0	39.1	44.6
17:45	57	1	2	0	0	5	6	24	13	5	1	0	0	0	0	0	0	0	0	0	37.2	43.4
18:00	64	0	0	0	0	1	9	25	23	6	0	0	0	0	0	0	0	0	0	0	39.3	44.2
18:15	26	0	0	1	0	0	2	7	10	5	1	0	0	0	0	0	0	0	0	0	40.7	45.6
18:30	33	0	0	0	0	1	4	13	10	4	0	1	0	0	0	0	0	0	0	0	39.8	45
18:45	24	0	0	0	0	2	2	8	7	5	0	0	0	0	0	0	0	0	0	0	39.5	46.3
19:00	27	0	0	0	0	3	2	13	7	1	1	0	0	0	0	0	0	0	0	0	37.9	43.6
19:15	20	0	0	0	0	2	1	5	8	4	0	0	0	0	0	0	0	0	0	0	40.5	46.2
19:30	38	0	0	0	0	1	10	17	7	3	0	0	0	0	0	0	0	0	0	0	37.8	42.1
19:45	30	0	0	0	0	2	9	9	3	7	0	0	0	0	0	0	0	0	0	0	38.3	46.3
20:00	30	0	0	0	0	1	11	6	8	3	1	0	0	0	0	0	0	0	0	0	38.3	45.1
20:15	23	0	0	0	0	1	3	12	5	2	0	0	0	0	0	0	0	0	0	0	37.5	42.9
20:30	13	0	0	0	0	1	6	3	2	0	0	1	0	0	0	0	0	0	0	0	37.1	41.8
20:45	13	0	0	0	0	0	5	6	2	0	0	0	0	0	0	0	0	0	0	0	36.2	39.9
21:00	19	0	0	0	0	0	6	7	5	0	0	1	0	0	0	0	0	0	0	0	38.5	44.5
21:15	8	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	40.1	-
21:30	8	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-
21:45	12	0	0	0	0	1	3	3	3	1	0	0	1	0	0	0	0	0	0	0	39.5	50.5
22:00	12	0	0	1	0	0	2	4	2	3	0	0	0	0	0	0	0	0	0	0	38.7	46.3
22:15	10	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	40.3	-
22:30	4	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	44	-
22:45	14	0	0	0	0	1	4	2	6	0	1	0	0	0	0	0	0	0	0	0	38.1	42.2
23:00	6	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	39.2	-
23:15	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	38.2	-
23:30	4	0	0	0	1	0	1	0	1	1	0	0	0	0								

Time	Speeds (Mph)																	Mean	85th %ile				
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85			85-90	90-95	95-100	
00:00	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
00:15	3	0	0	0	0	2	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
00:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
00:45	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
01:00	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
03:30	4	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	53.2	-
03:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-
04:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
04:15	4	0	0	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	32.1	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	-
05:15	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-
05:30	10	0	0	0	0	0	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	39.3	-
05:45	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-
06:00	7	0	0	0	0	0	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	39.5	-
06:15	15	0	1	0	0	0	0	6	6	1	1	0	0	0	0	0	0	0	0	0	0	40.2	46.3
06:30	24	0	0	0	0	0	2	9	8	3	1	1	0	0	0	0	0	0	0	0	0	40.9	47.8
06:45	50	0	0	1	1	1	7	24	14	2	0	1	0	0	0	0	0	0	0	0	0	38.6	41.8
07:00	60	0	0	1	0	0	12	26	12	8	1	0	0	0	0	0	0	0	0	0	0	38.8	45
07:15	9	0	0	0	0	0	9	16	26	4	0	0	0	0	0	0	0	0	0	0	0	39.7	44.1
07:30	60	0	0	1	0	5	16	26	8	2	1	1	0	0	0	0	0	0	0	0	0	36.6	42.3
07:45	78	0	0	1	1	5	30	32	7	2	0	0	0	0	0	0	0	0	0	0	0	35.5	39.7
08:00	68	0	1	1	0	4	21	23	12	4	2	2	0	0	0	0	0	0	0	0	0	36.1	36.9
08:15	65	0	0	0	0	6	19	27	9	3	1	0	0	0	0	0	0	0	0	0	0	36.7	41.5
08:30	92	0	0	2	0	2	18	49	19	1	1	0	0	0	0	0	0	0	0	0	0	37.1	40.6
08:45	100	0	0	0	1	6	24	46	18	2	2	1	0	0	0	0	0	0	0	0	0	37.4	41.1
09:00	100	0	0	1	0	6	38	39	15	1	0	0	0	0	0	0	0	0	0	0	0	35.6	40.3
09:15	59	0	1	0	0	3	26	21	6	1	0	0	0	0	0	0	0	0	0	0	0	34.4	38.5
09:30	48	0	2	0	2	3	13	19	8	1	0	0	0	0	0	0	0	0	0	0	0	34.8	40.9
09:45	50	0	0	0	1	8	14	23	3	0	1	0	0	0	0	0	0	0	0	0	0	34.7	39.7
10:00	30	0	0	0	0	3	6	14	6	1	1	0	0	0	0	0	0	0	0	0	0	37.1	41.9
10:15	51	0	0	1	1	1	17	22	8	0	1	0	0	0	0	0	0	0	0	0	0	35.8	40.7
10:30	51	0	0	0	1	5	19	17	7	2	0	0	0	0	0	0	0	0	0	0	0	35.7	40.7
10:45	37	0	0	1	1	4	7	19	5	1	0	0	0	0	0	0	0	0	0	0	0	36.1	40.8
11:00	38	0	2	1	3	4	12	11	4	1	0	0	0	0	0	0	0	0	0	0	0	32.8	39
11:15	46	0	2	1	5	14	11	10	4	1	0	0	0	0	0	0	0	0	0	0	0	34.4	41.3
11:30	52	0	0	0	0	7	17	21	6	1	0	0	0	0	0	0	0	0	0	0	0	35	39.9
11:45	48	0	0	1	0	5	14	19	8	0	1	0	0	0	0	0	0	0	0	0	0	35.5	40.3
12:00	44	0	0	0	0	4	13	19	4	2	1	1	0	0	0	0	0	0	0	0	0	36.7	41.8
12:15	55	0	1	0	0	3	15	13	19	3	1	0	0	0	0	0	0	0	0	0	0	37.4	43.1
12:30	52	0	0	1	0	3	11	19	14	4	0	0	0	0	0	0	0	0	0	0	0	37.6	43
12:45	57	0	0	0	3	15	19	17	12	2	0	0	0	0	0	0	0	0	0	0	0	36.7	42.7
13:00	51	0	0	0	1	6	7	24	11	2	0	0	0	0	0	0	0	0	0	0	0	36.4	41.2
13:15	34	0	0	1	1	4	13	10	4	0	0	0	0	0	0	0	0	0	0	0	0	38.2	44.3
13:30	47	0	0	0	0	3	16	15	11	2	0	0	0	0	0	0	0	0	0	0	0	36.9	42.4
13:45	60	0	0	0	1	1	16	29	12	0	1	0	0	0	0	0	0	0	0	0	0	37.1	41.7
14:00	37	0	0	0	0	1	7	16	11	2	0	0	0	0	0	0	0	0	0	0	0	38.4	42.5
14:15	44	0	0	0	0	2	9	15	13	3	1	0	0	0	0	0	0	0	0	0	0	38.7	43.6
14:30	62	0	0	0	0	1	22	22	16	1	0	0	0	0	0	0	0	0	0	0	0	36.9	41.9
14:45	53	0	0	0	0	0	12	27	12	2	0	0	0	0	0	0	0	0	0	0	0	37.8	41.8
15:00	42	0	0	4	0	2	16	10	7	2	1	0	0	0	0	0	0	0	0	0	0	35.2	41.9
15:15	52	0	0	0	0	1	12	17	18	4	0	0	0	0	0	0	0	0	0	0	0	38.7	43.2
15:30	137	0	0	2	0	6	39	66	20	2	2	0	0	0	0	0	0	0	0	0	0	36.4	40.2
15:45	82	4	8	11	1	2	11	23	13	8	1	0	0	0	0	0	0	0	0	0	0	31.7	44
16:00	68	0	0	0	0	1	21	29	14	2	1	0	0	0	0	0	0	0	0	0	0	37.6	42.2
16:15	68	0	0	1	3	3	9	28	18	3	1	2	0	0	0	0	0	0	0	0	0	38.1	43.7
16:30	80	0	0	0	2	3	22	36	13	3	1	0	0	0	0	0	0	0	0	0	0	36.9	42
16:45	57	0	0	0	0	3	16	24	8	4	2	0	0	0	0	0	0	0	0	0	0	37.5	44.1
17:00	82	0	0	1	0	1	27	41	9	1	0	2	0	0	0	0	0	0	0	0	0	36.6	40.1
17:15	78	0	0	0	0	3	17	47	9	2	0	0	0	0	0	0	0	0	0	0	0	36.9	39.9
17:30	61	0	0	0	0	1	8	22	26	4	0	0	0	0	0	0	0	0	0	0	0	39.2	43.4
17:45	56	0	0	0	1	1	10	19	17	7	1	0	0	0	0	0	0	0	0	0	0	39.3	44.8
18:00	50	0	0	0	0	3	14	20	10	1	2	0	0	0	0	0	0	0	0	0	0	37.4	41.5
18:15	47	0	0	1	0	1	11	15	17	1	1	0	0	0	0	0	0	0	0	0	0	37.8	42.7
18:30	29	0	0	0	0	0	4	12	11	1	1	0	0	0	0	0	0	0	0	0	0	39.8	44.7
18:45	25	1	0	0	0	1	6	11															

Date: Sunday 11/09/2022

Time	Speeds (Mph)																Mean	85th %ile				
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80			80-85	85-90	90-95	95-100
00:00	6	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00:05	7	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00:10	7	0	0	0	0	1	3	2	1	0	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	0	0	0	0	0	0	0	0	0	0
01:00	4	0	0	0	2	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	4	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	4	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15	4	0	0	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:30	3	0	0	0	0	0	0	2	0	1	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	0	0	0	0	0	0	0	0	0	0
07:00	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	4	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45	7	0	0	1	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	11	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	1	49.8
08:15	12	0	0	0	0	0	2	7	2	0	1	0	0	0	0	0	0	0	0	0	0	44.1
08:30	6	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.5
08:45	12	0	0	0	0	1	3	3	1	3	0	0	0	0	0	0	0	0	0	0	0	47.1
09:00	11	0	0	0	0	1	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	44.9
09:15	11	0	0	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	43.6
09:30	28	0	0	0	1	2	2	12	7	3	0	0	1	0	0	0	0	0	0	0	0	45.4
09:45	24	0	0	0	2	0	3	11	6	0	2	0	0	0	0	0	0	0	0	0	0	43.4
10:00	12	0	0	0	1	0	1	12	4	0	0	0	0	0	0	0	0	0	0	0	0	37.3
10:15	37	0	1	1	0	2	2	19	8	1	3	0	0	0	0	0	0	0	0	0	0	44.8
10:30	38	0	0	0	3	0	2	6	23	4	0	0	0	0	0	0	0	0	0	0	0	39.8
10:45	38	0	3	1	0	1	9	12	9	2	1	0	0	0	0	0	0	0	0	0	0	45.3
11:00	53	0	2	4	2	5	13	17	8	2	0	0	0	0	0	0	0	0	0	0	0	41.5
11:15	39	0	1	0	0	0	8	16	11	1	0	0	0	0	0	0	0	0	0	0	0	43.9
11:30	35	0	2	2	0	0	2	16	9	3	1	0	0	0	0	0	0	0	0	0	0	43.9
11:45	42	0	1	1	1	5	13	12	7	1	1	0	0	0	0	0	0	0	0	0	0	40.6
12:00	42	0	0	0	1	0	4	22	8	5	2	0	0	0	0	0	0	0	0	0	0	46.7
12:15	42	0	1	0	1	2	13	14	6	4	1	0	0	0	0	0	0	0	0	0	0	44.5
12:30	41	0	1	0	0	3	10	17	8	2	0	0	0	0	0	0	0	0	0	0	0	41.6
12:45	33	0	0	0	1	1	2	9	14	4	1	1	0	0	0	0	0	0	0	0	0	41.2
13:00	39	0	2	1	0	0	5	19	8	2	1	0	1	0	0	0	0	0	0	0	0	43.2
13:15	40	0	0	0	0	0	15	14	9	2	0	0	0	0	0	0	0	0	0	0	0	42.4
13:30	51	0	1	2	0	1	8	16	17	4	1	0	1	0	0	0	0	0	0	0	0	45.5
13:45	34	0	0	1	0	0	11	14	5	3	0	0	0	0	0	0	0	0	0	0	0	42
14:00	34	0	0	0	0	0	4	22	7	1	0	0	0	0	0	0	0	0	0	0	0	40.7
14:15	52	0	3	2	0	2	10	22	9	4	0	0	0	0	0	0	0	0	0	0	0	43.2
14:30	30	0	1	1	0	0	7	4	8	8	1	0	0	0	0	0	0	0	0	0	0	41.4
14:45	35	0	3	2	0	1	5	12	6	3	3	0	0	0	0	0	0	0	0	0	0	48.9
15:00	32	0	0	1	0	0	10	11	9	1	0	0	0	0	0	0	0	0	0	0	0	41.7
15:15	32	2	0	1	1	2	5	14	7	0	0	0	0	0	0	0	0	0	0	0	0	42.3
15:30	35	0	0	0	0	0	5	8	16	5	0	1	0	0	0	0	0	0	0	0	0	40.4
15:45	49	0	0	2	1	5	6	21	11	3	0	0	0	0	0	0	0	0	0	0	0	43
16:00	36	0	1	1	0	0	6	16	6	4	2	0	0	0	0	0	0	0	0	0	0	45.2
16:15	37	0	1	2	1	2	10	14	5	2	0	0	0	0	0	0	0	0	0	0	0	40.9
16:30	41	0	0	1	0	0	7	18	12	2	0	0	0	0	0	0	0	0	0	0	0	43.4
16:45	39	0	1	0	0	1	12	11	12	2	0	0	0	0	0	0	0	0	0	0	0	42.7
17:00	32	0	0	0	0	2	2	15	10	3	0	0	0	0	0	0	0	0	0	0	0	45.2
17:15	48	0	0	0	0	3	7	24	9	2	2	0	0	1	0	0	0	0	0	0	0	41.4
17:30	30	0	0	0	0	1	5	13	7	2	2	0	0	0	0	0	0	0	0	0	0	44.5
17:45	25	0	2	1	0	0	8	8	4	1	1	0	0	0	0	0	0	0	0	0	0	43.4
18:00	16	0	1	0	0	1	3	6	4	1	0	0	0	0	0	0	0	0	0	0	0	44.3
18:15	20	0	0	0	0	0	3	8	6	1	1	0	1	0	0	0	0	0	0	0	0	47
18:30	35	0	0	0	0	0	6	9	14	4	2	0	0	0	0	0	0	0	0	0	0	45.3
18:45	14	0	0	0	0	1	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	39
19:00	17	0	0	0	0	0	5	7	3	1	0	0	0	0	0	0	0	0	0	0	0	44.8
19:15	21	0	0	0	0	1	7	8	4	1	0	0	0	0	0	0	0	0	0	0	0	42.8
19:30	27	0	0	0	0	2	4	13	4	3	1	0	0	0	0	0	0	0	0	0	0	45.2
19:45	18	0	0	0	0	1	7	3	4	3	0	0	0	0	0	0	0	0	0	0	0	46
20:00	22	0	0	0	0	1																

Date Monday 12/09/2022

Time	Total	Speeds (Mph)																	Mean	85th %ile			
		5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90			90-95	95-100	
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-
00:15	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
00:30	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-
04:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
05:00	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	49.2	-
05:15	5	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	43.4	-
05:30	13	0	1	0	0	0	3	2	3	2	2	0	0	0	0	0	0	0	0	0	0	39.3	50.6
05:45	6	0	0	0	0	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	40.7	-
06:00	5	0	0	1	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	34.6	-
06:15	22	0	0	0	0	2	3	6	7	3	1	0	0	0	0	0	0	0	0	0	0	39.8	46.3
06:30	23	0	0	0	1	1	4	12	4	1	0	0	0	0	0	0	0	0	0	0	0	37	41.9
06:45	56	0	0	0	0	5	7	20	20	2	0	2	0	0	0	0	0	0	0	0	0	38.9	42.9
07:00	54	0	0	0	1	1	12	19	17	4	0	0	0	0	0	0	0	0	0	0	0	38.5	42.9
07:15	63	0	0	0	0	1	11	22	17	8	4	4	0	0	0	0	0	0	0	0	0	40.1	45.8
07:30	68	0	0	0	0	3	14	38	12	1	0	0	0	0	0	0	0	0	0	0	0	36.9	40.8
07:45	100	0	0	1	0	5	28	43	22	2	1	0	0	0	0	0	0	0	0	0	0	37	41.9
08:00	81	0	0	0	0	3	21	26	21	2	1	2	0	0	0	0	0	0	0	0	0	38.4	44.4
08:15	87	0	0	2	0	6	23	42	12	2	0	0	0	0	0	0	0	0	0	0	0	36	41
08:30	87	0	0	0	0	0	17	53	13	4	0	0	0	0	0	0	0	0	0	0	0	37.9	41.5
08:45	94	0	0	0	0	1	12	46	29	5	1	0	0	0	0	0	0	0	0	0	0	38.8	42
09:00	77	0	0	0	0	2	24	26	21	4	0	0	0	0	0	0	0	0	0	0	0	37.6	43.2
09:15	56	0	0	0	0	4	9	31	12	0	0	0	0	0	0	0	0	0	0	0	0	36.8	41.3
09:30	30	0	1	1	0	2	7	16	8	1	0	0	0	0	0	0	0	0	0	0	0	36.3	41.9
09:45	44	0	0	0	2	2	14	18	6	1	0	0	1	0	0	0	0	0	0	0	0	36.1	40.4
10:00	24	0	0	0	0	5	4	10	5	0	0	0	0	0	0	0	0	0	0	0	0	35.6	40.6
10:15	34	0	0	0	0	1	6	18	6	2	1	0	0	0	0	0	0	0	0	0	0	38.3	43.6
10:30	43	0	1	0	1	6	11	16	3	4	1	0	0	0	0	0	0	0	0	0	0	35.4	41.6
10:45	40	0	0	0	1	4	10	18	6	1	0	0	0	0	0	0	0	0	0	0	0	35.9	40.8
11:00	37	0	0	0	0	2	7	21	3	3	1	0	0	0	0	0	0	0	0	0	0	37.3	42.2
11:15	41	0	0	0	0	4	9	15	10	2	1	0	0	0	0	0	0	0	0	0	0	37.7	43.9
11:30	42	0	0	0	3	2	14	12	6	4	1	0	0	0	0	0	0	0	0	0	0	36.3	43.6
11:45	37	0	0	3	1	1	15	12	4	1	0	0	0	0	0	0	0	0	0	0	0	34.1	40
12:00	40	0	1	3	3	2	7	13	8	3	0	0	0	0	0	0	0	0	0	0	0	34.3	43.2
12:15	36	0	0	0	0	1	9	19	6	1	0	0	0	0	0	0	0	0	0	0	0	37.2	41.3
12:30	33	0	0	0	0	3	15	10	3	1	1	0	0	0	0	0	0	0	0	0	0	35.9	40.2
12:45	36	0	0	0	0	4	11	15	6	0	0	0	0	0	0	0	0	0	0	0	0	35.6	40.3
13:00	32	0	0	0	0	2	7	19	2	2	0	0	0	0	0	0	0	0	0	0	0	36.7	39.8
13:15	37	0	0	0	0	4	14	12	7	0	0	0	0	0	0	0	0	0	0	0	0	35.9	41.3
13:30	42	0	0	0	1	1	16	9	12	1	2	0	0	0	0	0	0	0	0	0	0	37.7	44.2
13:45	44	0	2	2	0	2	9	23	3	2	1	0	0	0	0	0	0	0	0	0	0	35	39.9
14:00	38	0	0	0	0	3	7	16	6	4	2	0	0	0	0	0	0	0	0	0	0	36.7	45.2
14:15	40	0	0	0	0	2	10	24	4	0	0	0	0	0	0	0	0	0	0	0	0	35.9	39.6
14:30	38	0	0	0	0	2	16	15	3	2	0	0	0	0	0	0	0	0	0	0	0	36.3	40.3
14:45	46	0	0	0	0	3	14	22	4	0	3	0	0	0	0	0	0	0	0	0	0	37.1	40.1
15:00	51	0	0	0	0	2	13	14	19	3	0	0	0	0	0	0	0	0	0	0	0	38.4	43.8
15:15	39	0	1	0	0	1	7	10	11	8	0	1	0	0	0	0	0	0	0	0	0	39.4	46
15:30	138	0	0	0	0	9	51	59	18	0	1	0	0	0	0	0	0	0	0	0	0	35.5	39.8
15:45	76	0	0	1	2	11	22	27	10	3	0	0	0	0	0	0	0	0	0	0	0	35	40.1
16:00	64	0	0	0	2	2	11	35	8	5	0	0	1	0	0	0	0	0	0	0	0	37.9	41.8
16:15	64	0	0	1	1	2	14	26	16	3	0	0	1	0	0	0	0	0	0	0	0	37.6	48
16:30	76	0	0	0	0	6	16	32	18	3	1	0	0	0	0	0	0	0	0	0	0	37.5	42.4
16:45	60	2	2	6	0	0	10	14	20	4	2	0	0	0	0	0	0	0	0	0	0	35.6	43.6
17:00	70	0	0	0	0	0	11	38	20	4	0	0	0	0	0	0	0	0	0	0	0	38.6	42.2
17:15	80	0	1	0	0	3	23	32	17	3	1	0	0	0	0	0	0	0	0	0	0	37.1	41.9
17:30	86	0	1	2	3	0	15	40	17	6	2	0	0	0	0	0	0	0	0	0	0	37.2	42.8
17:45	65	0	0	0	1	1	10	22	28	3	0	0	0	0	0	0	0	0	0	0	0	39.1	43.2
18:00	53	0	1	0	0	1	5	27	11	6	2	0	0	0	0	0	0	0	0	0	0	38.6	45.4
18:15	41	0	0	0	0	1	4	15	11	6	3	1	0	0	0	0	0	0	0	0	0	40.9	47.6
18:30	47	0	1	0	0	0	10	20	10	4	1	0	0	0	1	0	0	0	0	0	0	38.7	44.5
18:45	30	0	0	0	0	4	5	13	7	1	0	0	0	0	0	0	0	0	0	0	0	36.9	42.9
19:00	28	0	0	0																			

Date		Wednesday 14/09/2022		Speeds (Mph)																				Mean		85th %ile
Time	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	Mean	85th %ile				
00:00	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	41.9	-			
00:15	4	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	42	-			
00:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-			
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
01:00	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	52.7	-			
01:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-			
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-			
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-			
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
04:15	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-			
04:30	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	-			
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
05:00	3	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	39	-			
05:15	8	0	0	0	0	0	0	2	3	0	2	1	0	0	0	0	0	0	0	0	0	40.7	-			
05:30	10	0	0	0	0	0	4	3	1	2	0	0	0	0	0	0	0	0	0	0	0	39.1	-			
05:45	10	0	0	0	0	0	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-			
06:00	12	0	1	1	0	0	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	36.6	46.5			
06:15	18	0	0	1	0	0	3	8	6	0	0	0	0	0	0	0	0	0	0	0	0	37.6	42			
06:30	24	0	0	1	0	1	3	14	3	1	0	1	0	0	0	0	0	0	0	0	0	37.4	41.8			
06:45	45	0	0	0	1	5	4	17	14	3	1	0	0	0	0	0	0	0	0	0	0	38.2	42.1			
07:00	55	0	0	1	0	1	12	20	14	5	1	0	0	0	1	0	0	0	0	0	0	39.1	44.5			
07:15	67	0	0	0	0	3	8	28	21	3	2	1	1	0	0	0	0	0	0	0	0	39.5	43.2			
07:30	81	0	0	2	0	4	28	31	12	1	3	0	0	0	0	0	0	0	0	0	0	36.2	41.2			
07:45	86	0	0	0	2	5	26	28	22	3	0	0	0	0	0	0	0	0	0	0	0	36.6	41.6			
08:00	89	0	0	1	1	2	20	46	14	0	2	0	0	0	0	0	0	0	0	0	0	37.4	41			
08:15	85	0	1	1	0	4	24	39	15	1	0	0	0	0	0	0	0	0	0	0	0	36.1	40.5			
08:30	82	0	0	0	0	5	25	25	14	1	2	0	0	0	0	0	0	0	0	0	0	36.9	41			
08:45	111	0	0	1	0	1	17	57	26	8	1	0	0	0	0	0	0	0	0	0	0	38.4	43.8			
09:00	103	0	1	0	1	9	22	35	33	2	0	0	0	0	0	0	0	0	0	0	0	36.8	42.4			
09:15	65	0	0	1	0	5	18	24	14	3	0	0	0	0	0	0	0	0	0	0	0	36.4	42			
09:30	47	0	0	0	0	0	9	21	10	3	1	0	0	0	0	0	0	0	0	0	0	37.8	43.7			
09:45	32	0	0	0	0	2	6	16	6	2	0	0	0	0	0	0	0	0	0	0	0	37.1	41.6			
10:00	41	0	1	3	0	3	9	14	13	0	1	0	0	0	0	0	0	0	0	0	0	35.7	40.8			
10:15	54	1	0	0	0	4	14	21	11	3	0	0	0	0	0	0	0	0	0	0	0	36.4	41.5			
10:30	36	0	0	2	1	1	16	9	4	2	1	0	0	0	0	0	0	0	0	0	0	35.2	42.3			
10:45	41	0	0	3	0	1	7	15	9	6	0	0	0	0	0	0	0	0	0	0	0	37.2	42.5			
11:00	37	0	0	0	0	0	8	16	8	2	0	0	1	0	0	0	0	0	0	0	0	38.3	43.5			
11:15	30	0	0	0	0	0	2	8	10	8	1	0	0	0	0	0	0	0	0	0	0	36.5	42.2			
11:30	52	0	1	0	0	4	10	21	11	4	1	0	0	0	0	0	0	0	0	0	0	37.5	43.9			
11:45	54	0	1	0	0	10	14	18	10	0	1	0	0	0	0	0	0	0	0	0	0	34.9	41.2			
12:00	41	0	0	2	3	3	11	17	5	0	0	0	0	0	0	0	0	0	0	0	0	34.1	39.4			
12:15	37	0	0	0	0	3	11	12	7	4	0	0	0	0	0	0	0	0	0	0	0	37	43.5			
12:30	34	0	2	0	0	2	7	16	6	1	0	0	0	0	0	0	0	0	0	0	0	35.2	40.3			
12:45	46	0	1	3	0	4	17	14	7	0	0	0	0	0	0	0	0	0	0	0	0	34.2	42.6			
13:00	37	0	0	1	0	5	9	16	5	1	0	0	0	0	0	0	0	0	0	0	0	35.2	41			
13:15	25	0	0	0	0	2	11	9	1	0	2	0	0	0	0	0	0	0	0	0	0	36.2	39.7			
13:30	42	0	0	0	2	4	12	15	6	3	0	0	0	0	0	0	0	0	0	0	0	35.7	42.6			
13:45	47	0	0	0	0	10	5	18	9	3	2	0	0	0	0	0	0	0	0	0	0	37.2	44.1			
14:00	45	0	0	2	0	0	6	20	12	4	1	0	0	0	0	0	0	0	0	0	0	38.9	44.5			
14:15	32	0	0	2	0	4	7	11	4	4	0	0	0	0	0	0	0	0	0	0	0	36.1	44			
14:30	37	0	0	0	0	3	11	19	2	1	1	0	0	0	0	0	0	0	0	0	0	36	39.7			
14:45	40	0	0	0	0	2	13	13	9	3	0	0	0	0	0	0	0	0	0	0	0	37.2	43.6			
15:00	45	0	0	1	0	3	15	18	7	0	1	0	0	0	0	0	0	0	0	0	0	36.2	41			
15:15	51	0	0	0	0	0	14	13	16	6	1	1	0	0	0	0	0	0	0	0	0	39.5	45.7			
15:30	141	0	1	3	2	13	27	67	14	6	0	0	0	0	0	0	0	0	0	0	0	35	39.3			
15:45	84	0	0	1	0	4	23	39	12	4	1	0	0	0	0	0	0	0	0	0	0	36.6	41			
16:00	81	0	0	1	0	1	7	37	26	8	1	0	0	0	0	0	0	0	0	0	0	39.3	43.3			
16:15	67	1	0	1	0	7	7	26	19	2	1	0	0	0	0	0	0	0	0	0	0	37.6	43.4			
16:30	85	1	0	0	2	0	16	30	27	9	0	0	0	0	0	0	0	0	0	0	0	38.5	44.3			
16:45	63	0	0	0	0	1	5	36	16	4	1	0	0	0	0	0	0	0	0	0	0	39.3	43.9			
17:00	84	1	0	2	0	3	14	33	18	11	1	1	0	0	0	0	0	0	0	0	0	38.4	43.2			
17:15	93	0	0	0	1	2	14	39	28	6	3	0	0	0	0	0	0	0	0	0	0	38.7	43.1			
17:30	82	0	1	0	1	2	16	33	21	7	1	0	0	0	0	0	0	0	0	0	0	38.1	43.4			
17:45	67	0	0	0	0	0	12	29	20	4	1	0	0	1	0	0	0	0	0	0	0	39.7	43.2			
18:00	73	0	0	2	1	3	12	25	19	7	3	1	0	0	0	0	0	0	0	0	0	38.9	47.4			
18:15	56	0	0	4	1	0	7	22	18	3	1	0	0	0	0	0	0	0	0	0	0	37.4	42.2			
18:30	35	0	0	1	0	1	1	20	8	2	0	0	0	0	0	0	0	0	0	0	0	39.6	44.6			
18:45	36	0	2	3	0	0	3	14	9	3	2	0	0	0	0	0	0	0	0	0	0	37	45.4			
19:00	27	0	0	0	0	0																				

Date Thursday 15/09/2022

Time	Total	Speeds (Mph)																Mean	85th %ile	
		5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85			85-90
00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.9
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
01:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57.5
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
03:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8
04:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9
04:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9
04:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1
05:15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7
05:30	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4
05:45	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6
06:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4
06:15	18	0	0	0	0	0	2	2	4	8	1	1	0	0	0	0	0	0	0	39.7
06:30	30	0	0	0	1	2	4	14	5	3	1	0	0	0	0	0	0	0	0	37.8
06:45	36	0	0	0	0	0	2	5	15	11	0	3	0	0	0	0	0	0	0	39.3
07:00	63	0	0	0	1	2	5	11	23	17	3	1	0	0	0	0	0	0	0	37.3
07:15	67	0	0	0	0	3	6	35	16	4	3	0	0	0	0	0	0	0	0	39
07:30	69	0	1	0	1	0	16	33	13	3	1	1	0	0	0	0	0	0	0	37.8
07:45	87	0	0	0	0	1	24	36	20	5	1	0	0	0	0	0	0	0	0	37.7
08:00	76	0	0	1	0	6	10	39	15	4	1	0	0	0	0	0	0	0	0	37.3
08:15	75	0	0	0	0	1	24	35	13	2	0	0	0	0	0	0	0	0	0	36.9
08:30	97	0	0	0	0	1	19	59	14	0	3	1	0	0	0	0	0	0	0	37.8
08:45	122	0	15	6	1	6	19	43	24	7	0	1	0	0	0	0	0	0	0	33.4
09:00	108	0	0	1	0	4	21	49	25	8	0	0	0	0	0	0	0	0	0	37.9
09:15	54	0	0	1	0	5	20	14	10	3	0	1	0	0	0	0	0	0	0	36.6
09:30	46	0	0	1	0	1	10	20	12	2	0	0	0	0	0	0	0	0	0	37.7
09:45	50	0	0	1	1	3	8	18	18	1	0	0	0	0	0	0	0	0	0	37.2
10:00	51	0	0	0	0	7	11	22	9	1	0	0	0	0	0	0	0	0	0	36.4
10:15	28	0	0	2	0	5	12	4	5	0	0	0	0	0	0	0	0	0	0	32.9
10:30	29	0	0	0	0	1	10	10	8	0	0	0	0	0	0	0	0	0	0	37.4
10:45	48	1	1	0	2	4	16	16	5	3	1	0	0	0	0	0	0	0	0	35.2
11:00	45	0	6	0	1	3	13	14	8	0	0	0	0	0	0	0	0	0	0	32.4
11:15	45	0	0	1	0	4	7	21	9	2	1	0	0	0	0	0	0	0	0	36.9
11:30	46	0	0	0	0	0	15	21	9	1	0	0	0	0	0	0	0	0	0	37.4
11:45	30	0	0	0	0	4	7	12	3	3	0	1	0	0	0	0	0	0	0	37.3
12:00	35	0	0	0	0	1	18	10	6	0	0	0	0	0	0	0	0	0	0	35.3
12:15	38	0	0	2	0	4	15	13	3	1	0	0	0	0	0	0	0	0	0	34.1
12:30	48	0	0	0	0	0	17	19	9	3	0	0	0	0	0	0	0	0	0	37.3
12:45	40	0	0	0	1	2	10	20	5	1	0	1	0	0	0	0	0	0	0	36.7
13:00	39	0	1	0	0	3	12	14	5	3	1	0	0	0	0	0	0	0	0	36.5
13:15	47	0	1	0	0	5	11	17	8	2	2	0	0	0	0	0	0	0	0	36.8
13:30	40	0	1	0	0	4	11	15	8	0	1	0	0	0	0	0	0	0	0	35.8
13:45	32	0	0	0	0	1	13	13	5	0	0	0	0	0	0	0	0	0	0	36.1
14:00	36	0	3	1	1	5	11	11	3	1	0	0	0	0	0	0	0	0	0	32.2
14:15	50	0	0	0	0	3	24	16	6	1	0	0	0	0	0	0	0	0	0	35.3
14:30	56	0	1	0	0	10	20	14	9	2	0	0	0	0	0	0	0	0	0	35
14:45	51	0	0	0	0	4	10	19	13	4	1	0	0	0	0	0	0	0	0	38.2
15:00	41	0	0	0	0	3	11	19	6	2	0	0	0	0	0	0	0	0	0	36.9
15:15	54	0	1	1	5	4	12	26	4	0	1	0	0	0	0	0	0	0	0	34.1
15:30	137	0	0	1	0	14	50	54	12	4	0	1	1	0	0	0	0	0	0	35.5
15:45	97	0	0	1	0	7	16	59	13	1	0	0	0	0	0	0	0	0	0	36.6
16:00	87	0	1	1	0	4	17	37	20	6	1	0	0	0	0	0	0	0	0	37.4
16:15	74	0	0	0	0	11	24	24	11	3	1	0	0	0	0	0	0	0	0	35.7
16:30	69	0	1	0	1	1	13	32	19	2	0	0	0	0	0	0	0	0	0	37.6
16:45	73	0	0	1	0	2	7	36	21	6	0	0	0	0	0	0	0	0	0	38.8
17:00	76	0	0	1	1	2	19	32	17	3	1	0	0	0	0	0	0	0	0	37.2
17:15	92	0	0	2	0	7	13	37	21	8	3	1	0	0	0	0	0	0	0	38.3
17:30	86	0	0	0	0	0	13	49	18	4	2	0	0	0	0	0	0	0	0	38.5
17:45	85	0	0	1	0	1	9	35	25	8	6	0	0	0	0	0	0	0	0	40.3
18:00	52	0	0	0	0	0	12	22	11	4	2	0	0	0	0	0	0	0	0	38.6
18:15	48	0	0	0	0	0	7	23	12	3	3	0	0	0	0	0	0	0	0	39.5
18:30	38	0	0	0	0	0	2	11	16	6	3	0	0	0	0	0	0	0	0	37.3
18:45	35	0	0	0	0	0	7	13	9	4	2	0	0	0	0	0	0	0	0	39.5
19:00	33	0	0	0	0	0	2	17	11	2	1	0	0	0	0	0	0	0	0	39.9
19:15	18	0	0	0	0	0	2	3	4	4	3	2	0	0	0	0	0	0	0	40.1
19:30	28	0	0	0	0	0	1	7	10	7	3	0	0	0	0	0	0	0	0	37.8
19:45	34	0	0	0	0	0	0	10	12	8	4	0	0	0	0	0	0	0	0	38.7
20:00	25	0	0	0	0	1	7	9	7	1	0	0	0	0	0	0	0	0	0	37.6
20:15	23	0	0	0	0	0	3	8	5	4	1	2	0	0	0	0	0	0	0	36.8
20:30	18	0	0	0	0	1	3	9	1	2	0	0	0	0	0	0	0	0	0	38.3
20:45	12	0	0	0	0	1	0	4	3	1	3	0	0	0	0	0	0	0	0	36.9
21:00	20	0	0	0	0	0	4	11	4	0	0	1	0	0	0	0	0	0	0	38.2
21:15	14	0	0	0	0	0	2	4	2	3	1	2	0	0	0	0	0	0	0	39.2
21:30	12	0																		

Date Friday 09/09/2022

Time	Speeds (Mph)																	Mean	85th %ile				
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85			85-90	90-95	95-100	
00:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
00:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
00:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
00:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
01:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	48.4	-
03:45	3	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	43.8	-
04:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
04:15	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	46.9	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	51.3	-
05:15	5	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	42.1	-
05:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	44	-
05:45	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	45.5	-
06:00	7	0	0	0	0	0	3	0	2	0	2	0	0	0	0	0	0	0	0	0	0	41.6	-
06:15	3	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-
06:30	18	0	0	0	1	2	7	7	6	2	0	0	0	0	0	0	0	0	0	0	0	38.4	44.8
06:45	37	0	0	1	1	8	8	6	12	1	0	0	0	0	0	0	0	0	0	0	0	35.3	42.3
07:00	27	0	0	0	0	3	8	2	5	7	2	0	0	0	0	0	0	0	0	0	0	39.5	47.2
07:15	43	0	0	0	1	9	9	19	4	0	0	0	0	0	0	0	0	0	0	0	0	39	44.3
07:30	45	0	0	0	0	10	14	16	5	0	0	0	0	0	0	0	0	0	0	0	0	39.5	44.9
07:45	59	0	0	0	1	2	13	14	23	3	3	0	0	0	0	0	0	0	0	0	0	39.1	44.7
08:00	51	0	0	0	0	1	8	14	18	9	1	0	0	0	0	0	0	0	0	0	0	40.4	46.9
08:15	72	0	0	0	0	7	19	28	16	2	0	0	0	0	0	0	0	0	0	0	0	35.9	41.3
08:30	114	0	0	1	0	16	37	47	12	1	0	0	0	0	0	0	0	0	0	0	0	35	39.7
08:45	92	2	0	0	0	13	15	33	24	5	0	0	0	0	0	0	0	0	0	0	0	36.5	42.6
09:00	48	0	0	2	0	11	17	12	4	2	0	0	0	0	0	0	0	0	0	0	0	33.6	39.8
09:15	45	0	0	1	0	11	12	8	3	0	0	0	0	0	0	0	0	0	0	0	0	35.7	42.9
09:30	38	0	0	1	0	2	11	14	8	1	1	0	0	0	0	0	0	0	0	0	0	36.6	41.6
09:45	31	0	0	0	1	10	6	7	6	1	0	0	0	0	0	0	0	0	0	0	0	34.1	42.6
10:00	35	0	1	0	0	6	10	14	2	1	1	0	0	0	0	0	0	0	0	0	0	34	39
10:15	44	0	0	0	1	11	11	12	8	3	0	0	0	0	0	0	0	0	0	0	0	35.7	42.9
10:30	45	0	0	0	1	7	7	11	15	2	1	0	1	0	0	0	0	0	0	0	0	38	44.5
10:45	33	0	1	2	0	3	7	12	7	1	0	0	0	0	0	0	0	0	0	0	0	35.1	41.9
11:00	35	0	0	0	3	6	8	6	9	3	0	0	0	0	0	0	0	0	0	0	0	35.5	44
11:15	38	0	0	2	0	8	8	13	7	0	0	0	0	0	0	0	0	0	0	0	0	34.3	41.1
11:30	43	0	1	0	0	10	12	14	3	3	0	0	0	0	0	0	0	0	0	0	0	34.8	41
11:45	45	0	0	1	2	8	11	15	4	4	0	0	0	0	0	0	0	0	0	0	0	34.6	40.3
12:00	53	0	0	1	0	7	13	22	7	2	1	0	0	0	0	0	0	0	0	0	0	35.9	41.8
12:15	48	0	4	2	0	8	11	14	7	1	1	0	0	0	0	0	0	0	0	0	0	33.4	41.2
12:30	50	0	0	1	3	4	12	14	13	2	1	0	0	0	0	0	0	0	0	0	0	36.3	42.6
12:45	55	0	0	1	8	12	16	15	3	0	0	0	0	0	0	0	0	0	0	0	0	36.3	42.9
13:00	73	0	2	1	6	15	26	17	6	0	0	0	0	0	0	0	0	0	0	0	0	32	38
13:15	54	0	3	1	1	6	10	17	12	4	0	0	0	0	0	0	0	0	0	0	0	35.4	42.6
13:30	32	0	0	1	0	6	8	14	2	1	0	0	0	0	0	0	0	0	0	0	0	39.1	44.1
13:45	36	0	0	0	1	6	9	11	6	2	1	0	0	0	0	0	0	0	0	0	0	36	43.6
14:00	34	0	0	0	1	3	17	12	1	0	0	0	0	0	0	0	0	0	0	0	0	38.9	42.9
14:15	43	0	0	0	0	6	7	14	13	3	0	0	0	0	0	0	0	0	0	0	0	37.6	43.2
14:30	52	0	0	3	4	4	17	16	5	0	3	0	0	0	0	0	0	0	0	0	0	34.2	40.2
14:45	65	0	0	1	0	8	17	22	12	5	0	0	0	0	0	0	0	0	0	0	0	36.1	41.5
15:00	100	0	0	0	0	11	29	42	15	1	2	0	0	0	0	0	0	0	0	0	0	35.9	41.7
15:15	65	0	0	2	1	4	7	25	20	6	0	0	0	0	0	0	0	0	0	0	0	37.8	43.2
15:30	68	0	0	0	6	9	15	25	9	3	1	0	0	0	0	0	0	0	0	0	0	35.1	41.7
15:45	62	0	0	0	1	5	9	24	15	7	1	0	0	0	0	0	0	0	0	0	0	38	43.3
16:00	68	1	2	6	10	13	6	15	14	1	0	0	0	0	0	0	0	0	0	0	0	31.1	41.7
16:15	55	0	0	0	1	14	12	20	6	1	0	0	0	0	0	0	0	0	0	0	0	34.6	40
16:30	76	0	0	0	0	3	22	31	16	4	0	0	0	0	0	0	0	0	0	0	0	37.1	42.6
16:45	83	0	0	1	0	9	28	29	12	3	1	0	0	0	0	0	0	0	0	0	0	35.7	40.2
17:00	90	0	0	3	10	6	16	31	13	8	2	1	0	0	0	0	0	0	0	0	0	35.6	43.3
17:15	64	0	0	1	0	4	14	28	9	6	2	0	0	0	0	0	0	0	0	0	0	37.4	42.9
17:30	68	0	0	0	1	2	10	23	17	13	2	0	0	0	0	0	0	0	0	0	0	40.2	46.1
17:45	62	0	0	0	0	3	14	21	16	4	4	0	0	0	0	0	0	0	0	0	0	38.9	44.8
18:00	39	0	0	0	0	1	6	12	17	3	0	0	0	0	0	0	0	0	0	0	0	39.2	44.3
18:15	46	0	0	5	0	0	10	10	17	1	3	0	0	0	0	0	0	0	0	0	0	37.2	43.3
18:30	31	0	1	0	1	1	10	12	6	0	0	0	0	0	0	0	0	0	0	0	0	35.5	40.7
18:45	47	0	0	0	3	1	11	16	8	5	2	0	1	0	0	0	0	0	0	0	0	38.3	46.2
19:00	38	0	0	0	0	3																	

Date Saturday 10/09/2022

Time	Speeds (Mph)														Mean	85th %ile								
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70			70-75	75-80	80-85	85-90	90-95	95-100		
00:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
00:15	3	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	46.6	-
00:30	4	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
00:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
01:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-
01:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-
01:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
03:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-
04:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	-
04:45	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	52.1	-
05:00	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	52.3	-
05:15	2	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
05:30	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	44.2	-
05:45	4	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	45.8	-
06:00	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-
06:15	5	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
06:30	8	0	0	0	2	2	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	40.3	-
06:45	10	0	0	0	0	1	2	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
07:00	8	0	0	0	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	0	47.4	-
07:15	12	0	1	0	0	3	4	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	38.2	47.2
07:30	13	0	0	2	0	0	4	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	36.8	48.3
07:45	20	0	1	0	0	1	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	42.7
08:00	17	0	1	0	0	1	8	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	35.2	42.7
08:15	26	0	0	0	0	5	2	1	14	4	0	0	0	0	0	0	0	0	0	0	0	0	35.5	46.1
08:30	30	0	0	0	0	1	10	8	6	4	0	1	0	0	0	0	0	0	0	0	0	0	38.5	46
08:45	27	0	0	2	0	5	4	8	4	2	1	1	0	0	0	0	0	0	0	0	0	0	36.7	45.9
09:00	24	0	0	1	1	0	5	6	10	0	0	1	0	0	0	0	0	0	0	0	0	0	37	42.1
09:15	30	0	0	0	0	5	13	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	41.9
09:30	46	0	0	0	3	3	7	23	5	5	0	0	0	0	0	0	0	0	0	0	0	0	36.8	41
09:45	48	0	0	0	0	1	9	17	18	2	1	0	0	0	0	0	0	0	0	0	0	0	39	42.9
10:00	35	0	1	1	3	4	13	7	2	3	1	0	0	0	0	0	0	0	0	0	0	0	33.5	40.8
10:15	45	0	0	0	0	5	16	12	11	2	1	0	0	0	0	0	0	0	0	0	0	0	35.5	41.9
10:30	30	0	2	3	0	1	9	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	33.3	41.9
10:45	46	1	1	0	4	6	17	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	32.6	39
11:00	34	0	0	2	0	0	11	9	9	1	2	0	0	0	0	0	0	0	0	0	0	0	36.9	42.4
11:15	46	0	0	1	0	4	11	16	5	7	2	0	0	0	0	0	0	0	0	0	0	0	37.6	45.4
11:30	59	0	0	1	0	4	14	19	13	6	1	1	0	0	0	0	0	0	0	0	0	0	37.8	44.6
11:45	60	0	1	0	0	3	13	25	11	6	1	0	0	0	0	0	0	0	0	0	0	0	37.8	44.1
12:00	44	0	0	0	0	3	8	19	8	4	2	0	0	0	0	0	0	0	0	0	0	0	33.5	40.8
12:15	32	0	0	0	0	3	8	9	6	5	0	1	0	0	0	0	0	0	0	0	0	0	37.8	46.2
12:30	57	0	1	0	0	9	8	18	17	3	1	0	0	0	0	0	0	0	0	0	0	0	36.8	43.1
12:45	61	0	1	9	1	3	3	10	26	8	0	0	0	0	0	0	0	0	0	0	0	0	36.4	44.7
13:00	51	0	0	0	14	12	10	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	35	42.5
13:15	65	0	0	0	0	3	17	16	19	8	2	0	0	0	0	0	0	0	0	0	0	0	38.6	45.1
13:30	44	0	0	0	0	4	11	14	12	2	1	0	0	0	0	0	0	0	0	0	0	0	37.5	42.3
13:45	45	0	0	0	1	3	11	14	8	4	1	3	0	0	0	0	0	0	0	0	0	0	38.6	47.2
14:00	57	0	0	0	0	3	8	9	22	10	4	0	0	0	0	0	0	0	0	0	0	0	36	44
14:15	46	0	0	0	0	3	17	17	5	4	0	0	0	0	0	0	0	0	0	0	0	0	36.2	43.7
14:30	40	0	0	0	0	2	6	15	15	2	0	0	0	0	0	0	0	0	0	0	0	0	38.7	42.9
14:45	45	0	1	2	4	15	13	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	43.1
15:00	39	0	0	0	1	0	3	17	15	2	1	0	0	0	0	0	0	0	0	0	0	0	39.5	44.1
15:15	36	0	0	0	0	2	4	12	13	3	2	0	0	0	0	0	0	0	0	0	0	0	40.2	45.2
15:30	37	0	0	0	0	3	12	10	9	2	0	1	0	0	0	0	0	0	0	0	0	0	38.1	44.6
15:45	41	0	0	0	0	1	5	17	11	4	2	1	0	0	0	0	0	0	0	0	0	0	40.1	46.6
16:00	34	0	0	1	0	1	5	11	12	4	0	0	0	0	0	0	0	0	0	0	0	0	38.7	44.6
16:15	41	0	0	0	0	0	8	12	17	3	1	0	0	0	0	0	0	0	0	0	0	0	40.2	44.7
16:30	30	0	0	0	0	5	15	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	35.3	42.1
16:45	45	0	1	2	0	3	10	17	9	2	1	0	0	0	0	0	0	0	0	0	0	0	36	43
17:00	31	0	0	0	0	0	3	11	9	5	2	0	1	0	0	0	0	0	0	0	0	0	41.8	47.7
17:15	41	0	0	0	0	3	5	17	10	2	4	0	0	0	0	0	0	0	0	0	0	0	39.3	46.3
17:30	45	0	0	0	1	5	8	13	15	2	0	0	1	0	0	0	0	0	0	0	0	0	37.7	42.8
17:45	37	0	0	0	0	2	8	10	14	1	2	0	0	0	0	0	0	0	0	0	0	0	39.4	44.5
18:00	43	0	0	0	0	2	4	12	15	8	2	0	0	0	0	0	0	0	0	0	0	0	41	47.1
18:15	19	0																						

Date Sunday 11/09/2022

Time	Speeds (Mph)															Mean	85th %ile					
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75			75-80	80-85	85-90	90-95	95-100
00:00	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
00:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
00:30	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	41.2	-
00:45	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
01:00	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	39	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	3	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	47.2	-
05:45	3	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	46.5	-
06:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	48.3	-
06:15	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
06:30	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	43.7	-
06:45	6	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	39.8	-
07:00	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-
07:15	11	0	0	1	0	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	39.4	48.4
07:30	16	0	1	0	0	1	2	6	1	2	4	0	1	0	0	0	0	0	0	0	41.2	51.4
07:45	17	0	0	0	0	1	4	5	5	2	0	0	0	0	0	0	0	0	0	0	38.5	44.7
08:00	14	0	0	2	0	0	1	3	3	5	0	0	0	0	0	0	0	0	0	0	39.3	46.8
08:15	5	0	0	1	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	38.7	46.8
08:30	17	0	1	2	1	0	3	4	2	2	2	0	0	0	0	0	0	0	0	0	34.6	47.6
08:45	17	0	0	1	0	0	6	6	2	1	0	1	0	0	0	0	0	0	0	0	37.1	44.9
09:00	16	0	1	0	1	2	2	4	4	1	1	0	0	0	0	0	0	0	0	0	35.6	44.8
09:15	31	0	0	3	0	0	3	10	6	6	2	0	1	0	0	0	0	0	0	0	40	48.7
09:30	22	0	1	3	0	1	3	3	6	4	0	1	0	0	0	0	0	0	0	0	36.6	46.3
09:45	38	0	0	1	2	0	4	17	9	5	0	0	0	0	0	0	0	0	0	0	37.8	44.7
10:00	26	0	0	0	0	2	3	13	5	2	0	1	0	0	0	0	0	0	0	0	38.9	43.7
10:15	27	0	1	0	0	1	7	7	5	1	4	0	0	0	0	0	0	0	0	0	37.4	49.6
10:30	19	0	0	0	0	5	5	2	6	1	0	0	0	0	0	0	0	0	0	0	35.6	42
10:45	34	0	0	0	0	6	5	14	5	2	2	0	0	0	0	0	0	0	0	0	37.2	44.4
11:00	22	0	0	0	0	4	2	7	5	3	1	0	0	0	0	0	0	0	0	0	37.9	46.2
11:15	45	0	0	3	0	4	7	16	12	2	0	1	0	0	0	0	0	0	0	0	35.7	42.9
11:30	37	0	0	0	1	5	10	10	7	3	1	0	0	0	0	0	0	0	0	0	36.3	43.1
11:45	40	0	0	0	0	3	12	14	5	6	0	0	0	0	0	0	0	0	0	0	37.6	45.2
12:00	32	0	0	0	2	3	5	6	13	2	1	0	0	0	0	0	0	0	0	0	38.1	44
12:15	41	0	0	1	0	1	14	15	5	4	1	0	0	0	0	0	0	0	0	0	35.7	44.5
12:30	46	0	0	1	2	5	10	9	14	4	0	0	1	0	0	0	0	0	0	0	37.1	43.6
12:45	47	0	1	2	0	2	10	17	10	4	1	0	0	0	0	0	0	0	0	0	36.5	44.5
13:00	37	0	1	1	0	3	2	11	15	3	1	0	0	0	0	0	0	0	0	0	38.4	44.1
13:15	39	0	0	2	0	1	15	9	7	5	0	0	0	0	0	0	0	0	0	0	36.2	44.5
13:30	41	0	0	1	0	3	8	11	15	2	1	0	0	0	0	0	0	0	0	0	38.1	43.7
13:45	42	0	0	2	2	3	6	15	10	4	0	0	0	0	0	0	0	0	0	0	36.6	44.5
14:00	41	0	1	0	1	0	5	7	14	11	2	0	0	0	0	0	0	0	0	0	35.9	42.1
14:15	45	0	0	0	0	3	22	5	11	4	0	0	0	0	0	0	0	0	0	0	36.6	43.7
14:30	33	0	0	0	3	5	4	4	11	5	1	0	0	0	0	0	0	0	0	0	37.5	45.2
14:45	39	0	0	1	1	4	12	8	9	2	2	0	0	0	0	0	0	0	0	0	36.1	43.5
15:00	33	0	0	2	0	3	5	5	13	3	2	0	0	0	0	0	0	0	0	0	38.4	45.2
15:15	38	0	1	4	2	5	7	9	8	2	0	0	0	0	0	0	0	0	0	0	33.3	42
15:30	27	0	0	0	0	4	2	11	5	2	3	0	0	0	0	0	0	0	0	0	38.7	48.6
15:45	44	0	0	0	0	6	4	16	12	4	1	1	0	0	0	0	0	0	0	0	39	45
16:00	35	0	0	0	0	0	11	8	11	3	1	1	0	0	0	0	0	0	0	0	39.5	45.5
16:15	32	0	0	0	0	3	7	13	5	3	1	0	0	0	0	0	0	0	0	0	37.7	44.9
16:30	32	0	1	1	0	3	5	8	8	6	0	0	0	0	0	0	0	0	0	0	37.5	45.2
16:45	23	0	0	0	0	1	5	6	8	3	0	0	0	0	0	0	0	0	0	0	39.2	45.4
17:00	23	0	0	0	0	3	1	6	4	6	1	2	0	0	0	0	0	0	0	0	42	51.1
17:15	32	0	0	1	1	3	2	10	10	3	1	0	1	0	0	0	0	0	0	0	39.6	46.5
17:30	19	0	0	1	0	0	2	9	4	3	0	0	0	0	0	0	0	0	0	0	38.8	46.4
17:45	19	2	1	0	1	2	3	4	5	1	0	0	0	0	0	0	0	0	0	0	32.7	43.2
18:00	19	0	0	0	1	0	3	10	4	0	1	0	0	0	0	0	0	0	0	0	37.9	42.2
18:15	19	0	0	0	0	2	2	7	4	4	0	0	0	0	0	0	0	0	0	0	38.8	46.8
18:30	14	0	0	0	0	0	2	7	3	2	0	0	0	0	0	0	0	0	0	0	39.1	45.1
18:45	25	0	0	0	0	3	2	11	8	1	0	0	0	0	0	0	0	0	0	0	38.2	42.7
19:00	18	0	0	0	0	0	3	9	0	5	0	1	0	0	0	0	0	0	0	0	40.1	47.2
19:15	10	0	0	1	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	36.7	-
19:30	9	0	0	0	0	0	0	5	2	1	1	0	0	0	0	0	0	0	0	0	41.3	-
19:45	14	0	0																			

Date Friday 16/09/2022

Time	Speeds (Mph)																			Mean	85th %ile		
	Total	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95			95-100	
00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
00:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
01:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
01:15	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	44.8	-
01:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	-
02:30	3	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	40.5	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.6	-
03:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.2	-
03:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-
05:30	5	0	0	0	0	0	0	0	1	0	1	2	0	0	1	0	0	0	0	0	0	46.3	-
05:45	6	0	0	0	0	0	0	0	0	4	0	1	1	0	0	0	0	0	0	0	0	46	-
06:00	4	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	37.9	-
06:15	13	0	1	0	0	1	3	2	1	1	2	2	0	0	0	0	0	0	0	0	0	40.6	56
06:30	18	0	0	0	0	0	3	8	5	2	0	0	0	0	0	0	0	0	0	0	0	43.9	48.6
06:45	30	0	1	0	0	0	7	11	5	5	1	0	0	0	0	0	0	0	0	0	0	46.7	45.8
07:00	28	0	0	0	0	4	5	8	2	6	3	0	0	0	0	0	0	0	0	0	0	39	49.3
07:15	41	0	0	0	0	5	18	15	2	1	2	0	0	0	0	0	0	0	0	0	0	39.5	43.5
07:30	51	0	0	0	0	8	14	16	10	3	0	0	0	0	0	0	0	0	0	0	0	40.6	46.4
07:45	62	0	0	2	1	4	19	11	14	3	7	0	0	1	0	0	0	0	0	0	0	38.2	48.2
08:00	68	0	0	2	0	5	16	32	8	4	1	0	0	0	0	0	0	0	0	0	0	36.3	41.7
08:15	73	0	1	0	0	7	11	30	18	6	0	0	0	0	0	0	0	0	0	0	0	37.4	43.6
08:30	135	0	0	1	3	16	38	54	20	2	1	0	0	0	0	0	0	0	0	0	0	35.4	40.7
08:45	72	0	0	0	0	3	13	29	18	8	1	0	0	0	0	0	0	0	0	0	0	38.8	44.2
09:00	49	0	0	0	1	2	8	20	10	7	1	0	0	0	0	0	0	0	0	0	0	38.6	45.9
09:15	47	0	0	0	0	5	7	20	11	3	1	0	0	0	0	0	0	0	0	0	0	37.7	41.9
09:30	35	0	0	0	0	5	7	12	7	3	1	0	0	0	0	0	0	0	0	0	0	37	41.4
09:45	45	0	0	1	0	5	14	20	2	2	1	0	0	0	0	0	0	0	0	0	0	35.6	39.8
10:00	40	0	1	0	0	9	9	14	3	2	1	0	0	0	0	0	0	0	0	0	0	34.5	42.6
10:15	48	0	0	1	0	7	13	12	6	0	0	0	0	0	0	0	0	0	0	0	0	32	39.4
10:30	33	0	0	0	3	2	8	13	4	2	1	0	0	0	0	0	0	0	0	0	0	36	43.4
10:45	27	0	0	0	0	3	5	4	7	7	1	0	0	0	0	0	0	0	0	0	0	39.8	46
11:00	34	0	0	0	0	5	8	11	5	4	1	0	0	0	0	0	0	0	0	0	0	37.4	44.8
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	*	*	*	*	*																		

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06578
 Site Number: Site 1
 Flow from: Old Waste Lane (W) to: Old Waste Lane (E)



5-day Summary

Time	Speeds (Mph)																		Mean	85th %ile	
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95			95-100
00:00	1	1	0	0	4	8	9	6	3	0	0	0	0	0	0	0	0	0	0	35.21	-
01:00	0	0	0	0	2	5	4	3	3	1	0	0	0	0	0	0	0	0	0	37.49	-
02:00	0	0	0	0	0	3	2	1	1	0	1	0	0	0	0	0	0	0	0	39.78	-
03:00	0	0	0	0	0	3	6	0	0	1	3	0	0	0	0	0	0	0	0	39.49	-
04:00	0	0	4	0	2	10	6	7	4	0	0	0	0	0	0	0	0	0	0	36.10	-
05:00	0	3	0	0	4	32	40	36	24	11	2	0	0	0	0	0	0	0	0	40.73	50.60
06:00	0	4	12	6	42	79	221	173	46	14	5	0	0	0	0	0	0	0	0	37.78	44.33
07:00	0	3	13	11	68	380	699	363	90	25	6	1	0	0	0	0	0	0	0	37.72	42.68
08:00	0	20	22	9	81	487	977	413	88	28	8	0	0	0	0	0	0	0	0	37.12	41.91
09:00	0	8	13	12	83	362	590	301	57	7	3	1	0	1	0	0	0	0	0	36.75	41.78
10:00	2	3	14	11	86	255	373	163	45	7	0	0	0	0	0	0	0	0	0	36.10	41.85
11:00	1	18	11	13	80	231	327	149	37	10	1	1	0	0	0	0	0	0	0	35.75	41.76
12:00	0	5	15	12	52	251	336	158	30	6	3	1	0	0	0	0	0	0	0	36.47	41.57
13:00	0	9	5	14	96	266	390	176	45	15	0	1	0	0	0	0	0	0	0	36.32	42.03
14:00	0	5	7	6	73	294	395	186	48	10	1	0	0	0	0	0	0	0	0	36.56	41.89
15:00	4	17	29	10	113	546	829	308	78	16	5	1	0	0	0	0	0	0	0	36.38	41.51
16:00	5	7	17	13	57	343	730	394	93	22	3	1	0	0	0	0	0	0	0	37.62	42.80
17:00	2	5	14	10	49	345	825	477	138	29	6	0	1	0	0	0	0	0	0	38.33	43.22
18:00	1	6	16	2	25	163	405	273	84	29	8	1	1	1	0	0	0	0	0	38.70	44.53
19:00	0	1	4	3	24	142	267	149	65	17	2	1	0	0	0	0	0	0	0	38.40	44.35
20:00	0	0	0	5	25	112	156	89	31	5	2	2	2	2	0	0	0	0	0	37.78	43.89
21:00	0	0	1	1	19	80	100	70	14	10	4	1	0	0	0	0	0	0	0	37.82	45.03
22:00	0	0	5	0	14	48	58	41	8	4	4	0	1	0	0	0	0	0	0	37.46	43.79
23:00	0	0	0	3	3	21	25	21	5	1	1	0	0	0	0	0	0	0	0	37.49	-
07:00 - 19:00	15	106	176	123	863	3923	6876	3361	833	204	44	8	2	2	1	0	0	0	0	37.09	42.24
06:00 - 22:00	15	111	193	138	973	4336	7620	3842	989	250	57	12	4	2	1	0	0	0	0	37.16	42.44
06:00 - 00:00	15	111	198	141	990	4405	7703	3904	1002	255	62	12	5	2	1	0	0	0	0	37.16	42.46
00:00 - 00:00	16	115	202	141	1002	4466	7770	3957	1037	268	68	12	5	2	1	0	0	0	0	37.20	42.50

7-day Summary

Time	Speeds (Mph)																		Mean	85th %ile	
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95			95-100
00:00	1	1	0	2	7	14	19	10	4	0	0	0	0	0	0	0	0	0	0	34.63	-
01:00	0	0	0	0	4	7	7	4	3	2	0	0	0	0	0	0	0	0	0	36.96	-
02:00	0	0	0	0	5	4	5	1	0	1	0	1	0	0	0	0	0	0	0	41.84	-
03:00	0	0	0	0	5	6	1	1	2	3	0	0	0	0	0	0	0	0	0	40.09	-
04:00	0	0	5	0	2	14	7	8	4	1	0	0	0	0	0	0	0	0	0	36.22	-
05:00	0	3	0	0	4	38	45	37	26	11	2	0	0	0	0	0	0	0	0	40.38	50.60
06:00	0	4	12	6	46	87	230	187	50	20	6	0	0	0	0	0	0	0	0	38.54	44.61
07:00	0	5	15	14	72	402	726	377	94	26	6	2	0	0	1	0	0	0	0	37.32	42.76
08:00	0	23	25	9	85	512	1026	442	101	31	8	2	0	0	0	0	0	0	0	37.40	42.57
09:00	0	11	14	16	90	394	663	349	74	10	4	2	0	1	0	0	0	0	0	37.12	42.42
10:00	2	10	24	16	95	310	514	216	61	11	0	0	0	0	0	0	0	0	0	36.20	42.00
11:00	1	27	23	17	96	318	448	217	52	16	1	1	0	0	0	0	0	0	0	35.85	41.96
12:00	0	8	20	17	67	327	492	226	52	12	4	1	1	0	0	0	0	0	0	36.47	42.03
13:00	0	12	12	18	101	335	532	247	70	22	2	4	0	0	0	0	0	0	0	36.75	42.50
14:00	0	17	15	8	99	369	531	243	65	14	1	0	0	0	0	0	0	0	0	36.36	42.06
15:00	6	18	36	14	141	624	969	370	95	18	7	1	0	0	0	0	0	0	0	36.36	41.70
16:00	5	11	22	15	66	415	855	465	112	25	3	1	0	0	0	0	0	0	0	37.47	42.78
17:00	2	8	16	10	60	399	966	551	155	37	7	0	2	0	0	0	0	0	0	38.32	43.21
18:00	1	7	16	3	34	203	484	323	99	34	10	5	1	1	0	0	0	0	0	38.70	44.61
19:00	0	1	4	3	31	178	332	180	81	20	3	1	0	0	0	0	0	0	0	38.41	44.48
20:00	0	2	0	7	34	148	190	115	41	6	2	2	2	0	0	0	0	0	1	37.63	43.80
21:00	0	1	1	1	22	101	120	87	24	14	4	1	0	2	0	0	0	0	0	38.23	45.55
22:00	0	0	6	0	20	62	86	54	10	5	4	0	1	0	0	0	0	0	0	37.31	43.67
23:00	0	0	0	3	9	34	38	29	7	1	1	0	0	0	0	0	0	0	0	37.07	43.20
07:00 - 19:00	17	157	238	157	1006	4608	8205	4026	1030	256	53	19	4	2	1	0	0	0	0	37.10	42.39
06:00 - 22:00	17	165	255	174	1139	5122	9078	4595	1226	316	68	23	6	4	1	0	0	0	1	37.19	42.59
06:00 - 00:00	17	165	261	177	1168	5218	9202	4678	1243	322	73	23	7	4	1	0	0	1	0	37.19	42.60
00:00 - 00:00	18	169	266	179	1185	5301	9290	4743	1282	338	79	24	7	4	1	0	0	1	0	37.21	42.62

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06578
 Site Number: Site 1
 Flow from: Old Waste Lane (E) to: Old Waste Lane (W)



5-day Summary

Time	Speeds (Mph)																	Mean	85th %ile		
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90			90-95	95-100
00:00	0	0	0	0	1	3	3	4	3	0	0	1	0	0	0	0	0	0	0	38.10	-
01:00	0	0	0	0	2	3	4	4	2	0	1	1	0	0	0	0	0	0	0	45.19	-
02:00	0	0	0	1	0	2	2	0	2	1	1	0	0	0	0	0	0	0	0	41.17	-
03:00	0	0	0	2	0	0	4	4	3	0	1	0	0	0	0	0	0	0	0	39.93	-
04:00	0	0	0	0	0	1	0	4	1	1	1	0	0	0	0	0	0	0	0	44.44	-
05:00	0	0	1	0	2	10	14	24	22	16	6	2	2	2	0	0	0	0	0	43.88	57.35
06:00	0	8	4	4	22	59	101	109	45	19	7	0	0	0	0	0	0	0	0	39.03	47.96
07:00	0	2	10	11	63	241	332	339	123	41	5	1	1	1	0	0	0	0	0	39.00	45.58
08:00	3	4	18	22	176	595	772	357	109	17	5	0	0	1	0	0	0	0	0	36.83	42.31
09:00	0	7	20	18	131	273	311	186	67	17	5	1	0	0	0	0	0	0	0	36.14	42.88
10:00	2	7	20	30	102	218	268	152	48	9	2	1	0	0	0	0	0	0	0	35.69	42.25
11:00	1	6	8	15	118	219	256	137	48	2	1	0	0	0	0	0	0	0	0	35.56	42.03
12:00	0	9	14	21	102	264	305	152	51	10	2	0	0	0	0	0	0	0	0	35.70	42.04
13:00	2	8	12	16	115	258	278	198	72	12	2	0	0	0	0	0	0	0	0	36.45	43.31
14:00	0	5	18	28	111	282	411	205	70	18	2	0	0	0	0	0	0	0	0	36.39	42.53
15:00	18	9	17	23	156	344	578	286	80	26	3	0	0	0	0	0	0	0	0	36.00	42.31
16:00	2	7	26	26	187	464	604	356	98	24	1	1	0	0	0	0	0	0	0	36.37	42.49
17:00	0	11	27	48	176	426	739	490	141	40	7	0	0	0	0	0	0	0	0	37.22	43.22
18:00	0	2	14	14	74	191	395	353	123	27	7	2	0	0	0	0	0	0	0	38.58	44.58
19:00	0	3	2	2	61	139	239	167	82	37	6	1	1	1	0	0	0	0	0	38.85	45.98
20:00	0	4	0	5	21	81	111	108	32	18	6	0	0	0	0	0	0	0	0	38.89	46.13
21:00	0	1	0	2	10	53	82	54	36	15	4	1	0	0	0	0	0	0	0	39.19	49.23
22:00	0	0	0	1	11	30	53	34	20	4	2	1	1	0	0	0	0	0	0	39.23	43.00
23:00	0	0	0	2	7	18	21	20	18	3	2	0	0	1	0	0	0	0	0	41.12	45.50
07:00 - 19:00	28	77	204	272	1511	3775	5249	3211	1030	243	42	6	1	2	0	0	0	0	0	36.69	42.93
06:00 - 22:00	28	93	210	285	1625	4107	5782	3649	1225	332	65	8	2	3	0	0	0	0	0	36.93	43.24
06:00 - 00:00	28	93	210	288	1643	4155	5856	3703	1263	339	69	9	4	3	0	0	0	0	0	36.96	43.27
00:00 - 00:00	28	93	211	291	1648	4174	5883	3743	1296	357	79	13	6	3	0	0	0	0	0	36.99	43.34

7-day Summary

Time	Speeds (Mph)																	Mean	85th %ile		
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90			90-95	95-100
00:00	0	0	0	0	5	5	7	5	3	0	1	1	0	0	0	0	0	0	0	44.25	-
01:00	0	0	0	0	1	0	4	3	0	2	1	1	0	0	0	0	0	0	0	40.41	-
02:00	0	0	0	2	0	2	4	5	3	0	1	0	0	0	0	0	0	0	0	39.54	-
03:00	0	0	1	0	0	1	1	4	2	2	1	0	0	0	0	0	0	0	0	41.55	-
04:00	0	0	1	0	2	11	16	29	26	20	6	2	2	0	0	0	0	0	0	44.10	57.35
05:00	0	8	4	4	26	67	110	118	52	20	7	0	0	0	0	0	0	0	0	39.24	47.96
06:00	0	6	12	12	64	256	360	362	138	51	5	1	1	0	0	0	0	0	0	38.89	46.02
07:00	3	6	26	23	188	629	805	394	128	21	8	0	0	1	0	0	0	0	0	36.99	43.07
08:00	0	9	28	25	143	319	397	250	90	21	7	2	0	0	0	0	0	0	0	36.41	43.17
09:00	3	12	26	37	132	293	344	195	61	17	3	1	0	0	0	0	0	0	0	35.67	42.43
10:00	1	7	15	16	145	299	372	204	82	10	3	0	0	0	0	0	0	0	0	36.05	42.64
11:00	0	12	27	26	131	330	408	251	85	16	3	1	0	0	0	0	0	0	0	36.12	42.67
12:00	2	9	18	19	149	340	378	293	104	19	6	0	0	0	0	0	0	0	0	36.70	43.54
13:00	1	6	22	37	145	374	509	281	98	21	2	0	0	0	0	0	0	0	0	36.41	42.78
14:00	18	10	23	26	180	386	675	372	102	37	6	0	0	0	0	0	0	0	0	36.60	43.02
15:00	2	9	30	26	203	530	683	429	124	29	2	1	0	0	0	0	0	0	0	36.78	42.97
16:00	2	12	29	51	194	458	819	561	164	50	9	3	0	0	0	0	0	0	0	37.64	43.93
17:00	0	3	16	15	84	215	463	399	146	37	8	2	0	0	0	0	0	0	0	38.70	44.92
18:00	0	3	3	2	68	158	283	188	94	39	8	1	2	1	0	0	0	0	0	38.74	45.78
19:00	0	4	0	5	26	102	136	134	38	22	7	0	0	0	0	0	0	0	0	38.93	45.76
20:00	0	1	0	2	13	62	101	67	45	19	5	2	0	0	0	0	0	0	0	39.46	48.97
21:00	0	0	0	1	11	39	71	53	25	5	2	1	1	0	0	0	0	0	0	39.24	43.60
22:00	0	0	0	2	7	23	35	26	23	5	2	0	1	0	0	0	0	0	0	40.81	45.50
23:00	0	0	0	2	7	23	35	26	23	5	2	0	1	0	0	0	0	0	0	40.81	45.50
07:00 - 19:00	32	101	272	313	1758	4429	6213	3991	1322	329	62	11	1	2	0	0	0	0	0	36.88	43.26
06:00 - 22:00	32	117	279	326	1891	4818	6843	4498	1551	429	89	14	3	3	0	0	0	0	0	37.09	43.51
06:00 - 00:00	32	117	279	329	1909	4880	6949	4577	1599	439	93	15	5	3	0	0	0	0	0	37.13	43.53
00:00 - 00:00	32	117	281	332	1919	4910	6993	4627	1639	462	104	19	7	3	0	0	0	0	0	37.16	43.61

Intelligent Data Collection Limited

Client: Phil Jones Associates
 Project Number: ID06578
 Site Number: Site 1
 Flow from: Two-way Total



5-day Summary

Time	Speeds (Mph)																		Mean	85th %ile	
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95			95-100
00:00	1	1	0	0	5	11	12	10	6	0	0	1	0	0	0	0	0	0	0	36.35	-
01:00	0	0	0	0	4	8	8	7	5	1	1	0	0	0	0	0	0	0	0	39.83	-
02:00	0	0	0	1	0	5	4	1	3	1	2	0	0	0	0	0	0	0	0	42.14	-
03:00	0	0	0	2	0	3	10	4	3	1	4	0	0	0	0	0	0	0	0	39.72	-
04:00	0	0	4	0	2	11	6	11	5	1	1	0	0	0	0	0	0	0	0	38.31	-
05:00	0	3	1	0	6	42	54	60	46	27	8	2	2	0	0	0	0	0	0	42.25	55.10
06:00	0	12	16	10	64	138	322	282	91	33	12	0	0	0	0	0	0	0	0	38.40	45.40
07:00	0	5	23	22	131	521	1031	702	213	66	11	2	1	1	1	0	0	0	0	38.36	44.13
08:00	3	24	40	31	257	1082	1749	770	197	45	13	0	0	1	0	0	0	0	0	36.98	42.11
09:00	0	15	33	30	214	635	901	487	124	24	8	2	0	1	0	0	0	0	0	36.45	42.33
10:00	4	10	34	41	188	473	641	315	93	16	2	1	0	0	0	0	0	0	0	35.89	42.05
11:00	2	24	19	28	198	450	583	286	85	12	2	1	0	0	0	0	0	0	0	35.65	41.90
12:00	0	14	29	33	154	515	641	310	81	16	5	1	0	0	0	0	0	0	0	35.93	41.80
13:00	2	17	17	30	211	524	668	374	117	27	2	1	0	0	0	0	0	0	0	36.38	42.67
14:00	0	10	25	34	184	576	806	391	118	28	3	0	0	0	0	0	0	0	0	36.48	42.21
15:00	22	26	46	33	269	890	1407	594	158	42	8	1	0	0	0	0	0	0	0	36.19	41.91
16:00	7	14	43	39	244	807	1334	750	191	46	4	2	0	0	0	0	0	0	0	36.99	42.64
17:00	2	16	41	58	225	771	1564	967	270	59	13	0	1	0	0	0	0	0	0	37.78	43.22
18:00	1	8	30	16	99	354	800	626	207	56	15	3	1	1	0	0	0	0	0	38.64	44.55
19:00	0	4	6	5	85	281	506	316	147	54	8	2	1	1	0	0	0	0	0	38.63	45.16
20:00	0	4	0	10	46	193	267	197	63	23	8	2	2	0	0	0	0	0	0	38.34	45.01
21:00	0	1	1	3	29	133	182	124	50	25	8	2	0	0	0	0	0	0	0	38.50	46.01
22:00	0	0	5	1	25	78	111	75	28	8	6	1	2	0	0	0	0	0	0	38.34	43.47
23:00	0	0	0	5	10	39	46	41	23	4	3	0	1	0	0	0	0	0	0	39.45	45.50
07:00 - 19:00	43	183	380	395	2374	7698	12125	6572	1863	447	86	14	3	4	1	0	0	0	0	36.89	42.59
06:00 - 22:00	43	204	403	423	2598	8443	13402	7491	2214	582	122	20	6	5	1	0	0	0	0	37.04	42.84
06:00 - 00:00	43	204	408	429	2633	8560	13559	7607	2265	594	131	21	9	5	1	0	0	0	0	37.06	42.86
00:00 - 00:00	44	208	413	432	2650	8640	13653	7700	2333	625	147	25	11	5	1	0	0	0	0	37.09	42.92

7-day Summary

Time	Speeds (Mph)																		Mean	85th %ile	
	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95			95-100
00:00	1	1	0	0	10	21	32	17	8	0	0	1	0	0	0	0	0	0	0	35.89	-
01:00	0	0	0	0	9	12	14	9	6	2	1	1	0	0	0	0	0	0	0	38.81	-
02:00	0	0	0	1	0	9	7	5	3	1	2	1	0	0	0	0	0	0	0	41.99	-
03:00	0	0	0	2	0	7	10	6	4	2	4	0	0	0	0	0	0	0	0	39.57	-
04:00	0	0	6	0	2	15	8	12	6	3	1	0	0	0	0	0	0	0	0	38.08	-
05:00	0	3	1	0	6	49	61	66	52	31	8	2	2	0	0	0	0	0	0	42.20	55.10
06:00	0	12	16	10	72	154	340	305	102	40	13	0	0	0	0	0	0	0	0	38.89	45.53
07:00	0	11	27	26	136	658	1086	739	232	77	11	3	1	1	0	0	0	0	0	38.11	44.47
08:00	3	29	51	32	273	1141	1831	836	229	52	16	2	0	1	0	0	0	0	0	37.19	42.82
09:00	0	20	42	41	233	713	1060	599	164	31	11	4	0	1	0	0	0	0	0	36.76	42.80
10:00	5	22	50	53	227	603	858	411	122	28	3	1	0	0	0	0	0	0	0	35.93	42.22
11:00	2	34	38	33	241	617	820	421	134	26	4	1	0	0	0	0	0	0	0	35.95	42.30
12:00	0	20	47	43	198	657	900	477	137	28	7	2	1	0	0	0	0	0	0	36.30	42.35
13:00	2	21	30	37	250	675	910	540	174	41	8	4	0	0	0	0	0	0	0	36.73	43.02
14:00	1	23	37	45	244	743	1040	524	163	35	3	0	0	0	0	0	0	0	0	36.39	42.42
15:00	24	28	59	40	321	1010	1644	742	197	55	13	1	0	0	0	0	0	0	0	36.48	42.36
16:00	7	20	52	41	269	945	1538	894	236	54	5	2	0	0	0	0	0	0	0	37.12	42.88
17:00	4	20	45	61	254	857	1182	319	87	16	3	2	0	0	0	0	0	0	0	37.98	43.57
18:00	1	10	32	18	118	418	947	722	245	71	18	7	1	1	0	0	0	0	0	38.70	44.76
19:00	0	4	7	5	99	336	615	368	175	59	11	2	2	1	0	0	0	0	0	38.57	45.11
20:00	0	6	0	12	60	250	326	249	79	28	9	2	0	0	0	0	0	1	0	38.28	44.77
21:00	0	2	1	3	35	163	221	154	69	33	9	3	0	2	0	0	0	0	0	38.84	46.16
22:00	0	0	6	1	31	101	157	107	35	10	6	1	2	0	0	0	0	0	0	38.28	43.33
23:00	0	0	0	5	16	57	73	55	30	6	3	0	1	0	0	0	0	0	0	39.03	44.35
07:00 - 19:00	49	258	510	470	2764	9037	14419	8017	2332	585	115	30	5	4	1	0	0	0	0	36.99	42.62
06:00 - 22:00	49	282	534	500	3030	9940	15921	9093	2777	745	157	37	9	7	1	0	0	0	1	37.14	43.05
06:00 - 00:00	49	282	540	506	3077	10098	16151	9255	2842	761	166	38	12	7	1	0	0	1	0	37.16	43.07
00:00 - 00:00	50	286	547	511	3104	10211	16283	9370	2921	800	183	43	14	7	1	0	0	1	0	37.18	43.12



Intelligent Data Collection Limited

Balsall Common

Client: Phil Jones Associates

Project Number: ID06678

Site Number: Site 1

Week Commencing: 05/09/2022

Road Name: B4101 Waste Lane

Survey Type: ATC

Direction AB **Flow from** Old Waste Lane (W)

to Old Waste Lane (E)

Direction BA **Flow from** Old Waste Lane (E)

to Old Waste Lane (W)

Quality Assurance and Issue Record



Quality Assurance

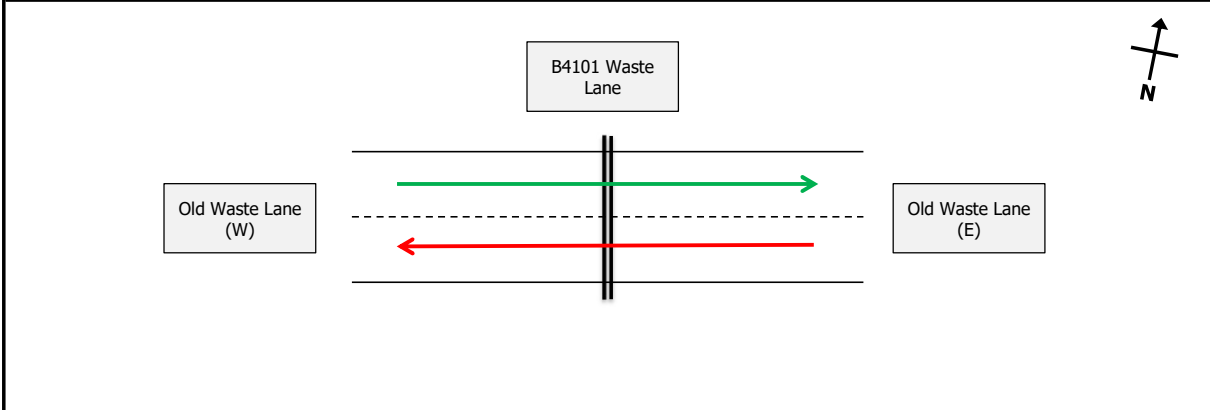
Revision	Rev A			
Date	13.10.2022			
Prepared by	Richard Collins			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06678			
File Ref	ID06678 Balsall Common - ATC Site 1			

Issue Record

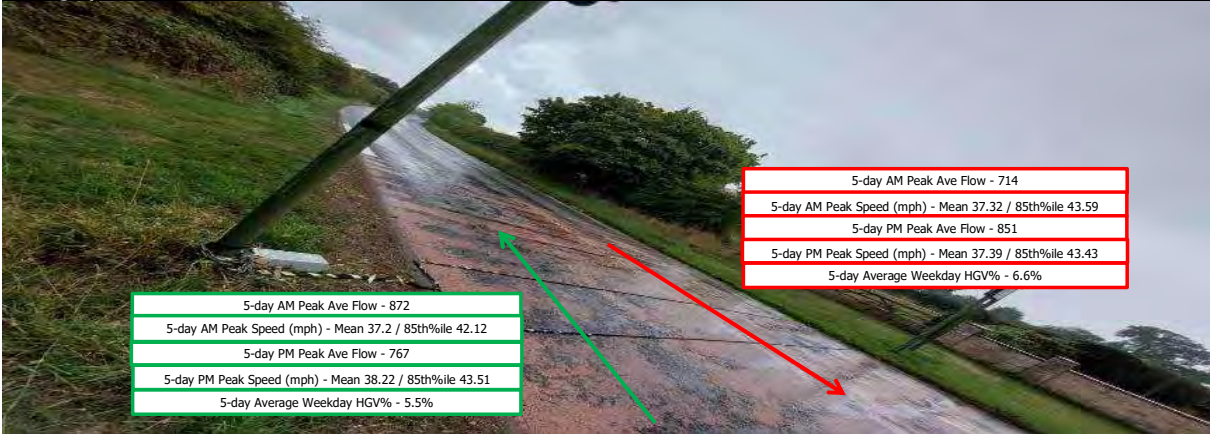
Issued to	Date			
	13.10.2022			
Beth Street	E-mail			

Road Name	B4101 Waste Lane		
Direction AB	Old Waste Lane (W)	to:	Old Waste Lane (E)
Direction BA	Old Waste Lane (E)	to:	Old Waste Lane (W)
Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
52.385490, -1.632682	08/09/2022	16/09/2022	40
Link to location on Google Maps			
Click Here			

Location Plan



Photograph Record



Comments

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

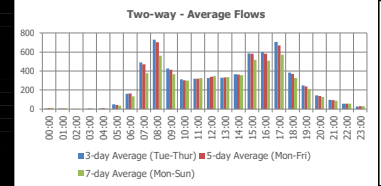
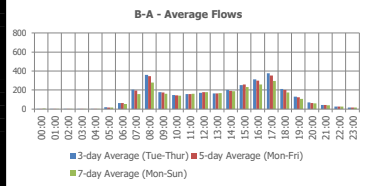
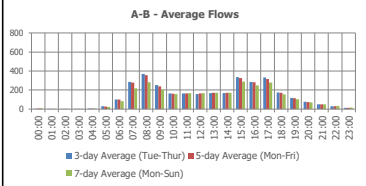


Flow Reporting

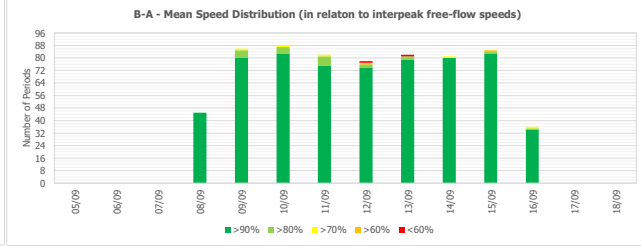
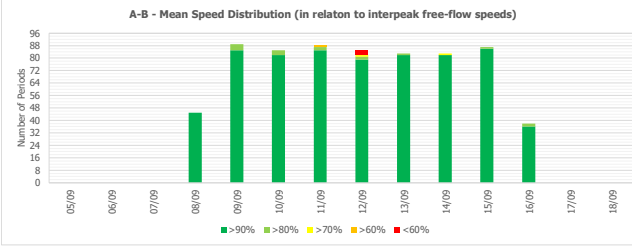
A-B Hourly Summary Data			
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	3	5	7
01:00	3	3	3
02:00	1	1	2
03:00	1	2	2
04:00	5	6	5
05:00	28	25	21
06:00	100	100	81
07:00	287	277	218
08:00	370	356	283
09:00	250	240	204
10:00	165	160	157
11:00	162	165	166
12:00	155	164	168
13:00	168	170	169
14:00	167	171	170
15:00	335	326	287
16:00	287	281	249
17:00	331	317	277
18:00	173	169	153
19:00	118	113	104
20:00	76	72	69
21:00	51	50	47
22:00	31	31	31
23:00	13	13	15
0700-1000	907	872	704
1600-1900	791	767	679

B-A Hourly Summary Data			
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	1	3	5
01:00	2	3	3
02:00	1	2	2
03:00	2	2	2
04:00	1	1	2
05:00	20	17	14
06:00	61	63	52
07:00	205	195	159
08:00	359	347	279
09:00	178	173	161
10:00	146	143	141
11:00	156	155	160
12:00	172	175	177
13:00	162	162	167
14:00	201	192	187
15:00	250	257	229
16:00	312	299	259
17:00	377	351	294
18:00	211	200	174
19:00	129	124	106
20:00	68	64	59
21:00	44	43	40
22:00	26	26	26
23:00	14	15	16
0700-1000	741	714	599
1600-1900	900	851	726

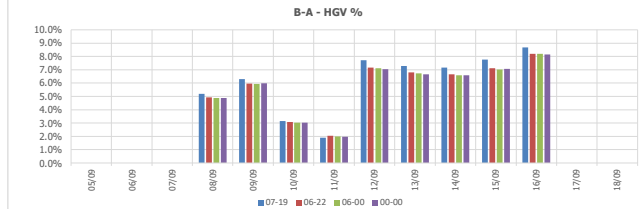
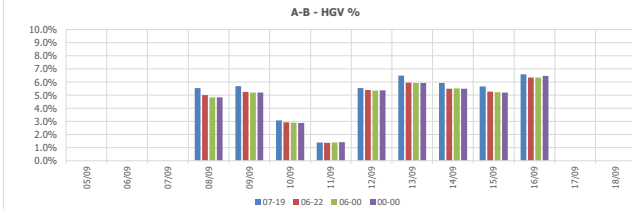
Two-Way Hourly Summary Data			
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	4	8	12
01:00	5	6	7
02:00	2	3	4
03:00	3	5	4
04:00	7	7	7
05:00	48	42	35
06:00	160	163	133
07:00	492	472	376
08:00	729	702	562
09:00	428	412	365
10:00	311	303	298
11:00	318	321	326
12:00	327	339	345
13:00	330	332	337
14:00	368	363	357
15:00	585	583	517
16:00	599	580	508
17:00	708	668	571
18:00	384	370	326
19:00	247	236	211
20:00	144	136	128
21:00	95	93	87
22:00	57	57	57
23:00	27	29	31
0700-1000	1649	1586	1303
1600-1900	1691	1617	1405



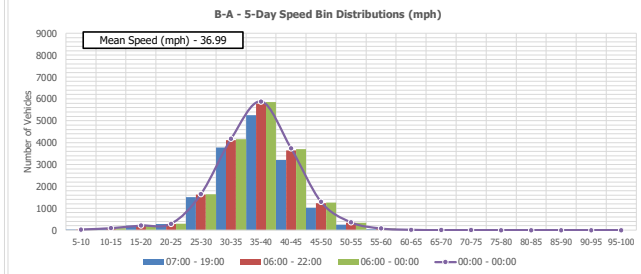
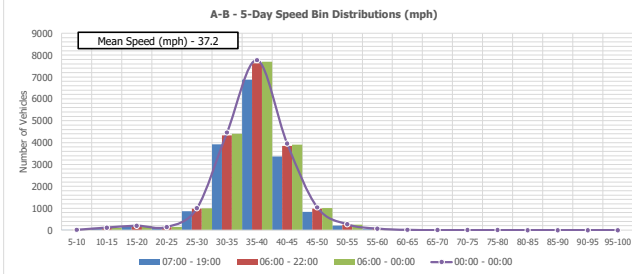
Mean Speed Distributions



HGV%



Speed Bin Distributions



Date Thursday 08/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 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	50	0	1	33	14	2	0	0	0	0	0	0	35.4	39.3
13:00	31	1	0	20	4	4	0	0	0	0	2	0	35.2	41.3
13:15	46	0	0	33	11	2	0	0	0	0	0	0	34.9	39.2
13:30	50	0	0	44	4	1	0	0	1	0	0	0	36.9	41.1
13:45	45	0	0	38	4	2	0	0	0	0	1	0	34.3	38.4
14:00	37	0	0	29	5	2	0	0	0	0	1	0	35.2	41.1
14:15	43	1	0	33	7	2	0	0	0	0	0	0	35	41.4
14:30	44	0	0	36	3	3	0	0	2	0	0	0	35.7	40.3
14:45	35	0	0	24	4	6	0	0	1	0	0	0	35	42.2
15:00	65	0	0	51	6	6	0	0	1	0	1	0	36	39.7
15:15	80	0	0	66	8	5	1	0	0	0	0	0	36.8	42.4
15:30	128	1	0	103	21	3	0	0	0	0	0	0	36.1	40.9
15:45	95	0	1	68	16	6	0	0	1	0	1	2	35.9	39.5
16:00	82	0	1	67	10	4	0	0	0	0	0	0	37.9	41.6
16:15	50	0	0	45	3	2	0	0	0	0	0	0	37.7	41.2
16:30	62	0	0	52	7	2	0	0	0	0	0	1	38.6	43.2
16:45	69	0	0	59	9	1	0	0	0	0	0	0	39.2	43.9
17:00	85	0	0	73	7	4	1	0	0	0	0	0	38.3	42.4
17:15	93	1	0	83	5	2	0	0	2	0	0	0	37.1	42.4
17:30	85	0	0	79	5	1	0	0	0	0	0	0	40.2	45.5
17:45	55	1	0	50	3	1	0	0	0	0	0	0	37.1	42
18:00	65	0	0	57	6	2	0	0	0	0	0	0	39.5	44
18:15	28	1	0	24	2	1	0	0	0	0	0	0	40.7	47.2
18:30	30	0	0	28	1	0	0	0	1	0	0	0	39.8	45.4
18:45	25	0	0	21	3	1	0	0	0	0	0	0	40.4	45.8
19:00	25	0	0	23	1	1	0	0	0	0	0	0	38.2	43.4
19:15	17	0	0	13	4	0	0	0	0	0	0	0	41.5	46
19:30	36	0	0	33	3	0	0	0	0	0	0	0	39.2	43.9
19:45	29	0	0	27	0	2	0	0	0	0	0	0	37.2	44
20:00	33	0	0	31	2	0	0	0	0	0	0	0	37.2	42.9
20:15	21	0	0	16	4	1	0	0	0	0	0	0	38.2	44.8
20:30	12	0	0	11	1	0	0	0	0	0	0	0	38.1	44.6
20:45	15	0	0	15	0	0	0	0	0	0	0	0	34.7	39.5
21:00	20	0	0	19	1	0	0	0	0	0	0	0	38.6	47.5
21:15	7	0	0	5	1	1	0	0	0	0	0	0	40.1	-
21:30	10	0	0	10	0	0	0	0	0	0	0	0	34.7	-
21:45	12	0	0	12	0	0	0	0	0	0	0	0	42.1	52.2
22:00	12	0	0	10	2	0	0	0	0	0	0	0	40	47.3
22:15	10	0	1	8	1	0	0	0	0	0	0	0	39	-
22:30	4	0	0	3	1	0	0	0	0	0	0	0	49.8	-
22:45	14	0	0	11	3	0	0	0	0	0	0	0	39.7	45.8
23:00	6	0	0	6	0	0	0	0	0	0	0	0	39.3	-
23:15	2	0	0	2	0	0	0	0	0	0	0	0	39.3	-
23:30	4	0	0	3	1	0	0	0	0	0	0	0	39.4	-
23:45	2	0	0	1	1	0	0	0	0	0	0	0	40.4	-
07:19	1478	6	3	1216	168	65	2	0	9	0	6	3	37.2	42.2
06:22	1715	6	3	1431	185	70	2	0	9	0	6	3	37.3	42.4
06:00	1769	6	4	1475	194	70	2	0	9	0	6	3	37.4	42.5
00:00	1769	6	4	1475	194	70	2	0	9	0	6	3	37.4	42.5

Date Friday 09/09/2022

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	3	0	0	2	0	1	0	0	0	0	0	0	34.9	-
00:15	3	0	0	2	0	0	0	0	1	0	0	0	32	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	29.2	-
00:45	3	0	0	3	0	0	0	0	0	0	0	0	36.9	-
01:00	2	0	0	2	0	0	0	0	0	0	0	0	37.3	-
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	35.4	-
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	36.7	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	37.6	-
03:30	4	0	0	4	0	0	0	0	0	0	0	0	56.9	-
03:45	1	0	0	1	0	0	0	0	0	0	0	0	30.1	-
04:00	2	0	0	1	1	0	0	0	0	0	0	0	31.4	-
04:15	4	1	0	2	0	1	0	0	0	0	0	0	33.7	-
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	42.2	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	44.6	-
05:15	3	0	0	3	0	0	0	0	0	0	0	0	40.6	-
05:30	11	0	0	9	2	0	0	0	0	0	0	0	40.1	49.5
05:45	4	0	0	3	1	0	0	0	0	0	0	0	38.2	-
06:00	7	0	0	5	2	0	0	0	0	0	0	0	41.4	-
06:15	15	0	0	11	4	0	0	0	0	0	0	0	43.6	52.8
06:30	23	0	0	22	1	0	0	0	0	0	0	0	40	47.3
06:45	45	0	1	38	4	1	0	0	1	0	0	0	37.2	40.7
07:00	65	1	0	51	10	1	1	0	0	0	1	0	38.6	43.3
07:15	55	0	1	44	8	3	0	0	0	0	0	0	40.3	45.9
07:30	57	0	1	50	3	3	0	0	0	0	0	0	35.8	42.4
07:45	87	1	0	71	9	3	0	0	2	0	1	0	34.5	39.4
08:00	64	1	1	51	8	2	0	0	0	0	1	0	36	41.9
08:15	63	0	0	52	7	2	0	0	2	0	0	0	35.7	39.8
08:30	86	0	0	77	7	2	0	0	0	0	0	0	36.6	41.3
08:45	99	0	0	78	16	2	0	0	2	0	1	0	35.8	42.1
09:00	96	0	0	81	11	2	1	0	0	0	1	0	36.5	39.6
09:15	96	1	0	41	11	0	1	0	0	0	2	0	34.8	38.8
09:30	53	0	0	39	11	2	0	0	0	0	0	1	33.9	38.9
09:45	46	0	0	35	6	3	1	0	1	0	0	0	34.4	39.5
10:00	27	0	1	17	5	2	0	0	2	0	0	0	36.6	42
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	854	4	3	687	112	27	4	0	9	0	7	1	36.1	41.3
06:22	944	4	4	763	123	28	4	0	10	0	7	1	36.4	41.4
06:00	944	4	4	763	123	28	4	0	10	0	7	1	36.4	41.4
00:00	991	5	4	802	127	30	4	0	11	0	7	1	36.5	41.5

